



AGENDA APPENDIX
Council Meeting
Wednesday 24 August 2016

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.11 NYORA DEVELOPMENT STRATEGY – FINAL FOR ADOPTION

- Appendix 2 – Nyora Development Strategy Engagement Summary Report



FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

ENGAGEMENT SUMMARY REPORT

JULY 2016

SOUTH GIPPSLAND SHIRE COUNCIL

planisphere

PLANNING + DESIGN + PEOPLE

PROJECT CONTROL

Status	Version	Checked PM	Checked PD	Date released
Draft Engagement Report	1	BH	JLR	06/06/2016
Final Engagement Report	2	PH	BH	15/07/2016

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INTRODUCTION

THE PROJECT

The need for the Nyora Development Strategy was identified in the Nyora Structure Plan (2011, updated 2013) (the 'NSP') and it is recognised that the township is predicted to experience substantial growth over the medium term.

In addition, there are a number of township improvements that are needed by the existing population. These include better drainage, improved community facilities, road upgrades, town centre enhancements, and pedestrian and bicycle linkages.

While the expected population growth will increase the urgency of these improvements, it may also open up new opportunities to fund them.

Given Nyora's current and future challenges, this strategy will help to manage the orderly planning, development and infrastructure provision in response to predicted population growth.

THE METHOD

South Gippsland Shire Council commissioned a multidisciplinary team lead by Planisphere to prepare a Development Strategy for Nyora. The consultant team comprises:

- **Planisphere** - Project Management, Town Planning, Urban Design and Landscape Architecture, and Community Consultation
- **Urban Enterprise** - Property Economics, Tourism Planning, and Economic Development
- **Engeny** - Water and Environmental Services
- **Traffix Group** - Traffic and Transport

This project is being undertaken in four key stages:

1. Strategic Investigations (Establish online presence, hold community meeting and online survey)
2. Preparation of the Draft Future Nyora Strategy
3. Exhibition (Online, community meeting and survey)
4. Final Future Nyora Strategy

This report summarises the engagement activities, outcomes and learnings from Stages 1-3 of the project. The summarised findings will help inform the final Future Nyora Strategy.



Input from the community has been a key element in the development of the Future Nyora Strategy. The surveys and community meetings have helped to create a discussion focussed on key issues and opportunities in the township, and have assisted in the prioritisation of required community and physical infrastructure.

A communication and engagement strategy was developed at the start of the project, setting out the means of obtaining feedback from stakeholders at each project stage. Community engagement commenced in January 2016.

The purpose of the community engagement process is to:

- Engage with all sectors of the community across Nyora and, where relevant, residents from nearby areas
- Prioritise the delivery of innovative, community endorsed planning, urban design and infrastructure solutions that:

- 'Fit' with people's concept of what Nyora should look like in the future
- Create opportunities for people to make the most of growth across the town centre and adjoining residential areas
- Identify services and infrastructure that is needed across the township
- Create a list of priorities for community and physical (roads and drainage) infrastructure across the township
- Create a vision for Future Nyora that will enhance the things people love about Nyora now as well as catering for the future population.



Feedback to masterplan concepts for the the future Town Centre at the first Community Meeting

OVERVIEW

STAGE 1 (STRATEGIC INVESTIGATIONS)

Stage 1 of the Future Nyora project involved setting up the online engagement tools (Facebook and a web page), and sending residents a bulletin about the project. At the same time, the project team undertook background work to understand the planning history, local issues and opportunities in Nyora. Public engagement with the project was important to understand the existing needs of people living in Nyora now, and to hear about what people want their town to look like in the future.

At the first community meeting, the team spoke about 'drivers of change' such as the attractive rural or country lifestyle in Nyora, the relative affordability of housing (compared to metropolitan areas) and likely population growth. People who attended the community meeting or filled out the survey discussed their appreciation of the lifestyle in Nyora, and their desire for upgrades to services and facilities

that are either lacking or currently not available in Nyora.

SUMMARY OF STAGE 1 ENGAGEMENT

Engagement with Stage 1 of the Future Nyora project involved the following:

- Bulletin 1 (November 2015) to introduce the project.
- Creation of a Future Nyora Facebook page (March 2016) to spread the word about the project and community meeting.
- Bulletin 2 (March 2016) to advertise the first community meeting and update residents about the Issues and Opportunities phase of the project.
- A community meeting held on 16 March 2016 at the Nyora Community Hall to provide more detailed information about the project and seek feedback on the issues and opportunities that had been identified.

- Online survey (29 March - 22 April) to seek feedback on key questions about the Issues and Opportunities and background work undertaken by the project team.

In addition, a project website was launched by Council, containing all relevant information as to why the project is needed and how to get in touch with the project team. The website has been systematically updated throughout the project.

Throughout the project an email address "FutureNyora@southgippsland.vic.gov.au" has been used to update people about the project, and to keep them informed about community meetings. The list was populated through people adding their details at community meetings and via the survey, and was also added to by Council staff based on submissions. Almost 50 people were subscribed to the list at the completion of the project.

STAGE 3 (PUBLIC EXHIBITION)

In Stage 2 of the project, the team took the information gathered in Stage 1 from background research, work with Council and local residents, to prepare the draft Future Nyora Strategy. In Stage 3, the draft Strategy was presented back to residents and other interested parties in Nyora, in a community meeting. Ongoing online engagement via Facebook and the project website was also undertaken to update people about the project, and two bulletins were circulated to residents and landowners to provide a project update.

In Stage 3, the consultation process involved presenting the draft Future Nyora Strategy to residents of Nyora (and other interested parties), and seeking feedback and further ideas and comments that can be used to refine the Strategy in Stage 4.

SUMMARY OF STAGE 3 ENGAGEMENT

The engagement in this stage of the project consisted of:

- Bulletin 3 (May 2016) to update people about the project and publicise the community meeting.
- Ongoing updates to the Facebook page and relevant updates to the project website.
- A community meeting held on 17 May 2016 at the Nyora Community Hall. The meeting was used to provide an update on the development of the strategy, discuss feedback received so far and to receive feedback on the draft strategy.
- An online survey (9 May - 31 May 2016) to seek feedback on the draft Future Nyora Strategy.

In addition to being shared online, the May 2016 Bulletin was also circulated via a mail out, at the Primary School and a poster copy was displayed on the noticeboard.

THIS REPORT

This report presents and discusses the findings from engagement with the Nyora community, as follows:

- **Chapter 1:** Discussions and findings from the community meetings and online engagement
- **Chapter 2:** Discussions and findings from the two online project surveys and other submissions
- **Chapter 3:** Summary of feedback and recommendations for how the final Future Nyora Strategy should address people's feedback.

This report provides a detailed summary of the engagement process including:

- Material used in the bulletins and community meetings
- Details of the online engagement carried out
- Questions used to facilitate discussion at the community meetings

- Ideas and feedback received during the two community meetings
- Summary of feedback received from the surveys.

Copies of the project bulletins, posters and other materials have been included in **Chapter 1**. These were used as a method of increasing awareness of the project as well as providing avenues for further information and engagement. The bulletins were made available online, posted to residents using Council's database and put up at local shops as posters.

NEXT STEPS

Stage 4 of the project is now underway and will involve a review of all community feedback presented in this document, as well as discussions with government authorities (e.g. VicTrack, Department of Environment, Land, Water and Planning (DELWP), Department of Economic Development, Jobs, Transport and Resources (DEDJTR)), the project team and Council. The final Future Nyora Strategy will be completed in July 2016 for Council's consideration.







1

ONLINE ENGAGEMENT & COMMUNITY MEETINGS

1.1 ONLINE ENGAGEMENT

FACEBOOK

Engagement with Stage 1 of the Future Nyora project involved the following:

- Bulletin 1 (November 2015) to introduce the project.
- Creation of a Future Nyora Facebook page (March 2016) to spread the word about the project and community meeting.
- Bulletin 2 (March 2016) to advertise the first community meeting and update residents about the Issues and Opportunities phase of the project.
- Event page for the Community Meeting that was held on 16 March
- Online survey (29 March - 22 April) to seek feedback on key questions about the Issues and Opportunities and background work undertaken by the project team.

Stage 2 of the project involved preparation of the draft Future

Nyora Strategy (released in May 2016). During this time, regular Facebook updates were posted to keep people updated with the project. Council also used a project email address to keep people updated.

In Stage 3 of the project (Public Exhibition), the following information was uploaded and communicated via the Facebook page:

- Bulletin 3 (May 2016) to provide a project update, advertise the draft Strategy's release, share concept images for the Town Centre and notify people about the Community Meeting
- Event page for the Community Meeting
- Online survey (9 May to 31 May 2016) to seek feedback on key questions about the draft Future Nyora Strategy.
- Notifications and project updates as the Future Nyora Strategy progressed
- Advice that documents are public and where they can be viewed.

WEBSITE

South Gippsland Shire Council created and maintained a web page for Future Nyora throughout the project. The website contained the following information and was regularly updated:

- Project purpose
- Project team contacts
- Electronic copies of documents (Background report, draft Strategy, Bulletins 1, 2 and 3)
- Link to the Facebook page
- Information about how to participate in the project (including dates to notify people about the relevant Community Meetings as they occurred)
- Information about the project timeline and "next steps".

SURVEY MONKEY

As detailed in the outline, the online survey platform Survey Monkey was used to collect and analyse people's detailed written responses to both the background investigations and the draft Future Nyora Strategy. Detailed information about the survey responses has been included in the next chapter of this report.

The Stage 1 survey received 30 responses, while the Stage 3 survey received approximately 39 responses. Additional feedback received via written submissions at the community meeting on 17 May and via email after the meeting have also been summarised and presented in **Chapter 2** of this report.

As previously detailed, an email list managed by Council staff was also created using people's details who signed up via the surveys or at a community meeting.

SCREEN GRABS FROM FACEBOOK & THE PROJECT WEBSITE

The screenshot shows the Facebook interface for the 'Future Nyora Community' page. At the top, there are navigation tabs for 'Page', 'Messages', 'Notifications', 'Insights', and 'Publishing Tools'. The main header area has a green background with the text 'FUTURE NYORA' and 'NYORA DEVELOPMENT STRATEGY'. Below this is a profile picture featuring a landscape image with 'FUTURE NYORA' text. The page name 'Future Nyora Community' is visible, along with options to 'Send Email', 'Like', and 'Message'. A search bar is located below the header. On the left sidebar, there are statistics like '118 likes +9 this week' and a 'Boost your Page for \$7' ad. The main content area shows a post from Phoebe Harrison dated 19 May 2016, which is a survey announcement for the Nyora Development Strategy. The post text reads: 'Thanks for sharing your photos, everyone! Please don't forget to complete the survey, which will be CLOSING on 31 MAY 2016 (next Tuesday). https://www.surveymonkey.com/r/FutureNyora. If you have specific questions please get in touch using the email: FutureNyora@southgippsland.vic.gov.au. Thanks!'

<https://www.facebook.com/FutureNyora/>

The screenshot shows the website page for the 'Nyora Development Strategy'. The header is blue with the South Gippsland Shire Council logo and a search bar. Navigation buttons for 'PAY', 'APPLY', and 'REPORT' are visible. The breadcrumb trail reads: 'Home > Planning and Building > What Plans Affect My Town > Nyora > Nyora Development Strategy'. The main title is 'Nyora Development Strategy'. Under the 'Project' section, it states: 'The Nyora Development Strategy (NDS) project is the next step for Nyora's planning and builds on the key recommendations of the Nyora Structure Plan June 2013. The Structure Plan sets the direction for the town's growth. It is important to note that this project will not revisit the work prepared as part of the Structure Plan. This project looks in more detail at the infrastructure needed (drainage, traffic and community facilities) and how development should occur. This is important given that town sewer is already generating interest for land subdivision and building in the town.' The 'Documents' section lists several reports: 'Community Bulletin 1 November 2015', 'Community Bulletin 2 - March 2016', 'Community Bulletin 3 - May 2016', 'Initial Ideas for Discussion (Display Boards March 2016)', 'Background Report', and 'Draft Nyora Development Strategy'. The 'Draft Strategy' section notes: 'The Draft Strategy is available to download in two parts: Draft Strategy Part 1'.

<http://www.southgippsland.vic.gov.au/FutureNyora>

1.2 PROJECT BULLETINS

BULLETIN 1 - NOVEMBER 2015

The project bulletins were used throughout the project to update residents and landowners about community meetings, other opportunities to participate (Facebook, surveys and submissions) and 'next steps'.

Bulletins for Stages 1-3 were released between November 2015 and May 2016.

WHAT IS THIS PROJECT ABOUT?
The Nyora Development Strategy (NDS) project is the next step for Nyora's planning and builds on the key recommendations of the Nyora Structure Plan June 2013. The Structure Plan sets the direction for the town's growth. It is important to note that this project will not revisit the work prepared as part of the Structure Plan.

WHAT WILL THE PROJECT ACHIEVE?
The strategy will identify public infrastructure needed to cater for Nyora's growing population. It will also result in design guidelines to guide future development. The final strategy will include a list of Council priorities, including staging plans and designs for the town centre. Council expects the strategy to identify road upgrades, stormwater drainage infrastructure upgrades and the location of open space and pedestrian connectivity.

WHO IS WORKING ON THE PROJECT?
Council has engaged a team of consultants including town planners, designers and traffic and water engineers to work on this project.

PROJECT STAGES

● PAST PROJECT ● CURRENT PROJECT - CONSULTATION ● CURRENT PROJECT WORK ● OTHER CURRENT PROJECT

HAVE YOUR SAY ON THE NYORA DEVELOPMENT STRATEGY...

WHEN WILL I BE INVOLVED IN THIS PROJECT?
We need to hear from you early in this project to understand the issues **you** think affect Nyora today and how you think the town's growth should be managed.
Register your interest to join us at a [community workshop](#) in February next year.
Keep updated about the project by emailing us to be included on the project [email list](#).

WHO CAN I SPEAK TO ABOUT THE PROJECT?
You can speak to Council, the lead consultant (Planisphere) or a local (from one of Nyora's community groups) about this project.

South Gippsland Shire Council
Chantal Lenthall, Senior Strategic Planner at South Gippsland Shire Council, on 03 5662 9200 or send her an email, chantal.lenthall@southgippsland.vic.gov.au

Planisphere
Bronwen Hamilton, Associate Director, on 03 9419 7226 or send her an email, bronwen@planisphere.com.au

Nyora and District Development Association (NADDA)
Denis Casey, on 03 5659 0089 or send him an email, sylvia.casey@bigpond.com

Nyora Public Hall Committee Incorporated
Robyn Mills, on 03 5659 0098 or 0428 531 820. Alternatively, send her an email, rdmills@westnet.com.au

Nyora Recreation Reserve Committee
Brett Hume, on 03 5659 6451 or 0412 487 880. Alternatively, send him an email, brett.hume@bigpond.com

COMMUNITY MEETINGS

FEBRUARY 2016

LOCAL WORKSHOPS

We invite you to join us at a community workshop to discuss current issues and opportunities facing Nyora as it grows.

APRIL-MAY 2016

DRAFT DOCUMENTS AND CONCEPT DESIGNS

Based on research and feedback from the community workshop and technical analysis, the project team will prepare a draft strategy for the Nyora township. This will include concept designs for the town centre. Detailed comments and discussion will be invited from local residents to feed into the final strategy.

BULLETIN 2 - MARCH 2016

FUTURE NYORA

NYORA DEVELOPMENT STRATEGY
BULLETIN 2 | MARCH 2016

SEWER IS HERE...

NOW IS THE TIME TO SHAPE NYORA'S FUTURE!

Come and find out about Council's Nyora growth project. Attend so that you can influence what Nyora will look like and how it is serviced in the future.

The big question we'll be talking about is 'How will the town deal with population growth in the short, medium and long term?'



South Gippsland
Shire Council

WHY SHOULD I CARE?

Now that sewer is being connected, you may be interested in subdividing your land now or in the future.

You might care about the impact growth could have on your property / town (e.g. impacts on traffic, drainage, main street layout etc.)

NOV 2015-JAN 2016
Information Gathering & Draft Concepts

MARCH 2016
Community Consultation (Current Stage)

MARCH-APRIL 2016
Draft Strategy

APRIL-MAY 2016
Your Feedback on the Draft Strategy

JUNE 2016
Final Strategy

GET INVOLVED!

COMMUNITY WORKSHOP

WEDNESDAY 16 MARCH 2016

5.00-7.00PM

NYORA HALL

5 HENLEY STREET, NYORA

If you cannot attend, contact Council or view the Facebook page or website to get involved.





FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

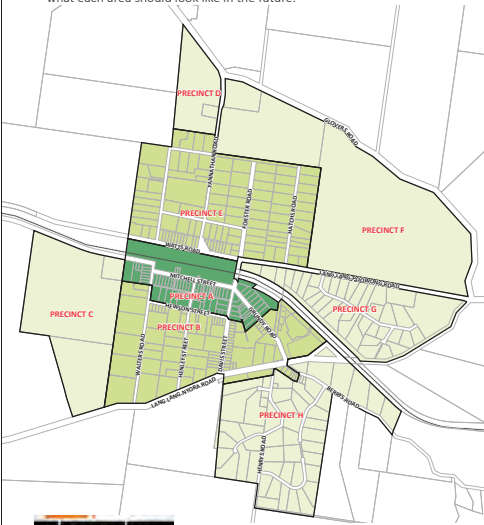
WHAT IS THE PROJECT ABOUT?

The Nyora Development Strategy project is the next step for Nyora's planning and builds on the key recommendations of the Nyora Structure Plan (2013). The Structure Plan sets the direction for the town's growth. It is important to note that this project will not revisit the work prepared as part of the Structure Plan.

This project looks in more detail at the infrastructure needed (drainage, traffic and community facilities) and how development should occur (density, building design etc.).

WHAT WILL HAPPEN IN MY AREA?

Each precinct in Nyora is different. We want to hear your views about what each area should look like in the future.



Precinct A

Where should new development be located in the town centre?

What would you like to see happen with the railway land and station building (managed by State government)?

Precinct B

How should stormwater issues be dealt with?

Where should new road connections go?

Precincts C & D

How should these long-term growth areas be connected to town?

Precinct E

Now that sewer is connected which means that further subdivision can occur – should subdivision be promoted or should controls be put in place so things stay the same in the short-term?

Precinct F

This land is currently proposed for rezoning and is with the State government for approval.

Precinct G

This land has been recently subdivided and while some further subdivision may be able to occur, minimal change is expected in this precinct.

Precinct H

This land is zoned Rural Living, almost no subdivision is possible so minimal change is expected in this precinct.

NOV 2015-JAN 2016
Information Gathering & Draft Concepts

MARCH 2016
Community Consultation (Current Stage)


MARCH-APRIL 2016
Draft Strategy


APRIL-MAY 2016
Your Feedback on the Draft Strategy


JUNE 2016
Final Strategy

CONTACT DETAILS

Chantal Lenthall, Senior Strategic Planner


 (03) 5662 9200

 FutureNyora@southgippsland.vic.gov.au

 www.southgippsland.vic.gov.au/FutureNyora

JOIN THE CONVERSATION!

"Like" the project facebook page and follow updates at:

 www.facebook.com/FutureNyora

planisphere

Please note, a street name error on the map above has been corrected from the hard copy version of this bulletin originally sent out.

BULLETIN 3 - MAY 2016 (FRONT & BACK PAGE)

FUTURE NYORA

NYORA DEVELOPMENT STRATEGY
BULLETIN 3 | MAY 2016

PROJECT UPDATE

THE DRAFT NYORA DEVELOPMENT STRATEGY IS READY TO GO!

After your feedback and technical investigations we have prepared a **Draft Nyora Development Strategy**, and now we want to hear from you!

The Draft Strategy contains plans for each Precinct and a Town Centre Masterplan. It includes a detailed assessment about the infrastructure needed in each Precinct, for now and into the future as Nyora's population grows.



**South Gippsland
Shire Council**

NOV 2015-JAN 2016
 Information Gathering & Draft Concepts

▼

MARCH 2016
 Community Consultation

▼

APRIL 2016
 Draft Strategy
(Current Stage)

▼

MAY 2016
 Your Feedback on the Draft Strategy

▼

JUNE 2016
 Final Strategy

GET INVOLVED!

COMMUNITY DROP-IN SESSION

TUESDAY 17 MAY 2016
6.00-8.00PM
NYORA HALL
5 HENLEY STREET, NYORA

If you cannot attend, contact Council or view the Facebook page or website to get involved.

You can also fill out the online survey about the Draft Strategy by visiting this website before the 31st of May:
<http://www.surveymonkey.com/r/FutureNyora>



Mitchell Street Concept Image

FUTURE NYORA

NYORA DEVELOPMENT STRATEGY
BULLETIN 3 | MAY 2016

PUBLIC EXHIBITION

The Public Exhibition Period for the Draft Strategy will run from Monday 9 May 2016 and will be completed on Tuesday 31 May 2016.

On Tuesday, 17 May 2016 we will hold a Drop-In Session and information evening where you can come along and talk to us about the Draft Strategy in more detail.

Once all the feedback has been received, the Final Strategy will be presented for Council adoption in July 2016.



Davis Street Concept Image

CONTACT DETAILS

Chantal Lenthall, Senior Strategic Planner
 (03) 5662 9200
 FutureNyora@southgippsland.vic.gov.au
www.southgippsland.vic.gov.au/FutureNyora

JOIN THE CONVERSATION!

"Like" the project facebook page and follow updates at:
www.facebook.com/FutureNyora

GET INVOLVED!

COMMUNITY DROP-IN SESSION

TUESDAY 17 MAY 2016
6.00-8.00PM
NYORA HALL
5 HENLEY STREET, NYORA

If you cannot attend, contact Council or view the Facebook page or website to get involved.

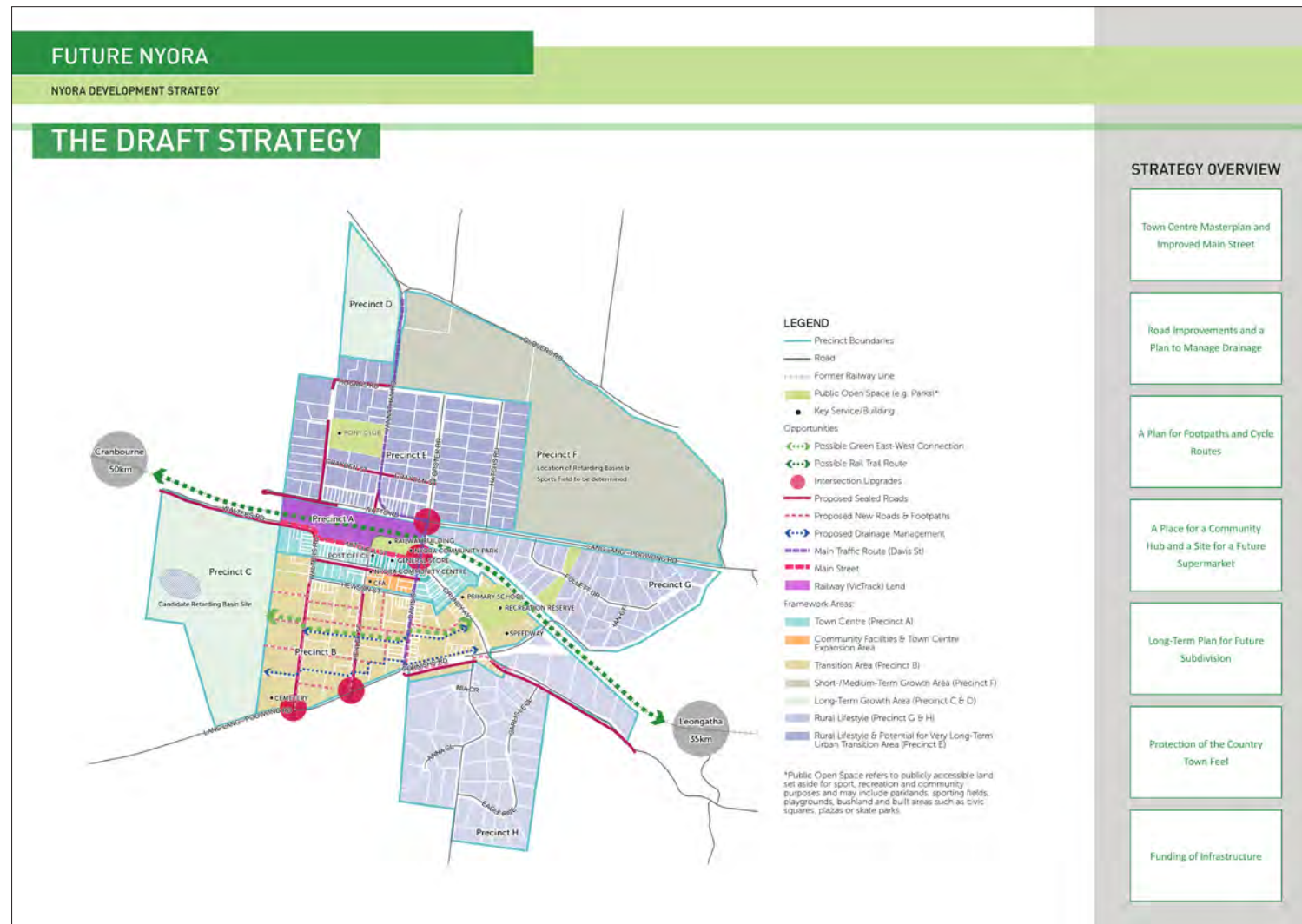
You can also fill out the online survey about the Draft Strategy by visiting this website before the 31st of May:
<http://www.surveymonkey.com/r/FutureNyora>



Nyora Community Park Concept Image



BULLETIN 3 - MAY 2016 (CENTRE)



1.3 COMMUNITY MEETING - MARCH

INTRODUCTION

The community meeting was held on 16 March 2016 at the Nyora Hall from 5.00-7.00pm. A brief presentation was used to explain the purpose and aims of the project and to provide an introduction to discussions about each Precinct.

A series of key questions were developed to be displayed on boards around the room, and were designed to focus discussion on the issues, opportunities, and early concept plans prepared by Planisphere, in association with Traffix Group, Engeny and Urban Enterprise.

QUESTIONS FROM THE COMMUNITY MEETING

The key questions were:

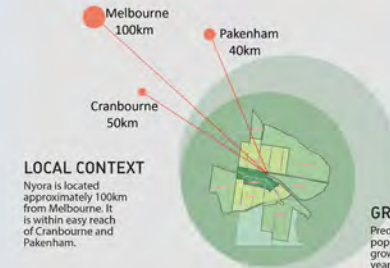
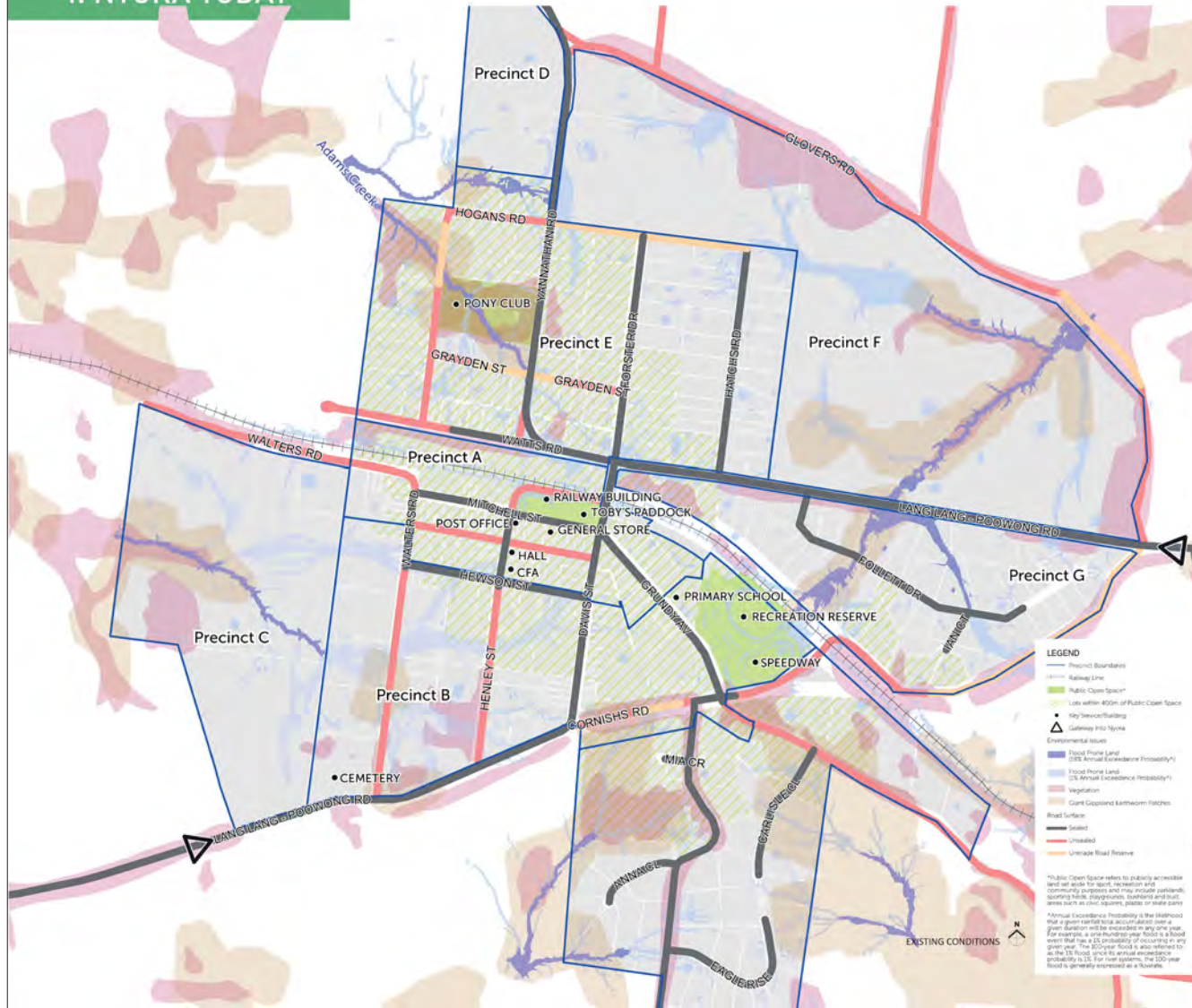
- What would you like to see happen with the railway land station and building?
- What is most important about the character of Nyora that should be protected during future growth?
- Do you like the concept of a new linear park to deal with flooding?
- How should areas of planned housing growth at the edge of town be connected to the rest of Nyora?
- If new areas of public open space are located in these areas in the long-term, would you use them?
- Do you have sufficient open space in the short term?
- Do you think there should be another crossing over the railway line? If so, where should the second crossing go?
- Would you support creation of a pedestrian and cyclist crossing over the railway line?
- Where should new development be located in the town centre?
- If a supermarket or other facilities wanted to locate in Nyora, where should they go?
- If new facilities are to be built in Nyora, what would you want to have first?
- If a community centre or community hub were located in the town centre, what sort of services, programs or facilities would you most likely use?
- Where should a community hub be located?
- What is your vision for the “feel” of Nyora’s town centre, and how should it look?
- How should stormwater issues be dealt with?
- Where should future road connections go as subdivision occurs?
- Where could new areas of open space be located as new development or subdivision occurs across Precinct B?
- How should native vegetation be protected in Precinct B as new development or subdivision occurs?
- Connection to sewer creates additional subdivision opportunities. Should subdivision be promoted or controls put in place so the town stays the same in the short-long term?
- Do you support the concept that new subdivision should create new connections across the precinct?
- Would you consider keeping 4,000m² minimum lot sizes for subdivision now if it meant you could create smaller, 750m² lots from your land in the long-term?
- In the future would you consider working with your neighbours to create smaller lots (2000m²)?
- Would you consider working with your neighbours to create subdivision designs that keep a “rural feel” in your street?

A copy of the display boards used at the community meeting have been included across the following pages.

FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

1. NYORA TODAY



GROWTH
Predictions suggest the population in Nyora could grow by 30-50 people per year, depending on the growth scenario.

DRIVERS FOR CHANGE

As the population grows, more housing will be needed.

- Installation of the sewerage system
- Proximity to Melbourne, Cranbourne and Pakenham, and other regional employment centres
- Subdivision and development potential due to sewer connections
- Rural township character making it an attractive place for a "tree change"



ISSUES AND OPPORTUNITIES

DEVELOPMENT
There is a need to decide what minimum lot sizes may be created in the existing residential areas to accommodate some growth.



RAILWAY LAND
We need to talk about what will happen to the railway land, which is Crown land owned by VicTrack, and the heritage railway buildings.



STORMWATER
There are stormwater and drainage issues across the town that already need to be addressed.



SERVICES
Community services and retail are needed in the town centre, for its current and future population.



FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

3. TOWN CENTRE



OPTIONS FOR THE TOWN CENTRE'S GROWTH

Concept 1: Parallel Main Streets



Create parallel main streets by consolidating the town centre. Shops will be encouraged to locate alongside new community uses in close proximity to each other on a new street to the south of Mitchell Street.

Concept 2: Junction Focus

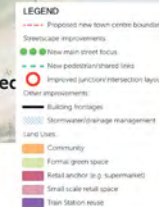


Create a new focus around the redefined junction of Davis Street, Mitchell Street, and Grundy Avenue. New development on vacant land, opposite Toby's Paddock, will strengthen the town centre's activity and vibrancy.

Concept 3: Henley Street Spine



Henley Street will become the new main street, with the Nyora Hall, part of a new development of community uses and retail space. The station building, with additional parking, will be reused for the community.



FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

4. PRECINCT B



The main planning controls that apply in precinct B are the General Residential Zone 1 and the Development Plan Overlay - Schedule 5 (DPOS). This allows urban residential development subject to a group of neighbours preparing a development plan for approval by Council. The development plan needs to apply to a logical land unit bounded by roads or the boundaries of the DPOS area. The Future Nyora project seeks to assist property owners with the preparation of development plans in the area and ensure orderly development. The DPOS requires consideration of drainage, parks, environment, building design and off-site infrastructure.

- LEGEND**
- Precinct boundary
 - Land covered by an existing Development Plan Overlay (DPOS)
 - Precincts B and C
 - Other precincts
 - Existing roads (sealed)
 - Existing roads (unsealed)
 - New connections:
 - Main connector street
 - New local street
 - New shared path along linear park
 - Local Features:
 - Vegetation
 - Giant Gippsland Earthworm Habitat
 - Parks and waterways:
 - Existing parks
 - New linear park and constructed waterway
 - Possible future residential development approach:
 - Township density transition area
 - Lower density transition area

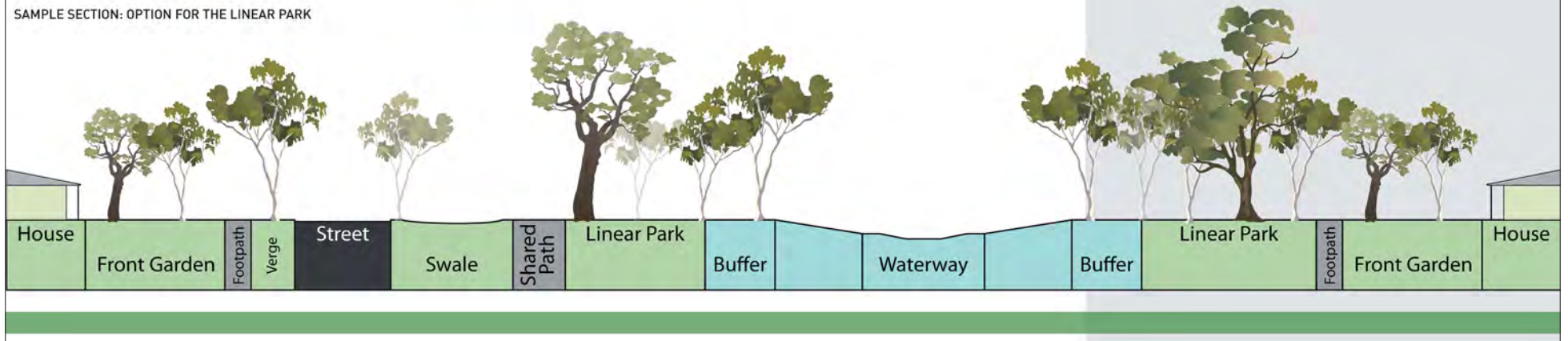
RURAL TOWNSHIP NEIGHBOURHOOD CHARACTER



Precinct B has the potential to become a more densely developed area through subdivision, due to the "General Residential Zone" status of the planning regulations that apply to the area.

Moving forward, new development should incorporate features of the existing "rural township" feel. This could include open, low or no front fencing; generous front yards with large tree plantings, and "light" construction materials such as timber. Views to the surrounding landscape features of rolling hills and farmland should be preserved, where possible.

SAMPLE SECTION: OPTION FOR THE LINEAR PARK



FUTURE NYORA

NYORA DEVELOPMENT STRATEGY



5. PRECINCT E

DESIRED SUBDIVISION OF PRECINCT E



This diagram shows a good example of the four existing large lots in Precinct E, which individually could not all subdivide to their maximum potential. The central street provides access to the majority of lots and helps to improve linkages across Nyora, while providing each new lot with an address to the street.

POTENTIAL POOR QUALITY SUBDIVISION OF PRECINCT E



This diagram is an example of how subdivision is often achieved, known as a "battleneck" subdivision. Four existing lots have been subdivided, with new development provided on new lots behind existing houses. Lots at the rear of these subdivisions do not face the street and the lot design creates negative impacts as these long driveways become mini cul-de-sacs. Pedestrian movement is difficult and car-dependence is increased. Rear lots are traditionally worth less than similar properties that face the street.

KEY POINTS RAISED AT THE COMMUNITY MEETING

Feedback from the Community Meeting held on 16 March 2016 has been summarised below under a number of key themes that emerged during the discussion:

- Town Centre
- Subdivision
- Development
- Nyora's Character
- Former Railway Land
- Roads and Footpaths
- Stormwater and Drainage
- Community Infrastructure.

TOWN CENTRE

Nyora residents affirmed the fact that the Davis / Mitchell Street intersection requires an upgrade and may become a big issue with growth. Feedback at the community meeting reinforced

traffic investigations undertaken by Traffix Group, which show more traffic management will be needed if Davis Street is to remain the busiest thoroughfare.

Due to the existing business of Davis Street as a thoroughfare for trucks and the V/Line bus, some people at the meeting suggested there shouldn't be more commercial development opposite the pub/hotel building (i.e. on the eastern side of Davis Street).

Some residents supported a focus of commercial development on Mitchell Street and the laneway behind it but not on Davis Street.

In terms of town centre improvements, it was highlighted that gumtree planting around the town is suffering from blight and trees are dying/dropping limbs. A suggestion was that some exotic and "autumnal" avenue tree planting should be considered in future street tree planting.

Residents in Nyora collect their mail from the post office as there are no letterboxes. As a result,

many residents at the meeting pointed out the difficulty in walking to town due to lack of paths, forcing people to drive short distances into the town centre. This issue is particularly present with movement from Precinct E to the town centre, where there is a busy intersection at the Lang Lang-Poowong road crossing over the former railway and limited footpaths or pedestrian refuges.

Some residents were interested to know whether increased development would mean they would have individual letterboxes in future.

A lack of street lighting was pointed out as an issue in the town centre, especially near the bus stops.

A preference for the "Concept 1" town centre layout was shown at the meeting.

SUBDIVISION

Feedback to the question of subdivision in established areas showed that there is both an interest in subdivision and a desire for the character and large lot

sizes to be protected. This tension was especially clear in Precinct E, where large lots sizes and the Low Density Residential Zone (LDRZ) currently apply. According to some residents, subdivision in Precinct E will undermine the feel of the area. Residents stated that they moved into the locality for large lots, not suburban ones.

Residents who gave feedback about the possibility of a linear park in Precinct B were concerned that there would be limited practicality in landowners subdividing and integrating roads, and that the linear park concept (crossing Precinct B east-west) would make subdivision "almost impossible".

DEVELOPMENT

Discussion relating to development focussed largely on the existing need to prepare a Development Plan in Precinct B to coordinate upgrades along Davis Street as subdivision occurs, in order to avoid a piecemeal outcome.

NYORA'S CHARACTER

Residents at the meeting discussed the need to keep a country feel in Nyora as it changes: "that's why we all moved here."

Some residents from Precinct E at the meeting advocated strongly for no or very limited subdivision in Forster Drive/Hatches Road to preserve the lifestyle qualities in that area. The discussion suggested that lot sizes for Forster and Hatches Road should be no smaller than 1 acre.

There was a clear preference from some Precinct E residents that there should be no through-roads from Hatches and Forster Roads to the new estate in Precinct F. This feedback relates to an agreement in the current rezoning application to create and maintain a tree corridor that is "no build" behind Hatches Road as a buffer to the new estate.

FORMER RAILWAY LAND

At the meeting, opportunities for the former railway land were discussed. Some suggested

that land in the railway reserve, especially on Mitchell Street between Walters Road and Hewson Street (the widest part of the reserve) could be used for residential (e.g. higher density villa-style units, especially diagonally opposite the Post Office).

There was some confusion (in response to the suggestion that the former railway buildings could be used for a community hub) that the plan would take this facility away from the "op shop" (currently using the buildings).

Among community members, some had a perception that the VicTrack land in the middle of Nyora is restricting the growth of that Precinct (A).

There was a suggestion that a retail area has to be consolidated in the middle of town (i.e. on the VicTrack land).

ROADS & FOOTPATHS

A large part of the discussion focussed on the need for footpaths and key path connections in the following areas:

- There is no link for pedestrians between Precinct E and the town centre (there are some small gravel path sections but they are not sealed)
- There should only be pedestrian (no vehicle) links between Hatches/Forster and new estate to north (Precinct F)
- Davis Street and from Follett Street to Poowong Road
- Joining rail trail to Grundy Avenue
- Lang Lang-Poowong Road to Follett Drive and the town centre
- North side of Grundy Avenue as there is no space for kids
- Davis Street is very busy and has no footpaths so lots of kids walk north up the road towards Grundy Avenue/school – this should be a high priority
- There should be a path from the V/line bus stops to the surrounding residential areas
- Grundy Avenue should have more paths and join to the rail trail
- Some people in Precinct E were concerned and made submissions that Grayden Street should not be sealed and opened due to safety issues accessing Yannathan Road.

As outlined above, it became clear that the lack of footpaths is a major concern for residents, and that there is also a preference for street lighting among some people. People living in the new development in Precincts G and H with children highlighted that and these areas are unwalkable and that where people with prams and children walk on the road they are less safe.

Some residents suggested that sand and cattle trucks and the V-Line frequently use Davis Street, meaning it is too busy to become a main commercial thoroughfare as well.

Some residents requested that all unmade roads be widened to a normal road size with key feature tree species to make Nyora attractive to residents and tourists in the future (e.g. Walters, Henley and Davis Street, etc.).

STORMWATER & DRAINAGE

Residents from Precinct B highlighted that there is no reticulated stormwater in that area, meaning outlets from smaller properties flow to low points and create to overland flow issues where water runs through and over downstream properties.

There is a property at the north-west corner of Yannathan Road and Grayden Street that has significant stormwater issues. A watercourse runs through the property to the Pony Club and water runs from the roadway into the property, resulting in erosion problems.

The mandatory connection area for sewerage covers the portions of the town where lots are smaller e.g. Watts Road, Mitchell Street, Davis Street and part of Cornishs Road).

The project team heard that within the voluntary areas, sewer mains have been constructed along the key roads to facilitate connection. Approximately 50 voluntary connections have been registered to date.

Some landowners from Precinct B voiced interest in subdividing as a group of landholders to include creation of a road in the middle of the subdivision. This could be further pursued in the next phase of the project.

One solution to immediate drainage / stormwater issues could be on-site retention could be required in order to reduce the downstream impact of stormwater.

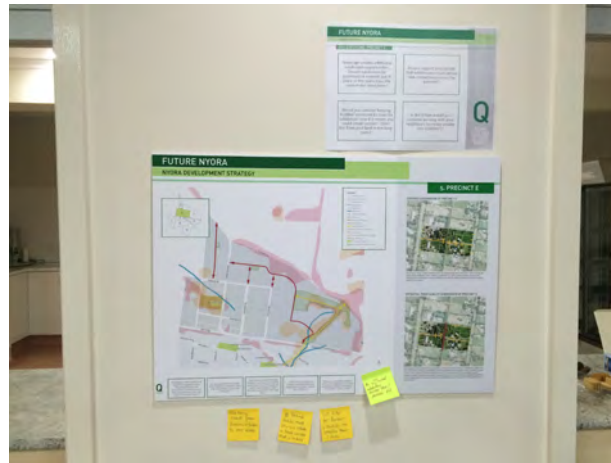
COMMUNITY INFRASTRUCTURE

Residents told the project team that the closest medical services are in Koo Wee Rup and Lang Lang, but these are not always open. It was asked that more health services or at least an emergency doctor be located in Nyora. They also highlighted that more retail opportunities and recreation areas are needed, as highlighted by the project team's Issues and Opportunities work.

Some community members were concerned about a lack of local police services.



Nyora residents and project staff at the Community Meeting



Discussions and suggestions at the Future Nyora Community Meeting

1.4 COMMUNITY MEETING - MAY

KEY POINTS RAISED AT THE COMMUNITY MEETING

The 17 May Community Meeting was held to:

- Update people on the project
- Talk about feedback received so far
- Introduce and discuss the draft Future Nyora Strategy
- Seek people's feedback on the draft Strategy
- Let people know about the survey and feedback timeframes
- Let people know about the next steps of the project.

At the meeting, a presentation was given and group questions could be asked. After the presentation, a number of Council officers and two project team members from Planisphere were at the meeting to discuss people's individual comments. This section presents an outline of the key themes

and questions discussed at the meeting.

THE TOWN CENTRE

- What will happen to the Watts Road industrial area? This isn't clear in the plan
- Water supply in the town is poor and needs improvement
- Residential development will need higher water pressure and better service in the future if the town grows.

FUNDING

- More information is needed about how new infrastructure and other aspects of the plan will be paid for
- What responsibility will individual landowners have to pay for infrastructure such as new footpaths?
- Will people who don't want to subdivide their land still have to pay for new footpaths if landowners near them are planning to subdivide?

NEW ROADS & PIPELINES IN PRECINCT B

- The proposed indicative location of drainage lines and new roads in Precinct B show a lot of areas that intersect with people's properties, or where the road is located next to a property where the landowner does not want a road
- The location of new roads and drainage infrastructure needs to be clearer on the plans so people know whether or not to plan work to improve their properties in the short- to medium-term
- Some of the road connections in Precinct B should be relocated to allow landowners more logical options for subdivision (this discussion was documented on a plan at the Community Meeting and the road location has been updated).

COMMUNITY INFRASTRUCTURE

- The community need more information about how horse and large animal ownership might change as more development occurs
- How will interface issues with animal ownership between the low density, large lot areas and the new urban-style residential areas be managed by Council?
- The Recreation Reserve site and upgrades could be combined with the need for a community hub or other community services (currently the Recreation Reserve facilities can cater for a group of 60 people)
- The Nyora Community Hall currently has capacity for 90 people and could be used more actively with community services
- There should be a key focus on community infrastructure in the Future Nyora Strategy

- There is an existing horse riding loop which goes from the Pony Club around Precinct F, around the eastern boundary of Precinct G and along the former railway line. At present the area to the east of Precinct G, and parts of Lang Lang-Poowong Road are very unsafe to ride on and need to be widened or upgraded to make the loop safe and usable again.

PUBLIC TRANSPORT

- The bus stops could be better located as an interchange and have a better designed pick up and drop-off point; the existing car park in the Nyora Community Park is a better drop-off point than where the pub bus stop is now
- Lighting at the bus stops and safer paths to access them are needed

SUBDIVISION

- 1 acre lots are the best and larger lot sizes should be retained
- It may be the case that for a 1ha lot, depending on your zone, a development plan may be required to get approval from Council for a subdivision plan (e.g. to ensure the character is protected and the subdivision layout is well-designed).

INFRASTRUCTURE PRIORITIES

- Better roads are needed, if new and existing residents are travelling to Dandenong and as far as Melbourne for work, especially if Nyora is to become more of a commuter town
- Yannathan Road needs improvements but needs funding for this too
- Commuting is a fact so infrastructure will need to support the fact people are willing to commute every day

- Connecting Cornishs Road in the unmade section may be a good option to create emergency access from the South Gippsland Highway to Grundy Avenue, however speed control for local traffic would also be required in this location given the convenience of using this connection to access the Primary School, Recreation Reserve and Speedway.

At the meeting, some posters were put up around the room asking people to rate the most important infrastructure priority. This question was taken directly from the Draft Strategy Survey (results in **Chapter 2**). The following priorities were selected by people at the meeting:

- Street tree planting (4)
- Construction of shared paths / footpaths (4)
- Expansion of primary school to incorporate an integrated children's centre (including kindergarten) (3)
- Improve stormwater and

drainage in the township (2)

- New areas of public space (e.g. parks, green pathways) (1)
- Upgrades to major intersections (1).

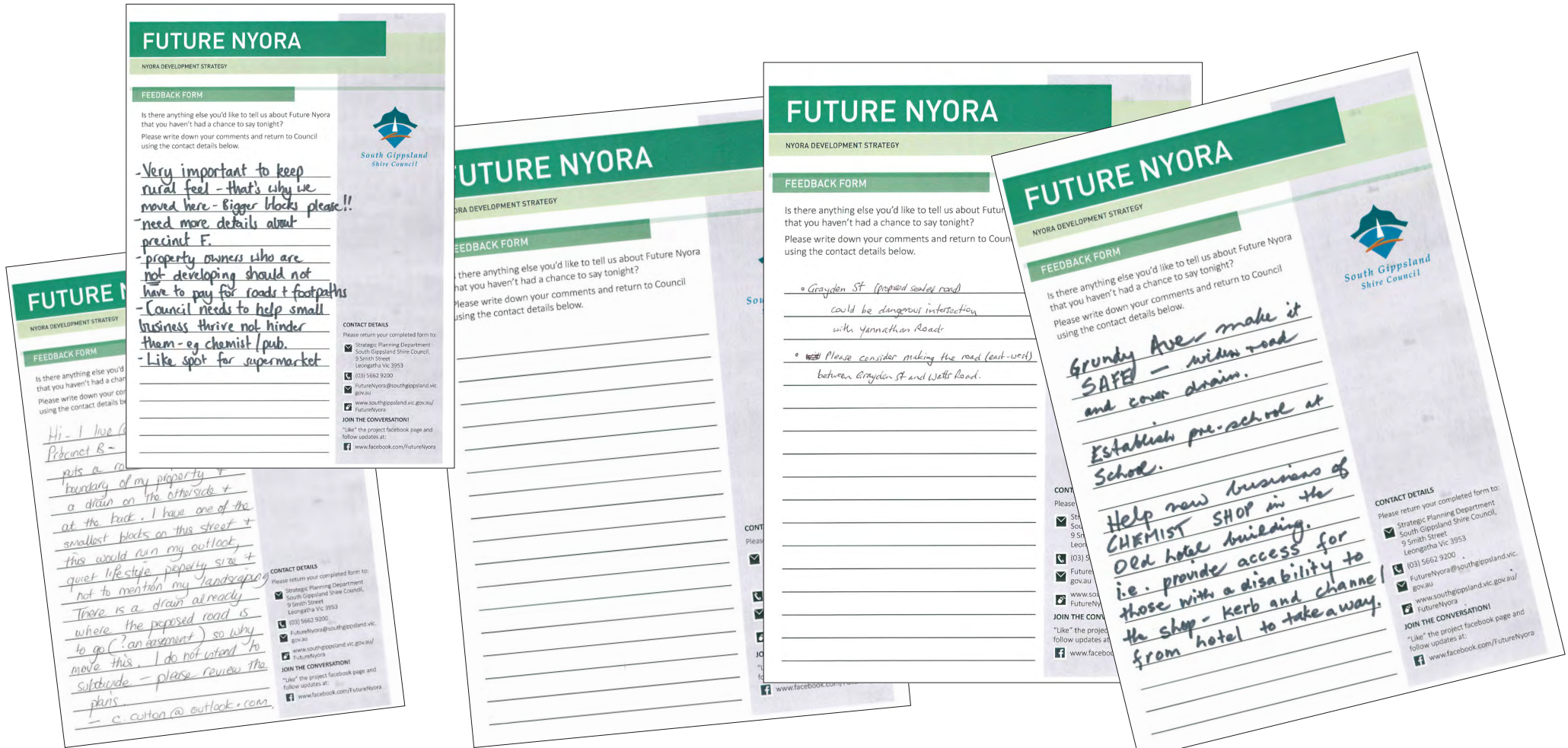
More details about how people responded to this question in the survey are provided on pp. 30-31 of this report.

PLAN REFINEMENTS

Copies of the Precinct Plans were on display at the meeting, and residents were welcome to draw on the plans and provide feedback. Plan refinements have been taken into consideration (for example altered street layout for Precinct B) and plans will be updated in the final Strategy.



Nyora residents arriving at the Community Meeting on 17 May 2016







2

DRAFT FUTURE NYORA STRATEGY

2.1 FUTURE NYORA SURVEY

THE FUTURE NYORA SURVEY

The Stage 1 survey ("Future Nyora Survey") was launched based on the questions used at the Community Workshop and ran from 29 March to 22 April 2016. A total 30 responses were received to the survey, which contained the following sections and questions:

YOUR NYORA

- Which Precinct do you live in?
- Do you have an interest in other Precincts? If so, which one(s)?
- Would you mind letting us know why you're interested in the Precincts you chose?

THE TOWN CENTRE (PRECINCT A)

- What would you like to see happen with the railway station building and land?
- What is most important about the character of Nyora that should be protected during future growth?

- Do you like the concept of a new linear park south of the town centre to deal with stormwater management and provide road and pedestrian links across Precinct B?

NEW AREAS FOR HOUSING & PUBLIC OPEN SPACES (PARKS)

- Where should areas of planned housing growth at the edge of the town be connected to the rest of Nyora?
- If new areas of public open space (e.g. oval) are located at the edge of town in the long-term, would you use them?
- Does Nyora have sufficient open space in the short-term?

THE RAILWAY LINE & RAILWAY (VICTRACK) LAND

- Do you think there should be another road crossing over the railway line? If so, where should the second crossing go?
- Would you support creation of a pedestrian and cyclists only

crossing over the railway line? If so, where should it go?

- Would you support commercial development on the VicTrack land and if so, where?

NEW SERVICES AND FACILITIES

- If a supermarket or other facilities wanted to locate in Nyora, where should they go?
- Where should a community hub (e.g. library / meeting rooms) be located?
- Would you like to see a kindergarten and child care centre located in the school precinct?

YOUR VISION FOR FUTURE NYORA

- Where should new road connections go in the existing township and to new subdivision areas as subdivision occurs?
- Where should new areas of open space be located as new development or subdivision

occurs across Precinct B?

- Should native vegetation be protected in Precinct B (south of the town centre) as new development or subdivision occur?
- Sewerage creates additional subdivision opportunities namely in Precincts A, B, E and G. In precincts E and G, should subdivision be promoted or controls put in place so the town stays the same in the short-term?
- How do you think the Watts Road industrial land should be dealt with in the future? Should industrial uses continue on Watts Road or do they need to relocate in the long-run?

SURVEY RESPONSES

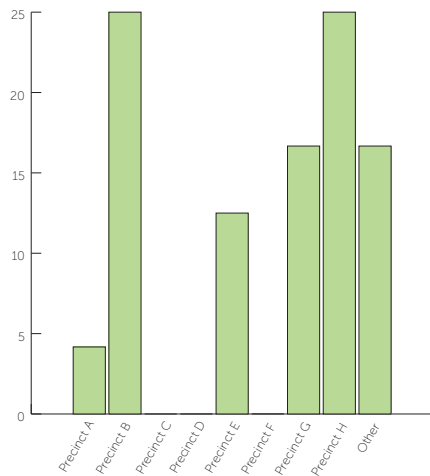
After providing details about the Precincts they live in and are interested in, respondents were asked to provide details about their interest. Top responses included:

- I want to influence how development occurs in that Precinct
- I have a rental property in that Precinct

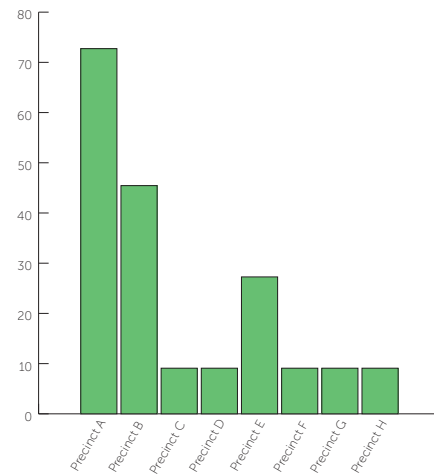
- Interested in how the retail and commercial areas will develop and where a shopping centre may go in the future
- The town centre commercial area needs to develop now to accommodate sea- and tree-changers
- I live in the Precinct and want to know the future plan for my property
- I am interested in what services and facilities will be available in the future.

Which Precinct do you live in (%)?

(Percentage shows residents who chose to answer this question)



Which Precinct(s) are you most interested in (%)?



THE TOWN CENTRE (PRECINCT A)

THE RAILWAY LAND AND STATION BUILDING

The survey responses made clear the importance of the railway land and station building to residents due to its central location and heritage.

For many residents, the ideal solution would be for the railway to operate again and for the station to reopen.

The general theme among the responses was to make the most of Precinct A by protecting the existing railway buildings and attracting activity through new uses such as a cafe, museum, market, accommodation and retail.

The open space surrounding the railway station (Nyora Community Park) is valued as public open space and the railway itself presents an opportunity for trails and walkways.

IMPORTANT ASPECTS OF CHARACTER TO BE PROTECTED

The character of Nyora was variously described as country, rural, village, or small town and it was clear that this character was highly valued.

From the responses, the important elements of this character include heritage buildings, large lot sizes, broad streetscapes and the green, open spaces in the town.

THE NEW LINEAR PARK CONCEPT

Comments in the survey indicated widespread support for the linear park concept. Those in support cited walking trails, a break in residential areas and for providing an east-west link as reasons for their support. However, there was concern amongst some about the practicality of this proposal and whether or not horse riding would be permissible. This, coupled with comments made in the Community Meeting about the path of the linear park through existing properties, lead to revision of the concept in the second phase of the project and the Draft

Strategy.

NEW AREAS FOR HOUSING & PUBLIC OPEN SPACES (PARKS)

CONNECTION OF PLANNED HOUSING GROWTH AREAS AND THE REST OF NYORA

No clear theme emerged from the survey responses to this question. Please refer to the survey results summary in **Appendix A** for further information.

USE OF NEW AREAS OF PUBLIC OPEN SPACE AT THE EDGE OF TOWN IN THE LONG-TERM

Most people indicated that they would use new public open space. Survey responses indicated that residents think new public open spaces would be good for families and children, but that the design should also consider accommodating for horse riders.

SUFFICIENCY OF OPEN SPACE IN THE SHORT TERM

The vast majority (91%) of people believed that there is sufficient open space in Nyora in the short

term.

THE FORMER RAILWAY LINE & RAILWAY (VICTRACK) LAND

NEW ROAD CROSSING OVER THE RAILWAY LINE AND PREFERRED LOCATION

Almost twice as many people did not think that there should be another crossing (39%) than those that did (23%). Lack of support for this concept was due to people believing that the current crossing was sufficient and should instead be improved.

Cornishs Road was a common preferred location for a crossing, whilst others suggested a crossing should be located based on where development occurs in the future.

PEDESTRIAN/CYCLIST ONLY CROSSING AND PREFERRED LOCATION

In contrast to a road crossing, there was majority support (75%) or a pedestrian/cyclist only crossing over the former railway line, with 12.5% who did not support to the idea.

Suggested locations were in line with existing infrastructure; for example, where existing walking paths are, or part of a the broader walking network. Connecting the Town Centre to the north was a common suggestion.

Many respondents suggested that horse riders should be considered in such a proposal.

COMMERCIAL DEVELOPMENT ON THE VICTRACK LAND

A large majority (73%) of people supported the idea of commercial development on the VicTrack land but there was not a consistent concept about where specifically this should occur.

NEW SERVICES & FACILITIES

LOCATION OF A SUPERMARKET OR OTHER FACILITIES

While there was a large variety of possible locations, in general people preferred a future supermarket to be located within the Town Centre. Mitchell Street was the most common response.

PREFERRED LOCATION FOR A COMMUNITY HUB

Similarly, there was not a consistent preferred location for a new community hub, other than generally within the Town Centre.

The most common suggestion was in or around the Town Hall. Other suggestions were to tie the hub into other facilities such as near the future supermarket, close to the skatepark or as part of the Recreation Reserve.

KINDERGARTEN OR CHILD CARE CENTRE IN THE SCHOOL PRECINCT

The vast majority (87%) of people supported the proposal for kindergarten and child care but some commented that there may not be sufficient land to allow the school to grow.

YOUR VISION FOR FUTURE NYORA

PREFERRED LOCATION FOR NEW ROAD CONNECTIONS

No clear theme emerged from the survey responses to this question. Please refer to the survey results

summary in **Appendix A** for further information.

PREFERRED LOCATION FOR NEW OPEN SPACE AS NEW DEVELOPMENT FOR SUBDIVISION OCCURS IN PRECINCT B

There was a variety of responses to this question. Drainage was a concern and it was suggested that new public open space be located on well-drained land or be implemented as part of a retarding basin.

PROTECTION OF NATIVE VEGETATION IN PRECINCT B

Just over half of people (58%) agreed that native vegetation should be protected. Those who did not support the proposal suggested that the vegetation is not significant or of poor quality. Further investigations are required to determine the extent and quality of vegetation in Precinct B and the retention of vegetation as part of a development would be considered as part of a proposal for subdivision or development under current statutory planning regulations.

SHOULD SUBDIVISION BE PROMOTED OR SHOULD PLANNING CONTROLS KEEP THE TOWN THE SAME IN THE SHORT-TERM.

Some responses suggested subdivision is an important way to attract residents and business to Nyora. Others were concerned about increased density and its impact on the character of the town. Overall, 47% supported the concept, while 53% did not support further subdivision or were concerned about its effects.

HOW DO YOU THINK THE WATTS ROAD INDUSTRIAL LAND SHOULD BE DEALT WITH IN THE FUTURE? SHOULD INDUSTRIAL USES CONTINUE ON WATTS ROAD OR DO THEY NEED TO RELOCATE IN THE LONG-RUN?

Over half (55%) of responses showed people think the industrial land on Watts Road should remain or expand in its current location. In contrast 22% of responses suggested the uses should be relocated.

2.2 DRAFT STRATEGY SURVEY

DRAFT STRATEGY SURVEY

The second survey for this project asked Nyora residents or people interested in the draft Strategy to provide feedback on the draft Future Nyora Strategy. The survey was launched on 9 May 2016 and ran until 31 May 2016. A total of 39 responses were received to the survey. In addition, a number of written submissions were made to Council after the Community Meeting on 17 May. These submissions have been summarised in the next section of this report.

The draft Strategy survey contained the following sections and questions:

YOUR NYORA

- Which Precinct do you live in?
- Do you have an interest in other Precincts? If so, which one(s)?
- Would you mind letting us know why you're interested in the Precincts you chose?

THE TOWN CENTRE (PRECINCT A)

- Do you think we've missed anything about the look and feel of the Town Centre in the future?
- The Draft Strategy presents three images about how Nyora's town centre might look in the future. Do these images reflect the way you would like Nyora to look in the long-term?
- Thinking about the Precincts you are most interested in, do you think the draft Precinct Plans strike the right balance?
- Do you agree with Precinct E being developed as a more urban-style residential development in the very long-term (e.g. beyond 2060)?

TRAFFIC

- In the Traffic Impact Assessment section, there are a number of road and path upgrades proposed for Nyora. Do you think we've missed anything in this section?

- The Draft Strategy includes traffic modelling for Nyora's future population. While the numbers are high based on current patterns of road usage around Nyora, they show how roads are likely to be used as the population grows in the very long-term. Do these figures reflect how you move around Nyora now (e.g. main roads / minor roads)?

OPEN SPACE

- The proposed Open Space Network Plan shows the possible location of new parks or pathways that may be delivered as development occurs across Nyora. What is the most common type of open space that you currently use or would like to use in the future (e.g. parks, skate park, trails / walking and cycling paths, etc)?

A MASTERPLAN FOR NYORA

- **Chapter 3** of the Draft Strategy contains a masterplan for Nyora, which shows how growth will be managed across the whole town, including which areas will have the most change. Considering that this plan is aiming to cater for up to 5,000 people across Nyora in the long-term, do you think the plan 'hits the spot'?
- The Draft Strategy includes a number of suggested projects that will need to be completed over time when funding is available. Please rank the following projects based on those you believe are the most important for the future of Nyora (1 = most important)
- Is there anything else you'd like to say about the Draft Development Strategy?

SURVEY RESULTS

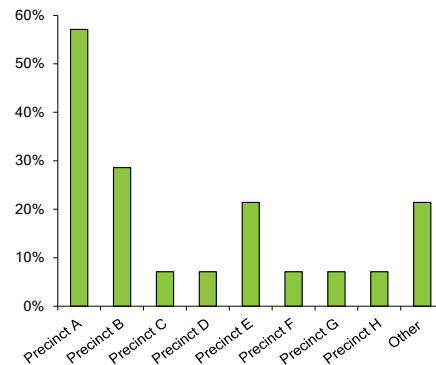
PRECINCTS OF INTEREST

The most common reason for expressing interest in the survey was due to owning land.

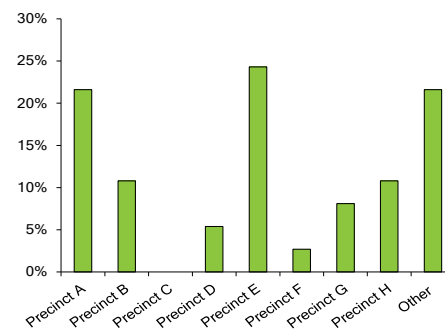
Other people expressed a general interest in the future of Nyora as well as the future provision of a supermarket and services.

The graphs on the right show the spread of the Precincts people were interested in, showing many people were interested in the future of the town centre. The bottom graph shows the spread of where survey respondents live in Nyora.

Which Precinct(s) are you interested in (%)?



Which Precinct do you live in (%)?



THE TOWN CENTRE (PRECINCT A)

LOOK AND FEEL OF THE TOWN CENTRE IN THE FUTURE

People provided a variety of responses as to whether or not anything was missing about the look and feel of the town centre in the future. Proposed additions to the concept included a Big W, a community house and a rail trail link. Issues of concern raised included parking, natural gas lines and funding.

THE DRAFT STRATEGY PRESENTS THREE IMAGES ABOUT HOW NYORA'S TOWN CENTRE MIGHT LOOK IN THE FUTURE. DO THESE IMAGES REFLECT THE WAY YOU WOULD LIKE NYORA TO LOOK IN THE LONG-TERM?

There was majority support (62.5%) for the images for reasons including retention of Nyora's character, provision of amenities and attracting more residents. At the same time, others were concerned that Nyora's character could be lost and some felt there

should be additional emphasis on greenery and open space.

PRECINCT PLANNING

STRIKING THE RIGHT BALANCE

The responses indicate a tension between keeping Nyora alive through growth and protecting the character and lifestyle of the town. Subdivision was a key issue with suggestions ranging from encouraging outward growth, to minimum lot sizes, and directing smaller subdivision towards the Town Centre.

URBAN-STYLE RESIDENTIAL DEVELOPMENT IN PRECINCT E IN THE LONG TERM

The tension between growth and character was also evident in the responses to this question. 40% agreed with the proposal, 20% disagreed and the remainder did not specify but rather raised particular concerns and ideas.

TRAFFIC

ROAD AND PATH UPGRADES

40% of people believed that there was nothing missing in the Traffic Impact Assessment section but the other responses generally did not specify where upgrades were needed. One respondent suggested the rail trail should link to Lang Lang nature reserve to the main rail trail through South Gippsland. Concerns raised included the length of time for upgrades and the suggestion that there would not be growth in the industrial area.

DO THE FIGURES IN THE TRAFFIC IMPACT ASSESSMENT REFLECT HOW YOU MOVE AROUND NYORA NOW?

People used this question as an opportunity to provide additional ideas and raise concerns. Concerns raised included traffic impacts on local roads and safety of cyclists, pedestrians and horse riders. Suggestions were to upgrade McDonalds track to Lang Lang and to provide additional cycling and horse riding trails.

OPEN SPACE

WHAT IS THE MOST COMMON TYPE OF OPEN SPACE THAT YOU CURRENTLY USE OR WOULD LIKE TO USE IN THE FUTURE?

Half of the people who responded indicated that walking trails were the most commonly used open space. Other open spaces that people use and wish to use in the future included netball courts, parks and skate parks.

A MASTERPLAN FOR NYORA

CONSIDERING THAT THE MASTERPLAN IS AIMING TO CATER FOR UP TO 5,000 PEOPLE ACROSS NYORA IN THE LONG-TERM, DO YOU THINK THE PLAN 'HITS THE SPOT'?

40% of people agreed that the plan 'hits the spot' but others raised concerns about developer contributions, the ability of the industrial precinct to expand and the sufficiency of services and facilities to cater for a population of 5,000 people.

PROJECT PRIORITIES

The priority of projects is shown in the chart on the following page. The projects were ranked using "1" as the highest priority. The image shows the infrastructure priorities ranked from highest to lowest. Importantly, there was no "clear leader" among the options, as all infrastructure items had a spread of priorities and almost even numbers of preferences.

This result shows there was not much difference between priorities, but that most were considered to be important items needed now and into the future.

ADDITIONAL COMMENTS

People noted that the development strategy will take some time to implement and that there should be further consultation as specific projects, for example the community hub, progress.

The Draft Strategy includes a number of suggested projects that will need to be completed over time when funding is available. Please rank the following projects based on those you believe are the most important for the future of Nyora.

This question asked people to rate proposed infrastructure and services upgrades based on what they saw as the most important item for Nyora's future. The ranking system put giving a "1" as the most important feature.

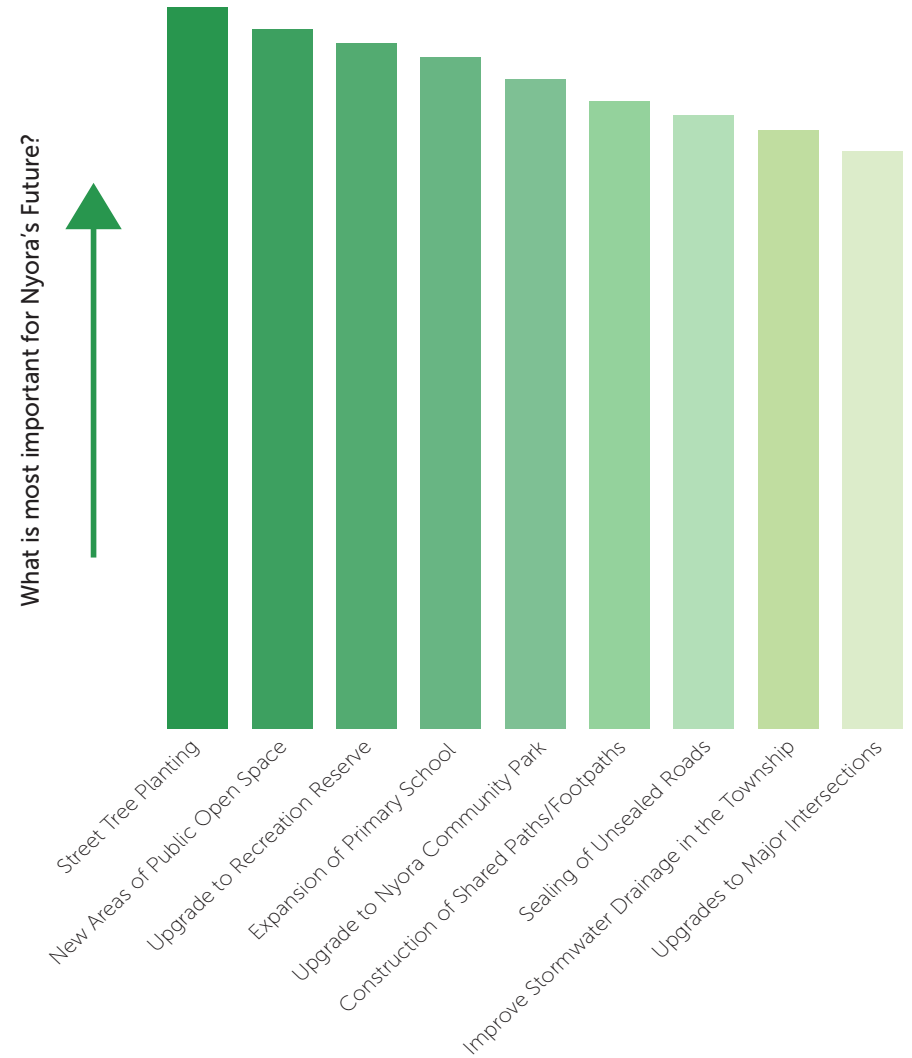
Importantly, while the survey results show that people had difficulty prioritising infrastructure items, as many options were grouped closely together in terms of the results. While tree planting appears to be the most popular response, the following items also appeared to be high priorities for residents:

- Sealing of unsealed roads
- Construction of shared paths and footpaths
- Expansion of the primary

school (including an Integrated Children's Centre)

- Upgrades to major intersections.

All items scored an overall rating of 7 or below, meaning that people's votes were quite evenly spread between the infrastructure priorities, and that even the items with the lowest urgency were still viewed as important infrastructure or services items that should be explored by Council for implementation in future.



2.3 OTHER SUBMISSIONS

WRITTEN SUBMISSIONS MADE TO THE DRAFT STRATEGY

In addition to the survey responses, some people provided written feedback at the Community Meeting on 17 May 2016, and others sent letters or comments via email to the project email address, managed by Council.

The following comments were raised by submitters that had not previously been raised in the survey feedback:

ECONOMIC DEVELOPMENT

The strategy should support local businesses such as the chemist/pub and industrial development for local employment opportunities.

FUNDING

One submitter argued that property owners who are not redeveloping should not have to contribute towards roads and footpaths.

CHARACTER

Submissions emphasised the rural character of Nyora. For some, this means keeping the existing larger lot sizes. Other submissions emphasised the need to retain other facilities in the town centre established by the community, which should not be lost to new retail businesses.

EDUCATION

Residents and interested parties emphasised the importance of improvements or upgrades to education facilities in Nyora, including a pre-school, kindergarten and consideration of a secondary school if Nyora's population is to reach 5,000 people.

ENVIRONMENT

Planning of Nyora can contribute to a low carbon economy through access to all parts of the town by cycling, walking and horse riding. Proposed roads improvements were a concern for one submitter due to the potential loss of vegetation, trees and wildlife.

COMMUNITY SERVICES & INFRASTRUCTURE

Some submissions emphasised an inclusive approach to planning, ranging from disabled access in the Town Centre, to ensuring aged care facilities are provided. One submitter suggested that an aged care facility would be ideally located on the VicTrack land diagonally across from the post office as the site would have good access. The submitter also argued that such a facility would provide additional employment opportunities for the town.

One submitter called for permanent library and other community services (as opposed to mobile vans) and another supported the idea of a community centre/neighbourhood house facility.

TOWN CENTRE

Some landowners in the town centre were opposed to the possible supermarket site shown on the corner of Davis Street and Hewson Street, and the

associated rezoning of this land to Commercial 1 Zone (C1Z) to expand the town centre commercial area. The submissions focussed on preservation of lifestyle opportunities in the town centre.

TRAFFIC & TRANSPORT

Traffic and road upgrades were a topic for a number of submitters. The sealing of Cornishes Road was a concern for two submitters due to potential for increased traffic and associated amenity and safety impacts. The proposed intersection of Grayden and Yannathan Road could be a potentially dangerous intersection, according to one submitter.

Grundy Road was also a concern and it was argued that it should be widened and the drain covered in order to make the road safer. In Precinct B, one submitter was concerned that the proposed road will negatively impact on landscaping and create uncertainty prior to the roads being developed. Similarly, in Precinct B, a submitter was concerned that

roads and drainage will impact on the outlook and character of the area.

One submission addressed the bus stop, which should have a well-lit parking area to encourage public transport use.

LAND USE & SUBDIVISION

On a broader scale, one submitter suggested that the planning is unbalanced towards the north-east and this could create traffic congestion. Topography should be considered in the north-east and Precinct H. Alternatively, to the west there is land that could be attractive for development due to road access to the South Gippsland Highway.

One submitter sought for additional land to be reserved for industrial uses as part of Nyora's long-term economic development. Two submitters advocated retaining the commercial land as it is due to its location central to the Town Centre.

In relation to residential areas,

one person suggested that there should be an area where higher density housing can locate in order to accommodate for 'downsizers' (e.g. 'ageing in place'). Another person suggested that the location of retarding basins are too close to residential development.

ROADS

Submissions were received from landowners in the vicinity of Grayden Street, in Precinct E, and on Cornishs Road, in Precinct B. These submissions opposed construction of these roads, which are both closed. The submissions identified safety at main road intersections and traffic and associated impacts as concerns for landowners in these locations.

In particular, strong submissions were made about safety at the Grayden Street and Yannathan Road intersection which would be created if the road were constructed. Residents on Cornishs Road submitted the cul-de-sac between Lang Lang-Nyora Road and Grundy Avenue should not be opened as heavy vehicles could use it to access the Speedway.

PHOTO SUBMISSIONS: "SHARE YOUR FAVOURITE PHOTOS OF NYORA!"



Images shared on Facebook in May 2016 (clockwise from, top left): Brett Hume, Kylie Garces, Danielle Smith, Brett Hume





3

WHERE TO FROM
HERE?

3.1 WHAT WE HEARD

Over the course of this project, many residents of Nyora were eager to discuss the next phase of planning for their town. A number of survey responses and submissions provided very detailed information and helped the study team to refine details in the Background Report and Draft Strategy as a result of local knowledge.

Much of the community feedback has reinforced issues for Nyora that were identified in the Issues and Opportunities phase of this report, many of which have been long-term challenges for residents. Some feedback raised new issues which have since been addressed in the final Future Nyora Strategy.

Overall, the key themes that emerged from written feedback and in-depth discussions at community meetings are as follows:

- The country and rural feel of Nyora is very important and should be maintained into the future.
- The former railway buildings, the pub and general store are important to local residents and their value should be recognised and protected.
- Open space and greenery are important features of the town, and these should be looked after, protected and enhanced.
- Tracks and trails that allow people to walk, cycle or ride horses around the town are important for recreation, and for accessing key destinations in the town such as the Primary School, V/line bus stops and the post office. These paths need to be upgraded, extended and improved to meet people's needs.
- There is interest in attracting more shops and retail to the town centre, but issues about ownership, acquiring land and commercial properties being developed are a challenge for residents currently living on Mitchell Street, Hewson Street and Davis Street.
- There is a need to address the future of the former railway line and the possibility for it to become active again, linking Nyora to key regional centres nearby, as well as to Melbourne.
- There were also many comments about the possibility of using the railway line reserve or land adjacent to the tracks to connect Nyora to Leongatha and other rail trails as a recreation corridor.
- A few submissions suggested that the western areas (e.g. Precincts C and D) were more logical for development rather than Precinct F in terms of traffic management and movement around town
- There was tension between people wanting more development to keep the town 'alive' and maintaining the rural feel, country lifestyle and openness that were key things people found important about local character
- The preferred location of the Community Hub requires further consultation and should be considered in context of the Recreation Reserve Masterplan which is currently being developed
- Some submissions opposed the possible location of the supermarket on Davis Street and Hewson Street.
- Some submissions opposed construction or creation of road connections on Grayden Street (Precinct E) and Cornishs Road (Precinct B).

UPDATES TO THE FUTURE NYORA STRATEGY AFTER CONSULTATION

Feedback received in the community meetings, on Facebook, via email and the two online surveys has been used to update and inform the Future Nyora Strategy. The following list is a summary of key themes that emerged from the feedback, and which have been incorporated into the Strategy:

- Upgrades to **community facilities** such as the Nyora Community Hall, Nyora Community Park and Recreation Reserve
- Inclusion of new **community facilities** including an integrated children's centre (also part of the Nyora Community Plan, 2014), a community hub and expansion of the primary school
- Inclusion of a possible additional **pedestrian and cyclist link** across the Nyora Community Park to Yannathan Road (possible long-term implementation that will require VicTrack involvement due to the former railway line)
- Acknowledgement and identification of **heritage** buildings that could be further explored in Nyora into the future
- Identification that reopening the **railway line** is an important opportunity to consider for future residents as the population grows, particularly if people are travelling to work (will require Council, State Government and VicTrack involvement)
- Support for **street tree planting** to beautify the town centre and key entrances (e.g. Yannathan Road, Lang Lang-Poowong Road and Lang Lang-Nyora Road)
- Support for **intersection upgrades**, particularly at the Mitchell Street / Davis Street intersection and the Lang Lang-Poowong Road / Forster Road / Davis Street intersection
- Strong support for **footpath and shared path** provision across the township, and identification of **highest priority locations for new footpaths**, including:
 - Davis Street towards Grundy Avenue
 - Link between Precincts E and H to the town centre along Lang Lang Poowong Road and to the Nyora Community Park
 - Path on the northern side of

Grundy Avenue linking Davis Street and the town centre to the primary school

- Identification of an existing **recreation loop** around the Nyora township which could be reinstated or upgraded as a shared path / recreation loop in the long-term
- Importance of maintaining the **rural feel, spaciousness and country character** of Nyora as new development occurs
- Need for more **facilities** such as a doctor, expanded library services
- The need to explore better **water** delivery (e.g. **pressure** and how it is provided) as the population expands (this will require discussions with South Gippsland Water, Melbourne Water and Council as development occurs).

It is noted that the proposed indicative location of the supermarket has not been changed in the Strategy.

In the draft Strategy and Background Report, three possible locations were explored and a preferred concept with the supermarket in its current location was selected in the Stage 1 Survey.

The location has been chosen due to the ultimate space requirements to construct a supermarket and a logical area that can be easily accessed and managed in terms of traffic. However, development of a supermarket in the location shown on the Town Centre Masterplan will be subject to developer interest and investment, and the eventual developer may choose an alternative location within the town centre.

If the site is rezoned to Commercial 1 Zone(C1Z) in the short-term, any landowner in that location will have **existing use rights** to continue to use and develop the land for residential purposes.

INDICATIVE LOCATION OF ROADS, COMMERCIAL PROPERTIES AND INFRASTRUCTURE

Council has asked the project team to prepare a strategy that looks at managing development scenarios extending very far into the future, including beyond 30 years. As a result, the existing road network has been evaluated based on the links that would be needed to support development in the very long-term as well as infrastructure that is needed immediately, for the existing community.

Implementation of indicative road layout plans included in the Future Nyora Strategy will be contingent on how development occurs across the township. The indicative road layout and proposed construction of roads such as Grayden Street, and connection of Cornishs Road, which is currently a no-through-road between Lang Lang-Nyora Road and Grundy Avenue. These two items were the subject of specific submissions from landowners, have been

shown as which links are likely to be needed to support increased development in the very long-term (e.g. beyond 30 years).

In response to safety concerns at the intersection of Grayden Street and Yannathan Road, the Strategy has been updated to identify that intersection works would be required to ensure the intersection is safe if the road link is constructed in the long-term. Construction of any new road will be required to comply with Council's safety standards.

In the case of Cornishs Road, the construction and link between the existing cul-de-sac and the Lang Lang-Nyora Road has been updated to allow emergency vehicles, pedestrians and cyclist access only.

QUESTIONS ABOUT FUNDING

As new development occurs, a variety of funding models have been explored in the Future Nyora Strategy. There are many items in the infrastructure part of the Future Nyora Strategy that will need to be funded, for example:

- New roads or sealing existing roads and adding kerb and channel
- Footpaths or shared paths
- Community facilities upgrades or new facilities
- Public open space (parks)
- Upgrades or installation of drainage infrastructure (e.g. piped underground or open above ground)
- Street trees.

Many people were uncertain about how the items above would be paid for in the future, and what their obligations would be - e.g. what they might need to pay for or contribute to in the future. As a result of these discussions, more detailed information about "who pays" and how the funding would be determined, has been included in **Chapter 6** of the Future Nyora Strategy.

WHO WILL PAY?

The following information is included in the Future Nyora Strategy and explains how future

infrastructure requirements will be paid for based on four categories.

In addition to the information below, a detailed table has been included in the Strategy which identifies funding sources for each Precinct and each item listed in that Precinct. As discussed below, no funding model that affects landowners would be implemented without further discussions with land owners.

Funding Categories:

1. Items needed to address existing problems, or improve amenity and safety (e.g. sealing of unsealed roads, dealing with flooding, providing footpaths and shared paths)
2. Items needed to service new development (e.g. roads, footpaths, open spaces)
3. Improvements to existing infrastructure that will be needed to deal with a bigger population (e.g. road widening, installation of kerb and channel)
4. General township improvements that will benefit both existing and new residents

For more details about changes to the Future Nyora Strategy or any new questions, feel free to Contact Council via FutureNyora@southgippsland.vic.gov.au.

and businesses (e.g. street trees, park and main street improvements).

As the Strategy is a long-term plan some assumptions will need to be made, and flexibility built in, because implementation will involve multiple parties and funding is likely to become available gradually over time.

PREPARING DEVELOPMENT PLANS FOR NEW GROWTH AREAS

Due to the detail included in each Precinct Plan in the Future Nyora Strategy (see **Chapter 4** and **Chapter 5**), the feedback showed that landowners, residents and future developers / investors in Nyora required more clarity about where new streets would be built, where new areas of open space and drainage infrastructure would be located in the future.

As the Future Nyora Strategy is focussed on managing development for the very long-term (e.g. between now and more than 20 years' time), the Precinct Plans in **Chapter 4** show many

details that are "indicative". The final location of these items will be determined when landowners or developers decide to prepare their DPs, in consultation with Council and nearby residents / landowners.

As discussed above, the Future Nyora Strategy shows new roads located in existing Precincts (B, C, D and F, and Precinct E in the very-long term discussion scenario). These plans are included in **Chapter 4** of the Strategy. At community meetings and in the surveys, residents and people with a future interest in Nyora wanted further input into the location of these roads.

For each of the "transition areas" and "future growth areas" where new roads are proposed, a Development Plan (or "DP") must be prepared before development starts. The DP will be used to confirm the actual location of any new roads and drainage infrastructure, and landowners will be involved with the process of preparing the DP.

For example, in Precinct B an existing DP policy suggests that

landowners to join together and create a development plan for part of the precinct, which would include details about:

- The size and number of new lots to be created in a subdivision
- The location of new roads and footpaths / shared paths
- The design of the subdivision and connections to the existing land around the new area
- Other design and infrastructure details as required by Council.

Council, with the help of service authorities such as South Gippsland Water, will be responsible for assessing and approving new development plans.

WHAT DO THE TIMEFRAMES MEAN?

The Future Nyora Strategy identifies commencement of many items as "short term", "medium term" and "long term". Further information about timeframes has been added

in a glossary in the Strategy. The timeframe definitions put forward in the strategy should be understood as follows:

- Short Term: Between now and 7 years
- Medium Term: Between 7 and 15 years
- Long Term: Between 15 and 30 years
- Very Long Term: More than 30 years.

Initiatives planned for the very long-term are dependent on the rate of population growth and property development over the medium to long-term.

The time-frames referred to in the strategy are approximate as they depend on a range of factors including the rate of growth and development and success of funding arrangements. The definitions above provide an approximate definition.

3.5 FEEDBACK FROM AUTHORITIES

OTHER SUBMISSIONS

In addition to feedback from the Nyora community, the draft Future Nyora Strategy was circulated to the following authorities for comment:

- Melbourne Water
- South Gippsland Water
- Port Phillip and Western Port Catchment Management Authority (CMA)
- Environmental Protection Authority (EPA)
- Country Fire Authority (CFA)
- Department of Environment, Land, Water and Planning (DELWP)
- VicTrack
- VicRoads
- Public Transport Victoria (PTV)
- V/Line
- Southern Rural Water
- Department of Economics Development, Jobs, Transport and Resources (DEDJTR)

- Aboriginal Affairs Victoria (AAV)
- Telstra
- SP Ausnet
- Regional Development Victoria (RDV)
- Department of Health & Human Services
- Department of Education and Training
- Metropolitan Planning Authority (MPA)
- Cardinia Shire.

While not all authorities provided a submission to the strategy, the comments received have been considered and some changes to the draft Strategy were made.

For a detailed list of responses to authority feedback, refer to **Appendix C**.

SUBMISSIONS SUMMARY & CHANGES TO THE STRATEGY

DEPARTMENT OF LAND, WATER, ENVIRONMENT AND PLANNING (DELWP)

DELWP's feedback contained the following key points:

- More information is needed about protecting threatened species
- Information about the vegetation significance, extent and quality should be included
- Adams Creek in Precinct E should be retained and the corridor protected to increase vegetation cover
- A plan should be included to show possible future bio-links and vegetation to be retained
- Environmental actions should be included in the "Future Directions" part of the Strategy

- The value and protection of roadside vegetation should be noted
- New areas of open space should compliment, not duplicate, existing spaces and facilities in Nyora.

As a result of the above feedback, reference has been made to the key points in the updated Strategy.

In particular, the protection of native vegetation and habitats, creation of bio-links, protection of the Adams Creek corridor and provision of new areas of open space are items that will be dealt with in more detail through preparation of Development Plans (DPs) as development occurs across Nyora.

In the DP preparation process, a developer would be required to provide information about vegetation quality and value, and where vegetation is to be retained.

DEPARTMENT OF ECONOMIC DEVELOPMENT, JOBS, TRANSPORT AND RESOURCES (DEDTJR)

The DEDTJR feedback contained the following key points:

- Although the Cranbourne-Leongatha railway line is closed, VicTrack has retained the transport corridor, which could be required for a railway passenger and / or freight service at some indeterminate point in the future
- The PUZ-4 area is very substantial and the former station ground contained substantial freight handling space that will be not used for that purpose at Nyora again
- The main public transport requirement for a town with a potential population of up to 5000 would be for bus interchange/commuter parking in the event of rail services being restored
- It is considered appropriate for VicTrack land in the former station to be leased

for appropriate community purposes that do not permanently impact on the actual railway corridor and surrounding open space

- The map on p. 29 [of the Strategy] indicates the former running line could be converted into a Rail Trail. This would be an appropriate medium-long use as long as the community understands it could potentially be resumed for public transport.

As indicated above, the report has been updated to highlight the possible future reopening of VicTrack land. The report acknowledges that the land is owned and managed by VicTrack and that any activities or development occurring on the railway reservation will be subject to that authority's approval.

'PUZ4' relates to the railway corridor and railway land. Where additional space won't be used in future, it is recommended that VicTrack explore alternative uses that benefit the Nyora community

in line with the recommendations from the Strategy.

A bus stop upgrade has been shown on the Town Centre Masterplan and infrastructure upgrades are recommended as the population increases.

The report recommends Council explore the possibility of a rail trail along the former railway corridor as a long-term recreation link in future.

MELBOURNE WATER

Melbourne Water provided feedback on the draft Strategy and Stormwater Management Plan.

The majority of their feedback has implications on how Council implement drainage and storm water management techniques recommended by Engeny in the Plan (2016).

In addition, Melbourne Water and other authorities (including DELWP and the EPA) required additional information asked that biodiversity, identification of endangered flora and fauna, and waterway

protection be more strongly identified in the Strategy.

Additional information has been added to the Strategy to identify opportunities for biodiversity and habitat improvements. Preparation of Development Plans will also require developers to assess the quality, extent and condition of existing native vegetation.

ENVIRONMENTAL PROTECTION AGENCY (EPA)

EPA's feedback contained the following key points:

- The industrial precinct on Watts Road should be protected from residential encroachment
- The residential land surrounding the industrial area should be kept at a lower density to ensure the amenity of residential properties in this area is not reduced as a result of important local industry
- Council should consider whether it is appropriate to provide / protect separation distance around the Nyora

Speedway and reduce any future intensification of residential areas around this area.

As a result of EPA's feedback and community submissions, more information has been included in the Strategy regarding protection of the industrial area on Watts Road. In future development plans, a buffer or lower density lots should surround the industrial precinct, to protect the amenity of residential land and the function of the industrial area.

NYORA PRIMARY SCHOOL

Nyora Primary School's submission highlighted the need for a co-located kindergarten and better occasional child care services in the town, based on existing patterns of attendance at the local playgroup.

The Nyora Primary School supported future expansion of the Primary School as the population grows.

VICTRACK

VicTrack's submission highlighted that the railway line in Nyora should be considered as an opportunity for possible long-term reopening. As a result, their submission emphasised that the land in the former railway reservation should be protected for future use.

VicTrack submitted that community uses such as public open space / parks and any other proposed uses on this land shown in the Strategy must be taken as a guide only, as any uses would be subject to VicTrack's requirements and leasing agreements.

Based on their feedback, the report has been refined to strengthen wording around the possible railway reopening, and the need for VicTrack to be involved as a landowner in any possible future uses or developments on the railway reserve and corridor.

VICROADS

VicRoads' feedback contained the following key points:

- It is unclear from the report when the proposed works will be required at these locations. VicRoads requires a clearer understanding of when intersection works are required and suggest that an implementation plan be considered and to be developed between Council and VicRoads
 - The subdivisions will require Traffic Impact Assessments which should be reviewed against the ultimate development plan requirement. This may require interim works and contributions for the ultimate design
 - Funding as shown in Table 5 for the various projects will need to be revised. VicRoads should not be nominated as a funding source
 - A future East –West connector is shown on the Infrastructure
- Assessment plan. An untreated cross road at the intersection with the Lang Lang –Poowong Road would not be acceptable.
- The provision of off street paths is the preferred option on the arterial road.
 - The design of the roundabouts and intersection improvements will be required to be to the satisfaction of VicRoads. This must include all fees required for design, certification and works within the road reserve.
 - Provide road safety audits for all intersection improvements.
- In addition to the feedback above, VicRoads provided detailed comments about intersection design and standards which should be adopted by Council at the implementation stage of the proposed works and intersection upgrades.
- Some changes to the report, including changes to the proposed funding structures relating to VicRoad's obligations have been updated in line with their feedback.

Due to the scale of the roundabouts in the town centre and the need to accommodate heavy vehicles (e.g. trucks), some land acquisition may be required in the vicinity of the proposed upgrades. This will require further investigation by Council when preparing to undertake works, and public consultation will also be needed. This discussion has been included in the updated Strategy (refer to the "Movement" section in **Chapter 2**).

As suggested by VicRoads, further detailed work and safety audits will be required to implement the proposed works.

Following further discussion with VicRoads about the proposed roundabouts and in response to feedback from community members, additional wording has been added to the report to emphasise that the roundabout concept designs and proposed upgrades, including the type of solution proposed, are subject to change.

For intersection upgrades in the proposed locations, Council will need to undertake further investigations in the implementation phase to assess the best solution once funding is secured.

The preliminary designs (refer to **Appendix D** of the Strategy) may not represent the final design and are an indication of how roundabouts may be used at the intersections. Given the long term nature of the proposed upgrades and the possibility for other solutions to eventuate in time as design solutions change (e.g. Channelised Right Turn, splitter islands for 'T' intersection), the solution for these intersections will be considered in detail at a later date in consultation with VicRoads and adjacent landowners.

IMPLICATIONS

As a result of the detailed authority feedback outlined above, some changes and updates have been made to the Strategy. However, a number of the comments made relate to work which is yet to occur, and is outside the scope of the development strategy including:

- Detailed flora and fauna assessments
- Protection of native vegetation and detailed audits about the quality and extent of native vegetation
- Habitat protection
- Waterway corridor protection and improvement
- Traffic safety audits for individual intersection upgrades
- Detailed funding mechanisms for implementation
- Use and management of the VicTrack land and railway corridor.

Many of the key points above will be addressed as development occurs, and as part of Development Plans which are to be prepared by developers as development occurs. These detailed assessments are recommended in the Strategy, and will be guided by the overarching principles contained in the Strategy.

For further information regarding the individual authority submissions, refer to **Appendix C** of this Engagement Summary Report.





A

APPENDIX A FUTURE NYORA SURVEY RESULTS

FUTURE NYORA SURVEY RESULTS

FUTURE NYORA (SURVEY 1)

PRECINCTS OF INTEREST

Precincts A and H were first equal as the location of where people lived (26%), followed by Precinct G and outside of the study are as third equal (15%).

The precinct which attracted the most attention was Precinct A (67%), followed by Precinct B (50%). Note that people could indicate multiple precincts that they were interested in.

Reasons for interest in particular precincts ranged from living or owning property in a particular, operated a business, were part of a community activity or were generally interested in the future development of Nyora.

THE TOWN CENTRE (PRECINCT A)

WHAT WOULD YOU LIKE TO SEE HAPPEN WITH THE RAILWAY LAND AND STATION BUILDING?

The majority of respondents did not answer this question (66%). A number of respondents wished for the railway station to reopen and for the train serves to restart. Other ideas included:

- Create a rail trail with cycle paths to Korumburra or Lang Lang
- Expand green public open space with a small retail area including a café
- Retain the train station as an op shop and develop into a heritage area with potential for a research centre or museum.
- Develop the north of the railway station as an open air market or an event venue
- Develop the railway turntable as a permanent historic site with a small camping/caravan area

- Create a horse trail alongside the railway tracks
- Make the station a heritage precinct as the centre of the shopping area
- Create a park to the south and develop the northern side of the railway with shops.

WHAT IS MOST IMPORTANT ABOUT THE CHARACTER OF NYORA THAT SHOULD BE PROTECTED DURING FUTURE GROWTH?

61% of respondents rated the country character of Nyora as the most important character element of the town. This was alternatively described as a village, rural or small town character. Associated with the country character, was a sense of community that was valued by some respondents (11%).

Other character elements included:

- Heritage, in particular the pub and train station
- The serenity of the town
- The large lot sizes of the surrounding area

- Parks, open spaces and greenery
- Broad streetscapes
- One respondent did not think that the buildings were of historic or architectural significance and that there should be a greenfield approach to new development.

DO YOU LIKE THE CONCEPT OF A NEW LINEAR PARK SOUTH OF THE TOWN CENTRE TO DEAL WITH STORMWATER MANAGEMENT AND PROVIDE ROAD AND PEDESTRIAN LINKS ACROSS PRECINCT B?

Two thirds of those that responded answered 'yes' to this question.

Supporting reasons included:

- The concept would be popular for access and walking
- Would break up the residential area and provide greater green open space
- There is a need for an east-west road system between Davis Street and Walters Road

Concerns raised about the concept included:

- How this would be achieved due to the number of owners
- An overpass over Poowong Road is needed
- No changes are needed yet
- If horse riding would be allowed, then there would be greater support.

NEW AREAS FOR HOUSING AND PUBLIC OPEN SPACE

WHERE SHOULD AREAS OF PLANNED HOUSING GROWTH AT THE EDGE OF TOWN BE CONNECTED TO THE REST OF NYORA?

There was not a consistent theme among those who responded to this question. In general the responses included:

- Develop Precinct B first
- The proposal for development to the north within the town boundaries should be supported but with controls on minimum lot sizes to avoid small lots (perhaps less than 500sqm).
- Create an overpass over Poowong Rd
- Barry's Road should be included within the growth area
- At T-junction locations and sites with good visibility
- Short direct links for cyclists and pedestrians could augment linkages
- Avoid higher density (don't have

suburbs living on top of each other).

IF NEW AREAS OF PUBLIC OPEN SPACE (E.G. OVAL) ARE LOCATED AT THE EDGE OF TOWN IN THE LONG-TERM, WOULD YOU USE THEM?

Two-thirds of respondents stated that they would use new areas of public open space, 20% advised that they would not and the remainder did not specify.

Additional comments from those who stated that they would use new public open space included that they would be good for families and children, should include safe areas for horse riding and tie up areas. One respondent advised that they would use the new public open space if they had a family.

Areas of concern and additional comments raised included:

- There should be good pedestrian and cyclist access to get to public open spaces
- An additional oval should be considered in consultation with the Recreation Reserve as it

could result in the loss of a club to a new facility.

- A second and third oval could be developed if the speedway was relocated away from the Town Centre.
- Land should be reserved for a second oval but it is not needed yet.

DOES NYORA HAVE SUFFICIENT OPEN SPACE IN THE SHORT-TERM?

Of those who responded to this question, no one stated that they believed that there was insufficient open space in the short term. 91% believed that there is and the remainder were not sure.

Additional comments included:

- Only in the short term
- The current ratio of open space to population should be maintained as the population grows
- Public open space is underutilised
- Public open space could be improved.

THE RAILWAY LINE AND RAILWAY (“VICTRACK LAND”)

DO YOU THINK THERE SHOULD BE ANOTHER ROAD CROSSING OVER THE RAILWAY LINE? IF SO, WHERE SHOULD THE SECOND CROSSING GO?

39% of respondents did not think there should be another road crossing and 23% believed that there should. Reasons against the proposal were that the current crossing should be improved instead and that one was not necessary.

Areas for where there should be an additional crossing included:

- Use the second crossing at Cornishes Road to the east of the Town Centre. This could be connected with a connection to Poowong Road near Patterson’s Road
- The disused road reserve connecting to Poowong Road
- Extension of Cornishes Road
- Crossing to the west of the Town Centre if this land is to be developed

- At the op shop
- Henley Street, if this were to become a retail strip.

WOULD YOU SUPPORT CREATION OF A PEDESTRIAN AND CYCLISTS ONLY CROSSING OVER THE RAILWAY LINE? IF SO, WHERE SHOULD IT GO?

Three quarters of respondents supported the proposal, 12.5% disagreed and the remainder were unsure.

Preferred locations included:

- Henley Street connecting to Yanathan Road
- Where the existing walking path is
- Depending on what the attraction points are located
- In line with the station off Yannathan Rd.
- Within 100m of the road crossing.

Conditional support included:

- Only if it were part of a broader walking network and addressed the conflict between horses/ pedestrians and cyclists

Only if horse riding was permissible

Those opposed to the idea stated that:

- Upgrade existing
- There is one already.

WOULD YOU SUPPORT COMMERCIAL DEVELOPMENT ON THE VICTRACK LAND AND IF SO WHERE?

73% of respondents supported the proposal, 13% did not and the remainder were unsure.

Preferred locations were:

- Mitchell Street
- Henley Street near the Town Hall
- Around the station
- To the north of the station
- In Watts Road to the north
- Abutting Poowong Road

Concerns and opposition to the proposal included:

- The area would be a valuable tourist precinct
- Only the railway station should be developed

- The railway may start operating again in the future.

NEW SERVICES AND FACILITIES

IF A SUPERMARKET OR OTHER FACILITIES WANTED TO LOCATE IN NYORA, WHERE SHOULD THEY GO?

- Mitchell Street (4)
- Henley Street (1)
- Hewson Street (1)
- Groups of shops spread around town (1)
- Toby's Paddock (1)
- Corner of Mitchell and Davis Streets (1)
- Wherever the commercial area is decided (1)
- Precinct C (1)
- Where the current takeaway shop is (1)
- Vic Track land to the south (1)
- Use the Community Hall (1)
- As close as possible to the Post Office (1)
- Opposite or close to the Nyora Pub (2)

- In the town centre (1)
- Fronting Poowong Road (1)
- Next to the park (1)
- Opposite the general store in the park land (1)
- Paddocks opposite the railway station (1)

WHERE SHOULD A COMMUNITY HUB (E.G. LIBRARY/MEETING ROOMS) BE LOCATED?

- Around the town hall (2)
- Opposite the pub
- Precinct B
- On crown land on corner of Henley and Hewson Street
- On VicTrack land on Mitchell Street to the west of the Village Green
- Could be part of the Recreation Reserve
- Close to the skate park to try to include young people
- In the paddock opposite the Post Office to the right of the Telstra box

- In the Town Centre
- Near the future supermarket
- Wherever it is decided to locate retail development

Additional comments accompanying the responses included:

- Just expand the current facilities
- Would need a lot of consultation. Have previously discussed the Recreation Reserve and Community Centre and needs to have proper planning and debate on any proposals.

WOULD YOU LIKE TO SEE A KINDERGARTEN AND CHILD CARE CENTRE LOCATED IN THE SCHOOL PRECINCT?

87% of respondents supported the idea, 1 respondent was opposed and 1 was not sure.

Additional comments and concerns raised included:

- Supported idea but questions whether or not there is space

for the school to grow (20% of respondents)

- Should be linked
- Would be convenient for families and also have access to sports facilities

Alternative locations for both childcare and the school included:

- Opposite the hotel and adjacent to the rail land
- To the north of the rail station.

YOUR VISION FOR NYORA

WHERE SHOULD NEW ROAD CONNECTIONS GO IN THE EXISTING TOWNSHIP AND TO NEW SUBDIVISION AREAS AS SUBDIVISION OCCURS?

This question did not attract many responses, with 73% of the respondents skipping the question. Ideas that were provided include:

- Improve and extend Cornishes Road to the east and connect to Poowong Road near Patterson's Road
- A T-intersections and sites with good visibility
- Provide short, direct links for cyclists and pedestrians

WHERE COULD NEW AREAS OF OPEN SPACE BE LOCATED AS NEW DEVELOPMENT FOR SUBDIVISION OCCURS ACROSS PRECINCT B?

The majority of respondents (73%) skipped this survey question. Those who did answer provided the following suggestions:

- Create a retarding basin for the

drainage line which can double as open space

- Precinct C
- On well drained land so it can be used yearlong
- Around the top of Walters Road near the cemetery
- In Precinct B behind the houses bound by Hewson, Henley and Davis Streets.

SHOULD NATIVE VEGETATION BE PROTECTED IN PRECINCT B (SOUTH OF THE TOWN CENTRE) AS NEW DEVELOPMENT OR SUBDIVISION OCCUR?

58% of respondents agreed, 17% disagreed and the remainder provided conditional answers. Comments included:

- There is no significant vegetation in the area
- The vegetation is poor quality and focus should be on new planting
- The vegetation is regrowth bush of little value.

SEWERAGE CREATES ADDITIONAL SUBDIVISION OPPORTUNITIES NAMELY IN PRECINCTS A, B, E AND G. IN PRECINCTS E AND G, SHOULD SUBDIVISION BE PROMOTED OR CONTROLS PUT IN PLACE SO THE TOWN STAYS THE SAME IN THE SHORT-TERM?

Less than half (47%) of respondents believed subdivision should be promoted (generally with conditions) and one third believed that the town should be kept as it is. The remainder did not provide a direct response.

Comments opposed to the proposal included:

- Keep the town the same in the short term
- Subdivision will clutter the town and it should instead expand outwards
- Precinct G should not be subdivided because it has no sewerage.

Comments in support included:

- Subdivision will attract more residents and support local business

- Precinct A/B and F should be priority areas
- Subdivision should be accompanied by upgrades to facilities and strict controls over housing quality
- Development should be well structured and staged, e.g. develop centre first before expanding outwards
- Section E should be subdivided because it is close to the Town Centre.

HOW DO YOU THINK THE WATTS ROAD INDUSTRIAL LAND SHOULD BE DEALT WITH IN THE FUTURE? SHOULD INDUSTRIAL USES CONTINUE ON WATTS ROAD OR DO THEY NEED TO RELOCATE IN THE LONG-RUN?

One third of respondents believe the industrial uses should continue, 22% believe it should continue and expand, 22% believed it should relocate and the remaining answers were unclear.

Arguments in support of relocating included:

- They are an eyesore and don't present a good image as one enters the town
- It would be a good supermarket location

On the other hand, those who believed the industrial area should remain or expand included:

- Extend area to the west of Watts Road to the adjacent farm land at the end of the road
- It is not impacting the town.

One respondent believed that the best outcome is for industry to all be in one area, so if the consequence of it remaining is a split industrial precinct then it should be moved to the outskirts.

FUTURE NYORA

NYORA DEVELOPMENT STRATEGY

3. TOWN CENTRE

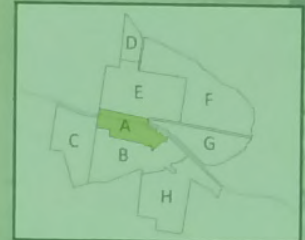
Thinking about
possible road

Will we
get letter
boxes?

Light

Street lighting
for Foster Dr.
and Hatchers Rd

Vote for
concept
1



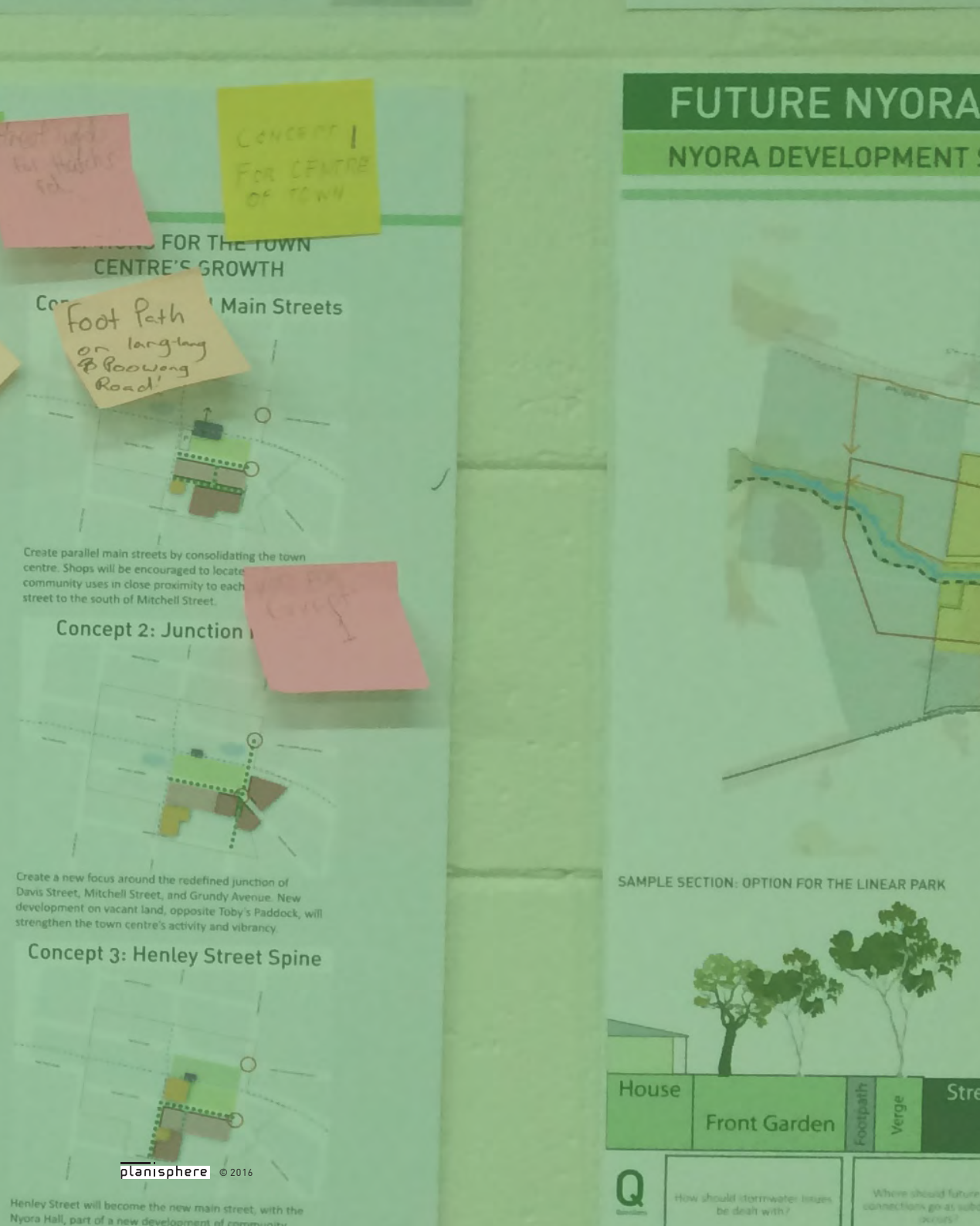
Walters Road
Hewson Street
Henley Street
Davis Street
Grundy Avenue
Lang Lang-Poowong Road
Hatchers Road

LEGEND

- Walters Road - Industrial Area
- Key Services/Buildings



<p>Q Questions</p>	<p>Where should new development be located in the town centre?</p>	<p>If a supermarket or other facilities wanted to locate in Nyora, where should they go?</p>	<p>If new facilities are to be built in Nyora, what would you want to have first?</p>	<p>If a community centre or community hub were located in the town centre, what sort of services, programs or facilities would you want?</p>	<p>Where should a community hub be located?</p>	<p>What is your vision for the "feel" of Nyora's town centre, and how it should look?</p>
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FUTURE NYORA NYORA DEVELOPMENT S

B

APPENDIX B DRAFT FUTURE NYORA STRATEGY SURVEY RESULTS

DRAFT STRATEGY SURVEY RESULTS

DRAFT NYORA DEVELOPMENT STRATEGY (SURVEY 2)

PRECINCTS OF INTEREST

The most common area in which respondents live was Precinct E (24%), followed by Precinct A (22%) and from people outside of the study area (22%).

Precinct A attracted the most attention with 57% indicating an interest in the precinct.

Owning land in Nyora was the most common reason for interest in the strategy, followed by interest in developing the Town Centre with a supermarket and services.

THE TOWN CENTRE (PRECINCT A)

DO YOU THINK WE'VE MISSED ANYTHING ABOUT THE LOOK AND FEEL OF THE TOWN CENTRE IN THE FUTURE?

There were a range of ideas that respondents provided, including:

- Plan for a large store like a Big W
- Include a community house
- Include a rail trail link to the southern end of Nyora

Concerns raised included:

- Lack of parking
- No natural gas lines
- How the development will be funded.

DO THESE IMAGES REFLECT THE WAY YOU WOULD LIKE NYORA TO LOOK IN THE LONG-TERM?

The majority of respondents (62.5%) supported the look of the images.

Some of the reasons people liked the images were:

- It appears that the country character is retained
- The pub and shop are retained
- Additional amenities and services are provided
- It would attract more people to live in Nyora

Concerns raised by both those who supported the images and those who did not included:

- The Town Centre needs a supermarket
- Greenery, open space and rural lifestyle should be protected
- The country feel could be lost
- More parking, including parking lane should be provided
- The Mitchell Street image does not include current housing
- Funding
- Falling tree branches

PRECINCT PLANNING

THINKING ABOUT THE PRECINCTS YOU ARE MOST INTERESTED IN, DO YOU THINK THESE PRECINCT PLANS STRIKE THE RIGHT BALANCE?

Most people who answered this question provided qualified support. The issues raised included:

- There should be as much development as possible to keep the town alive
- The rural atmosphere could be lost due to subdivision. One respondent suggested a 1 acre lot size in Precinct E.
- Smaller lot subdivision should be closer to the Town Centre with north of Grayden Street limited to a minimum of 2,000sqm lots
- Retain housing on Mitchell Street as people will not want to move. Instead put services into the general store, which will be at risk when a supermarket is constructed.
- Expand the commercial zone to more than what is proposed

in the draft strategy

- Ensure that the park is kept.

DO YOU AGREE WITH PRECINCT E BEING DEVELOPED AS A MORE URBAN-STYLE RESIDENTIAL DEVELOPMENT IN THE VERY LONG-TERM (E.G. BEYOND 2060)?

40% of people agreed with the proposal, 20% were opposed and the remainder provided qualified support or had particular concerns.

Common concerns were the lots of acreage with some suggesting minimum lot sizes and others recognising that subdivision is necessary even though they do not wish to see it happen. These concerns generally related to how subdivision will impact on the character and lifestyle of Nyora.

One respondent suggested that 2060 is too far in the future and the plans should be brought forward. Another was concerned about a perceived lack of attention to the industrial area and how it will be separated from the residential areas.

TRAFFIC

IN THE TRAFFIC IMPACT ASSESSMENT SECTION, THERE ARE A NUMBER OF ROAD AND PATH UPGRADES PROPOSED FOR NYORA. DO YOU THINK WE'VE MISSED ANYTHING IN THIS SECTION?

40% of respondents did not believe anything was missing. The remainder provided these comments:

- The Traffic Impact Assessment suggests that there will be “no growth in industrial areas” and implies that the land will be rezoned, which was a concern
- Use the rail trail to link into Lang Lang nature reserve and into the main rail trail through South Gippsland.
- Upgrades will take too long.

DO THE FIGURES IN THE TRAFFIC IMPACT ASSESSMENT REFLECT HOW YOU MOVE AROUND NYORA NOW (E.G. MAIN ROADS / MINOR ROADS)?

Few people directly answered the question but did use the question as an opportunity to raise concerns and provide ideas. These included:

- Upgrade McDonalds track to Lang Lang
- Opposition to Yannathan Road traffic due to Grayden Street and Forster Road being used to access the Town Centre
- Concern that additional vehicular traffic will impact on the safety of cyclists and pedestrians. Additional cycle and horse tracks should be provided.

OPEN SPACE

WHAT IS THE MOST COMMON TYPE OF OPEN SPACE THAT YOU CURRENTLY USE OR WOULD LIKE TO USE IN THE FUTURE (E.G. PARKS, SKATE PARK, TRAILS / WALKING AND CYCLING PATHS, ETC)?

Cycling, walking and horse riding activities were the most common activities used in public open space. Half of the respondents indicated walking trails as the most common open space being used. Two respondents used the skate park most commonly and one was opposed to the skate park. One respondent indicated that the netball courts were most commonly used by them.

Some responses did not directly answer the question but took the opportunity to advocate for more walking, cycling and horse riding trails, more open space generally and parks. One respondent used the question to advise of their concern about the area behind Follett Drive and suggested this area be converted to parkland.

A MASTERPLAN FOR NYORA

CONSIDERING THAT THE MASTERPLAN IS AIMING TO CATER FOR UP TO 5,000 PEOPLE ACROSS NYORA IN THE LONG-TERM, DO YOU THINK THE PLAN 'HITS THE SPOT'?

40% believed that the plan 'hit the spot, 10% did not and the remainder provided qualified support or advocated for a particular element of it. Comments and ideas included:

- Developer contributions should only be used for community infrastructure, not civil works.
- Industrial area should be able to expand.
- If target population is 5,000 then the area for retail, community facilities and town centre will be insufficient.
- Support for a supermarket
- The masterplan needs further consideration.

THE DRAFT STRATEGY INCLUDES A NUMBER OF SUGGESTED PROJECTS THAT WILL NEED TO BE COMPLETED OVER TIME WHEN FUNDING IS AVAILABLE. PLEASE RANK THE FOLLOWING PROJECTS BASED ON THOSE YOU BELIEVE ARE THE MOST IMPORTANT FOR THE FUTURE OF NYORA.

Refer to the body of the report, which graphs and analyses the responses.

IS THERE ANYTHING ELSE YOU'D LIKE TO SAY ABOUT THE DRAFT DEVELOPMENT STRATEGY?

There was not a common theme amongst the additional comments, other than people noting that it the proposal will take some time to implement and will require careful planning to protect the country character of Nyora.

Other specific comments include:

- Nyora needs development to attract more families
- There should be further community consultation surrounding the proposed community hub

- Concern that the process is being driven for additional rates
- Subdivision may impact on the ability for people to have animals on their land
- There should be more opportunities for outdoor activities
- The bus stop by the pub needs to be relocated to a safer place.

Intentionally blank

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C

APPENDIX C SUMMARY OF AUTHORITIES' FEEDBACK



SUMMARY TABLE: AUTHORITIES' FEEDBACK

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
Department of Land, Water, Environment and Planning (DELWP)			
1	More information is needed about protecting identified threatened species	<p>Importance of maintaining and protecting vegetation and existing corridors – p. 8</p> <p>Giant Gippsland Earthworm habitat shown on Open Space & Landscape Features (p. 10)</p> <p>Discussion relating to the environment and landscape features is also included in the Background Report (p. 14)</p> <p>Species list expanded following Council's early commentary</p> <p>Vegetations extent shown on Figure 4 (Open Space & Landscape Features, p. 10) taken from Council's GIS layers</p>	<p>Section 1.5 (Future Directions) updated to include environment and biodiversity actions as suggested by DELWP and as discussed in the precinct sections</p> <p>Biodiversity/threatened species to be further identified, managed and protected through preparation of Development Plan and work required at that stage</p> <p>Update implementation section to reflect this</p> <p>Include more actions / strategies for biodiversity and add strategies for each precinct that further work about vegetation condition and extent, presence of native fauna and habitat protection etc.</p> <p>See also – Row 34 in this table and comments from Melbourne Water regarding references to biodiversity and habitat protection</p>
2	Sand reserve mentioned but no detail provided	Introduction / context section (p.2) – reference to Gippsland Regional Growth Plan which talks about some of Victoria's best sand reserves located to the west of Nyora	<p>Sand reserve well beyond the boundary of the township</p> <p>No further reference needed in the context of this plan</p>
3	Vegetation type or significance – discussion lacking All remnant patches of vegetation would be considered significant by the Department	Significant remnant vegetation listed as mentioned above (see Row 1)	<p>This information would require further detailed study and can be addressed in the Development Plan process as required</p> <p>Implementation – part of preparing a development plan</p>
4	Adams Creek area within Precinct E should be planned to be retained and built upon to increase vegetation cover to the scientifically recommended 30% cover in the landscape Not enough information about how vegetation will be protected in future Map should be included to show potential bio-links and vegetation to be retained	Future development designed to protect significant vegetation and create more open space links etc. (p. 8)	<p>Methods of protection, enhancement and further planting will be established via Development Plan per implementation chapter</p> <p>Map – vegetation and bio-links could be shown on a Path Networks or added to the proposed Open Space Network map but further detailed work should be undertaken to establish significant vegetation to be retained via a Development Plan</p> <p>Add note in text that future development should be design to protect this waterway but further investigation also required</p>

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
5	Page 13 – Future Directions section should include an environment actions section to include retaining key vegetation remnants and identifying bio-links in future development		Update Section 1.5 to more explicitly refer to environment actions and protection of biodiversity opportunities (p. 13)
6	Value and protection of roadside vegetation should be noted		Update in relation to Figure 4 and Future Directions
7	Preparation of a native vegetation precinct plan could be considered as an avenue if this stage of planning is not to include vegetation classification and protection		Likely that this would be dealt with via Development Plan requirements for relevant sections Update implementation / actions to reflect biodiversity and significant vegetation as elements of Development Plan that will be required
8	Public land; there are varying degrees of ownership and management and stakeholder groups should be involved in implementation of the plan in future		Implementation section (Chapter 6) – update to reference need to engagement with stakeholder groups Strategies in Town Centre masterplan section (p. 49) and Precinct B strategy section (p. 56) – include reference to engagement with authorities and stakeholder management groups to implement upgrades
9	Council must work in partnership with relevant stakeholder / community management groups to achieve upgrades listed in plan (e.g. p.28 and Table 21)	Appendix A sets out responsibilities for funding in infrastructure table, detailing some claims to asset ownership / management	Chapter 6 – include governance commentary about Council / Stakeholder and Authority relationships in implementing the strategy
10	Precinct F open space should compliment not duplicate other facilities in Nyora	Reference to new open space design, p. 60	Add note in Strategies for Precinct F that new open space shouldn't duplicate existing services in the township – p. 60
Environmental Protection Agency (EPA)			
11	EPA note the importance Council are placing on ensuring the Industrial development in Precinct E does not diminish the amenity of the surrounding residential area.	Precinct E plans reference interface design for higher density in this area adjacent to existing IN3Z (p. 17) P. 69 – strategy to manage public realm improvements in the IN3Z area (street trees, paths, etc) and manage interface between IN3Z and LDRZ Reference about IN3Z interfaces included in report	Noted Update strategies to include reference to EPA (p. 69) These interface issues are also managed by the IN3Z requirements and Clause 52.10 of the South Gippsland Shire Planning Scheme which manage industrial emissions (existing statutory controls)
12	Council should also seek to protect industry from encroachment and/or intensification of residents around the interface of this zoning.	IN3Z – “important economic asset for the township” on p. 16	Note importance of protecting IN3Z for local industry and local economy into future in strategies for Precinct E (p. 69)

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
13	Council should also consider whether it is appropriate to provide/protect separation distance around the Nyora Speedway and reduce any future intensification of residential areas around this area.		Noted – add discussion into strategies for Precinct B (p. 56) Precinct G and H not planned to become significantly more dense so interface issues shouldn't be exacerbated by more development in buffer around speedway
14	Council would be best placed to identify potentially contaminated sites based on previous uses.		Noted
Department of Economic Development, Jobs, Transport and Resources (DEDTJR)			
16	The PUZ-4 area is very substantial and the former station ground contained substantial freight handling space that will be not used for that purpose at Nyora again. The main public transport requirement for a town with a potential population of up to 5000 would be for bus interchange/commuter parking in the event of rail services being restored.	Possibility for part of the PUZ4 land to be used for open space – referenced on p. 29 in Open Space Network Plan (Figure 9) and discussion on p. 28	Need to note the reserve (PUZ4 land) being owned by VicTrack but that the possibility for it to be used (like the rail trail further east) in the long-term is feasible Noted and as above (see direction in Row 15)
17	It is considered appropriate for VicTrack land in the former station to be leased for appropriate community purposes that do not permanently impact on the actual railway corridor and surrounding open space. I note the map on p. 29 indicates the former running line could be converted into a Rail Trail. This would be an appropriate medium-long use as long as the community understands it could potentially be resumed for public transport.		See note above Reference to use of the former railway station buildings for community purposes is noted in the text and Background Report
18	I suggest that Council may wish to seek VicTrack's advice in relation to potential leasing and/or sale of parts of its land holdings that are no longer required for public transport purposes.		VicTrack have made a submission (see below)
19	Alteration to current V/Line Bus in Davis St The V/Line bus service is managed by that organisation, and it is suggested they be contacted direct to discuss the proposal.		V/Line contacted in June 2016 (no feedback received) Add note in text – any plan to relocate bus stops or create new interchange would require coordination between Council and the relevant authorities Amend Town Centre Masterplan and precinct plan as inconsistency in location of bus stops shown on the plan

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
Melbourne Water			
20	If Council requests Melbourne Water to reactivate the Development Services Scheme investigations to service future greenfield development we can review this with the progression of the structure planning for the township		Modelling work was provided to MW for review in June 2016
21	If alternative drainage strategies for the future development of the township's greenfield areas are a preference for Council to pursue and manage, this is also acceptable to Melbourne Water		Add note in text to create opportunity for Council and MW to work on drainage strategy in future
22	MW request to review the RORB model to confirm the modelling results		Refer to note in Line 20
23	MW request the flood mapping data from Engeny with Council's permission to install on our GIS system for future use once verified		As above
24	It is assumed when development occurs that all farm dams will be decommissioned and demolished		Discussion in stormwater issues / infrastructure section – add need to decommission dams for safety reasons as relevant (p.25 and make sure Figure 8 (Stormwater and Drainage Plan) is updated if relevant – p. 27)
25	It is assumed that existing flooding behind railway lines and major infrastructure is likely to remain in the landscape and should be considered with any future development of the area		Per note above (Line 24)
26	Any dam / de facto retarding basin to remain as a result of the above two points should: be either formalised as retarding basins or remain in their current status with the appropriate planning overlay applied to that land (i.e. LSIO or UFZ) so that they are not developed upon		Per note above (Line 24)
27	Large dam in NE catchment the developer, (Wallis Watson Development) should decommission this dam and provide an end of line Q 100yr ARI retarding basin downstream with constructed waterway to convey the flows subject to flood mitigation standards, environment and Council's planning requirements		Per note above (Line 24) and probably needs to be included in Chapter 6 in funding discussion as well.
28	Melbourne Water generally supports various stormwater quality treatment and retarding recommendations proposed if adopted by Council for their drainage system		Noted

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
29	If Development Services Schemes are implemented for the greenfield areas of the township then agreements between Melbourne Water and Council should be pursued to confirm the stormwater quality treatment and flood retarding and mitigation measures to ensure public safety and the protection of the natural environments, waterways and native reserves.		Changes / additional text to be added in Chapter 5 (pp. 28-32).
30	Melbourne Water wishes to avoid twice charging a developer with any possible scheme contributions or works if alternative stormwater quality treatments requirements and charges are already applied to developments by Council		Noted
31	Not supportive of keeping farm dams in the future development estates as Melbourne Water assets to maintain for any drainage or stormwater quality treatment function		Changes / additional text where relevant added to Chapter 6, (implementation charts / text) Additional text added to Infrastructure Section (Chapter 2) with input from Council based on their policy to decommission farm dams in new development
32	Online constructed wetland systems are not a Melbourne Water preference for stormwater quality treatment if they are to become Melbourne Water assets services greater than 60 ha catchments (Melbourne Water servicing jurisdiction)		As above Text amended where relevant to acknowledge offline or end of line constructed wetlands are more appropriate
33	Where practical constructed wetlands should be located offline to the waterway with sufficient access for maintenance etc. Please see Melbourne Water's Constructed Wetlands Manual on our Land Development Website. This publication assists developers in the design of these assets.		As above
34	Melbourne Water acknowledges the protection of native vegetation and the legally protected species such as the Giant Gippsland Earth Worm and Growling Grass frog		As above These references covered off with additional "Environment" strategies and additional text throughout strategy, per notes in Line 1 of this table and associated responses to DELWP's comments (above)
35	Waterway reserves are often requested for Melbourne Water waterways for environmental and social purposes and would be requested through the structure plan / PSP process by our Services Delivery Team (ex River Health Team)		As above

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
VicTrack			
36	The NDS shows the railway line and station as public open space and does not show consideration for future reopening of the rail line and the associated requirements	Various – context and issues/opportunities section as well as Town Centre Masterplan	Note that any changes to the VicTrack land shown are indicative and VicTrack retains the right to determine the highest or best use of the land (lease or sale) in the future Refer to Line 15 (in DEDJTR feedback responses above) and relevant text changes listed above
37	Location of railway turntable and proposed future uses / preservation not discussed / shown		Add note in report that the turntable may be a heritage asset and its protection / recognition and preservation may be appropriate in future Location of turntable – can VicTrack provide this in future? See above and refer to Line 15 (above) for recommended text changes Identify Stage 1 (significant) heritage buildings from Council's study and show on plan to be added to Strategy
38	This Council Strategy should therefore be treated as a guide only on future land uses so our valuable landholdings are not locked in by this Strategy ensuring that VicTrack can determine the highest and best use (Lease or Sale) of our lands in the future		Add note in report that future reopening of the railway line may impact the area of public open space shown due to station operations, parking, bus connections and other space requirements
39	Concern that the line and VicTrack land is discussed as a barrier to north-south movement and the open space envisaged for the land	Precinct-based issues and opportunities consider the former railway line as a barrier to north-south movement from an urban design / human scale perspective There are opportunities for greater pedestrian / cyclist connections in the short- to medium- term and enhancement of an existing crossing to the east of Davis Street	Feedback from the survey showed people were generally supportive of a pedestrian / cyclist link over the railway line Any discussion about the link or creation of new links can be updated to include a disclaimer about the possible future reopening of the railway line Refine discussion about the railway land as a barrier to movement given comment above

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
West Gippsland Library Corporation			
40	Support intention of draft NDS with its acknowledgement that a Mobile Library Service is run on a fortnightly basis	P. 6 – Nyora Today (Section 1.3)	Expand reference to mobile library service in report – p. 6 (Section 1.3 Nyora Today)
41	The current service can provide sufficient services and facilities until the population reaches 2,500 people (up to 15 years)		As above
42	A reliable, fast 4G internet connection is essential for current and future library service provision		As above Add reference to this in community hub discussion on p. 28
43	The Library Corporation supports the priorities identified and notes the strong potential for efficiencies, partnerships and the development of key services for the provision of early years, youth and health services through the development of a Community Hub in Precinct A		As above, reference added on p. 28
44	The Mobile Library service to Nyora has the potential to build to a weekly service as population grows and if funding became available, bridging mobile services and a larger, static service		As above
45	Support proposed location in town centre as part of a community hub / service centre per the Community Infrastructure Plan 2014		Noted
46	The Library Corporation would strongly support a static library co- located in a future Community Hub next to the existing community centre, with a proposed building area of 1,400m ² (page 38). It should be noted that the minimum required floor space for a static library service within the proposed Community Hub would be 190m ²		Noted – can be included in implementation / community services where relevant

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
Nyora Primary School			
47	<p>Playgroup attendance for Semester 1, 2016 (similar pattern over previous years):</p> <p>Mean 16, peak 20, lowest 11</p> <p>Enrolment at PS – 52 at enrolment census, some have moved since then</p>		Add additional commentary around primary school numbers and demand for playgroup, after school care resources and day care as the population increases and more people move to the area but work in other towns / cities
48	<p>Existing information to add to report as relevant:</p> <p>Prep enrolments (approx. 12 per year): 11 (2016), 14 (2015), 12 (2014)</p> <p>Childcare facilities are needed as there is currently no day care or occasional care in the town</p> <p>The primary school doesn't have enough resources to provide before and after school care</p> <p>They run "Sporting Schools" three nights a week after school (mainly younger kids attend) which is funded by the Federal Government</p> <p>Some parents would have private after school care arrangements (e.g. grandparents)</p>		Noted – add into Nyora Today (Section 1.3) and community infrastructure sections as relevant
49	<p>The lack of childcare is a disincentive for people who are looking to build in Nyora</p> <p>Lang Lang currently has day care and a kindergarten (which provides an additional day care service)</p> <p>Some people to look for day care on their commute (e.g. where they work) which is also challenging / competitive</p>		Noted
50	<p>There are other human services lacking in Nyora such as medical / doctor</p>		Noted – reflected in community feedback and issues / opportunities discussions throughout report

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
VicRoads			
51	It is unclear from the report when the proposed works will be required at these locations. VicRoads requires a clearer understanding of when intersection works are required and suggest that an implementation plan be considered and to be developed between Council and VicRoads.	<p>This feedback relates to the Movement Section of the Strategy (Chapter 2), and to the Traffic Impact Assessment prepared by Traffix Group (Appendix D).</p> <p>The draft Nyora Development Strategy says the following in relation to the timing of intersection works at Table 21:</p> <ul style="list-style-type: none"> ▪ Lang Lang-Poowong Road/Davis Street/Forster Road = short-term, development of Precinct F ▪ Davis Street/Mitchell Street/Grundy Avenue – long-term, development of supermarket 	
52	The subdivisions will require Traffic Impact Assessments which should be reviewed against the ultimate development plan requirement. This may require interim works and contributions for the ultimate design.	For this and comments below, existing information is included in Appendix D of the Strategy - Traffic Impact Assessment (Traffix Group, 2016)	
53	Funding as shown in Table 5 for the various projects will need to be revised. VicRoads should not be nominated as a funding source.		Funding table updated to remove reference to VicRoads, as required.
54	Consideration of the development of a SMARTROADS Road Use Hierarchy plan for Nyora.		Noted - This approach can be taken as more detailed plans are prepared for implementation of the various road and intersection upgrades. It is also recommended that Council consider adopting the SmartRoads plan as something for the Shire as a whole.
55	A future East –West connector is shown on the Infrastructure Assessment plan. An untreated cross road at the intersection with the Lang Lang –Poowong Road would not be acceptable.	Reference to Figure 6 - Movement Network Plan	<p>Although, this plan indicatively shows a cross-intersection, other more detailed plans in the report show this as staggered T-intersections.</p> <p>An untreated cross-intersection with Davis Street would be unacceptable, however, a roundabout or appropriately staggered T-intersections would be appropriate outcomes.</p>

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
56	The provision of off street paths is the preferred option on the arterial road.	Discussion in Movement section of the Strategy - refer to Chapter 2 .	Noted - Council will consider implementing this approach in future as required and in consultation with VicRoads. The provision of paths in this manner is proposed
57	The design of the roundabouts and intersection improvements will be required to be to the satisfaction of VicRoads. This must include all fees required for design, certification and works within the road reserve.		Noted - Existing intersection concept designs included in Appendix D of the Strategy are initial and indicative only and will be subject to further consultation with VicRoads and the community in future. Add reference in Strategy to detail this response.
58	The use of desirable limits for the central islands of roundabouts will need to be adopted on the arterial road. This means that 12m should be adopted in a 60km/hr speed environment.		Noted - All proposed infrastructure is required to meet VicRoads and Council standards at the detailed design phase. Both roundabout concept layouts have a central island radius of 10m which accords with absolute minimum under the relevant AustRoads standard. In this instance, 10m was found to work satisfactorily based on our swept path analysis using the necessary design vehicles for each movement. In relation to the Davis Street/Mitchell Street/Grundy Avenue design, the roundabout was designed to minimise size and land acquisition impacts and provide a better outcome for pedestrians. Both intersections are currently cross-intersections, so the introduction of roundabouts as proposed would not only be acceptable in a design sense, but also improve the existing function and operation of the same.
59	Provide 3.5m approach lanes unless agreed with VicRoads.		The concept plans are indicative only, but are satisfactory and have had consideration to all matters such as existing lane widths, speed limit, land take, etc. More specific requirements can be addressed in the future when formal application plans are submitted.
60	A minimum of 5m width between kerbs on intersections will be required.		The concept plans are indicative only. More specific requirements can be addressed in the future when formal application plans are submitted.
61	Allowance for vertical geometry regarding intersection improvements and land acquisition.		Noted - As above.

No.	COMMENT	EXISTING REFERENCE	RESPONSE / IMPLICATIONS
62	Splitter islands for 'T' intersection at Hewson Street. This is required for pedestrian safety if nothing else.		<p>The pedestrian crossing length across Hewson Street on our concept plan is only approximately 10m.</p> <p>Although a splitter island would provide a benefit for pedestrian safety, we note that it would likely mean that land acquisition is required from the two corner properties to provide larger splays.</p>
63	Provision of CHR(s) treatment at Hewson Street. This is a safer treatment than the one shown.		<p>The Hewson Street/Davis Street concept layout was designed with the aim of minimising works/costs by retaining the existing pavement whilst still providing an appropriate outcome.</p> <p>Providing a channelised short right-turn lane as requested by VicRoads would require road widening and potentially land acquisition.</p>
64	Two driveways opposite the Hewson Street intersection will be impacted.		<p>These are existing driveways and it is not unusual for a driveway to be located opposite a unsignalised T-intersection. The driveways will not be impacted in terms of permitting all turning movements including right-in and right-out.</p> <p>Further investigation into these impacts and proposed methods to address this issue will be required to be investigated by Council in consultation with landowners at the detailed design phase, in future.</p>
65	Provide road safety audits for all intersection improvements.		<p>This work will be undertaken by Council at the detailed design phase and in consultation with VicRoads, as required.</p> <p>This is a typical requirement which can be addressed in the future when formal application plans are submitted.</p>

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