



Final Report

NOVEMBER 2015 (AMENDED)

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The Latrobe City Council acknowledges the traditional custodians of this land, Elders, past and present, their spirits and ancestors.

PROJECT CONTROL

NAME	NO.	PM APPROVED	PD APPROVED	DATE
Final Report	1	JLR	JLR	11/10/2013

AMENDMENTS

Report amended for errors and omissions in developer contributions	2	Janet Power / Lucy Lane (LCC)		09/11/2015
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CONTENTS

INTRODUCTION	1
1.1 Background.....	2
1.2 The Site	3
1.3 Approach	7
1.4 Study Team.....	7
1.5 Issues and Opportunities.....	7
1.6 Stakeholder Consultation	8
FUTURE URBAN STRUCTURE	11
2.1 Priorities for the Plan.....	12
2.2 Vision	13
2.3 Development Principles.....	13
2.4 Objectives	14
LAND USE FRAMEWORK.....	17
3.1 The Development Plan	18
3.2 Land Budget.....	18
3.3 Housing.....	20
3.4 Community Facilities	21
3.5 Commercial/Retail	22
3.6 Open Space & Landscape	23

INFRASTRUCTURE FRAMEWORK.....	27
4.1 Stormwater.....	28
4.2 Potable Water	29
4.3 Sewerage.....	29
4.4 Electricity.....	30
4.5 Telecommunications	30
4.6 Gas.....	32
4.7 Movement and Access	32
IMPLEMENTATION	37
5.1 Introduction.....	38
5.2 Cultural Heritage	38
5.3 Native Vegetation.....	38
5.4 Subdivision Applications.....	38
5.5 Transfer of Open Space	40
5.6 Access to Balance Lots.....	40
5.7 Community Hub.....	40
5.8 Supermarket Site	40
DEVELOPER CONTRIBUTIONS SCHEDULE	41
6.1 Development Contributions	42
6.2 Approach to Collecting Development Contributions	43
6.3 Demand Units.....	43
6.4 Cost Apportionment	44

6.5	Administration	44
6.6	Infrastructure.....	45
6.7	Infrastructure Summary Table A (Non-Drainage Items).....	48
6.8	Infrastructure Summary Table B (Drainage Items).....	51
6.9	Levies	52

1

INTRODUCTION

1.1 BACKGROUND

This Development Plan applies to land referred to as 'Traralgon North' and covers an area of 118.6 hectares bounded by Traralgon-Maffra Road to the east, Marshalls Road to the south, the Traralgon Creek floodplain to the west, and a Design and Development Overlay associated with a high pressure oil and gas pipeline buffer to the north (Refer to Figures 1 and 2).

The land is currently covered by Schedule 5 to the Development Plan Overlay (DPO5) in the *Latrobe Planning Scheme*. DPO5 does not currently include a mechanism for Latrobe City Council to require development contributions toward key shared infrastructure within the Traralgon North precinct. For this reason, and concurrent with preparation of the Development Plan, Latrobe City Council prepared Amendment C78 to the *Latrobe Planning Scheme*. The amendment proposes to remove DPO5 from the Traralgon North precinct and replace it with DPO Schedule 7 (DPO7). When approved the amendment will enable Council to require development contributions as outlined in this plan.

Amendment C78 was authorised by the Minister for Planning on 17 July, 2012. Exhibition of the amendment took place between 16th August 2012 and 21st September 2012. One submission was received concerning the wording of the draft overlay schedule. The issues raised in this submission were resolved by a minor rewording. As a result the amendment will be submitted to the Minister for Planning for approval shortly.

STRATEGIC CONTEXT

Traralgon is the main commercial centre for the Gippsland region, providing services and employment opportunities to the local community and the network of small towns and rural areas in the region.

Traralgon is also the largest and fastest growing urban area in the Gippsland region. It had a population at the 2011 census of 23,834, an increase of 2,144 persons since 2006, reflecting the strong and sustained growth of Traralgon. As the population increases so will the demand on local housing, public infrastructure and urban amenity; and will require expansion of the existing urban area. Traralgon's long-term future urban expansion is constrained by areas subject to flooding, land set aside for future brown coal extraction, industrial land uses and the route of the future highway bypass.

Since 2007, Latrobe City Council has undertaken a series of strategic projects focusing on ensuring there is an adequate supply of land for residential development in the municipality. In 2009, the *Latrobe City Residential and Rural Residential Land Assessment* confirmed a shortage of Residential 1 zoned lots for development in Traralgon.

Prior to this, the *Traralgon Structure Plan* (2007) identified the Traralgon North Study Area for future residential growth.

Following a series of strategic planning projects, Amendments C47, C56 and C58 to the *Latrobe Planning Scheme* rezoned the growth areas, including the Traralgon North Area, from a range of non urban zones including the Farming Zone (FZ) to Residential 1 Zone (R1Z). Latrobe City Council has taken a lead in ensuring these new residential growth areas are developed using best practice planning and design principles for new subdivisions. To achieve this, a Development Plan Overlay (DPO) was applied to the growth area sites.

Latrobe City is currently undertaking a *Traralgon Growth Areas Review* to identify all future urban development growth options in and around Traralgon, and future community infrastructure requirements needed to support population growth. The Traralgon North project is consistent with the objectives of the draft *Traralgon Growth Areas Review*.

WHY A DEVELOPMENT PLAN (DP)?

A **Development Plan Overlay (DPO)** is a town planning tool used to guide the future development of land. A DPO is used in areas where land is controlled by multiple owners and an integrated development outcome is required.

The DPO prevents the granting of permits under the zone before a Development Plan (DP) has been approved. The purpose of this provision is to restrain use and development of the land until a plan has been prepared and ensure that future use and development of the land is carried out in accordance with that plan. (DPCD, Applying the Incorporated Plan Overlay and Development Plan Overlays, Practice Note, January 2003).



A **Development Contributions Plan (DCP)** identifies new infrastructure that will be needed by the local community and that is required to be funded for the development of the precinct. It may include items like drainage, roads, open space, community facilities, playgrounds etc. A DCP is a means of sharing the cost of providing infrastructure that satisfies future community economic and social needs. The process of preparing the DCP seeks to ensure that contributions are reasonable, fair and appropriately timed.

1.2 THE SITE

LAND SUBJECT TO DP & DPO

The Traralgon North area comprises 13 privately owned freehold properties and road reserves. The subject land is highly modified, with a long term agricultural history, currently comprising farm uses, rural residential living and vacant lots.

In terms of its natural and cultural features, the site supports a few small, discrete stands of native vegetation. There are no known or registered Aboriginal cultural heritage sites or post settlement cultural heritage features located on the site; and no designated waterways within the study area.

SITE SURROUNDS

Traralgon North is physically separated from Traralgon town centre by the Princes Highway to the south and Traralgon Creek to the west. Historically, areas fronting the highway have comprised bulky goods and light industrial land uses, with farming land extending to the north. More recently, land to the south of the subject land has been developed for residential land uses. Refer to Figure 1 on page 5.

Industrial zoned land and businesses are located to the east of the site on Traralgon-Maffra Road, and west side of Traralgon–Maffra Road south of Marshalls Road.

Land to the south of Marshalls Road forms part of ‘The Strand’ residential development, which is largely completed, apart from the section directly abutting Marshalls Road. Opposite ‘The Strand’ development, at the south-west corner of Marshalls Road and Park Lane, is an undeveloped parcel of residentially zoned land with an area of approximately 24 hectares. A separate Development Plan has recently been endorsed by Council for this land.

Several of the properties in the area covered by this Development Plan extend north of the gas and oil pipeline overlay that forms the northern boundary of the study area. Portions of these properties above the flood plain are currently being investigated as part of the *Traralgon Growth Areas Review*.

The north-western boundary of the study area is defined by the edge of an escarpment which slopes steeply down to the flood plains of the Latrobe River and Traralgon Creek, to the north and west of the study area. The escarpment and flood plain also extend into the western edge of the study area. Nearby waterways include the Latrobe River, Traralgon Creek and Loy Yang Creek. All three waterways are highly valued by the local community for their environmental, aesthetic and cultural values.

Traralgon North has long-range views that capture the distant foothills of the Great Dividing Range and Baw Baw National Park to the north-west and the Strzelecki Ranges to the south.



Figure 1: Surrounding Context

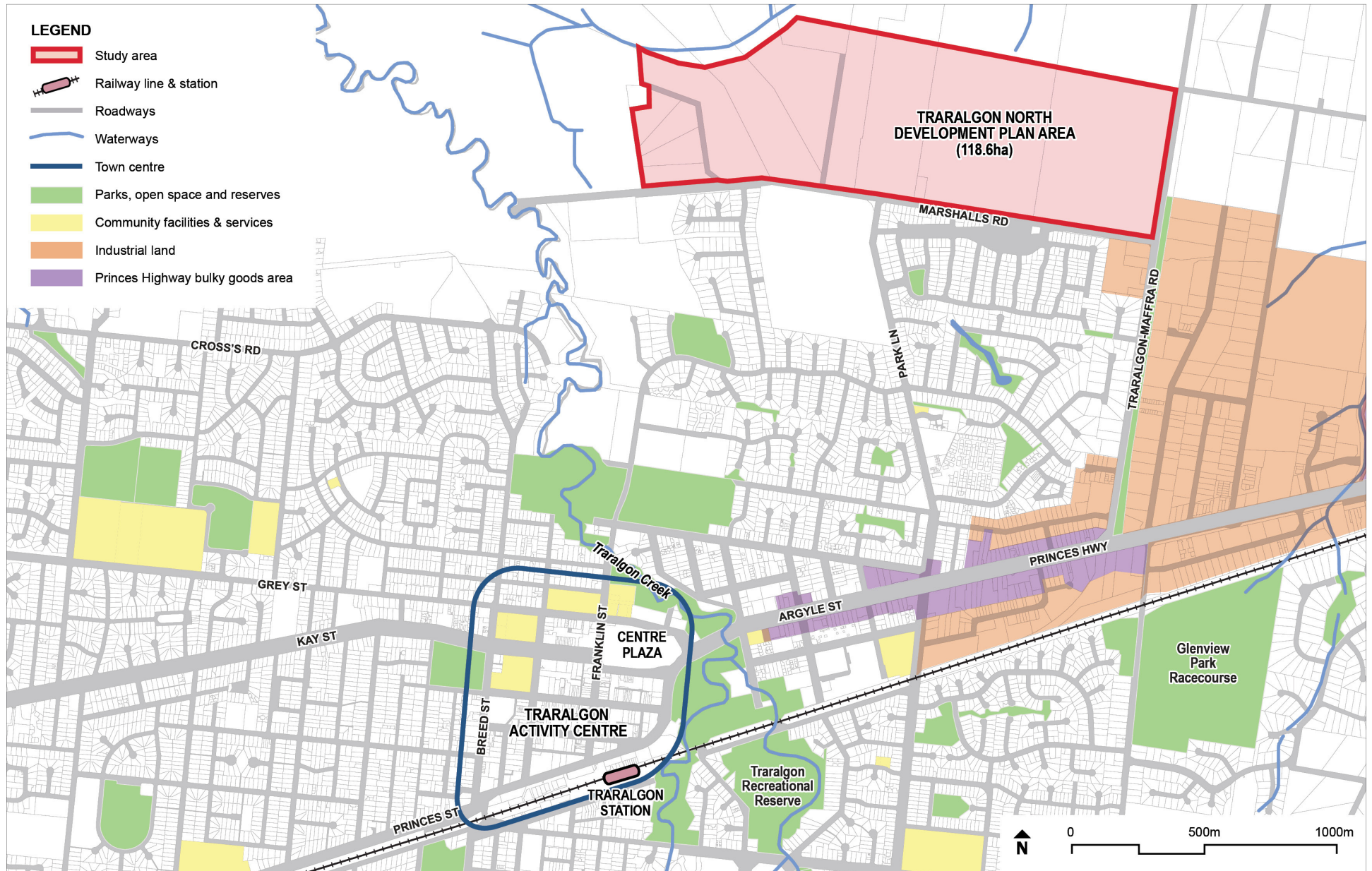
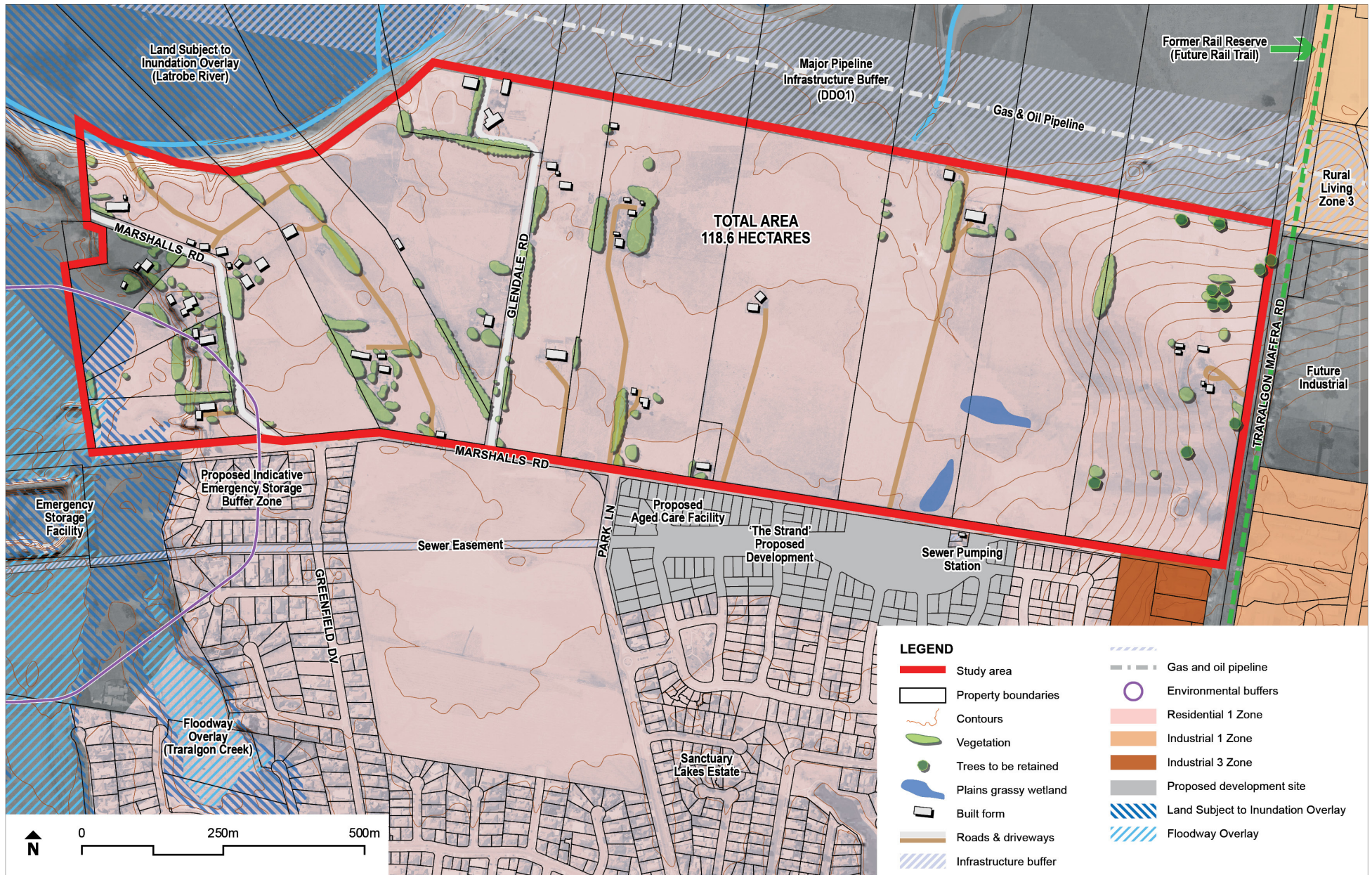


Figure 2: Existing Site Conditions



1.3 APPROACH

The project was undertaken in the following six stages:

STAGE 1:	Inception & Background Review
STAGE 2:	Engagement Phase 1
STAGE 3:	Background Analysis & Report
STAGE 4:	Draft Development & Contributions Plans
STAGE 5:	Engagement Phase 2
STAGE 6:	Final Plans and Implementation Plan

1.4 STUDY TEAM

Latrobe City Council appointed a consultant team led by Planisphere to assist with preparation of the Traralgon North DP and DCP. The study team was assembled to address the diverse requirements of the project, combining specialists across a range of fields. The team and their various roles are:

Planisphere	Project Management, Planning & Urban Design
Gerard Coutts & Associates	Landowner Engagement, Land Broker
Ecology & Heritage Partners	Flora and Fauna, Cultural Heritage
TGM Group	Drainage and Stormwater Management, Infrastructure Services
GTA Consultants	Traffic and Transport Engineering
Urban Enterprise	Infrastructure and Development Contributions

1.5 ISSUES AND OPPORTUNITIES

This Development Plan has been informed by research and analysis undertaken by Council and the consultant team as part of Stages 1, 2 and 3.

The following background reports were produced as part of Stage 1:

- Flora and Fauna Assessment and Net Gain Analysis (Ecology & Heritage Partners, March 2012)
- Desktop Aboriginal and Historical Heritage Assessment (Ecology & Heritage Partners, March 2012)
- Preliminary Servicing Report (TGM Group Pty Ltd, Feb 2012)
- Transport Issues, Opportunities & Constraints Report (GTA Consultants, Feb 2012)
- Traralgon North Retail Assessment (Urban Enterprise, June 2012).

A *Traralgon North Development Plan and Development Contributions Plan - Issues, Opportunities and Constraints Paper* (April 2012) was prepared to summarise the initial investigations, consultation and a literature review, and identify key issues for the Development Plan for Traralgon North.

1.6 STAKEHOLDER CONSULTATION

Landowner and stakeholder engagement has been critical in developing the Traralgon North DP and DCP. There have been numerous opportunities for the Traralgon North land owners and other relevant stakeholders, such as service authorities, to input into and have their say in the preparation of the Plan.

PHASE 1: ISSUES, OPPORTUNITIES & CONSTRAINTS

As part of Stages 1 and 2, the following consultation was undertaken:

Project Bulletin – a Project Bulletin was mailed to landowners, agencies and authorities to provide general information about the project.

One-on-one Meetings – with landowners in the Study Area. Gerard Coutts from Gerard Coutts & Associates (Land Broker) established contact and undertook discussions with all 13 land owners to inform them about the project and ascertain their intentions for development of their land.

Agencies and Authorities Workshop – a workshop was held in February 2012 to identify the existing issues, constraints and opportunities for service providers and authorities in relation to the Study Area.

In attendance were representatives from the Department of Sustainability and Environment, Department of Human Services, Environment Protection Authority, West Gippsland Catchment Management Authority, VicRoads, Country Fire Authority, Ambulance Victoria, Gippsland Water, Telstra, SP Ausnet and Latrobe City Council.

Councillor Workshop – A workshop was held in February 2012 with Latrobe City Councillors to identify issues, constraints and opportunities relating to the Study Area. The workshop also assisted to understand the Councillor aspirations for the Study Area.

Latrobe City Council Officers – Council Officers have provided information on the issues, constraints and opportunities for the site, and have also identified service gaps and projects being undertaken which may impact the future uses and infrastructure in the Study Area.

Land Owner Information Session – consultant team members and Latrobe City Council staff facilitated a meeting in May 2012 at the home of one of the landowners. In attendance were 14 landowners representing 9 of 13 sites in the study area.

The landowners were provided with a project update, information about the Development Contribution Plan, a timeframe for the next stages of the project including the next opportunity for landowners to be involved.

Design Workshop – members of the consultant team, Council officers and representatives from VicRoads and Gippsland Water attended a Design Workshop in June 2012, in Traralgon.

PHASE 2: CONSULTATION ON THE DRAFT PLANS

Following completion of the Draft Development Plan and Development Contributions Plan in September 2012, the Draft Plans were made available for download and comment on Council's website, and at Council's Service Centres. A notice of consultation was also published in the *Latrobe Valley Express* on the 5th and 15th of November 2012. The following consultation was undertaken:

Mail out – to landowners, broader community, community groups, infrastructure providers and authorities to receive comment on the draft Plans.

Project Bulletin – a Project Bulletin was mailed to landowners, agencies and authorities. The Bulletin provided information on the Draft Plans and information about how to provide feedback. In addition, it included an invitation to an Information Session.

One-on-one Meetings – with landowners in the Study Area were undertaken on 29 and 30 October 2013 to discuss the draft plans in detail.

Information Session – a community information session was held at the McFarlane Burnett Room in Traralgon on 22 November 2012. The majority of attendees were land owners.

Submissions – A total of 15 written submissions were received in relation to the Draft Plan.

Servicing Authorities – a follow up meeting with Gippsland Water and the Gippsland Catchment Management Authority was conducted on 5 February 2013 to discuss specific issues raised in submissions.

One-on-one Meetings – a final round of one-on-one meetings was undertaken with landowners on 25 and 26 June 2013 to discuss revisions to the plans arising from the written submission.

This Development Plan incorporates changes to the exhibited plan made in response to submissions and subsequent correspondence with stakeholders.

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FUTURE URBAN STRUCTURE

2.1 PRIORITIES FOR THE PLAN

The Plan aims to achieve the following four priorities:

CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT PLACE

The Development Plan:

- Recognises environmental hazards, such as the flood plains of the Latrobe River and Traralgon Creek.
- Recognises other buffers that affect the environment, such as nearby industrial uses, and water storage infrastructure.
- Preserves remnant mature trees and protecting wetlands.
- Incorporates Water Sensitive Urban Design principles into open space areas.
- Promotes walkability.
- Provides convenient access to public transport.
- Locates medium density housing in close proximity to public open space and public transport infrastructure.
- Provides a neighbourhood centre and community services in a central location that is accessible to the broader community, including to a proposed aged care facility on the opposite side of Marshalls Road.

CREATE A SENSE OF PLACE AND COMMUNITY

The Development Plan:

- Will create a distinct sense of place and support community connectivity.
- Utilises open space, remnant vegetation and new landscaping to create a sense of arrival.

- Takes advantage of views to surrounding farmlands and hills.
- Integrates open space and landscaping throughout the development and providing links to surrounding networks.
- Creates a neighbourhood centre comprising retail, potential employment opportunities and community services.
- Provides footpaths and shared paths to enhance community interaction.

PROVIDE GREATER HOUSING CHOICE, DENSITY AND AFFORDABILITY

The Development Plan:

- Seeks to ensure a mix of housing choices and density commensurate with site constraints and opportunities.
- Supplies new dwelling opportunities in direct response to community demand and aspirations.
- Provides opportunities for larger, lower density lots at the north-western edge of the precinct where expansive views are available.
- Locates potential medium density and town house opportunity sites in highly accessible locations adjacent to the proposed bus route.

SUPPORT LOCAL EMPLOYMENT & BUSINESS ACTIVITY

The Development Plan:

- Identifies a potential supermarket site for future development (subject to further strategic analysis and rezoning).
- Includes space for a future community services hub.
- Improves access to employment areas in Traralgon from the site.

2.2 VISION

Traralgon North will be a high standard residential development that provides a sought-after lifestyle in Latrobe City.

Located on an escarpment at the northern edge of Traralgon, residents will enjoy expansive views of surrounding farmlands and the Great Dividing Range. These connections to the landscape will be reinforced by the retention of mature vegetation and wetlands, generous open space areas, and high quality street planting.

A distinctive sense of identity will be evident upon arrival in the precinct, with open spaces and landscaping framing each of the major entrances from Marshalls Road and Traralgon-Maffra Road. The street layout will be attractive, logical, safe and easy to navigate by foot, bicycle or motor vehicle.

A healthy and connected lifestyle will be supported by the provision of ready access to parklands, shared paths and community facilities. Open spaces, shared paths and bicycle lanes will interconnect with surrounding areas of Traralgon, providing access to schools, the rail trail and sporting fields.

Close proximity to the Traralgon CBD and employment areas will provide residents with access to a wide range of entertainment, retail, employment, education and community service providers. For those without access to a motor vehicle, bus services will be within easy reach to all households.

Importantly, Traralgon North will provide a variety of housing opportunities for different stages in life and budgets. Most of the housing will be in the form of detached dwellings with gardens, meeting the needs of families. A range of townhouses and units will also be available for singles, couples and older residents who do not wish to maintain a large property. These will be located to provide easy access to public transport and open space networks.

Residential development may in due course extend to the north of the study area, in line with the outcomes of the *Traralgon Growth Areas Review* (TGAR). The Development Plan layout therefore provides for future connections to the land to the north.

2.3 DEVELOPMENT PRINCIPLES

The preparation of the Traralgon North Development Plan has been informed by the following principles:

- Utilise natural features, including remnant vegetation and wetlands, and viewlines to guide design and contribute to sense of place.
- Ensure integrated and certain development outcomes for the multiple land owners.
- Develop a Plan that responds, where possible, to the aspirations of landowners.
- Equitably apportion development costs, open space and encumbered land between landowners.
- Address hazards and off-site amenity impacts.
- Provide a variety of lots sizes to promote housing choice and affordability.
- Provide a community hub in an accessible location.
- Utilise Healthy Urban Design Good Practice Guidelines.
- Provide open space areas to accommodate passive recreation, preserve native vegetation and wetlands, and accommodate drainage needs.
- Connect to existing road, public transport and open space networks.
- Front residential lots onto open space areas and collector roads.

- Support connectivity within the development and to surrounding areas.
- Provide for future residential expansion to the north, in accordance with the draft TGAR.
- Apply Crime Prevention Through Environmental Design (CPTED) principles.
- Integrate Water Sensitive Urban Design into the open space network.
- Limit access to Traralgon-Maffra Road to a single point.
- Recognise infrastructure upgrade requirements, and the cost of such infrastructure.
- Provide sufficient space within the Marshalls Road Reserve to accommodate infrastructure upgrades.
- Design roads to be of sufficient width to accommodate emergency vehicles.
- Identify access options for sites north of the Traralgon North area to provide a street address and access for farm vehicles.

2.4 OBJECTIVES

COMMUNITY

- Enhance the quality of residents' lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.
- Deliver accessible, integrated and adaptable community infrastructure.
- Provide community facilities and services which meet the needs of local residents within the subject site and surrounding area.
- Support the co-location of community facilities and services.
- Encourage healthy and active lifestyles.

- Provide a focus for community gathering and activity.
- Provide physical and functional linkages between the subject site and existing community infrastructure.
- Locate a community hub on a connector street that carries an existing or proposed public transport route.

HOUSING CHOICE

- Create greater housing choice, diversity and affordable places to live.
- Provide a range of densities that enable a mix of housing types and sizes.
- Provide housing to meet the needs of different life-cycle stages, including ageing in place.
- Locate potential medium density housing in close proximity to public open space, community services and public transport infrastructure.

ACCESS AND MOVEMENT

- Support transport options and infrastructure to provide an alternative to the private vehicle including walking, cycling and public transport.
- Create walkable neighbourhoods including a safe, attractive and continuous network of pedestrian and cycle routes to all key local destinations.
- Provide legible street networks that are clear and easy to navigate.
- Create well connected streets that integrate with the wider area.
- Provide links to existing pedestrian and cycling networks.
- Distribute traffic evenly throughout the local street network.
- Ensure the area can be adequately and efficiently serviced by buses.
- Provide bus stops in close proximity to key destinations and main road corridors.

OPEN SPACE

- Encourage open space to be provided in accordance with Latrobe City Council's *Public Open Space Strategy 2013* (as amended).
- Establish a sense of place and community.
- Provide adequate opportunities for passive and active recreation.
- Create vegetated linear parks and trails.
- Use unencumbered land for open space areas.
- Create clear links to other areas of open space within the catchment.
- Ensure open space is equalised fairly across the various landowners in the Study Area.

ENVIRONMENT AND CULTURAL HERITAGE

- Respond to climate change and increase environmental sustainability.
- Protect the environmental values and significant landscape features of the area.
- Utilise natural features in the design and development of the site.
- Provide opportunities for long-range views to surrounding mountain ranges.
- Manage off site amenity impacts through the provision of appropriate buffers.
- Include water sensitive urban design (WSUD) features to manage run-off in streets and public open space.

CIVIL INFRASTRUCTURE

- Provide adequate public utility infrastructure to support the future growth of Traralgon North.
- Ensure the physical and functional integration of new utility infrastructure with the surrounding area.

- Provide public utilities in a timely, coordinated and efficient manner.
- Develop a fair and equitable funding mechanism that is well supported by Council and landowners, and minimises risk for all parties.

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LAND USE FRAMEWORK

3.1 THE DEVELOPMENT PLAN

The Development Plan is illustrated in Figure 4 on the following page.

3.2 LAND BUDGET

A Land Budget sets out the proportions of land to be used and developed for different purposes across the study area. It assists with assessing the efficiency of the layout and calculating development contribution requirements. The Land Budget opposite needs to be read in conjunction with Figure 4 on the following page.

The Growth Area Authority (GAA) Precinct Structure Planning Guidelines provide the following definitions used in the land budget:

- **Encumbered Land** is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). This is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.
- **Gross developable area** is the total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
- **Net developable area** is land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets.

- **Net housing density** is the number of houses divided by the net developable area.

Table 1: Traralgon North Land Budget

	Ha	%
TOTAL AREA OF TITLES	116.39	100
ENCUMBERED LAND	6.4	5.5
GROSS DEVELOPABLE AREA	109.94	94.4
COMMUNITY FACILITY	0.35	0.3
OPEN SPACE (UNENCUMBERED)	8.53	7.3
Active recreation	2.44	2.1
Passive recreation	6.09	5.2
NET DEVELOPABLE AREA	101.06	86.8
Road reserves (proposed)	23.6	20.3
RESIDENTIAL ALLOTMENT AREA	77.46	66.5

LOT TYPE	Ave lot size	No.	Total	
	(m ²)		(m ²)	(Ha)
Standard Density Residential Lots	700	1032	722,082	72.2
Low Density Residential Lots	900	41	36,912	3.7
Limited Development Potential Lots	10,000	4	44,119	4.4
NET HOUSING DENSITY	11 DWELLINGS PER HECTARE			

Figure 4: The Development Plan



3.3 HOUSING

The Development Plan aims to create a neighbourhood that provides for housing diversity whilst respecting the existing character of residential neighbourhoods in Traralgon.

LOT SIZE / DENSITY

In accordance with the requirements of DPO5 and Clause 56 of the Latrobe Planning Scheme, the Development Plan proposes a range of lot sizes to provide for housing diversity and choice in the growth area.

Table 2 summarises the projected residential yield of the proposed Development Plan. The *GAA Precinct Structure Planning Guidelines* define 'net housing density' as "the number of houses divided by the net developable area." The net developable area is defined as: "Land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets."

TABLE 2 - ESTIMATED LOT YIELD

LOT TYPE	LOT SIZE	TOTAL LOTS
Standard Density Residential Lots	700m ²	1032
Low Density Residential Lots	900m ²	41
Limited Development Potential Lots	10,000m ²	4
TOTAL		1,077

In total the subject site will yield approximately 1,077 allotments; representing an overall density of approximately 11 dwellings per hectare (net developable area). The State Planning Policy Framework "encourages average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare". In this instance a lower density is considered appropriate due to the regional context of the site and in response to feedback from land owners and local developers regarding the marketability of medium density lots.

It is also noted that the overall density is reduced due to environmental constraints of the area of land at the western end of the site adjacent to the floodplains and within the proposed Water Treatment Storage Facility buffer area. Four larger residential lots of average size of 10,000 square metres (1 Ha) have been created.

The residential layout has sought to maximise access to high amenity areas, including the proposed community hub and public open space, retain significant vegetation and natural features and respond to environmental constraints as well as the projected demographic profile of the area. The design also seeks to support the establishment of a sustainable, vibrant and healthy new community.

HOUSING DIVERSITY

The provision of a diverse housing stock supports concepts of housing choice, affordability, adaptability and ageing in place. The Development Plan allows for a mix of housing types and sizes to be developed across the subject site, as outlined below.

LIMITED DEVELOPMENT POTENTIAL RESIDENTIAL

Four larger residential lots are proposed at the western end of the subject site. These allotments have an average size of 10,000 square metres and sit

adjacent to the floodplain within the Emergency Water Treatment Storage Facility buffer area.

LOW DENSITY RESIDENTIAL

Low density residential lots are proposed to the north-west of the subject site. The average low density lot size is 900 square metres, with a yield of 41 lots.

STANDARD DENSITY RESIDENTIAL

The Development Plan provides for the majority of the subject site to be developed with standard density residential allotments. The average standard residential lot size is 700 square metres, with a yield of 1,032 lots.

POTENTIAL MEDIUM DENSITY

There is potential to accommodate some medium density residential lots as shown on the development plan, particularly in close proximity to the existing and proposed public transport and shared path network, community facilities and areas of public open space.

Medium density housing development will be discouraged elsewhere in the development plan area unless it can be demonstrated that development in other locations will not adversely impact on the character, amenity and function of the surrounding locality.

For the purposes of this plan medium density residential lots are considered to be less than 700 square metres in size. Applications for medium density housing will be subject to planning approval and each will be assessed on its merits.

3.4 COMMUNITY FACILITIES

Community infrastructure encompasses the facilities and spaces which support identified social goals and objectives. Community infrastructure includes not only the direct provision of services such as maternal and child health, but the infrastructure which supports individuals to lead a healthy lifestyle such as walking and cycling paths, space for social interaction and opportunities for lifelong learning.

Latrobe City is an essential service provider to the local community. In greenfield developments, the development industry can also play a role in the construction and funding of community infrastructure.

Community infrastructure will play an important role in the Traralgon North Development Plan by supporting the creation of local identity and promoting health, well-being and social inclusion among new residents.

The initial community infrastructure assessment has identified a range of service gaps and future needs for the subject site, recognising its location in a growth area of Traralgon in the context of an existing community. This includes health, early years and children, aged services, general community and meeting spaces.

Discussions with the State Department of Education and Early Development have confirmed that a primary school is required in the Traralgon North area. A commitment to a specific site could not be confirmed as part of the preparation of this Development Plan.

The *draft TGAR* (2012) has identified potential future residential growth areas to the north and east of the subject land and includes a potential school site. Should these areas be developed for future residential purposes, a community infrastructure assessment will be required to account for the additional residential population.

COMMUNITY HUB

A community hub is proposed as part of the Development Plan. Based on the Moe PLACE model of collocating Council services with active recreation, the hub would be located just north-west of the intersection of Park Lane and Marshalls Road in close proximity to the proposed active open space and multi-purpose facility. Its proposed location optimises access via sustainable transport modes (e.g. walking, cycling, public transport and community transport), and provides easy access to public open space. The hub is also located on a collector road, in close proximity to the proposed retirement living development on the southern side of Marshalls Road, and central to established residential areas to the south of the site.

An area of approximately 3,500 square metres has been allocated for the community hub. The future facilities and services to be provided at the community hub should be determined through a master planning process, and be based on an assessment of the demographic profile, population projections and supply, distribution and capacity of community infrastructure.

It is noted that Latrobe City Council is currently preparing a *Children's Services Plan* to be adopted by Council in 2013/2014. There is potential for a facility comprising two playrooms, a fully fenced play yard (at least 1000 square metres) accessible from the playrooms as well as planning space, toilets, kitchen facility. A community meeting space and two multi-use offices would be beneficial (potential for Maternal Child Health).

The proposed community hub area provides flexibility for future services and facilities to respond to local needs.

3.5 COMMERCIAL/RETAIL

Current State and local planning policy encourage the provision of neighbourhood activity centres in new greenfield residential developments. These centres provide an important community focal point with a mix of uses that meet local convenience needs in accessible locations by walking and cycling.

The *Traralgon Structure Plan (2007)* identifies a site for a neighbourhood activity centre outside the precinct on land adjacent to Park Lane to the south of Marshalls Road. DPO5 provides limited guidance on the issue, making general reference to 'commercial facilities' but not directing or requiring that they be provided within the precinct.

A proposal has been submitted to Latrobe City Council to develop a full line supermarket and associated shops within the precinct at the north-west corner of Traralgon-Maffra and Marshalls Roads. The scale of the proposed development would serve a catchment extending well beyond the local neighbourhood.

The merits of this proposal are beyond the scope of this development plan and require consideration in the context of the long-term growth of Traralgon North and the relationship to the Traralgon Activity Centre. Development could not take place without rezoning the land. The planning scheme amendment process is the appropriate mechanism for these strategic issues to be addressed.

Given that the trade catchment for a full line supermarket would extend well beyond the subject land the proposed location with its highway frontage is considered appropriate. Future residents of the land affected by this plan would have ready access to the supermarket from within the proposed

subdivision and via two major roads. The supermarket would also be located on a bus route.

The proposed supermarket site is therefore shown on the Development Plan as 'Proposed Growth Corridor Supermarket Site (Subject to Rezoning)'.

3.6 OPEN SPACE & LANDSCAPE

A well-planned and connected network of open space contributes to the liveability of a community and provides the opportunity for passive recreation such as walking, jogging and cycling and is important for the promotion of healthy communities. Open spaces also provide the vital green infrastructure that contributes to flood management, mitigation and adaption to climate change while providing wildlife habitats, sporting facilities and parks.

Consistent with the requirements of Clause 56 of the *Latrobe Planning Scheme*, the *GAA Guidelines* and *Latrobe City Council's Public Open Space Strategy 2013*, the Development Plan proposes to allocate approximately 7.3% of the total area of titles as total public open space, of which 2.1% is active open space. All open space areas will be transferred to Council and rezoned at an appropriate time as Public Park and Recreation Zone (PPRZ). The cost of this will be distributed equally across the Development Plan site.

The subject site is highly modified, associated with its long term agricultural history. Notwithstanding the development plan retains existing remnant vegetation, associated with Plains Grassy Wetland and Plains Grassy Woodland EVCs.

The Land Use Framework contains several broad categories of open space: entry features, linear open space corridors, green streets, active open space, pocket parks and local play areas. These areas are described below.

Figure 5 provides a Traralgon wide context to show how the proposed open space network integrates into the existing open spaces and linear pathways network of Traralgon.

ENTRY FEATURES

The Development Plan contains two open space entry features. These will create a sense of arrival to the new residential area, while allowing for the retention of existing remnant vegetation and incorporation of Water Sensitive Urban Design infrastructure onsite.

The Park Lane / Marshalls Road entry point will provide a significant gateway entry to the development site. An area of open space will include tree planting, water sensitive urban design features, walking and cycling trails, a playground, seating, picnic facilities, bins and lighting. An area of 'active' open space will be sited adjacent to the community hub.

The Traralgon Maffra Road entry point retains existing large native trees and creates a sense of arrival from the main eastern entry to the residential areas. This park will include seating, bins and lighting. Housing will overlook the park and provide passive surveillance of the area.

Development along Marshalls Road and Traralgon-Maffra Road will be setback to allow for landscaping and greenery.

LINEAR OPEN SPACE CORRIDORS

The Development Plan proposes two open space corridors which provide green linkages through the subject site. These spaces connect the new residential neighbourhood to the surrounding open space network while providing productive use of encumbered land, responding to onsite environmental constraints and supporting healthy and active lifestyles for new residents.

The proposed open space corridors will contain walking and cycling paths, play equipment, seating and lighting to opportunities for passive and active recreation.

The East-West Corridor comprising a shared path, extends along the southern boundary of the subject site, adjoining Marshalls Road, and provides linkages to Traralgon Creek and the proposed community hub.

A substantial North-South Corridor extends through the eastern third of the site, and provides a green connection to the potential future residential growth area to the north of the development plan area. This area of open space will contain a retarding basin to accommodate any stormwater drainage alongside a restored and enhanced area of wetland which will incorporate the existing Plains Grassy Wetland.

The development of the stormwater retention system and wetland area will require further detailed design work and analysis of the habitat hectare value of Plains Grassy Wetland vegetation area. Should the design necessitate the removal of significant vegetation offsetting will be required in accordance with the provisions of the *Latrobe Planning Scheme*.

These linear parks have been designed to take advantage of long range views to the north and north-west. Residential development fronts on to all proposed green spaces, taking advantage of open views and creating passive surveillance.

Fences fronting public open space will be low and permeable e.g. timber picket or wrought iron to allow casual surveillance and contribute to the neighbourhood by encouraging social interaction between residents and passers-by. Wherever possible, high fencing and walls facing streets and public open space should be avoided. Where fences are more than one metre in height, timber pickets should be spaced to ensure more than 50% visibility.

GREEN STREETS

Street tree planting will enhance the overall appearance of the development, providing shade and biodiversity corridors. Legibility and sense of place will be strengthened through the use of directional avenue planting, to highlight key connector roads, with smaller street trees planted along access roads.

ACTIVE OPEN SPACE









An area of land for 'active' recreation has been included in the Development Plan adjacent to the proposed community hub. The land area can support a multi-use facility, pavilion and public toilets, with additional active recreation activities such as soccer, basketball/ netball, cricket or football. In light of the success of Moe PLACE, community facilities and active recreation are collocated.

POCKET PARKS & LOCAL PLAY AREAS

The draft *Latrobe City Council Public Open Space Strategy 2013* and Healthy by Design policy at Clause 21.08-4 of the *Latrobe Planning Scheme* recommends the provision of local play areas within 500 metres of all new dwellings. The Development Plan proposes a number of pocket parks throughout the site which are located no further than 400m from all proposed dwellings.

The Development Plan proposes two play areas to be located in the two pocket parks identified on the Plan (one central, the other in the north-west). The areas will contain play equipment, seating and shaded areas, in accordance with the *Latrobe City Council Playground Strategy 2005-2021*.

Figure 5: Open Space Network

- LEGEND**
-  Study area
 -  Railway line & station
 -  Town centre
 -  Key access routes
 -  Existing parks/ open space
 -  Proposed parks/ open space
 -  Existing shared path network
 -  Proposed shared path network



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4

INFRASTRUCTURE FRAMEWORK

4.1 STORMWATER

The Latrobe River, Traralgon Creek and Loy Yang Creek are the receiving water bodies for the entire development. The land to the west is in a Land Subject to Inundation Overlay (LSIO). The land itself is gently sloping towards the north with the exception of area immediately to the west of Traralgon-Maffra Road which has a slightly higher gradient and slopes down to the west.

The Development Plan has provided a total area of 0.8 ha for the overall water cycle management system. Equalisation for encumbered land will be achieved through the development contributions schedule for the growth area. A Water Management Plan (Figure 6) informs the stormwater quantity and quality controls required to service future development.

The plan details proposed areas for detention of stormwater runoff, key drainage catchments and initiatives that can be adopted for water quality improvements. All overland flows shall be conveyed via the proposed road network and where this is not possible open space reserves are nominated to convey such flows. All existing watercourses are agricultural drains and shall be integrated within the new development. Identification of preliminary road gradings ensure development can maintain appropriate overland flow paths. This requires moderate earthworks to regrade the land. This is common practice for most land development construction.

Latrobe City Council Guidelines assist Council in the preparation of best practice designs for civil engineering infrastructure to be constructed in the City. The Design Guidelines provide a set of Standards to be used by developers, consultants and designers in the planning of new infrastructure and for the rehabilitation of existing infrastructure.

Recent floods in the Traralgon area have seen local flooding issues south of the Traralgon North development area. Provision of improved overland flow paths such as road reserve are necessary to accommodate not only internal overland flow but also external overland flow. This is particularly important for Catchment 3. Further flood modelling is necessary to determine the contribution of external stormwater flows which must be accommodated in any future road or drainage reserve conveying major storm flows to the north. Given that the staging of the proposed development is uncertain drainage modelling will need to ensure that adverse impacts on adjoining and downstream undeveloped properties are avoided.

WGCMA advises that the stormwater drainage from the proposed development area will be controlled by local Council. However, the CMA still act as referral authority for any town planning applications and will mandate Water Sensitive Design protocols to comply with Victorian Stormwater Committee Best Practice Guidelines. They will also mandate the on-site detention of stormwater run-off, to ensure discharges to CMA designated receiving waters are of the highest water quality and maintained at pre-development levels.

Two retarding basins are proposed on the subject land with three retarding basins provided to the north of the development site. Consolidation of retarding basins within the drainage reserves and wetland areas has been achieved to respond to topography and maximise the site's developable area.

The locations for basins north of the site utilise the topography of the land including existing floodplain areas.

4.2 POTABLE WATER

Gippsland Water (GW) is the authority responsible for the provision of water supply facilities. Limited water supply infrastructure exists within and surrounding the vicinity of the Traralgon North area. GW has advised that in general terms GW has no issues with servicing this development.

All developments will require construction of new internal water mains to service new properties. Typically, water mains will be laid in the road reserve with individual water connections to each new property.

All new water mains and associated infrastructure will be constructed at the developer's cost and transferred to GW ownership.

A 300mm diameter water main will need to be extended in Marshalls Road east and west from Park Lane. Allocation of space within the road reserve will be necessary to position the proposed water main. The developers of the Traralgon North area will be required to construct the proposed 300mm diameter water main.

The assets along Marshalls Road will be classified as shared assets and funding arrangements for these works will need to be approved by Gippsland Water in accordance with Essential Services Commission (ESC) guidelines for new customer contributions.

4.3 SEWERAGE

Gippsland Water (GW) is the authority responsible for the provision of sewerage facilities to this development. Significant sewerage infrastructure exists within and surrounding the vicinity of the Traralgon North area.

In summary the following infrastructure is present:

- The Glengarry-Traralgon rising main is located in the land to the north of Marshalls Road where it runs west from the Maffra-Traralgon Road before it changes direction and heads south to the Marshalls Road East Sewer Pump Station.
- The Marshalls Road East Sewer Pump Station and the Regional Outfall Sewer Booster Pump Station are located to the eastern end of Marshalls Road. The Marshalls Road West Sewer Pump Station and the Traralgon Emergency Storage Facility which receives all sewage flows from the Traralgon area, where it is then pumped to the Gippsland Water Storage Facility, is located to the western end of Marshalls Road.
- From the Marshalls Road Sewer Booster Pump Station the Regional Outfall Sewer connects to the Traralgon Emergency Storage Plant via land to the south of Marshalls Road.
- Risings mains are located on both the north and south side of the Marshall Road reserve.

Gippsland Water recently engaged Engineers GHD to undertake modelling of the current sewer system within the development area. The results concluded that the sewer system including the Marshalls Road Pump Station are at capacity and need to be replaced with a single pump station. Both of the pump stations in Marshalls Road should be decommissioned. The preferred location of the pump station is north of the development area and the Esso gas pipelines and above any flood plain area.

The preference of GW is to provide an odour buffer zone of minimum 300m in which no residential development is permitted. A rising main of approximately 300mm is required to discharge from this new pump station to the emergency storage facility via Marshalls Road. The proposed location of the pump station and associated pipe work is shown in [Figure 6](#). All major Gippsland Water assets should ideally be located within the proposed road

reserve and clear of any road pavement. Any other alternative locations would need to be confirmed with Gippsland Water.

The pump station and associated assets will be classified as shared assets and funding arrangements for these works will need to be approved by Gippsland Water in accordance with Essential Services Commission (ESC) guidelines for new customer contributions.

REGIONAL ASSETS

The Regional Outfall Sewer extends along the southern side of Marshalls Road for a distance of approximately 450 metres east of the intersection of Traralgon-Maffra Road. Gippsland Water requires a reserve on the northern side of Marshalls Road in this location to provide for the future replacement of the asset.

The Traralgon Emergency Storage located to the west of the Development Plan has an odour buffer requirement of 300 metres. This buffer affects properties at the south-western corner of the Development Plan.

GW has advised that future potential development to the land north of the Esso gas lines as indicated by Latrobe City Council will require the conceptual sizing to be reviewed.

The Regional Outfall Sewer that connects to the Traralgon Emergency Storage Plant via land to the south of Marshalls Road will require protection and therefore Gippsland Water require appropriate reserve rights. It is understood that the reserve width is a minimum of 20m wide. The pipeline is shallow and fragile, and any infrastructure crossing the reserve will require careful planning and assessment.

4.4 ELECTRICITY

SP Ausnet is the franchised authority responsible for the electrical supply to this development. Existing 66kV and 22kV high voltage and low voltage overhead power lines exist surrounding the development area including Marshalls Road, Park Lane and Traralgon-Maffra Road. Overhead power lines are also present within the Traralgon North development area which currently service existing properties.

SP-Ausnet requires all new electrical infrastructures to be constructed underground and handed over as an SP-Ausnet asset. Low voltage rebates and reimbursements for high voltage works will apply.

Electrical substations will be required within the development area strategically located as SP-Ausnet assets. These are best located within open space reserves and require a reserve or a designated easement in favour of SP-Ausnet.

All existing overhead powerlines within the Traralgon North Development Area are to be retired at the expense of the developer.

4.5 TELECOMMUNICATIONS

Telecommunications services based on standard copper assets can be provided to the site by way of extension of the existing assets located within and to the south of Marshalls Road. Mobile coverage and/or national broadband infrastructure will be available to service the area replacing standard copper networks.

Figure 6: Water Management Plan



4.6 GAS

A major gas (and oil) pipeline exists within an easement to the north of the development plan area. The pipeline is approximately 1.2m below ground level. The Development Plan has designed infrastructure to cross the 100 metre gas and oil pipeline overlay in accordance with direction from Energy Safe Victoria.

Any works within the vicinity of the pipeline will require the completion of a Safety Management Study.

Sewerage, water and road infrastructure may cross the pipeline. A 500mm vertical clearance is required for works above the pipeline. Underground infrastructure will require a vertical clearance requirement of at least one metre.

Before construction of any subdivision applicants will need to contact ESSO.

An assessment at the planning permit stage of proposed infrastructure will need to occur with ESSO.

4.7 MOVEMENT AND ACCESS

The Traralgon North Development Plan aims to create a neighbourhood that provides safe, attractive and continuous network of pedestrian and cycle routes to all key local destinations including the community hub, open space, and residential areas.

A collector road extends from Park Lane through the site to Traralgon-Maffra Road to the east and Marshalls Road to the west. The plan generally

locates existing roads and road reserves to build the basis for a logical east-west and north-south street grid.

Refer to Figure 7 on page 37 for more detail.

The roads within the subdivision are classified in accordance with the Latrobe City Design Guidelines, Volume 3.1, as minor or major access streets where vehicles are not anticipated to exceed 500 and 2,000 vehicles per day respectively. The easements will be wide enough to cater for greater than 5 metre road widths. Refer to road sections below and overleaf.

To support additional traffic volumes associated with the development Marshalls Road needs to be upgraded. As such the carriageway has been widened, and the verges reconfigured to accommodate civil infrastructure upgrades. This creates the opportunity to provide a shared path along the northern side of the road.

INTERSECTIONS

The Development Plan proposes the following intersection upgrades:

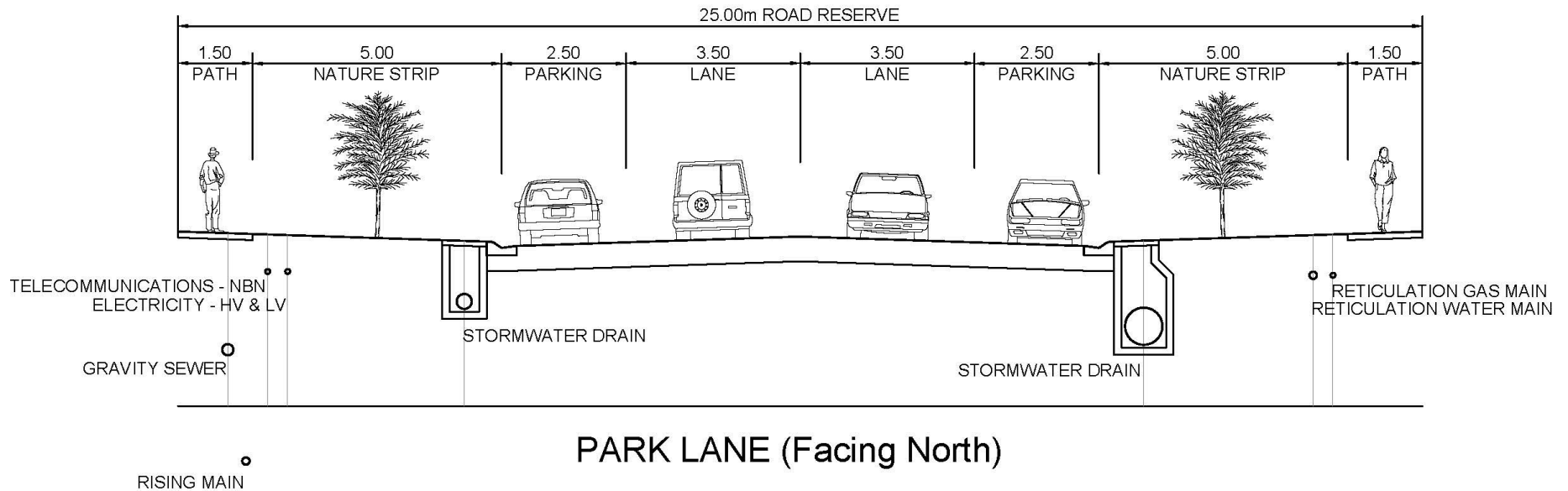
- Park Lane and Marshalls Road where a proposed roundabout is shown.
- In accordance with the direction from VicRoads, one access point is created from the site to Traralgon-Maffra Road. The location of the access point maximises safe access and sight lines to oncoming traffic from the north and south on Traralgon-Maffra Road.
- Signalisation of the intersection of Traralgon-Maffra Road and Marshalls Road is required to accommodate additional traffic volumes. The Development Contributions Plan provides further details on cost and requirements.

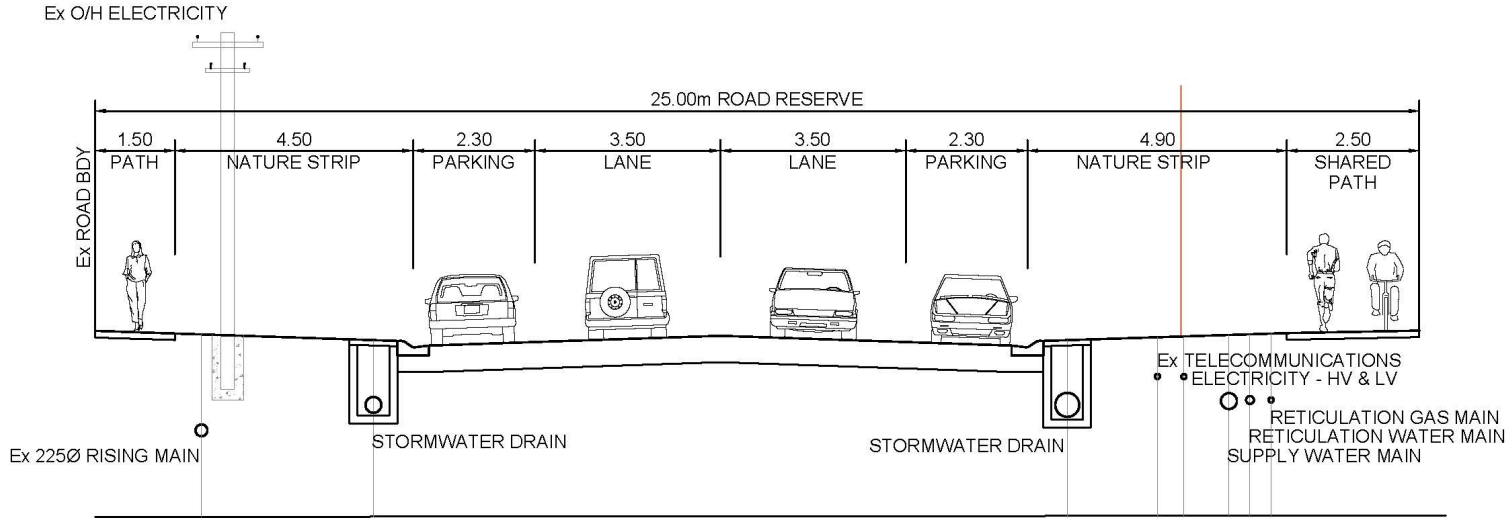
PUBLIC TRANSPORT

A new bus route (#45) operates along Marshalls Road adjacent to the study area. The Growth Area Authority provides a set of benchmarks and standards for new residential development, including that 95% of dwellings are located not more than 400m street walking distance from the nearest or proposed bus stop.

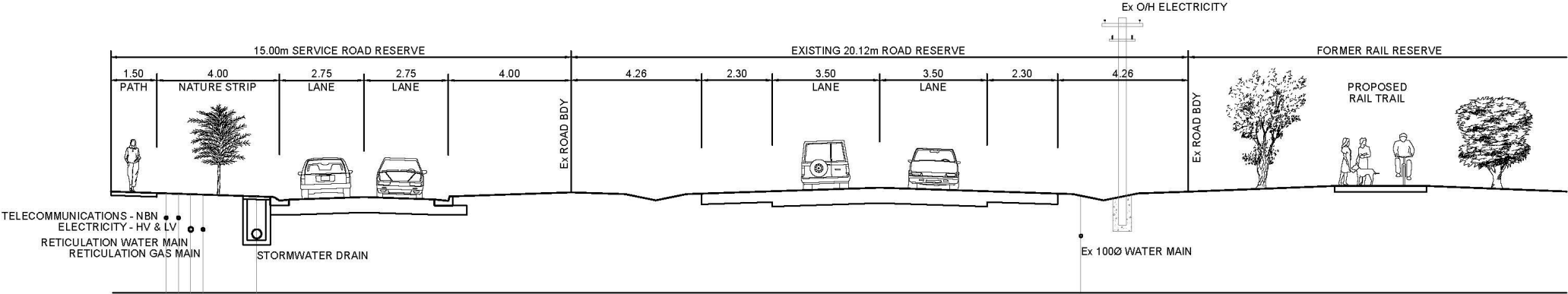
The Development Plan proposes to extend the bus service north of Park Lane through the Development Plan site using the collector road network to link with Traralgon Maffra Road. The connector streets have been designed to accommodate the potential future bus services.

Bus stops have been located at key destinations along the network including at the community hub, a central location within the residential area, and at the entry point from Traralgon-Maffra Road. The public transport route follows the proposed collector. Cross sections for the collector road should accord with the DTPLI *Public Transport Guidelines for Use and Development 2008*. Paths, bus stops and bush shelters must be compliant with the *Disability Discrimination Act 1992*.





MARSHALLS ROAD (Facing West)



TRARALGON-MAFFRA ROAD (Facing North)

EMERGENCY VEHICLE ACCESS

The Development Plan has been informed by the Emergency Service Vehicle requirements for access to the site and dimension of the internal road network. The collector road network has been designed to accommodate emergency vehicles and provide ingress (Park Lane) and egress (Traralgon-Maffra Road) to satisfy the requirements of emergency services.

SHARED PATHWAYS

Shared pathways will be introduced to connector streets to enhance walking and cycling opportunities.

A 2.5 metre shared path system is proposed along Marshalls Road to maximise use of the infrastructure easement. The pathway will link to the linear shared pathway proposed on the south side of Marshalls Road through The Strand development. It will also link at Traralgon-Maffra Road with the proposed Traralgon – Glengarry Rail Trail which runs along the east side of Traralgon-Maffra Road. The shared pathways aim to link the site and Rail Trail to the Traralgon township.

IMPACT ON LOCAL ROAD NETWORK

The expected future traffic volumes generated by development of the study area will result in additional traffic on Park Lane, Greenfield Drive and Franklin Street. Notwithstanding, the volume of traffic on these roads is unlikely to exceed the typical upper limit for a collector road. All of these roads already function as collector roads and have been constructed to a collector road standard.

ACCESS TO REMAINING RURAL LOTS

Development of the Traralgon North Precinct involves the southern portions of several existing rural lots. The northern portions of these lots remain in the Farming Zone and will continue to be used and developed for agricultural purposes. As a result the Development Plan will need to ensure that these balance lots have a legal frontage and that arrangements are made for heavy vehicle access.

The development proposes the construction of a road along the northern boundary of the precinct within the pipeline buffer zone. This will create a legal frontage for lots to the north while maximising residential development potential within the precinct.

Due to steep topography the road would not extend beyond the western edge of the escarpment. Properties beyond the escarpment would be accessed via the proposed residential street network. The proposed access points reflect the location of existing driveways and internal pathways.

Figure 7: Movement & Access Plan



5

IMPLEMENTATION

5.1 INTRODUCTION

This section outlines the actions and decision guidelines necessary to implement the Development Plan.

5.2 CULTURAL HERITAGE

Although there is no legislative requirement to prepare a Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006* the close proximity of the land to the adjoining flood plains means that artefacts may be present within the Development Plan area. Proponents may choose to prepare a voluntary Cultural Heritage Plan as a risk management measure.

Historical archaeological surveys that meet the requirements of the *Heritage Act 1995* may also be considered for similar reasons.

5.3 NATIVE VEGETATION

The development of the stormwater retention system and wetland area will require further detailed design work and analysis of the habitat hectare value of Plains Grassy Wetland vegetation area. Should the design necessitate the removal of significant vegetation offsetting will be required in accordance with the provisions of the Latrobe Planning Scheme.

5.4 SUBDIVISION APPLICATIONS

Before deciding on an application to subdivide land in accordance with this Development Plan the Responsible Authority must consider the following:

- Subdivision layouts must be generally in accordance with the Traralgon North Development Plan.
- The Lot Yield must be no less than the Estimated Lot Yield outlined in Section 3 of the Traralgon North Development Plan.
- Residential lot sizes should fall within the following categories:
 - Potential Medium Density Residential: Less than 700 square metres.
 - Standard Density Residential: 700 square metres average.
 - Lower Density Residential: 900 square metres average.
 - Limited Development Potential: 10,000 square metres average.
- Lots falling within each category must be distributed in accordance with the Development Plan.
- Medium density housing development will be discouraged in locations other than as shown on the Development Plan unless it can be demonstrated that development in other locations will not adversely impact on the character, amenity and function of the surrounding locality.
- Open space must be provided in accordance with the Traralgon North Development Plan.
- Lots directly abutting public open space areas should be designed to facilitate passive surveillance from dwelling windows. Boundary fences adjoining public open spaces should be low and visually permeable e.g. timber picket or wrought iron.

- Civil infrastructure must be provided in accordance with the Traralgon North Development Plan and Traralgon North Development Contributions Plan.
- Infrastructure must be designed and constructed in accordance with Council's infrastructure design guidelines and the *Victorian Stormwater Committee Best Practice Guidelines*.
- Drainage modelling must be undertaken to ensure that the staging of development does not result in adverse impacts on adjoining and downstream undeveloped lots.
- Odour buffer requirements associated with the Traralgon Emergency Storage Facility must be taken into account when designing lots and identifying development envelopes.
- A Safety Management Study must be prepared for any works proposed in the vicinity of the gas pipeline located to the north of the Development Plan area. Proponents should consult with ESSO for detailed requirements regarding clearances and safety measures.
- Cross sections for the collector road must accord with the DTPLI *Public Transport Guidelines for Use and Development 2008*.
- Paths, bus stops and bush shelters must be compliant with the *Disability Discrimination Act 1992*.
- A landscape masterplan must be prepared and submitted as part of any subdivision application. The landscape plan must be generally in accordance with the Traralgon North Development Plan and include:
 - The location of pedestrian pathways, signage, fencing, public lighting and street furniture.
 - The areas of public open space and road reserve to be planted, including landscape detail.
 - The detailed design of drainage areas.
- The shapes, species, height and placement of trees.
- The vegetation to be retained and removed.
- The landscape design must:
 - Include urban design and landscape features at the intersections of the proposed collector road with Traralgon-Maffra Road and Marshalls Road which create a sense of arrival and transition into a residential area.
 - Ensure landscaping supports surveillance and provides shades in streets, parks and public open space.
 - Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
 - Provide for walking and cycling networks that link with community facilities.
 - Provide appropriate pathways, signage, fencing, public lighting and street furniture.
 - Utilise existing trees and areas of planting as settings for recreational and play areas, and take advantage of their aesthetic qualities as a feature within the development.
 - Create low maintenance, durable landscapes that are capable of a long life.
 - Streetscapes and Public Open Space must be planted with native vegetation from Councils preferred planting schedule.

5.5 TRANSFER OF OPEN SPACE

All parks must be provided to the satisfaction of the responsible authority before the transfer of land:

- With completed bulk earthworks where required fit for intended purpose;
- Cleared of all rubbish and environmental weeds, top soiled and grassed;
- With a water tapping for recycled and potable water;
- With landscaping including drought resistant trees and other planting;
- With shared paths and footpaths as appropriate;
- With maintenance access points;
- With installation of basic play equipment as appropriate.

5.6 ACCESS TO BALANCE LOTS

Before a planning permit is granted to subdivide land in accordance with the Traralgon North Development Plan arrangements must be confirmed to provide legal access to balance lots located to the north of the residential zone.

The location and alignment of access roads must be agreed upon in consultation with affected landowners, Vic Roads, the West Gippsland Catchment Management Authority and other relevant stakeholders.

5.7 COMMUNITY HUB

A Community Infrastructure Analysis should be prepared for the subject site, by a suitably qualified professional. This should occur within 2 years of approval of the Development Plan so that community infrastructure can be

developed in conjunction with residential areas. There may be a requirement for the community hub site to be rezoned to a Public Use Zone 3 – Health and Community, depending on the service delivery model adopted.

5.8 SUPERMARKET SITE

The 'Potential Growth Corridor Supermarket Site' has been identified for the purposes of clarity and does not form part of the approved Development Plan. Any future development of the site for commercial purposes beyond the scope of the relevant residential zone will require an amendment to the *Latrobe Planning Scheme*.

In order to ensure certainty for Council and all landowners any future rezoning of the land will not affect the Development Contributions Plan prepared in accordance with this Development Plan. Additional infrastructure requirements associated with the rezoning and commercial development of the land must be negotiated directly between the developer and the relevant servicing authority.

Before deciding on a proposal to rezone the land the planning authority should consider (among other requirements of the *Planning and Environment Act 1987*):

- The strategic justification for the proposal;
- Whether the proposal is consistent with the *Traralgon Growth Areas Review*;
- The economic and social impacts of the proposal on the Traralgon Central Business District and commercial activities in nearby townships such as Glengarry, Tyers and Toongabbie;
- The strategic justification for the timing and scale of the development.

6

DEVELOPER CONTRIBUTIONS SCHEDULE

6.1 DEVELOPMENT CONTRIBUTIONS

Development within the Traralgon North Development Plan area will need to be supported by a range of on-site and off-site infrastructure. This section of the Development Plan describes the infrastructure items that are needed to support the development of the Traralgon North Development Plan area, and the methods by which these infrastructure items will be funded.

Whilst standard on-site infrastructure works such as local roads, footpaths and drainage works will be undertaken by development proponents, there will also be a range of higher order on-site and off-site infrastructure required, such as major roads and intersections, catchment drainage works, active and passive open space land and improvements and community facilities. These higher order infrastructure items are to be funded through a combination of Latrobe City Council funding (if required) and development contributions.

Development contributions are payments (or infrastructure provided in lieu of payment) towards higher order infrastructure. Development contributions can be levied through planning permit conditions, a voluntary agreement between developers and Council, or through a Development Contributions Plan (DCP) that is incorporated into the Planning Scheme.

Development contributions may be collected by a Council towards two categories of infrastructure:

- Development Infrastructure (including any land required for public purposes and the construction of roads, intersections, drainage works, trails, maternal and child health centres, kindergartens and basic improvements to public open space). The Development Infrastructure Levy (DIL) is payable prior to the issue of a Statement of Compliance for a subdivision and applies to all development (with some exceptions such as schools);
- Community Infrastructure (including sporting pavilions, community centres, libraries, etc.). The Community Infrastructure Levy applies only to residential development and is payable prior to the issue of a Building Permit for each dwelling. The CIL is capped at a maximum of \$900 per dwelling under Section 46L the *Planning and Environment Act 1987*.

Part 3B of the *Planning and Environment Act 1987* outlines the statutory provisions relating to development contributions. In summary, Part 3B provides for the inclusion of a DCP in the Planning Scheme, and the provision to impose a Development Infrastructure Levy or a Community Infrastructure Levy.

In regional Victoria, the preparation of DCPs is relatively uncommon, due to the significant time and cost involvement required to prepare and implement a DCP, and the relatively low development rate and scale compared with metropolitan Melbourne. However, Section 173 Agreements and planning permit conditions are often used as a means of levying development contributions without preparing a full DCP.

Whilst the provisions of the *Planning and Environment Act 1987* relate specifically to DCPs that are incorporated into the Planning Scheme, Section 173 Agreements and Planning Permit conditions relating to development contributions are generally based on the same principles and controls that are found in the Act (such as the \$900 Community Infrastructure Levy cap).

6.2 APPROACH TO COLLECTING DEVELOPMENT CONTRIBUTIONS

Development contributions will be collected for the Traralgon North Development Plan area as follows:

- Development contributions will be required under Schedule 7 to the Development Plan Overlay (DPO7) of the *Latrobe Planning Scheme*. DPO7 is currently being introduced into the Planning Scheme via a Planning Scheme Amendment and will apply to the Traralgon North Development Plan area;
- DPO7 requires landowners to enter into a Section 173 Agreement with Council prior to any development to pay development contributions towards land, roads, drainage, open space improvements, community facilities, bus route infrastructure, traffic calming and a walking and cycling network;
- The cost of all infrastructure to be funded via development contributions will be shared across all land parcels within the Development Plan area and Latrobe City Council;
- The Section 173 Agreements will specify the amount of passive open space contributions to be paid to Council, and the method for equalisation, credits and cash in lieu of land contributions;
- The Section 173 Agreements will include details relating to infrastructure items, costs, standards and timing of provision, and information regarding administration of development contributions, such as indexation and works in-kind arrangements.

6.3 DEMAND UNITS

The methodology adopted for the apportionment of infrastructure costs relies on the nexus principle. The Development Plan area is deemed to have a nexus with an infrastructure item if the occupants are likely to make use of the infrastructure item.

In order to fairly levy developers achieving varying densities while maintaining financial certainty for Council, a standard 'per hectare of net developable land' demand unit is used for calculation of the Development Infrastructure Levy. This includes both residential and commercial land.

A standard 'per dwelling' demand unit is used for the assessment of the community infrastructure levy. Based on the Net Residential Area and taking into consideration likely residential densities, Planisphere has estimated that there will be approximately 1,077 dwellings within the Development Plan Area at full development.

The Net Developable Area and projected number of dwellings in the Traralgon North Development Plan area are shown in Table 1 of this Plan.

6.4 COST APPORTIONMENT

For some infrastructure projects there is likely to be a proportion of usage generated from areas external to the Development Plan area. The proportion of costs attributable to external use is subtracted from the total project cost of an infrastructure item to give the cost attributable to the Development Plan area for each infrastructure item.

Cost apportionment is calculated for each infrastructure item based on advice provided by technical experts.

6.5 ADMINISTRATION

It is recommended that the Section 173 Agreements contain the following information relating to administration of development contributions collection.

INDEXATION

In order to align with existing development contributions administration arrangements in Latrobe City, it is recommended that infrastructure costs and levies are indexed annually in accordance with the index mechanisms used in existing development contributions agreements.

VALUATION OF LAND

Valuations for land items included in the infrastructure list were provided by a qualified independent valuer (Lee Property Valuers and Advisors). Land to be acquired was valued based on the 'before and after method' assuming that all usual services (reticulated water, sewerage, electricity, gas, drainage, telecommunications) will be available when the development proceeds.

COLLECTION OF LEVIES

The Community Infrastructure levy will be collected by Latrobe City Council under the Section 173 Agreement before the issue of a Statement of Compliance..

The Development Infrastructure Levy will be collected by Council as follows:

- For the subdivision of residential land, before the issue of a Statement of Compliance under the *Subdivision Act 1988* in respect of the subdivision creating any new residential lot;
- In relation to the development of commercial land, a planning permit condition must require the payment of the development contribution prior to the commencement of works unless there is an agreement with the Responsible Authority to secure the payment of the development contribution by some other means or other timeframe.

The Development Infrastructure Levy and Community Infrastructure Levy will be collected by the Responsible Authority (Latrobe City Council) before the issue of a Statement of Compliance. A statement of compliance must not be issued until the development infrastructure levy is paid.

METHOD OF PROVISION

Responsibility for the delivery of infrastructure works as described in the agreement resides with Latrobe City Council.

Infrastructure works may be provided by developers with a credit provided against their development contribution, subject to the agreement of the Responsible Authority.

Where a developer intends to construct a building under the agreement in-kind, this must first be agreed to by the Responsible Authority. Any buildings constructed in-kind must be to the satisfaction of the Responsible Authority.

Where the Responsible Authority agrees that works are to be provided by a developer in lieu of cash contributions:

- The credit for the works provided shall equal the value identified in the agreement taking into account the impact of indexation;
- The value of works provided in accordance with the principles outlined above, will be offset against the development contributions liable to be paid by the developer;
- The developer will not be required to make cash payments for contributions until the value of any credits for the provision of agreed works-in-kind are exhausted;
- Where credit for works-in-kind can't be offset against future levy payments, the developer shall be reimbursed by the Responsible Authority for any excess credit at the time of provision in the agreement;
- Where a developer is in credit against their development contributions liability, this credit will be indexed annually in accordance with one of the methods described above.

VICROADS INTERSECTIONS

Two development infrastructure items (DI_RO_2 and DI_RO_4) require construction of intersections with Traralgon–Maffra Road, a VicRoads arterial road. As with other Development and Community Infrastructure items, contributions towards these items are to be collected by Council under Section 173 agreements prior to issue of a Statement of Compliance for each subdivision.

The works will be delivered by Council as the Development Agency using funds collected, unless Council agrees to the delivery of the item(s) as works

in-kind, in which case a credit will be issued based on the value of the item as shown in the section 173 agreement.

All works are to be to the satisfaction of VicRoads, with the scope and cost of works to be generally in accordance with the intersection details shown in the section 173 agreement.

The anticipated timing of these items is as follows:

- DI_RO_2 Marshalls Road – item required at the time that any activity centre / supermarket is developed;
- DI_RO_4 Northern collector road – item required to provide access to the first subdivision at the eastern development front.

LAND

Council wishes to obtain land required as an off-set against a developer's development contributions. As with works-in-kind, the provision of land would be addressed in an agreement between the developer and the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987*. The value of the off-set for providing land will equal the value shown in the agreement, subject to indexation.

6.6 INFRASTRUCTURE

The infrastructure summary table below shows the infrastructure items to be funded via development contributions from the Traralgon North Development Plan area. This table should be inserted as an appendix to all Section 173 Agreements.

The location of all infrastructure items is shown in [Figure 8](#).

Infrastructure items were identified and costed by the following consultants:

- Roads and intersections: GTA Consultants;
- Drainage: TGM Group (see Appendix B for locations and catchments);
- Open Space and Community Facilities: Planisphere; and
- Land: Lee Property Valuers and Advisors.

Figure 8: Infrastructure Contributions Map



6.7 INFRASTRUCTURE SUMMARY TABLE A (Non-Drainage Items)

CI / DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate (2015)	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	DI LEVY	CI LEVY
Roads & Intersections														
Development	Roads	DI_RO_1	Marshalls Road upgrade	Upgrade of Marshalls Rd to the standard of a collector street	1500.0	lin. m	\$3,723	TGM	\$5,583,838	64%	\$3,573,656	101.06	\$35,362.69	
Development	Roads	DI_LA_8a	Land acquisition - Marshalls Road east	Acquisition of land for the widening (2m by 475m) of Marshalls Road between the Gippsland Water Booster Pump Station and Traralgon Maffra Road.	0.095	ha	\$325,000	Valuation report	\$30,875	100%	\$30,875	101.06	\$305.52	
Development	Roads	DI_LA_8b	Land acquisition - Marshalls Road west	Acquisition of land for the widening of Marshalls Road between the Gippsland Water Booster Pump Station and the westernmost road access to the Development Plan area.	0.58	ha	\$325,000	Valuation report	\$188,500	100%	\$188,500	101.06	\$1,865.28	
Development	Intersections	DI_RO_2	Signalised intersection Traralgon-Maffra Rd and Marshalls Rd	Construction of a signalised T-intersection at Traralgon-Maffra Rd and Marshalls Rd including pavement replacement and services relocation.	1.0	intersection	\$2,349,709	Latrobe City Council	\$2,349,709	100%	\$2,349,709	101.06	\$23,251.26	
Development	Intersections	DI_RO_3	Roundabout at Marshalls Rd and Park Lane	Construction of a roundabout at Marshalls Rd and Park Lane.	1.0	intersection	\$521,215	TGM	\$521,215	100%	\$521,215	101.06	\$5,157.63	
Development	Intersections	DI_RO_4	Intersection Traralgon Maffra Road and collector road	Construction of an unsignalised intersection, including pavement replacement, services relocation and Crown land acquisition.	1.0	intersection	1,748,833	Millar Merrigan	\$1,748,833	100%	\$1,748,833	101.06	\$17,305.37	
Development	Public Transport	DI_RO_6	Bus stops	Provision of bus stops (including shelters) at Marshalls Rd/Park Ln, within study area and at Traralgon-Maffra Rd and East-West connector	5.0	bus stop	\$37,230	TGM	\$186,148	100%	\$186,148	101.06	\$1,842.01	
Trails														
Development	Trail	DI_TR_1	Trail link to Rail Trails on eastern DP Area boundary	Construct trail link to the Rail Trail along the eastern boundary of the DP area	30.0	lin. m	\$187	TGM	\$5,613	100%	\$5,613	101.06	\$55.54	

CI / DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate (2015)	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	DI LEVY	CI LEVY
Development	Trail	DI_TR_2	Shared path - Marshalls Road west	Construction of a shared path along Marshalls Rd west of Gippsland Water Booster Pump Station	1600.0	lin. m	\$187	TGM	\$299,359	100%	\$299,359	101.06	\$2,962.27	
Development	Trail	DI_TR_3	Shared path - Marshalls Road east	Construction of a shared path along Marshalls Rd east of Gippsland Water Booster Pump Station	475.0	lin. m	\$187	TGM	\$88,872	100%	\$88,872	101.06	\$879.42	
Development	Trail	DI_TR_4	Shared path - internal connector streets	Construction of a shared path along internal connector streets	1500.0	lin. m	\$187	TGM	\$280,649	100%	\$280,649	101.06	\$2,777.13	
Development	Trail	DI_TR_5	Shared path - linear open space	Construction of shared paths within linear open space reserves (north-south linear reserves central to the site affecting properties 12 and 13, and north-south along Traralgon Maffra Road.	1200.0	lin. m	\$187	TGM	\$224,519	100%	\$224,519	101.06	\$2,221.70	
Open Space														
Development	Open Space	DI_LA_2	Active Open Space reserve	Land acquisition for active open space	2.44	ha	\$325,000	Valuation report	\$793,000	100%	\$793,000	101.06	\$7,847.04	
Development	Open Space	DI_OS_1	Active Open Space reserve	Improvements to the Active Open Space reserve	1.0	allow	\$1,276,446	UE Estimate	\$1,276,446	100%	\$1,276,446	101.06	\$12,630.92	
Community	Open Space	CI_OS_1	Active Open Space - Pavilion	Construction of a pavilion to support the active open space reserve	1.0	allow	\$1,063,705	UE Estimate	\$1,063,705	100%	\$1,063,705	1,077.00		\$987.66
Development	Open Space	DI_OS_2	Passive open space improvements	Improvements to passive open space, including regrading and seeding, tree planting, street furniture and playground equipment.	1.0	allow	\$2,506,991	Planisphere	\$2,506,991	100%	\$2,506,991	101.06	\$24,807.63	
Community facilities														
Development	Community Facilities	DI_LA_1	Land for Community Facility	Land acquisition for a community facility - total area 1.14 ha	0.35	ha	\$325,000	Valuation report	\$113,750	100%	\$113,750	101.06	\$1,125.60	
Development	Community Facilities	DI_CF_1	Multi-purpose community centre - DI component	Construction of the Development Infrastructure component of a level 1 multi-purpose community centre, including maternal and child health centre and kindergarten.	1.0	allow	\$1,595,557	UE Estimate	\$1,595,557	30%	\$478,667	101.06	\$4,736.59	

CI / DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate (2015)	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	DI LEVY	CI LEVY
Community	Community Facilities	CI_CF_1	Multi-purpose community centre - CI component	Construction of the Community Infrastructure component of a level 1 multi-purpose community centre, including community meeting rooms.	1.0	allow	\$1,063,705	UE Estimate	\$1,063,705	30%	\$319,111	1,077.00		\$296.30
Other														
Development	Other	DI_O_1	Planning	Development Plan and DCP planning costs	1.0	allow	\$151,297	Planisphere	\$151,297	100%	\$151,297	101.06	\$1,497.14	
TOTALS									\$20,072,580		\$16,200,915		\$146,630.74	\$1,283.95

6.8 INFRASTRUCTURE SUMMARY TABLE B (Drainage Items)

CI / DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate (2015)	Reference	Capital Cost	Growth Area	Cost attributable to the precinct	Demand Units	DI LEVY
Development	Drainage	DI_DR_1a	Drainage works: retarding basin within DP area	Construction of drainage works for a retarding basin within the DP area.	1.0	basin	\$684,525	TGM (with breakdown by Millar Merrigan)	\$684,525	63%	\$431,251	50.32	\$8,570.27
Development	Drainage	DI_DR_1b	Drainage works: retarding basin outside DP area (north)	Construction of drainage works for a retarding basin to the north of the DP area and piping to connect to DP area.	1.0	basin	\$458,858	TGM (with breakdown by Millar Merrigan)	\$458,858	63%	\$289,080	50.32	\$5,744.90
Development	Drainage	DI_DR_1c	Drainage works: major wetland north of DP area	Construction of drainage scheme for Catchment A, including major wetland to the north of DP area and drainage pipes.	1.0	wetland and piping	\$1,364,036	TGM (with breakdown by Millar Merrigan)	\$1,364,036	63%	\$859,342	50.32	\$17,077.75
Development	Land	DI_LA_3	Land for retention basin to the north of DP area	Land acquisition (0.2ha) for retarding basin to the north of DP area.	0.20	ha	\$20,000	Valuation report	\$4,000	100%	\$4,000	50.32	\$79.49
Development	Land	DI_LA_4	Land for retention basin within DP area	Land acquisition (0.51ha) for retarding basin within DP area.	0.51	ha	\$325,000	Valuation report	\$165,750	100%	\$165,750	50.32	\$3,293.96
Development	Land	DI_LA_5	Land for major wetland	Land acquisition for major wetland (2.0ha) to the north of DP area.	2.00	ha	\$12,500	Valuation report	\$25,000	100%	\$25,000	50.32	\$496.83
											DRAINAGE LEVY CATCHMENTS 1, 2 AND 3	50.32	\$35,263.20
Development	Drainage	DI_DR_2	Drainage works - catchment 4	Construction of a drainage scheme for catchment 4, including drainage pipes, retarding basin and wetland area	1.0	scheme	\$1,876,376	TGM	\$1,876,376	68%	\$1,275,936	42.10	\$31,816.74
Development	Land	DI_LA_6	Land for retention basin - catchment 4	Land acquisition for wetland area for catchment 4	1.08	ha	\$12,500	Valuation report	\$13,500	100%	\$13,500	42.10	\$336.64
											DRAINAGE LEVY CATCHMENT 4	42.10	\$32,153.37
Development	Drainage	DI_DR_3	Drainage works - catchment 6	Construction of a drainage scheme for catchment 6, including drainage pipes, retarding basins and bioretention areas	1.0	scheme	\$101,824	TGM	\$101,824	100%	\$101,824	6.61	\$15,404.52
Development	Land	DI_LA_7	Land for retention basin catchment 6	Land acquisition for retention basin for catchment 6	0.38	scheme	\$12,500	Valuation report	\$4,750	100%	\$4,750	6.61	\$718.61
											DRAINAGE LEVY CATCHMENT 6	6.61	\$16,123.13

LAND ACQUISITION

The Infrastructure List includes a number of land areas to be acquired. The land items, purpose of acquisition and notes for valuation are shown in Table 4.

See section 6.5 for details as to how land is to be valued.

Table 3: Land Items

Project ID	Land for	Area to be acquired	Notes
DI_LA_1	Community Facilities	0.35ha	Valued on the basis of an underlying Mixed Use Zone
DI_LA_2	Active Open Space	2.44ha	Valued on underlying residential zone
DI_LA_3	Drainage	0.20ha	Unencumbered land, Farming Zone
DI_LA_4	Drainage	0.51ha	Unencumbered land, underlying residential zone
DI_LA_5	Drainage	2.00ha	Encumbered land value (LSIO)
DI_LA_6	Drainage	1.08ha	Encumbered land value (LSIO)
DI_LA_7	Drainage	0.38ha	Encumbered land value (LSIO)
DI_LA_8a	Road widening	0.095ha	Unencumbered land, underlying residential zone
DI_LA_8b	Road widening	0.58ha	Unencumbered land, underlying residential zone

6.9 LEVIES

LEVIES PAYABLE

Table 4 provides a summary of the development contribution levies payable for the Traralgon North Development Plan Area. These levies should be included as the 'base' levies in the Section 173 Agreements.

All development is liable to pay the relevant development infrastructure levy, plus the drainage levy for the relevant catchment area (see Appendix A for areas). Only residential development is liable to pay the Community Infrastructure Levy.

All levies are expressed in July 2012 dollars. Costs and levies are to be indexed annually in accordance with the method outlined in Section 2.4.1.

Table 4: Levy Summary

LEVY	AMOUNT (JULY 2015)
Development Infrastructure Levy (excluding drainage) per ha	\$146,630.74
Drainage Levy Catchment A (Sub-catchments 1, 2 and 3) per ha	\$35,263.20
Drainage Levy Catchment B (Sub-catchment 4) per ha	\$32,153.37
Drainage Catchment C (Sub-catchment 6) per ha	\$16,123.13
Community Infrastructure Levy (\$/dwelling)	\$1,283.95
Community Infrastructure Levy (\$/dwelling after cap)	\$900.00

Source: Urban Enterprise, 2013

FUNDS TO BE COLLECTED

Table 5 shows a summary of the infrastructure costs, amounts expected to be collected through development contributions and estimated contributions required by Council.

The Council contribution relates to:

- The component of the Community Infrastructure Levy that is above the cap of \$900 per dwelling; and
- The external cost apportionment associated with the following items:
 - CI_CF_1 (community centre – community infrastructure component);
 - DI_CF_1 (community centre – development infrastructure component);
 - DI_RO_1 (Marshalls Road upgrade)
 - DI_DR_1 (drainage works, catchments 1, 2 and 3); and
 - DI_DR_2 (drainage works, catchment 4)

In order to ensure certainty for Council and all landowners the Section 173 agreements should stipulate that any future rezoning of land for a future growth corridor supermarket will not affect the Development Contributions Plan prepared in accordance with this Development Plan. Additional infrastructure requirements associated with the rezoning and commercial development of the land must be negotiated directly between the developer and the relevant servicing authority.

Table 5: Summary of Funds Collected

Levy Category	Total Infrastructure Cost	Cost apportioned to Traralgon North	Collected via Contributions	External Cost (Council)
Development Total (including drainage)	\$22,643,789	\$17,988,532	\$17,988,532	\$4,655,257
Community Total	\$2,127,410	\$1,382,099	\$969,300	\$1,158,110
Total	\$24,771,199	\$19,371,348	\$18,957,832	\$5,813,367

Source: Urban Enterprise, 2013

The difference between the middle columns is due to the community infrastructure levy (CIL) cap. The CIL is capped at \$900. Council is required to fund the balance.