



AGENDA APPENDIX
Council Meeting
Wednesday 25 September 2013

AGENDA ITEM FOR SEPARATE DISTRIBUTION TO COUNCILLORS AND EXECUTIVE LEADERSHIP TEAM DUE TO DOCUMENT SIZE.

THE ITEM IS ACCESSIBLE VIA THE COUNCIL WEBSITE OR BY CONTACTING COUNCIL ON 03 5662 9200.

E.5 – GIPPSLAND REGIONAL GROWTH PLAN

Appendix 3 - Gippsland RGP Consultation and Engagement Report

REGIONAL GROWTH PLANS

A VISION FOR VICTORIA

GIPPSLAND

REGIONAL GROWTH PLAN

CONSULTATION AND ENGAGEMENT REPORT

September 2013

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1. Introduction

Eight regional growth plans have been developed in partnership between local and state government to plan for future growth, development and prosperity in regional Victoria.

The Gippsland Regional Growth Plan was developed from July 2011 to August 2013. Stakeholders and the broader community were involved at various phases of the plan's development. This document reports on the consultation and engagement undertaken and provides a summary of submissions and responses.

There were two stages of public consultation as part of the project. These were conducted as part of establishing the plan's vision, principles and strategic directions in July and August 2012 and as part of the preparation of the draft plan in June and July 2013. These provided an extensive range of feedback and suggestions which have assisted in the Gippsland Regional Growth Plan's development and refinement.

A framework for the project's approach to consultation was established through the development of a community engagement strategy guided by the International Association for Public Participation (IAP2) spectrum of public consultation. Generally, consultation and engagement included: the department and participating council websites, brochures, face-to-face briefings, council and government agency questionnaires, workshops, Project Steering Committee meetings, circulation of draft reports with invitations for comment, and advertisements placed in locally circulating newspapers across the region.

Table 1 below shows project partners involved in developing the plan. The direction and content of the plan was guided by a Project Steering Committee and Technical Working Group comprising the project partners indicated. The project was managed by the Regional Development Victoria's project team based in the Gippsland Regional Office.

Table 1: Project partners

Organisation	Project Steering Committee	Technical Working Group		Project Steering Committee	Technical Working Group
Department of State Development, Business Innovation	✓	✓	Bass Coast Shire Council	✓	✓
Department of Environment and Primary Industries	✓	✓	Baw Baw Shire Council	✓	✓
Department of Transport, Planning and Local Infrastructure		✓	East Gippsland Shire Council	✓	✓
VicRoads	✓	✓	Latrobe City Council	✓	✓
Regional Development Australia	✓	✓	South Gippsland Shire Council	✓	✓
Parks Victoria		✓	Wellington Shire Council	✓	✓
Gippsland Coastal Board		✓	West Gippsland Catchment Management Authority	✓	✓
Gippsland Water		✓	East Gippsland Catchment Management Authority		✓
East Gippsland Water		✓	Port Phillip & Westernport Catchment Management Authority		✓
South Gippsland Water		✓			

2. Overview of consultation and engagement

The plan was developed in five broad stages. Table 2 describes the plan's stages and timelines and includes an overview of engagement and consultation activities. For more detail on the consultation undertaken at each stage, refer to the detailed tables contained in the matching sections of the report.

Table 2: Consultation summary across the project

Project stage	Date	Stakeholders	Consultation	Summary of activity
1. Project establishment	July 2011	<ul style="list-style-type: none"> Gippsland Local Government Network 	<ul style="list-style-type: none"> Introductory briefing and presentation to the six Gippsland councils Councils and relevant state agencies were invited to nominate representatives for the Project Steering Committee 	<ul style="list-style-type: none"> The presentation included an overview of scope, objectives, governance, methodology, phases and deliverables Councils participated in a scoping exercise, with contributions and discussion on regional issues, current projects, stakeholders and governance arrangements
2. Preparing the issues paper	Nov 2011 – May 2012	<ul style="list-style-type: none"> State and local government departments and agencies 	<ul style="list-style-type: none"> The issues paper was developed with input from the Project Steering Committee and Technical Working Group. Technical issues workshops were held. Meetings were held with key stakeholders. 	<ul style="list-style-type: none"> An early version of the draft issues paper was circulated to the Project Steering Committee and Technical Working Group for consideration and comment. Stakeholder workshops on economics and transport, and population and settlement were held. A variety of meetings were held with key stakeholders to identify and discuss regional issues.

Project stage	Date	Stakeholders	Consultation	Summary of activity
3. Establishing the plan's strategic directions	July – August 2012	<ul style="list-style-type: none"> State and local government departments and agencies Business and industry Gippsland community 	<ul style="list-style-type: none"> A Strategic Directions brochure was prepared with input from the Project Steering Committee. The Strategic Directions brochure was widely circulated for comment. An integration workshop with state and local government, business and industry groups. 	<ul style="list-style-type: none"> Strategic Directions brochure public consultation phase 16 July – 10 August 2012, including public notices published in Gippsland's local newspapers and on the Department of Transport, Planning and Local Infrastructure website, and direct mail out to stakeholders. An Integration Workshop was held on 16 August 2012 to consider the project's main elements (economy, transport, environmental assets).
4. Preparing the draft regional growth plan	Nov 2012 – Jun 2013	<ul style="list-style-type: none"> State and local government departments and agencies Business and industry 	<ul style="list-style-type: none"> The draft plan was developed with input from the Project Steering Committee. Industry consultation occurred as part of the preparation of technical background studies. Council briefings occurred as part of the preparation of the draft plan. 	<ul style="list-style-type: none"> The first version of the draft plan was circulated to the Project Steering Committee in December 2012 for consideration and comment. Eight technical background reports were prepared in consultation with industry and the Project Steering Committee and Technical Working Group. Council briefings occurred during the preparation of the draft plan. A revised version of the plan was circulated for comment to the Project Steering Committee on 7 February 2013. A second revised version of the plan was circulated for comment on 11 April 2013. The Project Steering Committee agreed to proceed to public consultation of the draft plan on 18 April 2013.

Project stage	Date	Stakeholders	Consultation	Summary of activity
5. Preparing the final regional growth plan	July – August 2013	<ul style="list-style-type: none"> • State and local government departments and agencies • Business and industry • Gippsland community 	<ul style="list-style-type: none"> • Public consultation process 3 June – 12 July including open house information sessions in each municipality. 	<ul style="list-style-type: none"> • The draft plan and summary brochure were distributed to Gippsland councils and government departments for public display. Copies were also provided to Committee 4 Gippsland. Promotion of the consultation process included public notices in Gippsland’s local newspapers, GippyAGchat, and websites (Councils, Gippsland Local Government Network, Gippsland Regional Plan), and direct mail out.

3. Consultation and engagement detail and response

The following tables provide more detail about consultation undertaken at each stage of the project, describing when it happened, what the consultation was and what outcomes were achieved from consultation.

3.1 Project establishment

This stage involved setting up the key project management and governance functions of the project.

The consultation and engagement during this stage of the project involved project partners in the Technical Working Group and Project Steering Committee. These groups provided feedback on the proposed project arrangements. Final endorsement of governance arrangements and documents was provided by the Project Steering Committee.

Table 3: Project establishment – engagement activities

Date	Engagement activity	Details
30 June 2011	Dissemination of draft introductory material for consultation with councils	Letters were sent to all the Gippsland council CEOs (Helen Anstis, Baw Baw Shire; Tim Johnson, Wellington Shire; Tim Tamlin, South Gippsland Shire; Paul Buckley, Latrobe City; Steve Kozlowski, East Gippsland Shire; Allan Bawden, Bass Coast Shire) advising the launch of the project and included the introductory information document 'Regional Growth Plan - Draft material for consultation with councils.'
1 July 2011	Inception meeting with project partners	Inception meeting with Gippsland Local Government Network CEOs and Executive Teams of the six Gippsland councils. The meeting included a presentation outlining the objectives and scope of the project, and proposed governance arrangements. The session also included an issues scoping exercise with the participants.
August – October 2011	Establishing the Project Steering Committee	On 3 August 2011 the former Department of Planning and Community Development wrote to the CEOs of Gippsland's six councils and other relevant government departments and agencies inviting nominations for representatives to the Project Steering Committee. The committee membership subsequently comprised: Jane Oakley (Regional Development Victoria) and Helen Anstis (Baw Baw Shire) as co-chairs, Hannah Duncan-Jones (Bass Coast Shire), Melissa Harris (Baw Baw Shire), Fiona Weigall (East Gippsland Shire), Carol Jeffs (Latrobe City), Paul Stampton (South Gippsland Shire), Josh Clydesdale (Wellington Shire), John Brennan (former Department of Sustainability and Environment, now Department of Environment and Primary Industries), Des Williams (former Department of Primary Industries, now Department of Environment and

Date	Engagement activity	Details
		Primary Industries), Patricia Liew (VicRoads), Martin Fuller (West Gippsland Catchment Management Authority), Alex Arbuthnot (Regional Development Australia – Gippsland), Alan Freitag, Emilio DiSisto and Craig Birch (all former Department of Planning and Community Development). The first meeting of the Project Steering Committee was held on 15 September 2011.
October – November 2011	Establishing the Technical Working Group	In October 2011 nominations were sought from councils and other relevant government agencies for representatives for a Technical Working Group to support the Project Steering Committee. The Technical Working Group was established in late November 2011 and comprised representatives from each council, the former Department of Sustainability and Environment, Department of Planning and Community Development and DOT, VicRoads, Parks Victoria, West Gippsland Catchment Management Authority, East Gippsland Catchment Management Authority, Port Phillip and Westernport Catchment Management Authority, Gippsland Coastal Board, Gippsland Water, East Gippsland Water, South Gippsland Water and Regional Development Australia.

Consultation and engagement feedback

At the initial meeting of the Project Steering Committee a set of draft project operations documents were tabled for review and discussion, including the Project Steering Committee Terms of Reference, Project Charter, Project Plan, Stakeholder Engagement and Communications Plan and Risk Management Plan. The Project Steering Committee was invited to review these documents to ensure compatibility with their existing commitments and existing regional governance structures. The meeting included a facilitated session (with Aerium Consultants) where the committee was encouraged to explore the project objectives, outputs, project ownership, current issues and existing data.

Response to feedback

The Project Charter and Stakeholder Engagement and Communications Plan were revised to address the feedback from the Project Steering Committee. The revised documents included the addition of regional stakeholders and reference to related projects such as the Melbourne Metropolitan Strategy and planning for areas along the metropolitan interface.

3.2 Preparing the issues paper

The project team prepared an issues paper to capture evidence which would inform the regional growth plan. The consultation and engagement in this stage included key stakeholders in the Technical Working Group and Project Steering Committee. Engagement activities included meetings with project partners and providing the draft issues paper for comment and feedback.

Table 4: Preparing the issues paper – engagement activities

Date	Engagement activity	Details
October 2011	Scoping the draft issues paper	<ul style="list-style-type: none"> • The draft issues paper was informed by a ‘Gippsland Region Economic Profiles and Outlook, 2011 paper that was prepared for the project and completed in June 2011. This report relied significantly on council economic and tourism strategies that had already been prepared and been the subject of their own consultation approach with industry sectors and the community. Economic development officers in each council were consulted during the preparation of the report and it was subsequently used as the basis of various meetings and discussions around the economic drivers, constraints and opportunities for the region. • Facilitated workshop were held as part of the Project Steering Committee meeting on 17 October, with time allocated for topics including ‘people and population’, ‘urban pressures’ and ‘transport’. • Two facilitated technical workshop sessions were held with government, community and industry stakeholders on Economics and Transport, and Population and Settlement. The workshops were held on 10 February and 20 February 2012, respectively. Around eighty participants attended the two workshops. • Meetings to introduce the project and discuss related opportunities, constraints and projects were held from October 2011 to May 2012 with a variety of government organisations including: Parks Victoria, Gippsland Coastal Board, former Department of Sustainability and Environment, Clean Coal Victoria, Gippsland Regional Management Forum and VicRoads. • The draft issues paper was first circulated to the Project Steering Committee and Technical Working Group in October 2011 and was subsequently discussed at a Project Steering Committee workshop on 18 November 2011.
May 2012	Finalising the issues paper	<ul style="list-style-type: none"> • The draft issues paper was revised having regard to the above comments, other relevant strategic plans, and additional discussions with key stakeholders. The issues paper was finalised in May 2012.

Consultation and engagement feedback

Comments on the draft issues paper were received from members of the Project Steering Committee and the Technical Working Group as well as the Statewide Technical Working Group about state-level policy implications.

A variety of comments were received in respect of the content of the draft issues paper with key points relating to:

- The preferred settlement pattern across the region and the role of Latrobe City as the regional city
- The desire, extent and implications of an aspirational population figure
- Changing requirements and preferences for housing
- Service delivery options for small towns and rural settlements
- Accessibility to social services, alignment with emerging peri-urban and metropolitan planning
- Protection of rural and town character
- Protecting productive agricultural land and high value eco-systems
- Infrastructure and transport needs to support growth
- Alignment with Latrobe Valley Industry and Employment Roadmap, regional catchment strategies and Gippsland Food Strategy.

Response to feedback

The issues paper was revised in respect of each of the above comments with the areas receiving particular attention being:

- More direction regarding where and how urban growth should be managed
- Providing infrastructure and development contribution plans to manage growth
- Community strengthening through place-making and provision of social services
- Inclusion of a section on the importance and pressures associated with farming in peri-urban areas
- Comments regarding the pressures associated with coastal development
- Additional commentary regarding Gippsland's key transport corridors and linkages
- Additional statistical information and related commentary for most identified areas of economic activity
- Additional commentary and identified implications associated with the potential of the regions natural resources
- Some additional commentary around the implications and opportunities associated with climate change
- Inclusion of additional areas of significant biodiversity and habitat.

3.3 Establishing the plan's strategic direction

This stage involved the project team working in partnership with a cross-section of stakeholders to identify opportunities and constraints, develop scenarios, and analyse context and issues. The evidence and ideas generated by the issues paper and the Scenarios Workshop led to the identification of a vision for the region, principles for growth and change and proposed strategic directions for the regional growth plan.

Table 5: Establishing the plan's strategic direction – engagement activities

Date	Engagement activity	Details
Pre-public consultation engagement activities		
July – August 2012	Integration workshop Council Briefings Project Steering Committee Meetings	<ul style="list-style-type: none"> • An Integration Workshop was held on 16 August 2012 to consider the project's main elements of economy, transport, and environmental assets and their inter-dependencies and competition for land-use. Forty-seven representatives of community, industry and government agencies attended. Two workshop sessions were completed to identify the challenges and opportunities associated with each element. • A series of council briefings were conducted across the region to bring Councillors up-to-date with project progress and to provide opportunities for comment on the developing strategic directions. • Two targeted workshops were held with relevant council and industry stakeholders to inform the preparation of the plan's strategic directions and consultant reports in respect of tourism and agriculture and forestry. Both workshops had around 12 people in attendance. • The plan's strategic directions were developed in consultation with the Project Steering Committee.
Public consultation engagement activities		
	Strategic Directions brochure availability	<ul style="list-style-type: none"> • A Strategic Directions brochure (Appendix 1) was produced and public consultation occurred between 16 July and 10 August 2012. Consultation included public notices inviting people to "Have Your Say" published in Gippsland's local newspapers, availability on the Department of Transport, Planning and Local Infrastructure and council websites, and direct mail out to 220 stakeholders.
	Council workshops	<ul style="list-style-type: none"> • A series of council staff workshops were held across the region that involved land-use, environmental and social planners, engineers and economic development officers. The workshops covered: population projections, settlement patterns and planning, economic drivers, environmental assets and natural risks, and infrastructure needs. Each workshop was focussed on the relevant municipal area.

Consultation and engagement feedback from public consultation on the Strategic Directions

Nineteen submissions were received in respect of the Strategic Directions brochure from private individuals, community organisations, industry groups, councils, government departments and agencies. Key issues raised in the submissions included:

- Need for broader approach than just nature-based tourism
- Clearly delineate land to be retained for agriculture
- Need for new infrastructure and transport works
- Need for a connection to the Port of Hastings
- Need to identify areas for urban growth
- Need to include the value of sustaining a healthy and diverse natural environment
- Various comments in respect of support for the timber industry

A detailed summary of key issues raised is included as Appendix 2.

Response to feedback

Actions arising from the consultation feedback included:

- Inclusion of a variety of Strategic Tourism Investment Areas.
- Identification of Areas of Strategic Significance for agriculture and forestry
- Review and refinement of infrastructure and transport sections, including specific actions in respect of investigations into a connection to the Port of Hastings
- Refinement of the settlement framework and development of Regional City and Centre framework plans
- Refinement of the Environment and Heritage section, in consultation with Department of Environment and Primary Industries
- Inclusion of additional details regarding the significance of the timber industry in Gippsland.

3.4 *Preparing the draft regional growth plan*

Development of the draft regional growth plan involved the project team working in partnership with the Project Steering Committee to prepare a plan which captured the expectations of stakeholders and built on the key issues, drivers of change and strategic directions identified through earlier work. This stage included meetings and workshops with Project Steering Committee and Technical Working Group members, as well as opportunities to provide direct feedback on the content of the draft plan as it was developed. The Project Steering Committee ultimately endorsed the draft plan for consultation and councillors were briefed prior to the commencement of exhibition and during the consultation period. A draft background report was also prepared to set out the evidence base for the draft regional growth plan.

Consultation on the draft plan occurred between 3 June and 12 July 2013. The consultation and engagement during this stage was directed to Councillors, key stakeholders, interested parties and individuals, who were informed and invited to provide feedback on the draft plan.

Table 6: Preparing the draft regional growth plan – engagement activities

Date	Engagement activity	Details
Pre-public consultation engagement activities		
November 2012 – June 2013	<ul style="list-style-type: none"> • Council Briefings • Council workshops on Regional City, Regional Centre and Town growth forecasts and capacity • Technical studies • Project Steering Committee reviews • Statewide Technical Working Group review 	<ul style="list-style-type: none"> • The draft plan was developed from the outcomes of past consultation processes and various technical background reports and other related reference sources. • Each stage of the preparation of the draft plan was the subject of input from the Project Steering Committee. • Industry consultation occurred as part of the preparation of technical background studies which subsequently informed the preparation of the plan’s Background Report. • Further Council briefings occurred as part of the preparation of the draft plan. • Further workshops with council planning, environmental, engineering and economic development staff occurred to review each component of the plan. • The draft plan and background report were reviewed by representatives of the regional growth plans Statewide Technical Working Group, which comprised members from government departments. • Feedback from all above consultation activities informed the preparation of the draft plan.
Public consultation engagement activities		
June – July 2013	<p>Public consultation process 3 June – 12 July.</p> <p>Websites, Mail-outs, open-house information sessions in each municipality.</p>	<ul style="list-style-type: none"> • The draft plan and summary brochure were distributed to Gippsland councils and government departments for public display. Copies were also provided to Committee 4 Gippsland. • Promotion of the consultation process included public notices in Gippsland’s local newspapers, GippyAGchat, and websites (Departmental, Councils, Gippsland Local Government Network, Gippsland Regional Plan), and direct mail out to 220 government, industry and community stakeholders. • The draft plan was the subject of nine articles in local newspapers and was reported on during a Gippsland ABC news report for a full day. • Public notices advising of the availability of the draft plan and seeking comments were placed in all of Gippsland’s main newspapers. These notices also advised readers of

		<p>open-house sessions to be held in each municipality.</p> <ul style="list-style-type: none"> • Open-house sessions were held within council, departmental and public hall facilities in regional centres of each Gippsland municipality. • Approximately 80 people attended the six open-house information sessions. Three departmental representatives were in attendance to explain components of the draft plan and answer any questions. • The Department of Transport, Planning and Local Infrastructure website received 1794 hits on the Gippsland Regional Growth Plan site during the consultation period.
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Consultation and engagement feedback from public consultation on the draft plan

The main themes/topics raised in feedback received on the draft Gippsland Regional Growth Plan included:

- Need for strengthening of the plan's vision
- Request for greater emphasis on aboriginal cultural values and tourism
- Need to recognise importance of timber production from native timber and not just plantations
- Both support for and opposition to brown coal mining, oil and gas extraction and coal seam gas
- Request for inclusion of mapping showing Extractive Industry Interest Areas
- Need to show stone resources in addition to sand resources
- Need to include some additional Strategic Tourism Investment Areas
- Need a strategy about adapting to climate change – progressing Department of Primary Industries/Melbourne University previous work (agricultural futures)
- More emphasis on defence sector, hardwood timber production, Macalister Irrigation District modernisation project, additional tourism locations
- Stronger focus on renewable energy – beyond wind and geothermal
- Map geothermal resources
- Request for inclusion of some small towns in sub-regional networks
- Over emphasis on Latrobe Valley in plan's actions and commentary
- Need to strengthen reference to peri-urban area and identify related growth pressure issues
- More emphasis on a networked region rather than a regional city model
- Need for review of some town framework plans
- Need for clearer link to Metropolitan Strategy
- Need for alignment with Regional Development Victoria Regional Cities Growth Strategy
- Request to strengthen the alignment between the regional growth plan and regional catchment strategies
- Impact of climate change should be discussed in more detail

- Need greater recognition of biodiversity values, particularly east Gippsland
- Risk around timber plantations within buffers, for example, Australian Paper Maryvale – landscape change affects risk profile – implications for urban interface
- Recognise forestry industry role in fire management
- Include formal recognition of the region’s Indigenous people
- Need for improved rail services
- Need to identify a connection to the Port of Hastings
- Need to identify infrastructure that is needed to support growth
- Need for natural gas supply on Phillip Island
- Include reference to a third international airport for Melbourne
- Need for a secondary college for Phillip Island
- Rail corridor reservation from Gippsland to Port of Hastings
- More investment needed in marine and coastal infrastructure – tourism and recreation
- Sewerage upgrades needed for various towns

A more detailed summary of feedback received is included in Appendix 3.

3.5 Preparing the final regional growth plan

This stage involved updating the plan to take account of feedback received on the draft plan. The consultation and engagement associated with this stage of the plan’s development included discussions with some of the submitters, liaison with other relevant government departments and agencies, discussion with and between Project Steering Committee members and contractor review of technical background report.

The final draft Gippsland Regional Growth Plan was endorsed by the Project Steering Committee for consideration by Councils at its meeting on 23 August 2013. After Project Steering Committee endorsement, the plan was submitted to each of the Gippsland Councils (Bass Coast Shire, Baw Baw Shire, East Gippsland Shire, Latrobe City, South Gippsland Shire and Wellington Shire) for formal consideration. The plan will be submitted to the Minister for Planning once it has been considered by councils.

Table 7: Preparing the final regional growth plan – engagement activities

Date	Engagement activity	Details
July – August 2013	Review submissions and collaborate with stakeholders to prepare the final plan	<ul style="list-style-type: none"> 62 submissions were received by the end of the consultation period. The submissions were from individuals, industry groups and firms, Gippsland and neighbouring metropolitan councils and government agencies. All submissions were reviewed and key points were categorised into those that warranted change to the draft plan or background report, were more of a local nature or not directly relevant to the project, were already addressed within the report, or were not accepted. The draft plan and background report were subsequently revised. In reviewing and responding to points raised within the submissions there was: discussions with some of the submitters, liaison with other relevant government departments and agencies, discussion with and between Project Steering Committee members and contractor review of technical background reports.

Consultation and engagement feedback

A thorough review of all submissions was undertaken. In a number of instances there was direct liaison with submitters to clarify the matters raised and to discuss options for how a satisfactory response could be achieved. Consultation also occurred with some state government departments that had responsibilities related to the particular matter raised in the submission. The submissions were also discussed with the Project Steering Committee.

Response to feedback

Various updates were made to the regional growth plan and background report on the basis of submissions. These included:

Draft Gippsland Regional Growth Plan

Refer to Appendix 3 for details.

Draft Gippsland Regional Growth Plan Background Report

- Additional detail added on the impacts of climate change on agriculture and forestry at Section 1.2
- Additional detail added on the value of dairy, forestry and horticulture in Section 1.2

- New specific section added on coal seam gas at Section 1.5
- Landslip added as a Natural hazard and risk at Section 2.2
- Additional peri-urban growth pressure detail added at Section 3.1
- Additional detail added on available ports at Section 4.1
- Reference to Timber Industry Road Evaluation Study in Section 4.1

Suggestions that were not adopted generally included:

- Local matters predominantly related to particular sites proposed for urban development or specific infrastructure investment
- Transport and infrastructure projects that have not been committed to by government
- Need for a new secondary school on Phillip Island as this is a local matter
- Matters that will be addressed in the plan's implementation plan
- Matters relating to existing legislation

3.6 Conclusion

There has been ongoing stakeholder consultation throughout the preparation of the Gippsland Regional Growth Plan.

General information on regional growth plans has been available to the public on the Department of Transport, Planning and Local Infrastructure's website since the commencement of the project.

There have been two specific public and other key stakeholder consultation and engagement periods during the plan's preparation. These occurred when comment was sought on the plan's Strategic Directions (July-August 2012) and when the draft Gippsland Regional Growth Plan was made available for comment (June-July 2013).

The project's Technical Working Group and the Statewide Technical Working Group have provided specialist input that has influenced the preparation of the plan.

The Project Steering Committee has met regularly, mostly at monthly intervals, and has provided significant guidance and influence on all aspects of the plan.

Other opportunities for government departments and agencies, industry groups, and members of the public to influence the preparation of the plan have occurred as a result of:

- Six targeted workshops
- Preparation of technical background reports
- Council and government agency briefings
- Alignment with other related projects.

The final consultation stage involved the draft Gippsland Regional Growth Plan being made available on departmental and council websites, website links being widely distributed throughout the region, direct mail outs occurring to 220 individuals and organisations and six open-house information sessions being held in each Gippsland municipality. As a result of this consultation approach there were around 1800 visits to the plan's website and 62 submissions were received. All submissions were thoroughly assessed and have subsequently informed the finalisation of the Gippsland Regional Growth Plan.

Appendix 1 – Consultation Materials
Strategic Directions brochure

REGIONAL GROWTH PLANS
A VISION FOR VICTORIA

GIPPSLAND
July 2012

Gippsland Integrated Land Use Plan
Part of the State-wide program of Regional Growth Plans

Introduction

The development of Regional Growth Plans (RGP) for Victoria is progressing through the final stages of planning for growth and change across the State.

The Gippsland Integrated Land Use Plan (GILUP) represents the Gippsland component of growth planning for Victoria's regions. It forms the Gippsland RGP. The GILUP sets clearly identified opportunities for encouraging and accommodating future growth and managing the change that will occur over the next 20 years.

Why do we need the Gippsland Integrated Land Use Plan?

The Integrated Regional Plan (IRP) identified the need for the Region, planning allowed to proceed an integrated land use plan to manage population growth and change across the region. The GILUP represents the next stage of work and makes an opportunity to review, and to implement the Gippsland component of the Integrated Regional Plan (IRP).

What will the GILUP do?

The GILUP will identify strategic directions for regional land use, development and land use change to support the IRP. It will:

- Identify the direction of future land use and development across the region.
- Provide a framework for coordinating planning and land use decisions for residential, industrial and primary industry uses.
- Identify important regional environmental, economic, community and cultural issues to be considered in development.
- Identify key regional priorities for future infrastructure planning and investment in support of growth.

Values for Gippsland

Gippsland is an attractive, thriving, accessible and connected region where planning is made by not people, land, soil, resources, heritage and diversity.

Values

- Sense of belonging, pride and a strong identity.
- Diverse and resilient people.
- Quality lifestyle with a quality environment.
- Inclusive and resilient communities.
- Diverse and growing markets, including rural and regional industries.
- Healthy and resilient natural environment.
- Wellbeing and cultural heritage.

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What area will be covered by the plan?

Key issues and priorities for the region

- Managing population growth.
- Encouraging sustainable economic development and making use of opportunities for job creation and business start-up.
- Protecting agricultural, land and recreational infrastructure.
- Providing suitable infrastructure for transport and freight movement.
- Preparing and enhancing strategic assets including water catchments, habitat and landscapes.
- Managing risk from natural hazards such as bushfire, drought and coastal erosion.

Who is involved in preparing the GILUP?

The plan is being prepared with a partnership between East Gippsland, South Gippsland, Latrobe, Gippsland and Wellington. It is supported by the Gippsland Regional Development Australia Committee.

How will the plan be developed and how can you be involved?

The plan is expected to be developed by September 2012 and will include opportunities for community engagement through public consultation events. The key process is set out below:

1. Project establishment	July 2011
2. Issues analysis	Nov 2011
3. Strategic directions	July 2012
4. Prepare draft plan	September 2012
5. Draft plan consultation	March 2013
6. Prepare final plan	June 2013

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Population and settlement

Gippsland is projected to grow by an additional 18,000 people by 2031 (Victoria 2031). Demographic trends also point to an increasing aged population. In the future, we are likely to see a growing number of people aged 65 and over. We need to ensure a strong and resilient infrastructure to support a growing population and a diverse economy.

What are the population and settlement issues the plan should consider?

Who is involved in preparing the GILUP?

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2. Issues analysis	Nov 2011
3. Strategic directions	July 2012
4. Prepare draft plan	September 2012
5. Draft plan consultation	March 2031
6. Prepare final plan	June 2013

GIPPSLAND

Economic drivers and opportunities

Gippsland has significant natural resources that generate economic value and employment. These include world-class energy resources, timber, and productive farmland. Manufacturing including food processing, agricultural health care, and retail are major employers. Future focus is on a high-tech knowledge-based economy.

However, the region struggles to attract investment and build resilience in a time of change and a global economic downturn. This means we will pursue a strategic knowledge-based economy in the future by how the

region's strengths are used. A range of initiatives to support industry and employment are provided in the Labour, Skills, Industry and Employment Strategy. It will be important for land use planning to recognise the opportunities and challenges in these areas.

The construction sector remains a strong and resilient sector, but the physical infrastructure is ageing and needs to be replaced or upgraded. This will be a key focus for the region's future development.

[View the plan for business and industry programs/strategies - industry and employment readiness](#)

What are the economic opportunities for the region? How can land use planning support economic development now, and into the future?



REGIONAL GROWTH PLAN

GIPPSLAND

Transport network

Transport infrastructure is a key driver for economic growth in the region. The region's transport network is ageing and needs to be replaced or upgraded. This will be a key focus for the region's future development.

Gippsland is well served by a network of roads, including the Princes Highway and the Gippsland Highway.

Most regional highways, these roads provide access to regional and rural areas. The Princes Highway is the main north-south corridor, while the Gippsland Highway is the main east-west corridor. The Princes Highway is a major north-south corridor, while the Gippsland Highway is the main east-west corridor. The Princes Highway is a major north-south corridor, while the Gippsland Highway is the main east-west corridor.

What are the transport priorities to support Gippsland's population and economic growth?



REGIONAL GROWTH PLAN

Natural assets and hazards

The region has a rich natural heritage and a range of natural assets and hazards. These include world-class energy resources, timber, and productive farmland. Manufacturing including food processing, agricultural health care, and retail are major employers. Future focus is on a high-tech knowledge-based economy.

However, the region struggles to attract investment and build resilience in a time of change and a global economic downturn. This means we will pursue a strategic knowledge-based economy in the future by how the

region's strengths are used. A range of initiatives to support industry and employment are provided in the Labour, Skills, Industry and Employment Strategy. It will be important for land use planning to recognise the opportunities and challenges in these areas.

The construction sector remains a strong and resilient sector, but the physical infrastructure is ageing and needs to be replaced or upgraded. This will be a key focus for the region's future development.

[View the plan for business and industry programs/strategies - industry and employment readiness](#)

What are Gippsland's most important natural assets? What are the major threats to these assets?



Find out more
For more information about the Regional Growth Plan for the Gippsland Region, visit [www.gippsland.vic.gov.au/RegionalGrowthPlan](#) and follow us on Facebook.

Have your say
If you have any comments or suggestions about the Regional Growth Plan, please contact the Regional Growth Plan Unit at [gippsland@dot.vic.gov.au](#) or call 1300 368 800.

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Draft Gippsland Regional Growth Plan consultation brochure



About the Gippsland Regional Growth Plan

The Gippsland Regional Growth Plan is one of eight plans being prepared across Victoria. It will provide a broad direction for regional land use and development as well as detailed planning frameworks for key regional centres.

Regional growth plans are being prepared in a partnership between local government and state agencies and authorities.

The regional growth plans will:

- identify important economic, environmental, social and cultural resources to be preserved, maintained or developed
- provide direction for accommodating growth and change including residential, employment, industrial, commercial, agricultural and other rural activities
- show broadly which areas of land can accommodate growth and which are to be maintained, including consideration of the infrastructure needed to support growth or change
- help councils by streamlining planning policy as well as potentially reducing the amount of strategic work councils have to do.

Have your say

Tell us what you think about the draft Gippsland Regional Growth Plan.

To view and comment on the draft plan go to:
www.dpcd.vic.gov.au/gippsland/rgp

Further information about the draft plan along with supporting background documents and project updates are available.

To ensure your comments are considered, please provide your feedback by **Friday 12 July 2013**.

More information

Email: Gippsland.RGPlan@dpcd.vic.gov.au

Phone: (03) 5172 2533

ACCESSIBILITY: If you would like to receive the draft Gippsland Regional Growth Plan in an accessible format, please telephone (03) 5172 2533, email Gippsland.RGPlan@dpcd.vic.gov.au or view online at: www.dpcd.vic.gov.au/gippsland/rgp

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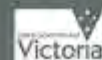
The Gippsland Local Government Network (GLGN) is an alliance of six councils: Bass Coast Shire Council, Baw Baw Shire Council, East Gippsland Shire Council, Latrobe City Council, South Gippsland Shire Council and Wellington Shire Council.



GIPPSLAND

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REGIONAL
GROWTH
PLAN
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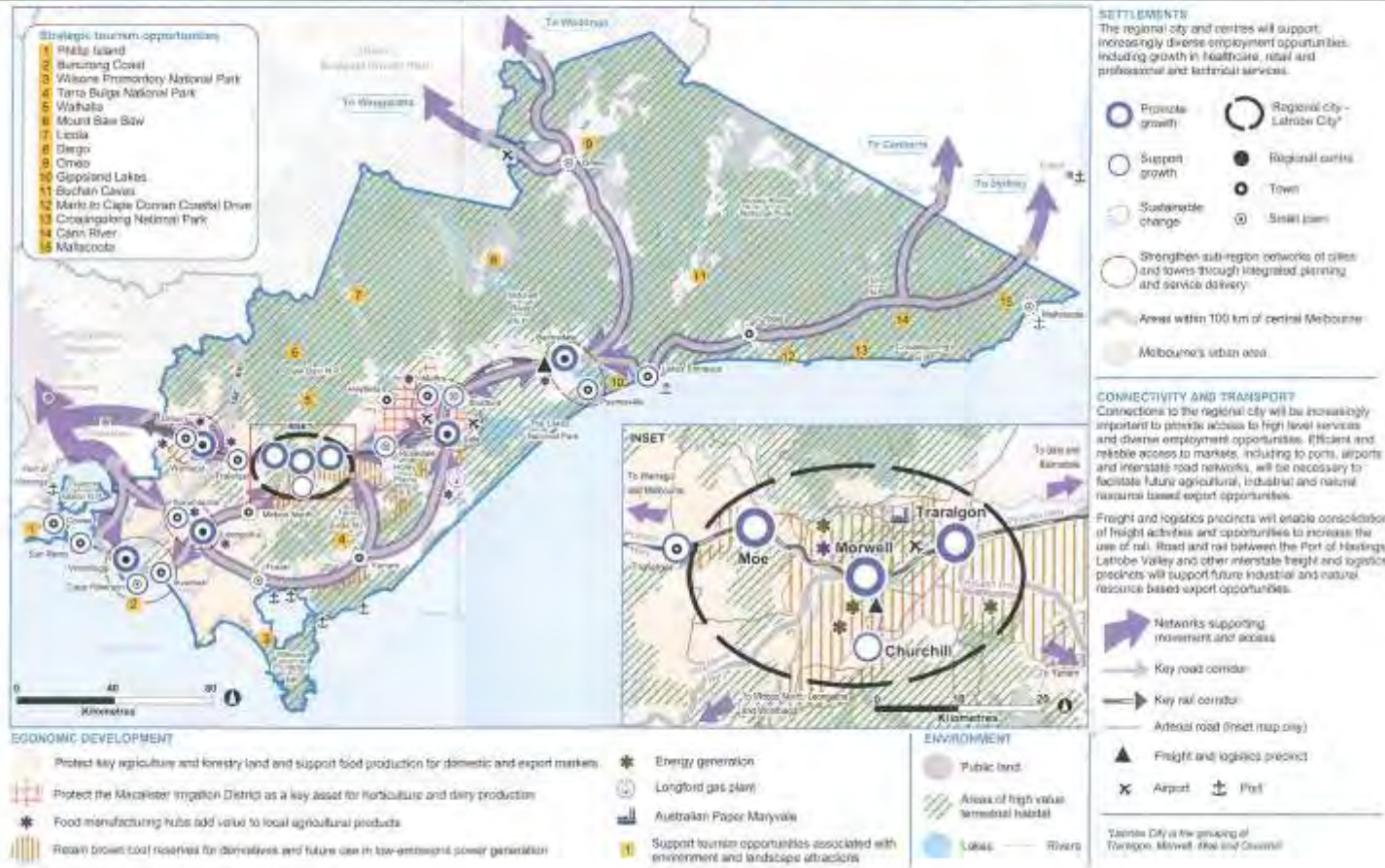
June 2013



GIPPSLAND Regional Growth

This map shows the proposed overall approach to planning for land use and development in Gippsland over the next 30 years.

Further details about the directions shown on this map may be found in the draft plan at www.dpcd.vic.gov.au/gippsland/rgp



Appendix 2 – Strategic directions consultation details, feedback and response

Source	Feedback (paraphrased)	Project team comments	Outcome(s)
Submission 1	<ul style="list-style-type: none"> • Need to seek more diverse economic outcomes • Need for port access • Should clearly delineate land for agriculture 	<ul style="list-style-type: none"> • Plan is consistent with regional economic directions • Sought Department of Transport, Planning and Local Infrastructure advice • Areas of Strategically Significance for agriculture and forestry are shown 	<ul style="list-style-type: none"> • Minor changes • Specific strategy included • Minor changes
Submission 2	<ul style="list-style-type: none"> • Indicate growth areas for key settlements 	<ul style="list-style-type: none"> • Regional city and centre framework plans to be prepared 	<ul style="list-style-type: none"> • Framework plans introduced
Submission 3	<ul style="list-style-type: none"> • Specific tourism opportunity 	<ul style="list-style-type: none"> • Plans supports tourism at a regional level 	<ul style="list-style-type: none"> • No change
Submission 4	<ul style="list-style-type: none"> • Questioned implementation approach • Nominated specific tourism opportunities • Education needs a higher profile • Settlements need better connectivity • Need re-use and recycling facilities 	<ul style="list-style-type: none"> • Implementation approach still under consideration • Plan supports tourism at a regional level • Consider in social infrastructure section • Consider connectivity in transport section • Consider re-use and recycling in environmental section 	<ul style="list-style-type: none"> • Statewide implementation plan • No change • New education paragraphs • Connectivity recognised • Recycling and re-use recognised
Submission 5	<ul style="list-style-type: none"> • Need to emphasis environmental values and identify natural risks 	<ul style="list-style-type: none"> • Further assessment with Department of Environment and Primary Industries and catchment management authorities to occur 	<ul style="list-style-type: none"> • Environmental section changes
Submission 6	<ul style="list-style-type: none"> • Consider industrial buffer requirements 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • State Policy requirement
Submission 7	<ul style="list-style-type: none"> • Needs more specific environmental management actions 	<ul style="list-style-type: none"> • More appropriately dealt with in management plans. 	<ul style="list-style-type: none"> • Environmental Section 12.1 modifications
Submission 8	<ul style="list-style-type: none"> • Implications of potential Port Anthony operations 	<ul style="list-style-type: none"> • Plan does not specifically advocate for this project 	<ul style="list-style-type: none"> • Noted

Source	Feedback (paraphrased)	Project team comments	Outcome(s)
Submission 9	<ul style="list-style-type: none"> • Implications of Port of Hastings and Cowes to Stony Point Ferry on Westernport 	<ul style="list-style-type: none"> • Would be subject of assessment studies 	<ul style="list-style-type: none"> • Noted
Submission 10	<ul style="list-style-type: none"> • Need for improved public/rail transport • Local land development opportunity • Support shared use of facilities 	<ul style="list-style-type: none"> • Supported • Local not regional matter • Will promote shared facilities 	<ul style="list-style-type: none"> • Supported at regional level • No change • Strategy in Section 14.3 included
Submission 11	<ul style="list-style-type: none"> • Need to address multi-cultural issues • Need to improve public transport network 	<ul style="list-style-type: none"> • Is addressed in other government strategies • Public transport to be supported 	<ul style="list-style-type: none"> • Noted • Supported at regional level
Submission 12	<ul style="list-style-type: none"> • Offer to provide additional mapping 	<ul style="list-style-type: none"> • Noted 	<ul style="list-style-type: none"> • Mapping changes
Submission 13	<ul style="list-style-type: none"> • Seeks separation of Phillip Island and mainland in municipality of Bass Coast • Supports urban design frameworks for Bass Coast towns 	<ul style="list-style-type: none"> • Matter for local government • Noted 	<ul style="list-style-type: none"> • No change • Streetscape improvements supported Section 11.1
Submission 14	<ul style="list-style-type: none"> • Need to support new tourism ventures, particularly nature-based tourism 	<ul style="list-style-type: none"> • Tourism, including nature-based tourism considered as a key economic driver 	<ul style="list-style-type: none"> • Tourism included in plan Section 11.1
Submission 15	<ul style="list-style-type: none"> • Need to recognise Timber Industry Action Plan • Need to recognise social and economic implications of timber industry • Consider biomass opportunities for power • Recognise transport network 	<ul style="list-style-type: none"> • Forestry being recognised as key economic driver • Biomass potential to be recognised • Regional transport requirements being considered • Water quality to be addressed 	<ul style="list-style-type: none"> • Specific forestry section to be included Section 11.2 • Biomass energy potential to be included Section 11.3 • Considered in regional transport Section 14.2

Source	Feedback (paraphrased)	Project team comments	Outcome(s)
	<ul style="list-style-type: none"> implications Recognise water quality benefits from state forests 		<ul style="list-style-type: none"> Water catchments recognised Section 12.1
Submission 16	<ul style="list-style-type: none"> Recognise benefits and impacts of forest and wood products Recognise compatibility of forest and wood industry with other land uses Note ageing workforce and need for young skilled workers Need for local road and highway upgrades Need for improved internet coverage for business 	<ul style="list-style-type: none"> Forestry being recognised as key economic driver Noted Ageing workforce and need for young skilled workforce being considered Transport section to address regional scale transport matters National Broadband Network coverage being recognised 	<ul style="list-style-type: none"> Specific forestry section to be included Section 11.2 State policy consideration Strategy being included regarding changing population demographics Section 13 Transport section noting regional improvements and National Broadband Network Section 14.2
Other submissions	<ul style="list-style-type: none"> Offered support for various components 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> No change

Appendix 3 – Summary of submissions to Draft Gippsland Regional Growth Plan

	Submission summary	Response
1	<ul style="list-style-type: none"> 1.1 Warragul area needs greater (expanded) growth boundaries – need to increase the mix of housing options to include greater areas of rural living 1.2 Warragul growth boundary is very disjointed, the existing area of low-density between Armours Road through to Nilma-Bona Vista Road, from Princes Freeway up to East West Rd is not included in the growth boundary – despite this being suitable for further subdivision 1.3 Areas prone to natural hazards are earmarked for growth 1.4 Planning has been done based on existing use of this land, rather than its strategic potential 1.5 Armours Road through to Nilma-Bona Vista Road, from Princes Freeway up to East West Rd – is ideally suited to mixture of medium and low density residential and rural living zones 1.6 Warragul needs a mixture of housing – recent planning has had over-emphasis on medium-density housing, while no areas set aside for rural living to maintain town character 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 1.1 to 1.5 (1) and (4) These are considered local planning matters for Baw Baw Shire and are being considered through the council’s settlement planning project. The framework plans for Warragul and Drouin may be revised in the future as council completes this work. 1.6 (1) and (4) The plan supports a greater diversity of housing within the region and proposes the preparation of a housing strategy. Future rural living areas are a matter for Baw Baw Shire.
2	<ul style="list-style-type: none"> 2.1 Danger is basing growth projections on the current climate (<i>economic and environment?</i>) – Latrobe reliant on power industry/paper mill – if these close Latrobe will not have the employment base 2.2 Focus on Latrobe as regional centre is narrow-minded – limits possibilities in other areas 2.3 Latrobe operates as separate entities – this is a challenge to overcome 2.4 Support ‘rural city’ approach for Sale – should incorporate Maffra, Stratford, Wurruk and Longford as suburbs to Sale 2.5 Consider Sale to be underserved and disadvantaged 2.6 If Latrobe is to be regional city – need to support growth that physically links the towns 	<ul style="list-style-type: none"> 2.1 (4) The plan’s population projections are based on <i>Victoria in Future 2012</i> as endorsed by government. Planning responses will need to be flexible to future circumstances as they evolve. 2.2 and 2.3 (4) The Latrobe City grouping is recognised as the region’s regional city consistent with state government policy and the presence of existing regional infrastructure and services. 2.4 (4) Maffra, Stratford and Wurruk are included in the Sale sub region network. 2.5 (1) and (5) 2.6 (5) The Latrobe City strategy refers to the creation of a single urban system.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
	<ul style="list-style-type: none"> 2.7 Appears to be bias towards Traralgon at the expense of rest of region, for example, new TAFE built in Traralgon) 2.8 Would like to see Traralgon and Morwell as one centre 2.9 Fast rail should be extended beyond Traralgon – hampering growth to the east 2.10 Should be another university option located east of Latrobe – stem loss of youth from the area 	<ul style="list-style-type: none"> 2.7 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan. 2.8 (5) The Latrobe City strategy refers to the creation of a single urban system. 2.9 (1) and (4) This point is a service delivery issue that does not require a land use solution and is therefore outside the scope of this plan. 2.10 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
3	<ul style="list-style-type: none"> 3.1 There is a need for a local government (public) high school to service San Remo 	<ul style="list-style-type: none"> 3.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
4	<ul style="list-style-type: none"> 4.1 Need for a secondary college on or near Phillip Island 4.2 Only option is to travel to Wonthaggi High School 4.3 Can not afford New Haven Secondary College 	<ul style="list-style-type: none"> 4.1 to 4.3 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
5	<ul style="list-style-type: none"> 5.1 There is a need for a state (public) secondary school to cater for children from Phillip Island and the surrounding waterline area 5.2 Regional growth plan omits need for a secondary school – focuses on Post Secondary Education and Training 5.3 Cost to the community is enormous for bus transport for students to reach Wonthaggi from around the region 	<ul style="list-style-type: none"> 5.1 to 5.3 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
6	<ul style="list-style-type: none"> 6.1 Include greater recognition of sustainable timber production from native forest 6.2 Current draft gives reference to plantation timber – need to note that this can not substitute managed native timber – this should be recognised as an important land use 	<ul style="list-style-type: none"> 6.1 (2) Further recognition has been included at Section 11.2: “Native forest is important as the source for hardwood species used in manufacturing, building materials and quality paper production.” 6.2 (4) This point is addressed as noted above.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
7	<ul style="list-style-type: none"> 7.1 Additional secondary school needed – Phillip Island and waterline communities 	<ul style="list-style-type: none"> 7.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
8	<ul style="list-style-type: none"> 8.1 Additional secondary school needed – Phillip Island 	<ul style="list-style-type: none"> 8.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
9	<ul style="list-style-type: none"> 9.1 Review figures for value of Gippsland’s fishing catch 9.2 Suggest extend value of fishing industry to include associated retail and supplies, i.e. fuel 	<ul style="list-style-type: none"> 9.1 (4) This point was referred to the Department of Environment and Primary Industries for review. From projected estimates based on most recent records it is considered that the figure in the plan is an accurate reflection of the value of the region’s annual commercial catch. 9.2 (5) Further consideration of the economic multipliers generated by the fishing industry is outside the scope of this plan.
10	<ul style="list-style-type: none"> 10.1 Query about extent of Gippsland region 10.2 Location at Nar Nar Goon is within Cardinia and forms part of metropolitan Melbourne 	<ul style="list-style-type: none"> 10.1 and 10.2 (5) This submission has been responded to by email clarifying the geographic scope of the plan to the six Gippsland local government areas.
11	<ul style="list-style-type: none"> 11.1 Confirm/check natural resource figures – media report suggests recoverable reserves of 5 billion barrels of oil and more than 10 trillion cu ft of natural gas in the Gippsland Basin <p>Maps</p> <ul style="list-style-type: none"> 11.2 Map 3 – Strategic Assets – include additional power stations: <ul style="list-style-type: none"> Jeeralang Gas Power Station east side of Monash Way, opposite to Hazelwood Power Station Morwell Briquette and power station Loy Yang B Power Station, additional to Loy Yang A, located south of Traralgon Give some recognition to the old Yallourn Power Station (closed for some time), opposite Yallourn West Power Station 11.3 Map 15 – Bairnsdale – add Bairnsdale Specialist School, Calvert Street 	<ul style="list-style-type: none"> 11.1 (4) and (5) The plan has been prepared with advice from the Department of Environment and Primary Industries. 11.2 (2) Revisions have been made to Map 3 other than the Morwell Briquette site and the old Yallourn power station. 11.3 (2) Map 10 has been revised to include the additional school site.

	Submission summary	Response
12	<ul style="list-style-type: none"> 12.1 Additional secondary school needed – Phillip Island and waterline communities 	<ul style="list-style-type: none"> 12.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
13	<ul style="list-style-type: none"> 13.1 Transport (page 54) – separate future capacity descriptions for Port of Hastings and Port of Melbourne – Port of Hastings is not planned to create capacity to handle new bulk commodities – wording should be “Developing the Port of Hastings as Victoria’s next container port” 13.2 Currently there is no detailed planning to directly connect Port of Hastings to Gippsland by rail – future studies will explore based on economic and demand considerations 13.3 Planning for transport infrastructure will require quantifiable forecasts for import and export volumes 	<ul style="list-style-type: none"> 13.1 (2) The text at Section 14.2 has been revised as suggested: “Developing the Port of Hastings as Victoria’s next container port. Support the Port of Hastings transport studies to plan for efficient transport access based on industry needs associated with the Port’s development.” 13.2 (5) 13.3 (5)
14	<ul style="list-style-type: none"> 14.1 Section 12.1 – supports reducing impact of development on quality and security of water resources 14.2 Section 14.1 – Table 4 – water infrastructure considerations for Bairnsdale – correct the statement to say “May require some upgrade/augmentation to support growth” (2 ticks) 	<ul style="list-style-type: none"> 14.1 (5) 14.2 (2) Table 4 at Section 14.1 has been revised as suggested.
15	<ul style="list-style-type: none"> 15.1 Add greater emphasis / importance of international visitors 15.2 Include reference to Phillip Island – Stony Point Car Ferry 15.3 Add Aboriginal cultural heritage tag to Phillip Island 15.4 Clearly show Phillip Island terrestrial habitat 15.5 Add importance of connectivity and public transport options to Phillip Island – enables staff resourcing of hospitality sector on the island 15.6 Recognise high contribution of tourism sector to Bass Coast compared to remainder of Gippsland – visitor growth will come from Asian markets 	<ul style="list-style-type: none"> 15.1 (2) The plan has been revised to refer to the potential associated with attracting international tourists at Section 11.1: “Most visitors to the region come from the domestic market, while unique nature-based attractions provide an opportunity to draw a greater number of international visitors.” 15.2 (4) The Phillip Island – Stony Point car ferry is a prospective project relating to transport service provision and is not within the scope of this plan. 15.3 (4) The plan has identified locations with Aboriginal cultural

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>heritage in accordance with advice from Office of Aboriginal Affairs Victoria.</p> <ul style="list-style-type: none"> • 15.4 (4) There are multiple environmental values at Phillip Island as represented on Map 7. Further detail of terrestrial habitat is available in the relevant regional catchment strategy. • 15.5 (1) and (4) Text has been added to Map 15 which acknowledges tourism and transport in the area. • 15.6 (4) This plan is focused at the regional scale and aims to promote and support economic activities that have multiple cross border benefits. Phillip Island and the Bunurong Coast have been identified as strategic tourism investment areas for Gippsland.
16	<ul style="list-style-type: none"> • 16.1 Support recognition of brown coal as major regional asset • 16.2 Support principles, particularly focus on lower emissions coal processing and developing Research and Development activity • 16.3 Recommend greater emphasis on development of coal-to-products industries • 16.4 Greater emphasis on RandD in sustainable industries and skills training to unlock potential for low-emissions, high value outputs 	<ul style="list-style-type: none"> • 16.1 (5) • 16.2 (5) • 16.3 (2) Addition text has been included at Section 11.3: “Future opportunities include the development of coal-to-products industries such as processing brown coal as a potential source of gas, diesel and fertiliser for both domestic and export markets.” • 16.4 (1) and (4) The plan supports the directions of the <i>Latrobe Valley Industry and Employment Roadmap</i> which has a greater focus on skills training and research and development initiatives.
17	<ul style="list-style-type: none"> • 17.1 Plan ignores the Western Port Catchment – risk of degradation to historical and heritage values • 17.2 Section 6 – Snapshot of the Region – need more acknowledgement of Melbourne’s peri urban hinterland as extremely important area • 17.3 Section 7 – Drivers of Change – acknowledge Cowes, San Remo, Newhaven, Cape Woolamai are within peri urban area • 17.4 Population growth – council premise that new residents can be directed to Wonthaggi is unsound 	<ul style="list-style-type: none"> • 17.1 (4) Map 7 identifies high value habitat, marine and wetland assets around Westernport. • 17.2 (2) Following the workshop with the Peri-urban Group of Rural Councils on 12 August 2013 revised text has been included in Section 7. • 17.3 (2) Response as above. • 17.4 (1) and (4) The plan reflects the Bass Coast Shire local policy framework in supporting urban growth at Wonthaggi.

	Submission summary	Response
	<ul style="list-style-type: none"> • 17.5 Section 13 – Living in the region – Future Directions dot points are not promoted • 17.6 Section 13.2 – Future Settlement Pattern – studies show greatest population migration into the shire occurs from outer eastern metropolitan suburbs and their peri urban hinterland • 17.7 Section 13.2 – planning for growth areas should include Wonthaggi as the Regional Centre, but growth is significantly higher in the peri-urban sector • 17.8 There should be four framework plans: (revise table on page 49) <ul style="list-style-type: none"> ○ Cowes – Silverleaves, Wimbeldon Heights, Ventnor ○ San Remo - Newhaven, Cape Woolamai ○ Inverloch ○ Wonthaggi - Dalyston <p>Maps</p> <ul style="list-style-type: none"> • 17.9 Map 4 – M420 redirection into San Remo and B460 continuing from a new junction 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 17.5 (6) • 17.6 (2) Following the workshop with the Peri-urban Group of Rural Councils on 12 August 2013 revised text has been included in Section 7. • 17.7 (5) • 17.8 (4) The objectives and criteria for identifying the sub region networks have been revised at Section 13.3: “The sub-region networks have been identified based on considerations including: Share of projected consolidated town population relative to surrounding areas Projected population of at least 1000 persons and planned capacity to accommodate change.” • 17.9 (5)
18	<ul style="list-style-type: none"> • 18.1 Importance of retaining access to construction resources • 18.2 Link between haulage distance and cost – Melbourne has comparative advantage • 18.3 Importance of quarries situated close to market – need to identify and protect resource areas from incompatible land uses • 18.4 Planning schemes need to protect significant construction material resources • 18.5 Review of resources should extend to hard rock (not only sand) • 18.6 Incorporate Government commitments from Economic Development and Infrastructure Committee inquiry into Greenfields Mineral Exploration and Project Development in Victoria into regional growth plan – particularly inclusion of Extractive Industry Interest Areas 	<ul style="list-style-type: none"> • 18.1 (4) This point has been addressed through revisions to the plan, as noted in the response to Submission 20. • 18.2 (2) The plan has been revised with additional text included at Section 11.3: “Maintaining access to locally accessible construction resources helps to limit transport and related costs and retain competitive advantages for Gippsland industries.” <p>Text has also been added at Section 14.2: “Opportunities to better understand efficient supply chains exist around:</p>

	Submission summary	Response
	<ul style="list-style-type: none"> • Recommendations • 18.7 Add Section 16.2 – Actions – Establish taskforce to implement recommendations from EDIC Inquiry • 18.8 Planning protection for key material resource areas • 18.9 Streamline planning approvals • 18.10 Incompatible land uses directed away from Extractive Industry Interest Areas • 18.11 Section 8 – Challenges for Growth – acknowledge supply of resources to support growth • 18.12 Section 11.3 – widen description to cover Economic Development and Infrastructure Committee Inquiry • 18.13 Section 15 – Table 5 – additional words to Principle 1, 3, 4 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>understanding relationships, movements and modes between the farm gate, market, distribution centres and gateways for various commodities such as extractive industries and agricultural products”</p> <ul style="list-style-type: none"> • 18.3 (4) This point has been addressed in the revisions above. • 18.4 (4) Planning schemes include mechanisms to protect resource areas from encroachment of sensitive or incompatible land uses. This work is a matter for councils and local strategic planning. • 18.5 (2) The plan has been revised at Section 11.3 to include a strategy that refers to hard rock: “Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” • 18.6 (4) Addition text has been included consistent with the response to Submission 20. • 18.7 (4) Actions stemming from the government’s response to Economic Development and Infrastructure Committee Inquiry may have implications for future planning provisions. It is not within the scope of this plan to establish a taskforce to progress these matters. • 18.8 (4) It has been noted above that this point is a matter for local strategic planning. This plan includes a statewide map of Extractive Industry Interest Areas. • 18.9 (1) This matter is outside the scope of this plan. • 18.10 (2) The plan includes a strategy at Section 11.3 to identify and manage access to natural resources: “Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.”

	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 18.11 (4) It is considered that this challenge is addressed in Section 8 (fourth dot point) through the recognised need to manage the potential for land use conflicts “managing settlement growth with consideration of economic resources, environmental assets and natural hazards.” 18.12 (4) Reference to the EDIC Inquiry has been included at Section 11.3. 18.13 (4) The strategy on earth resources has been added to Table 5 at Section 15.
19	<ul style="list-style-type: none"> 19.1 Section 10 Principles – add “protecting” in regard to sensitive environments 19.2 Section 11 – page 27 – delete words linking agriculture to health of catchments and environment 19.3 Section 12 – page 33 – recommend using the endorsed regional catchment strategies to inform application of future planning tools, such as the Significant Landscape Overlays and the Environmental Significance Overlays 19.4 Section 16.1 – page 67 – add words to future amendments/municipal strategic statement review – will involve working with state agencies and catchment management authorities, or similar 19.5 General – encourage ongoing collaboration and involvement of West Gippsland Catchment Management Authority during detailed implementation plan/amendments/municipal strategic statement reviews 	<ul style="list-style-type: none"> 19.1 (2) The text in Principle 2 at Section 10 has been revised: “Distinctive rural landscapes and sensitive environments such as the coast, mountain ranges, and natural bushland will be protected and valued.” 19.2 (2) The text at Section 11.2 has been revised as requested: “When considering development applications, recognise the importance that preservation and management of productive agricultural and forestry land makes to the rural character of Gippsland.” 19.3 (2) The text has been revised at Section 12.1 as recommended: “Consistently apply planning tools, such as the Significant Landscape Overlay, Environmental Significance Overlay and Heritage Overlay, to protect significant inland and coastal landscapes, and cultural heritage assets. The endorsed Regional Catchment Strategies can assist to inform this process.”

	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 19.4 (4) The plan acknowledges an ongoing role for relevant state government departments and agencies in developing more detailed implementation actions at Section 16.3. 19.5 (4) Engagement with relevant state agencies is expected to continue as part of the development of the Implementation Plan.
20	<ul style="list-style-type: none"> 20.1 Insufficient recognition of significant stone and sand resources that are critical for the construction industry 20.2 Add new section at 11.4 – Earth Resources – highlighting importance of sand and stone – importance of local supply chain 20.3 Need to protect these resources from encroachment 20.4 Page 61 – Table 5 – add statement about protecting resources from encroachment <p>Maps</p> <ul style="list-style-type: none"> 20.5 Current quarries should be identified on a map, together with significant sand and stone resources 	<ul style="list-style-type: none"> 20.1 (2) Further recognition has been included with additional text and strategies at Section 11.3: “Extractive industry interest areas occur within the region, which contains areas of known future interest to the extractive minerals industry (for example sand and stone). Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” 20.2 (2) Addition text has been included to address this point at Section 11.3 and Section 14.2: “Opportunities to better understand efficient supply chains exist around: understanding relationships, movements and modes, such as between the source, gateways, distribution centres and market for various commodities such as extractive industries and agricultural

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>products.”</p> <ul style="list-style-type: none"> • 20.3 (2) Additional text has been included to address this point at Section 11.3: “In response to a recent Parliamentary Committee Inquiry, the Victorian Government has committed to various activities that will undertake further data gathering and planning to better protect the State’s extractive resources for future development. The outcomes of these activities may have implications for future planning provisions.” • 20.4 (2) Table 5 in Part D has been revised to reflect all strategies in Part C including the natural resource strategy referred to above at 20.1. • 20.5 (3) A map of current quarries has been included in the background report.
21	<ul style="list-style-type: none"> • 21.1 Disagree draft plan enables council to streamline local policy and municipal strategic statement • 21.2 Plan potentially creates additional work that council lacks resources to undertake • 21.3 Vision does not drive the document, promotes ‘business as usual’ future • 21.4 Too lengthy, tries to address issues that are not land use planning • 21.5 Too much content falls into existing Local or State policy – lack of clarity about priority regional policy directions • 21.6 Passive language • 21.7 Economy Strategy – agribusiness assistance – disputed – costly for councils and this is the role for Department of Environment and Primary 	<ul style="list-style-type: none"> • 21.1 (4) Actions stemming from the Implementation Plan may provide assistance to councils to develop or revise local planning policy to better align with the plan. • 21.2 (4) The Implementation Plan may identify opportunities for support to local councils. The Gippsland Regional Growth Plan is expected to have influence further than through inclusion in planning schemes. • 21.3 (4) and (6) The Vision refers to the development of new industries and innovative technology. It is reflective of the plan’s broad objectives. • 21.4 (4) The plan is focused on land use issues common across Gippsland.

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	<p>Industries</p> <ul style="list-style-type: none"> • 21.8 Economy Strategy – need a strategy about adapting to climate change and support for progressing Department of Primary Industries/Melbourne University previous work • 21.9 Economy Strategy – narrow focus on sand and coal – need general strategy to support mining and resource processing • 21.10 Environment and Heritage – gap around role of cultural heritage in sense of place / place-making – need a strategy around encouraging urban development to acknowledge cultural heritage values, via design, streetscaping etc. • 21.11 Environment and Heritage – gap around securing mitigation measures to preserve Gippsland lifestyle – need a strategy for mitigation against hazards and adaptive measures for existing settlements • 21.12 Infrastructure – social infrastructure text provides little direction, passive recreation (parks, walking trails) needs more detail • 21.13 Infrastructure – gap around developer contributions for social infrastructure, use of social infrastructure assessments, etc. • 21.14 Infrastructure – include support for high speed rail • 21.15 Part D – Repeats state and local policy and does not identify responsibilities or resources to deliver • 21.16 Overall – limited potential to translate at local level, demonstrates planning resources need to be focused at the local level • 21.17 Does not add value to local policy directions • 21.18 Discourage further resourcing of a detailed implementation plan – alternatively suggest support at local level to develop planning provisions, work with Gippsland Local Government Network to identify where regional approach will add value, i.e. could be regional approach to amendments, introduction of new zones, shared resourcing, etc. 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 21.5 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. It is currently a stand-alone document and therefore some repetition of the State Planning Policy Framework is appropriate. • 21.6 (5) • 21.7 (4) Further detail on progressing and supporting the strategy for agribusiness assistance will form part of the Implementation Plan. • 21.8 (4) The government is progressing various strategies on climate change adaptation including the <i>Future Coasts</i> program. Specific land management actions, industry or behaviour change initiatives are outside the scope of this plan. Climate change implications have been considered as part of the agriculture section. • 21.9 (2) An additional strategy to support mining and resource processing has been included in Section 11.3: “Support the development of mineral and other earth resources where proposals meet the requirements of the relevant environmental and regulatory processes. Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” • 21.10 (4) The Victoria Planning Provisions and local policy provide direction for the design of urban neighbourhoods and streetscapes. State and local heritage, open space, native vegetation and landscape are design considerations included in the existing planning framework. • 21.11 The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale

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	<p>Maps</p> <ul style="list-style-type: none"> • 21.19 Scale of mapping is too broad to be translated into municipal strategic statement • 21.20 Lake Omeo – intermittent – remove? • 21.21 Economy – urban inset – replace Lakes Entrance with broader Gippsland Lakes settlements description (Metung and Paynesville) • 21.22 Settlement map – extend sub region network to include Twin Rivers settlements – Nicholson, Johnsonville, Swan Reach 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the <i>Future Coasts</i> program.</p> <ul style="list-style-type: none"> • 21.12 (2) The plan has been revised to include reference to regional open space. • 21.13 (1) and (4) Mechanisms for developer contributions and social impact assessments are administered through the planning system or other relevant legislation. Developer contributions are referred to in the infrastructure strategies and are being separately dealt with at state level. • 21.14 (2) Text has been included at Section 14.2: “The Australian Government is undertaking a strategic study regarding the implementation of high speed rail (HRS) on the east coast of Australia. Once fully operational express journey times of less than three hours between Melbourne-Sydney could be achievable. Phase 2 of the study depicts a preferred alignment for the HSR system between Melbourne, Canberra, Sydney and Brisbane. The Gippsland Regional Development Australia Committee and the Gippsland Regional Management Forum support a route that traverses the Gippsland region.” • 21.15 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. Further detail on responsibilities and resources will form part of the Implementation Plan. • 21.16 (4) The Implementation Plan will consider processes, actions

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		<p>and resources to progress the strategies included in the plan. These may include support for councils to develop or revise local policy.</p> <ul style="list-style-type: none"> • 21.17 (4) The plan promotes regional priorities common to Gippsland’s local councils. It provides the opportunity to streamline local policy. Further work to develop or refine local policy will form part of the Implementation Plan. • 21.18 (4) The Implementation Plan will consider further actions and processes to support councils with local policy. • 21.19 (4) The regional maps are not intended for direct translation into planning schemes. Digital mapping at a finer scale may be developed in the future as part of the implementation measures. • 21.20 (6) Lake Omeo is to remain on Map 3. • 21.21 (2) The text on Map 6 has been revised. • 21.22 (4) and (6) Additional text has been included in Section 13.3 to better explain the criteria and objectives for the sub region networks. The networks do not represent a population catchment. For the reasons explained in the text the additional settlements have not been included.
22	<ul style="list-style-type: none"> • 22.1 Agree Gippsland has resources and skills to develop innovative technologies in renewable energy, agriculture, food production and manufacturing • 22.2 It is known that coal, oil and gas will be phased out as renewable energy becomes more efficient and affordable • 22.3 So called ‘clean coal’ and fracking are short-sighted at the expense of valuable agricultural land • 22.4 Risk rendering agricultural land unusable 	<ul style="list-style-type: none"> • 22.1 (5) • 22.2 (2) The plan has been revised at Section 11.3 to give greater recognition to renewable energy resources: “While Gippsland’s energy in the immediate term is closely linked to its brown coal deposits, there are opportunities to develop renewable energy resources as part of a long-term strategy to maintain Gippsland as Victoria’s energy hub. Potential renewable energy resources in the region include geothermal, wind, hydro-electric, wave and tidal generated energy. Geothermal and wind

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		<p>energy are likely to offer the best prospects in the short to-medium term.”</p> <ul style="list-style-type: none"> • 22.3 (3) and (4) The plan identifies and protects strategic agricultural land. More information regarding the regulatory processes for gas extraction are included in the background report. • 22.4 (4) The plan identifies and protects strategic agricultural land.
23	<ul style="list-style-type: none"> • 23.1 Economy - strengthen recognition of the defence sector – list as separate heading under Section 11.1 and add to strategies in Table 5 (page 61) • 23.2 Economy – give specific recognition to hardwood timber production and operations at Heyfield (page 26) • 23.3 Economy – agriculture – give reference to importance of the MID modernisation implementation project (Section 11.2 and Table 5 page 61) • 23.4 Economy – include strategic tourism opportunities at Loch Sport, Port Albert and 90 Mile Beach and all rail trails should be included in tourism strategies (page 24) • 23.5 Economy – Longford gas plant should be referred to under oil and gas on page 28 • 23.6 Natural hazards and risks - revise text for flood hazard at Sale – to reflect that majority of Sale is not flood affected • 23.7 Consistent terms – use ‘RAAF Base East Sale’ • 23.8 Page 35 – agricultural futures planning work should acknowledge contribution of Gippsland Local Government Network • 23.9 Photos – add ESSO infrastructure and/or RAAF Roulettes 	<ul style="list-style-type: none"> • 23.1 (2) and (4) The plan includes reference to the defence sector in Section 11. Additional text has been included at section 11.1 to highlight opportunities for expanded manufacturing activities leveraged from the defence sector: “Recent investment to redevelop defence facilities and the potential for expansion of RAAF operations in central Gippsland provides leverage opportunities for construction, manufacturing and technical service industries across Gippsland. The region’s capacity in aircraft manufacturing also presents opportunities to diversify into similar high technology enterprises that may grow through collaboration with the Latrobe Regional and West Sale airports as well as supporting the defence sector.” • 23.2 (2) Text has been added in Section 11.2 to give greater recognition to hardwood timber production: “Managed native forest is an important source for hardwood species used in manufacturing, building materials and quality paper production. Native timber harvesting, particularly in areas across east Gippsland, is significant for local communities like Orbost and

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	<p>Maps</p> <ul style="list-style-type: none"> • 23.10 Economy – annotate to increase defence presence • 23.11 Map 15 – Future Directions for Transport – too generic – need to include specific projects – Princes Hwy duplication, link to Port of Hastings should be included • 23.12 Map 15 – also include need for improved public transport to ‘regional city’ and Melbourne along Princes Hwy corridor, particularly east of Traralgon • 23.13 Map 15 – need to recognise importance of improved transport connections within ‘sub region networks’ • 23.14 Map 12 – Sale Framework Plan – include inset map for Longford • 23.15 Map 12 – add TAFE site adjacent to West Sale aerodrome + proposed TAFE at Port of Sale • 23.16 Map 12 – amend RAAF Base East Sale environs line to align with the urban growth boundary 	<p>Heyfield in providing opportunities for employment and skills.”</p> <ul style="list-style-type: none"> • 23.3 (2) Text has been added on the Macalister Irrigation District modernisation project at Section 11.2. • 23.4 (4) and (5) The proposed additional tourism areas are considered to be of local importance. Discussion on the region’s rail trails is included in the background report. • 23.5 (4) and (5) Longford is referenced in the plan at Section 11.3 and on Map 5 and Map 6. • 23.6 (2) Text has been revised at Section 12.2: “Managing flood risk is an issue particularly for affected areas of the settlements of Latrobe City, Bairnsdale and Sale.” • 23.7 (2) Text on Map 12 has been revised to reflect consistent term ‘RAAF Base East Sale’. • 23.8 (2) Text has been revised at Section 12.2 to acknowledge the contribution of the Gippsland Local Government Network: “The former Department of Primary Industries, with the University of Melbourne and support from the Gippsland Local Government Network, has undertaken research that will inform agricultural futures planning.” • 23.9 (2) Additional photographs have been provided by Wellington Shire and included in the plan • 23.10 (2) The inset to Map 6 has been revised to include text: “Opportunities to increase defence industries and training” • 23.11 (4) The Princes Highway duplication is noted in the plan at Section 14.2 and also in the background report. • 23.12 (1) and (4) Public transport is a service delivery matter and does not require a land use response.

	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 23.13 (2) Text has been added at Section 13.3 to highlight the importance of transport access within the sub region networks: “Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment.” 23.14 (4) It was considered that the scale of projected urban growth at Longford did not warrant its inclusion as part of the region’s settlement framework. No other settlements of this size have been included in the plan. 23.15 (2) Additional TAFE sites have been added to Map 12. 23.16 (2) The RAAF Base East Sale environs line has been revised.
24	<ul style="list-style-type: none"> 24.1 Strengthen reference to peri urban and issues affecting peri urban councils – BC, BB, SG 24.2 Section 12.1 – Environment and Heritage – include reference to heritage villages – Coal Creek, Old Gippsdown, Yarragon, Walhalla 24.3 Section 12.2 – Natural hazards – highlight landslip as a hazard – particularly for BB, SG 24.4 Section 13.3 – include reference to regional centres of Warragul/Drouin, Bairnsdale, Sale (consistent with Latrobe Valley Roadmap) 24.5 Need to highlight infrastructure costs as a constraint to servicing projected high growth in peri urban areas – e.g. Nyora in SG – councils and service authorities require additional funding to support this growth 24.6 Section 13.3 – include importance of link between peri urban councils and Melbourne 24.7 Section 14.1 – add requirement for sewerage upgrade to support growth 	<ul style="list-style-type: none"> 24.1 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 24.2 (4) Historic mining at Walhalla is noted in the plan at Section 12.1. Coal Creek, Old Gippsdown and Yarragon are considered to be of local significance. 24.3 (2) Text on land slip has been added at Section 12.2. 24.4 (2) and (4) The text at Section 13.3 has been revised to include Warragul/Drouin within the Princes corridor. 24.5 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 24.6 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 24.7 (4) The status of sewer capacity and requirements for future investment are included in Table 4 at Section 14.1. More detailed planning for sewer infrastructure is addressed in the Water Supply Demand Strategies of the region’s water authorities.

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	<ul style="list-style-type: none"> 24.8 Section 14.1 – add consideration for external funding to deliver transport infrastructure (note Sand Road Interchange, Longwarry North) and inclusion of specific rail corridor reservation from Gippsland rail line to Port of Hastings <p>Maps</p> <ul style="list-style-type: none"> 24.9 Include map to identify peri urban – link to Metro Strategy 24.10 Map 4 – stronger reference to linkages into the region from Melbourne 24.11 Map 13 – council is finalising Warragul/Drouin growth boundaries – to be reflected in regional growth plan 24.12 Map 13 – add text describing industrial expansion areas and importance for additional employment 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 24.8 (4) The Sand Road Interchange is considered to be a local project. The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the Port. 24.9 The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 24.10 (4) Map 4 is intended to show the region’s transport connections within the broader state context. Inward linkages are shown on Map 16. 24.11 (2) Map 13 has been revised reflecting work underway by council and the Growth Areas Authority. 24.12 (2) Text has been added to Map 13 under the heading ‘Growth opportunities in business, manufacturing and services’.
25	<ul style="list-style-type: none"> 25.1 Advocates on behalf of Waterford Rise Estate, Warragul 25.2 Recommends some mapping revisions to the Warragul/Drouin Framework Plan to accurately reflect description of the land 25.3 Requests that southern portion of Waterford Rise Estate be shown as ‘existing urban area’ and northern portion be ‘future urban growth area’ 	<ul style="list-style-type: none"> 25.1 (5) 25.2 (2) Map 13 has been revised to reflect work underway by Baw Baw Shire and the Growth Areas Authority. The mapping accurately depicts the status of the Waterford Rise Estate land. 25.3 (2) Map 13 has been revised to include definitions of the land status and accurately depicts the status of Waterford Rise Estate.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
26	<ul style="list-style-type: none"> • 26.1 Not enough emphasis in the text about risks/pressure on tourism attractions (particularly Phillip Island) as result of increasing tourist numbers – contributing to pressure on roads and Phillip Island bridge • 26.2 Port of Hastings development also brings opportunities for car ferry, freight and passenger services to Phillip Island • 26.3 Plan can better promote grey water / recycled water use – application for agriculture and food production • 26.4 South Gippsland and Phillip Island rely on road transport – implications for freight transport and tourism access – need for a new, wider 4 or 6-lane bridge to Phillip Island • 26.5 Sea freight from Phillip Island to Melbourne may be feasible 	<ul style="list-style-type: none"> • 26.1 (4) Proposals for tourism development will be subject to local planning processes to assess potential impacts on transport and other services. • 26.2 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the Port. • 26.3 (4) Reference to recycled water is included at Section 14.1. • 26.4 and 26.5 (4) The transport framework at Section 14.2 has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. The plan articulates the importance of the transport network for the region’s economy.
27	<ul style="list-style-type: none"> • 27.1 Support plan’s acknowledgement of tourism as key component of Gippsland’s economy • 27.2 Support Phillip Island as a strategic tourism opportunity / investment area • 27.3 Support strategy for 20-year tourism strategy for Phillip Island – request clarifying statement so as not to preclude consideration of tourism proposals in the interim • 27.4 Plan needs to acknowledge lack of natural gas supply at Phillip Island – investment in gas supply infrastructure should be a priority 	<ul style="list-style-type: none"> • 27.1 (5) • 27.2 (5) • 27.3 (4) The strategy and any interim arrangements will be further developed as part of the Implementation Plan and in consultation with Phillip Island Nature Parks. • 27.4 (2) This issue has been acknowledged with additional text included at Section 14.1: “Securing a reticulated gas supply for Phillip Island has been identified as an important issue to facilitate further tourism and business investment on the island.”
28	<ul style="list-style-type: none"> • 28.1 Support aim of attracting growth to six urban centres – but also need emphasis on providing infrastructure to support the current population and growth in smaller townships that will link back into the higher growth areas – examples are: <ul style="list-style-type: none"> ○ Cowes, San Remo, Inverloch, Cape Paterson • 28.2 Services such as hospitals, tertiary education, sports and cultural 	<ul style="list-style-type: none"> • 28.1 (4) The plan is focused on the regional settlement pattern. Planning and service delivery for smaller towns will occur through local processes. Inverloch and Cape Paterson are identified as secondary centres within sub region networks • 28.2 (4) and (6) The plan is based on principles to make best use of existing infrastructure, thereby focusing and consolidating growth to

	Submission summary	Response
	<p>facilities should not simply be focused around major centres – should be directed based on need – danger of ignoring actual growth rate, for example, in Bass Coast and Baw Baw shires, and factors such as non-permanent (temporary) residents and tourists – puts pressure on infrastructure – plan does not acknowledge this</p> <ul style="list-style-type: none"> • 28.3 More emphasis on providing infrastructure to support tourism • 28.4 Plan undervalues tourism sector of Phillip Island – 3.7 million visitors per year, adding over \$1 billion direct and indirect to Victoria’s economy • 28.5 Importance of infrastructure (hospitals, road network, education) at Phillip Island (attraction of national significance) is understated – needs to be reinforced 	<p>areas best able to accommodate change. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013.</p> <ul style="list-style-type: none"> • 28.3 (4) and (5) The significance of the tourism sector is highlighted in the plan. • 28.4 (2) The figure has been revised to three million. • 28.5 (4) and (5) The plan is focused at the regional scale without detailing specific attractions. Promotion and management of particular attractions should be addressed through local tourism strategies.
29	<ul style="list-style-type: none"> • 29.1 Section 7 (page 13) – opportunity to articulate synergies between protection of the natural environment and reducing the risks from natural hazards (complementary objectives, rather than different drivers of change) • 29.2 Section 10 – Principle 2 – terminology – use ‘lower’ risk rather than low risk • 29.3 Section 12 Future Directions – should highlight synergies between high bushfire risk and high environmental values • 29.4 Timber Production (page 26) – acknowledge potential for timber plantations in vicinity of APM is identified as potential increased risk of bushfire – consideration for future urban expansion particularly north of Morwell • 29.5 Settlement – Section 13 – qualifying statements about growth and changes to bushfire hazard – particularly Omeo, Mallacoota, Churchill, Mirboo North, Traralgon, Moe, Lakes Entrance, Wonthaggi • 29.6 Section 13 terminology – need to better explain definition of ‘urban areas’ and ‘future urban growth areas’ • 29.7 Section 14.3 – Social infrastructure – acknowledge role of emergency 	<ul style="list-style-type: none"> • 29.1 (5) • 29.2 (2) Text has been revised as suggested. “Urban and economic development will be managed so as to minimise adverse impacts on these environmental and cultural heritage assets, and will be directed to areas of lower risk from bushfires, flooding and other natural hazards.” • 29.3 (5) • 29.4 (2) Text has been added at Section 12.2 to include consideration of landscape bushfire risk: “Future planning for urban areas will also need to consider the potential for changes in landscape bushfire risk. Changes to landscape can occur over time with the introduction of land uses permitted by planning schemes. An example of potential increased risk associated with landscape change includes the development of timber plantations within natural resource or industrial buffer areas adjacent to existing or planned urban areas. This is particularly

	Submission summary	Response
	<p>services, acknowledge importance of volunteerism – contribution to emergency services and community cohesion – suggest list under additional sub-heading</p> <p>Maps</p> <ul style="list-style-type: none"> • 29.8 Better to use Regional Bushfire Planning Assessments • 29.9 Map 7 – update to identify bushfire considerations in Wonthaggi, Omeo, Lakes Entrance • 29.10 Map 7 – should be broadly consistent with the Regional Bushfire Planning Assessments 	<p>relevant for buffer areas around the Yallourn coal mine and the Australian Paper Maryvale site.”</p> <ul style="list-style-type: none"> • 29.5 (2) and(4) Natural hazard symbols representing urban flood and bushfire considerations have been added to the regional settlement framework. • 29.6 (2) The urban framework maps have been revised to include definitions of the land status. • 29.7 (2)Text has been revised at Section 14.3 to address this point: “Sporting clubs, recreational groups and emergency services such as the County Fire Authority rely on volunteers and their support networks to continue to provide services for regional and remote communities.” • 29.8 (4) The plan is informed by existing flood and bushfire overlays, acknowledging work is ongoing with mapping to be revised on release of new overlays including the Bushfire Management Overlay. • 29.9 (2) Changes have been made to Map 7 as suggested other than Wonthaggi. • 29.10 (5)
30	<ul style="list-style-type: none"> • 30.1 Clarify – what does ‘significant growth’ mean, for example, 5 per cent • 30.2 Clarify – source of population projections • 30.3 Section 11.2 Agriculture – could highlight more importance of beef – suggest add a paragraph on other agricultural commodities, as cropping may become major with climate change • 30.4 Section 11.3 Natural Resources – water and soils should be mentioned here (not just in Section 12) • 30.5 Section 13 – Future Directions – must attract youth • 30.6 Intrigued by future investigation urban growth areas (Traralgon) as 	<ul style="list-style-type: none"> • 30.1 (4) In reference to the Vision at Section 9 the term ‘significant growth’ is used in the context of planning for population growth as projected in <i>Victoria in Future 2012</i>. • 30.2 (4) The region’s population projections are sourced from <i>Victoria in Future 2012</i>. • 30.3 (2) Additional text has been included at Section 11.2: “The region also has a significant cattle and grazing industry including beef, lamb and wool production. Meat and vegetable processing, including organics and hydroponic production is located

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	<p>both impinge on flood plain</p> <ul style="list-style-type: none"> • 30.7 Section 14 – Waste management needs more detail • 30.8 Section 14 – All aspects of water in the region must be integrated – including Melbourne’s water needs • 30.9 Transport – no route to Port of Hastings is shown on Map 15 • 30.10 Section 14.3 – Health and education – need to mention Latrobe Regional Hospital with Cancer Centre and Rotary Centenary House (accommodation for families of cancer patients) • 30.11 Sport – missing Traralgon Tennis Complex, also proposed Gippsland Aquatic Centre could be mentioned • 30.12 Part E – who will review councils’ municipal strategic statement? • 30.13 Missing multicultural aspects of Gippsland <p>Maps</p> <ul style="list-style-type: none"> • 30.14 Map 3 – suggest Mallacoota should show as a significant tourism asset • 30.15 Map 5 Inset – show proposed Traralgon Bypass • 30.16 Map 9 – show proposed Traralgon Bypass • 30.17 Map 16 – missing cultural heritage sites • 30.18 Map 16 – missing link to Port of Hastings 	<p>at Warragul/Drouin.”</p> <ul style="list-style-type: none"> • 30.4 (4) and (6) In the plan, natural resources refers to commodities with tradable economic value. Water and soil are discussed as part of the environment that supports economic activity (such as farming). • 30.5 (5) There is a reference to youth retention in Section 13.2. • 30.6 (1) and (4) This is a local planning matter for council. • 30.7 (4) The section on waste management has been reviewed and is supported by the Department of Environment and Primary Industries. • 30.8 (1) and (4) Water management addressed in more detail in the Gippsland Sustainable Water Strategy. • 30.9 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the port. • 30.10 (2) Text has been revised at Section 14.3 to include reference to the cancer centre: “The Latrobe Regional Hospital includes a specialist cancer centre and supporting accommodation.” • 30.11 (2) Text has been revised at Section 14.3 to include references as suggested: “Other high profile sporting assets in the region include the Traralgon Tennis Complex, Phillip Island as the venue for the Australian Motorcycle Grand Prix and the Gippsland Regional Sports Complex in Sale. The proposed Gippsland Aquatic Centre would be a significant addition to the region’s sports infrastructure.” • 30.12 (4) Further work and actions regarding local policy changes will

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>be considered in the Implementation Plan.</p> <ul style="list-style-type: none"> • 30.13 (1) and (5) Multicultural issues are outside the scope of this plan. • 30.14 (2) Map 3 has been revised to include Mallacoota as a tourism asset. • 30.15 (2) Indicative reference to the Traralgon by-pass has been included in Map 9. • 30.16 (2) Indicative reference to the Traralgon by-pass has been included in Map 9. • 30.17 (4) Cultural heritage sites are represented as agreed with Office of Aboriginal Affairs Victoria. The footnote on Map 7 notes that many other Aboriginal heritage sites occur across the region. • 30.18 (4) The plan reflects the views of the Port of Hastings Development Authority as the state government’s authority responsible for the development and management of the port.
31	<ul style="list-style-type: none"> • 31.1 Desalination outlets/outfalls are a threat to the Bunurong marine asset • 31.2 Department of Planning and Community Development provided the Panel that advised in favour of the Victorian Desalination Project • 31.3 Opportunities promoting Port of Hastings are a fallacy – further expansion of the Port of Hastings is economically irresponsible • 31.4 2012 consultancy contract to GHD – note firm is debarred from World Bank contracts 	<ul style="list-style-type: none"> • 31.1 (1) and (4) These matters are outside the scope of the plan. A separate Environment Effects Statement has been prepared for the Victorian Desalination Plant. • 31.2 (5) • 31.3 (4) The state government has committed funding to progress initial planning work for the Port of Hastings. • 31.4 (5)
32	<ul style="list-style-type: none"> • 32.1 Additional secondary school for Phillip Island 	<ul style="list-style-type: none"> • 32.1 (1) and (4) The delivery of education infrastructure and services is outside the scope of the plan.
33	<ul style="list-style-type: none"> • 33.1 Principles 3 – workforce constraints and access to skilled labour represent challenges for business – need action/guarantee of proposed training and education facilities • 33.2 New tourism investment is overdue – is not being facilitated in a timely 	<ul style="list-style-type: none"> • 33.1 (1) This issue is outside the scope of the plan and may be considered further in the <i>Gippsland Tertiary Education Plan</i>. • 33.2 (5) • 33.3 (1) This matter is outside the scope of the plan.

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	<p>way</p> <ul style="list-style-type: none"> 33.3 Recognise traditional owners in Bass Coast – should consider reinstating traditional place names to re-position tourism assets 33.4 Include reference to the need for natural gas supply on Phillip Island – this is currently a burden for hospitality and tourism businesses 33.5 Development and investment impeded by complex and overlapping approval requirements – cost of planning approval and length of time is a deterrent and burden 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 33.4 (2) Additional text has been included at Section 14.1. 33.5 (1) These matters are outside the scope of this plan. The state government is progressing separate initiatives to review the planning system.
34	<ul style="list-style-type: none"> 34.1 Issues raised during Strategic Directions (brochure) phase have not been addressed 34.2 There is only a vague general reference to the need to preserve the environment 34.3 Many of the land uses mentioned fail to adequately consider effects on wildlife 34.4 Concern about classification of forestry in the Strzelecki area – koalas in this area are extremely important genetically and could be vital for long-term preservation of the species 34.5 Request that far greater consideration be given to using land for preservation of biodiversity and the tourism industry 	<ul style="list-style-type: none"> 34.1 (5) 34.2 (4) and (5) Section 12.1 includes substantial discussion of the region’s environmental assets and their inherent value. 34.3 (1) and (4) Consideration of the impact of development on wildlife occurs at the planning permit stage or through statutory processes such as an Environmental Effects Statement. 34.4 (4) Strategic forestry land is shown at a regional scale on Map 6. Forestry activities are subject to more detailed regulatory processes to manage environmental impacts. 34.5 (4) and (5) It is considered that sufficient emphasis to biodiversity is provided at Section 12.1.
35	<ul style="list-style-type: none"> 35.1 Propose strengthening alignment between regional growth plan and regional catchment strategies – make reference to the regional catchment strategies providing targets as a guide to native vegetation and coastal landscape conservation 35.2 Recommend that areas of high value terrestrial habitat in the regional growth plan be consistent with the mapping in the regional catchment strategies – this may require further consultation with Port Phillip and Westernport Catchment Management Authority 35.3 Population growth projections – will have impact on the hinterland of 	<ul style="list-style-type: none"> 35.1 (2) This has been addressed by text added to Section 12: Regionally significant environmental assets identified in this plan align with those identified in the regional catchment strategies. “This plan complements catchment management authority initiatives by encouraging appropriate land use planning mechanisms that recognise and respond to regionally significant environmental assets.” 35.2 (4) State-wide consistency is required among all regional growth

	Submission summary	Response
	<p>Melbourne and Gippsland’s western interface</p> <ul style="list-style-type: none"> 35.4 Support concept of growth boundaries around regional urban centres – these boundaries help to reduce the extent of hinterland loss 35.5 Encourage further alignment of the directions in regional growth plan with the targets in the Port Phillip and Westernport Catchment Management Authority Regional Catchment Strategy 	<p>plans and for this reason the NaturePrint 2.0 layer has been used to map environmental assets.</p> <ul style="list-style-type: none"> 35.3 (4) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 35.4 (5) 35.5 (4) This is addressed above in 35.2
36	<ul style="list-style-type: none"> 36.1 Do not agree that new oil and gas fields need to be explored 36.2 Support opportunities for vegetable by-products to develop biofuels and bioenergy 36.3 Gippsland needs to be innovative in reducing waste or using waste to produce more useful products 36.4 Support mechanisms that promote more diverse range of housing stock 36.5 Support need to build up and closer (higher density) – towns can’t keep expanding 36.6 Define / explain ‘areas of strategic significance – agriculture and forestry’ 36.7 Support concept of sub region networks 36.8 Page 51 – clarify text on SP AusNet as region’s electricity retailer – clarify if they are responsible for the network – clarify that there are likely multiple retailers 36.9 Page 53 and 58 – correct name of Monash University <p>Maps</p> <ul style="list-style-type: none"> 36.10 Add Leongatha airport 36.11 Check/add specialist school at Leongatha 	<ul style="list-style-type: none"> 36.1 (4) The economic future of Gippsland and Victoria is tied to multiple industries including extractive industries (oil and gas) and emerging industries (such as the renewable energy sector and carbon sequestration opportunities). The plan aims to ensure the long-term viability and competitiveness of Gippsland’s energy industries by supporting appropriate initiatives that involve renewable energy or reduce or mitigate carbon emissions. 36.2 (5) 36.3 (4) The plan includes strategies to better utilise organic waste. 36.4 (4) The plan supports the preparation of a regional housing strategy to consider the need for a greater diversity of housing stock. 36.5 (4) The plan supports consolidation of urban growth within a network comprising the regional city, regional centres and sub region networks. 36.6 (4) The approach and methodology regarding strategic agricultural areas is included in the background report. 36.7 (5) 36.8 (2) Text has been revised at Section 14.1: “The region’s electricity network owner, SP AusNet, has a long-term development plan outlining augmentation works required to meet expected load growth to 2041.” 36.9 (2) The university name has been corrected.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 36.10 (4) The Leongatha aerodrome is shown on Map 5. • 36.11 (2) The South Gippsland Specialist School site has been included on Map 11.
37	<ul style="list-style-type: none"> • 37.1 Submission advocates for use of the land at 280 Bengworden Road, Bairnsdale for rural living. 	<ul style="list-style-type: none"> • 37.1 (1) and (4) This is a local planning matter for council.

	Submission summary	Response
38	<ul style="list-style-type: none"> • 38.1 Include reference to industries which support minerals – construction, manufacturing, transport and logistics – attract supplementary investment • 38.2 Reference to potential export market for lignite is strongly supported • 38.3 Refer to <i>Multiple Land Use Framework</i> and <i>MCA's Land Stewardship Policy</i> <p>Regional Economy</p> <ul style="list-style-type: none"> • 38.4 Recommend extractives and minerals sectors be separated into 2 subsections – these are distinct activities by separate industries – one is principally domestic and the other with significant export potential • 38.5 Need to clarify inclusion of <i>Gippsland Coalfields Planning and Investment Framework</i> • 38.6 Revise text around “encroachment by mining into urban areas” – shift emphasis to encroachment of urban areas into mining areas • 38.7 Revise text on “national carbon price” – to be replaced by emissions trading scheme – could change subject to upcoming election • 38.8 Support for range of population centres – enables opportunities for local labour markets to support minerals industry • 38.9 Recommend regional growth plan reinforce scope of planning schemes – can not impose conditions inconsistent with <i>Mineral Resources (Sustainable Development) Act 1990</i> <p>Gas and electricity subsection</p> <ul style="list-style-type: none"> • 38.10 Need to recognise infrastructure requirements to enable development of minerals industry • 38.11 Too focused on residential consumers – no consideration to industrial consumers <p>Water supply and management subsection</p> <ul style="list-style-type: none"> • 38.12 Need reference to minerals industry as a major user and producer of water <p>Access and connectivity</p>	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 38.1 (4) The manufacturing and transport sectors are included in separate sections of the plan. • 38.2 (5) • 38.3 (4) The multiple land use framework is noted in the Victorian Government response to a recent Parliamentary Committee Inquiry. • 38.4 (4) and (5) The plan is primarily focused on the source of resources and their value to the region rather than destination markets. • 38.5 (2) Text at Section 11.3 has been revised to clarify the intent of the strategy: “Prepare a new <i>Gippsland Coalfields Planning and Investment Framework</i> to provide policy and planning guidelines to support the implementation of work currently underway by Clean Coal Victoria, including development of the Victorian Brown Coal Roadmap and Strategy. The framework would identify important coal resource and environmental assets and assist to implement amenity and infrastructure buffers. It is intended that the framework would replace reference documents currently listed in the State Planning Policy Framework.” • 38.6 (2) The text has been deleted as part of the revision at 38.5 • 38.7 (2) All references have been revised. • 38.8 (5) • 38.9 (5) The plan will not affect the statutory provisions of planning schemes. • 38.10 (4) Section 14.2 notes the importance of transport infrastructure for the region’s economic sectors. • 38.11 (2) Broader references to infrastructure for economic activity and economic growth have been added at Section 14.1: Growth in settlements and economic activity throughout the Gippsland region will result in demand for additional water, energy

	Submission summary	Response
39	<p>Snapshot of the region</p> <ul style="list-style-type: none"> 39.1 Significance of tourism industry as part of Gippsland economy should be included Section 7 39.2 Bairnsdale and areas around the Gippsland Lakes will need investment to increase capacity of major attractions in response to population growth Section 8 – Challenges for Growth 39.3 Add ‘Investment in coastal and marine infrastructure to accommodate increasing levels of activity on lakes and waterways given these are the principal tourism and lifestyle attractions in the region’ Section 11 39.4 Add to factors that will increase demand – demand for services based around the lakes and waterways 39.5 Tourism – highlight need for investment in recreational boating infrastructure to meet demand 39.6 Tourism strategies – highlight need for investment in existing infrastructure as well as new capital investment 39.7 Oil and gas – clarify description of Port Anthony as a marine terminal – located within the Port of Corner Inlet and Port Albert Section 12.2 39.8 Flood hazard – expand flood mitigation text – includes works to provide an alternative means for water to escape the Gippsland Lakes during flood events 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 39.1 (4) The plan includes references to the value of the tourism industry at Section 11.1. 39.2 (4) and (5) Infrastructure requirements will need to be assessed in more detail in line with future proposals. 39.3 (1) and (4) Coastal and marine infrastructure provision is outside the scope of this plan. Section 8 includes a reference to accommodating projected population growth with consideration of environmental assets. 39.4 (4) A response to this point is included above at 39.3. 39.5 (4) These considerations for infrastructure are outside the scope of this plan. Further advice may be included in the relevant Gippsland Coastal Action Plans. 39.6 (4) A response to this point is included above at 39.3. 39.7 (2) The text at Section 11.3 has been revised as suggested: “Locations in the region for potential exploration, retrieval and transfer of gas resources include Bass Gas at Nyora, Barry’s Beach, the Port Anthony marine terminal and associated supply functions at Longford.” 39.8 (2) The text at Section 12.2 has been revised as suggested: “There may be the need to respond to and manage anticipated minor flood impacts through design responses or mitigation works such as retarding infrastructure or providing alternative means for water to escape.” 39.9 (2) The description of Port Anthony has been revised as noted above at 39.7.

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	<p>Section 14.2</p> <ul style="list-style-type: none"> 39.9 Transport – clarify description of Port Anthony – this is not a local port – describe as a marine facility within a local port (Port of Corner Inlet and Port Albert) 39.10 Add greater importance to the role of Lakes Entrance as the home of the largest commercial fishing fleet in Victoria <p>Section 15</p> <ul style="list-style-type: none"> 39.11 Table 5 – insert additional strategy “Invest in maintenance of existing tourism (recreational boating) infrastructure and also in new capacity to accommodate increased demand” <p>Maps</p> <ul style="list-style-type: none"> 39.12 Map 3 – Mallacoota and Marlo/Cape Conran should be identified as tourism assets 39.13 Map 7 – acknowledge Ramsar as having international significance (not just regional significance) 	<p>Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 39.10 (5) The role of Lakes Entrance is included at Section 11.2. 39.11 (1) and (4) This matter is out of scope as noted above in 39.5. 39.12 (2) Map 3 has been revised as suggested. 39.13 (2) The notation on Map 7 has been revised to include reference to international significance.
40	<ul style="list-style-type: none"> 40.1 Revise Map 16 (and Map 8?) to identify Eagle Point as a small town to support growth 40.2 Revise text to acknowledge Paynesville and Eagle Point are integrally linked – need inclusion of Eagle Point in the Paynesville growth node 40.3 Revise text to acknowledge that the combined lakeside townships (Paynesville and Eagle Point) provide for accommodation and tourism opportunities 	<ul style="list-style-type: none"> 40.1 (4) and (6) Further explanation of the sub region networks has been included at Section 13.3. Eagle Point has not been included based on the criteria listed at Section 13.3: “The sub-region networks have been identified based on considerations including: Share of projected consolidated town population relative to surrounding areas Projected population of at least 1000 persons and planned capacity to accommodate change Geographic proximity, transport links and employment connections

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>Range and availability of complementary services and functions Opportunities to streamline investment and maximise access to shared services.”</p> <ul style="list-style-type: none"> • 40.2 (4) and (6) The response to this point is included above at 40.1. • 40.3 (4) and (6) The response to this point is included above at 40.1.
41	<ul style="list-style-type: none"> • 41.1 Support Phillip Island as location for further tourism development – water and sewer services can be provided to most areas on the island • 41.2 Opportunity to highlight access to recycled water as stimulating development • 41.3 Section 14.1 – page 51 – last paragraph – Westerport Bay • 41.4 Section 14.1 – Recycled Water – completed Class A recycled water plant in 2012 – services the Cowes area • 41.5 All major developments have been mandated to have 3rd pipe for reticulated recycled water • 41.6 By 2020 expect to have 1200 residential customers using recycled water 	<ul style="list-style-type: none"> • 41.1 (5) • 41.2 (4) The use of recycled water is promoted in Section 14.1. • 41.3 (2) The text at Section 14.1 has been revised as suggested: “For Phillip Island and areas around Westernport, the supply system requires no immediate augmentation.” • 41.4 (5) • 41.5 (5) • 41.6 (5)
42	<p>Page 8</p> <ul style="list-style-type: none"> • 42.1 Settlement pattern – add reference to Lakes Entrance, Maffra, Orbost • 42.2 Need further explanation of projected growth – where and why this growth will occur and what needs to be done to cater for it <p>Page 13</p> <ul style="list-style-type: none"> • 42.3 Transport section is very disappointing <p>Page 14</p> <ul style="list-style-type: none"> • 42.4 Need to recognise climate change is a major community issue – not 	<ul style="list-style-type: none"> • 42.1 (2) Text at Section 6 has been revised to include additional settlements: “Cowes (Phillip Island), Lakes Entrance, Orbost, Maffra and San Remo are also significant settlement locations.” • 42.2 (4) Projected population figures are sourced from <i>Victoria in Future 2012</i>. Government departments and agencies refer to these projections to inform planning for future services. • 42.3 (4) Additional text has been included in the transport section.

	Submission summary	Response
	<p>just a challenge for the economy and environment</p> <ul style="list-style-type: none"> 42.5 Vision – some reservations about capacity of the region to accommodate higher levels of growth (upper population range), also greater recognition of unique environment to be valued in its own right (not just assets for tourism and economy) Page 17 42.6 Plan does not provide clear path-way to low-carbon economy – falls back to unproven ‘clean coal’ and carbon sequestration Page 21, 27-28 42.7 Plan should recognise need to phase out the most polluting of the Latrobe Valley power stations and convert others to natural gas as a transition fuel Page 23-24 42.8 Tourism development – encourage nature-based tourism – should focus on development on private land adjacent to national parks, and linked to services (not inside national parks) 42.9 Add criterion to tourism strategy as “Do not detract from the environmental or landscape values of the area in which they are located” Page 27 42.10 Be wary of implication of identifying strategic agricultural land – all other land becomes appropriate for subdivision – still need strong planning controls to protect amenity landscapes, e.g. Gippsland Lakes hinterland Page 29 42.11 Use geothermal energy resource mapping – note CSIRO has identified 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 42.4 (4) The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the <i>Future Coasts</i> program. 42.5 (4) and (5) The inherent value of the region’s environment are discussed at Section 12.1. 42.6 (2) and (4) The plan has been revised at Section 11.3 to give greater emphasis to renewable energy resources, and supports initiatives to transition to a low-carbon economy such as the <i>Latrobe Valley Industry and Employment Roadmap</i>: “While Gippsland’s energy in the immediate term is closely linked to its brown coal deposits, there are opportunities to develop renewable energy resources as part of a long-term strategy to maintain Gippsland as Victoria’s energy hub. Potential renewable energy resources in the region include geothermal, wind, hydro- “electric, wave and tidal generated energy. Geothermal and wind energy are likely to offer the best prospects in the short to-medium term.” 42.7 (1) and (4) An Australian Government commenced negotiations to close high emissions intensive power stations through its Contract for Closure program. The Government announced that negotiations had ceased on 5 September 2012. 42.8 (4) and (5) The plan reflects state government guidelines relating to private tourism developments in national parks. The plan supports appropriate nature-based tourism on private land within

	Submission summary	Response
	<p>Latrobe Valley as major geothermal prospect Page 30</p> <ul style="list-style-type: none"> 42.12 Environment – start with the region’s environmental values rather than with natural hazards 42.13 Section 12.1 – Environment and heritage assets – swap order of first 2 paragraphs Page 31 42.14 Terrestrial habitat – need greater acknowledgement of biodiversity values of Gippsland’s terrestrial habitats, particularly east Gippsland – i.e. native vegetation intact from the Alps to the ocean, also high species diversity in east Gippsland Page 33 42.15 Support need for landscape assessments – should include South Gippsland hills and valleys, valley’s of the Tambo, Mitchell and Macalister Rivers 42.16 Strategies – third dot point – should include Anderson Inlet and Mallacoota Inlet Page 34 42.17 Flood risk is a major issue in Lakes Entrance, Paynesville – other towns such as Inverloch have problems with flash flooding due to insufficient capacity of the drainage system Page 35 42.18 Climate change – community aspects are not given enough prominence 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>identified strategic tourism investment areas.</p> <ul style="list-style-type: none"> 42.9 (2) The additional criterion has been included in Section 11.1: “Do not detract from the environmental or landscape values of the area in which they are located.” 42.10 (4) and (5) The background report notes that all land in Gippsland is considered to be productive. Local planning schemes provide guidelines for subdivision proposals in rural and farming areas. 42.11 (2) and (4) A new renewable energy resource map has been included in the plan and background report. 42.12 (5) Environmental values are included at Section 12.1 and followed by hazards at Section 12.2. 42.13 (5) 42.14 (4) The plan provides a regional overview of environment assets and terrestrial habitat. More information about biodiversity values in specific locations is available in the relevant regional catchment strategies. 42.15 (2) The plan has been revised at Section 12.1 to include reference to possible future landscape assessment areas: “There are many significant features and landscapes within inland Gippsland that may warrant such investigation, including the south Gippsland hills, Buchan Caves, the Baw Baw Plateau, valley’s of the Tambo, Mitchell and Macalister rivers, the Snowy River, the Omeo Valley and Great Alpine Road and many other rangeland and alpine environments.” 42.16 (2) The strategy at the end of Section 12.1 has been revised as suggested:

Submission summary	Response
<p>Page 38</p> <ul style="list-style-type: none"> 42.19 Need further discussion on dispersed towns and settlements (district service centre role) – not likely to grow – but what are the implications for future services – applies to Omeo/Swifts Creek, Foster, probably Orbost, probably Yarram 42.20 Recognise Monaro Highway – route to Canberra 42.21 Clarify Highland Way – should be Hyland Hwy? 42.22 Clarify Alpine Way – should be Great Alpine Road? <p>Page 39, 49</p> <ul style="list-style-type: none"> 42.23 Need further explanation of sub region network concept – explain the intent and methodology <p>Page 40</p> <ul style="list-style-type: none"> 42.24 Potential contribution of Latrobe City growth to Bairnsdale has not been established <p>Page 42</p> <ul style="list-style-type: none"> 42.25 Include some discussion about the demographic make-up of the new population and their job prospects <p>Page 51</p> <ul style="list-style-type: none"> 42.26 All the East Gippsland towns except Bairnsdale lack any supply of natural gas <p>Page 53-55</p> <ul style="list-style-type: none"> 42.27 Transport networks section is disappointing – does not acknowledge short-comings of the existing system or make any commitments to 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>“Plan strategically to reduce the impact of urban growth on high value coastal and waterway assets such as the Gippsland Lakes, Corner Inlet, Anderson Inlet, Mallacoota Inlet and their source rivers.”</p> <ul style="list-style-type: none"> 42.17 (4) The plan distinguishes flood risk from coastal inundation. 42.18 (1) and (4) Community impacts from climate change are not within the scope of this plan. Other state and local government initiatives will consider community implications in more detail. 42.19 (4) The plan includes discussion of the importance of dispersed towns and their district service role at Section 13.2. Future planning and service delivery for smaller settlements is a local planning matter. 42.20 (4) The Monaro Highway is shown in stylised form on Map 5. 42.21 (5) 42.22 (2) Text at Section 13.2 has been revised as suggested: “The Grand Ridge Road, the Hyland Highway and the Great Alpine Road are important scenic routes for tourists.” 42.23 (2) Additional text has been included in the plan at Section 13.3: “The regional settlement framework aims to build on the existing settlement pattern, recognising the opportunity to integrate planning and investment across sub-region networks centred around the regional centres. This approach has been adopted in order to: Provide a collaborative approach to managing growth, services, investment and employment between nearby regional centres and towns

	Submission summary	Response
	<p>improvements</p> <ul style="list-style-type: none"> 42.28 'Emerging private port' at Barry Beach should not be encouraged – potential for environmental impacts Page 59 42.29 Would like to see stronger statement about need to improve access to tertiary education – particularly in eastern half of the region <p>Maps</p> <ul style="list-style-type: none"> 42.30 Map 7 – show Omeo as an historic place 42.31 Map 15 – include Marlo airport 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>Support growth and higher order services across the region Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment.”</p> <ul style="list-style-type: none"> 42.24 (4) The plan promotes a network of regional settlements including support for Latrobe City as the regional city. The availability of high level regional services at Latrobe City improves access and liveability for regional centres at Bairnsdale and Sale. 42.25 (4) Further information about the region’s demographic profile is available in Victoria in Future 2012. Further information on projected employment sectors is included in the background report. 42.26 (4) Infrastructure service and capacity status is included at Section 14.1. 42.27 (4) The plan does give some indication as to the types of projects that could be supported to manage growth in the future. Specific infrastructure projects may form part of considerations in developing the Implementation Plan. 42.28 (4) and (5) Any proposal for expansion of Barry Beach would be subject to a separate environmental assessment process. 42.29 (1) and (4) Initiatives for further education are outside the scope of this plan and may be further considered by relevant regional governance forums such as the Gippsland Local Government Network. 42.30 (2) Map 7 amended to show Omeo as heritage place. 42.31 (4) and (5) Marlo aerodrome is shown on Map 5.

	Submission summary	Response
43	<ul style="list-style-type: none"> 43.1 Emphasise Phillip Island as strongest contributor to international tourism in Gippsland 43.2 Page 24 – clarify strategy for “20-year tourism strategy for Phillip Island” – Phillip Island nature Parks has scoped 2 similar strategies – need to consider overlap 43.3 Include reference to Cowes-Stony Point Ferry 43.4 Need more emphasis around tourism product development – nature-based (walking tracks); enhanced visitor experience centres; nature-based accommodation 43.5 Lack of planning for skills shortages 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 43.1 (2) Phillip Island is identified as a strategic tourism investment area. The plan has been revised at Section 11.1 to better acknowledge the potential for the region to attract international visitors: “Most visitors to the region come from the domestic market, while unique nature-based attractions provide an opportunity to draw a greater number of international visitors.” 43.2 (4) The strategy is intended to apply to all of Phillip Island and align with the strategy work done by Phillip Island Nature Parks. Further work to align these strategies could form part of the Implementation Plan. 43.3 (4) The Cowes - Stony Point passenger ferry is considered to be a local transport service. 43.4 (4) The plan promotes the importance and opportunity for increased tourism investment that leverages the region’s nature-based attractions. 43.5 (1) and (4) Particular issues related to skills shortages are out of scope for this plan.
44	<ul style="list-style-type: none"> 44.1 Idea of a ‘networked’ region has not been well articulated – heavy focus on Latrobe without recognising importance of north-south linkages, and linkages from Bass Coast, South Gippsland to Melbourne 44.2 Need to show importance of linkages to Melbourne and development of mass transit options 44.3 Need greater emphasis to improving Dandenong rail corridor to leverage better connectivity 44.4 Review peri urban definition (100km central business district) – to population centre at Glen Iris and growth is lop-sided towards the south east 	<ul style="list-style-type: none"> 44.1 (2) Text has been added to better articulate the network approach at Section 13.2: “The region is planning for strong population growth dispersed across Gippsland, with most of that growth focused in and close to the regional city, and other regional centres. It includes Latrobe City, and a network of sub-regional centres comprising a regional centre and one or two nearby smaller towns that provide alternate lifestyle options (see Map 8).” 44.2 (4) It is considered that the importance of transport connections

Submission summary	Response
<ul style="list-style-type: none"> • 44.5 Peri urban growth projections warrant area to be considered as a region in its own right and have supporting strategies developed to support growth • 44.6 Integrate peri urban planning with Melbourne Metro Strategy • 44.7 Regional growth plans should support policy objective of “20 minute city” in peri urban areas – role of regional transport improvements <p>Agriculture</p> <ul style="list-style-type: none"> • 44.8 Revise strategic agricultural land map to include additional areas in Bass Coast • 44.9 Strategic agricultural land should be protected from coal extraction and unconventional gas production – reference to editorial in <i>The Age</i>, 9 July 2013 • 44.10 Need much stronger focus on value of agricultural land <p>Renewable energy</p> <ul style="list-style-type: none"> • 44.11 Need stronger focus on renewable energy sources • 44.12 Expand reference to renewable energy beyond wind and geothermal • 44.13 Add maps for available renewable energy resources (Sustainability Victoria) • 44.14 Add separate strategy for renewable energy – distinct from clean coal • 44.15 Add separate strategy to support energy production from municipal waste (similar to agriculture and forestry residue) – highlight region has competitive advantage to utilise municipal waste from Melbourne <p>Indigenous recognition and heritage</p> <ul style="list-style-type: none"> • 44.16 Gap that there are no specific strategies to enhance or complement indigenous tourism opportunities • 44.17 Gap that no formal recognition of region’s indigenous people at the 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>to Melbourne is sufficiently highlighted in Section 14.2. Under ‘Network Capacity and Efficiency’ both the Dandenong rail corridor and improvements to public transport are mentioned, however it is important to first understand the transport need and how best to manage and support growth into the future. Additional text has been included on Map 15 to highlight the importance of aligning transport with projected population growth (both permanent and seasonal): “Amenity and useability – Bass Coast is a popular tourist area that is likely to grow. Transport will need to be reviewed to cater for permanent and seasonal residential growth.”</p> <ul style="list-style-type: none"> • 44.3 (4) The significance to the region of improvements to the Dandenong rail corridor are noted in Section 14.2. • 44.4 (4) It is acknowledged that the extent of areas under the peri-urban influence of Melbourne varies according to a range of factors such as transport, environment. The 100 km radius shown on maps reflects current planning policy in Clause 11 of the State Planning Policy Framework. Where this line is shown on maps in the regional growth plan it is not intended to define the edge of the peri-urban area – it is simply marking the distance from Melbourne to provide a reference point on maps hence the descriptor “Areas within 100km of central Melbourne”. No changes to the maps are proposed. • 44.5 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 44.6 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 44.7 (4) The concept of a ‘20 minutes city’ is not generally applicable in a regional context and would need to be investigated locally, such as around key urban nodes and networks. The plan addresses issues

	Submission summary	Response
	<p>front of the document</p> <ul style="list-style-type: none"> 44.18 Mapping of Aboriginal cultural heritage is limited to National Parks – <i>Aboriginal Heritage Regulations 2007</i> provides definition of areas of cultural heritage sensitivity 44.19 Opportunity to improve mapping – noting areas such as Crown Land, Waterways, Ramsar wetlands which may have cultural heritage sensitivity <p>Structure</p> <ul style="list-style-type: none"> 44.20 Bring Vision and Part E to the front, Part C labelled as Regional Land Use Framework 44.21 Unclear whether strategies in Part C form part of the plan, or only those in Part D 44.22 Gap – no timelines for implementation 44.23 Gap – no photos of Bass Coast, most photos from BB and Latrobe <p>Part A</p> <ul style="list-style-type: none"> 44.24 Rephrase ‘carbon price’ 44.25 Map 1 – peri urban line 100km radius is inappropriate <p>Part B</p> <ul style="list-style-type: none"> 44.26 Map 3 – Bass/Strzelecki/South Gippsland Highways need to be designated as key road corridor 44.27 Page 13 – climate change – needs reference to mitigation, as well as adaptation 44.28 Page 13 – need to reference opportunity for new airport site in Gippsland or adjacent to the west 44.29 Page 14 – Vision – need to emphasise a ‘networked region’ rather than a Regional City model (Latrobe) 44.30 Page 14 – Vision – gap – no reference to renewable energy 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>of accessibility in the context of Gippsland’s network of towns and proximity to Melbourne and identifies transport improvements needed to support growth in Section 14.</p> <ul style="list-style-type: none"> 44.8 (2) The strategic agricultural land layer in Map 6 has been revised to include additional areas in Bass Coast. 44.9 (1) and (4) The economic future of Gippsland and Victoria is tied to multiple industries including existing industries (such as agriculture, forestry, minerals and extractive industries) and emerging industries (such as the renewable energy sector and carbon sequestration opportunities). There is existing regulation that applies to the exploration and extraction of earth resources (including coal and gas extraction) that manage impacts on the environment and other land uses. Victoria has strict planning and environmental approvals processes for the establishment of mining activities which this plan does not replicate or replace. Detail on these processes is available at www.dpi.vic.gov.au/earth-resources 44.10 (4) The value of agricultural land has sufficient emphasis at Section 11.2 and is covered in more detail in the background report. 44.11 (2) Additional mapping of renewable energy resources has been included in the plan. 44.12 (2) Additional text included as noted above. 44.13 (2) Additional maps included as noted above. 44.14 (5) The strategies at Section 11.3 include support for renewable energy. 44.15 (2) Additional text has been included in Section 11.2 and 14.1 regarding opportunities for the re-use of organic waste. 44.16 (4) The plan promotes strategic tourism investment areas however it is not within the scope of the plan to define or

Submission summary	Response
<ul style="list-style-type: none"> ● 44.31 Page 15 – insufficient importance given to public or mass transit Part C ● 44.32 Unclear whether (some) strategies add value – need to be distilled to key game-changing actions ● 44.33 Council supports revised wording to a number of strategies ● 44.34 Council does not support strategies that encourage continued expansion of traditional energy resources, such as coal and gas Part D ● 44.35 Need clarity about which strategies form the regional growth plan and which strategies may attract government funding in the future Part E ● 44.36 Performance / Evaluation section could be improved ● 44.37 Need clear criteria for evaluating the plan’s performance – what are the measures? 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>recommend specific tourism activities in those locations.</p> <ul style="list-style-type: none"> ● 44.17 (4) The plan has been prepared with advice from Office of Aboriginal Affairs Victoria with regard to acknowledging indigenous cultural heritage. ● 44.18 (4) and (5) The environment map (Map 7) acknowledges many other Aboriginal heritage sites, places and objects occur across the region. ● 44.19 (4) The notation on Map 7 acknowledges other historic and cultural heritage sites occur across the region. ● 44.20 (4) The structure and layout of the plan has been developed through consultation with relevant state government departments and applied consistently across the seven Regional Growth Plans. ● 44.21 (2) Table 5 in Part D represents a summary of all strategies in Part C. Part C and D need to read together. The wording of strategies in Part D has been revised to provide consistency with all strategies in Part C. ● 44.22 (4) The timelines for implementation will be considered as part of the Implementation Plan. ● 44.23 (2) Photographs of Bass Coast locations have been secured and will be included in the layout version to be provided for council endorsement. ● 44.24 (2) All references to ‘carbon price’ have been replaced with alternative wording. ● 44.25 Acknowledged that the extent of areas under the peri-urban influence of Melbourne varies according to a range of factors such as transport, environment. The 100 km radius shown on maps reflects current planning policy in Clause 11 of the State Planning Policy Framework. Where this line is shown on maps in the regional growth

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<p>plan it is not intended to define the edge of the peri-urban area – it is simply marking the distance from Melbourne to provide a reference point on maps hence the descriptor “Areas within 100km of central Melbourne”. No change to the maps proposed.</p> <ul style="list-style-type: none"> • 44.26 (5) Map 3 includes these highways in stylised form. • 44.27 Under consideration – The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the <i>Future Coasts</i> program. • 44.28 (4) The plan does consider the role of airports, however, considering the longer term, the government will identify and reserve an appropriate site for a new third airport to serve the long-term needs of South East Melbourne and of Gippsland, through the planning system. • 44.29 (4) and (5) The Vision at Section 9 refers to growth being planned for and attracted to six urban centres which reflect the network settlement pattern discussed in Section 13.2. • 44.30 (4) The Vision refers to the development of new industries and innovative technology and investment in research and development. • 44.31 (4) This is addressed in Section 14.2 under the heading ‘Network Capacity and Efficiency’ where improvements to public transport are mentioned, however it is important to first understand the transport need and how best to manage and support growth into the future. The plan has been developed in consultation with Public Transport Victoria.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 44.32 (4) The intent of the plan is to address regional assets and issues common across Gippsland and avoid duplication of existing local and state policy. The plan aligns with the economic directions for the region. • 44.33 (4) The point is addressed throughout the text above. • 44.34 (2) and (4) Mining is a legally allowable activity within Victoria, regulated through various legislation at state and federal levels. This plan can not prescribe limitations on the development of any legal industries, including mining activities. • 44.35 (2) and (4) This point has been addressed in 44.21 above. Funding streams will form part of the considerations for preparation of the Implementation Plan. • 44.36 Performance and evaluation criteria will be considered further and expanded upon as part of implementation. • 44.37 Performance and evaluation criteria will be considered further and expanded upon as part of implementation.

	Submission summary	Response
45	<ul style="list-style-type: none"> • 45.1 Gap – roles for townships extending from Drouin through to Traralgon • 45.2 Growth at Trafalgar will increase demand for facilities • 45.3 Gap – no direction for Moe • 45.4 Morwell should not grow due to the coal resource • 45.6 Need commentary on devastating impact of freestanding shopping centres such as Mid Valley – have sucked life out of Moe and Morwell • 45.7 Walhalla attracts too much funding – disproportionate to benefit • 45.8 Too much background information • 45.9 Not enough specific recommendations – does not address social stigma, e.g. Moe 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 45.1 (4) The plan promotes a regional settlement framework focused on settlements with the greatest capacity to accommodate urban growth and change. Planning for other settlements will continue to be progressed by local councils. • 45.2 (5) • 45.3 (6) Direction for Moe in included at Section 13.3. • 45.4 (4) Detailed local planning will manage appropriate urban growth locations at Morwell. The framework plan for Latrobe (Map 9) indicates constraints to urban growth. • 45.6 (4) Strategies at Section 11.1 aim to consolidate commercial centres to focus future business investment and employment. • 45.7 (4) Walhalla offers a unique heritage experience and tourism attraction. • 45.8 (5) • 45.9 (1) and (4) Issues such as social stigma are not within the scope of the plan. These may be addressed through local initiatives and regional governance forums such as the Gippsland Local Government Network.

	Submission summary	Response
46	<ul style="list-style-type: none"> • 46.1 Council has focused on Leongatha – to detriment of jobs and opportunities in Korumburra • 46.2 Concern that regional growth plan’s designation of Korumburra as ‘secondary centre’ equates to business as usual • 46.3 Greater impetus needed to ensure second tier centres are provided social and community infrastructure • 46.4 Opportunities for Korumburra – located closer to the Cranbourne-Koo Wee Rup growth corridor • 46.5 New integrated children’s centre has opened – can bring further services development – potential for clustering – regional growth plan should encourage local government strategic planning to support these kinds of developments <p>Tourism</p> <ul style="list-style-type: none"> • 46.6 Further tourism opportunities associated with dairy industry, for example, positioning Korumburra as boutique centre for cheese and yoghurt – focus on niche markets <p>Transport</p> <ul style="list-style-type: none"> • 46.7 South Gippsland Highway in poor repair • 46.8 More economic sense to to return freight and passenger movement to rail – safer and more reliable than road • 46.9 Re-opening rail service from Cranbourne to Lang Lang, Nyora, Korumburra and Leongatha will increase capacity, competitiveness, prosperity of the region • 46.10 Gap – re-opening South Gippsland Railway is a missed opportunity 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 46.1 (1) This is a local matter for council. • 46.2 (4) The plan promotes Korumburra as a regionally significant settlement where urban growth is supported. • 46.3 (4) The plan will help to support infrastructure investment within the identified sub region networks. • 46.4 (5) • 46.5 (4) As noted at 46.3 the plan will help to support infrastructure investment within the identified sub region networks. • 46.6 (1) and (4) The plan recognises the significance of the dairy industry and protects strategic agricultural land. Local tourism opportunities that leverage the dairy sector should be considered through local planning and approval processes. • 46.7 to 46.10 (4) The transport framework in the plan has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. Maintenance of the transport network has been recognised under the section headed ‘A safe, reliable and resilient network’. The re-opening of the south Gippsland rail line is a service delivery issue and does not require a land use response as land capacity exists should this be required in the future.

	Submission summary	Response
47	<ul style="list-style-type: none"> • 47.1 Support strategy to grow Latrobe City as a single urban system – implementation will need to be consistent with the work currently underway by council’s strategic planning unit • 47.2 Support the plan’s alignment to Victorian Brown Coal Roadmap and work underway by Clean Coal Victoria • 47.3 Strengthen references regarding connection of Gippsland to the Port of Hastings – opportunities for links through transport hubs at Morwell and Bairnsdale • 47.4 Support reservation between Gippsland and Port of Hastings • 47.5 Progress Gippsland Housing Strategy through the Implementation Plan • 47.6 Seeking further information/clarity on the planning scheme amendment to incorporate the regional growth plan into the planning scheme • 47.7 Note council’s position on residential subdivision – preferred yield of 11 lots per hectare • 47.8 Note council is reviewing the Australian Paper Mill buffer to ensure consistency with Traralgon Growth Areas Review • 47.9 Review reference to Monash University – may be Federation University • 47.10 Page 22 – include Moe Activity Centre Plan in the retail section • 47.11 Pages 23-24 – Tourism – include Morwell National Park and Gippsland Rail Trail • 47.12 Page 40 – review lot supply – likely to be 7000 rather than 13,000 <p>Maps</p> <ul style="list-style-type: none"> • 47.13 Map 9 – include future employment land • 47.14 Map 16 inset – include university and Latrobe Regional Hospital 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 47.1 (5) • 47.2 (5) • 47.3 (5) and (4) It is considered that these opportunities have sufficient emphasis at Section 14.2 and Map 15. The draft plan has been considered by the Port of Hastings Development Authority and their views have been reflected in the plan as the state government’s authority responsible for the development and management of the port. • 47.4 (4) The Port of Hastings Development Authority has funding to progress preliminary planning and design work for transport connections to the Port of Hastings. • 47.5 (5) • 47.6 (4) Options for the statutory implementation of the Gippsland Regional Growth Plan into planning schemes have been prepared for the Minister for Planning. • 47.7 (5) • 47.8 (5) • 47.9 (2) All references to Monash University have been revised to the university campus at Churchill. • 47.10 (4) The Moe Activity Centre Plan is considered to be a local planning initiative. It is noted that the plan is consistent with aim of promoting growth and investment in Latrobe City as the regional city for Gippsland. • 47.11 (4) References to the region’s various rail trails are included in the background report. The plan has only identified those national parks assessed as having significance for leveraging regional tourism. • 47.12 (2) and (4) The 2009 Urban Development Program Latrobe Residential report identified residential land supply of approximately

	Submission summary	Response
		<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <p>12,500 lots, comprised of zoned land, minor infill and future residential (unzoned). The plan has been revised at Section 13.3 to state 12,500 residential lots.</p> <ul style="list-style-type: none"> • 47.13 (4) It is considered that showing employment land at the current scale would be impractical and add no further value to the map. More detailed maps of Latrobe’s urban centres are available in the Latrobe Planning Scheme. • 47.14 (2) The Map 16 inset has been revised to include the university at Churchill and Latrobe Regional Hospital.
48	<ul style="list-style-type: none"> • 48.1 Provide greater acknowledgement of forest and wood products industry as important economic driver – provides opportunities for encouraging growth • 48.2 Better acknowledge current jobs and skills in service and manufacturing sectors – important need to retain these • 48.3 Greater emphasis on opportunities to further develop domestic markets and well as exports • 48.4 Recognise the role the forest and wood products industry plays in supporting active forest and fire management • 48.5 Recognise synergy – management of forest biomass to support fire management – supporting the viability of the forest industry supports fire management capacity • 48.6 Opportunity to utilise local, sustainable wood products to deliver new and affordable housing across the region • 48.7 Refer to ongoing work – Timber Industry Roads Evaluation Study (TIRES) – should be considered when undertaking strategic infrastructure planning 	<ul style="list-style-type: none"> • 48.1 (2) Additional text regarding forestry and the wood products industry has been included at Section 11.2 “Managed native forest is an important source for hardwood species used in manufacturing, building materials and quality paper production. Native timber harvesting, particularly in areas across east Gippsland, is significant for local communities such as Orbost and Heyfield in providing opportunities for employment and skills. The combined output from plantations and timber from the public estate supports a significant timber, pulp and paper manufacturing sector that employs around 3400 people (nearly four per cent of the region’s workforce).” • 48.2 (4) This point is addressed in the revised text above. • 48.3 (1) and (4) The plan considers forestry in a land use context and generator of value for the region. Markets for wood products are outside the scope of the plan. • 48.4 (1) and (4) This is a specific land management issue and is outside the scope of the plan. • 48.5 (1) and (4) As noted above.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
		<ul style="list-style-type: none"> • 48.6 (4) The importance of forestry to manufacturing and building materials is recognised in the plan at Section 11.2. • 48.7 (4) Noted as a reference for future work.
49	<ul style="list-style-type: none"> • 49.1 Supports the extent of Map 9 - Latrobe Framework Plan – includes the ‘Hollydale’ site within the area ‘Future investigation for urban growth’ 	<ul style="list-style-type: none"> • 49.1 (5)
50	<p>Agriculture</p> <ul style="list-style-type: none"> • 50.1 Request inclusion of reference to the Bunyip Food Belt which can be supplied with recycled water from the Eastern Treatment Plan at Carrum Downs – highlight opportunities to build on existing agricultural opportunities – advocates that recycled water supply be made available to farmers and agricultural producers <p>Freight and Logistics</p> <ul style="list-style-type: none"> • 50.2 Include reference to the third domestic airport located in Melbourne’s southeast corridor – associated opportunities to stimulate new investment 	<ul style="list-style-type: none"> • 50.1 (2) and (3) A reference to the Bunyip Food Belt has been added at Section 11.2. A map of the area has been included in the Background Report. “Adjacent to the region’s western edge, investigations by metropolitan councils and water authorities are continuing into the feasibility of establishing an intensive agricultural area to be known as the Bunyip Food Belt. This area could provide additional product for food processing and manufacturing facilities in Gippsland.” • 50.2 (4) The transport framework at Section 14.2 has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. The plan does consider the role of airports, however considering the longer term, the Government will identify and reserve an appropriate site for a new third airport to serve the long-term needs of south-east Melbourne and of Gippsland through the planning system.

	Submission summary	Response (1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged
51	<ul style="list-style-type: none"> 51.1 Amend the regional growth plan to identify the land at 870-910 Princes Hwy, Bairnsdale as a site for investigation for the establishment of an integrated freight facility 51.2 Site previously had approval for newspaper printing and production (Amendment C71) 51.3 Bairnsdale Framework Plan does not identify specific location for intermodal freight facility 51.4 Map 10 – add further direction for potential location and site attributes required for intermodal freight facility (or locations for investigation) 	<ul style="list-style-type: none"> 51.1 (4) Local planning matter for council – refer to email from Harvey Dinelli 51.2 (5) 51.3 (4) Local matter for council 51.4 (4) The plan broadly discusses the need to accommodate freight and its movements (supply chains) over a 30-year period. Delivery of local projects to support the regional transport framework will occur through local planning and design processes.
52	<ul style="list-style-type: none"> 52.1 Regional growth plan strategies for East Gippsland seem appropriate 52.2 Regional growth plan aligns with the East Gippsland Regional Catchment Strategy 	<ul style="list-style-type: none"> 52.1 (5) 52.2 (5)
53	<ul style="list-style-type: none"> 53.1 Section 9 and 10 – Population increases need corresponding government funding for services – councils and ratepayers should not have to fund 53.2 Section 11 – better reflect the diversity of agriculture – also meat and processing 53.3 Land values need to be kept viable for new farmers to buy in 53.4 Importance of healthy waterways and lakes – farming practices will need to change – e.g. more fungi and bacteria in the soil means less run-off of nutrients (role for agricultural colleges to help farmers) 53.5 Are there going to be enough retirement villages so people can stay in the region? 53.6 Encourage more efficient water use on farms through better soil structure – do trials on selected farms 53.7 Urban households – look at use of recycled water for gardens and lawns 	<ul style="list-style-type: none"> 53.1 (1) and (4) Local infrastructure funding is a matter for councils. State government funding streams such as the Regional Growth Fund may also be available. 53.2 (2) Text has been included at Section 11.2 to better recognise beef production: “The region also has a significant cattle and grazing industry including beef, lamb and wool production. Meat and vegetable processing, including organics and hydroponic production is located at Warragul/Drouin.” 53.3 (1) and (4) Land values are outside the scope of this plan. 53.4 (1) and (4) These are particular land management issues and outside the scope of this plan. The relevant regional catchment strategies may provide further direction for waterway management. 53.5 (1) and (4) Health services planning is outside the scope of this plan.

	Submission summary	Response
	<ul style="list-style-type: none"> 53.8 Warragul/Drouin can be growth areas – but Labertouch needs basic services – school, CFA, mail deliveries 53.9 People who travel to use services in the high growth areas, e.g. heated pool, should pay reduced fee 53.10 Agricultural growth should not be hindered by red tape and have the right to farm 53.11 I am against genetically modified organisms (GMO) we can grow better nutrient food with good education 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 53.6 (1) and (4) This is a particular matter for farm management. 53.7 (1) and (4) This issue is addressed through local planning and building regulations. 53.8 (1) and (4) This is a matter for local council. 53.9 (1) and (4) The plan is not intended as a basis for equalisation in costs. 53.10 (1) and (4) Local planning schemes manage use and development of farming land. Reformed rural zones are being introduced to increase flexibility. 53.11 (1) and (4) This matter is out of scope.
54	<ul style="list-style-type: none"> 54.1 Advocates for inclusion of land at Alexanders Road, Morwell within a future investigation area for urban growth 	<ul style="list-style-type: none"> 54.1 (1) and (4) This is a local planning matter.
55	<ul style="list-style-type: none"> 55.1 Need to align with other strategies across the state – <ul style="list-style-type: none"> MPS, Regional Cities Growth Strategy, Peri Urban Planning (interface councils) 55.2 Integrate policy objective of '20 minute city' to peri urban areas 55.3 Emphasise need for a networked region, rather than rely on a Regional City model 55.4 Recognise and link regional growth plan to ongoing work in Regional Cities Growth Strategy related to Latrobe 55.5 Better recognise importance of north-south linkages from the Bass Coast and South Gippsland shires to Melbourne and Latrobe City 55.6 Support the development of alternative mass transit options 55.7 Emphasise importance of improving the Dandenong rail corridor 55.8 Need an additional strategy to support appropriate mining and resource processing 55.9 Could have much stronger focus on value of agriculture – 'game-changing' strategies 	<ul style="list-style-type: none"> 55.1 (2) and (4) The context of regional growth plans with the Metropolitan Planning Strategy and 'Vision for Victoria' is included at Section 1. Text has been added at Section 13.3 to note that Latrobe City is part of the Regional Cities Victoria grouping which has developed the Regional Cities Growth Strategy. 55.2 (2) The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. 55.3 (2) and (4) The objective for a networked settlement pattern is clearly expressed at Section 13.2. Text has been added to better articulate the concept of sub-region networks and their objectives at Section 13.3: "Increase efficient and effective interaction, servicing and infrastructure delivery between networked towns so that business and communities can access reciprocal benefits and attract higher levels of investment." 55.4 (4) This work is currently being progressed by Regional

Submission summary	Response
<ul style="list-style-type: none"> • 55.10 Agriculture section requires strategy around adapting to and mitigating climate change conditions • 55.11 Environment – gap – no strategies around securing and supporting appropriate mitigation measures (re: natural hazards) • 55.12 Settlement – gap – need to highlight constraints in funding infrastructure particularly in high growth Peri Urban areas • 55.13 Infrastructure – acknowledge work ongoing around potential for high speed rail through Gippsland as alternative to Hume corridor • 55.14 Infrastructure – inclusion of specific rail corridor reservation from Gippsland to Port of Hastings (leverage for transport hubs at Morwell and Bairnsdale) • 55.15 Part D – currently there is repetition of State Planning Policy Framework and local municipal strategic statement/Local Planning Policy Framework direction • 55.16 Part D – does not identify who is responsible or where resources will be made available • 55.17 Part E – Need for a clear implementation plan and evaluation criteria • 55.18 Part E – suggest councils be supported to develop their local planning provisions and work with Gippsland Local Government Network councils <p>Maps</p> <ul style="list-style-type: none"> • 55.19 Scale of the mapping is too broad – can not be translated into municipal strategic statement/planning scheme amendments • 55.20 Map 4 – also show key linkages into the region 	<p>Development Victoria.</p> <ul style="list-style-type: none"> • 55.5 (2) Text has been added at Section 13.2: “Secondary major transport routes are the Bass and South Gippsland highways which connect Wonthaggi and Leongatha to Melbourne as well as providing important linkages within the region and further east. North-south routes including the Strzelecki Highway connect southern Gippsland to the Princes Highway and Latrobe City, and onward to alpine areas and New South Wales.” • 55.6 (1) and (4) The plan has been developed to provide a strategic rationale for upcoming projects that support or manage growth for the future. In Section 14.2 under the heading ‘Network Capacity and Efficiency’ both the Dandenong rail corridor and improvements to public transport are mentioned, however it is important to first understand the need and how best to manage and support growth into the future. • 55.7 (4) Note the response provided above at 55.6. There are three references in the plan that support or highlight the benefits of improving the Dandenong rail corridor. • 55.8 (2) An additional strategy to support appropriate mining has been added at Section 11.3: “Identify, manage and facilitate access to natural resources where appropriate, including sand and stone, minerals, timber and renewable energy potential.” • 55.9 (4) The plan includes a strategy at Section 11.2 to protect strategic agricultural land. The plan also supports the Gippsland Food Plan. • 55.10 (4) The methodology applied to identify strategic agricultural

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		<p>land includes consideration of climate change and land suitability.</p> <ul style="list-style-type: none"> • 55.11 (1) and (4) The plan’s strategies for addressing climate change and coastal hazards in section 12.2 are adequate given the plan’s regional scale application. Specific mitigation actions, through land management responses or other direct actions, are the realm of other related plans and strategies such as the Climate Change Adaptation Plan (2013) and the <i>Future Coasts</i> program. • 55.12 (4) Infrastructure considerations will be further investigated as part of the Implementation Plan. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 55.13 (2) Additional text has been included at Section 14.2: “The Australian Government is undertaking a strategic study regarding the implementation of high speed rail (HRS) on the east coast of Australia. Once fully operational express journey times of less than three hours between Melbourne-Sydney could be achievable. Phase 2 of the study depicts a preferred alignment for the HSR system between Melbourne, Canberra, Sydney and Brisbane. The Gippsland Regional Development Australia Committee and the Gippsland Regional Management Forum support a route that traverses the Gippsland region.” • 55.14 (4) The views of the Port of Hastings Development Authority have been reflected in the plan as the state government’s authority responsible for the development and management of the port. • 55.15 (4) The intent of the plan is address issues common across Gippsland and avoid duplication of existing local and state policy. • 55.16 (4) Future actions, responsibilities and evaluation criteria will

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		<p>be determined as part of the Implementation Plan.</p> <ul style="list-style-type: none"> • 55.17 (4) Refer to note above. • 55.18 (4) Specific initiatives to assist councils to develop local policy or planning scheme provisions may form part of the plan’s future implementation measures. This is an ongoing role performed by the department. • 55.19 (4) Digital mapping at a finer scale may be developed in the future as part of implementation measures. • 55.20 (6) Map 4 is intended to show the region’s transport connections within the broader state context. Inward linkages are shown on Map 16.
56	<ul style="list-style-type: none"> • 56.1 Omeo remains an important hub for its surrounds – it has the building blocks for growth – infrastructure, emergency services, local employment, accommodation services • 56.2 Provides public transport Omeo-Bairnsdale and Omeo-Bright, makes Omeo an important link between Gippsland and the Northeast • 56.3 Regional growth plan should identify Omeo as a small regional centre – a sustainable town that can continue to provide services locally • 56.4 Mt Hotham should be recognised as a Gippsland asset, and promoted along with the Alpine activities that surround Omeo • 56.5 Omeo is a hub for roads in and out of East Gippsland from the Northeast • 56.6 Omeo is central and main staging ground for Department of Environment and Primary Industries work particularly during bushfires – however there is no Department of Environment and Primary Industries presence anymore • 56.7 Limited police presence 	<ul style="list-style-type: none"> • 56.1 (4) The supports sustainable change for Omeo including small-scale urban growth. Omeo is also recognised as providing an important district service centre role. • 56.2 (4) This is a service delivery matter and does not require a land use response. • 56.3 (4) and (5) The plan identifies Omeo as small town based on the analysis provided in the background report. • 56.4 (4) Tourism around Omeo is identified on Map 6. • 56.5 (5) • 56.6 (5) • 56.7 (5)

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57	<ul style="list-style-type: none"> • 57.1 Section 11.2 – Shire will likely increase its contribution to Victoria’s food production as a result of climate change effects – the impact of climate change should be discussed in more detail (given plan’s 30-year horizon) • 57.2 Include mention of dairy production facility at Toora and UDP facility at Poowong • 57.3 Section 11.3 – Natural resources – discussion on coal seam gas needs to be strengthened, particularly regarding potential environmental hazards, include community sentiment and implications for agriculture • 57.4 Settlement – page 48 – need further text and explanation of how Leongatha and Korumburra form a close relationship • 57.5 Transport – more emphasis on expansion of Port of Hastings and relationship to the productive areas of Gippsland <p>Maps</p> <ul style="list-style-type: none"> • 57.6 Insert a map of the peri urban areas – including Nyora – include text focused on this area and context of the <i>Metropolitan Planning Strategy</i> • 57.7 Map 6 – Economy – add food processing plants at Toora and Poowong • 57.8 Map 11 – Leongatha Framework – show industrial site near the Leongatha Wastewater Treatment Plant • 57.9 Map 11 – reduce the settlement boundary and area for ‘future investigation for rural living and low density residential’ to the east of the Bass Highway • 57.10 Map 15 – insert arrows showing need for a rail reservation to establish a link from south and central Gippsland to the Port of Hastings 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> • 57.1 (4) A detailed description of climate change issues and implications for the region is included in the Background Report on page 69. Opportunities arising from climate change are discussed in the plan. • 57.2 (2) The economy map (Map 6) has been revised to include food manufacturing hubs at Toora and Poowong. • 57.3 (3) There is existing regulation that applies to the exploration and extraction of earth resources (including coal seam gas) that manages impacts on the environment and other land uses. Victoria has strict planning and environmental approvals processes for the establishment of mining activities which this plan does not replicate or replace. Detail on these processes is available at www.dpi.vic.gov.au/earth-resources • 57.4 (2) and (4) Journey to Work data indicates a significant interaction between Korumburra as the usual place of residence and Leongatha as the main workplace location. Text has been added at Section 13.3: “The sub-region networks have been identified based on considerations including: Geographic proximity, transport links and employment connections” • 57.5 (4) The views of the Port of Hastings Development Authority have been reflected in the plan as the state government’s authority responsible for the development and management of the port. • 57.6 (2) A map of the peri urban area has been added to the Background Report. The current words in Section 7 replaced following workshop with Peri-urban Group of Rural Councils on 12 August 2013. • 57.7 (2) The economy map has been revised as noted above.

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		<ul style="list-style-type: none"> • 57.8 (5) Council officers subsequently requested that this comment be set aside as council was still considering this issue. • 57.9 (2) The Leongatha Framework map has been revised as suggested. • 57.10 (4) The response to this point is provided above at 57.5.
58	<ul style="list-style-type: none"> • 58.1 Advocates for changes to minimum lot size for subdivision 	<ul style="list-style-type: none"> • 58.1 (1) and (4) This is a matter for local planning schemes.
59	<ul style="list-style-type: none"> • 59.1 Include reference to potential for Melbourne’s south-east airport – this should be reflected in both regional growth plan and Metropolitan Strategy • 59.2 Include reference to Casey employment areas (and Cardinia Employment Corridor) and highlight potential interplay between these areas and objectives for clean energy / low-carbon transition industries for Gippsland 	<ul style="list-style-type: none"> • 59.1 (4) The plan does consider the role of airports, however, considering the longer term, the government will identify and reserve an appropriate site for a new third airport to serve the long term needs of south-east Melbourne and of Gippsland through the planning system. • 59.2 (3) A map and discussion of the South East Growth Corridor (including the Cardinia Employment Corridor) has been included in the background report.
60	<ul style="list-style-type: none"> • 60.1 Section 12 – add paragraph setting out role of Victorian Coastal Council, Victorian Coastal Strategy and Gippsland Coastal Board (similar to current text on the catchment management authorities) • 60.2 Gippsland Coastal Board – role in preparing and implementing coastal action plans • 60.3 Need to ensure regional growth plan – identified significant environmental assets align with those identified in coastal strategies and coastal action plans 	<ul style="list-style-type: none"> • 60.1 (2) Text has been added in Section 12: These catchment management authorities invest in the protection and enhancement of the environment throughout the region, along with public land managers and bodies such as Gippsland Coastal Board. “The Gippsland Coastal Board oversees strategic coastal and marine planning issues for the Gippsland coast between San Remo and the New South Wales border. The Gippsland Coastal Board has developed coastal action plans to manage key issues and areas along its coast. The three coastal management authorities also undertake activities to investigate and protect the marine assets adjacent to their regions.”

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		<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 60.2 (2) and (4) A description of the role of the Gippsland Coastal Board has been added to the plan (above) and is included in the Background Report on page 67. 60.3 (4) For state-wide consistency the regional growth plan environment map (Map 7) comprises asset layers including marine parks and reserves and legislatively protected wetlands, significant recreational lakes and water storages.
61	<ul style="list-style-type: none"> 61.1 Page 10 – peri urban inset is incorrect – refers to Central Highlands 61.2 Map 4 – Warragul should be shown as a Regional Centre 61.3 Map 5 – Query on red squares 	<ul style="list-style-type: none"> 61.1 (2) This has been corrected with the following text: “Peri-urban literally means the area around a settlement. Melbourne’s peri-urban area extends roughly 100 kilometres from the centre of Melbourne. In the Gippsland region it includes land in Bass Coast, Baw Baw and South Gippsland shires near the south-eastern fringe of metropolitan Melbourne. There are a number of state significant land uses in the peri-urban region which are important to the functioning of Melbourne and Victoria as a whole. These include resources, infrastructure, environmental assets and cultural heritage assets. The peri-urban area is subject to increasing demand for housing due to its proximity to Melbourne.” 61.2 (2) Map 4 has been corrected to show Warragul as a regional centre. 61.3 (4) This symbol is included in the Legend and represents an active railway line and station.

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62	<ul style="list-style-type: none"> 62.1 Draft has limited reference to Latrobe Airport – represents latent opportunity for Gippsland 62.2 Suggest a runway to handle Australian domestic fleet – runway needs an urgent upgrade 62.3 It could become Melbourne East Airport – it is within 1 million people and has rail connection – could be a great economic generator and provide Melbourne with an alternate airport 	<p>(1) Out of scope; (2) Accept – added/revised text in plan; (3) Noted – added/revised text in background report; (4) Noted – response provided in consultation report; (5) Noted – no response required; (6) Do not accept – text unchanged</p> <ul style="list-style-type: none"> 62.1 (4) The plan includes several references to Latrobe Airport including at Section 11.1, 13.3 and 14.2. 62.2 (1) and (4) Specific works to upgrade Latrobe Airport are out of scope for this plan and should be pursued at a local level or through the Gippsland Freight Strategy. 62.3 (1) and (4) Regional airports and their role within an integrated transport network has been acknowledged in the wording of Section 14.2 and is also used as an example of an opportunity under the section on freight and logistics precincts. A separate transport infrastructure project would be required to assess demand and the viability of expansion.