

STRATHBOGIE SHIRE

Industrial Land Study

July 2008



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EXECUTIVE SUMMARY

Supply of Industrial Land

The current supply of zoned industrial land in Nagambie and Euroa is inadequate to accommodate any new large industry to locate within Strathbogie Shire. There is no industrial zoned land in Avenel and Violet Town.

The remaining supply of vacant industrial lots is limited and of the available supply, only two lots were available for sale or lease at the time of inspection. The current industrial precincts also restrict potential industrial business expansion.

The lack of land available for sale/lease together with the encroachment of residential land with industrial uses is an indication of the restriction on supply.

In total there is about 30 hectares supply of industrial zoned land in Euroa and Nagambie, only 4 hectares of this land is vacant.

Demand

The Economic Development Strategy undertaken by Urban Enterprise has identified likely increases in the following industries which would require further industrial land:

- Food/ wine processing plants;
- Transport and storage;
- Construction and trades;
- Other service businesses – mechanics, smash repairs.

Further to this, recent demand for industrial land has increased with 4 newly constructed warehouses within the industrial areas of Nagambie and Euroa, taking up 1 hectare of vacant land in the past 14 months. These new premises have reduced the vacant land supply to only 4 hectares, of which only one parcel is for sale.

The planning horizon (long term supply) for industrial land adopted for Strathbogie Shire should be 15 years. This is based on the State Planning Policy Framework.

Based on the already restricted take up of industrial land, a minimum of 20 hectares of industrial land is required within Nagambie and Euroa over the next 15 years (This includes provision for roads and residential buffers if required).

Further provision for suitable light industrial land should be identified in the townships of Avenel and Violet Town. This land would need to accommodate service industries, and would require lots smaller than that in Nagambie and Euroa.

Further supply of industrial land would need to be provided for those businesses which would be looking to relocate from areas that are not suitable for industrial activity. Some of these businesses are currently occupying more than two hectares of land in their current locations.

The following highlights the land required for industrial rezoning to satisfy a 15 year supply:

- Euroa – Minimum of 10 hectares of land suitable for light and heavy industrial activity;
- Nagambie – Minimum of 10 hectares of land suitable for light and heavy industrial activity;
- Avenel – Minimum of 2 hectares of land suitable for light industrial activity;
- Violet Town – Minimum of 2 hectares of land suitable for light industrial activity;

Considerations for Industrial Land

Key factors to consider when identifying suitable land for industrial expansion include:

- Little or no undulation or fall in the land to ensure building and civil works costs are kept to a minimum;
- Consolidation of industrial areas. It is important to consolidate industrial areas in one location, reasons for this are to:
 - Maintain buffer areas from residential neighbourhoods;
 - Maximise the use of existing services in industrial areas;
 - Minimise traffic throughout residential areas of the township;
- Have direct access via arterial roads to the Highway and Freeway networks, without interrupting urban traffic;
- Preference for landowners that are willing to either develop the land for industrial purposes or not prevent the short term development of industrial land;
- Not conflict with current residential or projected rural residential development as adopted by the Council;
- Preference for access to servicing including reticulated water, sewerage, electricity and gas;
- Will provide 15 years supply based on current take up rates for industrial land.

Recommendations

Nagambie

The structure of the Nagambie township, with all residential growth areas to the west of the North East Railway, provides excellent buffers for future industrial expansion surrounding the current industrial precinct. The land immediately south of the industrial precinct is the most suitable for industrial expansion.

It is recommended that an area of minimum 10 hectares be rezoned for industrial purposes in this location (as indicated in Figure 1).

When compared against the assessment criteria for industrial land, this area has the following features:

- Has little undulation;
- Is adjacent to an existing industrial area;

- An access road would be required to link the area with Ballantynes Road. This road provides direct access to major highway via a sealed road that runs through a residential area, however the road is likely to have direct access to a proposed freeway bypass to the east of town;
- Landowner was consulted and expressed initial support for rezoning;
- There is no planned residential growth to the east of town;
- Has access to reticulated water and sewer via the existing industrial area;
- Location would support 10+ hectares supply of industrial rezoning;
- Does not adjoin any residential urban areas, land does not adjoin any dwellings.

Euroa

Euroa Township is faced with a number of planning constraints in relation to the provision of industrial land, these include:

- The existing industrial precincts are in close proximity to residential land, with unsuitable buffers;
- There are a number of flood overlays throughout the township that may affect certain types of industrial activity (see Appendix E);
- Proposed rural residential land has reduced the option of extending the industrial precinct to the north west of town as well as areas to the south west of town (see Appendix D);

Of the land parcels reviewed, the favoured location for long term industrial activity is an area on the north eastern side of the town buffered from the town by the Hume Freeway. This area is identified in figure 3. This area has the following positive attributes for industrial activity:

- Land is generally flat with little undulation;
- Land will be located in close proximity to sewer, water and electricity with the development of the proposed freeway service centre;
- Total land area would easily accommodate the projected requirement for industrial land;
- Land has direct access to the Hume Freeway;
- Land is not effected by flood overlays or inundation overlays;
- Land will not conflict with existing residential or planned future rural residential areas;
- Land will provide opportunity for larger industry and future supply beyond a 20 year timeframe.

It is recommended that this land be considered for industrial purposes, however careful consideration of the following constraints needs to be demonstrated in any development:

- Services would need to be extended to the site, in order for a subdivision to occur;
- A suitable access road for industrial transport would need to be constructed to enter the site;

- The site would need to be developed as a high quality industrial subdivision with a range of lot sizes to attract a range of businesses including larger transport and storage industry.

Avenel

There is no suitable land for industrial rezoning within the Avenel Township. The core reason for this is due to the residential lot structure, with ad-hoc rural residential type allotments surrounding the township.

Two locations outside of the township boundary have been considered for industrial rezoning, one to the north of town, the other in the vicinity of the Mangalore Airport.

There is no access to reticulated water to the north of town and no access to either reticulated water or sewer in the Mangalore precinct. It is anticipated that the level of industrial activity in Avenel would be limited to only service industries at this stage.

Investigations into a Special Use Precinct to the east of town are underway, it is recommended that as part of this investigation light industrial businesses need to be considered.

Any short term industrial services required for Avenel should be directed towards the proposed Nagambie industrial area, which is less than 15 minutes from Avenel.

Violet Town

Violet Town has a number of add-hoc industrial uses spread throughout the town. An area to the south west of town has been assessed for industrial purposes. This land abuts some existing industrial uses to the south and the North East Railway to the north. The area is approximately 5.4 hectares. This land area is identified in figure 4.

It is recommended that this land and the adjoining land with existing industrial uses be rezoned for industrial purposes.

The land has the following features suitable for industrial rezoning:

- Has no undulation or fall;
- Adjoins a small collection of existing industrial uses;
- Does not impact planned growth areas;
- Has access to water but not reticulated sewer. However the sewer can be extended to meet the industrial precinct;
- Total land area is approximately 5.4 hectares, which would provide a suitable long term supply;
- Land is separated from existing residential areas;
- Land does not have significant agricultural value.

Figure 1: Nagambie - Location of Proposed Industrial Precincts

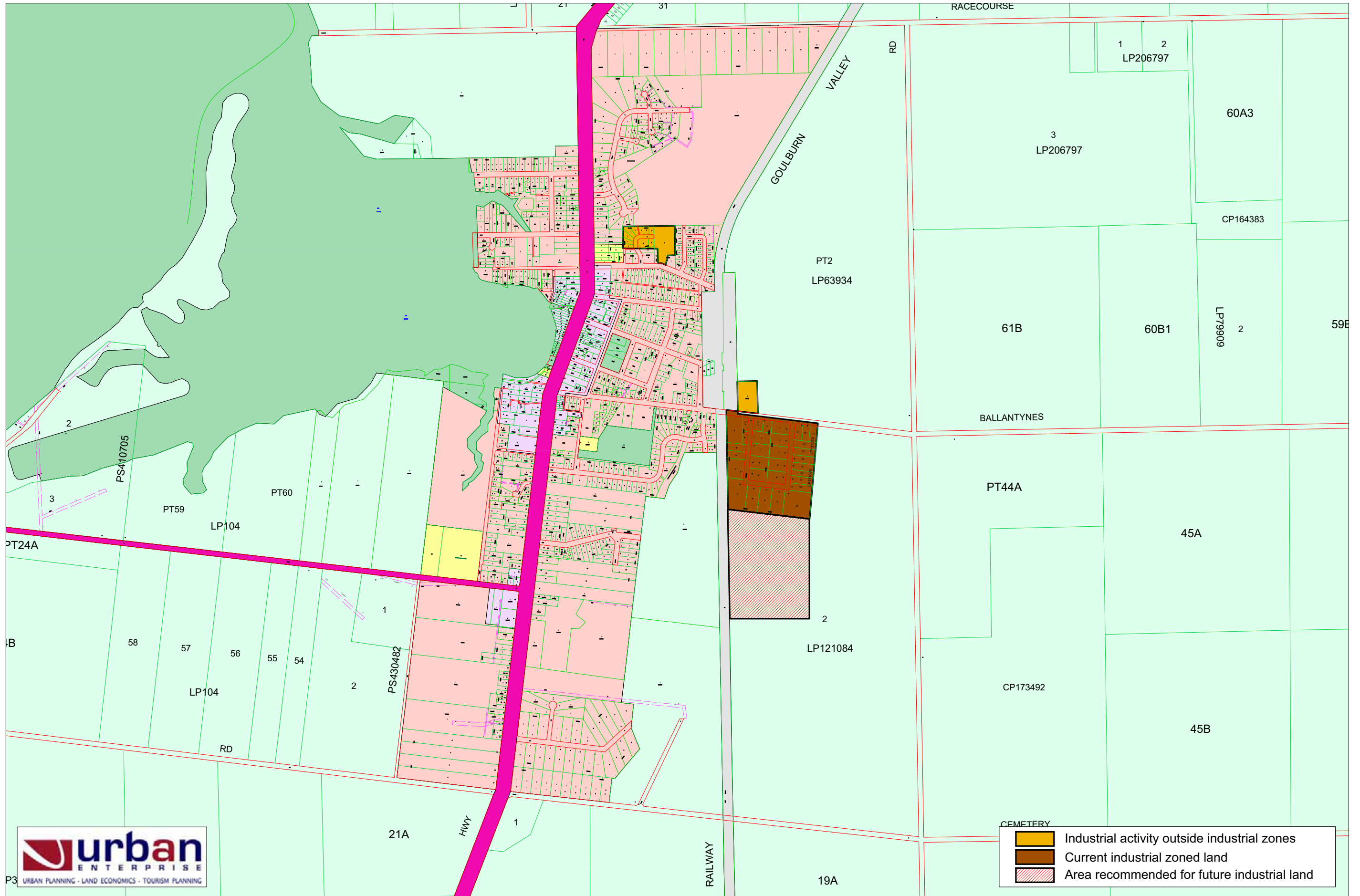


Figure 2: Avenel - Location of Proposed Industrial Precincts

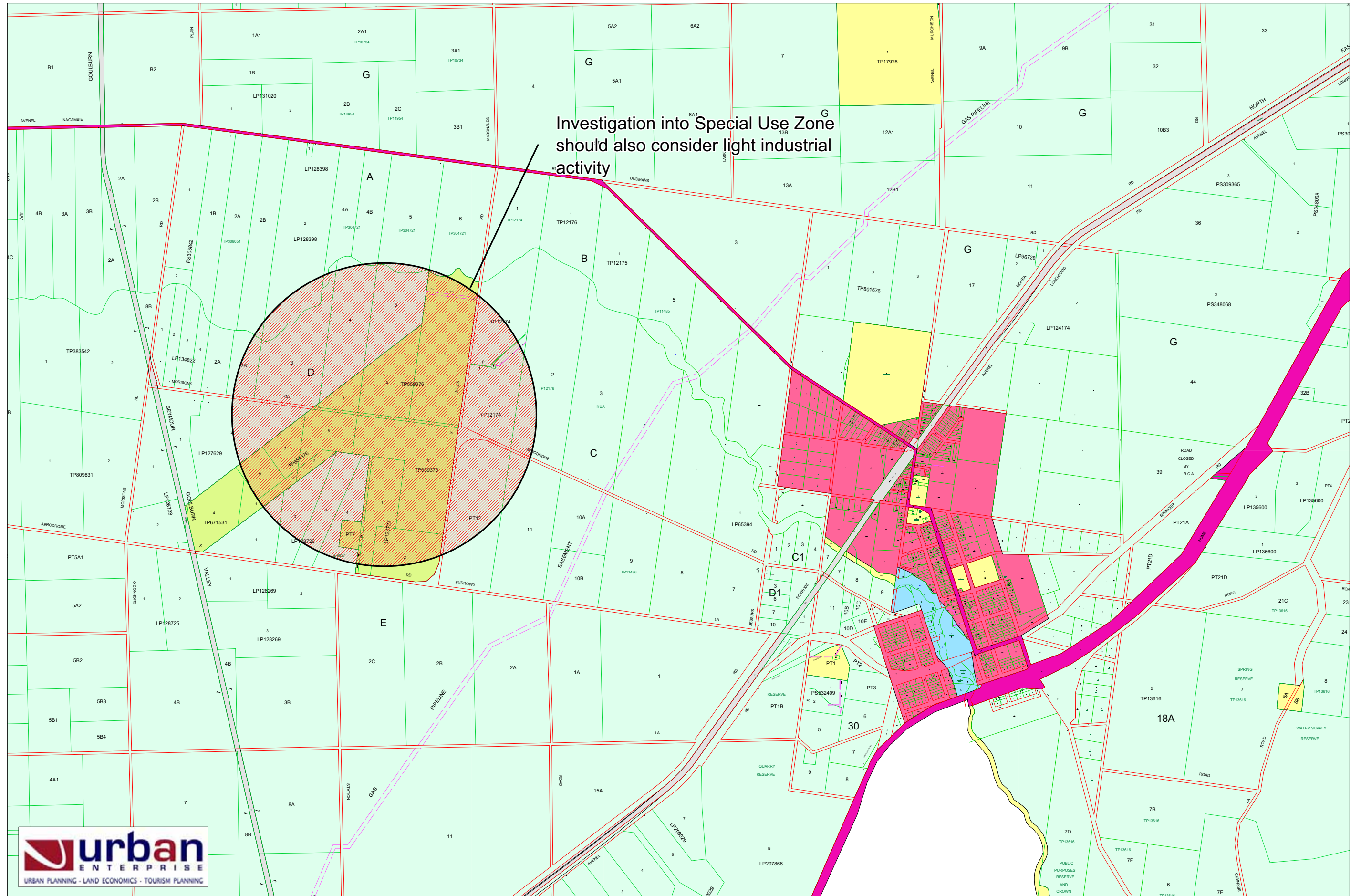


Figure 3 - Location of Proposed Euroa Industrial Precinct

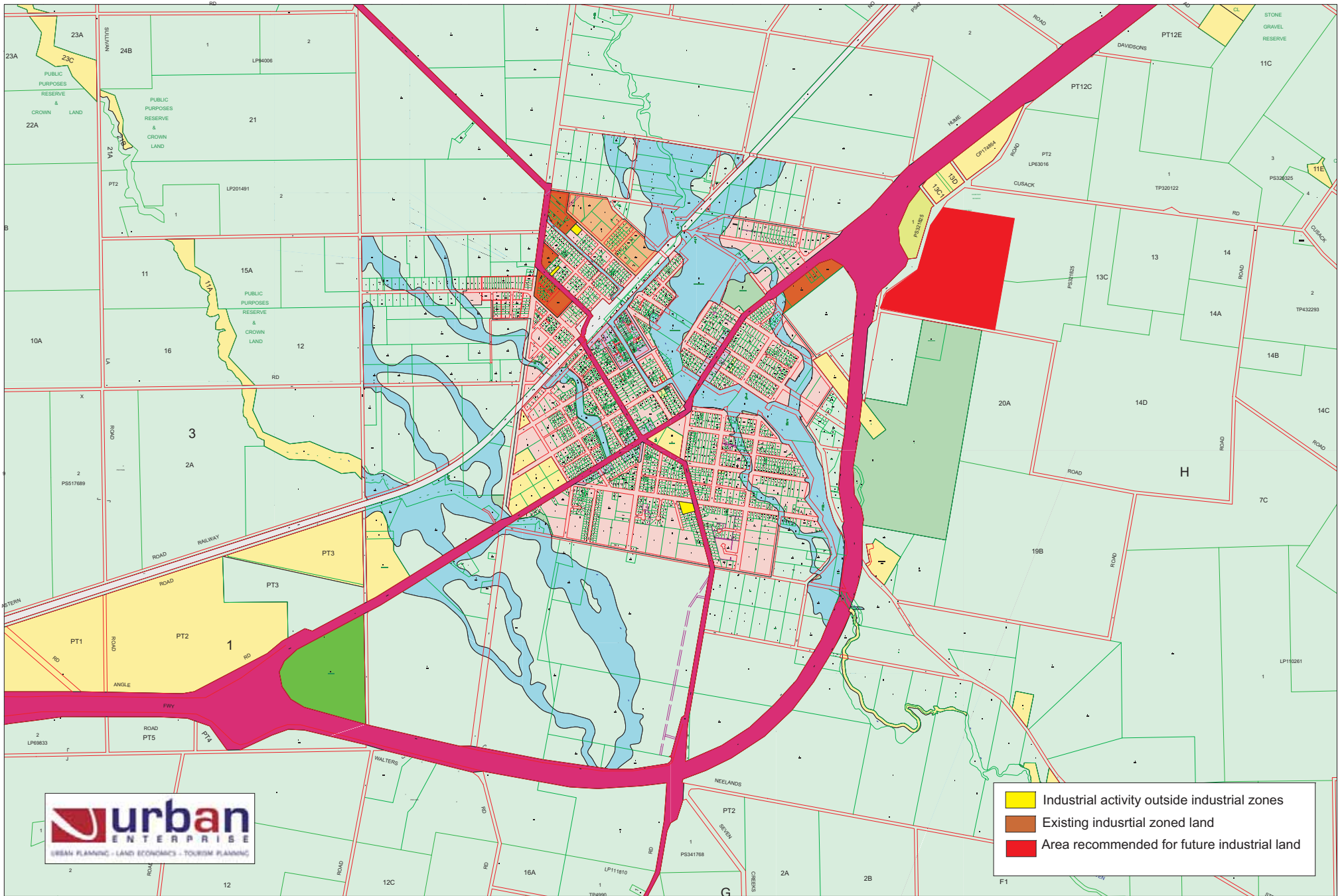
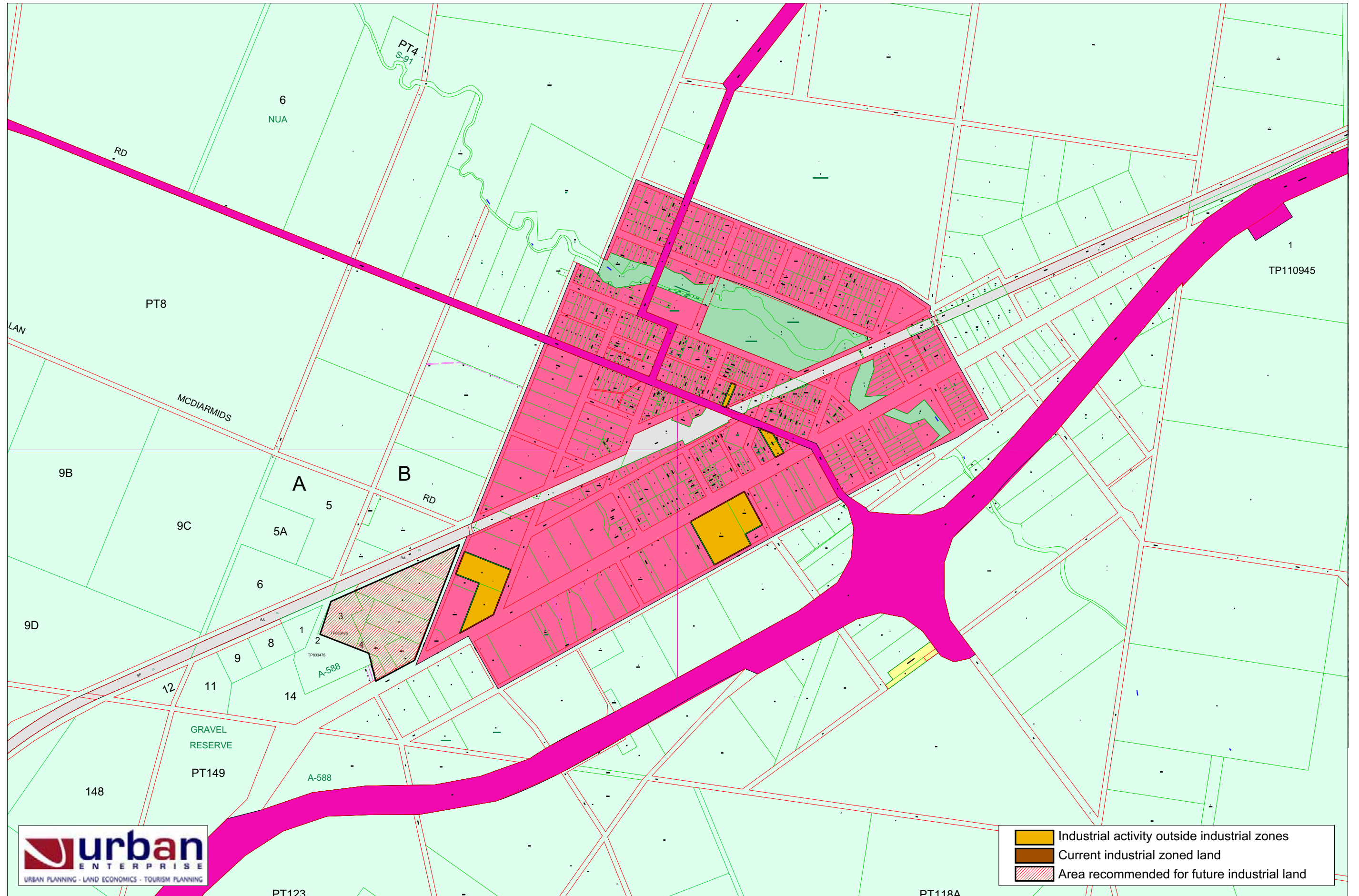


Figure 4: Violet Town - Location of Proposed Industrial Precincts



1. INTRODUCTION

This report analyses the supply and demand of industrial land in Strathbogie Shire and further identifies locations suitable for industrial expansion.

This study involved the following:

- Stocktake of industrial zoned lots;
- Visual analysis of existing industrial zoned land, and existing industrial uses in other zones;
- Consultation with relevant land owners;
- A focus group comprising representatives of the manufacturing, storage, and transport sectors;
- Development of industrial land assessment criteria;
- Assessment of land against this criteria;
- Consultation with relevant authorities.

2. STRATEGIC POLICY REVIEW

2.1 Strathbogie Shire Economic Development Strategy

Manufacturing Wholesale Trade and Storage and Transport

Manufacturing businesses account for 14% of total employment in the Strathbogie Shire (379 persons). Manufacturing businesses are however dominated by a small number of larger businesses, this is indicated by only 4% of total businesses being classified as manufacturing.

Wholesale trade, storage and transport businesses account for only 6% of all employment and 5% of all businesses in the Strathbogie Shire. However of those businesses which have a turnover greater than \$100,000, wholesale trade, transport and storage account for 8%.

The majority of growth in this sector is attributed to the development of OZ Pack wine bottling plant in Nagambie which employs some 140 persons and Teson Trim in Euroa.

However with the implementation of the Special Use Precinct near Mangalore Airport, there could be some major growth earmarked for Strathbogie Shire, especially in downstream processing of agriculture products and transport and logistics.

Relevant strategies:

Land be rezoned to accommodate industrial growth in Nagambie and Euroa. Land to be rezoned should meet the following criteria:

- Adjoin current zoned industrial areas;
- Locate at an appropriate distance from residential zones;
- Have access to services (sewer, water, power);
- Minimise environmental impacts eg: flora, fauna, drainage and water quality.

2.2 Rural Residential Strategy

Strathbogie Shire Council commissioned Beca Pty Ltd to undertake a Rural Residential Strategy for the Shire in order to identify areas for future Rural Living development. This strategy was adopted by Council in July 2004.

The strategy identifies a number of areas suitable for rural living development including:

- Land to the north east and south of Euroa;
- Land surrounding Strathbogie;
- Land in and surrounding Violet Town;
- Land in Nagambie North;

- Land abutting Lake Nagambie in Kirwan's Bridge Area
- Possibility for further analysis and identification of rural living opportunities in Tahbilk;
- Land to the north east and south west of Avenel;
- Possibility for further analysis and identification of rural living opportunities in Ruffy;
- Possibility for further analysis and identification of rural living opportunities in Longwood;

Land proposed for rural residential rezoning can be found in Appendix D.

2.3 Urban Design Framework – Strathbogie Shire

An Urban Design Framework was undertaken for the four major towns in Strathbogie Shire including Euroa, Nagambie, Avenel and Violet Town.

Key recommendations relevant to the Industrial Land Study are outlined below:

Nagambie

- The UDF states: *Increased demand for industrial land can be accommodated by extension of the current zone to the north, maintaining good access to the North East Railway and the Goulburn Valley Highway, which is planned for construction in the future.*

Violet Town

- The Framework differs from the Strathbogie Planning Scheme in that it shows industrial land located to the south of town, between High Street and Murray Street. The Scheme shows this as Township Zone. The UDF states: *It is considered that this area should be reserved for industry by appropriate zoning as it is well situated to give industry good access to the Freeway and to the railway and when zoned as such would provide an effective noise barrier between the Freeway and residential areas. It is noted that some industrial development is already occurring in this area. Flanking the industrial land and extending along High Street are two areas of low density residential land. The rural zone buffering the Freeway is unchanged.*
- The establishment of farm based industries (eg. poultry farming) around Violet Town and the use of the Murchison-Violet Town Road as a link between the Goulburn Valley Highway and the Hume Freeway causes concern at the possibilities of increased heavy transport passing through Violet Town. While the traffic is not yet at a level to cause detriment to amenity, it is prudent for any future studies to examine alternatives.

2.4 State Planning Policy Framework

The Strathbogie Planning Scheme is administered under the Planning and Environment Act 1987.

The following aspects of the State Planning Policy Framework were considered relevant to the preparation of the Industrial Land Study.

Clause 15.04 - Air Quality

Clause 15.04 of the State Planning Policy Framework relates to air quality. The implementation section of this clause states the following:

- Decision-making by planning and responsible authorities must be consistent with any relevant requirements of the State environment protection policy (The Air Environment) as varied from time to time.
- Planning and responsible authorities should ensure that development is not prejudiced and community amenity is not reduced by air emissions by ensuring, wherever possible, that there is suitable separation between potentially amenity reducing and sensitive land uses and developments. Consideration should be given to Recommended Buffer Distances for Industrial Residual Air Emissions (EPA 1990) to determine the extent of separation.
- Responsible authorities should have regard to the potential for conflict between land uses or development within a zone due to air emission impacts.

Clause 15.05 - Noise abatement

Clause 15.05 of the State Planning Policy Framework relates to noise abatement. The implementation section of this clause states the following:

- Planning and responsible authorities should ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.
- Decision-making by planning and responsible authorities must be consistent with any relevant aspects of the following documents:
 - State environment protection policy (Control of Noise from Commerce, Industry and Trade) No N-1 (in metropolitan Melbourne).
 - Interim Guidelines for Control of Noise From Industry in Country Victoria (EPA 1989).
 - State environment protection policy (Control of Music Noise from Public Premises).

Clause 17.03 - Industry

Clause 17.03 of the State Planning Policy Framework relates to industry. The objective of this clause is:

To ensure availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity.

This clause states that:

- Industrial activity in industrial zones should be protected from the encroachment of unplanned commercial, residential and other sensitive uses which would adversely affect industry viability.
- Planning authorities should zone land for industrial development in urban growth areas where good access for employees and freight transport is available and where appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.
- Responsible authorities should not approve non-industrial land uses which will prejudice the availability of land for future industrial requirements in industrial zones.
- Adequate separation and buffer areas must be provided between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards. Planning and responsible authorities must have regard to Recommended Buffer Distances for Industrial Residual Air Emissions (EPA 1990) and promote best practice risk and environmental management.
- Responsible authorities should ensure that industrial activities requiring substantial threshold distances are located in the core of suitably zoned industrial areas and encourage activities with minimal threshold requirements to locate towards the perimeter of the zone.
- Responsible authorities should, where possible, minimise inter-industry conflict and encourage like industries to locate within the same area.
- Planning and responsible authorities should consult with the Victorian Workcover Authority on requirements for industrial land use or development under the Dangerous Goods Act 1985 and associated legislation and the Occupational Health and Safety (Major Hazard Facilities) Regulations 2000.
- Industrial uses that meet appropriate standards of safety and amenity should be encouraged to locate within activity centres.

2.4.2 Buffer Distances

Clause 52.10 of the Planning Scheme (uses with adverse amenity potential) identifies a variety of industries and activities that require a buffer to sensitive land uses due to air emissions. These distances are generally those included in *Recommended Buffer Distances for Industrial Residual Air Emissions (EPA 1990)*.

Table 1 below provides a summary of buffer distances for industries that currently exist in Strathbogie Shire.

Table 1 Buffer Distances

Type of Production Use or Storage (Purpose)	Threshold distance (metres)
Abattoir	500
Manufacture of Milk Products	300
Bakery (other than one ancillary to a shop)	100
Poultry Processing Works	100
Freezing and Cool Storage	150
Milk Depot	100
Production of artificial fibres and textiles (cellulose nitrate or viscose fibre, cellophane or artificial rubber)	1,000 ¹
Production of artificial fibres and textiles (other synthetic fibres and textiles)	500 ¹
Joinery	100
Panel beating	100
Rural industry handling, processing or packaging agricultural produce	300
Glass and glass production including glass wool	500
Clay bricks, tiles and pipe refractories, with a design production rate exceeding 10,000 tonnes a year	200
Cement production in amounts: <ul style="list-style-type: none"> ▪ up to 5,000 tonnes a year ▪ between 5,000 and 150,000 tonnes a year ▪ exceeding 15,000 tonnes a year 	300 500 1,000
Concrete batching plant	300
Structural or sheet metal production	500

1. Note: An assessment of risk to the safety of people located off the land may be required.

The buffer distances are likely to reduce over time as new technologies reduce air emissions, however, it should be assumed that these buffers will apply for the 20 year span of this strategy.

The EPA document recommends that, where practicable, the buffer distances should be provided by the emitter, however it also recognises the need to prevent sensitive uses encroaching on industry and vice-versa.

Other key directions in the document relevant to long term land use planning include:

- “Land zoned for residential purposes, even though it might currently be vacant grazing land should be treated as if it is an established residential area.”
- “If vacant, industrial zoned land is hemmed in by residential rezoning or development, conflicts are likely to arise in the future and therefore a buffer distance around undeveloped industrial zones should be maintained, the width depending on the nature of the industrial land uses for which the zone has been provided. Uses which are or become non-confirming retain a need for adequate buffer distances.”

Source: Recommended Buffer Distances for Industrial Residual Air Emissions (EPA 1990) Page 3.

3. SUPPLY

3.1 Overview

Industrial uses are found in the four main towns in Strathbogie Shire, including Euroa, Nagambie, Violet Town and Avenel. However industrial zoned land is only found in Euroa and Nagambie. See Appendix A for maps and tables identifying existing industrial uses in the towns of Euroa, Nagambie, Violet Town and Avenel.

Euroa has both Industrial 3 and Industrial 1 zoned land. The majority of Euroa's industrial land is located to the north west of town, with a small portion to the east. The land to the north west contains a mixture of small and large allotments and a mixture of Industrial 1 and 3 zoned land. Some of the smaller allotments are less than 200m² in area. The industrial land to the east is zoned Industrial 3 and is made up of 6 allotments of varying size. The average size of all industrial lots in Euroa is 2600m².

Nagambie has one precinct zoned Industrial 1. This precinct is made up of medium sized allotments all over 1000m². The average size of industrial lots in Euroa is 3300 hectares.

Violet Town and Avenel are predominantly zoned Township, with some industrial uses spread throughout the townships. There are no defined industrial precincts.

A number of non-conforming uses were found throughout all townships, with dwellings scattered through industrial areas and industrial uses found in residential zones.

3.2 Supply and Location of Industrial Land

Table 2 shows the supply of industrial land by location. It indicates that all industrial zoned land is in the townships of Euroa and Nagambie.

There are currently 102 lots in industrial zones within the Shire, with two thirds in Euroa, and one third in Nagambie. The lot sizes in Euroa are on average smaller than those in Nagambie. There are a total of 13 lots in the Shire which are vacant, totalling approximately 4.3 hectares. These lots are generally small in size, with only two lots for sale.

There is a lack of large vacant allotments suitable for larger transport and storage businesses, or construction/ batching plant operations. An indication of this lack of larger allotments is identified by larger businesses occupying multiple smaller allotments throughout the industrial precincts. For example, one large business in Euroa (Bradie and Kibble Transport) occupies 12 separate allotments, one of which is located in an adjacent rural zone.

All vacant industrial lots (except for two small lots) are located in the Industrial 1 zone.

The industrial zones in Euroa are close to existing residential uses. Anecdotal evidence indicates that complaints are being made by residents in respect of existing industrial uses. The industrial zones should be protected from encroaching residential use. Any proposed rezoning would need to demonstrate that it will not restrict the existing or future potential industrial uses within the IN3 Zone, in terms of amenity impacts.

Table 2 Supply and Location of Industrial Zoned Land

Township	Industrial Zoned Land			Vacant Industrial Land	
	Lots	Ha	Ave Lot size (ha)	Lots	Ha
Euroa	67	18.4	0.26	8	2.84
Nagambie	35	11.6	0.33	5	1.48
Violet Town	0	0	0	0	0
Avenel	0	0	0	0	0
Total	102	30		13	4.32

Source: Urban Enterprise, Audit of Industrial land

4. DEMAND

4.1 Current Industrial Uses

Table 3 shows the use of industrial zoned land by type of industry.

54 businesses were counted in industrial zoned areas within Euroa, Nagambie, Violet Town and Avenel.

The most common types of uses are construction, manufacturing, transport and storage. Construction, transport and storage businesses are the largest users of industrial land.

Table 3 Use of Industrial Land by Industry Type

Industry Sector	Euroa	Nagambie	Violet Town	Avenel	Total Businesses
Construction	5	5	1		11
Manufacturing	7	1	4	1	13
Transport	5	2		1	8
Unknown	4				4
Storage	3	6			9
Wholesale	2	1			3
Personal and Business Services	1	3			4
Retail		2			2
Total	27	20	5	2	54

Source: Urban Enterprise, Audit of Industrial land

4.2 Demand by Current Businesses

A workshop was conducted with Industrial businesses located in Strathbogie Shire, including construction, manufacturing and transport businesses in August 2005.

The discussions with businesses highlighted the demand for appropriately located additional industrial land. Some existing industrial businesses in Strathbogie Shire have indicated that they are looking to expand or relocate to more suitable industrial land parcels. The reasons for this is that the current zoning configuration and location is either restricting some businesses from expansion, or encroachment from residential land is impacting on operating hours of businesses.

Suitable land would need to be serviced, appropriately zoned, and have adequate buffer distances from residential land.

4.3 Growth in Industrial Activity

Urban Enterprise has undertaken two field visits of the industrial precincts in the towns of Nagambie, Euroa, Avenel and Violet Town. The first field visit was undertaken to identify the level of occupancy in the precincts, the types of uses in the precinct and the level of supply. This field visit was undertaken in August 2005. The second field visit undertaken in January 2007, was used to identify any changes in use and identify any indicators of additional demand in the industrial precincts, such as new businesses or newly constructed buildings.

The second field trip has identified some growth in Nagambie and Euroa in terms of industrial uses, with three sites within Nagambie and one site in Euroa having been developed with storage sheds. No growth was recorded within the townships of Avenel and Violet Town, however these two townships do not have industrial precincts.

4.4 Land Area Required

4.4.1 Drivers for Industrial Land

The Economic Development Strategy undertaken by Urban Enterprise has identified likely increases in the following businesses relevant to industrial areas:

- Food/ wine processing plants;
- Transport and storage;
- Construction and trades;
- Other service businesses – mechanics, smash repairs.

Further to this, recent demand for industrial land has increased with 4 newly constructed warehouses within the industrial areas of Nagambie and Euroa, taking up 1 hectare of vacant land in the past 14 months. These new premises have reduced the vacant land supply to only 4 hectares of which only one parcel is for sale.

4.4.2 Planning for Industrial Land Supply

When planning for industrial land supply, a long term planning horizon should be considered. It is important to ensure that a long term supply of industrial land is administered to prevent market failure and ensure that industry has the opportunity to grow.

Urban Enterprise has undertaken a number of land use strategies in Country Victoria where a supply of 10-15 years of land for industrial, commercial and residential development has been planned for. This horizon is supported by State Planning Policy.

State Planning Policy

The State Planning Policy Framework (Clause 14.01-2) identifies that:

Planning authorities should plan to accommodate *“growth over at least a 10 year period, taking into account of opportunities for redevelopment and intensification”*.

Furthermore planning authorities should “ensure availability of land for industry and to facilitate the sustainable development and operation of industry”.

Planning Horizons Utilised in Strategic Planning

Urban Enterprise has undertaken a number of strategic planning projects which have recently used a planning horizon of 10-15 years in Regional Victoria for supply of industrial, commercial and residential land. Examples include:

- Latrobe City Land Study;
- Yea and Eildon Industrial Land Study;
- Apollo Bay Structure Plan;
- Alexandra Urban Design Framework;
- Mansfield Urban Design Framework;
- Bendigo Structure Plan;

Furthermore the Department of Sustainability and Environment’s Urban Development Program 2005 highlights a planning horizon of 10-15 years for broad hectare residential and industrial land supply of which a minimum of 10 years supply should be suitably zoned.

Based on the above a planning horizon of 15 years has been used for this study.

4.4.3 Conclusion

The planning horizon adopted for Strathbogie Shire’s industrial land is 15 years.

Based on Strathbogie Shire’s restricted take up of industrial land, a minimum of 20 hectares of industrial land is required within Nagambie and Euroa over the next 15 years (This includes provision for roads and buffer areas);

Further provision for light industrial land should also be identified around the township of Violet Town. This land would need to accommodate service industries, and would require lots smaller than that in Nagambie and Euroa.

Further supply of industrial land would need to be provided for those businesses which would be looking to relocate from areas that are not suitable for industrial activity. Some of these businesses are currently occupying more than two hectares of land in their current locations.

In summary the provision for the following industrial areas is needed to ensure a 15 year supply of industrial land is reached within the Strathbogie Shire:

- Euroa – Minimum of 10 hectares of land suitable for light and heavy industrial activity;
- Nagambie – Minimum of 10 hectares of land suitable for light and heavy industrial activity;
- Avenel – Minimum of 2 hectares of land suitable for light industrial activity (to be investigated as part of the proposed Special Use Precinct);

- Violet Town – Minimum of 2 hectares of land suitable for light industrial activity.

5. OPPORTUNITIES FOR INDUSTRIAL EXPANSION

5.1 Introduction

This section highlights opportunities for industrial land expansion in the towns of Nagambie, Euroa, Avenel and Violet Town. The land areas have been identified through a field visit to the towns and through discussion with Strathbogie Shire personnel. The following section compares each site with the key attributes suitable for industrial land, and provides a ranking for these.

Assessment criteria for industrial land includes:

- Little or no undulation or fall in the land to ensure building and civil works costs are kept to a minimum;
- Consolidation of industrial areas. It is important to consolidate industrial areas in one location, reasons for this are to:
 - Maintain buffer areas from residential neighbourhoods;
 - Maximise the use of existing services in industrial areas;
 - Minimise traffic throughout residential areas of the township;
- Have direct access via arterial roads to the Highway and Freeway networks, without interrupting urban traffic;
- Preferably landowners that are willing to either develop the land for industrial purposes or not prevent the short term development of industrial land;
- Not conflict with current residential or projected rural residential development as adopted by the Council;
- Preferably have access to servicing including reticulated water, sewerage, electricity and gas;
- Will provide 15 years supply based on current take up rates for industrial land.

Figure 7: Opportunities for Industrial Expansion

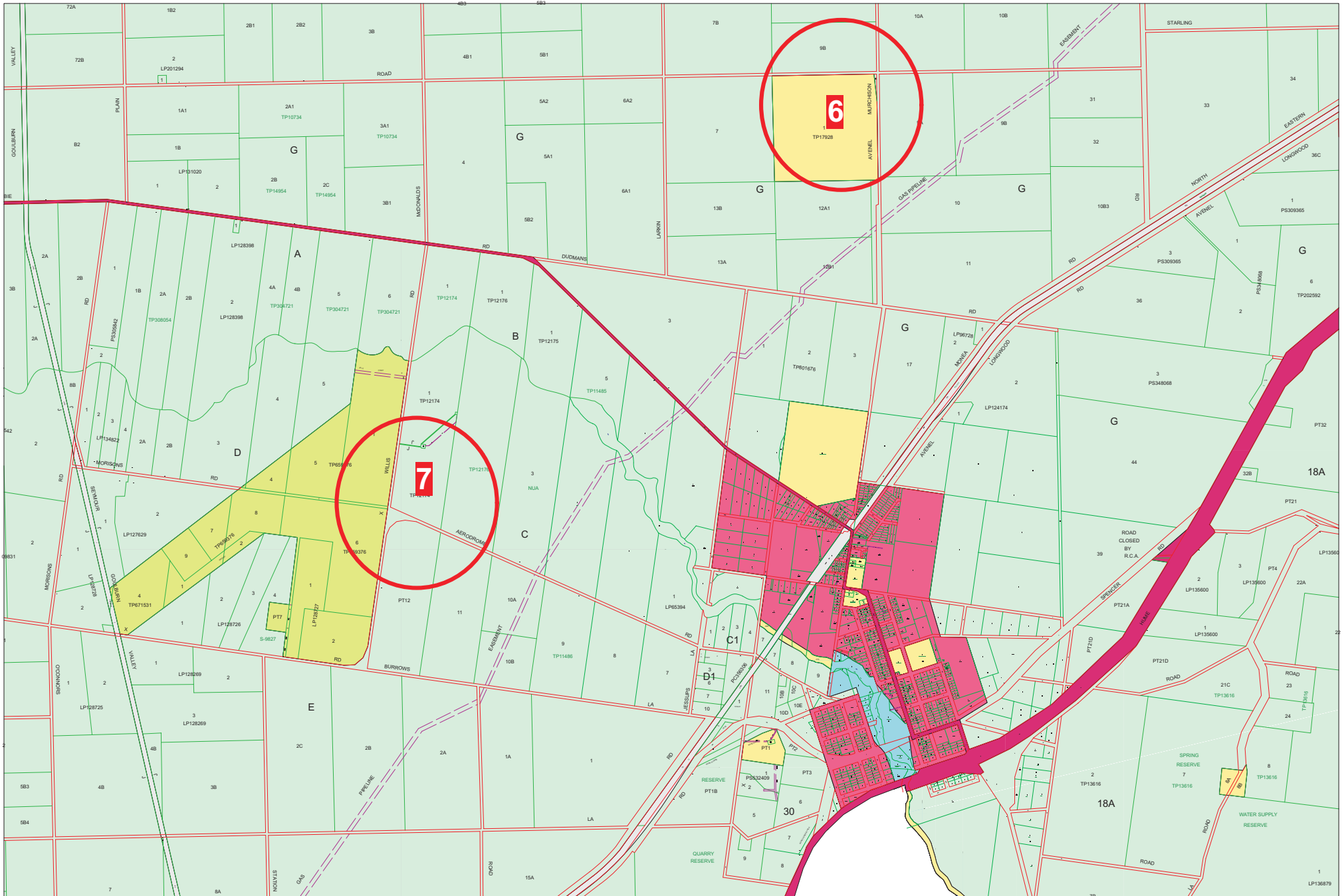
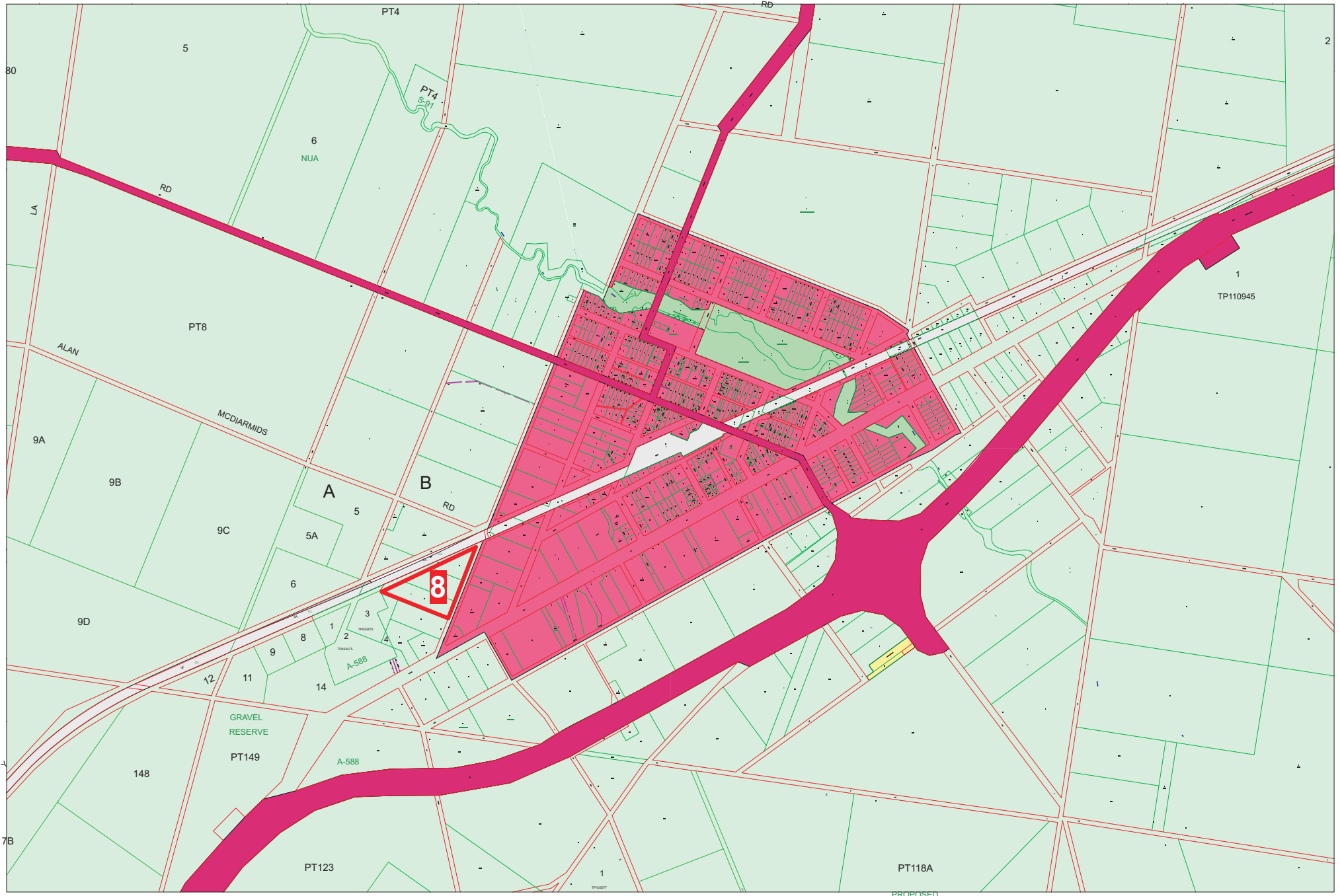


Figure 8: Opportunities for Industrial Expansion

Violet Town



5.2 Nagambie

Area 1

Area 1 as indicated in Figure 5 is to the east of the current industrial area. Table 4 summarises how this location ranks against the assessment criteria for industrial land.

Table 4 Area 1 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	2	Land does have a number of undulations through it.	10	25
Land adjoins or reinforces existing industrial areas	10	10	Land adjoins the only zoned industrial area in Nagambie	100	100
Land has direct access to major highway or freeway.	10	7	Land has direct access to major highway via a sealed road that runs through a residential area, however the road may have direct access to a proposed freeway bypass to the east of town.	70	100
Land does not conflict with residential growth areas	10	10	There is no planned residential growth to the east of town	100	100
Access to reticulated, water, sewer, electricity and gas	10	8	Land has access to reticulated water and sewer	80	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Land is approximately 13 hectares, which would provide suitable supply for	25	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land does not adjoin any residential urban areas. Land does not adjoin any dwellings; however one dwelling is located across Ballantynes Road.	100	100
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	5	Land is an extension of existing industrial area	25	25
Landowners who have been consulted are supportive	5	4	The landowner was contacted and expressed initial support for rezoning. Area 3, owned by the same landowner, was however noted to have less undulation than Area 1.	20	25
Total	70	61		530	600

Area 1 when compared with the assessment criteria received a weighted score of 530 out of 600.

Area 2

Area 2 as indicated in figure 5 is to the north of the current industrial area. Table 5 summarises how this location ranks against the assessment criteria for industrial land.

Table 5 Area 2 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible Score
Land has little or no undulation	5	3	Varied, does have minor undulation in some areas	15	25
Land adjoins or reinforces existing industrial areas	10	8	Land is opposite existing industrial area	80	100
Land has direct access to major highway or freeway.	10	7	Land has direct access to major highway via a sealed road that runs through a residential area, however the road may have direct access to a proposed freeway bypass to the east of town.	70	100
Landowners who have been consulted are supportive	5	N/A	N/A	0	25
Land does not conflict with residential growth areas	10	10	There is no planned residential growth to the east of town	100	100
Access to reticulated, water, sewer, electricity and gas	10	8	Land has access to reticulated water and sewer	80	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Land is approximately 13 hectares, which would provide suitable supply for	25	25
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	4	Land is opposite existing industrial area	20	25
Land has suitable buffers from residential areas for heavy industry use	10	5	Land does have a number of dwellings within.	50	100
Total	70	32		440	600

Area 2 when compared with the assessment criteria received a weighted score of 440 out of 600.

Area 3

Area 3 as indicated in figure 5 is to the east of the current industrial area. Table 6 summarises how this location ranks against the assessment criteria for industrial land.

Table 6 Area 3 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	5	Varied, does have minor undulation in some areas	25	25
Land adjoins or reinforces existing industrial areas	10	10	Land is adjacent to existing industrial area	100	100
Land has direct access to major highway or freeway.	10	8	An access road would be required to link the area with Ballantynes Road. This road provides direct access to major highway via a sealed road that runs through a residential area, however the road may have direct access to a proposed freeway bypass to the east of town.	80	100
Landowners who have been consulted are supportive	5	5	Landowner was consulted and expressed initial support for rezoning	25	25
Land does not conflict with residential growth areas	10	10	There is no planned residential growth to the east of town	100	100
Access to reticulated, water, sewer, electricity and gas	10	8	Land has access to reticulated water and sewer	80	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Land is approximately 13 hectares, which would provide suitable supply for	25	25
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	5	Land is an extension of existing industrial area	25	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land does not adjoin any residential urban areas. Land does not adjoin any dwellings; however one dwelling is located across Ballantynes Road.	100	100
Total	70	66		560	600

Area 3 when compared with the assessment criteria received a weighted score of 560 out of 600.

Summary

Areas 1 and 3 adjoin the existing industrial area in Nagambie. Area 1 has better access to Ballantynes Road, but is also in closer proximity to the residential dwellings across this road. Land is less undulating in area 3 and is supported by the property owner as preferred option for this reason.

5.3 Euroa

Area 4

Area 4 as indicated in figure 6 is to the north east of town. Table 7 summarises how this parcel ranks against the assessment criteria for industrial land.

Table 7 Area 4 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	4	Land is mostly flat.	20	25
Land adjoins or reinforces existing industrial areas	10	0	Land does not adjoin any existing industrial area.	0	100
Land has direct access to major highway or freeway.	10	7	Land is located on a service road to the Hume Freeway, and is close to an access point to the freeway.	70	100
Land does not conflict with residential growth areas	10	5	The land is close to an area designated for future Rural Residential growth.	50	100
Access to reticulated, water, sewer, electricity and gas	10	2	Land has access to reticulated water but not to a sewer	20	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Total land area is approximately 20 hectares, which would provide a suitable long term supply	25	25
Land has suitable buffers from residential areas for heavy industry use	10	7	Land is separated from residential areas, however a number of rural farm houses are in the vicinity	70	100
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	0	Land is out of town	0	25
Landowners who have been consulted are supportive	5	0	Land owners have not been consulted as this option is not a priority, given the assessment criteria	0	25
Total	70	30		255	600

Area 4 when compared with the assessment criteria received a weighted score of 255 out of 600.

Area 5

Area 5 as indicated in figure 6 is to the north east of town, it is separated from the township by the Hume Freeway. Table 8 summarises how this parcel ranks against the assessment criteria for industrial land.

Table 8 Area 5 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	5	Land is mostly flat, with some minor undulation.	20	25
Land adjoins or reinforces existing industrial areas	10	0	Land is separated from existing industrial areas.	0	100
Land has direct access to major highway or freeway.	10	10	Land has good access to Hume Freeway	100	100
Land does not conflict with residential growth areas	10	10	Land is separated from planned growth areas.	100	100
Access to reticulated, water, sewer, electricity and gas	10	10	Land will have access to services when the proposed freeway service centre is developed.	100	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Total land area is approximately 20+ hectares, which would provide a suitable long term supply	25	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land is separated from residential areas.	100	100
Land reinforces the town's urban area. I.e.: is an extension of or within the urban boundary of the town	5	0	Land is out of town	0	25
Landowners who have been consulted are supportive	5	5	Landowners are likely to be supportive of the proposal	25	25
Total	70	55		470	600

Area 5 when compared with the assessment criteria received a weighted score of 470 out of 600.

Summary

Land in Area 5 is located furthest from the township of the two areas reviewed and similarly to Area 4 it does not adjoin or reinforce any existing industrial area. Area 5 however is in proximity to the proposed freeway service centre and has excellent access directly to the Hume Freeway.

Based on the assessment criteria Area 5 presents the best attributes of the two locations for Industrial land. Area 5 has the following positive attributes suitable for industrial activity:

- Land is generally flat with little undulation;

- Land will be located in close proximity to sewer, water and electricity with the development of the proposed freeway service centre;
- Total land area would easily accommodate the projected requirement for industrial land;
- Land has direct access to the Hume Freeway;
- Land is not effected by flood overlays or inundation overlays;
- Land will not conflict with existing residential or planned future rural residential areas;
- Land will provide opportunity for larger industry and future supply beyond a 20 year timeframe.

5.4 Avenel

Area 6

Area 6 as indicated in figure 7 is to the north of town. Table 9 summarises how this parcel ranks against the assessment criteria for industrial land.

Table 9 Area 6 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	5	Has no undulation	25	25
Land adjoins or reinforces existing industrial areas	10	0	Land does not adjoin any existing industrial area.	0	100
Land has direct access to major highway or freeway.	10	2	Land has access to the Hume Freeway, however this is through the township of Avenel.	20	100
Land does not conflict with residential growth areas	10	10	Land is separated from planned growth areas.	100	100
Access to reticulated, water, sewer, electricity and gas	10	4	Land has no access to water, but does have access to a sewer	40	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Total land area is approximately 20+ hectares, which would provide a suitable long term supply	20	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land is well separated from residential areas.	100	100
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	0	Land is out of town	0	25
Landowners who have been consulted are supportive	5	0	Land owners have not been consulted as this option is not a priority, given the assessment criteria	0	25
Total	70	36		305	600

Area 6 when compared with the assessment criteria received a weighted score of 305 out of 600.

Area 7

Area 7 as indicated in figure 7 is to the west of the town. Table 10 summarises how this parcel ranks against the assessment criteria for industrial land.

Table 10 Area 7 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	5	Land has no undulation.	20	25
Land adjoins or reinforces existing industrial areas	10	0	Land is separated from existing industrial areas, however it is adjoins a planned commercial precinct.	0	100
Land has direct access to major highway or freeway.	10	6	Land has access to the Hume Freeway, via Shepparton Road	60	100
Land does not conflict with residential growth areas	10	10	Land is separated from planned growth areas.	100	100
Access to reticulated, water, sewer, electricity and gas	10	0	Land has no access to water or sewers	0	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Total land area is large enough to provide a suitable long term supply	25	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land is separated from residential areas.	100	100
Land reinforces the town's urban area. I.e: is an extension of or within the urban boundary of the town	5	0	Land is out of town	0	25
Landowners who have been consulted are supportive	5	0	Land owners have not been consulted as this option is not a priority, given the assessment criteria	5	25
Total	70	43		310	600

Area 7 when compared with the assessment criteria received a weighted score of 310 out of 600.

Summary

The two options for industrial land in Avenel are located a similar distance from the town. Each area is well separated from existing and planned residential areas. Area 6 has access to sewerage, but no reticulated water, and Area 7 has no access to reticulated services at all at this stage.

Neither area can be recommended for industrial rezoning as they both do not meet the criteria for industrial land effectively.

5.5 Violet Town

Area 8

Area 8 as indicated in figure 8 is on the south-western edge of the town. Table 11 summarises how this parcel ranks against the assessment criteria for industrial land.

Table 11 Area 8 – Ranking Against Industrial Land Assessment Criteria

Assessment Criteria	Weighting	Score	Discussion	Weighted Score	Possible score
Land has little or no undulation	5	5	The land has no undulation or fall	25	25
Land adjoins or reinforces existing industrial areas	10	8	Land adjoins a small collection of industrial uses, however there are no industrial zones in the township.	80	100
Land has direct access to major highway or freeway.	10	5	Land has access to the Hume Highway, however this is through the town	50	100
Land does not conflict with residential growth areas	10	10	Land is separated from planned growth areas.	100	100
Access to reticulated, water, sewer, electricity and gas	10	5	Land has access to water but not reticulated sewer. However the sewer can be extended to meet the industrial precinct.	50	100
Will provide 15 years supply based on current take up rates for industrial land	5	5	Total land area is approximately 5.4 hectares, which would provide a suitable long term supply	25	25
Land has suitable buffers from residential areas for heavy industry use	10	10	Land is separated from residential areas.	100	100
Land reinforces the town's urban area. I.e.: is an extension of or within the urban boundary of the town	5	0	Land is out of town	0	25
Landowners who have been consulted are supportive	5	3	Landowners were contacted, and most were unsure as to their stance on the possible rezoning. One landowner objected on the grounds of potentially higher rates. Overall the land appears to have little agricultural value.	15	25
Total	70	51		445	600

Area 8 when compared with the assessment criteria received a weighted score of 445 out of 600.

Summary

Area 8 has many positive attributes, most importantly its location alongside an existing industrial area. It is positioned away from existing and proposed residential areas, and is a large, flat parcel of land bordered by the North East Railway.

5.6 Conclusion

Nagambie presents the most suitable opportunities for industrial land expansion, with two locations adjoining the industrial precinct scoring highly against the assessment criteria. The area identified in Violet Town, also presents a strong case for industrial rezoning when compared against the assessment criteria.

One site in Euroa to the north east of town, buffered from the township's urban areas by the freeway should be considered for industrial purposes. This location presents a strong case for industrial purposes, as it is not in close proximity to residential areas and has excellent direct access to the Hume Freeway.

None of the sites analysed in Avenel have suitable characteristics for industrial rezoning, this is evident when we consider that both Violet Town and Nagambie have sites that are ranked at over 500 points against the assessment criteria, however sites in Avenel were ranked no greater than 400 points.

Based on this, we find that there are no suitable sites in Avenel for industrial rezoning, any industrial activity in the short term should be directed to Nagambie.

6. RECOMMENDATIONS

6.1 Nagambie

The structure of the Nagambie township, with all residential growth areas to the west of the North East Railway, provides excellent buffers for future industrial expansion surrounding the current industrial precinct. The land immediately south of the industrial precinct is the most suitable for industrial expansion.

It is recommended that an area of minimum 10 hectares be rezoned for industrial purposes in this location.

When compared against the assessment criteria for industrial land, the land has the following features:

- Has little undulation;
- Is adjacent to existing industrial area;
- An access road would be required to link the area with Ballantynes Road. This road provides direct access to major highway via a sealed road that runs through a residential area, however the road is likely to have direct access to a proposed freeway bypass to the east of town;
- Landowner was consulted and expressed initial support for rezoning;
- There is no planned residential growth to the east of town;
- Has access to reticulated water and sewer via the existing industrial area;
- Location would support 10+ hectares supply of industrial rezoning;
- Does not adjoin any residential urban areas, land does not adjoin any dwellings;

6.2 Euroa

Euroa Township is faced with a number of planning constraints in relation to the provision of industrial land, these include:

- The existing industrial precincts are in close proximity to residential land, with unsuitable buffers;
- There are a number of flood overlays throughout the township that may affect certain types of industrial activity (see Appendix E);
- Proposed rural residential land has reduced the option of extending the industrial precinct to the north west of town as well as areas to the south west of town (see Appendix D);

Of the two land parcels reviewed in this study one has presented characteristics suitable for industrial activity. This area has the following positive attributes for industrial activity:

- Land is generally flat with little undulation;

- Land will be located in close proximity to sewer, water and electricity with the development of the proposed freeway service centre;
- Total land area would easily accommodate the projected requirement for industrial land;
- Land has direct access to the Hume Freeway;
- Land is not effected by flood overlays or inundation overlays;
- Land will not conflict with existing residential or planned future rural residential areas;
- Land will provide opportunity for larger industry and future supply beyond a 20 year timeframe.

In order for this land to be developed for industrial activity it is envisaged that capital would need to be invested in servicing and road access into the site, possibly from the existing round-about. The area is large enough to accommodate a range of larger industrial uses. In particular the area would be suitable for storage and transport businesses.

6.3 Avenel

There is no suitable land for industrial rezoning within the Avenel Township. The core reason for this is due to the residential lot structure, with ad-hoc rural residential type allotments surrounding the township.

Two locations outside of the township boundary have been considered for industrial rezoning, one to the north of town, the other in the vicinity of the Mangalore airport.

There is no access to reticulated water to the north of town and no access to either reticulated water or sewer in the Mangalore precinct. The level of industrial activity in Avenel would be limited to only service industries at this stage.

Given that a Special Use Precinct is being assessed for the Avenel area, it is recommended that no rezoning take place as part of this study. Instead, it is recommended that an area suitable for light industrial land be included within the scope for the Special Use Precinct which services the Avenel Township.

Any short term industrial services required for Avenel should be directed towards the proposed Nagambie industrial area, which is less than 15 minutes from Avenel Township.

6.4 Violet Town

Violet Town has a number of ad-hoc industrial uses spread throughout the town. An area to the south west of town has been identified for industrial purposes. This land abuts some existing industrial uses to the south and the railway to the north. The area is approximately 5.4 hectares.

It is recommended that this land and the adjoining land with existing industrial uses be rezoned for industrial purposes.

The land has the following features suitable for industrial rezoning:

- Has no undulation or fall;
- Adjoins a small collection of industrial uses;
- Is separated from planned growth areas;
- Has access to water but not reticulated sewer. However the sewer can be extended to meet the industrial precinct;
- Total land area is approximately 5.4 hectares, which would provide a suitable long term supply;
- Land is separated from residential areas;
- Land does not have significant agricultural value.

APPENDICES

Appendix A.

INDUSTRIAL PRECINCTS AND USES

Euroa

The following table highlights industrial land uses in Euroa. The ID links to the maps on the following pages.

	2006		2007	
ID	Business Name/Type	Site Use	Business Name/Type	Site Use
1	Euroa Tiles	Construction	Euroa Tiles	Construction
2	Euroa Tiles	Construction	Euroa Tiles	Construction
3	Vacant		Vacant	
4	Vacant		Vacant	
5	Dwelling	Residential	Dwelling	Residential
6	New Mile Earthmoving	Construction	New Mile Earthmoving	Construction
7	Euroa Timber	Manufacturing	Euroa Timber	Manufacturing
8	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
9	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
10	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
11	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
12	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
13	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
14	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
15	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
16	Dwelling	Residential	Dwelling	Residential
17	Dwelling	Residential	Dwelling	Residential
18	Dwelling	Residential	Dwelling	Residential
19	Dwelling	Residential	Dwelling	Residential
20	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
21	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
22	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
23	Euroa Co-Op		Euroa Co-Op	
24	Council Depot	Storage	Council Depot	Storage

25	Council Depot	Storage	Council Depot	Storage
26	Council Depot	Storage	Council Depot	Storage
27	Sale Yards	Wholesale	Sale Yards	Wholesale
28	Sale Yards	Wholesale	Sale Yards	Wholesale
29	Sale Yards	Wholesale	Sale Yards	Wholesale
30	Dwelling	Residential	Dwelling	Residential
31	Sale yards	Wholesale	Sale yards	Wholesale
32	Sale yards	Wholesale	Sale yards	Wholesale
33	Vacant		Vacant	
34	Australian Aquaculture Products	Manufacturing	Australian Aquaculture Products	Manufacturing
35	Vacant		Vacant	
36	Self Storage	Storage	Self Storage	Storage
37	Dwelling	Residential	Dwelling (FOR SALE)	Residential
38	Hanson Batching Plant	Construction	Hanson Batching Plant	Construction
39	Hanson Batching Plant	Construction	Hanson Batching Plant	Construction
40	Hanson Batching Plant	Construction	Hanson Batching Plant	Construction
41	Hanson Batching Plant	Construction	Hanson Batching Plant	Construction
42	Vacant		Vacant	
43	SJB Excavations	Construction	SJB Excavations	Construction
44	Vacant		Unknown	Storage (NEW)
45	Euroa Painting Co	Construction	Euroa Painting Co	Construction
46	Euroa Painting Co	Construction	Euroa Painting Co	Construction
47	Euroa Truck Repairs	Personal and Business services	Euroa Truck Repairs	Personal and Business services
48	Vacant		Vacant	
49	Wool buyers	Wholesale	Wool buyers	Wholesale
50	Unknown		Unknown	
51	Truck Depot	Transport and Storage	Truck Depot	Transport and Storage
52	Truck Depot	Transport and Storage	Truck Depot	Transport and Storage
53	Unknown		Unknown	
54	Unknown		Unknown	
55	Bus Depot	Transport and Storage	Bus Depot	Transport and Storage

56	Bus Depot	Transport and Storage	Bus Depot	Transport and Storage
57	Vacant		Vacant	
58	Unknown		Unknown	
59	Truck Depot	Transport and Storage	Truck Depot	Transport and Storage
60	Fibres and Yarns	Manufacturing	Fibres and Yarns	Manufacturing
61	Fibres and Yarns	Manufacturing	Fibres and Yarns	Manufacturing
62	Cabinet Maker	Manufacturing	Cabinet Maker	Manufacturing
63	Dwelling		Dwelling	
64	Tesom Trims	Manufacturing	Tesom Trims	Manufacturing
65	Tesom Trims	Manufacturing	Tesom Trims	Manufacturing
66	Vacant		Vacant	
67	Dwelling	Residential	Dwelling	Residential
68	Mc Combe Transport	Transport and Storage	Mc Combe Transport	Transport and Storage
69	Don Newham Engineering	Manufacturing	Don Newham Engineering	Manufacturing
70	Brady and Kibble Transport	Transport and Storage	Brady and Kibble Transport	Transport and Storage
71	Glass and joinery	Manufacturing	Glass and joinery	Manufacturing

Use of industrial land in the town of Euroa has remained steady since the last investigation in 2006. The only new development has been the construction of a new storage building (ID # 44 above) on a previously vacant lot.

Insert Euroa Map 1

Insert Euroa Map 2

Nagambie Industrial Uses

The following table highlights industrial land uses in Nagambie. The ID links to the maps on the following pages.

	August 2005		January 2007	
ID	Business Name/Type	Site Use	Business Name/Type	Site Use
1	Nagambie Ute Wreckers	Personal and Business Services	Nagambie Ute Wreckers (FOR SALE)	Personal and Business Services
2	Boral concrete batching plant and plumbing	Construction	Boral concrete batching plant and plumbing	Construction
3	Wine storage	Storage	Wine storage	Storage
4	Wine storage	Storage	Wine storage	Storage
5	Vacant		Vacant	
6	Car repairs	Personal and Business Services	Car repairs	Personal and Business Services
7	Dwelling		Dwelling	
8	Garden Supplies	Construction	Garden Supplies	Construction
9	Garden Supplies	Construction	Garden Supplies	Construction
10	Vacant		Vacant	
11	Vacant		Vacant	
12	Vacant		Vacant	
13	Piketon Plumbing and Roofing	Construction	Piketon Plumbing and Roofing	Construction
14	Vacant		Unknown (Second-Hand Construction Supplies)	Construction
15	Starlet Communications	Construction	Unknown	Construction
16	John Sanderson Machinery	Storage	John Sanderson Machinery	Storage
17	Dwelling	residential	Dwelling	residential
18	Dwelling	residential	Dwelling	residential
19	Unknown	Unknown	Unknown	Storage
20	Dwelling	Residential	Dwelling	residential
21	outdoor storage	Storage	Outdoor storage	Storage
22	Nagambie Motor Wreckers	Personal and Business Services	Nagambie Motor Wreckers	Personal and Business Services
23	Red Shed Engineering	Manufacturing	Red Shed Engineering	Manufacturing
24	Vic Roads Depot	Storage	Vic Roads Depot	Storage
25	Comcons	Construction	Comcons	Construction
26	Dwelling	residential	Dwelling	residential
27	Repairs and equipment	Storage	Repairs and equipment	Storage
28	John Sanderson Machinery	Retail	John Sanderson Machinery	Retail

29	Incitec Pivot	Wholesale	Incitec Pivot	Wholesale
30	Vacant		Unknown	Storage
31	Vacant		Vacant	
32	Vacant - for lease		Unknown	Mechanic
33	Nagambie firewood	Retail	Nagambie firewood	Retail
34	Council Depot	Transport and Storage	Council Depot	Transport and Storage
35	Millers Transport	Transport and Storage	Millers Transport	Transport and Storage
36	Millers Transport	Transport and Storage	Millers Transport	Transport and Storage
37	Council Depot	Transport and Storage	Council Depot	Transport and Storage
38	Bus Depot	Transport and Storage	No longer there	

There have been some changes in industrial land use in Nagambie in the past year. 3 vacant sites have been developed for storage or construction purposes (ID #14, 30 & 32). The only other use change evident was the ceased operations of a bus depot (ID # 38).

Insert Nagambie map

Violet Town

The following table highlights industrial land uses in Violet Town. The ID links to the maps on the following pages.

	2006		2007	
ID	Business Name	Site Use	Business Name	Site Use
1	Strathbogie Floats	Manufacturing	Strathbogie Floats	Manufacturing
2	Compsread Engineering	Manufacturing	Compsread Engineering	Manufacturing
3	Violet Town Concrete Industries	Construction	Violet Town Concrete Industries	Construction
4	Karadi Designs	Manufacturing	Karadi Designs	Manufacturing
5	Opal Olive Oil	Manufacturing	Unknown (changed)	Manufacturing (walnuts)

Insert Violet Town Map

Avenel

The following table highlights industrial land uses in Avenel.

	2006		2007	
ID	Business Name/Type	Site Use	Business Name/Type	Site Use
1	Bus Depot	Transport	Bus Depot	Transport
2	Rubbish tip		Rubbish tip	
3	Joeballs canvas products	Manufacturing	Joeballs canvas products	Manufacturing

Appendix B.

SUBMISSION TO INDUSTRIAL LAND STUDY

Appendix C.

LOCATION OF POTABLE WATER AND RETICULATED SEWER

Nagmabie

Euroa

Avenel

Violet Town

Appendix D.

PROPOSED RURAL RESIDENTIAL AREAS

Appendix E.

SIGNIFICANT OVERLAYS