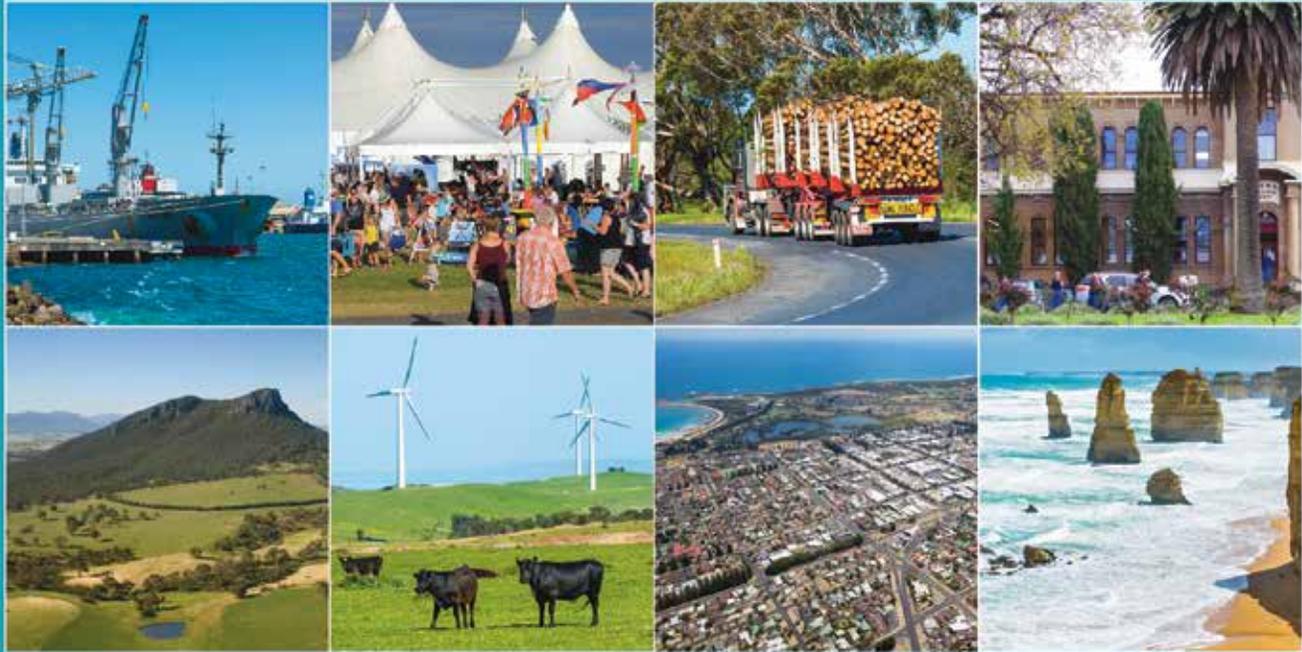


GREAT SOUTH COAST



REGIONAL GROWTH PLAN

SUMMARY



This document is a summary of the Great South Coast Regional Growth Plan. **The full plan is available at www.dtpli.vic.gov.au/regionalgrowthplans**

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May 2014

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MINISTER'S MESSAGE



In 2011 the Victorian Government, through the \$17.2 million Regional Centres of the Future Program, advanced work across the state to support councils, communities and government authorities in planning for the future growth of their regions.

The Great South Coast Regional Growth Plan is one of eight prepared across the state to help guide a coordinated regional response to population growth and regional change over the next 30 years.

In the May budget I announced a commitment of \$12.3 million for regional Victoria towards the implementation of regional growth plans and continuation of the Rural Council Planning Flying Squad that plays such a valued role in assisting councils with major projects, developments and statutory planning support.

Victoria's population has been projected to grow by around three million people between 2011 and 2041. It is projected that 20 to 25 per cent of that growth will be in regional Victoria – more than double the amount of growth over the previous 30 years.

In order to accommodate this growth, provide lifestyle choice and share job opportunities, we need to become a 'state of cities'.

In developing these growth plans, councils have worked with their regional counterparts and the State Government to identify key environmental, cultural, recreational, economic, tourism and natural resources of value, which will be preserved, maintained or developed.

The work has already assisted councils in providing strategic information and mapping. The plans will deliver immediate outcomes, while also providing a planning framework to assist rural and regional councils to plan for population growth and ensure long-term regional land supply.

The regional growth plans will be key instruments in helping to identify future infrastructure investment needs to support local education and health services and employment opportunities.

I'd like to thank everyone who has contributed to the development of the Great South Coast Regional Growth Plan including our local government partners and the Project Steering Committee that put the plan together. I look forward to the plan helping to shape a more prosperous future for the region.

A handwritten signature in black ink, appearing to read 'Matthew Guy' with a stylized flourish at the end.

The Hon Matthew Guy MLC
Minister for Planning

WHY WE NEED A PLAN

The Great South Coast Regional Growth Plan has been developed over two years in partnership between local government and state agencies and authorities. The plan covers the municipalities of Corangamite, Glenelg, Moyne, Southern Grampians and Warrnambool.

Careful planning to manage ongoing population growth and change will provide the basis for a stronger local economy, liveable communities and sustainable infrastructure and services.

The plan considers a range of land uses including agriculture, tourism, environmental assets, commercial and residential. It recommends checks and balances that need to be applied when considering future growth.

As areas change over time infrastructure and service needs also change. Long-term planning is the best way to ensure these needs are met. A regional approach to planning enables coordinated responses across municipal borders.

The plan's key land use planning directions will be implemented through the state planning system. This will provide a regional context to guide and inform councils in planning for their municipalities and support decision making at a local level.

“The Great South Coast Regional Growth Plan provides a vision for long-term prosperity and sustainable growth.”

The Great South Coast Regional Growth Plan:

- establishes a framework for strategic land use and settlement planning that can sustainably accommodate growth
- identifies important economic, environmental, social and cultural resources to be preserved, maintained or developed
- provides direction for accommodating growth and change including residential, employment, industrial, commercial, agriculture and other rural activities
- shows which areas of land can accommodate growth and which are to be maintained for other uses
- identifies opportunities for supporting regional level infrastructure, providing an essential contribution to the long-term sustainability of the region.

“We will maximise the growth potential of Victoria by developing a state of cities which delivers choice, opportunity and global competitiveness.”



The State Government’s new metropolitan planning strategy, *Plan Melbourne*, provides a land use and transport plan to 2050.

The regional growth plans are aligned with *Plan Melbourne* through the following directions.

Plan Melbourne directions:

- 6.1. Deliver a permanent boundary around Melbourne
- 6.2. Rebalance Victoria’s population growth from Melbourne to rural and regional Victoria over the life of the strategy
- 6.3. Integrate metropolitan, peri-urban and regional planning implementation
- 6.4. Improve connections between cities



SNAPSHOT OF GREAT SOUTH COAST

The region

23,000 sq km

- ▶ located in south west Victoria
- ▶ extends from the Otway Ranges in the east to the South Australian border
- ▶ six catchment basins - Glenelg, Hopkins, Lake Corangamite, Portland Coast, Otway Coast and Millicent Coast

Employment (top 5)

15%

Health Care and Social Assistance

12%

Retail Trade

12%

Agriculture, Forestry and Fishing

11%

Manufacturing

9%

Construction



Employment

Over **50,000** jobs in the region.

Just over **19,000** jobs in Warrnambool and over 3000 businesses.



Living in the region

Around 101,600 people live in the region. About 32,600 people live in Warrnambool.

131,239 people are expected to live in the region by 2041

50% of the region's population live in Warrnambool, Portland and Hamilton

Quiz questions

1. Which natural lake, with an area of 17,262 hectares, is Victoria's largest?
2. Which town is the site of Victoria's first permanent European settlement in 1830?

Answers page 4



Amazing fact

The spectacular Great Ocean Road is an Australian heritage-listed 243 km stretch of road, constructed by more than 3000 ex-servicemen in memory of those who lost their lives in World War I. It is recognised as **the world's largest war memorial.**

Amazing fact

The Shipwreck Coast is named for more than 200 shipwrecks between Port Fairy and Cape Otway. Many occurred in the goldrush years of the mid-19th century, as sailing ships bringing immigrants foundered on the reefs. Sometimes passengers and crew were lucky, with their ship simply running aground on the shore, allowing them to get off safely. Often the results were grim, such as the wreck of the Loch Ard, with 52 lives lost, leaving only two survivors.

Images: The Twelve Apostles and the Great Ocean Road, Mr Kyeong Woo Kim, image courtesy of Tourism Victoria / 'Notorious' is a recreation of a 1480's caravel, researched, designed and constructed by Graeme Wylie; launched in February 2011 at Port Fairy / Mount Eccles National Park (Budj Bim) at Lake Surprise.

Amazing fact

The Budj Bim Natural Heritage Landscape near Tyrendarra is of outstanding value. It contains the remains of a complex system of natural and artificially created wetlands, channels, the stone bases of weirs and stone fish traps that were used by the Gunditjmara people to grow and harvest eels and fish. The remains of the channels, weirs and fish traps are hundreds, and probably, thousands of years old. (Source: Builth, 2002, 2003)



Tourism

The Port Fairy Folk Festival is held every March and sees the usual town population of **3100** swell to over

40,000

The southern Grampians are a key tourism destination, including food and wine in Dunkeld.

Transport



2 RAIL CORRIDORS CONNECT THE REGION TO GEELONG, MELBOURNE AND ADELAIDE

Portland's major infrastructure includes the Port of Portland (one of Australia's major deep-water, bulk handling ports) and energy transmission infrastructure to the Portland Aluminium Smelter.

Regional airports are located at Warrnambool, Portland and Hamilton

There are 5 major highway corridors within the region:

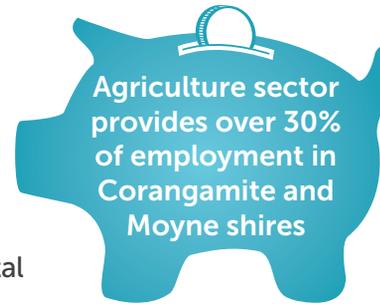
Princes, Hamilton, Glenelg Henty and Hopkins.

Industry and Business

22% of Australia's dairy production, worth **\$1 billion** annually



Abundant renewable energy assets (wind, geothermal, wave and natural gas reserves) – an opportunity to become Australia's alternative energy capital



Agriculture sector provides over 30% of employment in Corangamite and Moyne shires



\$1.5 billion the annual value of trade through the Port of Portland

Forest plantations

17% of this sector in Australia, producing hardwood and softwood

Woodchips

1.2 million tonnes exported annually from Port of Portland



Fisheries

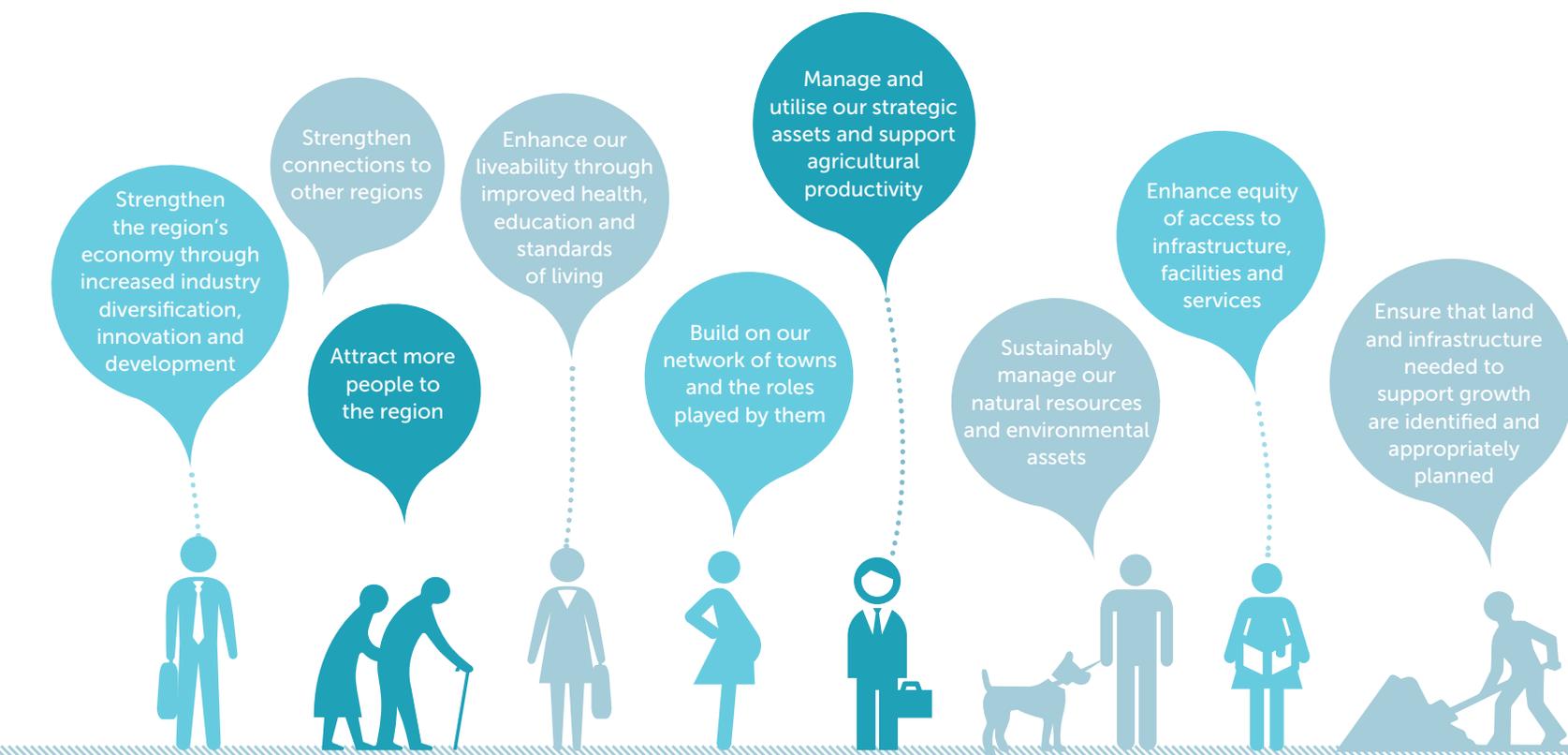
– \$1 million worth of king crabs exported each year primarily to Asian markets. Portland is the largest rock lobster port in Victoria, landing over \$4 million worth of product each year

Quiz answers
1. Lake Corangamite
2. Portland

THE VISION FOR GREAT SOUTH COAST

The Great South Coast region will create a thriving, multifaceted and resilient economy, while valuing and managing our natural resources and environment. Our people will be healthy, well educated and have great lifestyle choices. We will work together for a stronger, more prosperous, equitable and liveable Great South Coast.

PRINCIPLES TO ACHIEVE THE VISION



ABOUT GREAT SOUTH COAST

The Great South Coast region is a significant contributor to Victoria's prosperity and liveability. Agriculture, manufacturing and healthcare contribute around 40 per cent of the gross regional product of more than \$4 billion a year.

The region stretches from the Otway Ranges, along the coast to the South Australian border and up to the Grampians National Park in the north. Warrnambool, with its education facilities, health and community services and retail and commercial trade is the dominant settlement in the region. Portland and Hamilton are important regional centres that service surrounding areas.

The region's spectacular environmental assets, from the Great Ocean Road and the Shipwreck Coast to boutique towns like Dunkeld and Port Fairy, attract thousands of tourists. Aboriginal cultural heritage is an intrinsic element of the region. The Budj Bim National Heritage Landscape, which incorporates the Mount Eccles-Lake Condah and the Tyrendarra areas, was included on the National Heritage List in 2004.

Natural resources including native timber, fisheries, wind resources, natural gas, coal, stone resources, and deep-water port access underpin the area's economy and provide a competitive advantage.

Key features:

- rich in environmental assets and natural resources
- iconic destinations such as the Great Ocean Road, the Port Campbell National Park (featuring the Twelve Apostles), and the Grampians National Park, which underpin a thriving tourism industry and provide the basis for the lifestyle of the region's residents
- reliable water supply and rainfall together with high quality soils which support a strong agricultural sector
- the regional city of Warrnambool which provides higher order services for the whole region
- one of Australia's best deep water ports, located at Portland
- strong road and rail links both throughout the region, to surrounding regions, and on to Melbourne and South Australia
- a hub for alternative energy production.

THE REGIONAL GROWTH PLAN MAP





The regional growth plan map illustrates where growth is anticipated to occur in the region and the major transport, economic and social relationships between cities, centres and towns.

LEGEND

SETTLEMENT ROLE AND GROWTH

- ★ Warmambool - Regional city
- Regional centre
- District town
- ★ Regional city external to the region
- Settlement external to the region
- Major growth
- Medium growth
- Sustainable change

CONNECTIVITY

- ➡ Improved regional connections
- ➡ Road
- ➡ Rail
- ➡ Sea
- ✈ Airport
- ⚓ Port

ECONOMIC DEVELOPMENT

- ▨ Primary growth corridor
- Agricultural production
- Enhance tourism assets
- Marine resources
- ▲ Portland freight and industry gateway
- Electricity transmission line (500 kV line)

ENVIRONMENT

- ▨ Areas containing high value terrestrial habitat
- Public land
- Lakes and wetlands

WHAT ARE THE CHALLENGES?

Population growth and change, developing new and emerging industries, the changing nature of agriculture and the potential impacts of climate change all present challenges for the Great South Coast region. Understanding these challenges – and opportunities – is critical for developing a longer-term plan for the region.

Challenges for growth

- ▶ managing competing demands for agricultural land, including limiting urban encroachment into highly productive agricultural areas
 - ▶ maintaining and upgrading road and rail networks and transport services to meet the needs of the growing economy and of residents and visitors
 - ▶ maintaining and upgrading tourism infrastructure, particularly along the Great Ocean Road
 - ▶ planning, funding and delivering key physical infrastructure in sequence with residential and industrial development
 - ▶ overcoming constraints to the expansion of the Port of Portland and development of related industries in the port precinct
 - ▶ maximising the potential benefits of energy production, while managing the impacts on amenity, roads and environment
 - ▶ sourcing local sand, stone and mineral resources to support economic development and minimise heavy freight movement
- ▶ improving levels of education, youth retention and engagement in higher education or training
 - ▶ increasing population growth rates above current and forecast trends, to support industry and community services and facilities and to offset an ageing population
 - ▶ providing sufficient, well-located and accessible housing
 - ▶ fostering social and community connections, especially for small towns in transition
 - ▶ managing climate change risks and opportunities across the environment, economy and social sectors
 - ▶ the sustainable management of the region's natural resources, and its significant environmental assets
 - ▶ ensuring planning around areas of high environmental value is undertaken to avoid and minimise potential negative impacts.



The plan identifies settlements that have the greatest opportunity to attract economic and population growth, while protecting environmental and cultural heritage and avoiding areas at high risk from natural hazards such as bushfire and flood.

Future directions

- ▶ support a 'network of towns' approach to planning, development, infrastructure, transport and service provision
- ▶ support growth in towns that have easy access to regional cities or regional centres, including Warrnambool, Colac, Ballarat and Geelong, and along the Princes and Henty highways
- ▶ direct urban development to existing townships including identified growth areas, undeveloped land and infill opportunities within existing town boundaries
- ▶ reinforce the role of Warrnambool as the key population and employment centre for the region
- ▶ support the role of Hamilton as an important regional centre for the Southern Grampians Shire and as a gateway to northern regions
- ▶ support Portland to service the region's south west and for the Port of Portland to be a national and international gateway for exports
- ▶ reinforce the role of district towns in supporting local communities, industry and services
- ▶ support towns with limited opportunity for growth to sustain their communities and key services and improve connections to larger towns
- ▶ support the provision and maintenance of infrastructure and services to enable the growth of settlements
- ▶ protect and promote the liveability and amenity attributes of towns, together with their festivals and events that are critical in attracting and retaining residents, businesses and visitors
- ▶ improve access to health services and raise educational attainment levels throughout the region
- ▶ support industry through population retention and growth across the region, particularly in locations where continued economic and industrial development is expected
- ▶ maintain discrete settlements and breaks between settlements, for the integrity of urban and rural character and to minimise potential land use conflict
- ▶ direct rural residential development towards existing locations and designated areas around townships so that it will not compromise agricultural use, economic opportunities, urban development or areas of high environmental value or areas subject to high risk from natural hazards, especially bushfire, flood and coastal inundation
- ▶ protect significant environmental and cultural assets that underpin the character and liveability of the region and ensure industrial activity is separate from sensitive areas
- ▶ direct development on the coast to locations within existing modified and resilient environments where the demand for development is evident and the impact can be managed.

KEY TOWNS – FUTURE PLANS OVER THE NEXT 20-30 YEARS

City of Warrnambool

YEAR	POPULATION
2011	32,592
2021	39,416
2031	43,934

WARRNAMBOOL

Regional City

Major growth – The regional city of Warrnambool is the dominant service centre for the region, and is expected to accommodate 50 to 60 per cent of the region’s population growth over the next 30 years. Major development will be focussed in designated growth areas to the north west, south west, north and north east. The central business district will be the primary location for retail, services and facilities. There will be an increase in housing choice and the city will capitalise on its education and health services. The Eastern Activity Precinct will be expanded as the secondary retail centre of Warrnambool.

ALLANSFORD

District town

Medium growth – Allansford provides an alternate lifestyle to city living in Warrnambool. Higher density housing will be encouraged around the town’s east and west.

Southern Grampians Shire

YEAR	POPULATION
2011	16,510
2021	18,256
2031	19,004

HAMILTON

Regional Centre

Medium growth – Hamilton is an important regional centre and services surrounding areas that extend into other regions and South Australia. It has the capacity to become a centre for high level technical and research services supporting rural and regional industries. Hamilton will build on its strengths by establishing a health precinct around the Hamilton Base

Hospital and an education precinct around the RMIT University campus. More residential growth will occur around Hensley Park Road, Lakes Edge, the South East Residential Precinct and Hiller Lane.

DUNKELD

District town

Medium growth – Dunkeld’s economy will grow and diversify, including rural industry and tourism. Different residential lot sizes will be provided to meet demand while minimising exposure to potential bushfire and flood risk.

COLERAINE

District Town

Sustainable change – Coleraine will continue to service surrounding beef and wool growing areas and provide for rural lifestyles in an attractive setting.

Glenelg Shire

YEAR	POPULATION
2011	19,843
2021	22,214
2031	23,155

PORTLAND

Regional Centre

Medium growth – An important regional centre, Portland is a nationally significant seaport. The town is expected to grow over the next 30 years through further development of the Port of Portland and emerging wave energy technology. Tourism growth will be encouraged, including nature-based tourism and development of a cruise ship terminal. Portland will continue to service the network of surrounding towns. Housing diversity and central business district expansion will be encouraged.

HEYWOOD

District Town

Medium growth – Heywood’s residential corridors are expected to develop to the north of the Fitzroy River and the west of Beavis Street with tourism opportunities arising from the town’s role as gateway to the Budj Bim National Heritage Landscape.

Major growth – means the cities and towns with the greatest capacity to accommodate growth, in terms of land supply, infrastructure and services, e.g. the regional cities like Geelong, Ballarat, Bendigo, Latrobe City, Wodonga and Warrnambool

Medium growth – means the cities and towns that have the infrastructure and services that can support additional growth subject to addressing planning constraints such as bushfire and flood hazard

Sustainable change – refers to existing towns that have capacity to support limited additional growth at a smaller scale, subject to addressing planning constraints such as bushfire and flood hazard

CASTERTON

District Town

Sustainable change – Casterton will continue to provide services to the surrounding areas of Victoria’s western district and tourism opportunities linked to its history as the ‘birthplace of the kelpie’.

Moyne Shire

YEAR	POPULATION
2011	16,175
2021	18,496
2031	19,884

KOROIT

District Town

Medium growth – Koroit’s heritage values and historic buildings will be protected while an appropriate level of commercial and industrial activity and community and health services will be supported. The town is a residential alternative to Warrnambool.

MORTLAKE

District Town

Medium growth – Mortlake’s tourism numbers are expected to grow, which will provide a catalyst to grow the town’s service industry. The Mortlake gas power station has the potential to attract economic growth and expand employment opportunities particularly relating to food processing.

PORT FAIRY

District Town

Medium growth – Port Fairy’s highly valued qualities as a place to live will be protected and the existing reserved bypass route will be maintained. Continued cultural and tourism activities are supported.

Corangamite Shire

YEAR	POPULATION
2011	16,504
2021	18,172
2031	18,821

CAMPERDOWN

District Town

Medium growth – Camperdown will see an increase in agricultural and manufacturing functions to generate employment opportunities. Residential growth will be encouraged through promotion of the town’s character and liveability.

COBDEN

District Town

Medium growth – The dairy industry surrounding Cobden will continue to be supported and business growth will be encouraged in the town’s industrial estate. Continued residential growth will be supported.

PORT CAMPBELL

District Town

Medium growth – Development in Port Campbell will be limited to key locations within the existing settlement to protect the significant environmental value of the surrounding land.

TERANG

District Town

Medium growth – Terang’s dairy and associated industries will continue to be supported, along with the continued expansion of its role as a residential hub for workers in the sub-region.

TIMBOON

District Town

Medium growth – Timboon’s dairy and tourism industries will be supported, as will continued residential growth.

REGIONAL ECONOMY

The forecast growth of the economy, coupled with an ageing population, will require above-projected population growth to ensure an available and skilled workforce for local businesses, services and industries.

Future directions

- ▶ sustainably manage areas of high quality agricultural land to support growth in food production
- ▶ support higher value-adding and diversification of existing industries and land uses where they build on existing infrastructure and do not compromise the region's agricultural, environmental and cultural heritage significance
- ▶ foster opportunities for investment, infrastructure, innovation and research that support and strengthen the rural economy
- ▶ maintain and enhance key infrastructure including the Port of Portland and direct transport links to and from production, processing and markets
- ▶ utilise natural resources and environmental assets sustainably to underpin economic development and liveability within the region, ensuring protection from incompatible land use and development
- ▶ identify potential economic opportunities and risks resulting from climate change to strengthen the rural economy
- ▶ attract, develop and retain a skilled workforce, particularly young people, and improve school retention and educational attainment levels
- ▶ support population in rural areas to provide a workforce for agricultural production and major projects
- ▶ support industrial development that takes advantage of the region's natural resources and infrastructure and direct development to towns, or other appropriate places if the industry is dependent on a rural location or it has significant amenity impacts
- ▶ encourage local energy production, 'smart' electricity distribution systems, and across the eastern part of the region encourage investment in natural gas infrastructure
- ▶ strengthen distributed health and service centres throughout the region
- ▶ support appropriate development and investment to strengthen the role and economy of towns including small towns facing economic and population challenges
- ▶ facilitate the development of the Port of Portland, through investment in infrastructure, planning controls, access to land and new opportunities and markets including cruise ships
- ▶ support the sustainable development of the region's marine environment and infrastructure to support industry and recreational uses
- ▶ encourage the sustainable development of the tourism sector including investment in infrastructure to improve access to regional tourism assets and linkages with surrounding regions to develop integrated tourism experiences.

ENVIRONMENT AND HERITAGE

Great South Coast has a rich and diverse environment and culture which contributes significantly to prosperity and liveability in the region. At the same time, urban growth and commercial, industrial and rural residential development need to be well planned and managed.

Future directions

- ▶ avoid settlement growth in areas of high environmental, heritage or scenic value and in areas at extreme risk from natural hazards including bushfire, catchment flooding, coastal erosion and coastal storm inundation
 - ▶ direct settlement growth and development to:
 - ▶ areas where it will avoid or minimise impacts on high value environmental and cultural heritage assets, applying appropriate offsets if land is cleared of native vegetation
 - ▶ areas of low bushfire risk or low flood risk. Development in flood or bushfire risk areas is to be avoided unless suitable planning, building and infrastructure controls are provided to protect life and property
 - ▶ minimise the expansion and impacts of urban development on areas of highly productive agricultural soils, natural resources, environmental assets or areas of heritage and environmental value
 - ▶ consider regionally significant environmental assets and regional catchment strategy priorities in local planning decisions and in the implementation of this plan
- ▶ enable appropriate tourism opportunities around cultural heritage and environmental assets, where impacts and risks can be managed
 - ▶ identify the preferred location, configuration and composition of native vegetation corridors, including those containing offsets for native vegetation clearance, through collaboration with natural resource management agencies
 - ▶ encourage projects that improve the management and sustainable use of water resources
 - ▶ develop a flexible approach to land use planning in order to adapt to land use changes resulting from climate change, economic diversification and future growth trends
 - ▶ recognise the importance of environmental assets for the delivery of a range of environmental values, including a range of ecosystem services and economic opportunities through market-based instruments such as the native vegetation offset markets.



REGIONAL INFRASTRUCTURE

Economic and population growth will be promoted in locations that are well supported by existing infrastructure, and in particular locations with capacity for infrastructure enhancements.

Future directions

- ▶ identify new and improved infrastructure to support growth, including road, rail, water, waste, gas, sewer and social infrastructure
- ▶ maximise the efficient use of infrastructure and sustain communities by directing major growth and urban development to existing centres
- ▶ plan and capture developer contributions and coordinate the delivery of infrastructure to ensure it is supplied efficiently and when required to support growth
- ▶ investigate improvements to the road and rail networks and port infrastructure to improve access and connectivity
- ▶ improve road connections and rail services to and from Warrnambool to facilitate its growth and support increased visitors to the region from Geelong and Melbourne
- ▶ improve road and rail connections to and from the west, north and north-east to Hamilton and Portland to support tourism, industry and community connections
- ▶ encourage the early provision and take-up of the National Broadband Network by households and industry across the region
- ▶ improve the coverage and reliability of telecommunications across the region
- ▶ encourage local energy production and use with supporting smart electricity distribution systems
- ▶ encourage using the spare capacity in the 500k transmission line including improving local energy distribution systems and supporting adjacent energy production
- ▶ support the sustainable development of the region's maritime environment and infrastructure for industry and recreational uses
- ▶ investigate industry need for an intermodal freight terminal
- ▶ maintain and enhance key infrastructure including the Port of Portland and direct transport links from production, processing and markets
- ▶ support the Port of Portland's expansion through appropriate planning controls, infrastructure provision, particularly rail and road networks, and areas to meet the long-term industrial land needs in and around Portland, Hamilton, Heywood and Casterton
- ▶ maintain and develop tourism infrastructure to support and connect assets such as the Great Ocean Road, Great Southern Touring Route, Lake Condah and the Grampians National Park
- ▶ support the renewal, maintenance and improvement of health and education facilities and other community infrastructure that enhance the liveability and attractiveness of the region.

DELIVERING REGIONAL GROWTH

The Great South Coast Regional Growth Plan has identified a series of actions that, over the next 30 years, will help realise the vision for the region. Some of these things will happen almost immediately, others will evolve over time.

Outcomes:

- ▶ major development and new and improved services in Warrnambool, the key population and employment growth area in the region
 - ▶ growth of the important regional centres of Hamilton and Portland, and district towns supporting networked communities across the region
 - ▶ increased housing densities and infill developments in urban areas and locations that are accessible to shops, transport networks and other community services and facilities
 - ▶ additional educational, research and health facilities across the region, with the development of specialised precincts in regional centres
 - ▶ growth and diversification in food production and other existing industries and land uses including the forestry, dairy, meat, fibre, grain, mineral sands and energy sectors
 - ▶ better transport options and links between towns within the region, and to major cities such as Geelong, Ballarat and Melbourne
 - ▶ improved and flexible freight connections to link areas of production and manufacturing to export markets in and beyond the region
- ▶ development and enhancement of the Port of Portland with associated road and rail networks
 - ▶ greater supply of industrial land to support development opportunities in the agriculture and energy sectors
 - ▶ development of the eastern part of the region to take advantage of its location on the east-west corridor and its proximity to Geelong and metropolitan Melbourne
 - ▶ vegetation corridors established between high value environmental assets
 - ▶ increased development associated with nature-based attractions and cultural heritage, with the region becoming a national destination for nature-based tourism.





FURTHER READING AND INFORMATION

www.dtpli.vic.gov.au/regionalgrowthplans

Great South Coast Regional Growth Plan
Great South Coast Regional Growth Plan Background Report
Great South Coast Regional Strategic Plan (2010)

Cover images (clockwise from top left)

1. Port of Portland, image by Michael McLeod
2. Port Fairy Folk Festival, image courtesy of Port Fairy Folk Festival
3. Logging truck in Portland, image by Michael McLeod
4. The Hamilton and Alexandra College, image courtesy of The Hamilton and Alexandra College
5. Twelve Apostles, image by Michael McLeod
6. Warrnambool city aerial, image courtesy of Warrnambool City Council
7. Windfarm with agriculture in Codrington, image by Michael McLeod
8. The Grampians from Dunkeld, image courtesy of Visions of Victoria

