

SUPPLEMENTARY REVIEW

BEAUFORT AND AVOCA INDUSTRIAL LAND STRATEGY

Prepared for

The Pyrenees Shire Council

By

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1. INTRODUCTION

The *Beaufort and Avoca Industrial Land Strategy 2002* was prepared for the Pyrenees Shire Council by Network Planning Consultants Pty Ltd and Essential Economics Pty Ltd. The principal objective of the Strategy was to identify the requirements and locations for industrial land in the two towns over the period 2001 to 2015.

The Strategy indicated that industrial land requirements to 2015 would be approximately 6 ha, comprising approximately 3 ha in each of the towns. This estimated land requirement was based on consideration of industrial land trends over the period 1995 to 2001 in each township, and the outlook for new or expanded industrial activities. The Strategy also identified industrial areas for priority attention (Section 9.4, p40-43), and priority actions to be undertaken by Council (Section 9.6, p44-47).

Since the completion of the Strategy, Council has been proactive, and has successfully attracted new industry to the Shire. In addition, Council is currently (2005) planning the expansion of its industrial estates in each of the two towns. The industrial estate in Avoca has already sold 5 out of 7 lots, and in the Beaufort case there is market interest in the yet to be subdivided new industrial estate. All of this industrial activity is occurring in the priority areas outlined in the Strategy.

Given the change in the industrial land situation over such a short period, it is appropriate that Council update the *Beaufort and Avoca Industrial Land Strategy*. This supplementary report updates the Strategy and should be read in conjunction with the Strategy.

This report provides recommendations to Council in respect to industrial land requirements in the two towns, and is based on consideration of the following aspects:

- recent and current population and labour force trends;
- recent and current industrial land activity;
- future industrial demand factors;
- future industrial land requirements; and
- potential industrial land requirements and sites in Beaufort and Avoca.

2. POPULATION AND LABOUR FORCE TRENDS

This section provides an overview of population and labour force trends in Beaufort and Avoca as a basis for the subsequent assessment of industrial land requirements.

2.1 Population Trends

The 2002 Strategy indicated a slow decline in population numbers in the two towns over recent years, and it is evident from ABS estimates and consultant forecasts that this slow decline continues to the present time.

For Beaufort, ABS data shows that in 2003 the estimated resident population of the town totalled 1,050 persons, and this compares with 1,060 persons in 2001. Although there has been a net increase in the number of dwellings in the town (Council data shows a net increase of 14 dwellings in the period 2001 – 2005), the trend for a declining dwelling occupancy rate (as recorded in the ABS Population and Housing Census) results in the net effect showing a slight decline in total resident population numbers.

For Avoca, there is a similar trend for a slow decline in resident population numbers. ABS data shows 1,020 residents in 2003, declining from 1,040 residents in 2001.

In order to identify the likely population levels in 2005, broad estimates - based on official ABS data for the period 2001 to 2003 and applying average annual growth rates - are provided in Table 1.

Table 1: Estimated Resident Population, Beaufort and Avoca, 2001-2005

Town	2001	2003	2005	Average Annual Rate of Change
Beaufort	1,060	1,050	1,040	-0.5% pa
Avoca	1,040	1,020	1,000	-1.0% pa

Note: ABS data for 2001 and 2003; Estimates for 2005 by Essential Economics

Although official figures are not available, it is likely that there has been a further, but very marginal, decline in population numbers since 2003, and this is indicated in the above estimates showing an average decline equivalent to approximately 5 persons pa in Beaufort and 10 persons pa in Avoca.

The trend for a declining dwelling occupancy rate is universal, and reflects numerous underlying demographic, social and economic trends, such as smaller family size, single parents, and lone households.

Table 2 provides a summary of these trends for the ABS census years 1981 to 2001. Over this 20 year period, total population in the two towns, combined, declined by 302 persons (net), while the number of private dwellings increased by 86 units. Over this period, the average dwelling occupancy rate (the two towns combined) declined from 2.92 persons to 2.31 persons in occupied private dwellings.

Table 2: Trends in Population and Dwellings, Beaufort and Avoca, 1981 – 2001

	Beaufort 1981	Beaufort 2001	Avoca 1981	Avoca 2001	CHANGE Total, 1981 - 2001
Population	1,214	987	1,032	957	-302
Occupied Private Dwellings	426	432	342	408	+172
Occupancy Rate	2.85	2.28	3.02	2.35	-
Total Private Dwellings (Incl. Un-occupied)	472	499	394	453	+86

Source:

ABS Population and Housing census, 1981 and 2001

Note:

data are Census counts, i.e. unadjusted for under-enumeration

On the positive side, there is continuing growth in dwelling numbers in both Beaufort and Avoca, and this is important in highlighting growth opportunities in the towns. For example, the increase in new dwellings each year means new investment in the towns, and - as there is a net increase in total dwellings - the figures therefore indicate that new families/individuals are establishing in Beaufort and Avoca, bringing new demands for a wide range of goods and services and providing labour, skills and investment to support new and expanded activities in the towns and surrounding districts.

2.2 Labour Force Trends

In 2001, Beaufort had a labour force totalling 350 persons. For Avoca the figure was 360 persons (rounded figures).

With a marginal decline in population numbers in these towns in the period 2001 to 2005 (refer Table 1), combined with socio-economic changes such as an aging population, there is likely to have been a marginal decline in labour force numbers to 2005.

In regard to the aging population, for example, the ABS Census shows that the share of Shire residents aged 60-yrs plus has increased from 20% in 1996 to approximately 23% in 2001. This trend is likely to have continued since that time, and will have the effect of reducing the size of the resident labour force. Official figures show that on a Shire-wide basis the labour force has declined from approximately 3,460 persons in the September Quarter 2001, to approximately 2,940 persons in the September Quarter 2004.

A matter of real concern is that from a Shire-wide perspective, unemployment is increasing. Thus, in September 2001 the Shire's unemployment rate was 6.6%, and in September 2004 this share increased to 8.8%. Over this period the regional Victorian unemployment rate declined from 6.8% to 6.4%.

There is a particular need to ensure that Beaufort and Avoca (and the Shire, generally) are suitably placed to accommodate new and expanded development opportunities that can help to meet local labour requirements. This is the context in which it is important to identify existing and likely future requirements for industrial land in the two towns.

2.3 Conclusion

Like many small towns in Victoria (and universally), Beaufort and Avoca have been experiencing a slow decline in population numbers over the years, and there are a number of demographic and socio-economic reasons to help explain this trend. Importantly, a lack of employment opportunities is one factor to explain a loss of residents from small towns. In

Pyrenees Shire, the unemployment rate has increased at a time when the average unemployment rate for Victoria has been declining.

However, there is a strong likelihood that this trend in the Shire can be reversed where further economic activities can be attracted to the towns, thus providing employment opportunities that will help to retain existing residents and attract new ones.

For these reasons, it is important that Council continues to be pro-active in attracting businesses to the Shire, thus helping to generate additional employment opportunities and also contributing to the prospect for growth in township population levels. An increase in resident population and labour force numbers also provides spin-off benefits associated with the spending of wages, increased skill base in the area, construction of dwellings, and so on.

3 FUTURE INDUSTRIAL DEMAND FACTORS

This section describes a number of factors which influence the demand for industrial land in Beaufort and Avoca.

- ***Availability of zoned industrial land at an affordable price for small industries***

It is evident from the high take-up rate in the new industrial subdivision in Avoca (five of seven lots have already sold) and the level of interest in industrial subdivision opportunities in Beaufort, that there is a latent demand for small industrial lots in the Shire. Prior to these initiatives from Council, there were only limited opportunities for small industries and associated businesses to establish in the Shire.

- ***Availability of zoned industrial land at an affordable price for medium to large industries***

There are only limited opportunities at present for medium or larger sized businesses to locate on industrial land in the Shire. The remaining quality serviced industrial lots, which could accommodate medium to large industry, have recently been occupied (or are planned to be occupied in the near future). It is recommended that further land be set aside to cater for such industries and to allow for an element of choice in the market. If this is not achieved, industries would be expected to bypass the Pyrenees Shire and seek opportunities to establish their businesses in other towns and cities.

- ***Continuing promotion of the township as an industrial location***

Council has been instrumental in attracting business to the Shire in recent times, as well as planning new industrial estates in both Beaufort and Avoca. Continuing Council support for these townships as industrial locations can be expected to strongly influence in a positive way the ability of Avoca and Beaufort townships to attract new and expanding industry.

- ***Growth in the Pyrenees Wine Region***

The Pyrenees continues to grow as a wine region, as indicated by the following developments:

- The area under vines in 2001 was estimated at 947 ha for the Pyrenees wine region, and this is forecast to expand to 963 ha by 2003, with further growth forecast to reach 1,105 ha in 2011. This represents an increase of 17% over the period to 2011. (*"Pyrenees/Grampians Wine Industry Study Report," Kronos Corporate Pty Ltd, 2002*).
- Grape production used for winemaking in the Pyrenees is forecast to increase from approximately 3,380 tonnes in 2001 to approximately 5,340 tonnes in 2011 – a growth of 58% (*Kronos, 2003*).
- Over the past three years the number of cellar doors in the Shire has doubled from 10 to 20 (*Shire of Pyrenees*).

As indicated in the Industrial Land Strategy there will be spin-off effects for industry in the Shire, particularly in Avoca as a result of the growing wine industry. These spin-offs have already been experienced in the new industrial subdivision, with a wine storage business proposing to locate on two lots. There are other potential spin-off effects in addition to storage and distribution, such as production and maintenance of winery machinery and equipment.

4. REVIEW OF INDUSTRIAL LAND IN BEAUFORT

This section reviews the level of industrial activity in Beaufort since the Strategy was prepared, and assesses future industrial land requirements, including identification of potential locations for new industry in the town.

The discussion in this section of the report is assisted by the following illustrations/plans (attached at the rear), namely:

Figure 1 – Aerial photograph with superimposed cadastral base of the existing industrial precinct and environs to the east of Beaufort.

Figure 2 – Existing zoning plan for the industrial precinct and environs to the east of Beaufort.

Figure 3 – Services and topography plan for the industrial precinct and environs to the east of Beaufort.

4.1 Recent Industrial Land Activity

Since the Strategy was released in 2002, Beaufort has witnessed significant activity in the local industry scene. The Strategy identified four areas to accommodate new industrial activity in Beaufort, comprising two areas of high priority and two areas of low priority in development terms. Industrial activity which has occurred in these areas since the Strategy was developed is described in the following paragraphs:

- **High Priority Area 1**

Located with frontage to the Western Highway, this area includes two parcels of land covering approximately 1 ha. Both parcels of land were vacant until May 2004 when Unwin Wines moved onto the site from Ararat. Wine production, bottling and cellar door sales are all undertaken in the one building at present, but there are plans to construct another building on the site. Unwin Wines employs 4 full-time and 2 part-time employees in Beaufort.

- **High Priority Area 2**

Located to the north of Racecourse Road and south of the railway, the land is dissected by a drainage reserve and covers approximately 7.2 ha. This land was vacant in 2001.

Epping Timber established operations on the land to the west of the drainage reserve approximately 2 years ago, and currently employs approximately 20 full-time employees.

The land to the east of the drainage reserve has recently been sold, with the owner proposing to develop self-storage sheds and a number of factoryettes.

- **Low Priority Area 3**

Located on undeveloped land to the south of Racecourse Road and which abuts Murchison Street, this area covers approximately 5.1 ha and is currently vacant. Council owns the site and plans to undertake an expansion to its existing industrial estate comprising 12 lots. The majority of lots are planned to be in the range of (approximately) 1,500m² to 3,650m², although one large lot of approximately 8,500m² is planned.

Council does not plan to make a profit out the development of the estate, but is using the attraction of relatively cheap industrial land (approximately \$20,000 to \$25,000 per lot) as a means of attracting industry to Beaufort. Currently, Council has received interest from one business that plans to establish a contractor depot/storage facility.

- **Low Priority Area 4**

Located to the north of the railway line and abutting the Lexton Road and High Street, this vacant land covers an area of approximately 12.9 ha. This land is generally low - lying and subject to significant drainage problems. It also has a sensitive interface with

residential uses on the north – western side of Lexton Road and in High Street. McVilley's Timber operates a timber peeling plant adjacent to this land.

Other recent industrial activity in Beaufort is described in the following paragraphs.

- **Closure of Lyco Factory**

Lyco manufactured farming machinery and equipment and employed approximately 30 people. However, the Beaufort operations are relocating to the firm's Ballarat factory. The Beaufort site has been on the market for approximately 12 months, and has apparently received little interest from prospective industry.

There has been some interest to convert the site into an aged care/retirement village in order to take advantage of the site's close proximity to the lake and other community facilities such as the golf course, recreational oval, tennis courts, etc. This site has no interaction with other industries, is un-serviced, is located beyond the sewerage district, and has interface issues regarding emissions into the Beaufort Reservoir. Consideration should be given to rezoning this land to allow for an alternative and more appropriate use.

- **Lovell's Sawmill to McVilley's Timber**

The sawmill located on the Western Highway at the eastern entrance to Beaufort has changed ownership since 2001 from Lovell's sawmill to McVilley's Timber. McVilley's also operate a timber peeling plant in the area defined in the Strategy and above in Low Priority Area 4.

In summary, Council has been pro-active in attracting industry to Beaufort, including the planned expansion of its existing industrial estate. This planned development builds on recent new developments in the town's industry sector, including the establishment of Unwin Wines (employing 4 full-time and 2 part-time employees) and the establishment of Epping Timber (employing 20 full-time employees).

4.2 Recent Industrial Land Take-up and industrial Land Requirements

Over the three year period since the Strategy was prepared, industrial land take-up in Beaufort amounted to approximately 7.5 ha (representing an average take-up of 2.5 ha per annum). In terms of lot size, this development has involved only medium to large industrial lots (1 ha to 6.5 ha) including approximately 1.0 ha at Unwin Wines and approximately 6.5 ha at Epping Timber. In addition, approximately 6 ha has been made available to the market due to the closure of the Lyco manufacturing plant.

The attraction and loss of these medium to large scale industries to a town like Beaufort are more infrequent in nature than the movement in smaller service-related industries. Beaufort has been able to attract both Epping Timber and Unwin Wines in recent years because there have been appropriate sites available for these businesses. Currently, there are no such sites available that are ready for development in Beaufort; as a result, prospective businesses are forced to look elsewhere.

In view of the restraints associated with the balance of industrial zoned land in Beaufort (outlined in section 4.3, following) it is unlikely that medium to large industries will be able to be attracted to Beaufort in the near future. The existing Racecourse Road industrial area is tightly constrained, and has Low Density Residential zoned land to east. Moreover, Residential 1 zoned land to the south and low-lying land to the north of the railway line poses further constraints to future development opportunities. The challenge is therefore to find suitable attractive industrial land for prospective medium to large industries in Beaufort.

In terms of smaller industries, at present there are only limited opportunities to set up operations in Beaufort. However, Council is planning a 12-lot industrial subdivision on a 5.1 ha parcel of land, and a private owner has recently purchased land on the northern side of Racecourse Road covering approximately 0.7 ha and is planning to develop a number of factoryettes for small businesses. As there have only been limited opportunities for smaller

industries to set-up in Beaufort in recent time, it is likely that there is a level of latent demand for developable industrial lots once the lots are released to the market (and this experience would be similar to Avoca's recent industrial subdivision). There has already been one enquiry regarding a lot on the Council-planned industrial subdivision.

In total, there is approximately 5.8 ha of land in the Racecourse Road area which is planned for either industrial subdivision into lots for smaller industries, or planned for factoryettes. It is likely this will provide an ample amount of land to cater for the demand for small industrial lots until 2015.

4.3 Potential Industrial Land

In view of the constraints on industrial zoned land in Beaufort, it is difficult to identify future industrial land for prospective medium to large industries. Options include the following:

- ***Land to the north of the railway line and south of the Beaufort-Lexton Road***

This land is currently zoned Industrial 1. Approximately 50% of the area is currently committed for use as a log peeling plant and extensive storage yard for green pine logs. This use is likely to continue for as long as there is a timber treatment works nearby on the south-side of the Western Highway. The remainder of the industrially zoned area has significant constraints to development due to flooding problems and also proximity to sensitive residential uses. Thus, for the foreseeable future this area does not offer any potential for further industrial development, and it is likely that the undeveloped portion of this area will need to be reverted to an Urban Floodway Zone so as to recognise the serious development constraints that afflict it.

- ***Rural Zoned Land bounded by Beaufort-Lexton Road and Racecourse Road***

This land is located west of Murchison Street and comprises the former Beaufort Common. It is currently in a run-down condition and is partially occupied by a sewerage treatment works, a waste recycling station, and a gun club. The sewerage treatment works is planned to be closed down in the short term. This whole area is also low lying and discharges further to the east into Yam Holes Creek (and ultimately into Mt Emu Creek). Given these factors, this area has serious development constraints and cannot be considered realistically as a candidate for future industrial use.

- ***Former Lyco site***

This site is currently zoned Industrial 1. It has an undulating (and in part relatively steep) topography which poses limitations in terms of the site's suitability for further industrial development. The existing Lyco factory is already in an elevated position and has no ability to be extended.

This site was not zoned industrial as the outcome of any considered planning strategy. Instead, it was developed for industrial purposes by default – as an extension to a rural industry which was established some years ago by its current owner. The industrial zoning was applied to the land some time later when the former Ripon Planning Scheme was being prepared (as recognition of an existing land use commitment).

- ***Pine plantation land***

This is an area of approximately 5.4 hectares on the eastern edge of the state school pine plantation (abutting Murchison Street South). The land is zoned PUZ2 (Education) but has been cleared of trees and is now owned by McVilly Timber. It is particularly used as a storage yard for treated timber products. The land offers realistic potential for further industrial development, in view of its topography,

accessibility, servicing capability and separation from sensitive land uses. A substantial area at the southern end of the land is under-utilised and could probably be made available as part of a rationalisation of the McVilley timber operation.

The land has the advantage of being able to be accessed directly from the Western Highway via a partially constructed Government Road (which would obviously have to be substantially upgraded).

Recommendations regarding Beaufort's industrial land are outlined in Section 6 of this report.

5. REVIEW OF INDUSTRIAL LAND IN AVOCA

This section reviews industrial activity in Avoca since the Strategy was prepared, and assesses the future industrial land requirements, including identification of potential locations for new industry.

The discussion in this section of the report is assisted by the following illustrations/plans (attached at the rear), namely:

Figure 5 – Aerial photograph with superimposed cadastral base of the existing industrial precinct and environs to the north of Avoca.

Figure 6 – Existing zoning plan for the industrial precinct and environs to the north of Avoca.

Figure 7 – Services and topography plan for the industrial precinct and environs to the north of Avoca.

5.1 Recent Industrial Land Activity

Council has been the driving force behind the change in the industrial landscape in Avoca since the Strategy was prepared. The Strategy identified three priority areas (two of high priority and one of low priority) to accommodate new industry in Avoca. The following paragraphs describe the recent industrial activity which has occurred in these areas.

- **High Priority Area 1**

This area of approximately 2.6 ha is located at the corner of Rowe and Monier Streets. In 2001 the area was occupied by Rocla for storage and distribution. Since the Strategy was prepared, Council has purchased the site and now leases a proportion of the land back to Rocla for storage. The balance of the land is soon to be occupied by Holland Transport, a distribution company employing approximately 16 persons.

- **High Priority Area 2**

This land located to the east of High Priority Area 1 and covers approximately 2.2 ha. In 2001 the land was vacant and owned by Council. Since that time, Council has subdivided the site into seven industrial lots ranging from 1,340m² to 4,050m². Council has recently sold five of the seven lots, and the following industrial activities will be accommodated on this site in the near future:

- scrap metal depot;
- wines storage;
- electrician; and
- self storage.

Council has not sought to make a profit through the sale of the land, choosing instead to offer low cost industrial land as an incentive for firms to set up business in Avoca.

- **Low Priority Area 3**

The vacant area immediately north of the Council Depot (now zoned industrial) is owned by the Crown and has now been found to have high biodiversity conservation values. DSE has therefore informed Council that the land should not be considered for future urban use. The area of rural land to the east of Manzanillo Lane will therefore have a sensitive interface with extensive bushland that is now earmarked for conservation – and on its own could not be considered as a suitable candidate for future industrial use. The reality, therefore, is that the Council Depot should be treated as an isolated industrial use

and should not be viewed as a nucleus for the establishment of a new industrial precinct on the southern edge of the town.

In summary, Council has been pro-active in acquiring land for industrial subdivision and this has been successful in terms of attracting businesses to Avoca. These businesses include four new small firms which will start operations in the new industrial subdivision in the near future, as well as Holland Transport.

5.2 Recent Industrial Land Take-up and Industrial Land Requirements

Over the three year period since the Strategy was prepared, industrial land take-up in Avoca has amounted to approximately 3.3 ha, or an average of 1.1 ha a year. This take-up includes:

- the 5 small industrial lots in the new industrial subdivision that have been sold, which amounts to approximately 1.3 ha; and
- Holland Transport which have committed to the former Rocla site of approximately 2 ha.

If this level of industrial land take-up was to continue until 2015 (another 10 years) the amount of industrial land required would be 11.1 ha. Taking into account the 2 lots consisting of approximately 0.6 ha which are available in the new industrial subdivision, the amount of new industrial land required would be approximately 10.5 ha. In total, after providing for an allowance of an additional 15% for access, landscaping, etc, the amount of additional industrial land required to meet demand until 2015 based on recent take-up rates is estimated at approximately 12 ha. Table 3 below shows these calculations, noting that this forecast is provided only to indicate an order of magnitude to potential industrial land requirements to 2015.

Table 3: Forecast Industrial Land Requirements in Avoca to 2015 Based on Recent Take-up Rates

Category	Value
<u>Recent Industrial Land Take-up</u>	
Industrial Land Sold in New Industrial Subdivision	1.3 ha
Holland Transport	2.0 ha
Total Industrial Land Take-up, 2002-2004 (inclusive)	3.3 ha
<u>Average Annual Industrial Land Take-up</u>	1.1 ha
Industrial Land Required, 2005-2015 (10 years)	11.1 ha
Land Available in New Industrial Subdivision	0.6 ha
New Industrial Land Required	10.5 ha
Total Land Required (including land for access, landscaping, etc @15%)	12.0 ha

Source: Essential Economics Pty Ltd

Prior to 2002, quality serviced industrial land was scarce in Avoca. Since 2002, the industrial market has reacted with renewed enthusiasm due to the new industrial subdivision and the rationalisation of the Rocla site. Thus, recent demand for industrial land includes a level of latent demand (or 'pent-up demand') which is not easily measured in terms of volume or the duration during which this demand may continue.

Therefore, based on the recent take-up rates and having regard for latent demand for industrial land, it would be prudent to plan for an additional 8 to 10 ha of quality serviced industrial land over the period to 2015. This amount of land will allow for a level of choice in the market place and should cater for varying sizes of industrial lots, ranging from smaller lots such as those in the new industrial subdivision, to lots of up to 2 ha which could cater for industries requiring larger lots (as Holland Transport example). Recent industrial activity in Avoca has shown there to be a demand for lots of varying sizes.

If this level of industrial land demand continues at the current rate, it would be appropriate for Council not to constrain the existing industrial area in the Rowe Street precinct.

5.3 Potential Future Industrial Land

The best location for new industrial land would be in close proximity to the existing industrial area in the Rowe Street precinct, so as to continue to build towards an integrated industrial estate. Industrial land in this precinct has potential to be attractive to prospective businesses as:

- the land is easily serviced; and
- it will allow existing and future industries in the area to create synergies with each other.

The land surrounding the Council depot to the south of the Avoca township does not exhibit the above characteristics and therefore is not the preferred location for new industry.

The parcel of land located on the north side of Rowe Street directly opposite the existing industrial estate covers a total area of approximately 6.8 ha and could accommodate, in round terms, a large part of the expected demand for industrial land in Avoca until 2015. This land is currently in rural use and has a potential to yield upwards of 25 industrial lots ranging from approximately 1600m² to 6,700m². The area can be provided with all necessary urban services and can be directly accessed from Rowe Street, which has recently been reconstructed and upgraded by Council in conjunction with the recent extension to the industrial estate east of the former Rocla site. If the area further to the north again were to be earmarked for longer term industrial development, then the industrial subdivision that is now being designed (adjacent to Rowe Street) should be arranged in a way that can accommodate a further northerly extension.

Land to the east of the new industrial subdivision covers approximately 1 ha and is currently zoned industrial, although there is a residential dwelling on the site. In the current Industrial Land Strategy (Figure 9A), this land is earmarked for rezoning to Rural Living. The situation regarding this land remains unchanged and it is unlikely that it will become available for industrial use. It should therefore be removed from the industrial land inventory of the town.

Recommendations regarding Avoca's industrial land are outlined in Section 6, following.

6. RECOMMENDATIONS

Having regard to this update of the Industrial Strategy, the following recommendations are made:

Beaufort

- Recommendation 1: The possibility of any future industrial expansion taking place on the land between the railway line and Lexton Road should no longer be considered given the development constraints which apply to the land.
- Recommendation 2: The existing timber processing plant operations between Lexton Road and the railway line are an appropriate use of the land now committed, but should be consolidated on that land. The remaining land in the Industrial Zone should be considered for rezoning to an Urban Floodway Zone which will recognise the very real development constraints which apply to the land, as well as offering the opportunity for a substantial environmental/amenity buffer to be established between industrial uses and residential uses on the north-western side of Lexton Road. Should the timber processing plant close-down, then this land could be considered as a suitable candidate for alternative industrial use, accessed from the south via Racecourse Road. As part of this zoning rationalization, the Beaufort Common should be included in an Public Park and Recreation Zone – to recognize its lack of suitability for future urban use (ie: industrial or residential) and to help reinforce the environmental buffer which now exists between the industrial precinct and residential uses in Lexton Road.
- Recommendation 3: The former pine plantation land adjacent to Murchison Street South should be considered as a candidate for future industrial development as it offers the only realistic option in the short to medium term for industrial expansion in the township. This land should therefore be rezoned to Industrial.
- Recommendation 4: The former Lyco site was zoned Industrial by default and is not considered to be suitable as a nucleus for further industrial development in this locality. The land has no intrinsic qualities to make it suitable for industrial uses. It does not have adequate services. It has significant drainage and environmental constraints and also visually it has a very sensitive interface with major recreational uses nearby (including the Beaufort Lake and associated parklands and the Beaufort Golf Course). This land should be considered for rezoning, to provide for a suitable non-industrial use.

Avoca

- Recommendation 5: Continue investigations regarding the creation of new industrial land to the north of Rowe Street, with the view of supplying industrial lots of varying lot sizes.
- Recommendation 6: Council should be mindful that the demand for industrial land in Avoca may continue at a strong rate given future implications of the growth in the Pyrenees wine region, and the unknown extent of the latent industrial land demand in Avoca. Council should therefore

- identify land for potential long term industrial development, namely land to the north of the parcel of land which abuts Rowe Street to the north.
- Recommendation 7: The property immediately east of Council's industrial estate (south side of Rowe Street) should be rezoned from Industrial 1 to Rural Living.
- Recommendation 8: Industrial planning initiatives for Avoca South (Figure 9b of the current Industrial Land Strategy) should be reversed, so that:
- The existing Council depot is retained in a suitable Public Use Zone.
 - The area to the immediate north of the depot, west of Manzanillo Lane should be included in a Public Conservation and and Resource Zone.
 - The area east of the depot (on the opposite side of Manzanillo Lane) should be retained in a Rural Zone.

(refer also Figures 4 and 8 for recommended zoning changes to the relevant industrial precincts)

General

- Recommendation 9: Council is encouraged to continue its proactive approach to attracting industry to the Shire. This approach has proved highly successful in the past three years.
- Recommendation 10: Actions 6 to 10 (p46-47) of the current Strategy are still encouraged.

7. CONCLUSIONS

It is of real significance that both Avoca and Beaufort have been able to attract substantial industrial investment over the past three years, and that there is evidence of continuing demand for serviced lots, for both small and medium sized industrial developments.

The Council's direct involvement in producing cost-competitive industrial land and inducing new industries to establish in both towns is to be commended.

There is clear evidence that a need exists for additional land to be secured in both towns, to accommodate expected industrial growth over the next decade. This review has identified areas which should be secured for this purpose and rezoned appropriately.

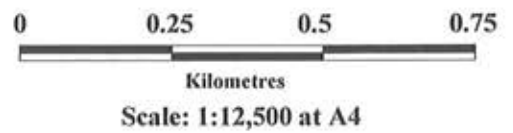
This review has also examined areas which were thought (when the Industrial Land Strategy was being prepared) to have a potential for longer term industrial development. Some of these areas have been found to be no longer suitable for this purpose, and they should now be considered for appropriate alternative zoning.

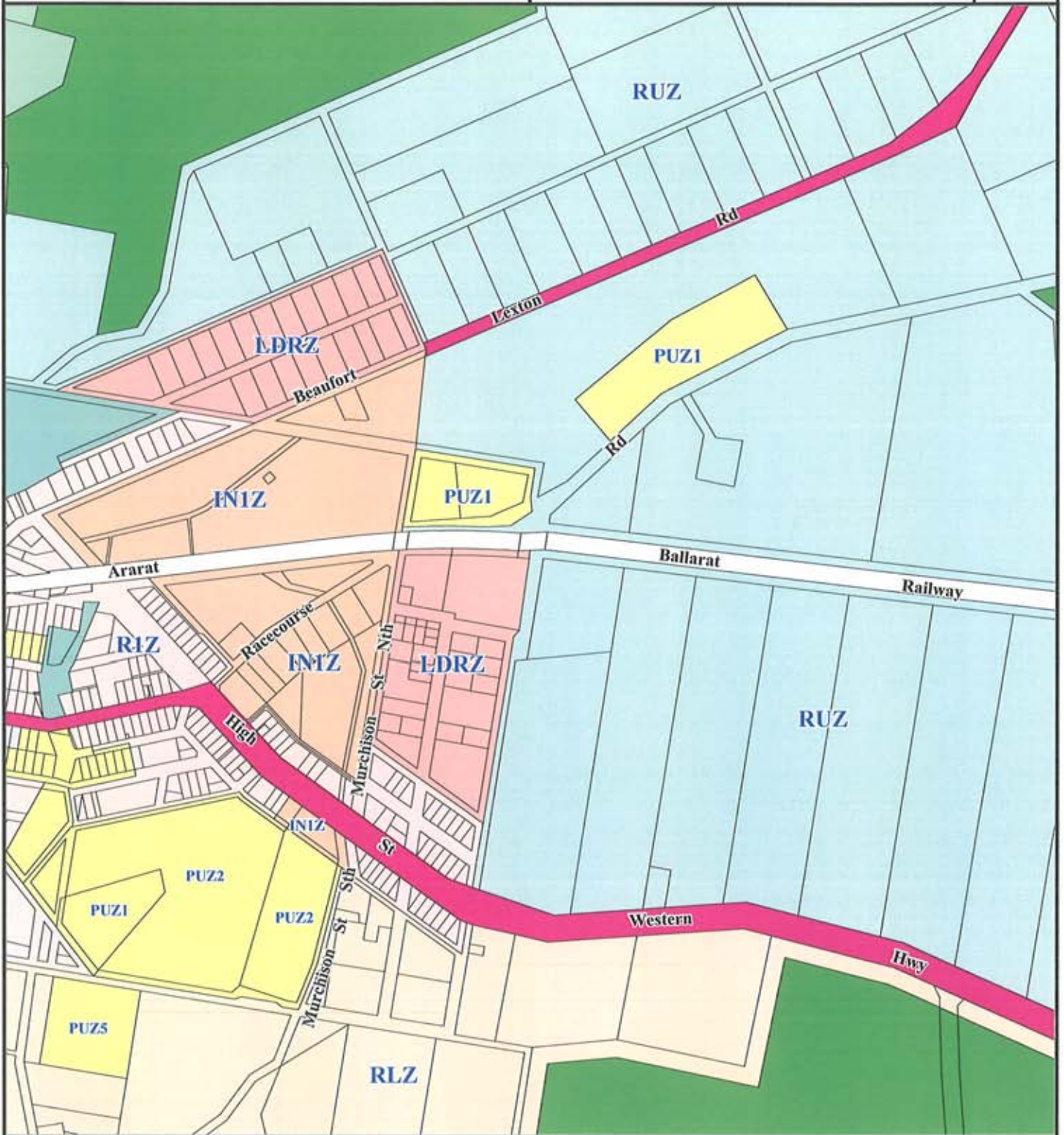
Figures 4 and 8 in this report outline the zoning adjustments which should be made to the established industrial precincts of Avoca and Beaufort.



Legend :

- Cadastral Boundary Line
- Aerial Photography October 2003





Legend :

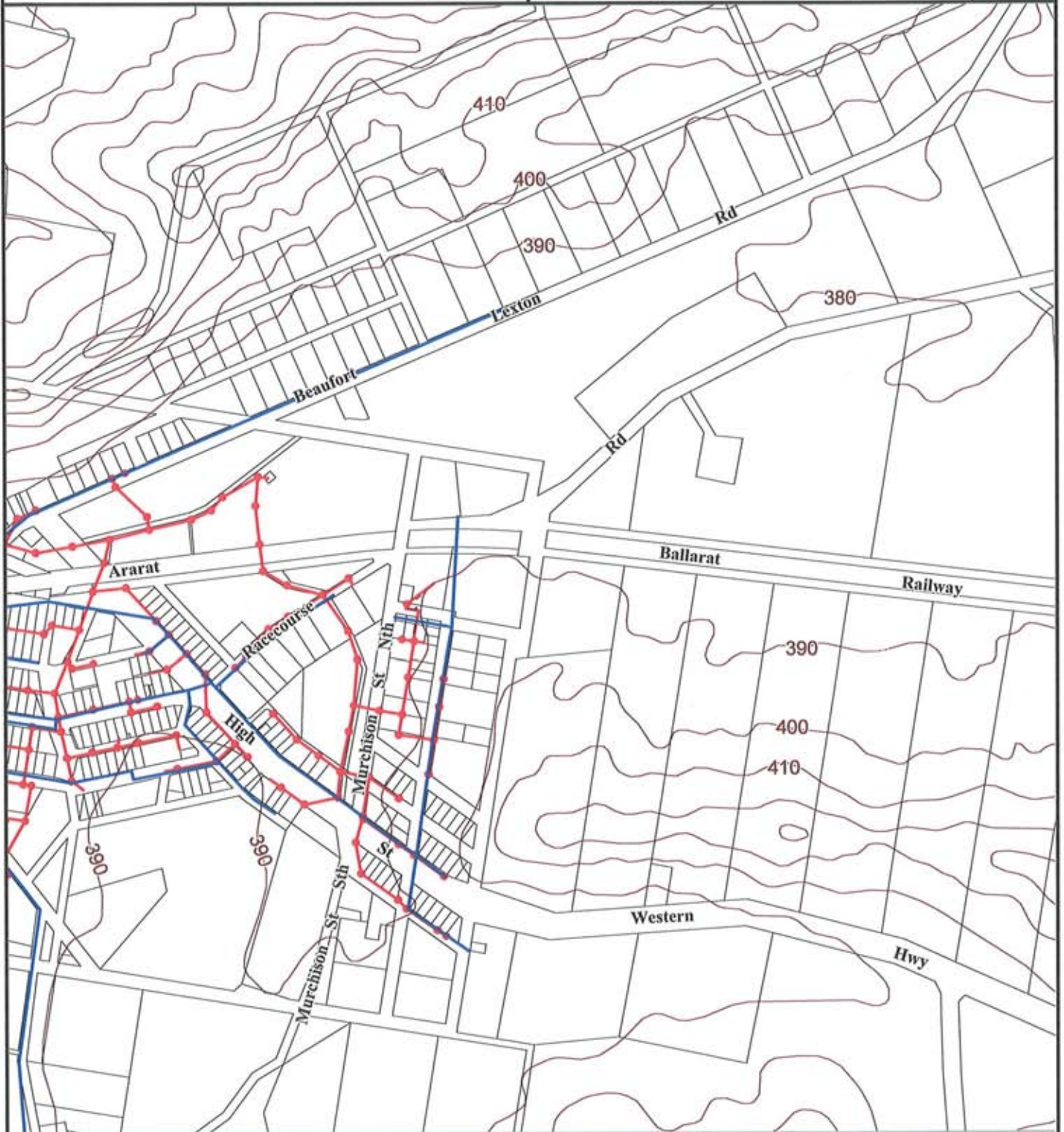
- PUZ1 Public Use Zone - Service & Utility
- PUZ2 Public Use Zone - Education
- PUZ5 Public Use Zone - Cemetary
- PUZ4 Public Use Zone - Transport
- INIZ Industrial Zone
- RIZ Residential Zone
- RLZ Rural Living Zone

- LDRZ Low Density Residential Zone
- RUZ Rural Use Zone
- PPRZ Public Park and Recreation Zone
- UFZ Urban Floodway Zone


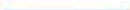


0 0.25 0.5 0.75



Kilometres
Scale: 1:12,500 at A4

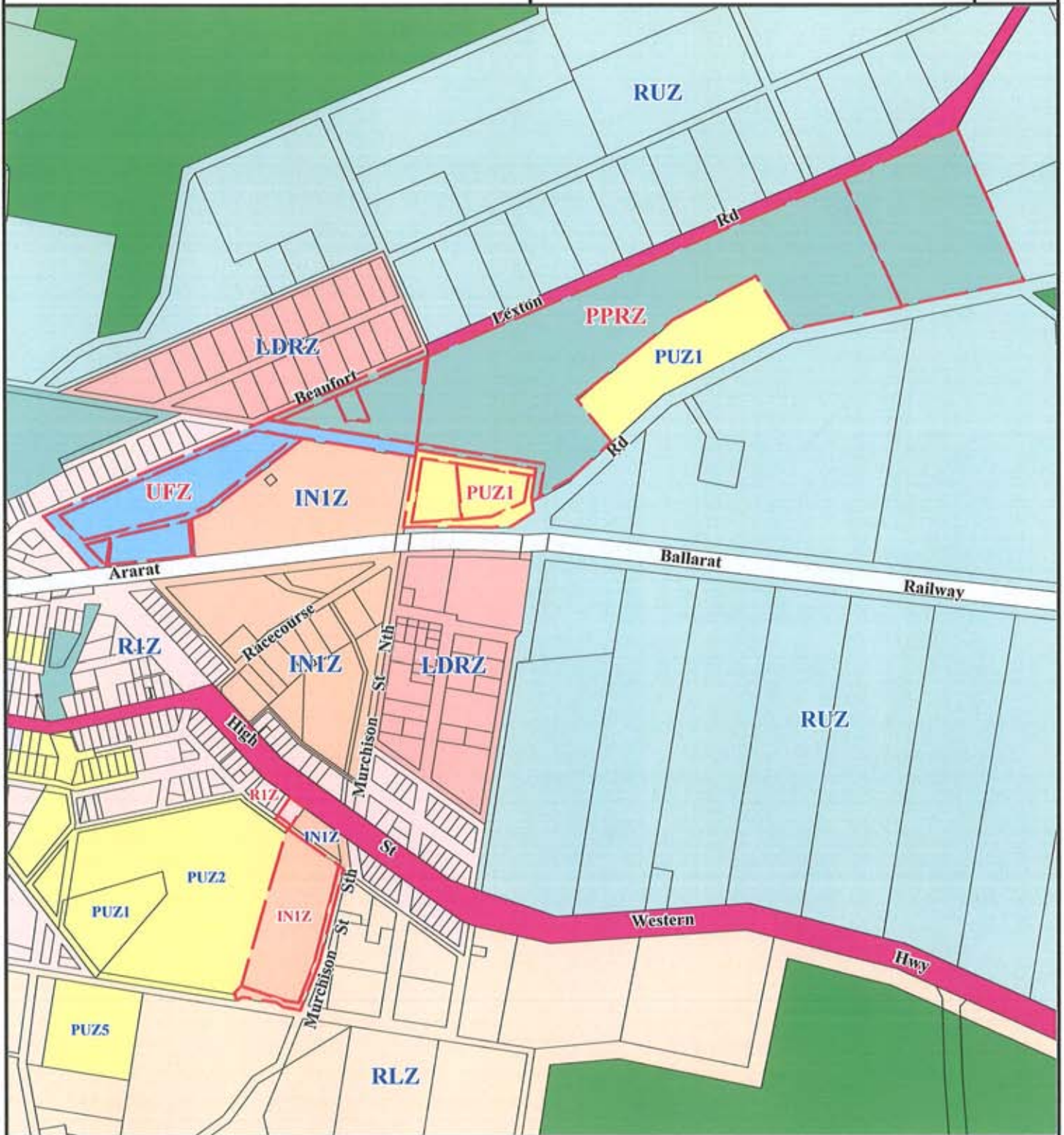


Legend :

-  Cadastral Boundary
-  Water Main
-  Sewer Main
-  **390** Contour (m) AHD



Kilometres
Scale: 1:12,500 at A4



Legend :

- PUZ1 Public Use Zone - Service & Utility
- PUZ2 Public Use Zone - Education
- PUZ5 Public Use Zone - Cemetary
- PUZ4 Public Use Zone - Transport
- INIZ Industrial Zone
- RIZ Residential Zone
- RLZ Rural Living Zone

- LDRZ Low Density Residential Zone
- RUZ Rural Use Zone
- PPRZ Public Park and Recreation Zone
- UFZ Urban Floodway Zone

Alteration to Existing Zones

0 0.25 0.5 0.75

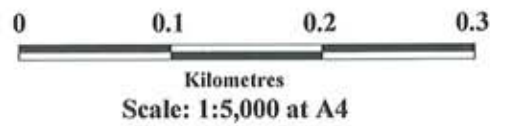


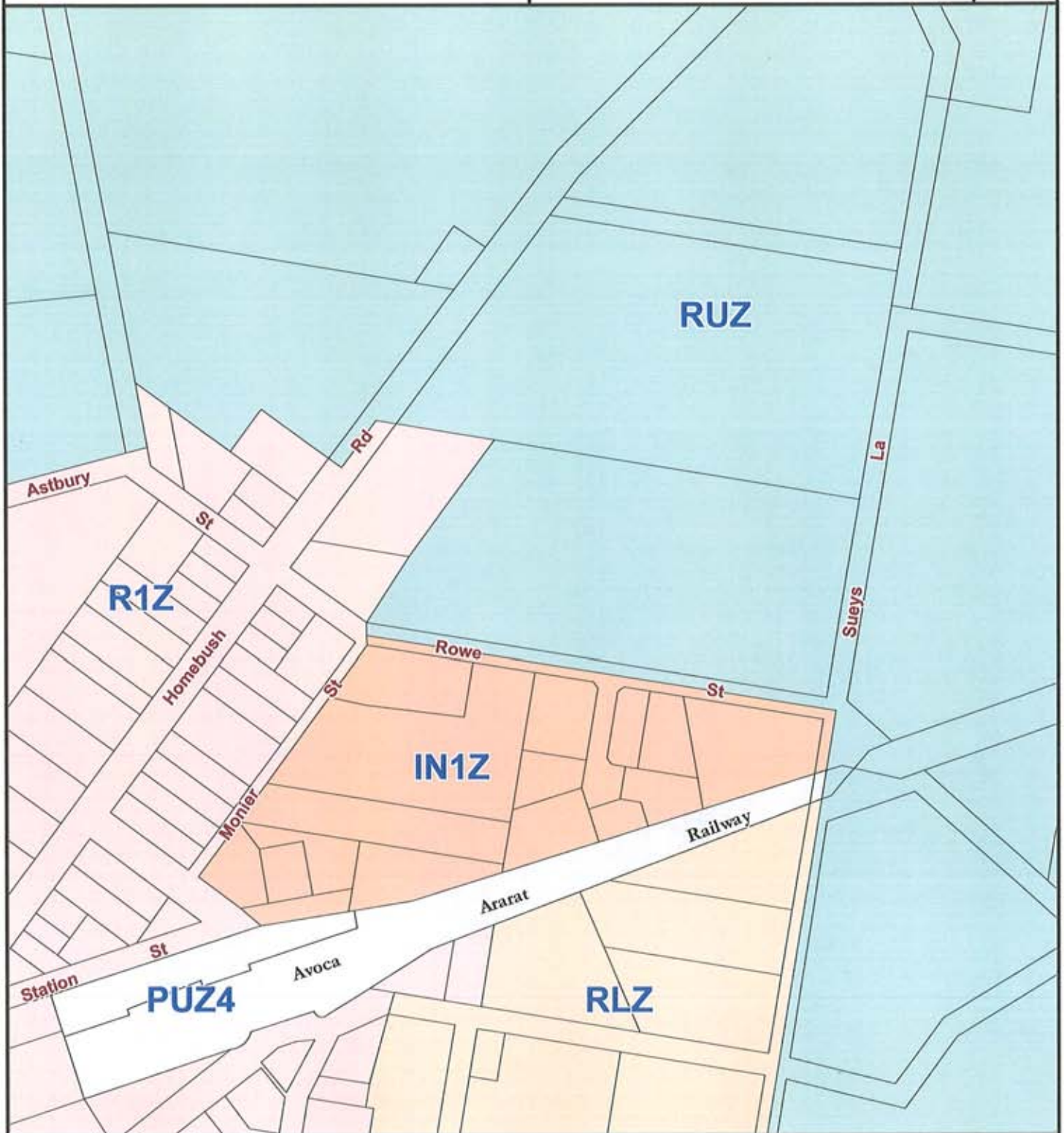
Kilometres
Scale: 1:12,500 at A4



Legend :

- Cadastral Boundary Line
- Aerial Photography October 2003

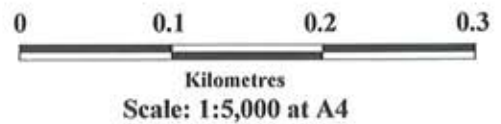


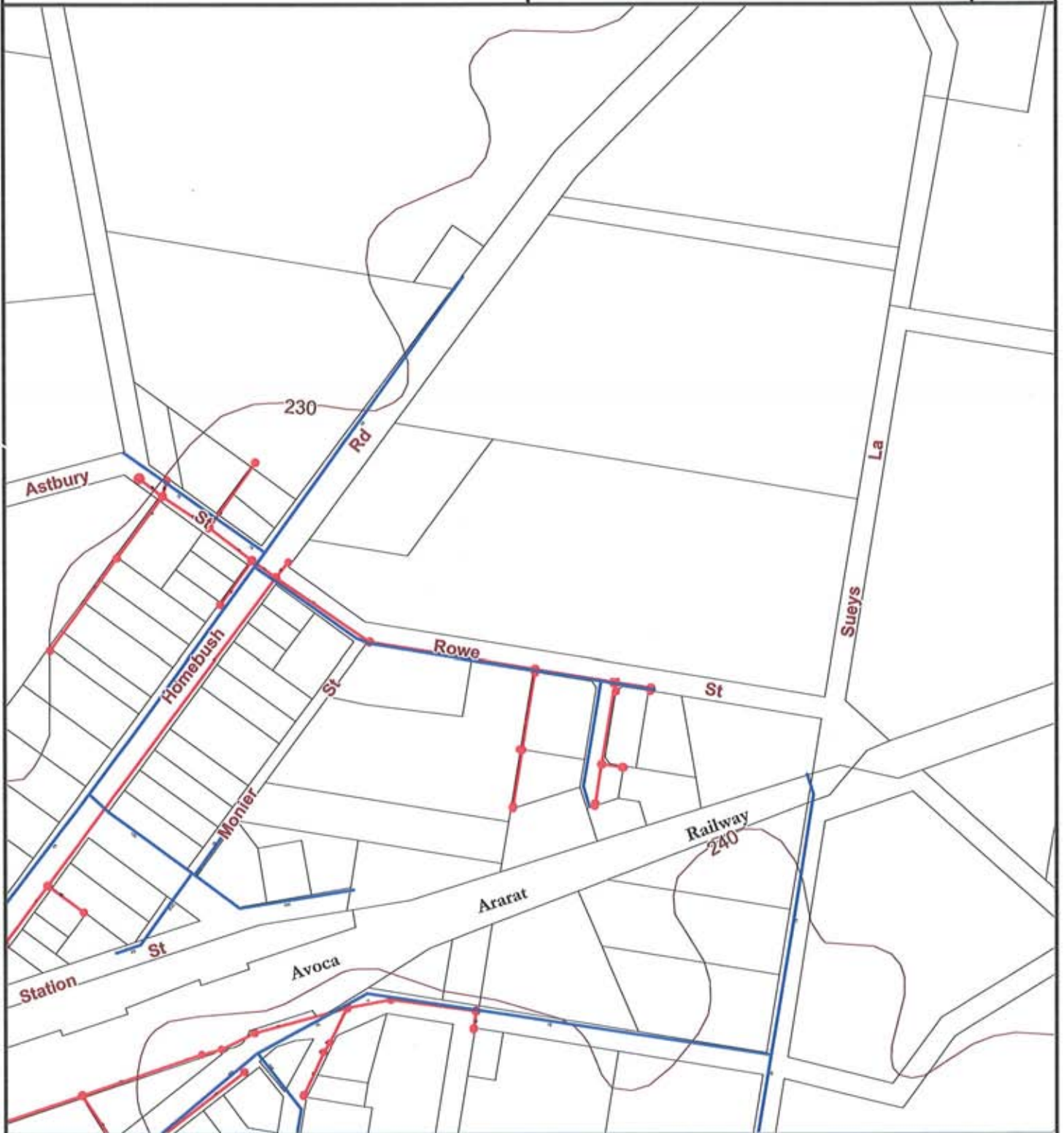


Legend :





Planning Zones

- PUZ4** Public Use Zone - Transportation
- RUZ** Rural Use Zone
- RLZ** Rural Living Zone
- IN1Z** Industrial Zone
- R1Z** Residential Zone



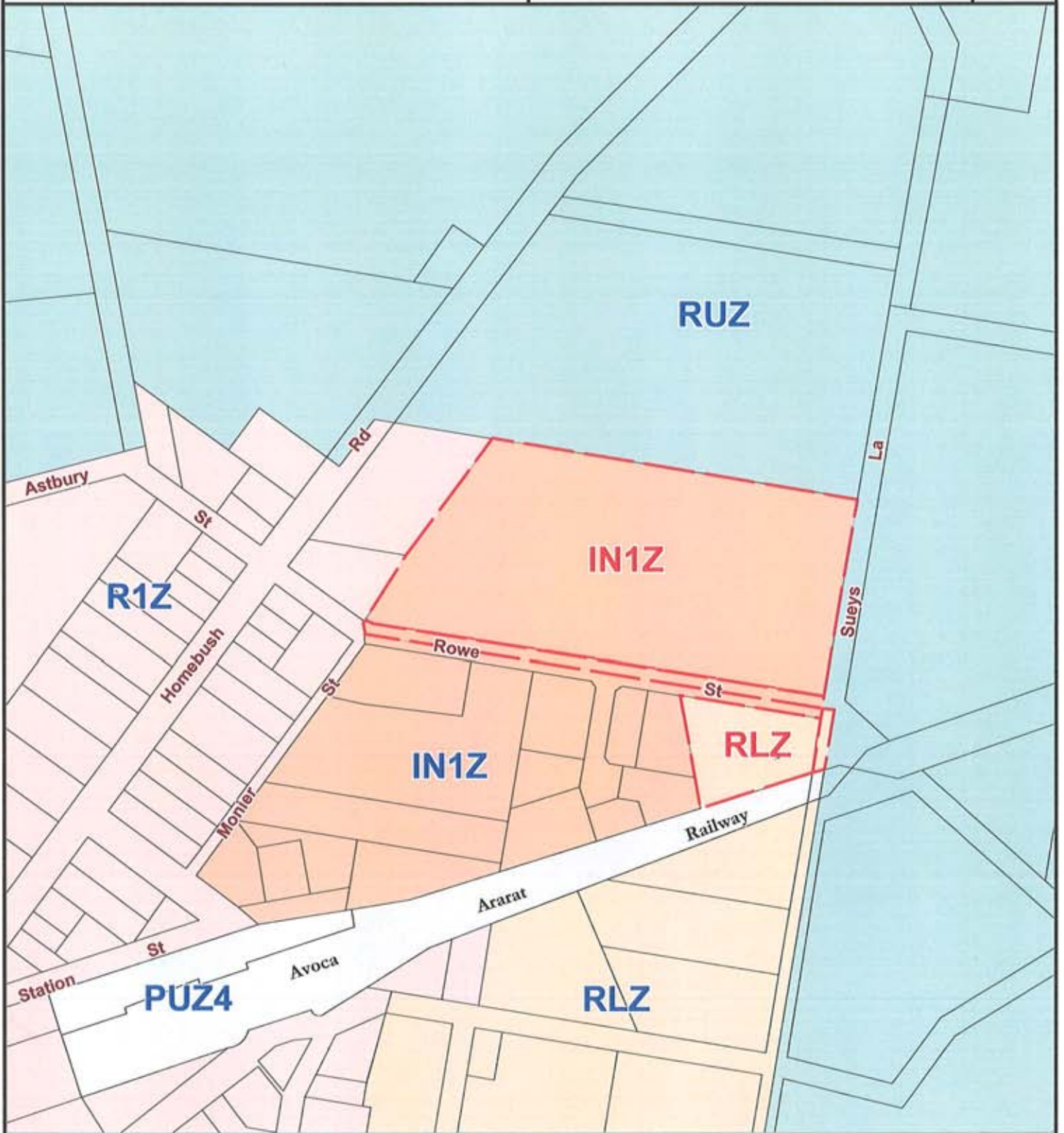


Legend :

-  Cadastral Boundary
-  Water Main
-  Sewer Main
-  Contour (m) AHD



Kilometres
Scale: 1:5,000 at A4



Legend :

Proposed Planning Zones

- PUZ4** Public Use Zone - Transportation
- RUZ** Rural Use Zone
- RLZ** Rural Living Zone
- IN1Z** Industrial Zone
- R1Z** Residential Zone

RLZ Transition to Existing Zones

