



# **LATROBE CITY COUNCIL**

**AGENDA FOR THE  
ORDINARY COUNCIL**

**TO BE HELD IN NAMBUR WARIGA MEETING ROOM  
CORPORATE HEADQUARTERS, MORWELL  
AT 6.00 PM ON  
17 AUGUST 2015**

**CM468**



## *Latrobe Community* **Vision**

*"In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership."*

## *Council* **Mission**

Latrobe City continues to implement the values, corporate directions and partnerships necessary to bring reality to the Latrobe's 2026 community vision for a liveable and sustainable region with collaborative and inclusive community leadership.

## *Council* **Values**

Latrobe City Council's values describe how it is committed to achieving the Latrobe 2026 community vision through:

- Providing responsive, sustainable and community focused services;
- Planning strategically and acting responsibly;
- Accountability, transparency and honesty;
- Listening to and working with the community; and
- Respect, fairness and equity.



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*Our Father who art in Heaven, hallowed be thy name. Thy kingdom come, thy will be done on earth as it is in Heaven. Give us this day our daily bread, and forgive us our trespasses, as we forgive those who trespass against us, and lead us not into temptation but deliver us from evil. For the kingdom, the power, and the glory are yours now and forever. Amen.*

**2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND**

*We respectfully acknowledge that we are meeting here today on the traditional land of the Braiakaulung people of the Gunaikurnai Clan and pay our respect to their past and present Elders.*

**3. APOLOGIES AND LEAVE OF ABSENCE****4. DECLARATION OF CONFLICT OF INTEREST****5. ADOPTION OF MINUTES****RECOMMENDATION**

**That the minutes of the Ordinary Council Meeting held on 27 July 2015 be confirmed.**

**6. PUBLIC QUESTION TIME**

*Members of the public who have registered before 12.00 Noon on the day of the Council meeting are invited to speak to an item on the agenda or to ask a question of the Council.*

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**7. ITEMS HELD OVER FOR REPORT AND/OR  
CONSIDERATION/QUESTIONS ON NOTICE**

Council Meeting Date	Item	Resolution	Status Update
<b>Office of the Chief Executive</b>			
05 December 2011  Office of the Chief Executive	Investigation into Mechanisms Restricting the sale of Hubert Osborne Park Traralgon	That a draft policy be prepared relating to Hubert Osborne Park and be presented to Council for consideration.	Briefing occurred on 27 April 2015 prior to a report coming to Council  Currently investigating the further options for restrictions on the sale of Hubert Osborne Park as raised by Cr Kam at the previous Councillor Briefing.  A further briefing is scheduled to occur August 2015.

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
19 December 2011  Office of the Chief Executive	Traralgon Greyhound Racing Club – Proposed Development and Request for Alterations to Lease <b>(continued below)</b>	<p>That a further report be presented to Council following negotiations with the Latrobe Valley Racing Club, Robert Lont and the Traralgon Greyhound Club seeking Council approval to the new lease arrangements at Glenview Park.</p> <p><b>27 July 2015</b></p> <p>1. In accordance with sections 190 and 223 of the <i>Local Government Act 1989</i> (Act), authorise the commencement of the statutory procedures relating to Council's intention to consider entering into respective long term 21 year leases with the Moe Racing Club, for part of Joe Tabuteau Reserve, Moe and the Traralgon Greyhound Racing Club for part of Glenview Park, 66-110 McNairn Road, Traralgon (subject lands) by giving public notice and inviting written submissions on the proposal.</p>	<p>Preparation underway to commence negotiations for a new lease. A further report to be presented to Council.</p> <p>Discussion has progressed with the leasing of the land to the Traralgon Greyhound Racing Club.</p> <p>A rental valuation is being obtained from independent valuer.</p> <p>During March Council officers met with representatives from the Traralgon Greyhound Racing Club and the Latrobe Valley Racing Club to discuss new lease arrangements.</p> <p>A rental valuation has been obtained from independent valuer.</p> <p>Preparing draft lease special conditions to be considered at a future briefing.</p> <p>Report presented at 27 July 2015 Ordinary Council Meeting.</p> <p>Public Notices inviting written submission published in the LV Express on 30 July 2015 and 4 August 2015.</p> <p>Further report to be prepared for 14 September 2015 Council Meeting.</p>

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
19 December 2011  Office of the Chief Executive	Traralgon Greyhound Racing Club – Proposed Development and Request for Alterations to Lease <b>(continued)</b>	<p>2. In accordance with sections 190 and 223 of the <i>Local Government Act 1989</i> (Act), authorise the commencement of the statutory procedures relating to Council's intention to consider allowing the Traralgon Greyhound Racing Club to enter into a long term 21 year leases with Telstra Corporation Limited for part of Glenview Park, 66-110 McNairn Road, Traralgon (subject lands) by giving public notice and inviting written submissions on the proposal.</p> <p>3. Receive written submissions and hear submissions on the proposals to lease the subject lands from persons who have made a written request to be heard in person or by a party representing them as specified in their submission in accordance with the Act, at its Ordinary Meeting of Council on Monday, 14 September 2015.</p>	As above

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
13 October 2014  Office of the Chief Executive	Draft Community Engagement Strategy and Action Plan 2015-2019 - Community Consultation	<ol style="list-style-type: none"> <li>1. That Council approves the draft Community Engagement Strategy and Action Plan 2015-2019 be released for community consultation for four weeks from Monday, 20 October 2014 to Friday, 14 November 2014.</li> <li>2. That following the community consultation process a further report on the Community Engagement Strategy and Action Plan 2015-2019 be presented to Council for consideration.</li> </ol>	<p>The draft Strategy is being finalised following the community engagement period.</p> <p>A Briefing will be provided to Council on 24 August 2015.</p> <p>A report will be prepared for 14 September 2015 Ordinary Council Meeting.</p>
24 November 2014  Office of the Chief Executive	Review of Council Meeting Cycle	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Maintain a three-weekly Council Meeting cycle.</li> <li>2. Begin Ordinary Council Meetings at 6:00pm.</li> <li>3. Distribute the final Ordinary Council Meeting Agenda to the public, six (6) days prior, to the Ordinary Council Meeting.</li> <li>4. Review the meeting cycle after an eight-month period and a further report be presented to Council in July 2015 with a review of the changes.</li> </ol>	<p>Briefing occurred on 20 July 2015.</p> <p>Report to Council on meeting dates scheduled for 17 August 2015.</p>

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
25 May 2015  Office of the Chief Executive	Request from the Morwell Fire Brigade for the Keys to the City	<p>That Council resolves to:</p> <ol style="list-style-type: none"> <li>1. Approve the request from the Morwell Fire Brigade to present the Key to the City at the upcoming Centenary Ball to be held on Saturday 13 June 2015; and</li> <li>2. Request officers to commence a review of the Civic and Ceremonial Functions Policy [13 POL-1] to include provisions for Freedom of Entry and Key to the City.</li> </ol>	<p>Morwell Fire Brigade awarded Key to the City at the Centenary Ball on 13 June 2015.</p> <p>Policy has been reviewed, with it scheduled for Council adoption on 17 August 2015.</p>



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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
27 July 2015  Office of the Chief Executive	Proposed Lease Agreement - T.S Latrobe Naval Cadets, Lake Narracan	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. In accordance with sections 190 and 223 of the Local Government Act 1989 (Act), authorise the commencement of the statutory procedures relating to Council's intention to consider entering into a long term 20 year lease with the Training Ship Latrobe (T.S Latrobe) Naval Cadets for land on the southern shore of Lake Narracan (subject land) by giving public notice and inviting written submissions on the proposal in the Latrobe Valley Express.</li> <li>2. Receive written submissions and hear submissions on the proposal to lease the subject land from persons who have made a written request to be heard in person or by a party representing them as specified in their submission in accordance with the Act, at its Ordinary Meeting of Council on Monday, 14 September 2015.</li> <li>3. Advises the Training Ship Latrobe (T.S Latrobe) Naval Cadets of its decision.</li> </ol>	<p>Report was prepared for 27 July 2015.</p> <p>Public Notices inviting written submission published in the LV Express on 30 July 2015 and 4 August 2015.</p> <p>Further report to be prepared for 14 September 2015 Council Meeting.</p>

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
06 July 2015  Office of the Chief Executive	Proposed Sale Of Land - Neville Street, Traralgon	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Gives public notice of its intention to sell the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711, and invite submissions pursuant to Section 223 of the Local Government Act 1989.</li> <li>2. Considers any submissions received regarding the proposed sale of the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711, at its meeting to be held on Monday, 17 August 2015.</li> <li>3. Notifies the owner of 2 Neville Street, Traralgon, of its decision.</li> </ol>	<p>Public Notices inviting written submission published in the LV Express on 23 July 2015 and 30 July 2015.</p> <p>Further report has been prepared for 17 August 2015 Council Meeting.</p>

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>27 July 2015</p> <p>Office of the Chief Executive</p>	<p>Partial Road Discontinuance and Sale of Land 560 Prosper Valley Road Budgerie</p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. In accordance with sections 189 and 223 of the <i>Local Government Act 1989 (Act)</i>, authorise the commencement of the statutory procedures relating to Council's intention to discontinue and transfer a section of unused road reserve, abutting 560 Prosper Valley Road, Budgerie (subject land) by giving public notice and inviting written submissions on the proposal in the Latrobe Valley Express.</li> <li>2. Receive written submissions and hear submissions on the proposal to discontinue and transfer the subject land from persons who have made a written request to be heard in person or by a party representing them as specified in their submission in accordance with the Act, at its Ordinary Meeting of Council on Monday, 5 October 2015.</li> </ol>	<p>Public Notices inviting written submission published in the LV Express on 30 July 2015 and 4 August 2015.</p> <p>Further report to be prepared for 14 September 2015 Council Meeting.</p>
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<b>Planning &amp; Economic Sustainability</b>			
<p>19 September 2011</p> <p>Planning and Economic Sustainability</p>	<p>Traralgon Activity Centre Plan Key Directions Report <b>(continued below)</b></p>	<p>That having considered all submissions received in respect to the Stage 2 Key Directions Report September 2011, Council resolves the following:</p> <ol style="list-style-type: none"> <li>1. To defer the endorsement of the Stage 2 Key Directions Report September 2011 until:               <ol style="list-style-type: none"> <li>a) Council has been presented with the Traralgon Growth Area Review</li> <li>b) Council has received information on the results of the Latrobe Valley Bus Review</li> </ol> </li> <li>2. That Council writes to the State Government asking them what their commitment to Latrobe City in respect to providing an efficient public transport system and that the response be tabled at a Council Meeting.</li> <li>3. That Council proceeds with the Parking Precinct Plan and investigate integrated public parking solutions.</li> </ol>	<p><b>Completed</b></p> <p>The CEO wrote to the State Government regarding transport issues on 10 October 2011 and didn't receive a response. Council staff are pursuing a response.</p> <p>The revised Traralgon Activity Centre Plan (TACP) Communication Strategy was adopted by Council on 6 February 2012 and the Traralgon Car Parking Precinct Plan Working Party was endorsed by Council on 20 February 2012.</p> <p>The Traralgon Parking Strategy was completed in October 2013. Rather than proceed with a car parking precinct plan, Council resolved to proceed with car parking overlay Planning Scheme Amendment on 9 February 2015.</p>

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<p style="text-align: center;">19 September 2011</p> <p>Planning and Economic Sustainability</p>	<p>Traralgon Activity Centre Plan Key Directions Report <b>(continued)</b></p>	<p>4. That the Communication Strategy be amended to take into consideration that the November/December timelines are inappropriate to concerned stakeholders and that the revised Communication Strategy be presented to Council for approval.</p> <p>5. That in recognition of community concern regarding car parking in Traralgon the Chief Executive Officer establish a Traralgon Parking Precinct Plan Working Party comprising key stakeholders and to be chaired by the Dunbar Ward Councillor. Activities of the Traralgon Parking Precinct Plan Working Party to be informed by the Communication Strategy for the Traralgon Activity Centre Plan Stage 2 Final Reports (Attachment 3).</p>	<p>A review of TACP project was undertaken by officers following the outcome of the Latrobe Valley Bus Review and adoption of Traralgon Growth Areas Review. The TACP discussion paper was presented at a Councillor Briefing Session on 11 May 2015.</p> <p>The delivery of the TACP project is to be considered as part of the 16/17 budget and business planning process.</p> <p>No further action required to implement this resolution</p>
<p>06 May 2013</p> <p>Planning and Economic Sustainability</p>	<p>Latrobe City International Relations Advisory Committee - Amended Terms of Reference</p>	<p>That the item be deferred pending further discussion by Councillors relating to the Terms of Reference.</p>	<p>Item on hold pending adoption of a Terms of Reference for Advisory Committees.</p> <p>A further report will be presented to Council once the Terms of Reference is adopted.</p> <p>Discussion with Councillors on the Review process is progressing and is scheduled for August 2015.</p>

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06 July 2015 Planning and Economic Sustainability	Amendment C94 - Parking Overlay Traralgon and Morwell - Consideration of Submissions	That Council: 1. Having considered all written submissions received to Amendment C94 requests the Minister for Planning establish a planning panel to consider submissions for Amendment C94 and prepare a report; and 2. Advises those persons who made written submissions to Amendment C94 of Council's decision.	1. Council officers requested the Minister for Planning to establish a Planning Panel on 10 July 2015. Advice received from Planning Panels Victoria that the matter will be considered on the "papers" with report expected in September 2015. 2. Council is yet to make a decision on C94, this will be done at a future council meeting. Written advice will be sent to submitters following a resolution.
09 February 2015 Planning and Economic Sustainability	Amendment C87 - Traralgon Growth Areas Review - Report to Consider the Submissions Received During the Exhibition Period.	1. That Council having considered all written submissions received to Amendment C87 requests that the Minister for Planning establish a planning panel to consider submissions for Amendment C87 and prepare a report. 2. That Council advises those persons who made written submissions to Amendment C87 of Council's decision.	1. Planning Panel for C87 took place from 20 – 23 April 2015. 2. Council is yet to make a decision on C87, this will be done at a future Council meeting. Written advice will be sent to submitters following a resolution.

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
13 April 2015  Planning & Economic Sustainability	Authorisation to Prepare a Planning Scheme Amendment for the Latrobe Planning Scheme Review <b>(continued below)</b>	<p>1. That Council requests the Minister for Planning to prepare and approve Planning Scheme Amendment C96 under Section 20(4) of the Planning and Environment Act 1987 to implement a 'policy neutral rewrite' of the Latrobe Planning Scheme which:</p> <ul style="list-style-type: none"> <li>• Amends the Local Planning Policy Framework to update land use planning strategies and polices of relevance to Latrobe City Council and to reflect the changes at the local level to key Council 'governance' documents, notably the Council Plan and the Health and Wellbeing Plan.</li> <li>• Insert adopted policy into the Latrobe Planning Scheme which is consistent with the State Planning Policy Framework, has the appropriate strategic justification, been through a community consultation process and subsequently been adopted by Council.</li> </ul> <p>2. That Council commission a municipal wide Housing Strategy project partly funded from savings from the 2014/15 budget and as proposed in the 2015/16 budget. The Housing Strategy should address:</p>	<p>1. Council requested the Minister for Planning approve C96 under 20(part 4) of the Planning and Environment Act 1987 on 3 July 2015</p> <p>2. A draft project brief has been prepared for the Housing Strategy project and will be workshopped at an upcoming Project Reference Group meeting on 6 August 2015</p> <p>3. The next Project Reference Group meeting is scheduled for 6 August 2015</p>

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13 April 2015  Planning & Economic Sustainability	Authorisation to Prepare a Planning Scheme Amendment for the Latrobe Planning Scheme Review <b>(continued)</b>	<ul style="list-style-type: none"> <li>• The most suitable locations for higher and lower density housing</li> <li>• Identification of areas requiring maximum protection from increased housing densities</li> <li>• Preferred lot densities, especially on the edges of townships in the developing estates</li> <li>• Infrastructure provision required to service new and increased housing growth areas</li> <li>• Open space connectivity to and from new and increased housing growth areas</li> <li>• The use of the most appropriate Victoria Planning Provision tools to achieve preferred housing objectives.</li> </ul> <p>3. That Council continues to support the role of Strategic Planning Projects 2013/14 – Housing Strategy and Planning Scheme Review Project Reference Group represented by Councillors White, Kam, Middlemiss, Gibson and Rossiter.</p>	As above



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04 May 2015  Planning & Economic Sustainability	2015/06 - Preparation of Information to Support a Planning Scheme Amendment Regarding Burgan Infestation	<p>That a report be prepared for Council on the quickest and most cost effective way of Council acquiring the necessary authority to authorise the removal of Burgan infestation.</p> <p>That this report be tabled at the Council Meeting of 15 June 2015</p> <p><b>11 June 2015</b></p> <p>That Council</p> <ol style="list-style-type: none"> <li>1. Note this report; and</li> <li>2. That a further report be presented to Council no later than the 17 August 2015 Ordinary Council Meeting presenting the results of the further assessment, and providing details of costings and timeframes to implement a Planning Scheme amendment subject to the findings.</li> </ol>	Holding report to be presented to Council 17 August 2015.

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04 May 2015  Planning & Economic Sustainability	Latrobe Heavy Industry Park and Gippsland Logistics Precinct - Project Update and Proposed Next Steps	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Notes the progress made on the Gippsland Logistics Precinct and the Latrobe Heavy Industry Park projects.</li> <li>2. Reopens a Request for Proposal process aimed at securing private sector involvement in the Gippsland Logistics Precinct.</li> <li>3. Initiates specific discussions with the Victorian Government to identify opportunities to assist the Government in marketing the potential of the Latrobe Heavy Industry Park to the private sector.</li> </ol>	Discussions have been held with the State Government regarding both these projects. The Heavy Industry Park will be put to auction on 7 August 2015.

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>06 July 2015</p> <p>Planning &amp; Economic Sustainability</p>	<p>Latrobe Performing Arts and Convention Centre Review <b>(continued below)</b></p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Adopt the Review of the Latrobe Performing Arts and Convention Centre Feasibility Study and Business Case June 2015.</li> <li>2. Consider the Latrobe Performing Arts and Convention Centre as two separate projects – Latrobe Performing Arts Centre and Latrobe City Convention Centre.</li> <li>3. In relation to the Latrobe Performing Arts Centre:               <ol style="list-style-type: none"> <li>a) Confirms the site of the existing Latrobe Performing Arts Centre in Traralgon as the site for the new Latrobe Performing Arts Centre.</li> <li>b) Undertake a detailed business case for the Latrobe Performing Arts Centre including a strong evidence base for the new facility and confirmation of key design elements.</li> <li>c) Engage a specialised theatre design consultant to confirm key design elements and complete a functional design brief to detail costs of the Latrobe Performing Arts Centre.</li> </ol> </li> </ol>	<p>Officers are currently preparing consultant's project briefs for the full business case and concept designs.</p> <p>Following this, a theatre design will be engaged and a community representative working group established to assist in the development of the business case and concept design.</p> <p>It is expected that this will be complete by late 2015 at which time funding opportunities will be discussed with the State Government.</p> <p>A further report will be presented to Council at this time.</p> <p>In relation to the Latrobe City Convention Centre, a project brief will be prepared in the first half of 2015/16 to engage a consultant to undertake investigation to confirm potential demand for a dedicated convention centre. It is envisaged that this will be completed in the 2015/16 financial year.</p> <p>A further report will be presented to Council at this time and depending on the outcome of the demand analysis, a business case including establishment of a working group will be progressed.</p>

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
06 July 2015  Planning & Economic Sustainability	Latrobe Performing Arts and Convention Centre Review <b>(continued)</b>	<ul style="list-style-type: none"> <li>d) Allocate \$200,000 from the 2015/16 Financial Year surplus to develop the Latrobe performing arts business case and functional concept design.</li> <li>e) Establish a representative community working group to steer the business case and design for the Latrobe Performing Arts Centre.</li> <li>f) Receive a report pending the outcome of the funding submission to the National Stronger Regions Fund – Round 2.</li> <li>g) Continue to liaise with the Victorian and Commonwealth governments in relation to potential funding opportunities.</li> </ul>	As above

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<p>06 July 2015</p> <p>Planning &amp; Economic Sustainability</p>	<p>Latrobe Performing Arts and Convention Centre Review <b>(continued)</b></p>	<p>4. In relation to the Latrobe City Convention Centre:</p> <p>a) Confirms Morwell as the location of the Latrobe City Convention Centre.</p> <p>b) Undertakes further detailed analysis and investigation to confirm potential demand for a dedicated convention centre in Latrobe City.</p> <p>c) Establish a representative community working group, to steer the business case and design for the Latrobe City Convention Centre.</p> <p>d) Allocate funding in future budgets to assist with the development of a business case and functional concept design for the Latrobe City Convention Centre.</p> <p>e) Investigate funding options for the Latrobe City Convention Centre.</p> <p><b>27 July 2015</b></p> <p>That Council:</p> <p>2. Receives a report outlining State Government funding opportunities and recommendations on applying for funding through National Stronger Regions Fund Round 3.</p>	<p>As above</p>
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<b>Community Infrastructure &amp; Recreation</b>			
06 November 2013  Community, Infrastructure & Recreation	Latrobe Regional Motorsport Complex	<ol style="list-style-type: none"> <li>1. That Council requests the members of the Latrobe Regional Motorsports Complex Advisory Committee to investigate potential sites for the motorsports complex and to advise Council of any sites identified so that further investigation can be undertaken by Council officers.</li> <li>2. That Council officers meet with Energy Australia to discuss other possible sites for a motorsports complex on their land.</li> <li>3. That a further report be presented to Council at such time that site options have been investigated</li> </ol>	<p>Initial advice from Energy Australia and HVP is that land is not currently available for this use. Officers continuing to work with both parties to identify potential sites for further investigation.</p> <p>An on-site meeting with Cr Middlemiss occurred in December 2014 to investigate further site options.</p> <p>Further evaluation will be undertaken of sites identified during on-site meeting.</p> <p>Further report to be presented to Council in 2015.</p>

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>23 March 2015</p> <p>Community Infrastructure &amp; Recreation</p>	<p>Riggall Road Local Area Traffic Management Options <b>(continued below)</b></p>	<p>That Council</p> <ul style="list-style-type: none"> <li>• Line mark 29 parallel parking bays in Argyle Street, Traralgon, within 100 metres of the subject site;</li> <li>• Reinstate the 'Local Traffic Only' and 'Load Limit' signage at each end of Riggall Road;</li> <li>• Install 'One Way Only' signage along Argyle Street opposite the exits of the subject site and Reece Plumbing, and paint a directional arrow on Argyle Street to reinforce the one way nature of the road;</li> <li>• Advise the community that it intends to implement a partial closure of the southern end of Riggall Road, Traralgon to prevent traffic from entering Riggall Road from Argyle Street.</li> <li>• Undertake a community information session for the residents of Riggall Road and the broader community in relation to the proposed closure.</li> </ul>	<p>Line marking, and signage completed in May/June 2015</p> <p>Outstanding items to be commenced in August</p>

**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>23 March 2015</p> <p>Community Infrastructure &amp; Recreation</p>	<p>Riggall Road Local Area Traffic Management Options <b>(continued)</b></p>	<ul style="list-style-type: none"> <li>• Public Notice of the proposed partial closure and of the rights of the person to make a submission under Section 223 of the Local Government Act be given in the Latrobe Valley Express.</li> <li>• Council send separate notices advising of the proposed partial closure to all owners in the area as detailed on the attached map.</li> <li>• That a Road Safety Audit is undertaken in relation to the proposed partial closure.</li> </ul>	<p>As above</p>



**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
04 May 2015  Community Infrastructure & Recreation	2015/05 Addressing Speed Concerns on Haigh St, Moe and Old Sale Rd Newborough	<ol style="list-style-type: none"> <li>1. That Council Officers investigate and present a report to Council in relation to measures that could be put in place along Haigh St extension Moe, between Old Sale Road and Bennett Street, to deal with speeding motorists.</li>   <li>2. That the Mayor writes to Vic Roads Regional Manager asking if the speed limit along the rural section of Old Sale Road Newborough, between the Haigh St corner and the beginning of the homes after the bridge on Old Sale Rd Newborough, could be unified to the one speed of 80 Km/h, due to the Housing Estate that was established along this section and the new extension of this Estate that has been placed on the market.</li> </ol>	<p>Currently under investigation. Traffic counts have recently been received. A report will come back to Council in September.</p> <p>Letter was sent regarding Old Sale Road on 14 May 2015</p>

**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
25 May 2015  Community Infrastructure & Recreation	Petition Presented to Council in Regards to Raising the Temperature at Latrobe Leisure Moe Newborough (LLMN) One Day Per Week.	That Council:  1. Resolve to trial the hydrotherapy program 1 day per week for a 3 month period and for officer's to review the attendance and viability of this program.  2. Fund the 3 month trial from the 2014/15 & 2015/16 financial year's recurrent budgets.  3. A further report presented to council prior to the end of the trial detailing the benefits and impacts associated with the trial.	Trial is currently underway.
25 May 2015  Community Infrastructure & Recreation	Draft Tracks, Trails And Paths Strategy	That Council:  1. Releases the draft Tracks, Trails and Paths Strategy for a period of 6 weeks from Tuesday 26 May 2015 to Friday 7 July 2015.  2. Request a further report be presented to Council with the results of the community consultation process.	Consultation has commenced

**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>25 May 2015</p> <p>Community Infrastructure &amp; Recreation</p>	<p>Request to Air Condition Latrobe Leisure Stadium Facilities <b>(continued below)</b></p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Considers allocating funding in the 2016/17 financial year for the installation of air handling systems at the following Latrobe Leisure facilities, Traralgon Sports Stadium, Latrobe Leisure Morwell, Latrobe Leisure Moe Newborough and Latrobe Leisure Churchill;</li> <li>2. Instructs Council Officers to undertake further investigation in relation to energy efficiency improvements, heat load reduction and air conditioning systems for the facilities;</li> <li>3. Identifies and allocates the funding for the investigations detailed in point 2 from savings from the 2014/15 budget;</li> <li>4. Request a report be presented to Council prior to the development of the 2016/17 budget detailing the results of the investigations detailed in point 3;</li> </ol>	<p>Quotes are currently being requested for investigation in relation to energy efficiency improvements, heat load reduction and air conditioning systems for the facilities.</p> <p>Quotes are currently being requested for the provision of temporary air handling units the for BVC Event in 2016.</p>

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
25 May 2015  Community Infrastructure & Recreation	Request to Air Condition Latrobe Leisure Stadium Facilities <b>(continued)</b>	<p>5. Instructs Council Officers to investigate the ability to hire, and the costs associated with, temporary air handling units for the BVC event in 2016;</p> <p>6. Consider the costs of item 5 is as part of the mid year budget review; and</p> <p>7. Advise Basketball Victoria Country of Councils' decision.</p>	As above
11 June 2015  Community Infrastructure & Recreation	Petition Requesting Pedestrian Crossing in Breed Street, Traralgon	<p>That Council:</p> <p>1. Lay the petition on the table to allow a traffic impact assessment to be completed for Breed Street Traralgon.</p> <p>2. Request a further report be presented to Council no later than the 14 September 2015 Ordinary Council Meeting presenting the results of the traffic impact assessment</p> <p>3. Notify the head petitioner about the Council decision.</p>	Investigation has commenced.

**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<p>11 June 2015</p> <p>Community Infrastructure &amp; Recreation</p>	<p>Moe Outdoor Recreation Plan</p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Having considered the submissions received, adopts the Moe Outdoor Recreation plan with the following amendments;               <ol style="list-style-type: none"> <li>a. The potential area for car parking identified to the north of the Moe Newborough Leisure Centre be relocated to the eastern side of the informal playing surface with access provided off John Field Drive.</li> <li>b. Increased storage for the user groups to be provided at Ted Summerton Reserve</li> <li>c. Further investigation be undertaken to identify option to address the concerns of the CFA regarding the running track</li> <li>d. The notation on the Joe Tabuteau Reserve – Stage One plan in relation to the netball courts be amended from “Provide 9 New Netball Courts with lighting” to “Provide lighting to Netball Courts”.</li> </ol> </li> </ol>	<p>The Moe Outdoor Recreation Plan was adopted by Council 15 June 2015. Amendments (a, b, c, d) to the final plan have been made.</p>

**ORDINARY COUNCIL MEETING AGENDA  
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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
11 June 2015 Community Infrastructure & Recreation	Catterick Crescent Reserve Master Plan	That Council defers the decision on this matter until a report can be returned detailing user group numbers and increases or decreases of said numbers over a six year period.	Currently gathering participation data form the user groups/clubs.
11 June 2015 Community Infrastructure & Recreation	Maryvale Reserve Master Plan	That Council defers the decision on this matter until a report can be returned detailing user group numbers and increases or decreases of said numbers over a six year period.	Currently gathering participation data form the user groups/clubs.
27 July 2015 Community Infrastructure & Recreation	2015/15 - Request for Investigation into Traralgon Netball Court Resurfacing	That Council engage an Independent investigator to investigate the Traralgon Netball Court resurfacing tender process including; <ol style="list-style-type: none"> <li>1. The materials used</li> <li>2. The written Tender brief</li> <li>3. The overseeing process utilised and reporting details</li> <li>4. The report with all of these details be brought back to Open Council as soon as practical.</li> </ol>	Currently finalising remediation process with the contractor. Investigation project brief is being developed and quotes will be sought once remediation process has been finalised.

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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<b>Community Liveability</b>			
18 February 2013  Community Liveability	Affordable Housing Project – Our Future Our Place	<ol style="list-style-type: none"> <li>1. That Council proceeds to publically call for Expressions of Interest as a mechanism to assess the viability and interest in developing an affordable housing project on land known as the Kingsford Reserve in Moe.</li>   <li>2. That a further report be presented to Council for consideration on the outcome of the Expression of Interest process for the development of an affordable housing project on land known as the Kingsford Reserve in Moe.</li> </ol>	This project is currently under review, with a Council report to be presented to Council in 2015.

**ORDINARY COUNCIL MEETING AGENDA  
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Council Meeting Date	Item	Resolution	Status Update
<p>09 February 2015</p> <p>Community Liveability</p>	<p>Family Day Care Feasibility</p>	<p>That Council maintain the Family Day Care program at the current level.</p> <p>That the Family Day Care Coordination team is adjusted as required and directly in relation to any reduction of Educators and/or Service Users.</p> <p>That a further review of the program occur within the first six months of the 2015/16 financial year, with a further report being presented to Council for endorsement at the Ordinary Council Meeting on 07 December 2015.</p> <p>That a report be developed demonstrating cost and funding options to grow other early education and care services as a transition plan from FDC into the future.</p>	<p>Further report to be provided to Council in December 2015.</p>



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<b>Council Meeting Date</b>	<b>Item</b>	<b>Resolution</b>	<b>Status Update</b>
<b>Corporate Services</b>			
<p>23 March 2015</p> <p>Corporate Services</p>	<p>2015/02 - Notice of Motion - Grants Acquittal</p>	<p>That Council Officers conduct a review and prepare a report for Council detailing:</p> <ol style="list-style-type: none"> <li>1. The methods of acquittal currently used for all Council grants and other funds dispersed through Council to external entities or individuals on behalf of the State or Federal Government;</li> <li>2. Internal and external Legislation, Regulations and Policy Requirements around acquittal of such funds; and</li> <li>3. Council compliance obligations and best practice in regard to the acquittal of the above.</li> </ol>	<p>Arrangements to create a cross division working group to develop the information requested will be undertaken.</p>

# NOTICES OF MOTION

**8. NOTICES OF MOTION**

**8.1 2015/16 – TOONGABBIE BROILER FARM REQUEST FOR VCAT  
REVIEW**

**Cr Kellie O’Callaghan**

I, Cr O’Callaghan, hereby give notice of my intention to move the following motion at the Council Meeting to be held on Monday, 17 August 2015:

**That Council seek a review at the Victorian Civil and Administration Tribunal, of Notices of Decision P26/2015 and P27/2015 for broiler farm developments, issued by Wellington Shire Council, in that:**

- 1. The proposals should be argued to be classified as one Class C broiler farm, rather than two Class B broiler farms, as both broiler farms are closely associated with each other on adjoining lots and therefore should constitute one planning unit,**
- 2. The proposed broiler farms will have an adverse impact upon the amenity of the surrounding area, including the township of Toongabbie from odour and truck movements.**
- 3. The responsible authority has failed to consider the submission received from Latrobe City Council.**

**Attachments  
Nil**

**ITEMS REFERRED BY  
THE COUNCIL TO THIS  
MEETING FOR  
CONSIDERATION**

**9. ITEMS REFERRED BY THE COUNCIL TO THIS MEETING FOR  
CONSIDERATION**

Nil reports.

# CORRESPONDENCE

**10. CORRESPONDENCE**

**10.1 JOINT STATEMENT IN SUPPORT OF ASYLUM SEEKERS LIVING  
IN THE COMMUNITY**

**General Manager**

**Community Liveability**

**For Decision**

**PURPOSE**

The purpose of this report is to present correspondence from the Mayor of the City of Greater Dandenong, Cr Sean O'Reilly, requesting that Latrobe City Council become a signatory to a Joint Statement in support of Asylum Seekers Living in the Community (the Statement).

**EXECUTIVE SUMMARY**

Cr Sean O'Reilly, Mayor City of Greater Dandenong has written to Mayor Cr Dale Harriman requesting that Latrobe City Council become a signatory to the Statement (attachment one).

The Statement has been developed by the City of Greater Dandenong. It is an advocacy statement seeking increased coordination, resourcing and information to respond to the needs of asylum seekers and has been developed in response to recent changes in government policy regarding asylum seekers.

The Statement seeks commitments from the Federal Government under seven areas of focus:

- Aid
- Information and Statistics
- Social Inclusion and Engagement
- Local level Coordination
- Housing
- Education
- Accountability

The Statement will be submitted to the Federal and State Governments on behalf of Victorian Local Governments. To date 15 Councils have endorsed the Statement:

- City of Greater Dandenong
- Colac Otway Shire Council
- City of Ballarat
- City of Darebin
- Banyule City Council
- East Gippsland Shire Council
- Bass Coast Shire Council
- City of Greater Geelong
- City of Greater Bendigo
- Mildura Rural City Council
- Moonee Valley City Council

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- Swan Hill Rural City Council
- Moreland City Council
- City of Yarra
- Surf Coast Shire

**RECOMMENDATION**

**That Council becomes a signatory to the Joint Statement in support of Asylum Seekers Living in the Community.**

**DECLARATION OF INTEREST**

No officer declared an interest under the *Local Government Act 1989* in the preparation of this report.

**OFFICER COMMENTS**

In order to become a signatory to the Statement, the City of Greater Dandenong requires a letter of endorsement from the Latrobe City Mayor, an electronic copy of the Mayor's signature and a high resolution Council logo. The electronic copy of the Mayor's signature and the Council logo will be used for the purposes of signing the Statement only and a copy of the fully signed Statement will be provided to Latrobe City Council upon completion.

When the Statement has been signed by all participating Councils it will be delivered to both Federal and State Governments.

As part of Councils commitment to supporting our migrant community and new settlers, Council has established the Latrobe City Cultural Diversity Advisory Committee and International Relations Committee and participate in the Latrobe Settlement Network.

Latrobe City has also been declared itself a Refugee Welcome Zone and has recently adopted a revised Cultural Diversity Action Plan in 2015.

Latrobe City has committed to also preventing racism by pledging to undertake activities over the next three years in support of the 'Racism. It Stops with Me' campaign.

**CONCLUSION**

Becoming a signatory to the Statement is consistent with commitments already made by Council in the areas of inclusiveness and cultural diversity.

**Attachments**

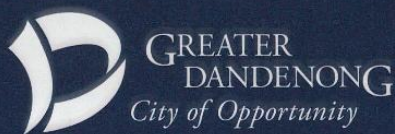
1. Letter from Cr Sean O'Rielly, Mayor, City of Greater Dandenong



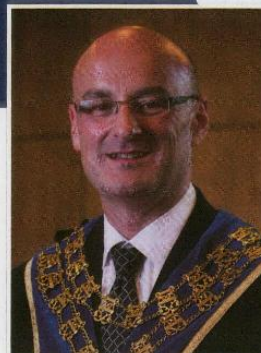
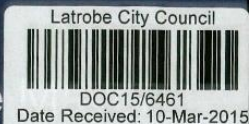
## **10.1**

### **Joint Statement in support of asylum seekers living in the community**

- 1 Letter from Cr Sean O'Rielly, Mayor, City of Greater  
Dandenong ..... 45**



Office of the



4 March 2015

Cr Dale Harriman  
Mayor  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Dear Cr Harriman

**Joint Statement on Asylum Seekers Living in the Community**

Recent changes in government policy regarding asylum seekers living in the community have had far reaching implications for local government and for those agencies providing support in the community.

In response to these changes the City of Greater Dandenong has developed a Joint Statement in support of Asylum Seekers living in the Community. This is an advocacy statement seeking increased coordination, resourcing and information as we respond to the needs of this diverse group.

To date 11 Council's have endorsed this Statement, which is attached, and we encourage Latrobe City Council to do the same.

If you would like to discuss the Statement and the signing process please do not hesitate to contact Kathryn Bates, Social Planner on 03 8571 5159 or [kathryn.bates@cgd.vic.gov.au](mailto:kathryn.bates@cgd.vic.gov.au).

Yours sincerely

A handwritten signature in black ink that reads 'Sean O'Reilly'.

Cr Sean O'Reilly  
Mayor

Cr Sean O'Reilly  
Mayor

Phone: +61 3 8571 5230  
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PO Box 200, Dandenong VIC 3175  
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[www.greaterdandenong.com](http://www.greaterdandenong.com)



## Victorian Local Governments Joint Statement to the Australian Government

### Joint Statement in support of Asylum Seekers living in the Community

#### *Preamble*

Local Government is an essential tier of government working in partnership with the State and Commonwealth Governments to improve the overall quality of life and achieve the best outcomes for people in local communities. Local government's strength is in activities and services that are place based and responsive to the community.

Local Governments support a wide range of services that help both asylum seekers and refugees, through direct service provision and through collaborative partnerships with community groups. From the recognition of various local government areas as Refugee Welcome Zones, the establishment of Interfaith Networks, asylum seeker specific volunteer opportunities and free access to maternal and child health services local government seeks to create a community that is welcoming and inclusive.

It is becoming evident however, that without reinforcement of resources for programs delivered at the municipal level, local governments and their partner groups will no longer have the capacity to provide the considered and integrated responses required to meet asylum seekers' complex needs.

This Statement represents the agreed views of those local government bodies across Victoria that carry the greatest burden of real, every-day support for asylum seekers.

#### *Joint Statement*

We the undersigned representatives of local governments in Victoria note that providing adequate resources for support of asylum seekers based in the community is a duty of the Australian nation and primarily a responsibility of the Commonwealth Government of Australia.

The burden of providing support programs and services for asylum seekers falls increasingly on local government and their partner community groups in the municipalities where asylum seekers are living while they await a determination on their status. Should the demand for resources continue to grow there is a genuine risk that asylum seeker programs will increasingly fail to integrate new arrivals as healthy and productive community members. Therefore, we seek assurance from the Australian Government that it will support local government with adequate resources to meet the needs of people seeking asylum who live in the community.

We believe more effective collaboration and coordination is essential between Commonwealth, State and Local Governments and we seek the following commitments from the Australian Government:



## Victorian Local Governments Joint Statement to the Australian Government

### **1. Aid**

The Australian Government must recognise that local government and the community work together as key partners when addressing the complex needs of people seeking asylum in Australia. A wide range of community service and voluntary organisations offer essential assistance to asylum seekers living in the community and many rely on philanthropic, voluntary or charitable contributions to enable them to deliver these services.

**Commitment One:** We call on the Australian Government to provide more effective resourcing to reinforce the capacity of community service and voluntary organisations to assist asylum seekers to live safely in local communities and receive emergency relief and material aid until such time as their refugee status is determined.

### **2. Information and Statistics**

Local Government takes account of the needs of all groups in the community when allocating its limited resources. Informed local area planning is essential for Local Government to provide adequate and timely support for asylum seekers and support groups in the community, while ensuring that support is well-targeted and equitably distributed.

**Commitment Two:** We call on the Australian Government to provide Local Government with timely, specific and accurate information about asylum seeker arrivals and locations to assist local area planning and ensure the delivery of adequate levels of support when and where it is needed.

### **3. Social Inclusion and Engagement**

Many asylum seekers arrive in Australia having experienced a transitory and different way of life to that of Australia. Establishing links in their community as well as finding and accessing meaningful ways to participate and engage can prove challenging especially in cases where access to paid employment is denied. It often falls to local government to facilitate community-based activities and services that assist new arrivals to learn about their new communities, understand social norms, develop conversational language abilities and learn new skills to address the challenges and the risks that life in Australian communities can present. Social engagement would be enhanced by the timely processing of asylum seekers. This will assist in determining work rights and eligibility to access services that, in turn, assist asylum seekers to maintain their dignity, provide for themselves and their families and improve overall health and wellbeing.

**Commitment Three:** We call on the Australian Government to provide adequate resourcing at the local level for appropriate information to be provided and the broad education of asylum seekers about living within an Australian community.

**Commitment Four:** We call on the Australian Government to provide resources at the local level to enable a program of services to promote meaningful social engagement for asylum seekers living in the community.



## Victorian Local Governments Joint Statement to the Australian Government

**Commitment Five:** We call on the Australian Government to process asylum seekers in a timely fashion. The timely processing of asylum seekers will improve health and wellbeing outcomes for individuals and communities and, in cases where work rights are granted, will have flow-on productivity benefits for local economies as well as enabling people seeking asylum to actively contribute to their local community.

### 4. *Local Level Coordination*

Community organisations are often among the first responders in providing support to vulnerable community members and provide a service that is distinct to that of funded service providers. Operating in isolation and with limited funds, these organisations do not currently have the resources available to enable a coordinated response which at times results in the unnecessary duplication of effort and a less efficient use of already scant resources.

**Commitment Six:** We call on the Australian Government to provide adequate resourcing to enable a centralised coordination point within local areas for the appropriate coordination of limited resources.

### 5. *Housing*

Asylum seekers and recently arrived refugees are experiencing significant difficulty in gaining access to affordable and appropriate housing. This is exacerbated by limited income, lack of rental history and reluctance of landlords to rent properties. Overcrowding and sub-standard conditions are commonplace once asylum seekers are able to find housing.

**Commitment Seven:** We call on the Australian Government to provide adequate resources to assist asylum seekers find suitable and affordable accommodation within local communities.

### 6. *Education*

Asylum seekers living in the community have limited access to formal education options. Access to the government funded primary and secondary school system ceases upon a young person reaching the age of 18 years. Following the cessation of formal education entitlement it often falls to community service organisations and volunteers to provide informal education options.

**Commitment Eight:** We call on the Australian Government to provide adequate resources to enable community service organisations to provide engaging and meaningful education programs.

**Commitment Nine:** We call on the Australian Government to extend access to formal education until the end of the school year in which a young person turns 18 years.

### 7. *Accountability*

Additional resourcing will bring with it an obligation to ensure that Local Government allocates resources appropriately and resource areas of identified need.

**We commit** to ensure efficiency and effectiveness.

**We commit** to evaluate the application of resources in asylum seeker support programs by measuring service delivery against agreed objectives and targets. The evaluation process will include annual program reports and Inter-Governmental consultations to review program effectiveness and refine objectives and activities.



**Victorian Local Governments Joint Statement to the Australian Government**

**This statement is respectfully endorsed by the following Councils:**

**As an organisation that supports the work of Local Government this statement is respectfully supported by the following peak bodies:**

# PRESENTATION OF PETITIONS

**11. PRESENTATION OF PETITIONS**

Nil reports.



# OFFICE OF THE CHIEF EXECUTIVE

## 12. OFFICE OF THE CHIEF EXECUTIVE

### 12.1 REVIEW OF THE CIVIC AND CEREMONIAL FUNCTIONS POLICY

**Executive Manager**

**Office of the Chief Executive**

**For Decision**

#### PURPOSE

The purpose of this report is for Council to consider for adoption the reviewed Civic and Ceremonial Functions Policy. A draft has been proposed, and this is now presented for adoption, as the Civic, Ceremonial Functions and Honours Policy.

#### EXECUTIVE SUMMARY

At the Council meeting held on 25 May 2015, Council resolved for officers to commence a review of the Civic and Ceremonial Functions Policy to include provisions for Key to the City and Freedom of Entry honours.

Key to the City and Freedom of Entry are traditional honours bestowed by local government authorities.

Examples obtained from other councils who award the Key to the City or Freedom of Entry show that they are seen as a symbolic gesture, with no formal entitlements.

The draft policy has been reviewed to incorporate Key to the City and Freedom of Entry in accordance with the Council resolution. The proposed Civic, Ceremonial Functions and Honours Policy is now presented for adoption by Council.

#### **RECOMMENDATION**

**That Council adopts the Civic, Ceremonial Functions and Honours Policy.**

#### DECLARATION OF INTEREST

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

#### STRATEGIC FRAMEWORK

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Governance*

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

*Theme 3: Efficient, effective and accountable governance*

*Theme 4: Advocacy for and consultation with our community*

**BACKGROUND**

Council's current Civic and Ceremonial Functions Policy [13 POL-1] does not currently include provisions to award the Key to the City or Freedom of Entry. There are no other current protocols documented for guidance on these honours.

At the Council Meeting held on 25 May 2015, Council resolved to:

1. *Approve the request from the Morwell Fire Brigade to present the Key to the City at the upcoming Centenary Ball to be held on Saturday 13 June 2015; and*
2. *Request officers to commence a review of the Civic and Ceremonial Functions Policy [13 POL-1] to include provisions for Key to the City and Freedom of Entry.*

**KEY POINTS/ISSUES**

Key to the City and Freedom of Entry are traditional honours bestowed by local government authorities.

Examples obtained from other councils who award the Key to the City or Freedom of Entry show that they are seen as a symbolic gesture, with no formal entitlements.

The draft policy has been reviewed to incorporate Key to the City and Freedom of Entry. How they are defined are as follows:

- **Key to the City**  
Is defined as a symbolic presentation, with no formal entitlements, which represents the highest honour that the Council can confer on an individual or group.  
  
The Key to the City is traditionally presented at a civic ceremony to acknowledge the contribution an individual or organisation has made in furthering the ideals of the city, or to recognise outstanding achievement, such as in sport or humanitarian work at an international level.
- **Freedom of Entry**  
Is a ceremonial honour that is conferred by Latrobe City Council upon a military or civilian unit authorising that unit to march through the streets of Latrobe City Council on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing, colours flying and guns in train.  
  
It represents the highest honour that Council can confer on a military unit.

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

It is recommended that the Key to the City honour does not require a Council decision, rather a joint decision of the Mayor and Chief Executive Officer, with the initial approval to grant the enduring right of Freedom of Entry being a decision of the Council.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

There are no major financial or resource implications, rather, provides a clear understanding of the steps required in order to confer these honours.

### **INTERNAL/EXTERNAL CONSULTATION**

Benchmarking of policies and guidelines has occurred within the local government sector. Consultation with relevant internal stakeholders and Councillors has also occurred.

### **OPTIONS**

Council has the following options to consider:

1. Adopt the reviewed policy as presented;
2. Adopt the reviewed policy with changes; or
3. Do not adopt the reviewed policy, and request further information.

### **CONCLUSION**

Key to the City and Freedom of Entry are traditional honours bestowed by local government authorities. The inclusion of these into a Civic, Ceremonial Functions and Honours Policy will enable clarity on when these will be awarded.

### **SUPPORTING DOCUMENTS**

- Marked up version of the reviewed *Civic, Ceremonial Functions and Honours Policy*.

#### **Attachments**

1. Proposed Civic, Ceremonial Functions and Honours Policy

# **12.1**

## **Review of the Civic and Ceremonial Functions Policy**

- 1 Proposed Civic, Ceremonial Functions and Honours  
Policy ..... 57**



# Civic, Ceremonial Functions and Honours Policy

*DRAFT*

<b>Version Number</b>	DRAFT Version 1.1 15-POL-1
<b>Approval Authority</b>	Council
<b>Date of Last Review</b>	July 2015
<b>Next Review due</b>	July 2017
<b>Superseded Documents</b>	Civic and Ceremonial Functions Policy 13 POL-1
<b>Approval Authority</b>	Council
<b>Superseded Documents</b>	Civic Functions and Events 13-POL-1
<b>Legislative References</b>	Not applicable
<b>Related Policies</b>	Not applicable
<b>Other Associated Documents</b>	•

Title: Civic, Ceremonial Functions and Honours Policy Revision No. 1

Date of Approval: Draft

Next Review Date: August 2018

Owner: Coordinator Governance

Department: Office of the Chief Executive

Page 2 of 7

***When printed, document becomes UNCONTROLLED***

## Civic, Ceremonial Functions and Honours Policy

### Policy Goals

Civic, ceremonial functions and awarding formal honours, foster relationships with the community and Council, recognise and celebrate individual and community achievements, and promote a proud and harmonious City.

This policy outlines the civic and ceremonial functions that will be hosted by the Mayor, and the formal honours that can be bestowed by Latrobe City Council.

### Relationship to Latrobe 2026 & Council Plan

This policy relates to the following Strategic Objectives contained within Latrobe 2026: The Community Vision for Latrobe Valley and the Council Plan:-

#### Latrobe 2026:

##### Governance

*In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community committed to enriching local decision making.*

##### Culture

*In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.*

#### Council Plan:

##### Appropriate, affordable & sustainable facilities, services & recreation

*To promote and support a healthy, active and connected community*

##### Efficient, effective and accountable governance

*To provide open, transparent and accountable governance*

### Definitions

#### Council

Means Latrobe City Council, being a body corporate constituted as a municipal Council under the *Local Government Act 1989*

#### Councillors

Means the individuals holding the office of a member of Latrobe City Council



## Civic, Ceremonial Functions and Honours Policy

<b>Council officers</b>	Means the Chief Executive Officer and staff of Council appointed by the Chief Executive Officer
<b>Civic and Ceremonial Functions</b>	Refers to an official event held for celebratory, ritual or commemorative purposes.
<b>Key to the City</b>	<p>Is a symbolic presentation, with no formal entitlements, which represents the highest honour that the Council can confer on an individual or group.</p> <p>The Key to the City is traditionally presented at a civic ceremony to acknowledge the contribution an individual or organisation has made in furthering the ideals of the city, or to recognise outstanding achievement, such as in sport or humanitarian work at an international level.</p>
<b>Freedom of Entry to the City</b>	<p>Is a ceremonial honour that is conferred by Latrobe City Council upon a military or civilian unit authorising that unit to march through the streets of Latrobe City Council on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing, colours flying and guns in train'.</p> <p>It represents the highest honour that Council can confer on a military unit.</p>

### Policy Implementation

To foster relationships with the community, Latrobe City Council recognises and celebrates individual and community achievements, promoting a proud and harmonious City through hosting civic and ceremonial functions from time to time and bestowing formal honours as the need arises.

#### Civic and Ceremonial functions

Civic and ceremonial functions refers to an official event held for celebratory, ritual or commemorative purposes.

The Mayor may approve civic functions for visiting dignitaries, local residents who are recipients of awards or prizes, exchange students and visitors from other local authorities from Australia and overseas.

Civic and ceremonial functions associated with Council approved events or activities do not require approval by the Mayor.

Civic and ceremonial functions are conducted for a range of purposes including to:

## Civic, Ceremonial Functions and Honours Policy

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- welcome individuals and groups to Latrobe City to demonstrate hospitality, courtesy, or provide recognition for a milestone or significant event;
- recognise significant achievements of local individuals and/or groups;
- acknowledge the contribution of community groups and organisations;
- further relationships and links with businesses important to the region; and
- welcome dignitaries and community members of our Sister Cities.

In determining whether the Mayor will host a civic or ceremonial function on behalf of Latrobe City Council, the Mayor will take into account the following:

1. That the event has a high profile that will generate a positive image for Latrobe City;
2. That the event will benefit Latrobe City;
3. That the event may be sponsored by Latrobe City;
4. That the cost to hold the civic function is contained within existing budget.

A civic or ceremonial function may be deemed inappropriate where it is auspiced by another Government agency or provides commercial benefit to a private individual or organisation.

The scheduling of civic or ceremonial functions will be determined by the Mayor. The invitation list shall be at the discretion of the Mayor, but is to include all current Councillors.

The Chief Executive Officer shall liaise with the Mayor to determine the format and all other arrangements of functions, receptions and ceremonies.

### Formal honours

Formal honours refer to the awarding of the Key to the City or Freedom of Entry to the City.

Individuals or organisations may apply to Council to receive the Key to the City or Freedom of Entry, or alternatively, the Council may grant these without an application.

### *Key to the City*

The granting of the Key to the City is a symbolic presentation, with no formal entitlements, which represents the highest honour that Council can confer on an individual or group.

Eligibility for an individual or an organisation to receive the Key to the City of Latrobe must demonstrate an outstanding contribution in furthering the ideals of the city or in recognition of outstanding achievement in public and civic life.

## Civic, Ceremonial Functions and Honours Policy

As conferring the Key to the City is one of the highest honours Council can bestow on an individual or group, nominations are considered on a case by case basis, with the aim of one key per term of office.

The key is presented at an official ceremony by the Mayor. The key can be produced in various formats, but will always include a suitable message indicating when, to whom, and for what reason(s) the key has been presented.

An application by an individual or group must be made and submitted for consideration for the awarding of the Key to the City. Although, Council may, on its own initiative, award a Key to any eligible person, group or organisation.

Nominations are to be informally discussed by Councillors or by an Advisory Committee established for this function, prior to any motion being put to Council.

The following are the minimum criteria that should be taken into account:

- The nominee has the signed support of two sources. In the case of individuals, relatives are not allowed to nominate a family member. In the case of groups or organisations being nominated, supporters are not allowed to be employees or providers of other paid, contractual services to the group. Rather, supporters should be independent of the group being nominated;
- The nominee is of enduring good character (if an individual) and this can be accounted for by reference checks from at least two independent sources. If a group, then the nominee is a bona fide reputable registered entity;
- Where an achievement or a contribution is being acknowledged, this is independently verifiable, is of a high level and over and above what might ordinarily be expected of a person/group;
- That the contribution made is significantly different and stands out from other valuable contributions;
- There is a close association between the achievement being recognised (or the person/group being acknowledged) and Council's strategic priorities.

The award of the Key to the City will not be made in recognition of length of service, but for depth of impact and enduring value to communities of interest.

Granting of the Key to the City is by a joint decision of the Mayor and Chief Executive Officer.

### *Freedom of Entry*

Eligibility to grant Freedom of Entry requires a military or civilian unit to demonstrate a significant attachment to the City of Latrobe.

The granting of Freedom of Entry is conferred in recognition of a unit's achievement while on active service or overseas duty or as a mark of respect and gratitude for their efforts in defence of Australia.

## Civic, Ceremonial Functions and Honours Policy

Freedom of Entry is the highest honour the City can confer on an Australian military or civilian unit. Once conferred, the Freedom of Entry gives the 'Title, Privilege, Honour and Distinction of marching through the streets of Latrobe City Council on all ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing, colours flying and guns in train'.

As granting Freedom of Entry is the highest honour Council can bestow on an Australian military or civilian unit, nominations are considered on a case by case basis.

Nominations are to be informally discussed by Councillors or by an Advisory Committee of Council established for this function, prior to any motion being put to Council.

The following are the minimum criteria that should be taken into account when considering a nomination:

- The award is restricted to Australian Military or civilian units that have a direct attachment with the City of Latrobe;
- The unit has made a significant contribution to the defence of Australia or made a significant achievement whilst on active service or overseas duty;
- The unit will supply the appropriate documentation to support their nomination.

Initial approval to grant the enduring right of Freedom of Entry is by a formal decision at a meeting of the Council.

The decision for a unit to exercise that right of entry is by a joint decision of the Mayor and Chief Executive Officer.

Costs associated with any street closures and other event logistics will be at the cost of the unit, rather than Council.

This policy has been reviewed after giving proper consideration to all the rights contained within the *Charter of Human Rights and Responsibilities Act 2006*; and any reasonable limitation to human rights can be demonstrably justified.

Signed: \_\_\_\_\_

Date: / /2015

*Chief Executive Officer*

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)****12.2 CONFIRMATION OF COUNCIL MEETING DATES FOR THE  
REMAINDER OF 2015****Executive Manager****Office of the Chief Executive****For Decision****PURPOSE**

The purpose of this report is to provide Council with the proposed Ordinary Council meeting dates for the remainder of the 2015 year and the Special Council meeting date for the election of the Mayor for confirmation after the review of the Council meeting cycle has occurred.

**EXECUTIVE SUMMARY**

At the Council Meeting held on 24 November 2014, Council resolved to maintain a three weekly Council meeting cycle until July 2015.

In accordance with the resolution, amendments were made to the processes to support this occurring, and a review undertaken of the changes was held at the 20 July 2015 Confidential Councillor briefing.

At this review, support for the current meeting cycle was given. This report is provided to adopt the Ordinary Council meeting dates for the remainder of the year as well as the special Council meeting to elect the Mayor.

It is anticipated to recommence the meeting cycle for 2016 with a confidential Councillor Briefing in late January, and the first Ordinary Council meeting to be held in February. This will be the subject of a further report to Council for adoption, which will occur later in the year.

**RECOMMENDATION**

**That Council, following the review of the Council meeting cycle:**

- 1. Confirms and gives public notice of the following Ordinary Council meeting dates, commencing at 6.00pm in the Nambur Wariga meeting room, Council Headquarters, for the remainder of 2015:**
  - a. Monday, 14 September 2015**
  - b. Monday, 05 October 2015**
  - c. Monday, 26 October 2015**
  - d. Monday, 16 November 2015**
  - e. Monday, 07 December 2015**
- 2. Confirms and gives public notice of the Special Council meeting to elect the Mayor for the next term to be held on Monday, 09 November 2015, commencing at 5.00pm in the Nambur Wariga meeting room, Council Headquarters.**

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)****DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Governance*

*Latrobe City Council Plan 2013 - 2017*

*Theme and Objectives*

*Theme 3: Efficient, effective and accountable governance*

*Theme 4: Advocacy for and consultation with our community*

**BACKGROUND**

At the Ordinary Council Meeting 7 April 2014, Council resolved:

*That Council:*

- 1. Adopt a 3-weekly Ordinary Council Meeting cycle whereby the Ordinary Council Meeting Agenda is made available 10 days prior to the meeting date. The Ordinary Council meetings will commence at 6.00 PM and that this be trialled for a six month period.*
- 2. That the meeting cycle process be reviewed and a report be brought back to Council in November 2014.*

The change to the Council Meeting cycle was implemented as a means of providing Council with greater opportunity to focus on key strategic issues that are critical to the success and progress of the municipality.

Council resolved to review the change of the meeting cycle in November 2014 in order to determine the effectiveness of the change for both Latrobe City Council and the community alike. This review occurred, and a report was tabled on the 24 November 2014. At this meeting, Council resolved,

*That Council:*

- 1. Maintain a three-weekly Council Meeting cycle.*
- 2. Begin Ordinary Council Meetings at 6:00 pm.*
- 3. Distribute the final Ordinary Council Meeting Agenda to the public, six (6) days prior, to the Ordinary Council Meeting.*

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

4. *Review the meeting cycle after an eight-month period and a further report be presented to Council in July 2015 with a review of the changes.*

A review of the meeting cycle and the changes made was held with Councillors on the 20 July 2015 in a Confidential Councillor Briefing. This report reflects the conversation held in relation to the meeting cycle.

### **KEY POINTS/ISSUES**

A number of opportunities are afforded to Councillors to ensure that they are well informed prior to attending Council meetings to make decisions in the current meeting cycle.

The current three-weekly cycle provides for two confidential Councillor Briefing meetings, presentations from members of the public, and a review of the Council meeting agenda to allow questions to clarify matters listed prior to a Council meeting on the third week.

In accordance with the *Local Government Act 1989*, the Confidential Councillor Briefing meetings are considered Assembly of Councillors where the majority of Councillors are in attendance, and reported to Council accordingly. They are not a decision making forum, rather, they provide the opportunity for Councillors to be informed on key strategic issues/projects and other matters to enable Councillors to be in the best possible position to debate and decide these matters at a Council Meeting.

Further work will be done internally to improve the efficiencies of the processes and systems in relation to Council meeting governance. This includes, but not limited to, maintenance of the system that manages agenda and minute creation, and utilising the system tools more effectively. Any costs associated with this maintenance are covered in the 2015/16 operational budget.

There is no requirement for Council to confirm its Councillor Briefing dates; however, it is important that Council confirms its Ordinary Council meeting dates. It is a requirement under the *Local Government Act 1989* that public notice of the meeting dates is given.

It is anticipated to recommence the meeting cycle for 2016 with a Confidential Councillor Briefing in late January, and the first Ordinary Council meeting to be held in February. This will be the subject of a further report to Council for adoption, which will occur later in the year.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

It is identified that the current meeting cycle has a moderate impact on key performance indicators, such as planning application timeliness, where a matter is unable to be determined under delegation and does not fit into the cycle timeframes. Processes are in place to identify these as soon as possible, and the indicator is set at 85 percent, rather than 100 percent to manage this risk. Special Council meetings may also be called if required to deal with a matter.



**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)****FINANCIAL AND RESOURCES IMPLICATIONS**

There are no major financial or resource implications identified with maintaining the current cycle. Improvements to the processes and systems in place to support the governance of the Council meeting cycle will be scheduled and implemented in the 2015/16 financial year. Any costs associated with the maintenance of our Council meeting agenda and minute system is covered in the 2015/16 operational budget.

**INTERNAL/EXTERNAL CONSULTATION**

Consultation with relevant internal stakeholders and Councillors has occurred.

**OPTIONS**

Council has the following options to consider:

1. Confirm the Council meeting dates for the remainder of the 2015 meeting year;
2. Confirm the Council meeting dates for the remainder of the 2015 meeting year with changes; or
3. Do not confirm the Council meeting dates for the remainder of the 2015 meeting year, and request further information.

**CONCLUSION**

The current meeting cycle has been in place since April 2014, with a review point in November 2014 making some minor amendments. The cycle allows for a greater opportunity to focus on key strategic issues, and the Ordinary Council meeting dates for the remainder of 2015, as well as the Special Council meeting for the election of the Mayor can now be confirmed to keep this cycle in place.

**SUPPORTING DOCUMENTS**

Nil

**Attachments**  
Nil



**12.3 PROPOSED SALE OF LAND - NEVILLE STREET, TRARALGON**

**Executive Manager**

**Office of the Chief Executive**

**For Decision**

**PURPOSE**

The purpose of this report is to further consider the proposed sale of the discontinued laneway adjoining 2 Neville Street, Traralgon, together with an offer from the owner of the property to purchase the land at an amount less than valuation.

**EXECUTIVE SUMMARY**

In 1978 the former City Of Traralgon discontinued the laneway created as road on LP 15006, and subsequently transferred parts of the land to the adjoining property owners.

One of the few sections yet to be transferred is currently fenced into 2 Neville Street, Traralgon, and the owner of the property has recently expressed an interest in acquiring the land.

Council has completed the statutory requirement and invited public submissions. As no written submissions were received Council can now consider an offer for the land in accordance with the Sale of Council Owned Property Policy.

An independent valuation of the land has been obtained by Council however the owner of 2 Neville Street, Traralgon, considers this too high and has made a lesser offer for the land. The potential purchaser must pay legal and other costs of approximately \$7,000.

As the Sale of Council Owned Property Policy states that the Chief Executive Officer must not accept a sale price of less than 90% of the valuation it is necessary for Council to determine the purchase price prior to proceeding with the sale of land.

**RECOMMENDATION**

That Council:

1. Having complied with sections 189 and 223 of the *Local Government Act 1989* by:
  - a. By giving public notice;
  - b. By providing an opportunity to those who have requested to be heard at Council's Ordinary Meeting of 17 August 2015;
  - c. By considering submissions received;
2. Resolves to accept the offer that has been received from the owner of 2 Neville Street, Traralgon.
3. Resolves to transfer the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711 by private treaty.
4. Authorises the Chief Executive Officer to sign and seal a Transfer of Land document for the transfer of the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711.
5. Advises the owner of 2 Neville Street, Traralgon, of its decision.

**DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Governance*

*In 2026, Latrobe Valley has a reputation for conscientious leadership and governance, strengthened by an informed and engaged community, committed to enriching local decision making.*

*Latrobe City Council Plan 2013 - 2017*

*Theme and Objectives*

*Theme 3: Efficient, effective and accountable governance*

*Legislation*

Section 189 of the *Local Government Act 1989* gives Council the power to sell land however, prior to doing so, it must:

- (a) ensure that public notice of the intention to do so is given at least 4 weeks prior to selling or exchanging land; and
- (b) obtain from a person who holds qualifications or experience specified under section 13DA(2) of the *Valuation of Land Act 1960* a valuation of the land which is made not more than 6 months prior to the sale or exchange.

This power is subject to Section 223 of the *Local Government Act 1989* which requires Council 'publish a public notice stating that submissions in respect of the matter specified in the public notice will be considered in accordance with this section'.

Council must then consider any written submissions that have been received and any person who has made a submission and requested they may be heard are entitled to appear before a meeting of Council.

*Policy – Sale of Council Owned Property Policy 11 POL-4*

The principal aim of this policy is to define the circumstances and factors that will be assessed by Council in respect to the sale of Council owned property. The purpose of this policy is to serve as an accountability mechanism to the community.

It is Council's position that the sale of Council owned property will be via public auction unless circumstances exist that justify an alternative method of sale.

All sales of Council owned property shall be consistent with the Local Government Best Practice Guidelines for the Sale and Exchange of Land prepared by the Department of Planning and Community Development.

**BACKGROUND**

In 1978 the former City of Traralgon discontinued and allowed the sale of various parts of the laneway created as road on LP 15006, between Kay, Washington and Neville Streets, most of which has been transferred and consolidated with the adjoining properties over the subsequent years.

Those sections that have not been transferred are now described as Lot 1 on TP 944314X being the four parcels of land contained in Certificate of

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

Title Volume 11177 Folio 711 that remains in the name of the original owner of the land, W.G Freeman.

In September 2013 the owner of 2 Neville Street, Traralgon, contacted Council regarding the maintenance of the section of laneway adjoining the property.

Following further discussions with the property owner it was agreed that this land, measuring approximately 146 square meters, would be transferred and consolidated as it formed part of the discontinued laneway and was fenced into the property.

Whilst the former City of Traralgon undertook the statutory process to discontinue the road and set a precedent by transferring sections of the laneway to the various adjoining property owners, given the time that has elapsed it was considered prudent for Council to give public notice of its intention to consider the sale of this land and invite comment.

At the Ordinary Council meeting held on 6 July 2015 it was resolved that Council:

1. *Gives public notice of its intention to sell the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711, and invite submissions pursuant to Section 223 of the Local Government Act 1989.*
2. *Considers any submissions received regarding the proposed sale of the discontinued laneway adjoining 2 Neville Street, Traralgon, being part of Lot 1 on TP 944314X and the land contained in Certificate of Title Volume 11177 Folio 711, at its meeting to be held on Monday, 17 August 2015.*
3. *Notifies the owner of 2 Neville Street, Traralgon, of its decision.*

### **KEY POINTS/ISSUES**

Council has given public notice of its intention to consider the proposed sale of the discontinued laneway adjoining 2 Neville Street, Traralgon, and invited public comment with one formal submission received in response.

This submission is objecting the proposed sale of land on the basis of a previous resolution of Council stating that it would undertake a process to ensure that the ownership of all laneways in the municipality are resolved and, as such, the sale of the discontinued laneway adjoining 2 Neville Street would not be consistent with this resolution.

As stated previously, the land to be sold forms part of a laneway that was discontinued by the former City of Traralgon in 1978 and it is therefore freehold land rather than an active road reserve.

Furthermore, the aforementioned resolution was in relation to laneways that are currently active and required by the public. In this case, the land is not required for use by the public as it has been incorporated into the adjoining property and does not provide access to any other properties.

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

An independent valuation of the land has been obtained by Council however the owner of 2 Neville Street, Traralgon, considers this figure too high and has subsequently made a lesser offer of to purchase the land. This offer is attached to this report as a confidential attachment. (Attachment Four)

This offer is based upon the following considerations:

- Expense has already been incurred in maintaining the land;
- The corrugated iron fence will need to be replaced;
- There will be additional costs for the transfer and consolidation of the land;
- The land is unable to be used for any other purpose as there are assets belonging to Gippsland Water in the ground.

This section of the discontinued laneway could be transferred to the owners of 8 Broadford Court, Traralgon, however they had previously advised that they were not interested in acquiring the land. They were invited to make a submission as part of the community consultation however none was received.

As the land is encumbered by an easement in favour of Gippsland Water for sewer assets that are located in the land it will not be possible to build over it and the current use as a driveway is the most practicable use in these circumstances.

It should be noted that the independent valuation that was obtained by Council did take into account the limited development potential of the land in arriving at the market value. That said, consideration should also be given to the fact that the former City of Traralgon was originally transferring the land for a nominal amount.

The owner of 2 Neville Street, Traralgon, has also suggested that the value of the land is subjective and, as the only potential purchaser, the land is only worth what has been offered. In the event that Council resolves to reject the offer it is unclear whether the land would still be sold.

The Sale of Council Owned Property Policy states that the Chief Executive Officer must not accept a sale price of less than 90% of the valuation. As the offer that has been received from the owner of 2 Neville Street, Traralgon, exceeds this amount it will be necessary for Council to determine the purchase price prior to proceeding with the sale of land.

**RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

There is not considered to be any risks associated with this report.

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)****FINANCIAL AND RESOURCES IMPLICATIONS**

Should Council resolve to sell the land, all legal and survey costs associated with the transfer and consolidation of the land would be the responsibility of the purchaser. It is estimated that these costs would be approximately \$7,000 to \$8,000.

As stated above, an offer less than valuation has been received for the land, as it is significantly less than the valuation obtained by Council it will be necessary for Council to determine the sale price for the land.

**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

Public comment on the proposed sale of land was sought by the following methods:

- Notices were published in the Latrobe Valley Express on Monday 20 July, Thursday 23 July and Thursday 30 July 2015.
- Notice displayed at the Corporate Headquarters and Traralgon Service Centre.
- Details placed on the Latrobe City Council website.
- Letters sent to Gippsland Water and the owners of 8 Broadford Court, Traralgon.

*Details of Community Consultation / Results of Engagement:*

In response to the above public notices one submission objecting to the proposed sale of land has been received.

**OPTIONS**

Council may now resolve to:

- Accept the offer that has been received and transfer the land to the owner of 2 Neville Street, Traralgon;
- Reject the offer that has been received and offer to transfer the land to the owner of 2 Neville Street, Traralgon, at valuation;
- Reject the offer that has been received and determine an alternative sale price for land;
- Retain the land.

**CONCLUSION**

In 1978 the former City of Traralgon discontinued parts of the laneway created as road on LP 15006, most of which has been transferred and consolidated with the adjoining properties over the subsequent years.

The owner of 2 Neville Street, Traralgon, has expressed an interest in acquiring the land however the offer that has been received is less than the valuation obtained by Council.

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

Council has completed the statutory requirement and invited public submissions. As no written submissions were received Council can now consider the offer that has been received in accordance with the Sale of Council Owned Property Policy.

The subject land has been fenced into the property and used for private access for some time and is encumbered by an easement in favour of Gippsland Water that prevents the land from being used for any other purpose. It is recommended that Council accept the offer that has been received for the land and resolve to transfer it to the owner of 2 Neville Street, Traralgon, by private treaty.

**SUPPORTING DOCUMENTS**

Nil

**Attachments**

1. 2 Neville Street, Traralgon (Aerial View)
2. 2 Neville Street, Traralgon (Street View)
3. Title Plan 944314X
4. Offer received from owner of 2 Neville Street, Traralgon. (Published Separately)  
(Confidential)
5. Objection Letter



## 12.3

### Proposed Sale Of Land - Neville Street, Traralgon

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**Note**

The information shown on this map is derived from a variety of sources including, but not limited to, Vicmap Data, other State and Local Government Agencies data and Latrobe City Data.

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2 Neville Street,  
Traralgon

15/06/2015

Scale 1:461







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TITLE PLAN		EDITION 1		TP 944314X	
<b>LOCATION OF LAND</b> PARISH: TRARALGON TOWNSHIP: SECTION: CROWN ALLOTMENT: 48 (PT) CROWN PORTION: LAST PLAN REFERENCE: LP 15006 DERIVED FROM: VOL. 4992 FOL. 299 DEPTH LIMITATION: NIL			<b>NOTATIONS</b>		
<b>EASEMENT INFORMATION</b> E - ENCUMBERING EASEMENT, R - ENCUMBERING EASEMENT (ROAD), A - APPURTENANT EASEMENT.					THIS PLAN HAS BEEN PREPARED BY LAND VICTORIA FOR TITLE DIAGRAM PURPOSES  Checked by: A. DALLAS  Date: 16/12/2009  Assistant Registrar of Titles
Easement Reference	Purpose / Authority	Width (Metres)	Origin	Land benefited / In favour of	
E-1	AS PROVIDED FOR IN SEC. 528 (2) (e) LOCAL GOVT. ACT	SEE DIAG.	SEC. 528 (2) (e) LOCAL GOVT. ACT	TRARALGON SEWERAGE AUTHORITY	
E-2	AS PROVIDED FOR IN SEC. 528 (2) (e) LOCAL GOVT. ACT	SEE DIAG.	SEC. 528 (2) (e) LOCAL GOVT. ACT	CITY OF TRARALGON & TRARALGON SEWERAGE AUTHORITY	
<p>The diagram shows a triangular plot bounded by Washington Street to the west, Neville Street to the south, and an unnamed boundary to the east. The plot is divided into three lots, each labeled 'LOT 1 (3 PIECES)'. Easements E-1 and E-2 are shown as rectangular areas within the lots. Boundary bearings and distances are provided for all lines, including easement widths and lot dimensions.</p>					
LENGTHS ARE IN METRES	SCALE	DEALING / FILE No: AG924965F		DEALING CODE:	
		GOVERNMENT GAZETTE No: 71 P. 2539 (LGD. 2677)		SHEET 1 OF 1	



Latrobe City Council



DOC15/24346

Date Received: 05-Aug-2015

Dear Mr Van Driel:

RE: Neville Street Traralgon

This is a letter of 'OBJECTION' to the "Sale" of what is considered to be a discontinued lane, adjoining 2 Neville Street Traralgon.

While this objection is with no disrespect to the land owner of 2 Neville street, rather, it is against Council, as on the 18 December 2014, Councilors in a "Private" meeting moved a "Motion" that, quote, "...all laneways in the municipality of Latrobe City, remain the property of Latrobe City, and will reclaim the laneways that are not, to further prevent this situation arising again."

That 'Motion' was 'Moved' by Councilor Christine Sindt, and supported by all Councilors.

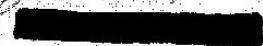
Furth more, it was made public knowledge by an announcement printed in the "Latrobe Valley Express", only days after.

It would be considered as hypocritical, if, after such a big announcement last year that Council proceeds with this sale.

Council should take this objection into serious consideration, as they do claim that it would take approximately two years, to complete reclaiming all of its laneways.

Thank you

Gino Tripodi.



# PLANNING & ECONOMIC SUSTAINABILITY

**13. PLANNING & ECONOMIC SUSTAINABILITY**

**13.1 MORWELL WEST DEVELOPMENT PLAN**

**General Manager**

**Planning & Economic  
Sustainability**

**For Decision**

**PURPOSE**

The purpose of this report is to present the Morwell West Development Plan (July 2015) to Council for consideration.

**EXECUTIVE SUMMARY**

The Morwell West Development Plan (the Development Plan) relates to 14 parcels of land that together comprise a total area of approximately 43 hectares. The site is located on the western edge of the existing township area and is generally bound by Toners Lane to the south-west, Toners Lane Reserve to the north and Latrobe Road to the east. The approved Morwell North West Development Plan area is located on the opposite side of Latrobe Road (to the east).

The land within the Development Plan area is owned by nine different landowners including Latrobe City Council which owns 9.48ha of freehold land within the precinct as well as three existing public reserves.

The Development Plan accommodates approximately 457 lots, with an overall density of 12 dwellings per hectare. This would comprise predominantly standard sized lots (approximately 700sqm) and some medium density lots (approximately 440sqm) in suitable locations.

The draft Morwell West Development Plan was placed on public exhibition from 11 May 2015 to 8 June 2015. During this period, 50 submissions were received, which included 41 submissions in support, eight which raised an objection or concern relating to part of the Development Plan, and one which made a suggestion regarding recreation facilities.

**RECOMMENDATION**

**That Council:**

- 1. Endorse the Morwell West Development Plan (July 2015) subject to:
  - a. Approval of the Traffic Engineering Report by Latrobe City Council and VicRoads.****
- 2. Notify submitters, in writing, of Council's decision.**



### **DECLARATION OF INTEREST**

The Acting Executive Manager Office of the Chief Executive has declared an interest in the preparation of the Development Plan in accordance with the governance arrangements representing Council's interest as a landowner, and was not involved in the preparation of this report.

### **STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

#### *Latrobe 2026: The Community Vision for Latrobe Valley*

##### *Strategic Objectives – Built environment*

In 2026 Latrobe Valley benefits from a well-planned built environment that is complimentary to its surrounds and which provides for a connected and inclusive community.

#### *Latrobe City Council Plan 2013 - 2017*

##### *Theme 5: Planning for the future*

- To provide a well planned, connected and liveable community

##### *Strategic Direction – Planning for the future*

- Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.
- Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

##### *Legal*

The discussions and recommendations of this report are consistent with the provisions of the *Planning and Environment Act 1987* (the Act) and the *Latrobe Planning Scheme* (the scheme), both of which are relevant to this proposal.

### **BACKGROUND**

The draft Morwell West Development Plan was lodged with Latrobe City Council by NBA Group (the proponent) in November 2013.

The subject land comprises of a total area of approximately 43 hectares and is generally bound by Toners Lane to the south-west, Toners Lane Reserve to the north-west and Latrobe Road to the east. There are 9 landowners within the precinct, including land owned by Latrobe City Council. The Site Analysis Plan is provided at Attachment 1.

The Development Plan area is identified in the Morwell Structure Plan as land for 'future residential' use. This designation is consistent with the Municipal Strategic Statement of the Latrobe Planning Scheme at Clause 21.05-4, which seeks to implement the outcomes of the Structure Plan. The Morwell West Development Plan precinct is one of the last large development fronts for Morwell.

To implement the strategic objectives of the Structure Plan and bring forward additional land for residential development, the subject site was rezoned by the Minister for Planning as part of a suite of Planning Scheme Amendments, C47, C56 and C58, which released over 800 ha of residential zoned land within Latrobe City. Amendment C47 rezoned the Morwell West area from Farming Zone (FZ) to Residential 1 Zone (R1Z) and introduced a Development Plan Overlay Schedule 5 (DPO5) to the site on 3 March 2011.

The DPO5 requires that a Development Plan must be approved before planning permits can be issued for subdivision and development. The purpose of this is to provide a clear framework for the precinct as a whole to ensure that development occurs in a coordinated and orderly manner.

#### Governance Arrangements

As Latrobe City Council is a landowner within the precinct, governance arrangements have been put in place to ensure the separation of roles between landowner and Responsible Authority.

Latrobe City Council along with two other landowners engaged NBA Group to prepare a Development Plan for the precinct.

The elements of the governance arrangement are:

- Responsible Authority (assessment and recommendation to Council) – Urban Growth Team (Latrobe City Council)
- Landowner Representative/Client – Acting Executive Manager Office of the Chief Executive (Latrobe City Council)
- Independent Review – Mesh Planning (Private Consultant)
- Responsible Authority (decision maker) - Council

Mesh Planning Consultants (Mesh) was appointed to undertake an independent peer review of the draft Development Plan documentation and to provide their feedback to council officers acting in the responsible authority role. Mesh has been working in their independent review role since January 2014.

Mesh has provided written advice relating to their independent review of the Morwell West Development Plan documentation which has informed the officers recommendation to Council. This correspondence is provided at Attachment 8.

#### The Proposal

The Morwell West Development Plan includes a concept layout for how the subject land will be developed for residential land use. The Development

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Plan generally indicates where future residential lots, roads, pathways, open space and physical infrastructure should be located.

The Development Plan includes a main report as well as a number of plans and background reports as appendices. The complete package forming the Morwell West Development Plan documentation is provided at Attachment 9.

To ensure a comprehensive assessment of the Development Plan, officers have undertaken the following steps:

- Facilitated a peer review of urban design aspects of the draft Development Plan, utilising the Metropolitan Planning Authority;
- Referred the draft Development Plan to referral agencies for their review and comment;
- Provided all draft Development Plan documentation to Mesh Planning and implemented their feedback.

As a result of these reviews, the Morwell West Development Plan has been amended in the following key ways since it was initially lodged:

- Improved interface between residential and industrial land, particularly relating to acoustic treatment;
- Inclusion of an implementation plan (Chapter 14) clearly setting out infrastructure requirements to be delivered across property boundaries (such as drainage, road, intersections etc.); and
- Improved direct road and reserve frontage for lots, where possible.

### **KEY POINTS/ISSUES**

#### *Requirements of the Development Plan Overlay Schedule 5 (DPO5)*

The primary purpose of the Development Plan Overlay is to provide a framework for the coordinated and orderly development of the precinct which will guide permit applications for staged subdivision and development.

A Development Plan submitted to Council for approval must show a detailed assessment of both the natural and cultural features of the site, the characterisation of nearby land use and development and a comprehensive assessment as to the justification of how the Development Plan layout has been derived.

In particular, Section 3 of DPO5 (*Requirements for Development Plan*) states that a development plan must be prepared to the satisfaction of the

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Responsible Authority (Council) and the plan must address the following matters:

- Land Use and Subdivision
- Waterways
- Infrastructure Services
- Open Space
- Community Hubs and Meeting Places
- Flora and Fauna
- Cultural Heritage
- Process and Outcomes

The Development Plan has considered the above listed matters and the key considerations arising have been outlined below.

### Land Use and Subdivision – Lot Density

In accordance with the requirements of DPO5 and Clause 56 of the Planning Scheme, the development layout provides for a range of lot sizes and housing density. The key map from the Development Plan showing the land use designation, layout and key features is provided at Attachment 2.

Table 1 provides an indication of the average lot sizes and corresponding percentage of the development area as submitted by the proponent.

Table 1: Lot Yield by Type

<b>Lot Type</b>	<b>Area</b>	<b>Approximate dwelling yield (based on average size)</b>
Standard lots (average 700sqm)	29.73 ha	421
Medium density lots (average 440 sqm)	1.59 ha	36
	<b>Total Lots</b>	<b>457</b>

Calculations provided in the Development Plan are indicative and have been based on average lot sizes and estimated net developable area.

The *Growth Areas Authority Precinct Structure Plan Guidelines 2009* defines net development hectare as;

*Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).*

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The *Growth Areas Authority Precinct Structure Plan Guidelines 2009* is included in the *State Planning Policy Framework (SPPF)* as a reference document and applies to all Victorian Councils.

The Development Plan identifies a net developable area for the precinct of 39.25 ha which will accommodate approximately 457 residential lots. This equates to a lot yield of approximately 12 dwellings per hectare.

Clause 11.02-2 of the SPPF encourages a residential density of at least 15 dwellings per net developable area for growth areas. The estimated density of 12 lots per net developable hectare for the Morwell West Development Plan falls below this target.

Conversely, at the Ordinary Council Meeting held on 19 November 2012, Council resolved the following:

*That Council's preferred lot density is 11 lots per hectare on unencumbered land and that this foreshadows Council's intention with regard to the Latrobe Statutory Planning Scheme Review.*

The proposed density of approximately 12 dwellings per hectare is considered appropriate given the context of the site and the objectives of the SPPF and LPPF. In terms of being lower than the SPPF target of 15 dwellings/ha, a lower density is considered appropriate given the precinct's regional context. It is also considered appropriate that a slightly higher density is sought than Council's preferred 11 dwellings/ha given the precinct is one of the last remaining residential growth opportunities due to constraints on the physical expansion of Morwell.

It is also noted that the exact number, size, layout and density of lots will be determined at the planning permit stage as long as it is generally consistent with the Development Plan.

*Land Use and Subdivision – Industrial Interface*

Parts of the site have an interface with industrial (IN3Z) and mixed use (MUZ) land, shown on the Site Analysis Plan (Attachment 1). AKZ Engineering on the opposite side of Latrobe Road (to the east) is also an industrial use, however the land is zoned residential.

Two existing uses in the area trigger a 100m threshold distance under Clause 52.10 of the Scheme, shown in Table 2. Further consideration at the time of subdivision (planning permit stage) will need to be given to ensure an appropriate design response including whether any specific measures are needed to protect both the amenity of residential lots within the threshold distance as well as the ongoing operations of the industrial uses. This is a requirement of the Planning Scheme and can therefore be appropriately addressed at the planning permit stage.

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Table 2: Industrial threshold distances

Address	Zoning	Existing Use	Threshold
75-77 Latrobe Road	IN3Z	Panel Beater	100m
27 Davey Street	IN3Z	Joinery	100m

In addition, the Environmental Protection Authority (EPA) requested that a Noise Assessment be undertaken to assess any potential amenity impact issues specifically for two existing industrial sites adjacent to the development site. The two industrial sites are Lend Lease (60-64 Madden Street) and AKZ Engineering (80-96 Latrobe Road). The Acoustic Report prepared by Marshall Day Acoustics is at Appendix 13 of the Development Plan (Attachment 9).

The report found that at that time of the assessment, the operations of Lend Lease were compliant with the EPA Publication *Noise from Industry in Regional Victoria* (NIRV), which is the relevant guideline when assessing noise in Regional Victoria. It is noted that a submission from Lend Lease was received raising concern regarding the accuracy of the noise data used in the Acoustic Report. This submission and the officers response is discussed in the summary of submissions table at Attachment 5.

The operations of AKZ Engineering were found to be non-compliant with the NIRV should residential properties be built directly opposite on Latrobe Road. To enable compliance with the NIRV, the report recommends significant shielding in the form of a noise barrier and a single storey restriction for dwellings at this interface. The noise barrier will be required to be 3m high and constructed of a material with a minimum density of 12-15 kg/m<sup>2</sup>. For the barrier to be effective for the lots adjacent to AKZ Engineering, they need to be restricted to being single storey. An urban design response will accompany the detailed design for the acoustic wall at the planning permit stage to ensure appropriate urban design outcomes are achieved. The noise barrier will be constructed at the developers cost.

As the 'agent of change', it is the obligation of new residential development to ensure that it is protected from potential adverse amenity impacts resulting from existing industrial uses nearby. This includes the provision of any required mitigation measures, particularly in relation to potential noise impacts. This approach is consistent with the EPA Guideline *Recommended separation distances for industrial residual air emissions* (2013).

The Development Plan sets out design considerations to be addressed at the planning permit stage for all residential land with an industrial interface, such as deeper lots, fencing and landscaping. The exact treatments that are required will be assessed and determined at the planning permit stage in response to the site conditions and particular uses relevant to that part of the precinct.



Land Use and Subdivision – Mine Buffer

The Environmental Significance Overlay – Schedule 1 (ESO1) applies to land abutting the Morwell West Development Plan site to the north-east and north-west. The purpose of the ESO1 is to provide a buffer between mining operations, in this case associated with the Yallourn Power Station, and urban development, particularly residential development.

The Development Plan area is located outside the ESO1. The suitability of the site for residential development in relation to the proximity of the mine and buffer was considered as part of Amendment C47 (approved in March 2011), which determined that the site was suitable for residential development and was consequently rezoned to the Residential 1 Zone. Amendment C47 also removed the ESO1 from the south-western part of the site, determining that it was no longer required as part of the mine buffer, and applied the Development Plan Overlay – Schedule 5.

The Development Plan maintains the existing mine buffer, delineated by the ESO1, as previously considered through Amendment C47.

Energy Australia, the operator of the Yallourn Power Station and mine, has been consulted in relation to this proposed development and their submission is provided at Attachment 6. The Development Plan has been updated to address this submission by acknowledging the proximity of the mine and explaining the existing mine buffer.

Land Use and Subdivision – Movement and Connectivity

The Development Plan includes a Mobility Plan (Attachment 3) which clearly shows the proposed road hierarchy, indicative paths, connections and proposed bus routes.

The Development Plan provides a good level of movement and connectivity within the precinct and links to the abutting existing urban area, particularly given the irregular shape of the precinct.

The internal road network has been designed in accordance with Latrobe City Design Guidelines in consultation with Council officers.

An access street major will provide the primary access point into and through the precinct, providing a direct connection between Latrobe Road and Toners Lane. This road will be designed to accommodate a possible future bus route with the majority of the precinct within 400m of a bus stop.

The Development Plan proposes two new intersections to Latrobe Road and four new intersections to Toners lane. The primary access road is located towards the south and a secondary access road is located towards the north. The location of the intersections to Latrobe Road has been determined in response to the location of future access to the Morwell North West Development Plan to the east and in consultation with VicRoads. Following consultation with VicRoads indicating in principle support for the



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locations, a concept plan of the required intersection treatments has been lodged to VicRoads. It is recommended that the Development Plan is approved by Council subject to formal approval of the concept plan as part of the Traffic Engineering Report by VicRoads.

The primary access road provides a central entry 'boulevard' to the Morwell West Development Plan. It is noted that the location of this access road responds to a proposed amendment to the Morwell North West Development Plan to remove the indicative access point currently shown opposite to the east. This access point does not provide a significant role for movement and connectivity in the Morwell North West development and its removal will provide a better urban design outcome for both precincts and Latrobe Road.

The detailed design of both intersections will be subject to VicRoads approval at the planning permit stage.

The new intersection to Toners Lane which forms the extension of Madden Street is constrained due to the road geometry. It can provide pedestrian access and potentially a left-out vehicle movement only.

Given the shape of the site and its integration with the existing urban area, four existing no through roads being Mary Street, Madden Street, Godridge Road and Catherine Street will be extended. The existing part of Godridge Road will be upgraded and widened if required, which will be determined through detailed design at the planning permit stage.

Direct driveway access to Latrobe Road will be limited where possible. A landscape reserve is shown along the Latrobe Road frontage to prevent direct driveway access. If direct driveway access is required at the planning permit stage, driveways should be shared between lots where possible to minimise access points.

Toners Lane Reserve will be utilised for the provision of a shared path connecting with footpaths in the local road network.

#### Waterways – Buffers

Advice from the West Gippsland Catchment Management Authority (WGCMA) is that there are no designated waterways within the Morwell West Development Plan subject site, however there are two unnamed waterways in proximity to the site. The area is not within any known flood overlays and is not considered liable to major riverine flooding.

No designated waterway buffers are required.

#### Infrastructure Services – Stormwater

A preliminary Surface Water Management Strategy (SWMS) has been submitted as part of the Development Plan (Appendix 12 of the Development Plan).

The Development Plan incorporates three retarding basins to manage stormwater runoff. A large central basin and wetland located within Toners Lane Reserve will provide stormwater storage and treatment for the majority of the precinct. This basin is expected to be constructed in two stages, as shown on the Staging Plan, to provide interim and ultimate drainage solutions given the likely staging of subdivision.

The first development will be required to provide the detailed design for the ultimate central retarding basin at the planning permit stage to ensure a coordinated design and identification of any native vegetation removal. Construction of part of the basin on an interim basis may then be considered together with the staging of subdivision as appropriate.

Two smaller retarding basins are proposed on the eastern edge of the precinct (adjoining Latrobe Road) to accommodate stormwater flows to the east.

The SWMS demonstrated that the proposed central retarding basin and wetland within Toners Lane Reserve and the two retarding basins adjacent to Latrobe Road will treat all stormwater discharge from the precinct in a manner that meets the 'Urban Stormwater Best Practice Environmental Guidelines' (CSIRO, 1999).

#### Infrastructure Services – Traffic

A Traffic Engineering Assessment has been submitted as part of the Development Plan (Appendix 8 of the Development Plan) providing an assessment of the proposed layout including internal access arrangements and the likely impacts on the surrounding road network.

The Traffic Engineering Assessment has been reviewed by Council's infrastructure planning team who has advised that the report is satisfactory.

A referral was also made to VicRoads regarding the new intersections to Latrobe Road, being a Road Zone Category 1 managed by VicRoads. The location of these intersections has been determined in close consultation with VicRoads and VicRoads has indicated that they support the location and concept plans. The detailed design of the intersections will be subject to VicRoads approval at the planning permit stage.

### Open Space

The Morwell West Development Plan is well serviced with existing open space reserves, including the Toners Lane Reserve and two small reserves within the northern portion of the precinct.

The existing open space reserves meet the requirements of Council's adopted *Public Open Space Strategy* (May 2013), as the future households will be within 500 metres of a local park.

Given the location and size of the existing open space reserves, the Morwell West Development Plan does not set aside additional land for open space. Instead, a cash contribution (up to a maximum of 5% of the site value in accordance with Clause 52.01 of the Planning Scheme) will be required from the landowner/developer at the planning permit stage for subdivision. This cash contribution will be used to upgrade the existing reserves within the area, particularly in providing embellishments to Toners Lane Reserve which will be the key open space serving the precinct.

It is noted that the open space cash contribution will not be used for works in reserves associated with drainage, as such works are the responsibility of the developer and do not constitute improvements for the purpose of public open space.

Latrobe City Council's Open Space and Recreation team are satisfied with this outcome.

### Cultural Heritage

Within the subject site there are no known registered Aboriginal heritage sites, and the land is not considered to be culturally sensitive under the Aboriginal Heritage Regulations.

At time of subdivision, the applicant will be required to provide an applicable site assessment report in accordance with Clause 56 of the Scheme, which would include a cultural heritage assessment.

### Flora and Fauna – Native Vegetation

An Ecological Features and Constraints Assessment (at Appendix 9 of the Development Plan) has been submitted as part of the Development Plan.

The assessment summarises that the ecological significance of the site is reduced by the current and historic land use. The vegetation is mostly highly modified and dominated by exotic species.

No threatened species of flora or fauna were recorded during the site assessment of the subject site and surrounds.

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The Toners Lane Reserve (owned by Latrobe City Council) is the only area within the subject site which contains native vegetation and the potential for fauna habitat. The design of the Morwell West Development Plan has sought to minimise the extent of vegetation removal from within the Reserve and a planning permit will be required under Clause 52.17 if any native vegetation is sought to be removed.

Part of the reserve land is located within the Development Plan area. It is expected that this land will require extensive vegetation removal to accommodate residential subdivision in accordance with the Development Plan. Some native vegetation removal will also be required to construct the central retarding basin outside the precinct (in the reserve), however native vegetation will be incorporated into the design of the wetland where possible.

The provision of an appropriately designed wetland as part of the central stormwater basin will enhance the environmental values of Toners Lane Reserve. The permit application for the first development will be required to identify the extent of vegetation to be removed to accommodate the design of the basin and wetland so that the impact of native vegetation removal and associated offsets can be considered as a whole. The actual removal and delivery of offsets can then be staged in line with the staging of development.

The Department of Environment, Land, Water & Planning was consulted in relation to this approach being a holistic assessment with staged delivery at the planning permit stage and has provided their written support for the Development Plan (at Attachment 7).

#### Processes & Outcomes – Consultation

In accordance with Section 3 of DPO5 (*Requirements for development plan*) the Development Plan has been prepared with an appropriate level of community consultation and consultation with external referral authorities. Comments from referral responses and public submissions have been incorporated into the Development Plan where practical and appropriate to do so.

Issues or concerns raised in submissions can be categorised into the following key themes:

- Acknowledgement of the Yallourn Power Station and mine;
- Potential noise impacts from Lend Lease;
- Construction of double storey dwellings;
- Development of a designated 'green belt'; and
- Safety measures requested by Twin City Archers within the Toners Lane Reserve.

A response to these key themes is provided below. A summary of submissions table is provided in the internal / external consultation section of this report. It is noted that 41 submissions of support were also received.

**Acknowledgement of the Yallourn Power Station and mine**

The submission from Energy Australia submits that the Development Plan should consider and acknowledge the proximity of the mine and ensure that there are no potential adverse amenity impacts. A meeting with Energy Australia, Council officers and NBA Group was also held where Energy Australia reiterated their position that the mine be acknowledged.

As discussed in the ESO1 section earlier in this report, the Development Plan relates to land already zoned for residential development and maintains the designated buffer to the mine.

It was agreed, however, that the proximity of the mine is part of the context of the precinct and should be acknowledged within the Development Plan. Accordingly, the Development Plan has been updated at Chapter 2.2 to outline the consideration that has been given to the mine buffer, being a matter that has been previously considered prior to the rezoning of the precinct to residential.

This was discussed in the meeting with Energy Australia who indicated that they were satisfied that this addressed their submission.

**Potential noise impacts from Lend Lease**

Lend Lease operates an industrial use adjacent to the subject site at 60-64 Madden Street, Morwell. As part of the preparation of the draft Development Plan, the EPA requested that a noise assessment be undertaken to assess potential noise impacts from Lend Lease and also AKZ Engineering (on Latrobe Road).

A Noise Assessment was undertaken by Marshall Day which involved noise monitoring at the Lend Lease interface. It was found that the Lend Lease site is generally compliant with the requirements of EPA publication 1411 – *Noise industry in regional Victoria* (NIRV), which is the relevant guideline for assessing noise impacts, and did not require specific noise mitigation measures such as an acoustic wall. The Noise Assessment was reviewed by the EPA who stated that it was satisfied with the assessment.

Even though specific mitigation measures were not identified as being required, the Development Plan identifies this industrial interface and provides possible mitigation measures such as deeper lots and landscape screening to be considered at the planning permit stage. Design Guidelines for lots with an industrial interface are also required to be prepared at the permit stage. This is to provide an additional level of consideration for the detailed design of development to appropriately respond to the industrial interface.

In its submission Lend Lease expressed concern that the Noise Assessment undertaken as part of the Development Plan does not accurately reflect the true level of noise generated by their activities,

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suggesting that the data was taken at a period when their business activity was generally quiet. It states that the nature of Lend Lease activities is such that they fluctuate and noise generated is dependent on the type of work being undertaken for different contracts.

Lend Lease has also provided its own self-assessment noise data and is concerned that if their noise generation is not adequately considered then residential development could have a serious impact on their business activities. This data appears to have been taken from within the Lend Lease site in relation to noise exposure for employees. It is difficult to determine from the data whether this confirms that the noise experienced by adjoining properties in the Development Plan area would be higher than the levels assessed by Marshall Day.

As discussed in relation to the industrial interfaces earlier in this report, it is important that new residential development provides an appropriate design to protect itself from potential noise impacts from existing industrial uses. This protects the amenity of the residents as well as the ongoing operations of the industry.

The Development plan has made a reasonable effort to assess potential noise impacts through the Noise Assessment by Marshall Day. Given the submission of Lend Lease that its noise is generally higher, it is considered appropriate that further consideration of noise impacts is undertaken at the planning permit stage. The Development Plan will therefore be updated to specifically require a further noise study at the Lend Lease interface at the planning permit stage in response to Lend Lease's submission.

It is not considered necessary or required to undertake further noise assessment now for the purpose of the Development Plan. The reason to undertake further study now would be to determine whether noise mitigation measures are in fact required and whether such measures would affect the general layout of the Development Plan or require a coordinated response between several landowners. The Lend Lease interface is site specific and only affects a small part of the Development Plan area affecting only one landowner. It is unlikely that mitigation measures that might be required as a result of a further Noise Assessment would result in any material changes to the Development Plan. It is more likely that required measures would be site-specific such as deeper lots or specific fencing, which is already identified in the Development Plan and would not affect the general layout. This level of detailed design of specific subdivision layout and dwelling design is appropriately addressed at the planning permit stage rather than at the Development Plan stage.

Furthermore, requiring a further noise study at the time of subdivision will ensure that the data and assessment is current, given the unknown timing of when a planning permit will be sought for this land and the potential for the noise conditions of the Lend Lease site to change in the meantime.



This response has also been reviewed by Mesh Consultants as part of their independent peer review who agreed that it is appropriate that a further noise study be undertaken for this site at the planning permit stage.

For these reasons, it is considered that the planning permit stage is the appropriate time for noise impacts to be further considered in response to the Lend Lease submission. The Development Plan will therefore be updated to specifically require this.

### **Construction of double storey dwellings**

Submitters 32, 33, 37, 44 & 48 objected to the construction of double storey dwellings to the rear of their properties which front Bellarine Circuit and Louise Court and submitted that the single storey restriction that fronts Latrobe Road should also extend along the length of their rear boundary.

The single storey restriction applies to a section along Latrobe Road and is a result of acoustic requirements in response to the direct interface to AKZ Engineering (industrial land) in accordance with the recommendations of the Noise Assessment. The purpose of the single storey restriction for these lots is to ensure that they are not detrimentally impacted by noise from AKZ Engineering.

The Noise Assessment found that a single storey restriction was only required in the location shown on the Development Plan and therefore this restriction does not extend along the rear boundary of properties on Bellarine Circuit and Louise Court, which is designated as 'standard residential'.

Standard Residential lots range from approx. 600sqm – 800sqm and allow for the construction of single storey or double storey dwellings. This applies to all 'standard residential' land within Latrobe City, including the existing properties on Bellarine Circuit and Louise Court which could construct two storey dwellings if desired.

The possibility to construct double storey dwellings is standard for residential land and it is not considered that there is a valid planning reason to restrict these lots to single storey.

It is noted that the dwellings could be single storey if that is what the future landowners choose to build. Furthermore, development is subject to building standards such as setbacks, overshadowing and overlooking to ensure that new residential development does not unreasonably impact upon existing properties.

It is also noted that in designating the land as standard residential, the Development Plan strongly discourages this land from being developed for medium density housing.



**Development of a designated 'green belt'**

Submitters 37 and 44 raised concern in relation to an area that they believe is designated as a 'green belt' due to an existing easement that is being shown as residential.

The area behind Bellarine Circuit and Louise Court has an existing Gippsland Water drainage easement which cannot be built on and is subject to Gippsland Water approval. There is also a Latrobe City Council laneway easement which would be removed as part of the Development Plan in order to allow efficient and orderly residential development.

The easements do not provide an open space reserve and are able to be varied or removed as appropriate. Given the residential zoning of the land and the need to provide an efficient and orderly subdivision layout on an irregular site, the location of residential lots along this boundary is considered appropriate.

**Safety measures requested by Twin City Archers within Toners Lane Reserve**

The Twin City Archers (Submitter 22, 'the Club') raised concerns for public safety if safety features at their site are not improved as part of the Development Plan (ie. at the developers or Councils cost).

The Club states that mounding (with drainage); cyclone wire fencing to stop people from accessing the site and appropriate signage is required to appropriately respond to public safety as a result of the increased number of residents near the reserve.

A meeting was held with the club during the preparation of the Development Plan and these requested measures have been considered. In response to the Club's concerns, the Development Plan includes mounding (with drainage) and landscaping around the eastern end of the Club's site. This will be completed at the developer's cost at the planning permit stage for Phase A and Phase B of development.

Under Development Plan Overlay 5 (DPO5) the Morwell West Development Plan does not have the mechanism to collect cash contributions in order to provide new safety features for the Club. It is the responsibility of the Club to ensure the safety of their activities within their site and it is not considered reasonable to require the developers within the Development Plan area to cover the cost of constructing the requested cyclone fencing and signage. This has been reviewed by the peer review consultant and determined to be outside the scope of the Development Plan.

The Club has been encouraged to seek funds through Latrobe City Council's Community Grants program. Information around Community Grants has been provided to the Club.

### Implementation Plan

Chapter 14 of the Development Plan provides an implementation plan outlining the likely staging, how infrastructure, drainage, roads and open space will be delivered, and specific application requirements for the planning permit stage.

The implementation plan also provides provisions for development to occur in a different sequence than the likely staging by ensuring that the relevant infrastructure and drainage can be delivered in line with the staging of development.

### Amendment C87 (TGAR) Panel Recommendations

The Panel Report regarding Planning Scheme Amendment C87 to implement the Traralgon Growth Areas Review (TGAR) was provided on 22 June 2015. The report includes a number of recommendations including to increase the width of the ESO1 (mine buffer) to 2km east and south of the Traralgon township from the boundary of the Loy Yang mine open cut until a more specifically defined risk mitigation is defined.

Although the amendment does not relate to Morwell, and no evidence was provided in relation to the mines surrounding Morwell (Hazelwood, Yallourn and North Yallourn), the Panel report also comments that this area *'should be a priority for ground movement monitoring if it is not already and possible for the ESO1 buffer to be expanded without impacting on existing land uses'* (p. 21) (emphasis added).

The Development Plan area is zoned for residential land use. As stated earlier in this report, the suitability of the site for residential development in relation to the proximity of the mine and buffer was considered as part of Amendment C47 (approved in March 2011), which determined that the site was suitable for residential development and was consequently rezoned to the Residential 1 Zone (now General Residential Zone). Amendment C47 also removed the ESO1 from the south-western part of the site, determining that it was no longer required as part of the mine buffer.

The Development Plan is a requirement of the DPO5 in order to implement development in accordance with its residential land use. The comment in the Panel Report therefore does not relate to the Morwell West Development Plan area.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the *Risk Management Plan 2011-2014*.

The Morwell West Development Plan will contribute to reducing the following specific risk that is identified within the *Risk Management Plan 2011 – 2014*.

*Shortage of land available to support population growth and planning application processes that do not encourage development.*

This risk is described as:

*...the slow transitioning of structure plans to actual zoned and developable land.*

Development plans are identified as an existing control to manage and mitigate against this risk.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

There are no financial or resource implications as a result of the consideration of this report.

### **INTERNAL/EXTERNAL CONSULTATION**

The draft Morwell West Development Plan was placed on public exhibition from 11 May 2015 to 08 June 2015. It is noted that this exhibition process is not prescribed by the *Planning and Environment Act 1987* however it was considered to be required to ensure awareness of the proposed future development of the site.

Schedule 5 to the Development Plan Overlay states that;

*The development plan should be prepared with an appropriate level of community participation as determined by the Responsible Authority.*

If a subdivision planning permit application is prepared in accordance with an approved development plan, no notice to affected landowners is required to be given. It is also noted that there is no appeal rights for landowners as part of this process.

Notice was sent to adjoining and nearby property owners and occupiers, a range of authorities, community groups and by placing a public notice in the Latrobe Valley Express for two issues during the exhibition period on Monday, 11 May 2015 and Thursday 28 May 2015. A map at Attachment 4 outlines the areas that received direct notification of the draft Development Plan.

The Development Plan documentation was also placed on Latrobe City Council's website on the 'Have Your Say' page, with provision for receipt of electronic submissions.

An 'Open House' information session was also held on Thursday 21 May 2015 November 2013 from 5.00 pm to 7.00 pm, to discuss the Morwell West Development Plan. A total of ten people attended the 'Open House' information session.

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

Latrobe City Council received a total of 50 written submissions to the proposed Development Plan, 41 submissions generally supported the Development Plan, eight submissions raised concerns and one made suggestions for recreation facilities.

Attachment 5 provides a summary of the submissions received, planning comment in response to each submission and an indication as to whether the Development Plan required changes as a result of this consideration. Copies of the submissions are provided at Attachment 6.

Issues from the submissions that raised concerns have been discussed in detail in the 'Process and Outcomes' section of this report.

The draft Morwell West Development Plan was provided to Latrobe City Council's Infrastructure, Recreation and Open Space, Environment and Statutory Planning teams for their review and comment. Each of these teams have provided comments on the draft Development Plan which have been considered and appropriate changes made.

A summary of external referral responses received is outlined in Attachment 5 and a full copy of these responses is provided at Attachment 7.

### **OPTIONS**

The options available to Council are as follows:

1. To endorse the draft Morwell West Development Plan (July 2015) subject to the approval of the Traffic Engineering Report by Latrobe City Council and VicRoads.
2. To endorse the draft Morwell West Development Plan (July 2015) subject to changes being made.
3. To not endorse the draft Morwell West Development Plan (July 2015) and seek further information.

### **CONCLUSION**

The draft Morwell West Development Plan presents an opportunity for a large residential development in Morwell.

The Development Plan has been through an assessment process by Council officers as well as an independent peer review by Mesh Planning.

The community exhibition process for the Morwell West Development Plan resulted in 50 submissions being received, with 41 being in support of the proposal, eight raising a concerns and one making suggestions for recreation facilities.

All concerns raised through the exhibition process have been carefully considered and updates to the Development Plan have been made where appropriate.

Comments received by Latrobe City Council's Infrastructure, Recreation and Open Space, Environment and Statutory Planning teams have also been incorporated into the draft Development Plan.

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

**SUPPORTING DOCUMENTS**

**Attachments**

1. Site Analysis Plan
2. Development Plan (key map)
3. Mobility Plan
4. Notification area
5. Summary of submissions table
6. Community submissions (Published Separately) (Confidential)
7. Referral Agency responses
8. Mesh Consultants Peer Review - Final Letter
9. Morwell West Development Plan (July 2015)
10. Appendix 1 - Certificates of Title (Published Separately) (Confidential)
11. Appendix 2 - Site Analysis Plan
12. Appendix 3 - Development Plan
13. Appendix 4 - Staging Plan
14. Appendix 5 - Mobility Plan
15. Appendix 6a - Cross Sections (Sheet 1)
16. Appendix 6b - Cross Sections (Sheet 2)
17. Appendix 7 - Landscape Master Plan
18. Appendix 8 - Traffic Engineering Assessment
19. Appendix 9 - Ecological Features and Constraints Assessment
20. Appendix 10 - Infrastructure Services Report
21. Appendix 11 - Rain-on-Grid Modelling Report
22. Appendix 12 - Surface Water Management Strategy
23. Appendix 13 - Noise Assessment

## 13.1

### Morwell West Development Plan

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**Notes**

**1. Site & Surrounds**

The subject site is located on the western edge of the Morwell Township, approximately 750m away from the town centre. There are numerous land holdings contained within the development site area and the total site area is approximately 43 hectares. The land is irregular in shape and can be logically divided into three groups, land adjacent to Toners Lane (southern), land adjacent to Lairobe Road (eastern) and land in between (middle) which is Council owned. There is existing suburban residential and industrial development located to the west and south. The Toners Lane Reserve abuts a large proportion of the northern and western boundaries of the site and offers space for several user groups, including a pony club, archery club, dog obedience and baseball centre. To the north is farmland and to the south is the Princes Freeway. The Morwell River and wetlands are located approximately 1.5km west. Future residential development is planned to the east side of Lairobe Road through the Morwell North West Development Plan. The site that includes an existing motor site and golf driving range, as well as a number of dwellings. The land has a long history of agriculture and current land uses are grazing and cropping. There are various easements dissecting the land. Topographically the site is relatively flat with a centrally located north-south oriented depression.

**2. Planning Context:**

The subject lands are zoned Residential 1 Zone and covered by the Development Plan Overlay - Schedule 5. There are no other overlays. The Morwell Structure Plan identifies the site as 'future residential development'. The land is within a Bushfire Prone Area under the Building Regulations.

**3. Aboriginal Cultural Heritage:**

A review of online mapping indicates that the subject site is not considered to be culturally sensitive.

**4. Flora & Fauna:**

Paul Kelly & Associates have undertaken an Ecological Features & Constraints assessment for the site. It found no remnant patches of native vegetation or scattered indigenous trees other than within the middle portion of the site (owned by Council). The majority of vegetation consists of established pasture and plantations. Several native non-indigenous Southern Manjarra (*Eucalyptus polyzona*) were recorded in the northern portion of the site. These trees are likely to have been planted and do not qualify as scattered trees. The vegetation quality of the middle portion of the site is highly variable. Two remnant patches have been recorded and two large scattered trees (narrow-leaved Peppermint *Paratypha reticulata*) were recorded. Several *Eltiswood* (*Alnus melanocarpa*) trees were also recorded however these trees are not quality plants and do not qualify as scattered trees. There is also a patch of *Alnus* (sweet gum) near the middle portion of the site. *Eucalyptus of trawickii* and *Yare Gum* (*Eucalyptus yarensis*) were located. The only area of the site considered to have minor potential for use by threatened species of fauna is the middle portion however it is not considered to contain critical habitat for Growing Grass-Frog or Dwarf Galaxias.

**5. Drainage:**

This site has designated waterways on site however there are various open drainage channels. An existing drainage reserve is located within the eastern portion of the site. The surrounding land generally drains to the centre of the site, which discharges into the Toners Lane Reserve area via an existing culvert drain; Catherine Street table drain. A large open drain also runs along Toners Lane adjacent to the site.

**4. Opportunities:**

- To take advantage of undeveloped residentially zoned land in accordance with the Morwell Structure Plan.
- To add in the provision of affordable housing.
- To take advantage of existing infrastructure.
- To provide a quality development that responds to the site and surrounds.
- To provide an integrated wetland that provides flood storage and water quality management functions.
- To utilise Toners Lane Reserve for open space activities.
- To create vehicular and pedestrian connections to adjoining areas.
- To take advantage of the generous abutts to the primary road network that the land offers.

**6. Constraints:**

- Industrial interfaces.
- Existing titles for conventional sized residential lots and associated local roads at northern section of the site (some of which extend outside DPO area).
- The various existing easements dissecting the land.
- The large open drainage culvert cutting the site along Toners Lane.

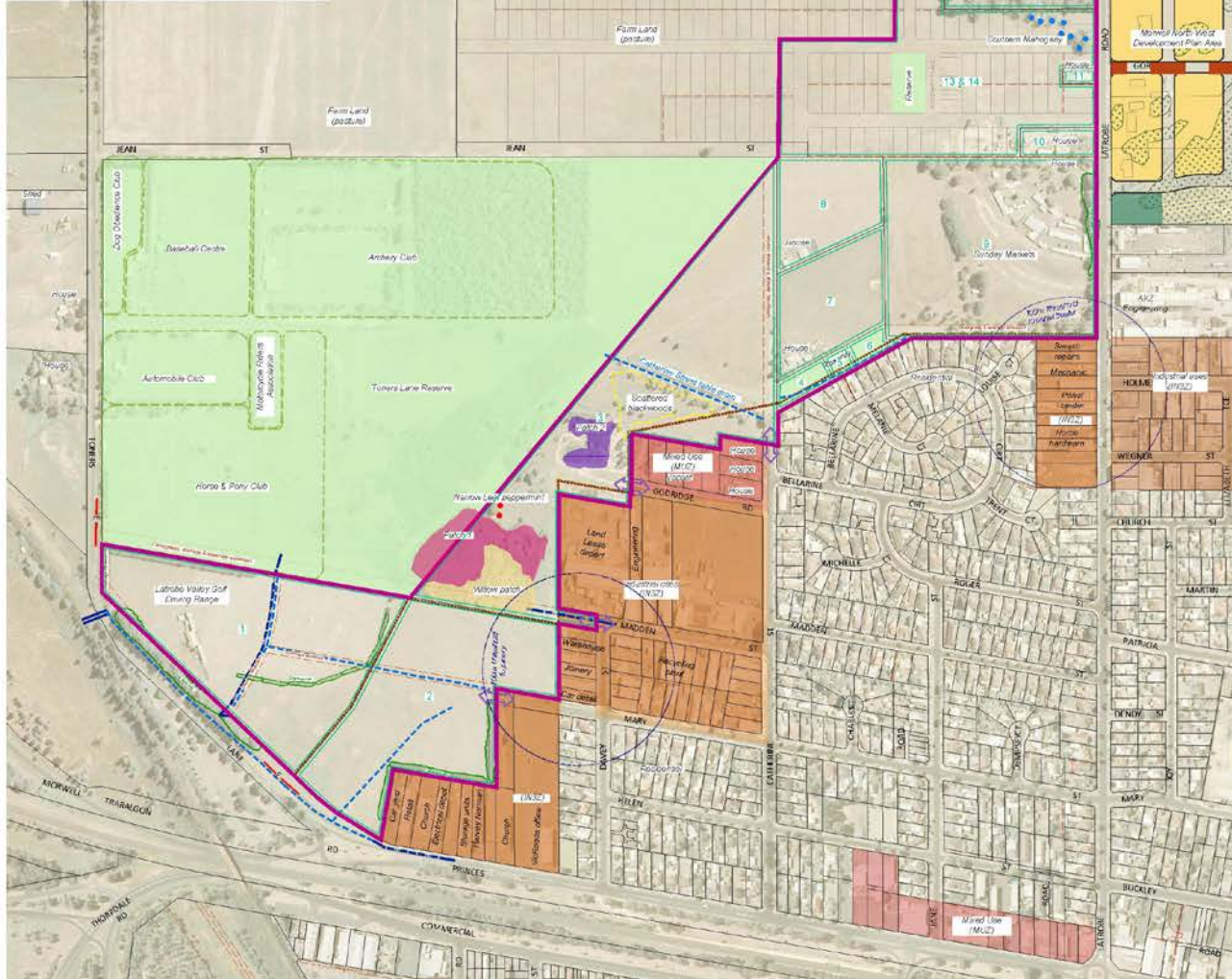
**Legend**

- Site boundary - DPO area
- Reserve
- Easement
- Potential future road connection
- Drainage pipe
- Open culvert drain
- Sewer infrastructure
- Overhead electricity
- Titles & roads (un-constructed)
- Ownership no. (perfects/DP report)

**FOR DISCUSSION**

Site boundary - DPO area (to be confirmed by Council) for the purpose of this plan. The plan is for discussion only and is not to be used for any other purpose. It is intended to be used for the purpose of the Development Plan Overlay - Schedule 5. Council is not responsible for any errors or omissions in this plan.

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**SITE ANALYSIS PLAN**

Morwell West Development Plan  
Toners Lane & Lairobe Road, Morwell  
Lairbore City Council

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**NBAgroup**  
M | M

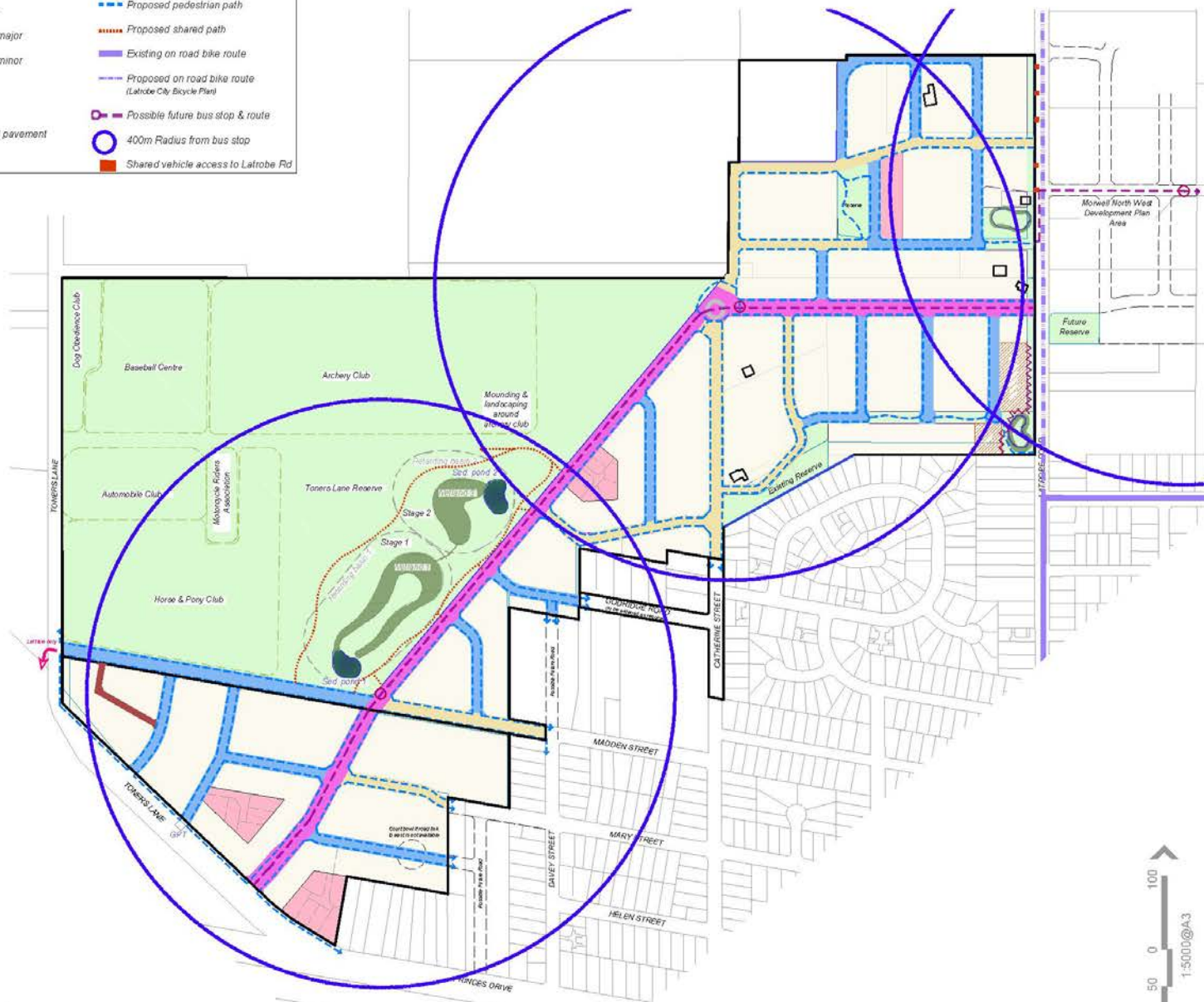
15610 DP1\_V2  
October 2014







Legend	
	Extent of DPO
	Access street major
	Access street minor
	Access place
	Access lane
	Narrowed road pavement
	Roundabout
	Proposed pedestrian path
	Proposed shared path
	Existing on road bike route
	Proposed on road bike route (Latrobe City Bicycle Plan)
	Possible future bus stop & route
	400m Radius from bus stop
	Shared vehicle access to Latrobe Rd



To Be Approved Millar & Merrigan and the NBA Group warrant the use of this drawing only for the purpose described by the status stamp shown herein. This drawing should be read in conjunction with all relevant contracts, specifications, reports and drawings. © Millar & Merrigan Pty. Ltd. and NBA Group

**MOBILITY PLAN**

**Morwell West Development Plan Area**  
**Toners Lane & Latrobe Road, Morwell West**  
**Latrobe City Council**

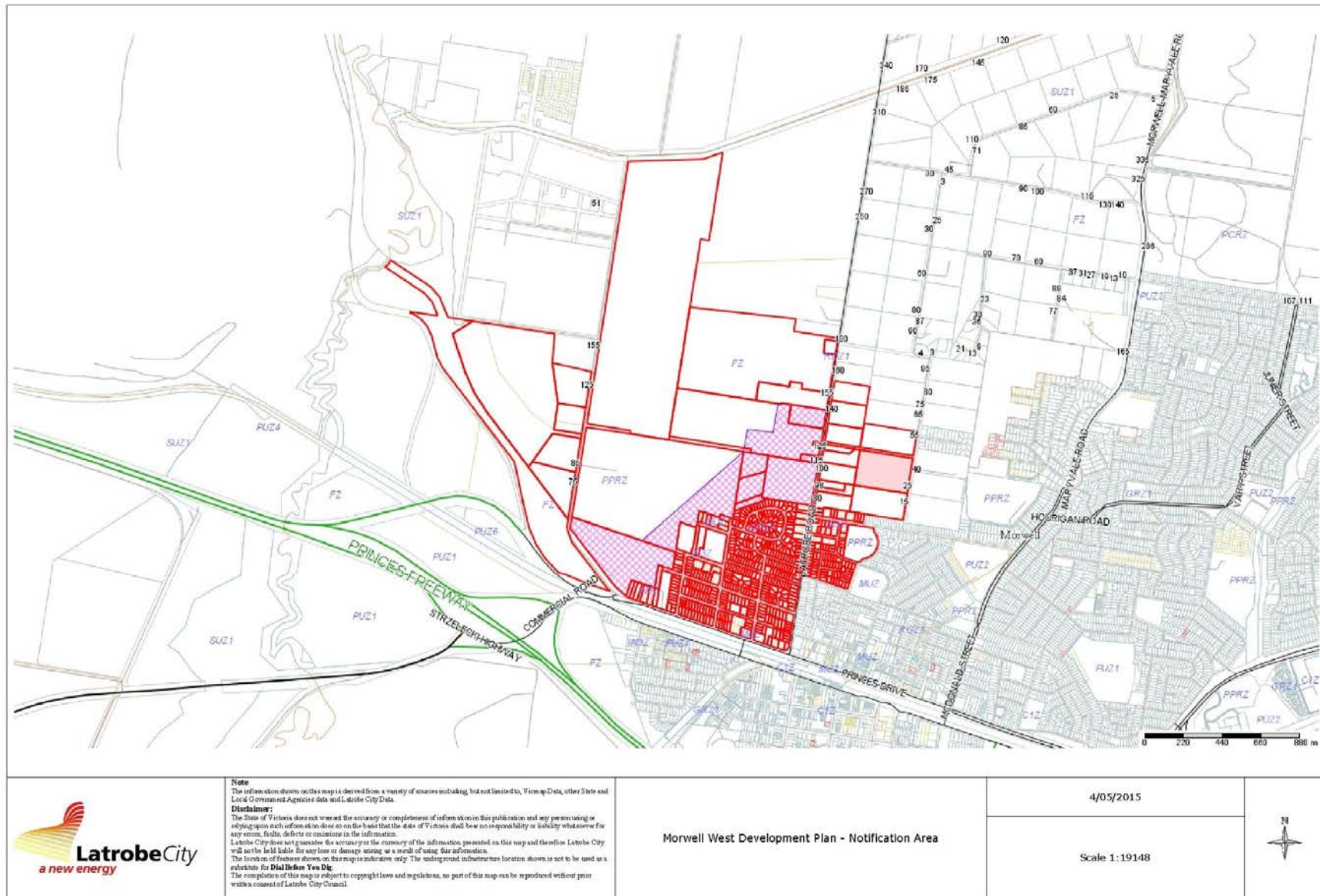
**15610 DP4\_V4**  
**July 2015**

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**Note**  
The information shown on this map is derived from a variety of sources including, but not limited to, Vicmap Data, other State and Local Government Agencies data and Latrobe City Data.

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Morwell West Development Plan - Notification Area

4/05/2015

Scale 1:19148



**SUMMARY OF SUBMISSIONS & PLANNING COMMENT TO  
MORWELL WEST DEVELOPMENT PLAN**

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
1	Ian McNelis	Support	Overall support.	Support is noted.	No
2	Elaine Collier	Suggest	<ol style="list-style-type: none"> <li>1. Suggestion that a purposely built secure off leash dog park be created in the new reserve area. There are currently no secure areas in Latrobe City.</li> <li>2. Suggestion to link the path that runs from Toners Lane to Latrobe Road to the new reserve.</li> </ol>	<ol style="list-style-type: none"> <li>1. Open space contributions will be required as cash-in-lieu at the planning permit stage and will be used to fund embellishments to Toners Lane Reserve. The Development Plan does not specify what these embellishments must be, this would be determined at a later stage and in line with Council's Public Open Space Strategy. Initial advice from Council's Recreational Liveability department is that a secure dog park in this location is unlikely to be supported.</li> <li>2. This is beyond the scope of the Development Plan. It is noted that the existing path belongs to and is the responsibility of Energy Australia, as is the part of Toners Lane north of the reserve boundary.</li> </ol> <p>This submission has been provided to Council's Recreational Liveability department so that these suggestions can be considered at the relevant time.</p>	No
3	John Szabo	Support	Overall support.	Support is noted.	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
4	Berry & Erna Thomas	Support	Overall support.	Support is noted.	No
5	D J Van Heerewaarden	Support	Overall support.	Support is noted.	No
6	Kathy & Manny Borg	Support	Overall support.	Support is noted.	No
7	Gerry Gerrard	Support	Overall support.	Support is noted.	No
8	Steve & Marilyn Szabo	Support	Overall support.	Support is noted.	No
9	Energy Australia	Concern / Suggest	Request that the potential mining impacts and their compatibility with future residential developments are carefully considered as part of the approval process for the proposed Development Plan. Assessment at the point of subdivision may not be sufficient to ensure no undue impacts of our mining activity on new residential or commercial developments.	Agree that the Development Plan should acknowledge the proximity to the mine, the buffer and ESO1 and provide comment on why mitigation measures aren't required (ie. has been previously considered and planned for as part of the rezoning of the land to residential). A section should be added into the DP to outline this information. A meeting with held with Energy Australia who indicated they were satisfied with this response.	Yes
10	Kerry F Watson	Support	Support residential development in Morwell, particularly in this location given the constraints in other directions.	Support is noted.	No
11	Peter Panayiotou	Support	Overall support.	Support is noted.	No
12	Lend Lease	Concern/ Object	Noise assessment relies on data that was taken at a period where business activity was generally quiet and do not reflect the true nature of their activities. Lend Lease self assessment data indicates considerably higher levels than provided in the DP and consider that greater levels of noise can be generated than those nominated in	Lend Lease has provided their own noise audit data. The Development Plan has made a reasonable effort to assess potential noise impacts through the noise assessment by Marshall Day. Given the submission of Lend Lease that their noise is generally	Yes



Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
			noise assessment. Noise is variable depending on the type of work and hours which is dependent on the contracts that they have at a point in time. Concerned that the proposed development could have a serious impact on our business activities.	higher, it is appropriate that further consideration of noise impacts is undertaken at the planning permit stage. This should be specified in the Development Plan as a requirement at the planning permit stage for the land with an interface to Lend Lease (Phase B). This will also ensure that the noise data is up to date at the time of subdivision, as it could be some time before a planning permit is sought.	
13	Ray Burgess	Support	Overall support.	Support is noted.	No
14	Loy Yang	Support	Overall support.	Support is noted.	No
15	Joe Taylor	Support	Overall support.	Support is noted.	No
16	Peter & Irene Anderson	Support	Overall support.	Support is noted.	No
17	David Canning	Support	Overall support.	Support is noted.	No
18	May Sennett	Support	Overall support.	Support is noted.	No
19	Ben Harnden	Support	Development will help Morwell in so many ways; more houses will hopefully help boost not only the population but help continue to bring business into the CBD area.	Support is noted.	No
20	Emma Pahl	Support	Overall support.	Support is noted.	No
21	Mark Pollard	Support	Not sure why it has taken so long for this development to get approval, Traralgon is growing at a rapped rate with so many new housing developments. Approving this Development will be good for Morwell and all of the Latrobe Valley	Support is noted.	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
22	Twin City Archers	Objection	<p>Concerns regarding safety due to the increased number of people who will be using Toners Lane reserve. Note that mounding and landscaping has been provided, however the following requested measures have not been provided:</p> <ol style="list-style-type: none"> <li>1. Cyclone wire fence</li> <li>2. Drainage</li> <li>3. Signage</li> <li>4. Were informed at consultation session that this had all been discussed at a Council meeting but the fencing and signage has been dismissed as it would cost too much.</li> </ol> <p>Shooting activities are currently safe but would not be under the current plans without fencing and signage. Concerned that people will be able to enter areas where arrows will be being shot and may get hurt. Also concerned that residents of the new estate will complain and ask that we curb their training or change their courses, and they have been there for about 30 years with no issues. They would not support changes to their courses and shooting access at all. Safety concerns may affect planned and future events. Support the DP only if all the requested safety measures are provided, including the cyclone fence and signage.</p>	<p>Previous consultation has been undertaken with the Archery Club which has resulted in the provision of mounding and landscaping around their southern and eastern boundary as part of the Development Plan in response to their comments. This will be provided when Phase A (Toners Lane) and Phase B are developed and at the developers cost. This will include any drainage works required as a result of the mounding. Their request for a cyclone fence and signage has also been considered. Under the current lease arrangement, the Archery Club is responsible for the safety of their shooting activities within their lease area. It is not the obligation or responsibility of the Development Plan to provide additional safety measures at the request of the Club, nor an opportunity for the Club to improve their safety measures at no cost. Council has agreed to require mounding and landscaping as part of the Development Plan to make a contribution towards improving the safety of the Club, however the provision of cyclone fencing and signage is beyond the scope and requirements of the Development</p>	No



Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
				Plan. We note that there are opportunities for the Club to seek funding through a community grant. It is noted that point 4 in the submission is incorrect. At the consultation session they were advised that the requested mounding and landscaping has been included in the DP as a barrier, and that the cyclone fencing had been considered within Council departments and determined to be beyond the scope or responsibility of the Development Plan. It was not stated that it has been discussed at a Council meeting or dismissed on the basis of cost.	
23	Geoff Thorne	Support	Overall support.	Support is noted.	No
24	Submitter 24*	Support	Overall support.	Support is noted.	No
25	Otto & Anne Sebestyen	Support	Overall support.	Support is noted.	No
26	Natasha Tatlow	Support	Overall support.	Support is noted.	No
27	Stephanie Madden	Support	Currently looking for land in the Latrobe region and it is refreshing to see a quality development in Morwell.	Support is noted.	No
28	Carol & Brien Flint	Support	It is gratifying to see at last, that Morwell is showing signs of recovering from the long slump which began at the time of the SEC downsize. We can only hope that there will be no further delays and obstacles preventing the residential development being achieved.	Support is noted.	No
29	Rob Odium	Support	Overall support.	Support is noted.	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
30	Carol Odlim	Support	Overall support.	Support is noted.	No
31	Virtue Homes	Support	As a local builder, building in all areas of the Latrobe City area, we believe this development is sustainable and critically needed to fulfil the growth prospects for our region.	Support is noted.	No
32	Geoff Wales	Objection	Concerned that there is no restriction to single storey dwellings behind my property, I feel that any other type of dwelling will be detrimental to the enjoyment of my property and my privacy.	The single storey restriction on Latrobe Road relates to acoustic requirements associated with future dwellings with a direct interface to industrial land in accordance with the recommendations of the noise assessment.	No
33	Ray & Rhonda Fox	Objection	Strongly object to anything other than single story dwellings adjoining our Property.	The land along the rear boundary of properties on Bellarine Circuit and Louise Court is designated as 'standard residential'. This means that future owners could build single storey or double storey houses on standard residential lots (approx. 600sqm – 800sqm). This is the same as all 'standard residential' land, including the existing properties on Bellarine Circuit and Louise Court which could construct two storey dwellings if desired. This is standard for residential land and it is not considered that there is a valid planning reason to restrict these future properties to single storey. It is noted that there are building standards such as setbacks, overshadowing and overlooking to ensure that standard residential	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
				development does not unreasonably impact upon existing properties. It is also noted that in designating the land as standard residential, the Development Plan ensures that this land would not be developed for medium density housing.	
34	Steve & Joanna Hahn	Support	Overall support.	Support is noted.	No
35	Advance Morwell	Support	Strongly support the proposal and commend the NBA Group for preparing a comprehensive Morwell West Development Plan for this new urban neighbourhood in our town.	Support is noted.	No
36	JEGA Construction	Support	Very positive step forward to open this land up for housing. As a domestic builder I am always looking for the chance to have land available for investment options.	Support is noted.	No
37	Barry & Cathy Brinsmead	Objection	<p>Raised the following concerns:</p> <ul style="list-style-type: none"> <li>When initially looked at the Development Plan they believed that the land directly behind their property would not be affected due to a green belt and easement existing. They have not been involved in any consultation about the removal of greenbelt status and subsequently believe there should be no development on this parcel of land.</li> <li>Concerned that the standard residential blocks that would be established behind them have the</li> </ul>	<ul style="list-style-type: none"> <li>The feedback regarding the legibility of the plan is noted.</li> <li>The easement is currently used as a laneway (part constructed) and is not reserved as a 'green belt'. Existing residents have had vacant land to their rear, however the land has been zoned for residential (by the Minister for Planning) and the development of standard houses is therefore reasonable.</li> <li>As outlined in response to submission 32 and others, the</li> </ul>	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
			<p>potential for double storey dwellings to be erected.</p> <ul style="list-style-type: none"> <li>• If Development does proceed, they seek consideration is making the area restricted to single story, for the following reasons: Overlooking/loss of privacy; visual bulk of 2 story dwellings; loss of property value; drainage; and increase in noise.</li> <li>• Would like to know exactly what the proposal looks like from their property to establish the full impact.</li> <li>• Major concern is drainage. If this land is developed the open drain would not exist and with their property being lower, they fear runoff from the new development would again cause drainage/flooding problems for their property.</li> </ul>	<p>abutting land is designated for 'standard residential' which could be developed with single storey or double storey houses on standard residential lots. It is not considered appropriate to restrict this land to single storey development.</p> <ul style="list-style-type: none"> <li>• The amenity of abutting properties to the south is protected through building standards including overlooking and visual bulk. It is not considered that standard residential development would have an unreasonable impact through noise.</li> <li>• Development Plans deliberately avoid showing lot boundaries as it is not their purpose to provide that level of specific detail. This is subject to a planning permit for the exact subdivision design following the approval of the Development Plan.</li> <li>• The Development Plan provides for appropriate drainage associated with new development including a retarding basin on the south-east corner.</li> </ul>	
38	Sebastian Finocchiaro	Support	Overall support.	Support is noted.	No
39	Trevor Donley	Support	Overall support.	Support is noted.	No
40	Lynn Keeley	Support	Overall support.	Support is noted.	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
41	Mark Keeley	Support	Overall support.	Support is noted.	No
42	Glenn Stiles	Support	Fully support this project as I believe it will have a number of positive impacts on the township of Morwell.	Support is noted.	No
43	Keith Brownbill	Support	Look forward to approval being given to this development plan and the fillip it will give to Morwell's future progress.	Support is noted.	No
44	Aileen & Jim McFarlane	Objection	<p>Raised the following concerns:</p> <ul style="list-style-type: none"> <li>• Were under the impression that due to the easement at the back of their property that it could not be built on.</li> <li>• Would like to know why Council are allowing single story on only a small part of the development? They object to having multi story behind them if the development goes ahead.</li> <li>• Will the same restriction on Title that was on their block be placed on the new lots? Related to buildings only for residential purposes and the materials of buildings and fences.</li> <li>• On the original plan of subdivision the existing reserve for municipal purposes behind lot 26 and 27 was 2075 m2 - is this correct?</li> </ul>	<ul style="list-style-type: none"> <li>• There is a Gippsland Water drainage easement to the back of their property which cannot be built on (subject to Gippsland Water approval). The laneway easement (Latrobe City Council) would be removed under the Development Plan in order to allow efficient and orderly residential development.</li> <li>• As outlined in response to submission 32 and others, the abutting land is designated for 'standard residential' which could be developed with single storey or double storey houses on standard residential lots. It is not considered appropriate to restrict this land to single storey development.</li> <li>• Designating the land as 'standard residential' means that it will only be developed for residential purposes. Any specific requirements regarding materials or fencing would be subject to the planning permit process.</li> </ul>	No

Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No
				<ul style="list-style-type: none"> <li>The existing reserve for municipal purposes is 2076sqm as shown on Plan of Subdivision 145116 and will be retained for this purpose.</li> </ul>	
45	Mike Kitwood (on behalf of five others)	Support	Overall support.	Support is noted.	No
46	Shane Borg	Support	Feel strongly about a development of this scale going forward for Morwell. The West end of Morwell has plenty of opportunity to grow with land plentiful and access to the CBD, rail, bus networks the best of any large parcel of vacant land available to the Morwell region.	Support is noted.	No
47	Peter O'Dea	Support	Overall support.	Support is noted.	No
48	William & Mary Love	Objection	Object to the possibility of double story houses being built along the existing fence line abutting the Sunday Market area. The plan already shows an area restricted to single story, it would seem to be no hardship and save a lot of angst for the residents to continue the double story restriction (no double storey, single storey only).	As outlined in response to submission 32 and others, the abutting land is designated for 'standard residential' which could be developed with single storey or double storey houses on standard residential lots. It is not considered appropriate to restrict this land to single storey development.	No
49	Morwell Traders	Support	Overall support.	Support is noted.	No
50	John Martin	Support	Overall support.	Support is noted.	No

\* Submitter nominated to have their details withheld



Referral Authorities						
Sub No.	Name / Organisation	Support / Objection	Summary of Issues	Planning Comment	Changes to Plan Required? Yes / No	Details ok to be released to public? Yes/ No
1	Department of Environment, Land, Water & Planning	Support	<p>Generally supports the proposed development and commends the use of indigenous plant species of local provenance in urban landscapes, public open space, water treatment and habitat improvements for locally and state significant wildlife.</p> <p>The department is not wholly satisfied that the biodiversity report has accurately identified all biodiversity assets. In particular, the department does not:</p> <ul style="list-style-type: none"> <li>• Recognise the classification of Degraded Treeless Vegetation for the purpose of not requiring assessment under the Guidelines, and</li> <li>• Has some concerns about the validity of the data in the vegetation quality assessment reports used to inform the <i>Biodiversity assessment report</i> (DELWP, 11 October 2014). <p>However, the department recognises that future development of the site will not have a significant impact on Victoria's biodiversity values, and any future clearing of native vegetation will be considered in accordance with relevant statutory obligations.</p> <p>Council should satisfy itself that the proposed development has adequately considered the existing biodiversity values.</p> </li></ul>	A full assessment of vegetation removal will be required as part of the planning permit stage and will ensure that any removal of native vegetation is appropriately considered in accordance with the requirements.	No	Yes

2	West Gippsland Catchment Management Authority	Support	The Authority does not have any official record of flooding for the Development Plan area. The Authority supports the Morwell West Development Plan as submitted.	Support is noted.	No	Yes
3	Gippsland Water	Support	Generally supports the Development Plan. The DP indicates the 500mm sewer in the incorrect location. The sewer main will need to be in the road reserve (not under road pavement).	The line indicated by Gippsland Water is actually an existing easement, not the 500mm sewer. The final subdivision design will be determined at the planning permit stage and will consider the location of the sewer at that time. The Development Plan generally allows for the sewer to be located within the road reserve (see Appendix 10).	Yes	Yes
4	VicRoads		The Authority requests further information, in particular a concept plan showing sections of Latrobe Road and the intersection treatments. This information has been previously requested but the revised DP does not fully satisfy previous comments.	This information will be requested from the proponent as outstanding items to be addressed and require that the DP be updated accordingly.	Yes	Yes



## Department of Environment, Land, Water & Planning

71 Hotham Street  
Traralgon Victoria 3844  
DX 219284  
Telephone: +61 3 5172 2111  
Fax: +61 3 5172 2100

27 May 2015

Lucy Lane  
Senior Strategic Planner  
Latrobe City Council  
PO Box 264  
MORWELL VIC 3840

Our ref: SP453237  
Your ref: 1259686

Dear Lucy

### MORWELL WEST DEVELOPMENT PLAN

Thank you for your correspondence dated 8 May 2015 in respect of an invitation to comment on the Morwell West Development Plan. The correspondence was received 11 May 2015.

The Department of Environment, Land, Water and Planning (department) offers the following comments for consideration in relation to the Morwell West Development Plan:

- It is noted that the Morwell West Development Plan has been updated and has been referred for consideration and comment by the department, further to previous department feedback on the original proposed development plan on 14 February 2014.
- The proposed Morwell West Development Plan (DPO5) has identified that remnant native vegetation is present within the subject land, and on the adjacent Toners Lane Reserve.
- *Ecological Features and Constraints – an Overview (Revised)* (PKA, 2014) has determined some of the native vegetation present would require consideration and assessment in accordance with *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013) (Guidelines), to enable future development of the site.
- The department is not wholly satisfied that the above report has accurately identified all biodiversity assets. In particular, the department does not:
  - recognise the classification of Degraded Treeless Vegetation for the purpose of not requiring assessment under the Guidelines, and
  - has some concerns about the validity of the data in the vegetation quality assessment reports used to inform the *Biodiversity assessment report* (DELWP, 11 October 2014).

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- However, the department recognises that future development of the site will not have a significant impact on Victoria's biodiversity values, and any future clearing of native vegetation will be considered in accordance with all relevant statutory obligations.
- Council should satisfy itself that the proposed development plan has adequately considered the existing biodiversity values in accordance with municipal strategies, policies and planning scheme requirements. This should include Ecologically Sustainable Development Policy 11 POL-4 (LCC 2011), and Clauses 21.03-2 and 21.03-3 of the Latrobe Planning Scheme.
- The department generally supports the proposed development plan as described, and commends the use of indigenous plant species of local provenance in urban landscapes, public open space, water treatment and habitat improvements for locally and state significant wildlife.

All written correspondence should be sent electronically to [gippsland.planning@delwp.vic.gov.au](mailto:gippsland.planning@delwp.vic.gov.au) or mailed to:

Manager Statutory Planning Approvals Gippsland  
Department of Environment, Land, Water and Planning  
71 Hotham Street  
TRARALGON VIC 3844

If you have any queries regarding this matter, please contact Regional Planning and Approvals – Gippsland at the department's Traralgon office, telephone (03) 5172 2111.

Yours sincerely



**John Brennan**  
Manager Statutory Planning Approvals Gippsland





**CMA Application No:** WG-F-2011-0326  
**Document No:** 4  
**Council No:** 1038590 & 1259686  
 Morwell West DP  
**Date:** 28 May 2015

Lucy Lane  
 Senior Strategic Planner  
 Latrobe City Council  
 PO Box 264  
 Morwell Vic 3840

Dear Lucy,

**Application Number (CMA Ref):** WG-F-2011-0326

**Regarding:** Morwell West Development Plan

Thank you for the opportunity to provide comment on the updated Morwell West Development Plan (April 2015). The Authority has an interest in assessing Council's strategic plans to ensure a balance between satisfactory local and regional environmental outcomes and the right for development to occur in areas zoned for development.

The Authority does not have any official record of flooding for the Development Plan Area. There are no designated waterways within the area; however there are two unnamed waterways in proximity to the area. The area is not within any known flood overlays and is not considered liable to major riverine flooding.

It is noted that the Development Plan includes a Surface Water Management Strategy (Water Technology, September 2014) that recommends a combination of retarding basins, sediment ponds and constructed wetlands to both retard stormwater flows, and to treat urban runoff from future development to meet the 'Urban Stormwater Best Practice Environmental Management Guidelines' (CSIRO 1999). It is noted that the Surface Water Management Strategy considers the likely staging of development of the area, and proposes a staged development of surface water management infrastructure accordingly.

The Authority supports the Morwell West Development Plan as submitted.

Should you have any queries, please do not hesitate to contact Penny Phillipson on 1300 094 262. To assist the Authority in handling any enquiries please quote **WG-F-2011-0326-DE** in your correspondence with us.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Adam Dunn'.

**Adam Dunn**  
**Statutory Planning Manager**

The information contained in this correspondence is subject to the disclaimers and definitions attached.

Page 1 of 2

ABN 88 062 514 481

Correspondence PO Box 1374, Traralgon VIC 3844

Telephone 1300 094 262 • Facsimile (03) 5175 7899 • Email [westgippy@wgcm.vic.gov.au](mailto:westgippy@wgcm.vic.gov.au) • Website [www.wgcm.vic.gov.au](http://www.wgcm.vic.gov.au)  
 Traralgon Office 16 Hotham Street, Traralgon VIC 3844 • Leongatha Office Corner Young & Bair Streets, Leongatha VIC 3953

**Definitions and Disclaimers**

1. The area referred to in this letter as the 'proposed development location' is the land parcel(s) that, according to the Authority's assessment, most closely represent(s) the location identified by the applicant. The identification of the 'proposed development location' on the Authority's GIS has been done in good faith and in accordance with the information given to the Authority by the applicant(s) and/or the local government authority.
2. While every endeavour has been made by the Authority to identify the proposed development location on its GIS using VicMap Parcel and Address data, the Authority accepts no responsibility for or makes no warranty with regard to the accuracy or naming of this proposed development location according to its official land title description.
3. **AEP** as Annual Exceedance Probability – is the likelihood of occurrence of a flood of given size or larger occurring in any one year. AEP is expressed as a percentage (% risk and may be expressed as the reciprocal of ARI (Average Recurrence Interval).

Please note that the 1%probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1%probability flood may occur in the future.

4. **AHD** as Australian Height Datum - is the adopted national height datum that generally relates to height above mean sea level. Elevation is in metres.
5. **ARI** as Average Recurrence Interval - is the likelihood of occurrence, expressed in terms of the long-term average number of years, between flood events as large as or larger than the design flood event. For example, floods with a discharge as large as or larger than the 100 year ARI flood will occur on average once every 100 years.
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8. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.



**Kiesha Jones**

---

**From:** Paul Young <Paul.Young@gippswater.com.au>  
**Sent:** Wednesday, 3 June 2015 12:50 PM  
**To:** Lucy Lane  
**Subject:** Morwell West Development Plan feedback  
**Attachments:** A1 - 33558 PDF # MORWELL SEWERAGE RETICULATION MORWELL WEST SEWER EXTENSION SYSTEM DESIGN LAYOUT PLAN 1 OF 2.PDF; 1120\_001.pdf

Lucy,

I have reviewed the documentation and only have one request, being;

The development plan indicates the 500mm sewer in the incorrect location (refer to the attached AS-Const plan). The sewer main will need to be in the road reserve (not under road pavement).

If you have any questions, please reply.

Thanks,

Paul Young  
Asset Planning  
Gippsland Water  
Ph: (03) 51 774 728  
Mob: 0427 314 144  
email: [paul.young@gippswater.com.au](mailto:paul.young@gippswater.com.au)

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**Legend**

Extent of DPO	Possible future bus route
Standard residential	Existing title boundary
Medium density	Existing easement
Reserve	Existing dwelling
Vegetation buffer/mounding	Narrowed road pavement
Wetland	Industrial interface
Sedimentation pond	Acoustic fence
Retarding basin/stormwater treatment	Lots restricted to single storey
Consider retention of tree	Gross pollutant trap



Dimensions herein are subject to survey.  
 This plan is subject to the approval of various statutory authorities.  
 Property boundaries and contours shown herein are derived from the Vicmap digital property and contour information supplied to Millar & Merrigan under license agreement from land Victoria.  
 The accuracy of this information has not been verified by this office.  
 Contour vertical interval 1 metre.  
 The aerial photograph shown as a base on this plan has not been ortho-rectified and the location of images shown is subject to distortion.  
 Location and size of stormwater treatment facilities is conceptual only.

To Be Approved

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**DEVELOPMENT PLAN**

Morwell West Development Plan Area  
 Toner Lane & Latrobe Road, Morwell West  
 Latrobe City Council

15610 DP2\_Version 5  
 March 2015



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**Kiesha Jones**

---

**From:** Stuart.Fenech@roads.vic.gov.au  
**Sent:** Tuesday, 9 June 2015 5:28 PM  
**To:** Lucy Lane  
**Cc:** Chris.Padovan@roads.vic.gov.au  
**Subject:** Morwell West Development Plan

Good afternoon Lucy, I have reviewed the revised documentation for the Morwell West Development plan and provide the following comments:-

Morwell West Development PlanTraffic Report

In our original comments dated 13/3/2014 VicRoads raised concerns regarding the proposed number of access roads onto Latrobe Road and the close proximity to each other. The traffic report has noted that the unmade roads are to be classified as existing connections. VicRoads does not agree with this comment. Whilst they may be shown as unmade roads, no connections currently exist.

The traffic report has given details regarding the Primary access to Latrobe Road and has provided turn warrant details. The information provided is not correct as they have not used the correct QM value as required in the Austroads Guidelines. Based on the traffic information contained within the report, the treatment will need to be a CHR as opposed to a CHR(s) as stated. The analysis does not appear to model the intersection for future growth of at least ten years.

As per our original comments, a concept plan for the intersection treatments were requested to ensure feasibility. This has not been provided. A concept plan showing this section of Latrobe road and the intersection treatments should be provided to ensure capability of the proposed treatments.

No treatment or analysis Information has been provided for the secondary access points to Latrobe Road.

Section 5.5.3 Intersection Operation

No input data has been provided for the analysis shown at table 8. VicRoads requires this data to verify results.

In review of table 8 a paragraph below has determined that "intersections fronting Latrobe Road are generally considered acceptable from a traffic engineering perspective and will provide to the estate in a safe and convenient manner." It is unclear from these comments what is deemed to be "generally considered acceptable" . Further clarification regarding the location and separation of the proposed intersections is requested.

Section 12 Access and Movement12.3 Intersections - Latrobe Road

Discusses the potential cross road and roundabout. It is unclear/undetermined if this is possible and if land is required to be set aside. This will need to be justified to ensure adequacy of land is available for the roundabout or to provide a staggered intersection.



56.06-4 Neighbourhood street network objective To provide for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles using the neighbourhood street network. Standard C17 The neighbourhood street network must:

- ♣ Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, shared paths, footpaths and public transport routes.
- ♣ Provide clear physical distinctions between arterial roads and neighbourhood street types.
- ♣ Comply with the Roads Corporation's arterial road access management policies.
- ♣ Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.
- ♣ Provide safe and efficient access to activity centres for commercial and freight vehicles.
- ♣ Provide safe and efficient access to all lots for service and emergency vehicles.
- ♣ Provide safe movement for all vehicles.

09/10/2006 VC42 18/06/2010 VC62 PARTICULAR PROVISIONS - CLAUSE 56.06 PAGE 3 OF 11

- ♣ Incorporate any necessary traffic control measures and traffic management infrastructure. The neighbourhood street network should be designed to:
- ♣ Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- ♣ Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- ♣ Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- ♣ Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- ♣ Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- ♣ Provide an appropriate level of local traffic dispersal.
- ♣ Indicate the appropriate street type.
- ♣ Provide a speed environment that is appropriate to the street type.
- ♣ Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- ♣ Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- ♣ Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- ♣ Minimise the provision of culs-de-sac.
- ♣ Provide for service and emergency vehicles to safely turn at the end of a dead-end street.
- ♣ Facilitate solar orientation of lots.
- ♣ Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- ♣ Contribute to the area's character and identity.
- ♣ Take account of any identified significant features.

Stuart Fenech  
Statutory Planning Officer  
VicRoads Eastern Region



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24 June 2015

Lucy Lane  
Senior Strategic Planner  
Latrobe City Council  
PO Box 264, Morwell VIC 3840

Dear Ms Lane

**Re: Morwell West Development Plan**

I refer to the above matter and confirm that Mesh has reviewed the revised Morwell West Development Plan document, dated April 2015, prepared by NBA Group; the Summary of Submissions and Planning Comment; and Changes Required to the Morwell West Development Plan, prepared by Latrobe City Council.

Mesh support the approval of the Morwell West Development Plan subject to a number of final changes in accordance with the table titled Changes Required to the Development Plan (April 2015 version), dated 24 June 2015.

Should you wish to discuss any of the above please contact me on 9695 3025 or [jo@meshplanning.com.au](mailto:jo@meshplanning.com.au).

**Jo Fisher**  
**Senior Urban Planner**

**Morwell West Development Plan****Comments / changes required to the DP (April 2015 version) – 24 June 2015**

Comments that haven't been fully addressed

<b>Council comment</b>	<b>Mesh review (eg. agree or vary) 24 June 2015</b>
1. Table 1 – change 'private reserve' to 'public reserve' – Council mistake in previous markup.	Agree
2. How will lots on southern side of Godridge Road accommodate vegetation screening at rear? What kind of lots/dwellings would they be given the physical shape/size?	Agree
3. Include requirement for design guidelines in the tables in Chapter 14 as relevant – ie. so that the table clearly shows which Phases will require design guidelines for industrial interfaces and public open space interfaces.	Recommend that 4 <sup>th</sup> dot point in Table 8, column 'permit response required' be replaced with the following text: - <ul style="list-style-type: none"> <li>A noise attenuation study is required for the land located in close proximity to the Lend Lease manufacturing workshop, to determine the appropriate interface treatment/s.</li> </ul>
4. Add note regarding out of sequence development to Chapter 14.2 – see markup.	Agree
5. Cross section of main road – required 8.4m road pavement (ptv bus route requirement) still not shown.	Agree
6. Analysis of location of the 3 Latrobe Road intersections – no concept plans have been provided. Need details that these locations will work or whether they are too close to each other which would result in a change to the layout.	Agree
7. Mounding for archery club in implementation table? Phase B should be east side only, so delivery will be Phase A provides the south side and Phase B provides the east side – unless an alternative arrangement is suggested.	This requirement is already included in Tables 7, 8 and 9.
8. Details of four way intersection adjacent to the north-eastern corner of Toners Lane Reserve including pedestrian path connection/crossings. Or indicate where this has been addressed.	Agree
9. Need to note in DP that a Construction Management Plan in relation to Dwarf Galaxias (as recommended p17 of Ecological report) for any Phases involving works on Stormwater wetlands.	Agree
10. P. 32 – 13.5 – note that kiosk	Agree

substations are not to be located within public open space reserves.	
11. 6 <sup>th</sup> paragraph in Chapter 9 (Native Veg) suggests that all native veg will be removed, and this suggests that it includes the stormwater ponds area in the reserve. This conflicts with 2 <sup>nd</sup> paragraph which correctly states that native veg should be retained and incorporated into the design where possible, which is also a key recommendation of the Ecological report – that the wetlands can improve/enhance the existing veg and biodiversity. Need to clarify whether 'development footprint' is the DPO area only or includes the stormwater/reserve, and need to state that the design of the stormwater ponds should incorporate existing native veg where possible and enhance biodiversity. See page 24 markup.	Agree
12. Delete Fig 12 (duplicate of staging plan) – not needed. Plan from Ecological report that shows the area of native vegetation would be useful instead.	Agree
13. From previous markup: need to note AKZ as being industrial in Figure 1 – Context Plan, despite not being industrial zone.	Agree

Refer also to scanned markup.

#### Maps

- DP – Industrial interface line is impossible to see – needs to be made clearly visible.
- Mobility Plan – Rear lane is still shown. Has been deleted from legend but the colour line on plan needs to be deleted too.
- Mobility Plan – Show possible left-out only access arrow to Toners Lane (east-west road).
- Mobility Plan – pedestrian path and shared path in legend should be narrower to better look like it does on the plan. Narrowed road pavement is also very hard to see.
- Mobility Plan / DP – We note the change of the Access Place at south-west corner to Access Lane. This is only acceptable if no lots front the Lane (rear access only), however it looks like this would result in very large lots but it is designated as 'standard residential'. Some further detail on how this part of the DP would work (eg. indicative lot layout and sizes) is needed to support the change to Access Lane.
- Cross Sections – notes on height and width of trees has been added but they still appear to be quite out of scale with the cross sections – ie. look a lot larger than they would be. Suggest the trees as decreased in size on the cross sections so that they look more in scale and remove the notes regarding specific height and width.

## Changes resulting from submissions:

Council comment	Mesh review
14. Insert a section into the site analysis/context chapter to acknowledge the proximity of the mine and explain the buffers already in place (eg ESO).	<p>Recommend that the DP include a full explanation regarding the mine, buffers requirements, change in planning controls including the removal of the ESO and rezoning of the land that occurred as part of the Ministerial Amendment C47. Outline the reasons why the reduced buffer requirement was permitted as part of Amendment C47 and include a plan showing the current buffers.</p> <p>Add a dot point to Table 9, column 'defining features'</p> <ul style="list-style-type: none"> <li>Interface with existing mine located to the north of Phase E.</li> </ul> <p>Add a dot point to Table 9, column 'permit response required'</p> <ul style="list-style-type: none"> <li>Appropriate interface treatment along northern boundary of Phase E, having regard to the existing mine and buffer requirements.</li> </ul>
15. Specifically note that verification of the noise assessment (or further noise assessment if required) and whether any mitigation measures are required for the Lend Lease interface is required at the planning permit stage. Should be noted in Chapter 6.4 and also included in Chapter 14 table for Phase B.	<p>Agree.</p> <p>Refer to notes provided for point 3 above.</p>

## Changes resulting from referral authorities:

Comment	Mesh review
16. Gippsland Water <ul style="list-style-type: none"> <li>The 500m sewer is shown in the incorrect location. The sewer main will need to be in the road reserve (not under road pavement) - see GW attachments.</li> </ul>	Agree
17. VicRoads Traffic Report <ul style="list-style-type: none"> <li>Unmade road should not be classified as existing connections.</li> <li>The traffic report has given details regarding the Primary access to Latrobe Road and has provided turn warrant details. The information provided is not correct as they have not used the correct</li> </ul>	Agree

<p>QM value as required in the Austroads Guidelines. Based on the traffic information contained within the report, the treatment will need to be a CHR as opposed to a CHR(s) as stated. The analysis does not appear to model the intersection for future growth of at least ten years.</p> <ul style="list-style-type: none"> <li>• Concept plan for Latrobe Road intersection treatments is required to ensure capability of the proposed treatments.</li> <li>• No treatment or analysis information has been provided for the secondary access points to Latrobe Road.</li> </ul> <p>Section 5.5.3 Intersection Operation</p> <ul style="list-style-type: none"> <li>• No input data has been provided for the analysis shown at table 8. VicRoads requires this data to verify results.</li> <li>• In review of table 8 a paragraph below has determined that "intersections fronting Latrobe Road are generally considered acceptable from a traffic engineering perspective and will provide to the estate in a safe and convenient manner." It is unclear from these comments what is deemed to be "generally considered acceptable" . Further clarification regarding the location and separation of the proposed intersections is requested.</li> </ul> <p>Section 12 Access and Movement</p> <ul style="list-style-type: none"> <li>• Discusses the potential cross road and roundabout. It is unclear/undetermined if this is possible and if land is required to be set aside. This will need to be justified to ensure adequacy of land is available for the roundabout or to provide a staggered intersection.</li> </ul>	
---	--

Previous comments that haven't been fully addressed however can be addressed at permit stage:

<b>Council comment</b>	<b>Mesh review</b>
<p>18. The current layout doesn't seem to provide deeper lots on the industrial interface, eg abutting Lend Lease, which is a recommendation of the noise report. However this can be addressed at permit stage. It may require a minor change to the location of roads to</p>	<p>Agree, as final lot layout will be based on future noise attenuation study and recommended interface treatments.</p>

increase lot depth but this is unlikely to significantly change the DP layout.	
--	--





# Morwell West Development Plan

Prepared by NBA Group Pty Ltd

July 2015

## Morwell West Development Plan




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Version	Date	Description	Author	Approved
1	November 2013	Issued for approval.	Tom Vercoe	Nick Anderson
2	November 2014	Amended in accordance with feedback received.	Tom Vercoe	Nick Anderson
3	December 2014	Amended in accordance with feedback received.	Tom Vercoe	Nick Anderson
4	April 2015	Amended in accordance with feedback received.	Simon Merrigan	Nick Anderson
5	July 2015	Amended in accordance with feedback received.	Simon Merrigan	Nick Anderson

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## 1 Introduction

This Development Plan applies to land referred to as 'Morwell West' and covers an area of approximately 43 hectares. The land is situated to the west of the Morwell Township, approximately 750m from the town centre as shown in Figure 1.

The catalyst for the preparation of this Development Plan was the rezoning of the land to Residential 1 Zone (now General Residential Zone (GRZ)) and introduction of the Development Plan Overlay – Schedule 5 (DPO5) via Amendment C47 that was gazetted into the Latrobe Planning Scheme in March 2011.

The Development Plan Overlay is a planning tool used to guide the future development of land. It is commonly used in areas where land is in multiple land ownerships and an integrated development outcome is required.

The Department of Environment, Land, Water and Planning (DELWP) (formally the Department of Transport, Planning and Local Infrastructure (DTPLI)) outlines the purpose of the DPO as follows:

*The DPO prevents the granting of permits under the zone before the Development Plan 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. The Development Plan details the form and conditions that must be met by future use and development of the land.*

The **Morwell West Development Plan** (the 'MWDP') has been prepared in accordance with Schedule 5 of the DPO. It provides guidance for development across a number of allotments to ensure a cohesive and integrated pattern of development for the Morwell West area as a whole.

The Development Plan identifies where roads, reserves, wetlands and physical infrastructure should be located. It is based on best practice urban design and is responsive to site conditions including topography, drainage, vegetation, abuttal to neighbouring uses and site opportunities and constraints.

There are two major components that comprise the Development Plan:

- **The Plan** – depicting a broad urban layout including land use, road network, location of reserves, stormwater treatment and key features;
- **The Report** – providing context for the preparation of the Development Plan, summarising existing site conditions, analysing key opportunities and constraints and describing the plan and its implementation.

These components should be considered in conjunction with each other.

The Development Plan has been prepared following the preparation of several investigative reports and assessments including:

- **Traffic Engineering Assessment** – an assessment of the internal and external traffic considerations, prepared by SALT<sup>3</sup>, July 2015;
- **Rain-on-Grid Modelling Report** – a report on the results of Rain-on-Grid Modelling undertaken on the site, prepared by Water Technology, February 2013, and Surface Water Management Plan, September 2014;
- **Infrastructure Services Report** – an assessment of available infrastructure and its ability to service the proposed development, prepared by Millar Merrigan, October 2014;
- **Noise Assessment** – an acoustic report which addresses possible encroachment issues on two light industrial sites adjacent to the proposed subdivision, prepared by Mashall Day Acoustics, September 2014;
- **Ecological Features & Constraints Report** – an assessment of the ecological features of the site, prepared by Paul Kelly & Associates, October 2013.

These reports can be found within the attached Appendices.

Chapter 14 of the Development Plan outlines how the plan will be implemented through the planning permit stage.

Morwell West Development Plan



Figure 1 - Context Plan





## 2 Site Analysis

### 2.1 Development Plan Area

The **Morwell West Development Plan (MWDP)** relates to a number of parcels of land that together comprise an area of approximately 43 hectares and are located to the west of the Morwell Township. The ownership of the land is as outlined in Table 1. The land currently comprises of a variety of uses as follows:

- The Southern Precinct which abuts Toners Lane – contains the Latrobe Valley Golf Driving Range;
- The Central Precinct which extends from Madden Street to Catherine Street – comprises of vacant land, some of which is contained within the Toners Lane reserve;
- The Eastern Precinct – contains various rural living dwellings, a drainage reserve, open farming land and the Morwell Sunday Markets.

**Figure 2 - Aerial Photograph**



The subject land is highly modified with a long term agricultural history and the farming land is currently predominantly utilised for grazing. In terms of its natural and cultural features, the site supports a few patches of native vegetation together with some scattered indigenous trees. There are no designated waterways on site however there are various open drainage channels. There are no known registered Aboriginal heritage sites, and the land is not considered to be culturally sensitive under the Aboriginal Heritage Regulations.

The topography of the land is relatively flat in the southern and central precincts with a centrally located north south orientated depression and rising gently to elevated land in the eastern precinct.

A number of easements exist throughout the Development Plan area for the purposes of drainage, sewerage and carriageway.

The Development Plan area has a significant abuttal to Toners Lane Reserve which provides for a number of user groups, including an Archery Club, Pony Club, Automobile Club, Motorcycle Riders Association, Baseball Centre and Dog Obedience Club.

Road abutments are to Toners Lane to the south west and Latrobe Road to the east with additional

connections available from local roads such as Mary Street, Madden Street, Godridge Street and Catherine Street.

*Photo 1 - Southern Precinct - driving range*



*Photo 2 - Central Precinct - cleared grazing land*



*Photo 3 - Eastern Precinct - Sunday markets*





## Morwell West Development Plan



Table 1 - Development Plan Allotment Ownership (refer to Appendix 1)

	Address	Title Details	Volume Folio No.	Current Land Owner	Land Areas
1	Toners Lane, Morwell	Lot 1 LP218156T	Vol 9937 Fol 484	Freehold landowner A	6.42ha
2	Toners Lane, Morwell	Lot 2 LP218156	Vol 9937 Fol 485	Freehold landowner A	5.72ha
3	Toners Lane, Morwell	Part Lot 10 LP140015	Vol 9483 Fol 037	Freehold landowner B (Latrobe City Council)	9.48ha
4	40 Catherine Street, Morwell	Res 1 PS649420	Vol 11324 Fol 249	Public Reserve (Latrobe City Council)	0.28ha
5	40 Catherine Street, Morwell	Part Res 2 PS649420	Vol 11324 Fol 250	Public Reserve (Latrobe City Council)	0.12ha
6	40 Catherine Street, Morwell	Res 3 PS649420	Vol 11324 Fol 251	Public Reserve (Latrobe City Council)	0.21ha
7	42 Catherine Street, Morwell	Lot D LP145116	Vol 9553 Fol 063	Freehold landowner C	1.94ha
8	56 Catherine Street, Morwell	Allot. 45N Parish of Maryvale	Vol 9842 Fol 385	Freehold landowner D	1.73ha
9	105 Latrobe Road, Morwell	Lot 1 TP326377	Vol 11302 Fol 892	Freehold landowner E	6.77ha
10	115 Latrobe Road, Morwell	Allot. 44B Parish of Maryvale	Vol 9861 Fol 136	Freehold landowner F	0.40ha
11	125 Latrobe Road, Morwell	Lot 63 PS027634	Vol 08061 Fol 077	Freehold landowner G	0.09ha
12	135 Latrobe Road, Morwell	Lot 1 on TP 241407K	Vol 8078 Fol 547	Freehold landowner H	2.13ha
13		Lots 1 and 2 TP860245G	Vol 8061 Fol 081	Board of Land and Works Melbourne	7.82ha (combined area of 13 and 14)
14		PS027634	Various	Board of Land and Works Melbourne	

There are a large number of existing but undeveloped urban allotments in the northern section of the eastern precinct. Titles for some (but not all) of these allotments have been cancelled with land transferred back to the crown. These lots are shown in Plan of Subdivision PS027634. The various titles have not been included in Appendix 1.

This Development Plan has been prepared by the NBA Group on behalf of Latrobe City Council, Panoramic Estate Pty Ltd and Latrobe Valley Golf Driving Range Pty Ltd. It is noted that if the Council and State Government owned land is to be developed, there may need to be processes to facilitate the transfer of this land. This would be subject to further consideration by these owners at a future stage and the Development Plan does not commit them to the development of the land.

## 2.2 Development Plan Context

As shown on the Site Analysis Plan at Appendix 2, the Development Plan area interfaces with several land uses which include residential, recreational, agricultural, and industrial.

Morwell town centre is approximately 750m east of the precinct and can be accessed by Commercial Road and Princes Drive via Toners Lane, Davey Street, Catherine Street and Latrobe Road. Morwell is the Latrobe Valley's second largest service centre and is home to a number of key power generation facilities. Morwell is situated approximately 150kms east of Melbourne and has a population of approximately 14,000. Morwell's commercial centre is divided into two areas by the Gippsland Rail Line. The main commercial centre is situated along Commercial Road south of the railway, whilst additional facilities are available north of the railway line along Princes Drive. A range of facilities and services are available within the Morwell town centre.

Land to the west of the Development Plan area is generally contained within the Farming Zone or Special Use Zone and comprises of cleared grazing land, the Morwell River and wetlands.

Land to the north is contained within the Public Park and Recreation Zone and Farming Zone and comprises of the Toners Lane Reserve and associated user groups and cleared grazing land.

To the east is Latrobe Road with residential and industrial land extending further east of Latrobe Road. The Morwell North-West Development Plan (MNWDP) area is to the east of Latrobe Road and proposes future residential development (as shown in Figure 1).

The Yallourn Open Cut Coal Mine and Power Station (contained within the Special Use Zone) is located to the north-west of the site (refer to Figure 3). An 'urban buffer' between the coal mine and the Morwell Township was first identified and established as part of the 'Framework for the Future of the Latrobe Valley' (1987).

In the context of the current planning provisions, the urban buffer is implemented through the application of the Environmental Significance Overlay - Schedule 1 (ESO1).

The Development Plan area is located outside the ESO1 (refer to Figure 4). The suitability of the site for residential development in relation to the proximity of the mine and buffer was considered as part of Amendment C47 (approved in March 2011), which determined that the site was suitable for residential development and consequently was rezoned to Residential 1 Zone. Amendment C47 also removed the ESO1 from the south-western part of the site, determining that it was no longer required as part of the urban buffer, and applied the Development Plan Overlay – Schedule 5 (DPO5).

The Development Plan maintains the existing urban buffer as previously considered through Amendment C47, as is consistent with the requirements of the DPO5.

The MNWDP covers an area of 142 ha and provision has been made for approximately 1300 residential allotments, a series of open space and drainage reserves and a small local centre to the east. It is noted that the MNWDP includes a development contributions component which includes provisions for the equalisation of open space, upgrade of internal roads to collector roads, major intersections (including the intersection of Gordon Street and Latrobe Road), bus stops and drainage infrastructure.

To the south east, land is zoned Residential 1 Zone, Industrial 3 Zone and Mixed Use Zone. The residential land in Bellarine Court has a curvilinear subdivision pattern and lots developed with single dwellings. Industrial and commercial uses about the MWDP area and include vehicle sales, car detailing, storage warehouses, a recycling plant, retailers and engineering enterprises. The MWDP considers potential amenity impacts from these industrial and commercial uses and ensures appropriate mitigation measures are maintained or created.



Morwell West Development Plan



Figure 3 - Image outlining the future extent of the Yallourn Open Cut Coal Mine.

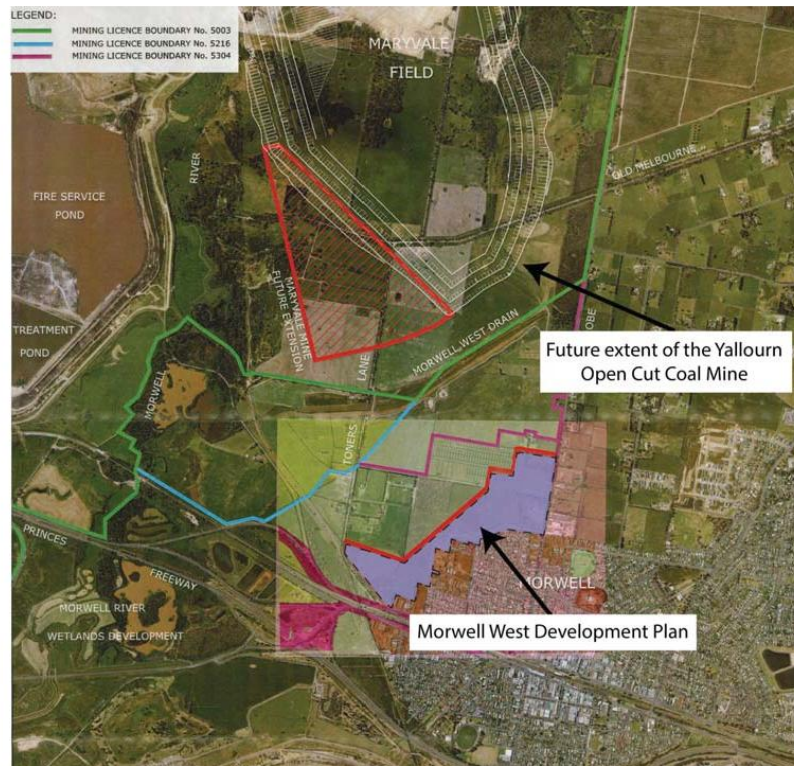
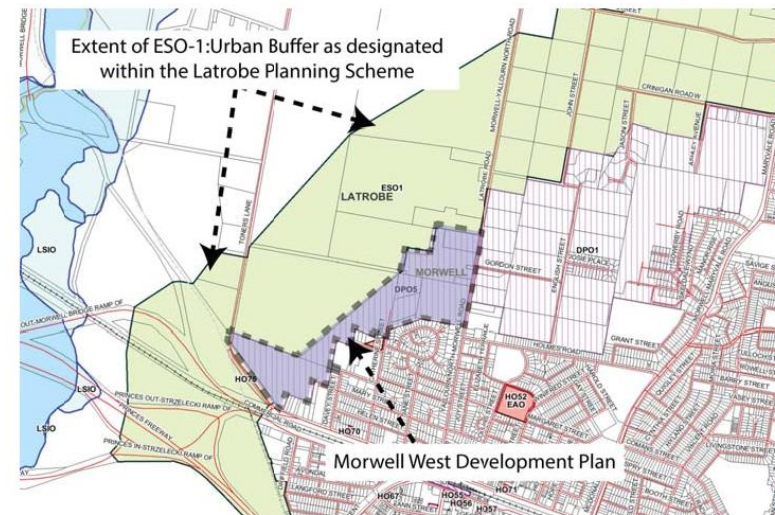


Figure 4 - Location of the existing Urban Buffer for the Yallourn Open Cut Coal Mine.



### 3 Site Assessments

#### 3.1 Traffic Engineering

A Traffic Engineering Assessment was prepared by Salt<sup>3</sup> (the latest version of the assessment is included as Appendix 8). In the context of the existing site conditions, the assessment details the following:

- Latrobe Road to the east of the MWDP is a Road Zone Category 1 Road, managed and maintained by VicRoads. It has a carriageway width of approximately 11m providing one trafficable lane in each direction set within a road reserve of approximately 20.3m. The road has a sealed surface and upstanding kerb and channel is provided along both sides of the road. The speed limit in the vicinity of the precinct varies between 60km/h and 80km/h and increases to 100km/h further north.

Photo 4 - Looking along Latrobe Road



- Toners Lane is a rural 'no through road' that provides one trafficable lane in each direction with unsealed shoulders. Within the proximity of the site it has a road width of approximately 6.6m at the southern end and reduces to 5.8m at the northern end and is set within a wide road reserve. Toners Lane provides access to Princes Drive in a left turn out arrangement.

Photo 5 - Looking along Toners Lane



- A variety of collector roads and local streets about the site to the south east of the MWDP area within the developed urban area. The pavements of these roads vary in width from 4.0m to 9.3m and are generally set within reserves of approximately 20m. Upstanding kerb and channel is common within these reserves, and footpaths are intermittently available. Speed limits within the local roads are generally 50km/h and parallel parking often occurs along either side of the streets.

- The Morwell Railway Station is approximately 1.2km from the site and provides hourly V/Line rail services and includes a bus terminal.
- There are five local bus services available within close proximity to the site. It is noted that the MNWDP envisages the provision of a new bus route and bus stops.
- Well-constructed footpaths are available within existing local streets providing for walkability.
- The precinct is within a reasonable distance of existing bicycle networks as identified within the Latrobe City Bicycle Plan.

Photo 6 - Looking along local street network (Catherine Street) in vicinity of the site





## Morwell West Development Plan



### 3.2 Ecological Considerations

An Ecological Assessment has been prepared by Paul Kelly & Associates and is included as Appendix 9. It is noted that the original assessment (prepared in October 2013) was revised to reflect changes in ecological characteristics since the preparation of the initial report, changes to permitted clearing regulations, and feedback as received from the Department of Environment and Primary Industries (DEPI) and Latrobe City Council.

The revised assessment provides the following description of the existing conditions:

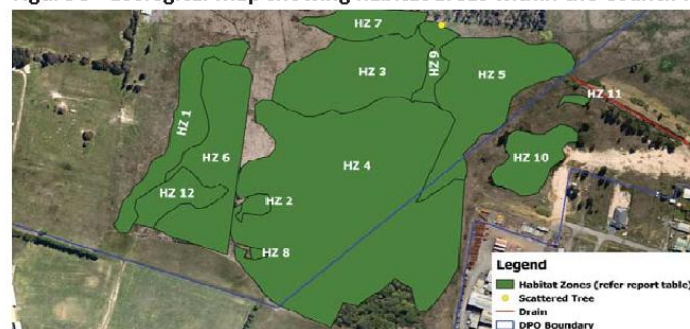
- The ecological significance of the site has been reduced by historic and current land use practices. Vegetation on site is highly modified and is dominated by exotic plant species.
- The cleared agricultural land to the north and south of the site does not contain any ecological constraints to residential development. No threatened species of flora or fauna were recorded during the field assessment and there is little likelihood of any threatened species utilising these grossly modified areas.
- The Council Reserve is the only area that contains native vegetation and potential fauna habitat. In its present state, this native vegetation makes very little contribution to the sustainable conservation of biodiversity in

the vicinity. It is suggested that considerable improvement in the biodiversity values and assets of the site could be provided by appropriate development design that incorporates constructed wetlands; particularly if it was considered in conjunction with the conservation management of the adjoining Toners Lane Reserve.

- The Council Reserve contains twelve remnant patches of native vegetation (refer to Figure 5). The bioregional significance of the extant remnant patches is considered to be low due to a low species richness and poor structural diversity.
- The patches of native vegetation are considered to be highly modified remnants of native vegetation that have developed in response to major historic disturbance of both the site and its catchment.

- A recent fire (post the initial site assessment in January 2013) has had considerable impact on the ecological values of the Council Reserve, with the removal of the tea tree overstorey encouraging the regeneration of ground layer plants such as Blackwood (*Acacia melanoxylon*), Kangaroo Grass (*Themeda triandra*), and Weeping Grass (*Microaena stipoides*).
- Vegetation situated on the subject site falls within 'location A' (lowest risk category). However, because of the extent of vegetation situated within the development plan footprint, vegetation removal is to be assessed under the 'Moderate Risk-based Pathway' pursuant to the permitted clearing regulations (refer to Appendix 9).

Figure 5 - Ecological Map showing habitat areas within the Council Reserve.



## Morwell West Development Plan



### 3.3 Infrastructure Servicing

An Infrastructure Services Report was prepared by Millar Merrigan (October 2014 - V2) at Appendix 10. The report provides an assessment of the infrastructure available within the area and its ability to service the Development Plan area. The report provides the following summary of existing conditions:

- Topographically the land is generally flat in the southern and central precincts with a gentle rise in the northern section. There is a centrally located, north south orientated depression, which captures runoff from upstream catchments within the southern area of land abutting Toners Lane. There is also a large constructed open drain that takes run off predominantly from the northern portion of the site.
- There are some existing flooding issues within the Toners Lane Reserve which will be mitigated by the development of the precinct as proposed (refer to Section 3.5 below).
- There are existing sewerage services within the area that can be utilised to service the Development Plan area.
- Reticulated water is available within the area and can be extended to service the Development Plan area.
- Existing 22kV overhead electricity lines are available within Toners Lane, Latrobe Road and the abutting residential area. These services can be extended within the Development Plan area to service future allotments. Discussions with Ausnet Services (formally SP Ausnet) indicate a preference for underground cables within the development and the requirements for Kiosk Substations.
- Numerous gas mains are available to the Development Plan area from the existing urban area to the south east.
- Telstra telecommunication cables are available in the vicinity of the Development Plan area and can be extended to service the development.
- Advice from the West Gippsland Catchment Management Authority (WGCMA) is that while the subject area is located near an unnamed designated waterway on the western side and another at the north-east boundary, it appears to be outside any known flood overlays, and is not considered liable to major riverine type flooding.
- Rain-on-Grid Modelling has been undertaken by Water Technology and their report discusses stormwater runoff and overland flows.

Photo 7 - Existing open drainage channel



Photo 8 - Road side drainage along Toners Lane





## Morwell West Development Plan

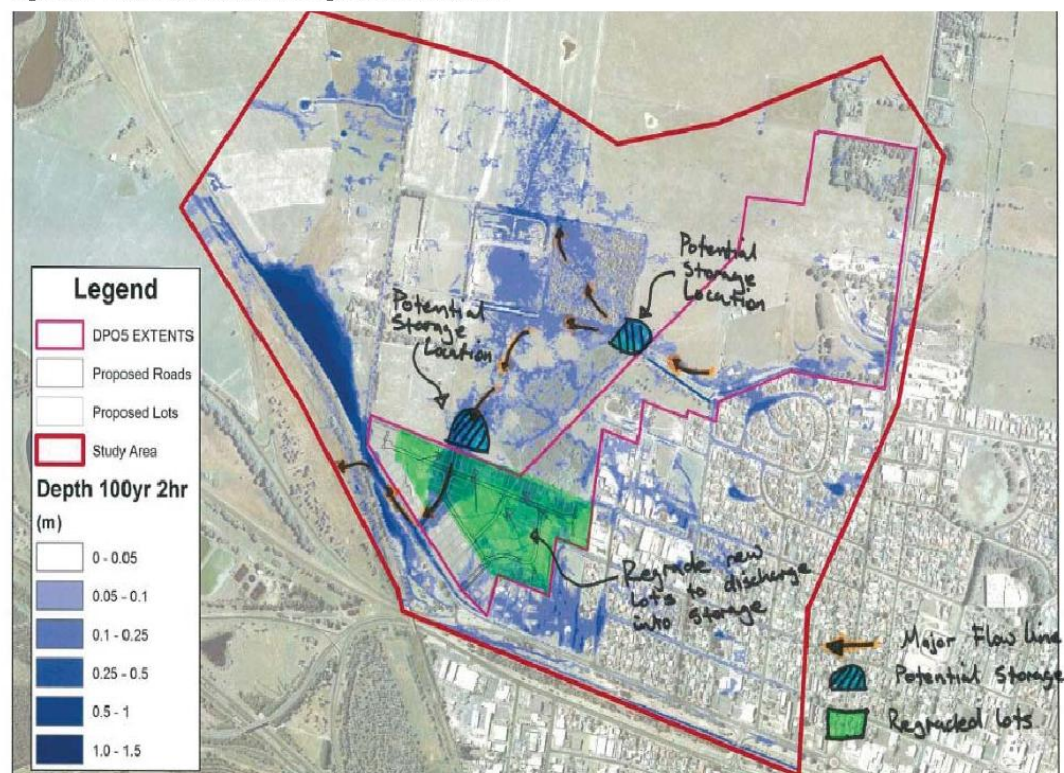


## 3.4 Rain-on-Grid Modelling

Rain-on-Grid (RoG) Modelling was undertaken at the subject site and the results included in a report by Water Technology (February 2013) (refer to Appendix 11). The report includes the following discussion on existing drainage conditions on site:

- Multiple overland flow paths within the greater area are impacting on the Development Plan area (refer to Figure 6).
- The major overland flow path affecting the area emanates from the Catherine Street table drain where approximately half of the flows move north with the remainder moving in a southerly direction back through the Development Plan area.
- RoG modelling has shown that external flows move into the subject site at various locations throughout the development. The most significant of these being a north south flow path from the southern precinct. Any development will need to consider these flows when developing a layout.
- Many options are available for the management of both site specific stormwater flows and external overland flows. Following consultation with Latrobe City Council it has been decided to pursue the concept of offsite storage locations which would be combined with vegetated wetlands and landscaping to provide for an attractive park area and walking circuit.

Figure 6 - Potential offsite storage basin locations



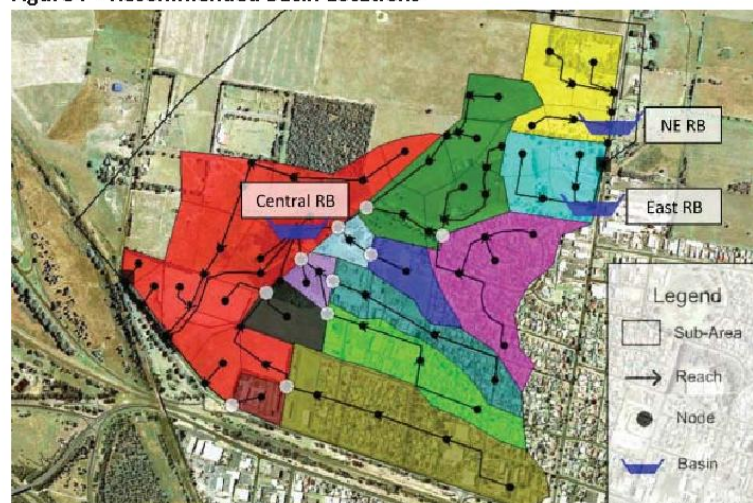
### 3.5 Surface Water Management Strategy

A Surface Water Management Strategy was prepared by Water Technology (September 2014) (refer to Appendix 12). The management strategy incorporates a hydrological study of the existing, developed and mitigated conditions, as well as a water quality impacts analysis. The main findings of the assessment include:

- The 'under existing conditions' surface water flow is largely informal with water flowing in broad overland flow paths. Some of these flows move north towards the Latrobe River floodplain (causing extended inundation) and some move west towards the designated waterway connected to the Morwell River;
  - The current proposal formalises the drainage conditions, which will result in less flooding inside the Council recreational land (north west of the development);
  - In the fully developed scenario surface water leaves the site at two defined locations;
    - o Toners Lane Drain outlet; and
    - o The designated waterway at the north east boundary of the site;
  - Flow which drains to the Toners Lane outlet requires additional attenuation to ensure flooding would not occur in Toners Lane Drain.
  - If the development is staged, solutions have been identified which complement the ultimate solution for the study area.
- For the westerly flowing land it is proposed that at least 28,000m<sup>2</sup> will be required as on site storage area to mitigate the developed flows to the maximum capacity of the existing outlet drain. To only manage the Stage 1 flows this storage footprint is reduced to 17,800m<sup>2</sup>.
  - For the easterly flowing land it is proposed that at least 1,900m<sup>2</sup> will be required as on site storage area to mitigate the developed flows from the land scheduled for immediate development. The remainder of the easterly flowing land will be picked up by a retarding basin with a footprint of approximately 2,800m<sup>2</sup> (refer to Figure 7).
  - Water quality features will need to be incorporated into the design and have been shown to meet best practice requirements when sited within the retarding basin features.

It is noted that the amended Development Plan (refer to Appendix 3) has been informed by the recommendations of the Surface Water Management Strategy.

Figure 7 - Recommended Basin Locations





## 4 Consultation

The Morwell West Development Plan has been informed by consultation with relevant stakeholders and various authorities over a period of 24 months.

A landowner's workshop was held by Latrobe City Council on 30 August 2012 where a preliminary plan was tabled and the Development Plan process was explained and discussed. Similarly, preliminary consultation has also occurred with user groups of the Toners Lane Reserve.

As shown in Figure 8, the Development Plan has evolved and responded to feedback from landowners, Latrobe City Council officers and the Growth Areas Authority (GAA now the Metropolitan Planning Authority (MPA)).

A comprehensive review of an earlier version of the Development Plan was undertaken by Latrobe City Council and the GAA in July 2013. This review identified that the plan generally meets State and Local Planning Policy in relation to urban growth and in particular is in accordance with the Morwell Structure Plan. Some notable comments and design improvements were suggested by the GAA, specifically:

- The proximity of the site to the existing Toners Lane Reserve would not warrant the provision of additional open space. A cash contribution should be collected and utilised to improve the passive open space facilities between the Development Plan area and the Club facilities in the reserve;

- A vehicle link to Toners Lane should be provided;
- Active frontages to Toners Lane should be achieved;
- Active frontages to all reserves, including drainage reserves, should be achieved;
- Vegetation buffer on northern boundary where allotments are to directly abut farmland.

In preparing the Infrastructure Services Report, Millar Merrigan engaged in discussions with various servicing agencies including:

- WGCMA;
- Latrobe City Council engineers;
- Gippsland Water;
- Ausnet Services;
- APA Group/Envestra;
- Telstra/NBN.

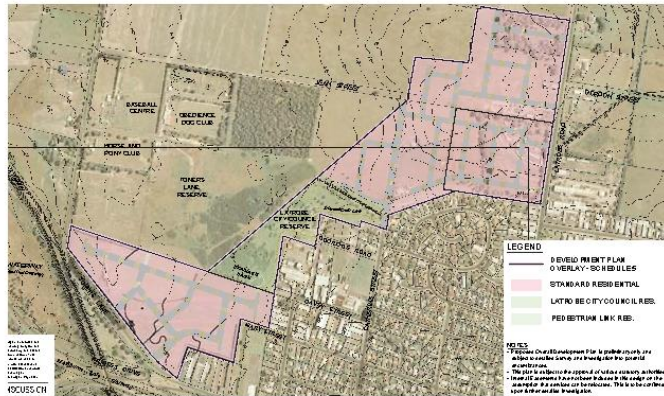
The Development Plan has been informed by the requirements and comments of these various authorities.

Morwell West Development Plan

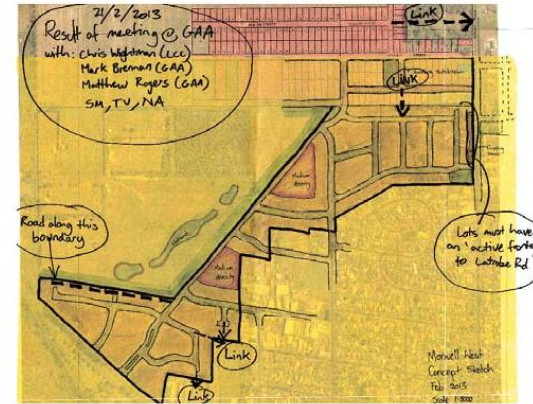


Figure 8 - Evolution of MWDP

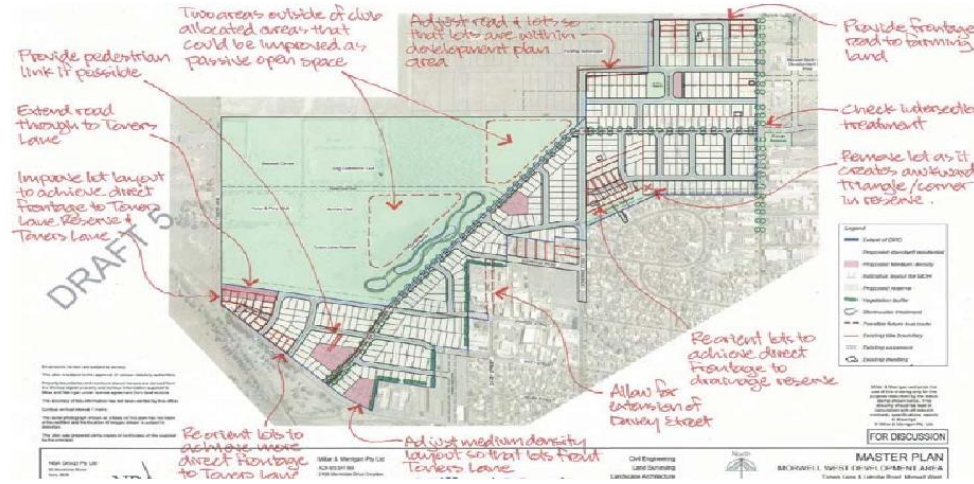
Concept to Latrobe Council November 2012



Comments provided by GAA February 2013



Comments provided by GAA July 2013



## 5 The Development Plan

The Morwell West Development Plan is illustrated in Figure 9 and Appendix 3.

The intention of the MWDP is to provide for an attractive, well planned community expanding on the existing urban areas at the edge of town and taking advantage of the land's generous abuttal to Toners Lane Reserve. It delivers an integrated and sustainable neighbourhood where future residents can choose from a range of housing types in high amenity settings. The MWDP provides for a mix of standard residential and medium density housing opportunities, with medium density sites strategically positioned in well located, accessible areas.

The overall neighbourhood design has been influenced by the natural features of the site and the interfaces with neighbouring uses. The design ensures that streets are well connected and easy movement through the neighbourhood and to surrounding urban areas is provided. The provision of shared paths within road reserves and public open spaces will provide a pleasant environment for residents to walk and cycle through the neighbourhood and encourage active modes of travel.

Drainage, wetland design and Water Sensitive Urban Design (WSUD) techniques will add to sustainability in terms of capture, use and treatment of stormwater and it is intended that a wetland area be provided within Toners Lane Reserve. Landscaping around the wetlands will improve ecological integrity and provide habitat potential for native flora and fauna.

The key elements of the plan are detailed in the following chapters of this report.







## 5.1 MWDP Principles & Objectives

The MWDP has been prepared in accordance with a series of strategic objectives based around best practice approaches to growth area planning established by the MPA and Clause 56 of the Latrobe Planning Scheme. The MPA Precinct Structure Planning Guidelines provide clear objectives and direction for delivering sustainable neighbourhood design in growth areas in metropolitan areas. These guidelines have relevance in Morwell, despite it being a regional centre, and have been applied to the growth area planning process and used to test the key elements of the plan.

The objectives of the MWDP are as follows:

### Community

- Encourage interrelated elements including safety, health, mobility, accessibility, quality of life and sense of place;
- Outline requirements to ensure that infrastructure is delivered in a logical, equitable and timely manner alongside the various phases of the development.
- Promote healthy lifestyles and strong diverse communities through well designed public spaces and access to community facilities that meet the needs of local residents;
- Provide access to a variety of open spaces (parks, gardens and reserves) for relaxation and recreation;
- Create strong local character through distinct natural and cultural features as well as the urban form;

### Housing:

- Provide housing that meets a range of population needs as the community ages and grows over time;
- Provide for a density of development that is in keeping with the character of the periphery of the Morwell township;
- Provide a range of lot sizes and housing styles;
- Locate higher density housing within and around high amenity areas;
- Providing housing flexible enough to meet the needs of households as they move through life cycle changes;
- Ensure subdivision and housing is designed to promote active frontages to roads and public open space, including medium density and corner lots.

### Implementation

- Identify appropriate mechanisms to ensure that future development is generally in accordance with the objectives of the MWDP.
- The objectives for implementation are: to ensure that subsequent development is generally in accordance with the MWDP, has regard to logical 'on the ground' outcomes, and ensures that development occurs in a logical and equitable manner.

### Access and Movement

- 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;
- Provide safe and efficient walking, cycling, public transport and vehicle access to connect residents directly to open space and community facilities within and adjoining the Development Plan area;
- Ensure that all areas can be adequately and efficiently serviced by public transport;
- Ensure street and urban form are designed to cater for people's choice in movement – walking, cycling, public transport, car and other motorised vehicles;
- Encourage walking, cycling and public transport to reduce carbon emissions.

### Environment

- Increase environmental sustainability and urban water management;
- Provide opportunities for integrated water management, including WSUD and re-use of stormwater;
- Protect and enhance the environmental values and significant landscape features of the area;
- Protect the built environment from flooding, inundation and stormwater drainage;
- Ensure that significant areas of native vegetation and other important habitat areas are protected and enhanced where appropriate.

## 5.2 Land Budget

The Land Use Budget at Table 2 should be read in conjunction with the MWDP.

The MPA Precinct Structure Planning Guidelines provide the following definitions used in the land budget:

- **Encumbered Land** is constrained for development purposes. Includes easements; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). It 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 2 - Land Budget**

	Ha
<b>TOTAL AREA OF TITLE</b>	43.13
<b>ENCUMBERED LAND</b>	3.28
<b>GROSS DEVELOPABLE AREA</b>	39.85
<b>OPEN SPACE (UNENCUMBERED)</b>	0.60
<b>NET DEVELOPABLE AREA</b>	39.25
Proposed Road Reserves	11.00
Medium Density Sites	1.59
Residential Lots	29.73
<b>RESIDENTIAL ALLOTMENT AREA - ROADS AND LOTS (INCLUDES EASEMENTS)</b>	42.32

## 6 Land Use Framework

### 6.1 Housing Density

The MWDP aims to achieve an urban neighbourhood that provides for a density in accordance with the applicable zoning requirements while responding to the residential character of the periphery of the Morwell township.

In accordance with the requirements of DPO5 and Clause 56 of the Latrobe Planning Scheme, the MWDP provides for a range of lot sizes to provide for housing diversity and choice.

**Table 3 - Housing Density**

Lot Type	Average Lot Size	Total Lots
Standard density	700sqm	421
Medium density	440sqm	36

Assuming the average lot size, the MWDP will yield approximately 457 allotments, representing an overall density of 12 dwellings per hectare. It is noted that the preferred density in metropolitan growth areas is 15 lots per hectare and that the Latrobe City Council has determined that a density of 11 dwellings per hectare is the preferred density measure for growth areas associated with major towns in the municipality. It is considered that in these circumstances a density in the order of 12 dwellings per hectare is an acceptable response and the provision of a variety of allotments, suited to the needs of future residents, is considered to be the best long term community outcome.

### 6.2 Housing Diversity

The MWDP provides a diversity of choice for future residents and will cater for housing affordability, growing households and ageing in place. The MWDP provides for a mix of housing types including:

- **Standard Residential Allotments** - The majority of the MWDP area is to be developed for standard residential purposes, that is allotments with an average size of approximately 700m<sup>2</sup>. Assuming this average lot size, the MWDP provides for approximately 421 standard residential allotments.
- **Medium Density Residential Allotments** - are proposed throughout the MWDP area and are strategically located in high amenity areas or key locations where access to local facilities and services is readily available. There are four medium density sites proposed throughout the MWDP area, which based on an average developed lot size of 440m<sup>2</sup>, provide for approximately 36 medium density lots. The medium density sites are situated:
  - Adjacent to reserves, where residents will be afforded with attractive outlooks from their homes and easy access to open space for recreational purposes;
  - Within close proximity to Toners Lane/Princes Way. Residents of these homes will be afforded with convenient access to the town centre and ready access to public transport.

### 6.3 Community Facilities

In accordance with the Morwell Structure Plan contained in Clause 21.05 of the Latrobe Planning Scheme, the entire area of land is dedicated to residential purposes with no new neighbourhood centre or community facilities proposed or required.

The MWDP expands on existing urban areas and takes advantage of the area's proximity to existing community facilities within the Morwell CBD. In addition to existing facilities, new facilities are proposed within the Morwell North West Development Plan area to the east and are accessible from the MWDP area.

The land is zoned for residential purposes where varying uses are permitted and as such scope is available for the future development of a local community centre if the demand presents.



#### 6.4 Industrial Interface

An assessment of nearby industrial uses which have the potential to adversely impact the proposed development was undertaken by Marshall Day Acoustics (September 2014). Their findings determined that significant noise attenuation measures were required along Latrobe Road (adjacent to AKZ Engineering - refer to Appendix 13). These include:

- To enable compliance with the Noise from Industry in Regional Victoria (NIRV) Recommended Maximum Noise Levels (RMNLs) the proposed development adjacent to AKZ Engineering (80 Latrobe Road, Morwell) will require significant shielding in the form of a noise barrier.
- This barrier will be required to be 3m high and constructed of a material with a minimum density of 12-15kg/m<sup>2</sup>.
- Some suitable materials include 25mm thick timber (overlapped), 18mm thick Perspex, 8mm thick fibre-cement sheet, 75mm thick Hebel Powerpanel, concrete, brick or any other approved material that meets the weight specification can be used.
- If required, portions of the acoustic barrier may be constructed from a transparent material such as 18mm Perspex.
- The acoustic fence must be free of gaps and penetrations and it is particularly important to ensure that there are no gaps at the bottom of the noise barrier. It is common practice to require that a portion of the bottom of the barrier (say 10-20cm) be buried in the ground.

- For the barrier to be effective for the lots adjacent to the AKZ Engineering interface the dwellings should only be single storey.

As detailed within the Noise Assessment, noise levels at the Lend Lease interface complied with the applicable standards, whilst the EPA has confirmed that it is satisfied with the proposal subject to the recommendations of the Noise Assessment being referenced within the Development Plan.

In the context of existing industrial uses, it is noted that the onus will be on new residential development to ensure that potential impacts are appropriately managed.

Subject to these measures being imposed as part of a planning permit, the Noise Assessment report found that the Development Plan layout would be suitable. It is expected that the recommendations of the Noise Assessment report will be considered and implemented at the time planning permits are granted for subdivision.

There are a number of nearby Industrial (IN3Z) and Mixed Use (MUZ) zoned parcels of land. The Site Analysis Plan (Appendix 2) indicates the zoning and current land uses of these properties.

The Morwell Structure Plan contained in clause 21.05 of the Latrobe Planning Scheme shows these abutting areas as 8a and 8b as shown in Figure 11. Clause 21.05-5 contains the following applicable strategy:

*Review the existing Industrial Areas 8a, 8b, and 8c with a view to confirming the role and viability of this area as service industrial development or conversion to residential development.*

The possibility of the area of land zoned IN3Z to be revitalised and potentially rezoned has been contemplated in the Development Plan and provision made for possible future roads. If the land remains within the IN3Z it is noted that this zone specifically provides for sensitive interfaces and the Purpose of the zone includes:

*To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.*

In the context of new industrial uses, the onus will be on the applicant to acknowledge the sensitivity inherent in being adjacent to residential land. The use of land for 'industry' and 'warehouse' are section 2 uses under IN3Z whereby a planning permit will be required. All of the section 1 uses ('as of right') under the IN3Z are considered to have a low impact on residential amenity.

It is noted that the Purpose of Clause 52.10 of the Latrobe Planning Scheme is: *To define those types of industries and warehouses which if not appropriately designed and located may cause offence or unacceptable risk to the neighbourhood.*

The Table to clause 52.10 sets out a range of threshold distances which are applied to certain uses and form a permit trigger (or other control) for some zones.

It is reasonable to consider the 'reverse amenity' implications of residential development in the vicinity of existing industrial uses. It is noted that the majority of nearby land uses are not listed as 'uses with adverse amenity potential' and as such it is deemed that they are unlikely to have an adverse impact on the amenity of the neighbourhood.

Table 4 identifies uses that are subject to threshold distances.

**Table 4 - Industrial threshold distances (to be assessed at the planning permit stage).**

Address	Zoning	Existing Use	Threshold
75-77 Latrobe Rd	IN3Z	Panel Beater	100m
27 Davey Street	IN3Z	Joinery	100m

Any future subdivision will need to have regard to adjacent uses and any noise/amenity considerations as part of a site analysis required under Clause 56.01-1 of the Latrobe Planning Scheme and provide an appropriate design response. It is expected that site specific interface treatments will be adopted to the satisfaction of the Responsible Authority and that these will likely include treatments such as:

- Deeper lots abutting IN3Z land such that buildings can have increased setbacks to IN3Z interfaces;
- Fencing that may include higher than standard solid fencing to provide a visual barrier;
- Landscaping either through the retention of existing vegetation (see photo 9) or new

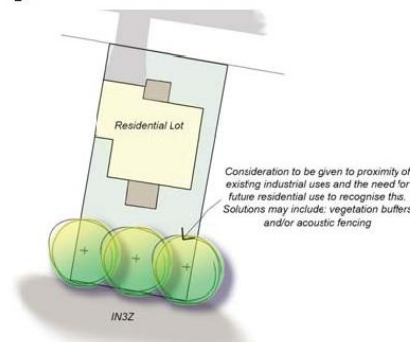
- landscaping (see Figure 10) to provide an attractive transition between residential and industrial areas and to assist in creating an overall residential amenity;
- Noise assessment requirements;
- Open space reserves;
- Other measures that may be appropriate to respond to specific site conditions and adjacent uses.

Design considerations for lots with an industrial or Mixed Use Zone interface (in addition to lots adjacent to public open space) are to be addressed through the preparation and implementation of Design Guidelines, as appropriate, as part of the planning permit stage. The Design Guidelines are to be prepared to the satisfaction of the Responsible Authority.

An urban design response must accompany the detailed design for the acoustic wall to ensure appropriate urban design outcomes are achieved as part of a permit application for the subdivision of Phase A (Latrobe Road). The design response is to address considerations such as: safety, interface with public open space, landscaping and pathways, and maintenance obligations (including obligations relating to graffiti removal). The acoustic wall is to be constructed at the developer's cost.

Further to this, any planning application for the development of Phase B is to involve verification of the noise assessment (and additional assessments if required) for land situated adjacent to the land lease depot and mitigation measures are to be employed accordingly.

**Figure 10 - Industrial allotment interface sketch**



**Photo 9 - Existing vegetation offering buffering**

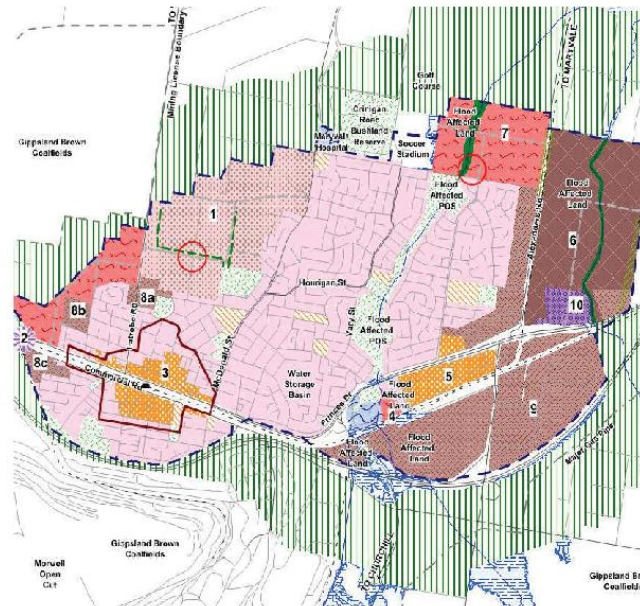




Morwell West Development Plan

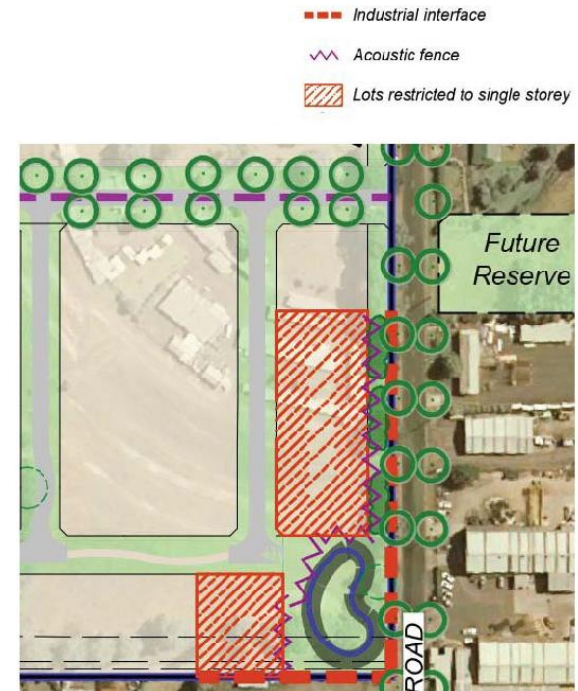


Figure 11 - Morwell Structure Plan



- Legend**
- Township Boundary
  - Non-Urban Land
  - Existing Open Space
  - Proposed Public Open Space
  - Existing Urban Areas
  - Existing Residential Opportunity
  - Future Residential
  - Primary Activity Centre
  - Existing Industrial
  - Future Industrial
  - Future Bulky Goods
  - School
  - Major Institutional Facility
  - Urban Coal Buffer
  - Existing Floodplain
  - Industrial Buffer
  - Existing Airport Environs Overlay
  - Transit City Precinct
  - Town Entrance
  - Possible Future Neighbourhood Centre
  - Rivers/Creeks
- Transport Infrastructure**
- Main Roads
  - Roads
  - Rail Line
  - Train Station
  - Future Road Connection
  - Future Pedestrian Link

Figure 12 - Latrobe Road interface sketch plan



## 7 Open Space

A well planned network of open space is available to the MWDP area and will provide recreational opportunities for the community as well as catering for stormwater treatment and retardation.

Council's adopted Public Open Space Strategy (May 2013) defines open space as:

*Publicly accessible land that is set aside for recreation, leisure, sport, conservation and/or associated environmental and urban design functions.*

The strategy aims to employ the following policy:

*In residential areas, new subdivision be levied at 10% of the net developable area as total open public space, of which a minimum of 5% must be unencumbered and where required, suitable for active open space development.*

Specifically in relation to Morwell, the strategy states the following:

- Morwell has less open space (10.72ha/1,000 people) than the average within residential areas of the City (i.e. 17.62ha/1,000 people).
- Open space appears appropriately distributed across Morwell. However, there are gaps in linkages connecting to the CBD.
- The future residential growth area north east and west of Morwell – Latrobe Road presents a further opportunity for establishment of a District reserve.
- There may be opportunities to extend Waterhole Creek linear pathway to the north

(future residential area, north of Crinigan Road), including a connection to Crinigan Bushland Reserve.

- The form of the town is severely constrained by the mining operations to the south of the CBD, which means that growth is, and will continue to be asymmetrical.
- There are opportunities to establish defined walking trails / open space corridors around the town (refer to maps which follow this section, i.e. p58).

The strategy discusses open space roles, functions and hierarchies. It identifies the Toners Lane Reserve as a Parkland – Special Use Reserve which is described as:

*Open space reserves set aside to accommodate a range of special uses. Uses will vary depending on individual site requirements, however may range from specialist horticulture (e.g. botanic gardens, nursery), ornamental/amenity functions, memorial sites and the like, through to caravan parks and specialised community clubs/groups etc.*

The hierarchy and desired distribution for residential areas is defined in the strategy as follows:

- **Local** - The majority of houses in residential areas should have access to a minimum of 0.5 hectares of public open space within a 500 metre radius.

- **District** - The majority of houses in residential areas should have access to district level public open space within a 3 km radius.
- **Regional** - Each town with a population of over 10,000 people should have access to regional standard public open space venue/s.

The MWDP is well serviced by existing open space reserves including Toners Lane Reserve and two smaller local reserves which are located in the northern portion of the Development Plan area. As a result, the majority of future households will be within 500m walking distance of a local park.

Given the location and size of the existing reserves, no additional land is required to be set aside for open space purposes. Whilst no additional land is required for open space, the new community will generate the embellishment and upgrade of the existing open space reserves. In accordance with Clause 52.01 of the Latrobe Planning Scheme and the provisions of Section 18 of the Subdivisions Act 1988, a contribution from the landowner will be required to a maximum of 5% of the site value at the subdivision stage.



Morwell West Development Plan



In addition to the Toners Lane Reserve, one existing local reserve and three proposed reserves fall within the MWDP area within the eastern precinct. There are also nearby reserves proposed within the broader MNWDP area (refer to Figure 13).

There is an existing pedestrian link between the existing southern reserve and Bellarine Circuit but it is noted that this reserve has not been developed and is currently underutilised as open space (see photo 10). It is expected that existing reserves will be improved by the abutting landowners (as identified within the MWDP) as development occurs (refer to Chapter 14 - Implementation for further details).

Photo 10 - Existing undeveloped reserve



Where lot boundaries adjoin public open space, these interfaces should be designed to ensure surveillance of the public realm and avoid lengthy blank walls. This is to be implemented through design guidelines at the planning permit stage.

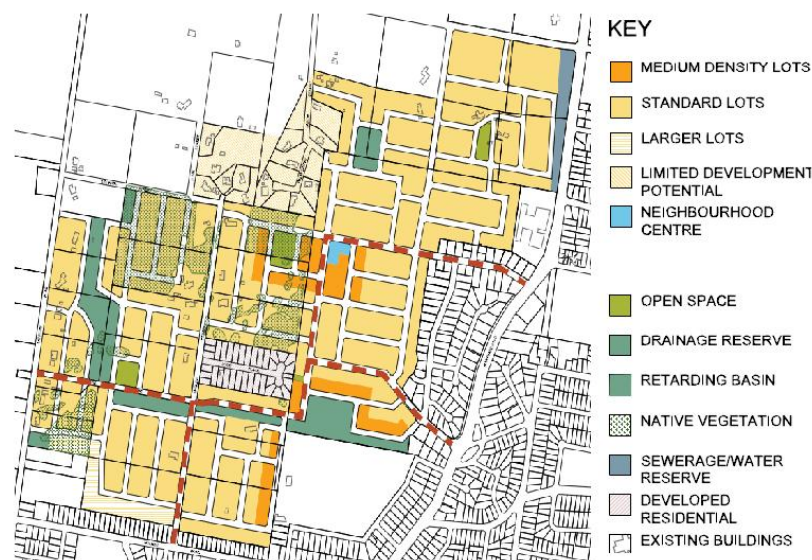
Proposed works within the existing reserves will create corridors and links in accordance with the intent of the Open Space Strategy. They will not only cater for excellent circulation through the provision of shared paths and trails, but will also be developed into attractive and useable spaces for residents to enjoy.

The vegetated areas within the Toners Lane Reserve will be built upon, providing opportunity for habitat connections and improvements to the existing landscape character of the area.

The Landscape Master Plan (Appendix 7) indicates the intended overall landscape treatments for public areas to guide future development. The detailed design of these facilities should be considered at the subdivision stage.

The 5% open space contribution will be in the form of a cash payment and/or works in kind, as agreed at the permit stage, and will be utilised for the upgrade/enhancement of the Toners Lane Reserve around the proposed retarding basins.

Figure 13 - MNWDP



## 8 Landscape

Given the land use history of the area, landscape values are currently limited. The MWDP presents the opportunity to enhance the values of the site and Toners Lane Reserve by establishing a landscape theme that provides a sense of place and community. A Landscape Master Plan (V3) for the site has been prepared and is attached at Appendix 7.

The MWDP proposes avenues of green streets designed to create visual interest and a leafy character for the development. The Landscape Master Plan suggests varying landscape themes to provide hierarchy amongst proposed roads. High branching large native canopy trees are suggested along the main entrances to the development with smaller signature plantings suggested along secondary streets.

The Toners Lane Reserve will be the primary area of open space for the development and is to incorporate both Water Sensitive Urban Design elements and recreational facilities. A wetland is proposed for stormwater treatment and provides the opportunity for native plantings that will be visually pleasing, provide for habitat of local fauna and fulfil the required stormwater filtration process to meet best practice design principles. The detailed design of the wetlands are to respond to and enhance the existing native vegetation and environmental values, and reflect a natural environment (to appear 'natural' rather than constructed). This includes giving due consideration to established habitat for Growing Grass Frog (see Chapter 10).

A shared path network is to be provided around the proposed wetland with larger canopy trees scattered throughout, creating an attractive recreational space for residents.

The two existing local reserves within the MWDP area will also be upgraded and subject to detailed landscape design to create attractive leafy spaces.

There is also scope for small entry feature reserves adjacent to the access ways into the MWDP area from Latrobe Road.

An indicative plant palette is suggested on the Landscape Master Plan and future subdivisions should implement species chosen from this palette and to the satisfaction of Latrobe City Council.

Photo 11 - Example wetland treatment



Photo 12 - Example street tree plantings juvenile



Photo 13 - Example street tree plantings mature





## 9 Native Vegetation

As detailed within Section 3.2 above, the ecological significance of the site is limited as a consequence of current/historic land use practices. For the most part, the vegetation is highly modified and dominated by exotic plantings. Figure 14 identifies remnant patches of native vegetation situated within the MWDP (and the adjacent reserve where works are to be undertaken). A planning permit will be required to remove any native vegetation, pursuant to Clause 52.17, noting that existing native vegetation should be retained and enhanced wherever possible.

The revised Ecological Assessment (refer to Appendix 9) details that significant measures have been taken within the MWDP to mitigate against potential impacts on native vegetation. Such measures have included siting the proposed development in an area which inherently has low biodiversity values and designing the storm water management ponds in a manner that will provide more secure habitat for native fauna species.

Importantly, the assessment outlines that further improvements can be realised by using indigenous species of flora in future landscape treatments, and by improving the management of pest plants and animals.

In addition to this, it is the expectation that the design of the stormwater ponds is to restrict the extent of vegetation removal to the minimum extent necessary to create a functional drainage layout and incorporate existing native vegetation where possible to promote existing ecological characteristics within the development.

A detailed Biodiversity Impact and Offset Requirements Report (dated November 2014) has been prepared as part of the revised Ecological Assessment. The report establishes that to offset the removal of native vegetation from within the development footprint, 0.482 General Biodiversity Equivalence Units (with a minimum Strategic Biodiversity Score of 0.122) need to be sourced from within the West Gippsland Catchment.

It is noted that as works identified within MWDP are to be staged, provision for biodiversity offsets within future planning permits will reflect the extent of vegetation removal associated with each stage of the development (hence the offset requirements detailed within the Biodiversity Impact and Offset Requirements Report reflect the total offsets requirements for the full development of the MWDP, whilst the offset requirements for each stage will be determined as part of the planning permit process).

By employing measures aimed at avoiding and minimising the need for vegetation removal during the detailed design stage, total offset requirements could be less than that detailed within the Biodiversity Impact and Offset Requirements Report. Irrespective of this, native vegetation offsets associated with the construction of drainage infrastructure are to be calculated as a whole but delivered in stages as appropriate (refer to Figure 15).

The developer/landowner who will deliver the first stage of the central retarding basin must prepare a functional design for the entire central retarding basin/wetland which clearly shows the vegetation to be removed for each stage of construction. The functional design of the central retarding basin/wetland is to incorporate the retention of native vegetation where possible.

Once the functional design is approved by Council it will form the basis for calculation of the native vegetation offsets. Each developer/landowner constructing a stage of the central retarding basin is responsible for the native vegetation offsets associated with the removal of native vegetation relevant to their respective stage of construction of the central retarding basin/wetland. The associated offset will be the relevant proportion of the total offset required for the entire development area.

**Figure 14 - Extent of native vegetation with the MWDP.**



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## 10 Fauna

The revised Ecological Assessment (Appendix 9) identifies several species of indigenous fauna as potentially occurring within the vicinity of the site. However, due to the highly modified vegetation, the absence of permanent open water, the proximity to intensive industrial and residential development, and the likely presence of foxes, the potential use of the site by indigenous species is limited.

This finding is consistent with feedback received from DEPI which detailed that *“it is unlikely that any potential impacts on existing biodiversity values will have statewide implications”*.

Irrespective of this advice, the Development Plan Overlay requires consideration to be given to the presence of threatened species: Growling Grass Frog (GGF) and Dwarf Galaxias. The following paragraphs summarise the findings as detailed within the revised Ecological Assessment.

### Growling Grass Frog

Due to the general absence of open water and the ephemeral nature of the wet areas, the potential use of the site by the GGF is considered to be very low. The only potential habitat for the GGF occurs in a drain to the north of the central precinct, however, a targeted GGF survey was completed for this drain in 2011 (CPG) and did not record the presence of the amphibian.

### Dwarf Galaxias

Based on the detailed site and desktop assessment, it is considered that the site does not contain critical habitat for the Dwarf Galaxias. Whilst the species was recorded in a wetlands area 2km from the site, it is considered very unlikely that the Dwarf Galaxias would utilise any habitat within the MWDP on a permanent basis. This is primarily due to the distant hydraulic linkages between known populations and the subject site, and the ephemeral nature of the wet areas situated within the development plan footprint. Subsequently, the revised Ecological Assessment outlines that a targeted survey for the Dwarf Galaxias is not expected to provide any significant additional information that will improve the confidence of decision making.

However, the assessment does detail that provisions for appropriately designed and constructed wetland areas, potentially in conjunction with storm water management infrastructure, would provide much improved and permanent habitat for both the GGF and the Dwarf Galaxias. A Construction Management Plan is to be prepared in relation to Dwarf Galaxias for any Phase of the development which involves works within the proposed stormwater wetlands.

Subsequently, the detailed design of the wetlands is to enhance the native vegetation and environmental values of the broader area. This includes designing the wetlands to respond to the habitat requirements of the GGF which will be achieved through the provision of open water and appropriate landscape treatment utilising local indigenous species naturally occurring within the Plains Grassy Woodland Ecological Vegetation Class (EVC55).

As detailed within the Ecological Assessment, referral of the development to the Federal Minister for the Environment is not considered necessary.

## 11 Bushfire

The entire precinct is designated as a Bushfire Prone Area (See Figure 15) whereby special bushfire construction requirements apply. In these areas the minimum construction level imposed by AS3959 – 2009 Construction of buildings in bushfire-prone areas is Bushfire Attack Level (BAL) 12.5. The BAL is increased as the bushfire hazard is increased, which in turn increases building cost and as such it is favourable for the lowest BAL possible to be applied.

No bushfire planning requirements are applicable however the MWDP has appropriately considered bushfire hazard to enable ease of future development on each lot.

The likely form of bushfire attack to the MWDP area is direct from grassfire either to houses or to the surrounding elements. The threat presents from farming land in the surrounds, Toners Lane Reserve and areas of the MWDP that remain undeveloped. The staging of the MWDP responds to the potential grassfire hazard with provision of perimeter roads along stage boundaries where possible.

Lots with proximity to the vegetated area of the Toners Lane Reserve may require application of higher BAL's depending upon Latrobe City Council's management of this area.

At the completion of the development, a grassland hazard will remain to the north of the Development Plan area as this is the urban/rural interface. A perimeter road is provided along all interfaces which reduces the risk and will enable construction of future dwellings to an appropriate BAL.

In addition to grassfire, new landscaping has the potential to present a bushfire hazard to lots. Future landscaping within existing and proposed reserves must consider bushfire risk. It is expected that detailed design required as a condition of permit for subdivision would consider landscaping to offer separation between vegetated areas and utilise low risk and non-combustible features where possible. These features include but are not limited to managed lawn, footpaths, rocks and water bodies.

Figure 15 - Bushfire Prone Area



## Morwell West Development Plan



## 12 Access & Movement

The MWDP aims to create a safe and convenient neighbourhood that provides a clear and legible street network allowing for appropriate access through the development and links with surrounding streets.

The internal road network has been designed in accordance with the Latrobe City Design Guidelines and feedback as received from Council. The proposed road network consists of a mix of Access Streets - Major, Access Streets - Minor, Access Places and Access Lanes, with an Access Street - Major providing the main access through the development from Latrobe Road to Toners Lane.

The development plan proposes two new intersections to Latrobe Road and three (or possibly four) access points from Toners Lane. The fourth access point (effectively the western extension of Madden Street) is constrained due to the road geometry. It can provide pedestrian access and potentially a left out movement only.

Given the shape of the subdivision and its integration with an existing urban area, four existing no through roads, Mary Street, Madden Street, Godridge Road and Catherine Street, may be extended to provide access to abutting areas at the time of subdivision. Direct driveway access to Latrobe Road should be limited where possible. If direct driveway access is required, driveways should be shared between lots where possible.

A Traffic Engineering Assessment has been prepared by Salt<sup>3</sup> (Appendix 8) and discusses traffic impacts of the proposed MWDP.

### 12.1 Traffic Volumes

An assessment has been undertaken to determine the traffic volumes utilising existing surrounding roads and their ability to cater for increased traffic generated by the proposed development (refer to Appendix 8).

Table 5 below demonstrates that the majority of roads within the vicinity of the MWDP area are currently carrying significantly less traffic than they have been designed for.

The Traffic Assessment as undertaken by Salt<sup>3</sup> suggests that a standard density residential subdivision typically generates between 6.1 and 8.5 vehicle movements per day per dwelling, with 10% of daily volumes occurring in the AM and PM peak periods.

A conservative assessment of traffic generated by the proposed development estimates 9 movements per residential lot per day, which is applied to 490 lots. Accordingly it is anticipated the development will generate 4,410 vehicle movements per day. It is also anticipated that 441 of these movements will occur during both the AM and PM peak periods.

**Table 5 - Existing road hierarchy & traffic volumes**

Road	Road Classification (as per advice received from Council)	Design Volume	5 Day Average Volume
<b>Princes Drive (opposite #71)</b>	Arterial (RDZ1)	> 7000 VPD	409
<b>Princes Drive (west of Latrobe Road)</b>	Arterial (RDZ1)	> 7000 VPD	9352
<b>Latrobe Road (south of Buckley Street)</b>	Arterial (RDZ1)	> 7000 VPD	5451
<b>Catherine Street (Princes Hwy to Buckley Street)</b>	Access St – Level 2	2000 - 3000 VPD	696
<b>Davey Street (North of Princes Drive)</b>	Access St – Level 2	2000 - 3000 VPD	250
<b>Madden Street (east of Jane Street)</b>	Access St – Level 2	2000 - 3000 VPD	222
<b>Helen Street (west of Catherine Street)</b>	Access St – Level 1	1000 - 2000 VPD	165





### 12.2 Road Hierarchy

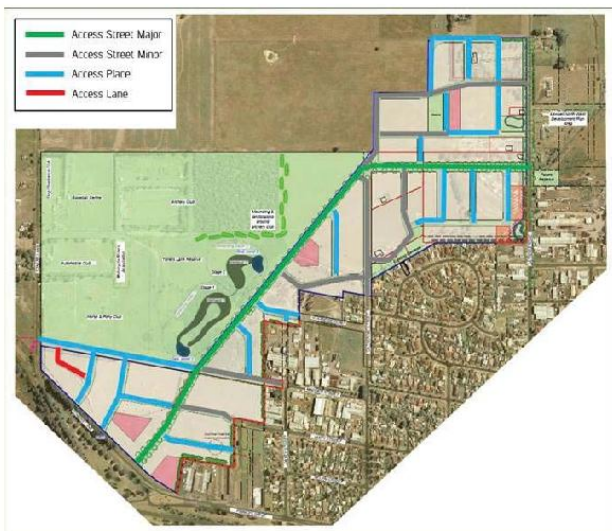
The hierarchy of proposed roads is in part attributed to the volume of traffic utilising the road (refer to Figure 16). Advice was received from Council requested that all proposed roads within the MWDP be classified in accordance with Latrobe City Design Guidelines.

Hierarchies are as shown on the attached Mobility Plan (Appendix 5) and in Table 6 below, whilst Cross Sections are available at Appendix 6 (refer to Figure 17).

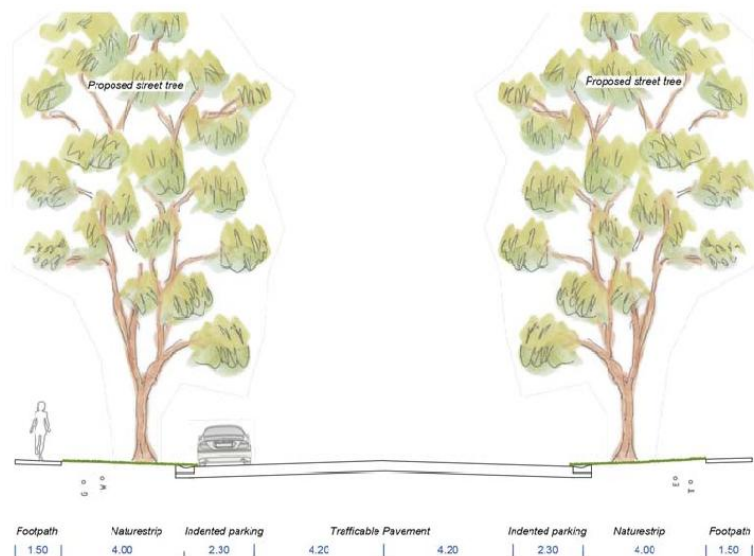
**Table 6 - Proposed Road Hierarchy**

Classification	Colour Code (See Figure 14)	Typical Daily Volumes	Road Reserve	Carriageway	Footpath	Cycle Path
Access Street - Major	Green	2000 VPD	19 -24m	11.6m	Both sides	None
Access Street - Minor	Grey	500 VPD	13-18m	7.3m	Both sides	None
Access Place	Blue	200 VPD	16-18m	7.3m	Both sides	None
Access Lane	Red	200 VPD	8m	5.5m	None	None

**Figure 16 - Proposed Road Hierarchy**



**Figure 17 - Proposed Boulevard Road Cross Section**



### 12.3 Intersections

#### Latrobe Road

Two fully directional access points are to provide access into the MWDP from Latrobe Road. Primary access is to be achieved via a T-Intersection to the south which will provide access to the central boulevard (Access Street - Major). Secondary access is to be achieved via a fully directional T-intersection to the north.

Concept Layout Plans for the proposed access points have been prepared as part of the Traffic Engineering Assessment (Appendix 8). Both intersection layouts are considered suitable for interim purposes, with the ultimate design to be subject to approval.

Importantly, the proposed designs have considered road alignments as detailed within the MNWDP and feedback as received from VicRoads and Council. It is noted that as a consequence of discussions with VicRoads and Council, the indicative MNWDP intersection to the south (adjacent to the southern intersection for the MWDP) is to be removed subject to Council's final design and permit.

With this in mind, the location of the proposed intersections fronting Latrobe Road are considered acceptable from a traffic engineering perspective.

#### Toners Lane

Access to and from Toners Lane will be provided via three fully directional access points which are to extend from the south-western boundary of the MWDP. The southernmost access (extension of the boulevard) will provide primary access to the MWDP, whilst the two access points to the north-west will provide secondary access to the south-western portion of the Development Plan.

In addition to this, a fourth access point (western extension of Madden Street) has been provided at the request of the MPA. Acknowledging this requirement, the Traffic Engineering Assessment has determined that, given the intersection is located approximately 60 metres from the bend, the minimum sight distance requirement is not met and, as such, consideration should be given to prohibiting vehicles turning right from Toners Lane.

Subsequently it is suggested that vehicles could be diverted onto the next access to the south without adversely impacting the operation of the proposed road network. Traffic volumes at this intersection would be anticipated to increase from 88vpd to 220vpd, which is well within the design parameters for an access street. The intersection would be available to exit the residential area and would facilitate garbage truck and service vehicle movements.

Alternatively, it may be possible to restrict this intersection to pedestrian access only subject to a satisfactory vehicle circulation outcome.

#### Internal

Roundabouts are proposed at two cross intersections along the Access Street Major (boulevard). These roundabouts will have the dual benefit of assigning priority for traffic movements through each intersection and regulating vehicle speeds along the intersecting roads. The final design of the proposed roundabouts will be completed as part of the detailed design at the subdivision stage. Roundabouts are to be DDA compliant as per DELWP (formally DTPLI) comments.



## Morwell West Development Plan



## 12.4 Public Transport

The public transport servicing the adjacent area is limited to bus services which operate along Princes Drive to the southeast of the MWDP area.

The MWDP envisages that carriageways and intersections along the Access Street - Major from Latrobe Road to Toners Lane will accommodate a future bus route as illustrated in the Mobility Plan at Appendix 5. This proposed bus route is anticipated to link with the future bus route within the MNWDP area via Latrobe Road.

This bus route is a logical extension of the bus route proposed within the MNWDP area and will ensure that lots within the proposed development will be located within 400m of public transport.

Indicative bus stop locations have been shown on the Mobility Plan and are located as close as possible to demand generating land uses and are located to maximise walking accessibility.

In accordance with feedback received from DELWP (formally DTPLI), if roundabouts are to be installed on the proposed bus route they must be designed to accommodate low-floored bus turning movements.

Paths, stops and shelters along the proposed bus route are to be compliant with DDA requirements. Such an outcome could be achieved via a condition of permit if deemed to be required.

## 12.5 Shared Path Network

A footpath network is to be established throughout the precinct which provides safe and convenient pedestrian access.

The street types utilised throughout the precinct facilitate pedestrian and bicycle movements and each will be designed in accordance with the applicable standards at the subdivision stage. Footpaths are proposed on both sides of roads except where roads abut reserves; in this circumstance pathways are located within the open space areas (see Mobility Plan at Appendix 5). The Cross Sections (Appendix 6) demonstrate that ample space is available for footpaths, roads and street trees.

Links to footpaths within connecting streets are provided to facilitate circulation through the neighbouring urban areas. Notably, a link will be provided to Latrobe Road where the Latrobe City Bicycle Plan identifies an existing priority bike network that links to town.

*Photo 14 - Example shared path within reserve*



## 13 Infrastructure

### 13.1 Urban Run Off

Rain-on-Grid (RoG) Modelling has been undertaken by Water Technology (Appendix 11).

The modelling identified multiple overland flow paths within the greater area that affect the MWDP area. The major overland flow path affecting the MWDP area emanates from the Catherine Street table drain. The modelling identified that half the flow moves north with the remainder of the flow moving in a southerly direction back through the proposed development area resulting in implications for flood mitigations in the Southern Precinct.

External flows entering the site will need to be considered in terms of conveyance and safety within the south western and north eastern residential segments of the subject site. RoG modelling has shown that external flows move onto the subject site at various locations throughout the MWDP area. The most significant of these is the north to south flow path through the south western residential development.

The MWDP shows a roadway aligning with this flow path, this feature could be utilised for flood conveyance provided site egress is not significantly impacted. This will need to be further investigated at the planning permit stage.

Water Technology investigated a number of different scenarios to manage both the quality and quantity of stormwater runoff from the

MWDP area and potential locations for such facilities.

The Development Plan proposes a co-located water quality and quantity treatment area within the Toners Lane Reserve for stormwater flows (broadly) to the west. The intention is that storage be combined into a central feature as shown in the MWDP area with the majority of outfall directed to the south as in existing conditions.

Stormwater flows to the east are to be directed to two small retarding basins adjacent to Latrobe Road. There are sufficient areas available to achieve best practice environmental objectives whilst providing a high quality visual treatment to the open space interface.

The Surface Water Management Plan demonstrates that the proposed wetland and retardation area within Toners Lane Reserve, and the two retarding basins adjacent to Latrobe Road, will treat all stormwater discharge from the subdivision in a manner that meets the 'Urban Stormwater Best Practice Environmental Guidelines' (CSIRO, 1999). This details that the design will prevent increased flows downstream.

It is noted that any proposed discharge of stormwater requiring a direct connection to a designated waterway will require approval by the Authority in the form of a Works on Waterways permit.

### 13.2 Sewerage

The relevant service authority for sewer in the area is Gippsland Water. There have been extensive discussion between Gippsland Water, NBA Group and Millar Merrigan with regards to providing sewer to the development and catering for existing assets within the MWDP area as discussed in the attached Infrastructure Services Report by Millar Merrigan (Appendix 10)

Gippsland Water has confirmed that the MWDP area may be sewer to a recently constructed 500mm sewer main which was extended from Godridge Road to Latrobe Road. The sewer has ample depth and capacity to cater for the development with simple mains extensions required.

The existing sewer mains which traverse the site can be contained within road reserves, open space reserves and easements to ensure the surveillance and maintenance requirements of Gippsland Water are met. Where possible the road network in the MWDP has been designed to accommodate the existing infrastructure. The provision of sewerage will be subject to detailed design at the development stage.

## Morwell West Development Plan



## 13.3 Water

The relevant service authority for water in the area is Gippsland Water.

Preliminary advice for the provision of water is that a 225mm main would need to be constructed from the intersection of Latrobe/Holmes Road and reticulated throughout the development area. All remaining water assets will be standard reticulation size (150mm) to supply water at Gippsland Water's standard requirements.

This advice is preliminary only and is subject to detailed design at the subdivision stage.

## 13.4 Gas

APA Gas/Envestra are the relevant gas suppliers for the subject site. Asset inquiries show numerous gas mains available to the MWDP area from the existing urban area immediately to the south-east. Initial feasibility enquiries have found that these mains are capable of supplying gas to the development, with the strategy to be dependent on development staging.

## 13.5 Electricity

The relevant electricity supplier for the site is Ausnet Services.

There are no anticipated issues with regard to network capacity. Ausnet Services has existing 22kV overhead power lines on the south side of the development in Toners Lane and to the east on Latrobe Road. There are also 22kV overhead power lines throughout the existing developed area immediately to the south-east of the proposed development.

Advice from Ausnet Services Network Planner is that the 22kV feeder rated overhead lines on Princes Way, Latrobe Rd and Toners Lane to the south, east and west of the development can support the proposed development based on 4kVA per lot.

The provision of electricity is subject to Ausnet Services requirements and detailed design are to be provided as part of an application for a planning permit. Kiosk substations will be required and consideration must be given to kiosk locations such that they are integrated with the streetscape and do not create a maintenance problem. Future subdivision design is to consider landscape treatments around kiosks and ongoing maintenance.

## 13.6 Telecommunications

Telstra asset plans indicate the presence of telecommunications cables in the vicinity of the subject site.

There are no anticipated issues with the provision of Telstra to each of the lots. As the development is to have more than 100 lots it may be considered viable for Fibre to the Premises (FTTP), instead of copper service, as part of the National Broadband Network.

The necessary infrastructure will be provided to the requirements of Telstra and NBN Co.

## 13.7 Contributions

There is no development contribution scheme proposed for the MWDP area as it is envisaged that land parcels are of sufficient size and location that the provision of required infrastructure can be equitably provided by the developer for each parcel on a case by case basis. Refer to Chapter 14 - Implementation for further details.



## 14 Implementation

### 14.1 Infrastructure Delivery

The MWDP requires a range of infrastructure to be delivered across property boundaries such as drainage, roads, intersections, interface treatments and landscaping of existing reserves. All of this infrastructure will benefit the future community of Morwell West and an integrated implementation strategy is required to ensure that this infrastructure is delivered in a timely and efficient manner and to ensure that costs are shared appropriately between landowners.

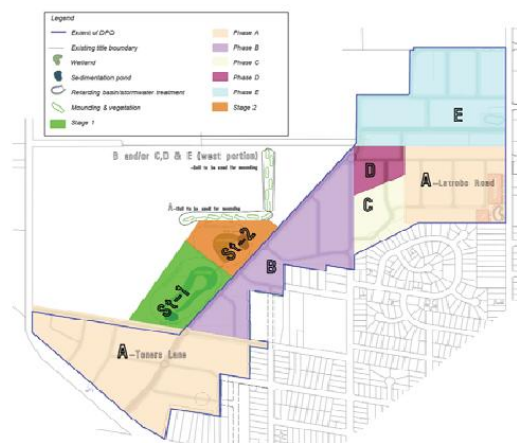
### 14.2 Staging

A Staging Plan has been prepared (Figure 18) which illustrates the likely staging for development in 'phases'. The staging, being Phases A to E, factors in existing title boundaries and ownership. The phases form the basis for the delivery of infrastructure as part of the development of each phase.

It is noted that these phases could be developed out of sequence to the nominated staging, as long as the required infrastructure is provided, including consideration to its integration with other phases and the ultimate development of the Development Plan area.

At the planning permit application stage, servicing for out of sequence development will need to consider the acquisition of easements across other landholdings before a permit is issued.

Figure 18 - Proposed Staging Plan



### 14.3 Drainage

A Surface Water Management Plan (SWMP) has been prepared by Water Technology (September 2014). The SWMP sets out a drainage strategy for the area which includes consideration of the local hydrology and water quality impacts of developing the site, and provides solutions to offset these impacts.

The SWMP proposes three independent retarding basins/wetlands which are shown in Figure 7. The proposed ultimate basin design details are provided in Table 5-6 of the SWMP (refer to Figure 19).

Figure 19 - Proposed retarding basin design (ultimate) (refer to Table 5-6 of Appendix 12)

RB	Depth (m)	Area (m <sup>2</sup> )	Volume (m <sup>3</sup> )
Central	1.2	28,000	30,600
NE	1.0	2,800	2,100
East	1.0	1,900	1,300

A section of the site adjacent to Latrobe Road (including Phase A – Latrobe Road and part of Phase E) falls towards Latrobe Road and will require on-site treatment before discharging to the outfall drain on the east side of Latrobe Road. This area will be served by the 'east' and 'north-eastern' basins.

The east retarding basin will be constructed as part of the development of Phase A - Latrobe Road. The north-eastern retarding basin will be development as part of Phase E.

The central retarding basin will be undertaken in two stages and will require the development of a combined water quality treatment and retarding basin in the Toners Lane Reserve, which is Council owned land located outside the Development Plan area. The functional design for the entire central basin/wetlands will be required

## Morwell West Development Plan



for the first stage of development, however the construction of interim drainage solutions may be considered appropriate until such time as the Development Plan area is developed in its entirety.

Table 5-8 of the SWMP shows the basin details for the staged development of the central retarding basin (refer to Figure 20).

**Figure 20 - Proposed retarding basin design (staged) (refer to Table 5-8 of Appendix 12)**

RB	Depth (m)	Area (m <sup>2</sup> )	Volume (m <sup>3</sup> )
Central - staged	1.2	17,900	19,000
Central - ultimate	1.2	28,000	30,600

It will be a requirement for each phase of development, regardless of sequence, to cater for stormwater drainage outfall. This will require the provision of stormwater infrastructure to deal with water quality and retardation.

Each phase of development must also provide stormwater management infrastructure in accordance with the overall SWMP. It is envisaged that this will be undertaken as a condition of permit (refer to Tables 7, 8 and 9).

#### 14.4 Open Space

The Development Plan does not require the provision of any additional land for public open space due to the location and size of existing open space reserves are considered adequate.

The entire MWDP area is required to make an open space contribution equal to 5% of the site value on a stage by stage basis. This contribution must be made as cash in lieu, unless Council agrees to works in kind, and the funds are to be principally used for the general embellishment of the Toners Lane Reserve. Open space contributions are not to be used towards features and works associated with drainage infrastructure.

The Development Plan does, however, require basic landscaping of the existing open space reserves to be undertaken by the respective development proponents when they develop land directly abutting the reserves. This work is to include the construction of paths, BBQ, seating, shelters and general landscaping (as required).

#### 14.5 Roads and Intersections

The Development Plan area contains several 'paper roads' which will need to be constructed in addition to many new roads, some of which will be required to connect to the existing road network.

Given the distribution of the road network and current landholding pattern, it is considered appropriate that each development proponent is responsible for constructing the roads and intersections (roundabouts) nominated on their respective landholdings in accordance with the Development Plan. These roads and intersection treatments including the roundabouts must be constructed to an urban standard in accordance with Council's specifications.



Morwell West Development Plan



14.6 Application Requirements

Each application for subdivision must be accompanied by the following standard planning application requirements:

- Site analysis and design response in accordance with the requirements of Clause 56;
- An assessment (both in written and graphic form as appropriate) detailing compliance with the Development Plan. Where the layout deviates from the Development Plan a written justification must be provided which details that the proposal is generally in accordance with the MWDP;
- A layout plan detailing proposed staging and land budgets;
- A servicing proposal;
- A schedule of drainage to be undertaken; and
- Applicable site assessment reports, such as flora and fauna, cultural heritage, contamination and transport. Where existing reports are current, they can be submitted as part of the application.

The MWDP area comprises of 5 phases (refer to the Staging Plan included as Appendix 4) which have been grouped into three precincts that are broadly defined by current land ownership patterns, site features and the interfaces to surrounding roads. The defining features of each precinct are described in Tables 7, 8 and 9, as well as the specific requirements to be provided at the planning permit stage.

Table 7. Design Response at Permit Stage: Precinct 1

Precinct	Defining features	Design response required
1 Phase A – Toners Lane	<ul style="list-style-type: none"> <li>• Interface with existing large open drain along northern side of Toners Lane.</li> <li>• Interface to Toners Lane Reserve.</li> <li>• Interface with existing industry along eastern edge of site.</li> <li>• Linking new road and paper road into existing Mary Street and Madden Street.</li> <li>• Alignment of paper road along Toners Lane Reserve and the northern access point onto Toners Lane.</li> <li>• Main southern access point to the Development Plan area.</li> <li>• Stage 1 of the central basin (unless other areas commence first).</li> </ul>	<ul style="list-style-type: none"> <li>• Rationalised driveway locations to allow for access to houses fronting Toners Lane.</li> <li>• Direct frontage of housing to Toners Lane Reserve.</li> <li>• Interface treatment with the existing industrial area to include retention of existing vegetation between Princes Highway and Mary Street, with deeper lots abutting the IN3Z land.</li> <li>• Introduce a landscape buffer (or possible fencing) adjacent to deeper lots abutting the industrial area.</li> <li>• Tapering of new roads so that they merge into existing Mary Street and Madden Street.</li> <li>• Creating an attractive boulevard entry treatment as the main access point off Toners Lane.</li> <li>• Detailed drainage design and construction of the retarding basin and wetlands is required in accordance with the overall SWMP.</li> <li>• Earth mounding adjacent to the Archery Club (southern side).</li> <li>• A Construction Management Plan is to be prepared in relation to Dwarf Galaxias for any phase of the development which involves works within the proposed stormwater wetlands.</li> <li>• Design Guidelines are to be developed for allotments which have an interface with industrial land uses and/or areas of open space.</li> </ul>

## Morwell West Development Plan



Table 8. Design Response at Permit Stage: Precinct 2

Precinct	Defining features	Design response required
2 Phase B	<ul style="list-style-type: none"> <li>Interface to Toner's Lane Reserve.</li> <li>Interface with existing industrial areas.</li> <li>Existing capacity issues on Godridge Road.</li> <li>Extension of Catherine Street.</li> <li>Extension of paper road into Madden Street.</li> <li>Stage 2 of the central basin works (unless other areas commence first).</li> </ul>	<ul style="list-style-type: none"> <li>Active frontage to Toner's Lane Reserve.</li> <li>Extend Godridge Road into Development Plan area and address existing capacity issues.</li> <li>Upgrade Godridge Road if/as required.</li> <li>A noise attenuation study is required for the land located in close proximity to the Lend Lease depot to determine the appropriate interface treatment/s.</li> <li>Landscape the area directly south of Godridge Road to provide an attractive buffer.</li> <li>Detailed drainage design and construction of the retarding basin and wetlands is required in accordance with the overall SWMP.</li> <li>Earth mounding adjacent to the Archery Club (eastern side only).</li> <li>A Construction Management Plan is to be prepared in relation to Dwarf Galaxias for any phase of the development which involves works within the proposed stormwater wetlands.</li> <li>Design Guidelines are to be developed for allotments which have an interface with industrial land uses and/or areas of open space.</li> <li>Verification of the noise assessment for land adjacent to lend lease depot is required and mitigation measures are to be employed accordingly.</li> </ul>

Table 9. Design Response at Permit Stage: Precinct 3

Precinct	Defining features	Design response required
3 Phases A (Latrobe Road), C, D & E	<ul style="list-style-type: none"> <li>Interface with existing residential areas.</li> <li>Interface with existing industrial area.</li> <li>Access points onto Latrobe Road.</li> <li>Interface to service easements along southern boundary.</li> <li>Interface with existing open space reserves.</li> <li>Interface with existing dwellings.</li> <li>Interface with existing mine located to the north of Phase E.</li> <li>Main northern access point to DP area.</li> <li>Sewerage access to Phase E will connect through Phase A or C and D to the existing trunk main which traverses the site.</li> <li>Phase A – Latrobe Road will be responsible for the design and construction of eastern retarding basin.</li> <li>The western portion of Phase E and Phases D and C will drain to the central retarding basin. These areas will be responsible for the design and construction of appropriate drainage infrastructure (unless it already exists). The eastern portion of Phase E falls to Latrobe Road and the north-eastern retarding basin and will be the responsibility of the developer of Phase E.</li> </ul>	<ul style="list-style-type: none"> <li>Active frontage to open space reserves.</li> <li>Upgrades to existing open space reserves.</li> <li>Detailed design for access points onto Latrobe Road to ensure that they provide safe, convenient and efficient access to the estate.</li> <li>Interface with Latrobe Road in the south-eastern corner to comprise 3m high barrier, landscaping and single storey restriction.</li> <li>Appropriate interface treatment along the northern boundary of Phase E, having regard to the existing mine and buffer requirements.</li> <li>Existing dwellings to be retained through careful alignment of local road connections.</li> <li>Create boulevard entry treatment for main access point.</li> <li>Rationalised access to lots fronting Latrobe Road.</li> <li>Detailed drainage design and construction of the retarding basin and wetlands is required in accordance with the overall SWMP.</li> <li>Landscaping of constructed wetlands.</li> <li>A Construction Management Plan is to be prepared in relation to Dwarf Galaxias for any phase of the development which involves works within the proposed stormwater wetlands.</li> <li>Design Guidelines are to be developed for allotments which have an interface with industrial land uses and/or areas of open space.</li> </ul>

Morwell West Development Plan



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Morwell West Development Plan



## Appendix 1 - Certificates of Title

Morwell West Development Plan



## Appendix 2 - Site Analysis Plan

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP1 V2



Morwell West Development Plan



## Appendix 3 - Development Plan

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP2 V7

Morwell West Development Plan



## Appendix 4 - Staging Plan

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP3 V4

Morwell West Development Plan



## Appendix 5 - Mobility Plan

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP4 V4

Morwell West Development Plan



## Appendix 6 - Cross Sections

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP5 V4 (2 Sheets)

Morwell West Development Plan



## Appendix 7 - Landscape Concept

As prepared by Millar Merrigan in consultation with NBA Group Pty Ltd

Reference: 15610 DP6 V4



Morwell West Development Plan



## Appendix 8 - Traffic Engineering Assessment

As prepared by Salt<sup>3</sup> July 2015

Morwell West Development Plan



## Appendix 9 - Ecological Features and Constraints Assessment

As prepared by Paul Kelly and Associates 3 November 2014 (V3)

Morwell West Development Plan



## Appendix 10 - Infrastructure Services Report

As prepared by Millar Merrigan October 2014 (V2)

Morwell West Development Plan



## Appendix 11 - Rain-on-Grid Modelling Report

As prepared by Water Technology 6 February 2013

Morwell West Development Plan



## Appendix 12 - Surface Water Management Strategy

As prepared by Water Technology 18 September 2014



Morwell West Development Plan



## Appendix 13 - Noise Assessment

As prepared by Marshall Day Acoustics 12 September 2014

Morwell West Development Plan



**Document End**

**Notes**

**1. Site & Surrounds**

The subject site is located on the western edge of the Morwell Township, approximately 750m away from the town centre. There are numerous land holdings contained within the development site area and the total site area is approximately 43 hectares. The land is irregular in shape and can be logically divided into three groups, land adjacent to Toners Lane (southern), land adjacent to Lairobe Road (eastern) and land in between (middle) which is Council owned. There is existing suburban residential and industrial development located to the west and south. The Toners Lane Reserve abuts a large proportion of the northern and western boundaries of the site and offers space for several user groups, including a pony club, archery club, dog obedience and basketball centre. To the north is farmland and to the south is the Princes Freeway. The Morwell River and wetlands are located approximately 1.5km west. Future residential development is planned to the east side of Lairobe Road through the Morwell North West Development Plan. The site that includes an existing motor site and golf driving range, as well as a number of dwellings. The land has a long history of agriculture and current land uses are grazing and cropping. There are various easements dissecting the land. Topographically the site is relatively flat with a centrally located north-south oriented depression.

**2. Planning Context:**

The subject lands zoned Residential 1 Zone and covered by the Development Plan Overlay - Schedule 5. There are no other overlays. The Morwell Structure Plan identifies the site as 'future residential development'. The land is within a Bushfire Prone Area under the Building Regulations.

**3. Aboriginal Cultural Heritage:**

A review of online mapping indicates that the subject site is not considered to be culturally sensitive.

**4. Flora & Fauna:**

Paul Kelly & Associates have undertaken an Ecological Features & Constraints assessment for the site. It found no remnant patches of native vegetation or scattered indigenous trees other than within the middle portion of the site (owned by Council). The majority of vegetation consists of established pasture and plantations. Several native non-indigenous Southern Mangrovy / Eucalyptus polytrichoides were recorded in the northern portion of the site. These trees are likely to have been planted and do not qualify as scattered trees. The vegetation quality of the middle portion of the site is highly variable. Two remnant patches have been recorded and two large scattered trees (narrow-leaved Peppermint *Eucalyptus melanoxylon*) were recorded. Several Eucalyptus (Araucaria melanoxylon) trees were also recorded however these trees are not quality plants and do not qualify as scattered trees. There is also a patch of (downy) velvet grass. No Blackback Gum *Eucalyptus oleocalyx* and Yarra Gum *Eucalyptus yarrensis* were located. The only area of the site considered to have minor potential for use by threatened species of fauna is the middle portion however it is not considered to contain critical habitat for Growing Grass-Frog or Dwarf Galaxias.

**5. Drainage:**

This site has designated easements on site however there are various open drainage channels. An existing drainage reserve is located within the eastern portion of the site. The surrounding land generally drains to the centre of the site, which discharges into the Toners Lane Reserve area via an existing culvert drain, Catherine Street table drain. A large open drain also runs along Toners Lane adjacent to the site.

**4. Opportunities:**

- To take advantage of undeveloped residentially zoned land in accordance with the Morwell Structure Plan.
- To add in the provision of affordable housing.
- To take advantage of existing infrastructure.
- To provide a quality development that responds to the site and surrounds.
- To provide an integrated wetland that provides flood storage and water quality management functions.
- To utilise Toners Lane Reserve for open space activities.
- To create vehicular and pedestrian connections to adjoining areas.
- To take advantage of the generous abutts to the primary road network that the land offers.

**6. Constraints:**

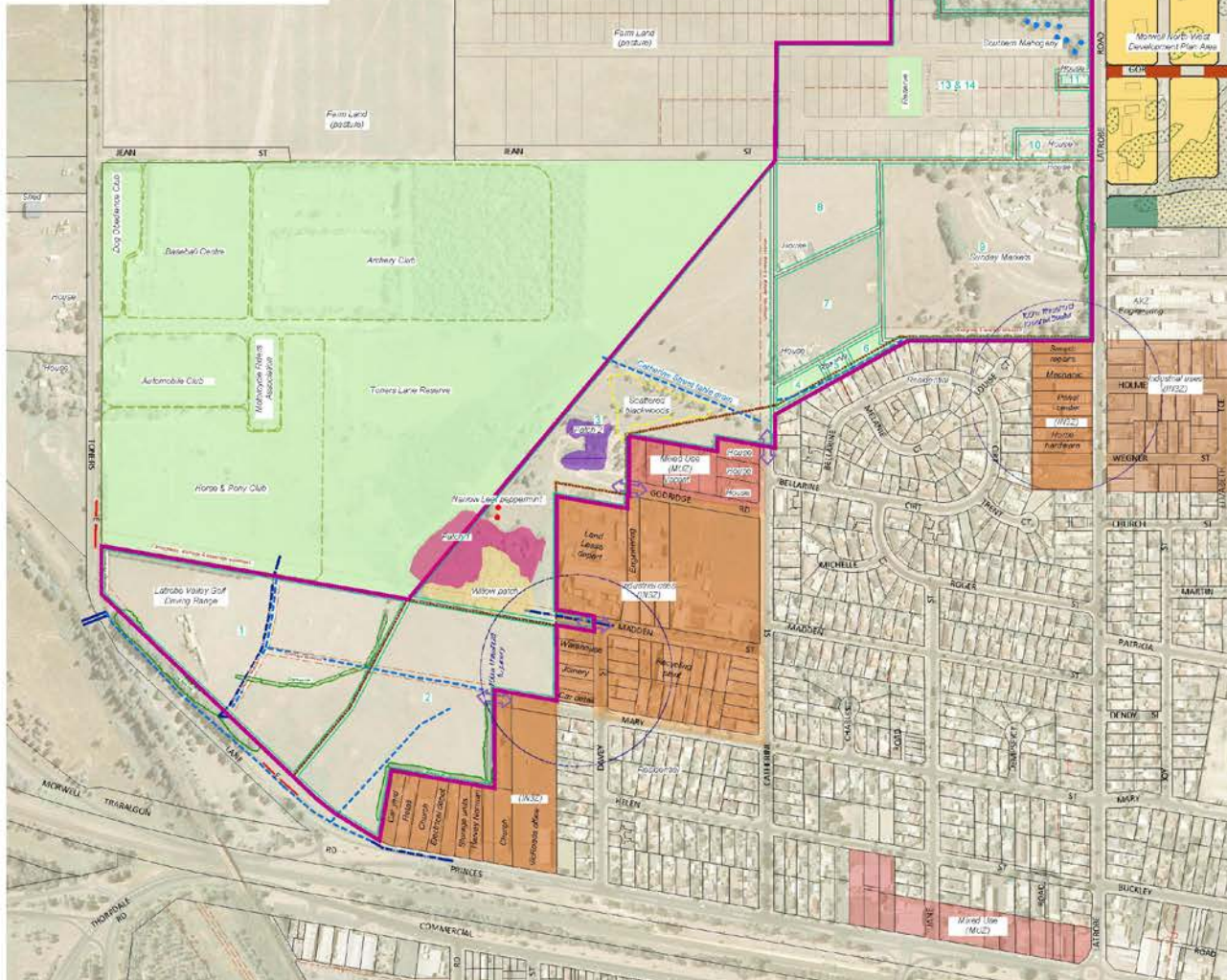
- Industrial interfaces.
- Existing titles for conventional sized residential lots and associated local roads at northern section of the site (some of which extend outside DPO area).
- The various existing easements dissecting the land.
- The large open drainage culvert cutting the site along Toners Lane.

**Legend**

- Site boundary - DPO area
- Reserve
- Easement
- Potential future road connection
- Drainage pipe
- Open culvert drain
- Sewer infrastructure
- Overhead electricity
- Titles & roads (un-constructed)
- Ownership no. (perfects/DP report)

**FOR DISCUSSION**

This site analysis plan is for discussion purposes only and is not intended to be used for any other purpose. The planning, engineering and other requirements are subject to change without notice. Consultation with the Council is required for any changes to this plan.



**SITE ANALYSIS PLAN**

Morwell West Development Plan  
Toners Lane & Lairobe Road, Morwell  
Lairdbe City Council

**NBAgroup**  
M | M

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October 2014

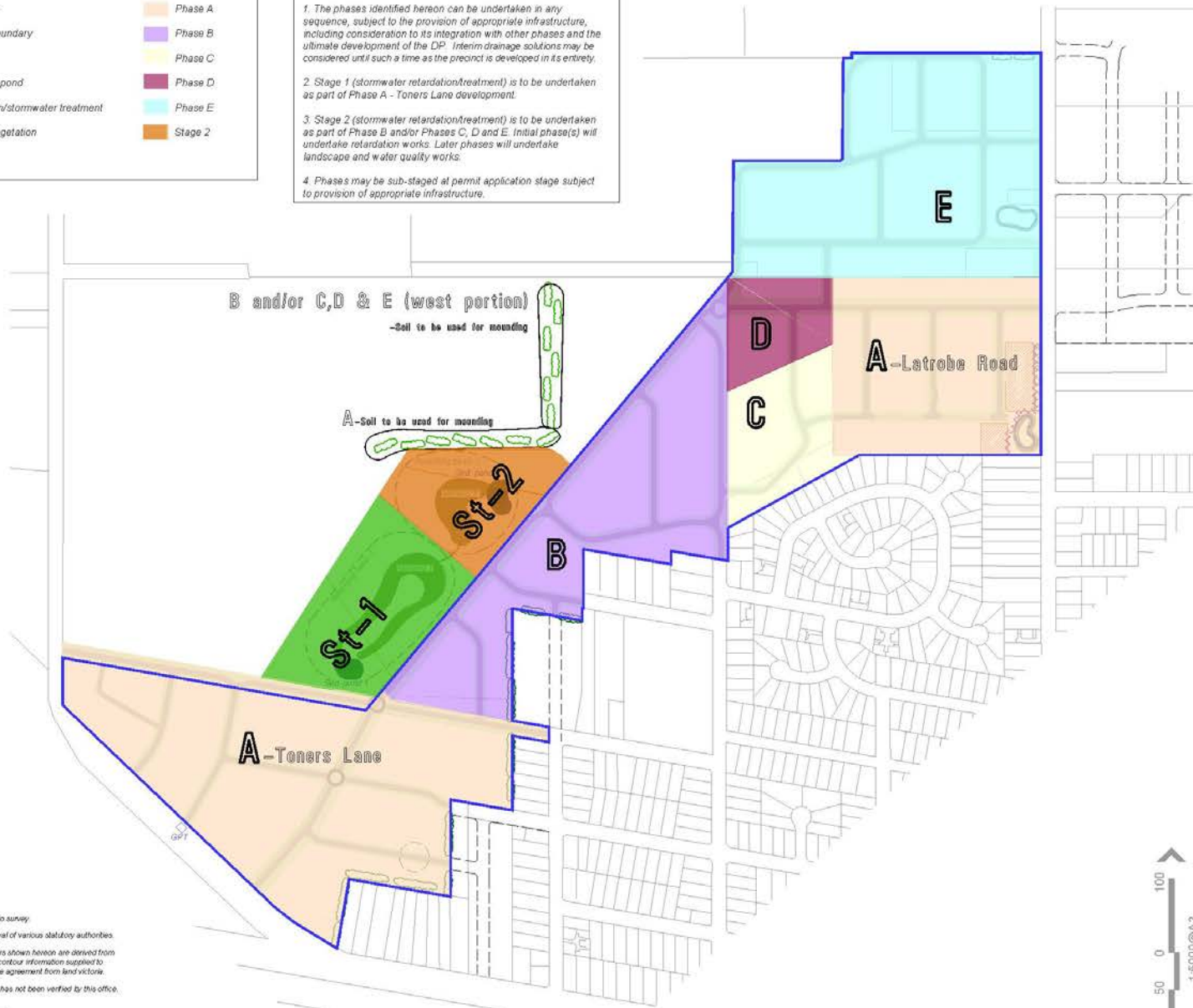




Legend	
	Extent of DPO
	Existing title boundary
	Wetland
	Sedimentation pond
	Retarding basin/stormwater treatment
	Mounding & vegetation
	Stage 1
	Phase A
	Phase B
	Phase C
	Phase D
	Phase E
	Stage 2

**Notes**

- The phases identified hereon can be undertaken in any sequence, subject to the provision of appropriate infrastructure, including consideration to its integration with other phases and the ultimate development of the DP. Interim drainage solutions may be considered until such a time as the precinct is developed in its entirety.
- Stage 1 (stormwater retardation/treatment) is to be undertaken as part of Phase A - Toners Lane development.
- Stage 2 (stormwater retardation/treatment) is to be undertaken as part of Phase B and/or Phases C, D and E. Initial phase(s) will undertake retardation works. Later phases will undertake landscape and water quality works.
- Phases may be sub-staged at permit application stage subject to provision of appropriate infrastructure.



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## STAGING PLAN

Morwell West Development Plan Area  
 Toners Lane & Latrobe Road, Morwell West  
 Latrobe City Council

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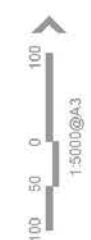
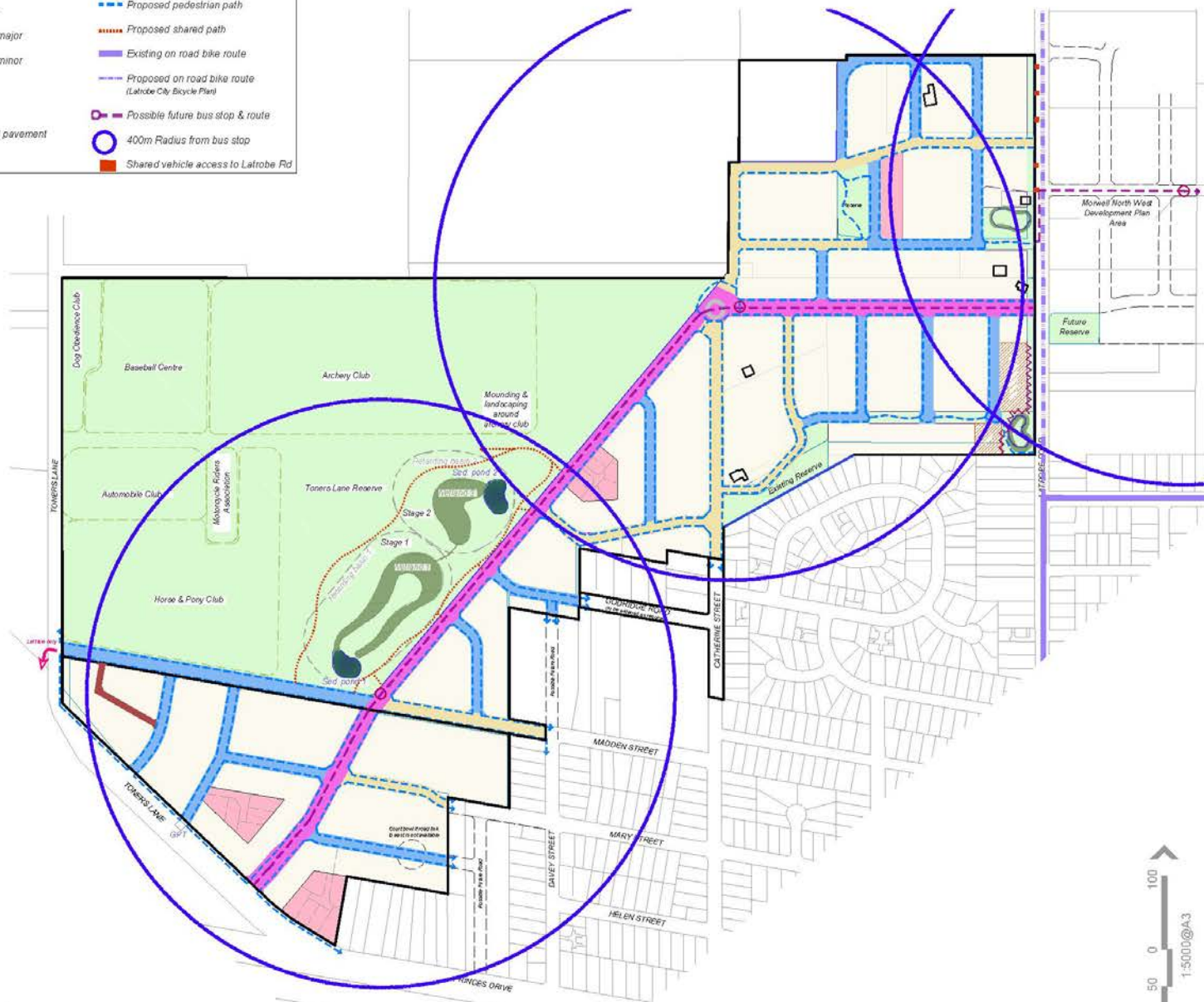
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- Legend**
- Extent of DPO
  - Access street major
  - Access street minor
  - Access place
  - Access lane
  - Narrowed road pavement
  - Roundabout
  - Proposed pedestrian path
  - Proposed shared path
  - Existing on road bike route
  - Proposed on road bike route (Latrobe City Bicycle Plan)
  - Possible future bus stop & route
  - 400m Radius from bus stop
  - Shared vehicle access to Latrobe Rd



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**MOBILITY PLAN**

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Toner Lane & Latrobe Road, Morwell West  
Latrobe City Council

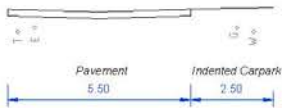
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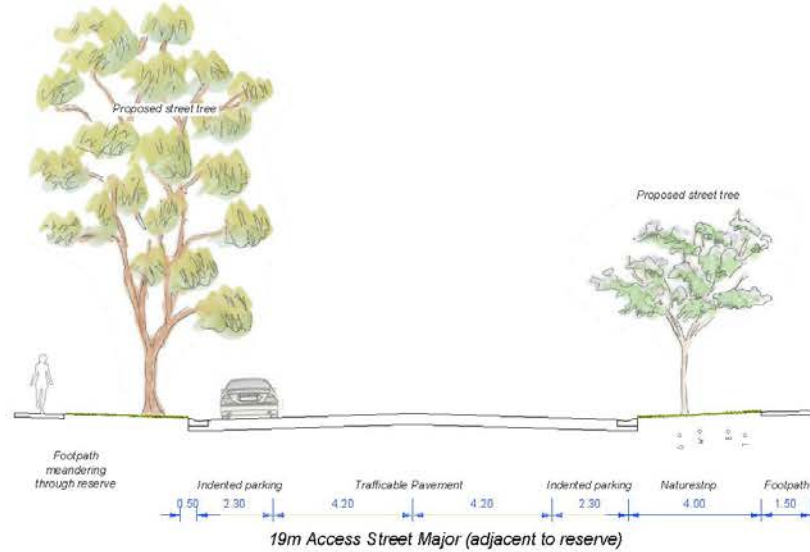
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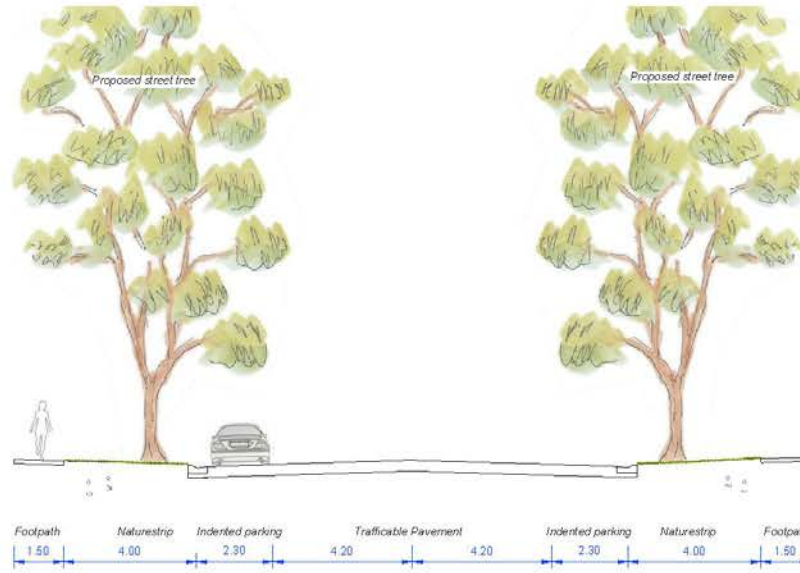
- Legend**
- █ Access Street Major  
24m Access street major
  - █ 19m Access street major (adjacent to reserve)
  - █ Access Street Minor  
16m Access street minor
  - █ 18m Access street minor (existing road reserve)
  - █ 13m Access street minor (adjacent reserve)
  - █ Access Place  
18m Access place (existing road reserve)
  - █ 16m Access place
  - █ Other  
Narrowed road pavement in 16m wide road reserve
  - █ 8m Access lane



8m Access Lane



19m Access Street Major (adjacent to reserve)



24m Wide Access Street Major



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Morwell West Development Plan Area  
Toners Lane & Latrobe Road, Morwell West  
Latrobe City Council

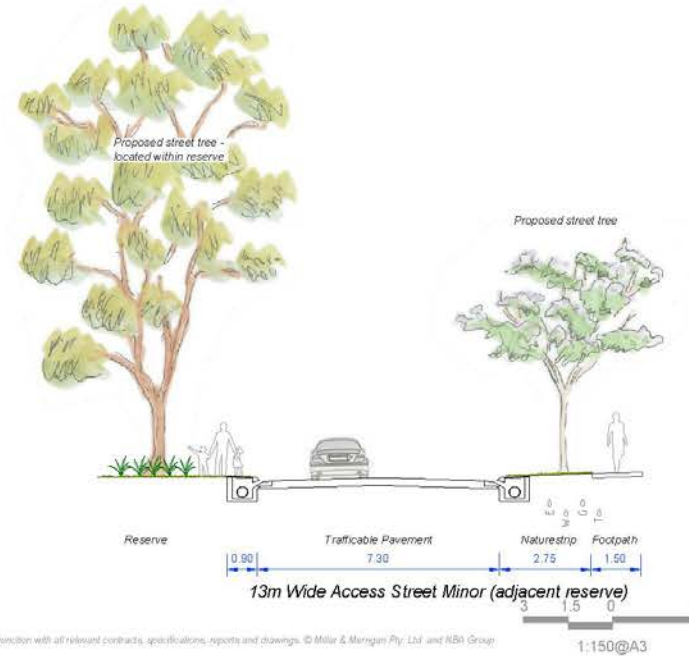
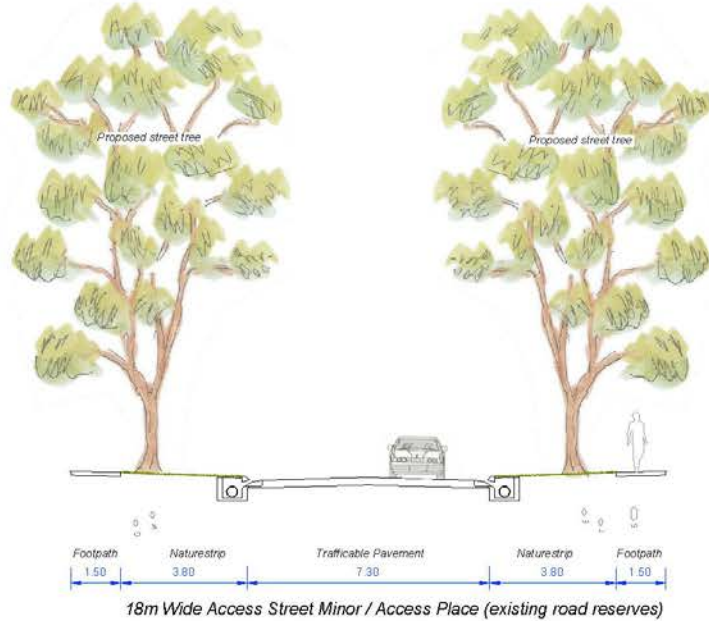
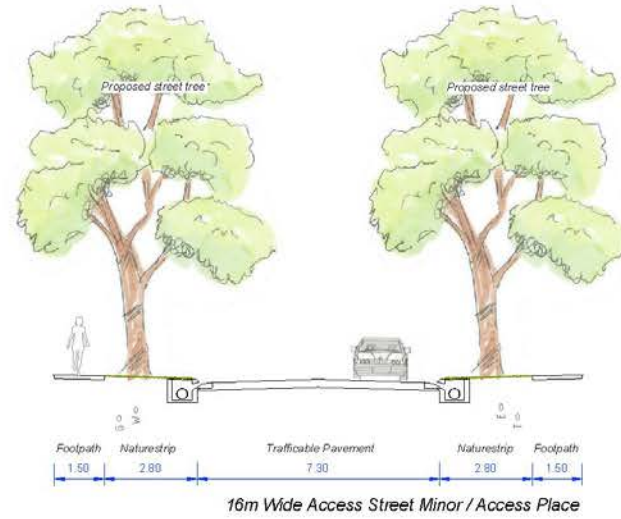
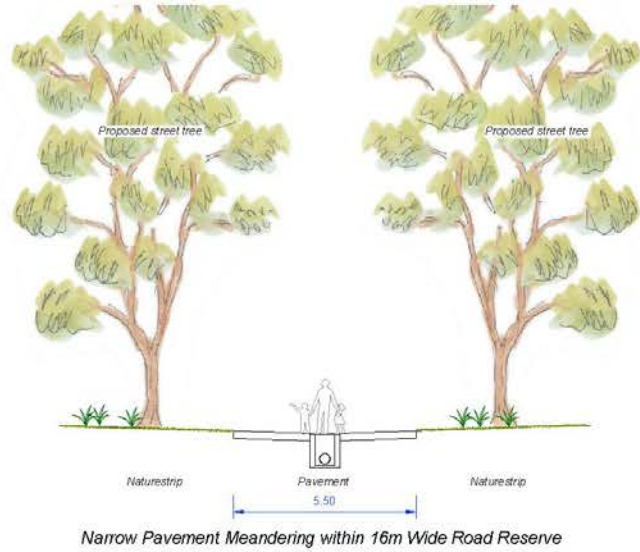
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**ROAD CROSS SECTIONS**

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 Toners Lane & Lairobe Road, Morwell West  
 Latrobe City Council

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**Indicative Plant Palette - Reserves**

Botanical Name	Common Name
<b>TREES</b>	
<i>Acacia implexa</i>	Lightwood
<i>Acacia melanoxylon</i>	Blackwood
<i>Acacia stricta</i>	Hop wattle
<i>Allocasuarina littoralis</i>	Black sheoak
<i>Eucalyptus fulgens</i>	Green scribbarbark
<i>Eucalyptus obliqua</i>	Messmate stringybark
<i>Eucalyptus ovata</i>	Swamp gum
<i>Eucalyptus radiata</i>	Narrow-leaved peppermint
<b>SHRUBS</b>	
<i>Cassinia aculeata</i>	Common Cassinia
<i>Cassinia longifolia</i>	Shiny Cassinia
<i>Eparcia impressa</i>	Common Heath
<i>Leptospermum continentale</i>	Prickly Tea-tree
<i>Melaleuca ericifolia</i>	Swamp Paperbark
<i>Melaleuca parviflora</i>	Rough-barked honey-myrtle
<i>Olearia frata</i>	Snow Daisy-bush
<i>Olearia phillopappus</i>	Dusty Daisy-bush
<i>Pimelea humilis</i>	Common Rice-flower
<b>GROUND COVERS &amp; TUFTING PLANTS</b>	
<i>Dianella amoena</i>	Matted flax-lily
<i>Dianella caerulea</i>	Blue flax-lily
<i>Lepidosperma laterale</i>	Variabile sward-edge
<i>Lomandra filiformis</i>	Wattle mat-rush
<i>Lomandra longifolia</i>	Spiny-headed mat-rush
<i>Poa labillardierei</i>	Common tussock-grass
<i>Themeda triandra</i>	Kangaroo grass

**Indicative Plant Palette - Wetlands & Swales**

Botanical Name	Common Name
<b>TREES</b>	
<i>Eucalyptus camaldulensis</i>	River red gum
<i>Eucalyptus ovata</i>	Swamp gum
<i>Eucalyptus strzeleckii</i>	Strzeleckii gum
<i>Eucalyptus viminalis</i>	Manna gum
<i>Melaleuca ericifolia</i>	Swamp paperbark
<b>SHRUBS</b>	
<i>Cassinia aculeata</i>	Common Cassinia
<i>Cassinia longifolia</i>	Shiny Cassinia
<i>Coprosma quadrifida</i>	Prickly currant-bush
<i>Eparcia impressa</i>	Common Heath
<i>Goodenia ovata</i>	Hop goodenia
<i>Leptospermum continentale</i>	Prickly Tea-tree
<i>Leptospermum lanigerum</i>	Wooley tea-tree
<i>Melaleuca ericifolia</i>	Swamp Paperbark
<i>Melaleuca parviflora</i>	Rough-barked honey-myrtle
<i>Olearia frata</i>	Snow Daisy-bush
<i>Olearia phillopappus</i>	Dusty Daisy-bush
<i>Pimelea humilis</i>	Common Rice-flower
<b>GROUND COVERS &amp; TUFTING PLANTS</b>	
<i>Baumea subglauca</i> s.l.	Soft twig-rush
<i>Crassula helmsii</i>	Swamp crassula
<i>Dianella amoena</i>	Matted flax-lily
<i>Dianella caerulea</i>	Blue flax-lily
<i>Eriochloa acuta</i>	Common spike-sedge
<i>Hydrocotyle pterocarpa</i>	Wing pennywort
<i>Juncus greiffii</i>	Green rush
<i>Juncus procerus</i>	Tall rush
<i>Lobelia anceps</i>	Angled lobelia
<i>Lomandra filiformis</i>	Wattle mat-rush
<i>Lomandra longifolia</i>	Spiny-headed mat-rush
<i>Lycopodium australe</i>	Australian gipsywort
<i>Lythrum salicaria</i>	Purple loosestrife
<i>Perovskia praetermissa</i>	Spotted knotweed
<i>Poa labillardierei</i>	Common tussock-grass
<i>Stellaria angustifolia</i>	Swamp starwort
<i>Tagibchin procerum</i> s.l.	Water ribbons

**Indicative Plant Palette - Street Trees**

Botanical Name	Common Name
<i>Acer rubrum</i> 'Bowenii'	Maple cultivar
<i>Angophora costata</i>	Smooth barked apple
<i>Callistemon 'Kings Park Special'</i>	Bottlebrush cultivar
<i>Corymbia maculata</i>	Spotted gum
<i>Eucalyptus consideniana</i>	Yerthuk
<i>Eucalyptus obliqua</i>	Messmate stringybark
<i>Eucalyptus polyanthemus</i>	Red box
<i>Eucalyptus radiata</i>	Narrow-leaf peppermint
<i>Fraxinus pennsylvanica</i> 'Cimmaron'	Cimmaron
<i>Lagerstroemia indica</i>	Crepe myrtle cultivar
<i>Melia azedarach</i>	White cedar (low fruting var.)
<i>Tristaniopsis laurina</i>	Kanooka



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**LANDSCAPE MASTER PLAN**

Morwell West Development Plan Area  
Toners Lane & Lairobe Road, Morwell West  
Lairobe City Council

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# MORWELL WEST DEVELOPMENT PLAN

## TRAFFIC ENGINEERING REPORT





**Morwell West Development Plan**

Client: NBA Group Pty Ltd

Report Reference: 13022

File Path: Y:\2013\13022 Morwell West Development Plan\Reports\13022REP04D01.docx

Friday, July 31, 2015

**Document Control**

Version	Prepared By	Position	Date	Reviewed By	Position	Date
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RFP04F01	Matthew Keen	Engineer	30/07/2015	James Brownlie	Director	31/07/2015

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TRAFFIC ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS



## EXECUTIVE SUMMARY

The site is predominantly undeveloped farming land, with the northern portion of the site used for a Sunday Market. Access to the subject site is provided via a number of local residential streets including Latrobe Road, Catherine Street, Davey Street, Toners Lane, Godridge Road, Mary Street and Princes Drive.

It is proposed to develop the site as a residential subdivision consisting of a total of approximately 460 lots including standard residential lots and medium density lots.

This report updates the previously prepared traffic assessment report and seeks to address comments received from VicRoads and Council

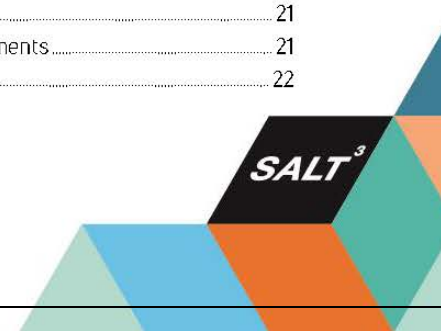
The proposed development is anticipated to yield approximately 460 lots including standard residential lots and medium density lots. Access to the proposed subdivision will be provided via 2 access points onto Latrobe Road, 4 access points onto Toners Lane and 5 existing "No through roads" will be extended to provide a safe and convenient road network.

All roads within the subdivision are anticipated to carry below 1,000 vehicle movements per day. The proposed road reserves and pavement widths meet the requirements of Table C1 Design of Roads and Neighbourhood Streets of Clause 56 and Access and Mobility Management requirements of Clause 56.06 of the of the Latrobe Planning Scheme.



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## 1 INTRODUCTION

SALT, previously Sustainable Transport Surveys, was retained by the NBA Group to undertake an assessment of the traffic impacts associated with the development of the Morwell West Development Plan.

A traffic impact assessment was prepared dated 1 November 2013 as part of the development plan process.

VicRoads correspondence dated March 2014 indicates that that they are generally comfortable with the overall concept of the Morwell Development Plan subject to the integration of access points onto Latrobe Street.

A meeting was held on Tuesday 28 July 2015 to discuss various intersection design treatments onto Latrobe Street including a roundabout and modifies access points.

Following this meeting correspondence received from Latrobe City Council indicates states:

*We've been looking into the Gordon St realignment today and, as we said, it's possible to do but there are some implications we'll have to work through before we could sign off on it for Morwell West and we don't know how long this might take.*

*The suggestion of closing off the southern road in MNW next to the reserve is a simple but very effective change and gives us some more flexibility. With that road closed off, there is no need for a roundabout at that location – therefore it opens back up the option of having the main boulevard in this location.*

*Then the northern road can remain a secondary access being offset to the north of Gordon St, meaning Gordon Street doesn't have to be realigned. I've spoken with VicRoads about it and, subject to a concept plan confirming it, they are supportive of this option and believes it could work.*

This report updates the previously prepared traffic assessment reports and is based on amended development plans. The amended plans have been prepared to address various feedback from VicRoads and Council.

A copy of the amended development plan 15610 DP2\_Version 7 is shown in APPENDIX 1.

In addition a review of the staging of the development has been considered to ensure that the future staging of the development can occur without adverse impacts on the adjacent road network.

In the course of preparing this assessment, the subject site and its environs have been inspected, meeting held with representatives from VicRoads and Council, existing traffic volume data sourced from VicRoads and Latrobe City Council and amended development plans of the Morwell West Residential Development reviewed and analysed.

## 2 BACKGROUND

### 2.1 LOCATION AND EXISTING CONDITIONS

The subject site is an irregular parcel of land located on the western edge of the township of Morwell with excellent access to the Princes Highway and Strzelecki Highway, generally as shown in Figure 1. Morwell is a regional township with a population of approximately 14,000, located some 150 km east of Melbourne within the Latrobe Valley.

The subject site is predominantly undeveloped farming land, with the northern portion of the site used for a Sunday Market. Access to the subject site is provided via a number of local residential streets including, Latrobe Road, Catherine Street, Davey Street, Toners Lane, Godridge Road, Mary Street and Princes Drive.

Land uses in the vicinity of the site are predominantly a mix of residential and industry uses to the east of the site with recreational uses including Baseball, Archery, Horse/Pony club and Historic Automobile clubs located to the west within the Toners Lane Reserve.

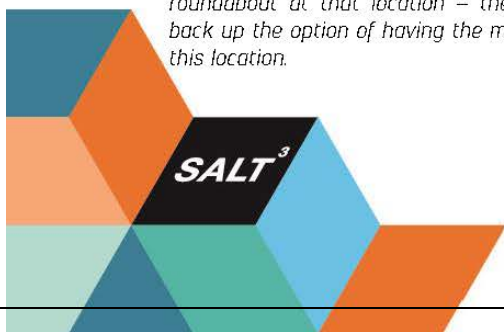


Figure 1 Locality Plan



## 2.2 ROAD NETWORK

### 2.2.1 Latrobe Road

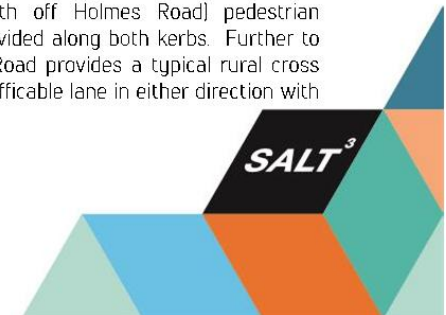
Latrobe Road also known as the Yallourn North – Morwell Road is a Road Zone Category 1 managed and maintained by VicRoads. Latrobe Road provides an important link between Morwell and Yallourn North (via Brown Coalmine Road) and Tyers.

Along the frontage of the subject site Latrobe Road has an approximate carriageway width of 11.0 metres, providing one trafficable lane in each direction set within a road reserve of approximately 20.3 metres, generally as shown in Figure 2.

Figure 2 Latrobe Road Facing North Towards the Subject Site



A kerb and channel is provided along both sides of Latrobe Road within the vicinity of the site, while further to the south (south off Holmes Road) pedestrian footpath is also provided along both kerbs. Further to the north Latrobe Road provides a typical rural cross section with one trafficable lane in either direction with gravel shoulders.





Unrestricted parallel parking is generally provided along the length of Latrobe Road and an on-road bicycle lane is provided adjacent both kerbs south of Holmes Road.

Within the vicinity of the subject site a 60km/h speed limit applies to approximately the southern half of the sites frontage increasing to 80km/h along the northern sections of the sites frontage. Further to the north the speed limit along Latrobe Road increases to 100km/h.

### 2.2.2 Catherine Street

Catherine Street is defined at Clause 56 as a collector road providing access from Princes Drive in the south through to the subject site in the north.

In the vicinity of the subject site Catherine Street has a pavement width of approximately 8.8 metres which provides one trafficable lane in each direction, within a 20.0m wide road reserve, as shown in Figure 3.

A footpath is provided along the eastern side of Catherine Street between the subject site and Madden Street and along both sides of Catherine Street south of Madden Street and a 50km/h residential speed limit applies.

A review of the Latrobe Planning Scheme describes Catherine Street (with a pavement width of 8.8m within a 20 metre wide road reserve) as a Collector Street – Level 1. A Collector Street – Level 1 is a street that carries higher volumes of traffic (typically 3,000 vehicles per day [VPD] and connects Access Places and Access Streets through and between neighbourhoods.

Footpaths are typically provided along both sides of the street with a 50km/h default residential speed.

Figure 3 Catherine Street Facing North from Adjacent Bellarine Circuit



### 2.2.3 Davey Street

Davey Street is functioning as a local street which provides access from Princes Drive in the south through to Madden Street in the north.

Within the general vicinity of the subject site Davey Street has a 9.3 metre wide pavement which provides one trafficable lane in either direction within a 20.0 metre wide road reserve, as shown in Figure 4.

Unrestricted parallel parking and a footpath is provided adjacent each kerb and a 50km/h speed limit applies.

Given the wide roadway width and the 20 metre wide road reserve, Latrobe Planning Scheme defines Davey Street as a Collector Street – Level 1 which is designed to carry 3,000 vpd and provide access between Access Places and Access Streets through and between neighbourhoods.

Figure 4 Davey Street Facing North Towards the Subject Site and Helen Street



### 2.2.4 Godridge Road

Godridge Road is a local "No Through Road" which provides access from Catherine Street in the east through to the subject site.

In the vicinity of the subject site Godridge Road provides one trafficable lane in either direction with a spoon drain provided along either side. Given the absence of parking restriction signs, unrestricted parallel parking is permitted along both sides. No footpath is provided along either side of Godridge Road and a 50km/h residential speed limit applies.

Godridge Road has a pavement width of approximately 4.0 metres set within an approximately 20.2 metre wide road reserve, which primarily services industrial uses at this time.

A review of the Latrobe Planning Scheme indicates that the minimum road width is typically 5.5 metres set within a 13.0 metres wide road reserve. Allowing for the road width to be increased to 5.5 metres, Godridge Road would be classified as an Access Place. An Access Place



is a minor street (300 – 1,000vpd) which typically provides residential access with shared traffic, pedestrian and recreational use but with pedestrian priority.

The intersection of Godridge Road and Catherine Street is shown in Figure 5.

**Figure 5 Godridge Road Facing East Towards Catherine Street**



**2.25 Madden Street**

Madden Street is currently operating as a local street which provides one trafficable lane in either direction, with no footpath and with kerb and channel provided adjacent both sides, generally as shown in Figure 6.

Currently Madden Street provides access from Catherine Street in the east through to Davey Street, before continuing on to the subject site.

Adjacent Davey Street, Madden Street has a 7.4 metre wide roadway centrally located within a 20.4 metre wide road reserve.

Accordingly Madden Street is defined as a Collector Street – Level 1 within the Latrobe Planning Scheme, which is designed to carry 3,000 vpd and provide

access between Access Places and Access Streets through and between neighbourhoods.

**Figure 6 Madden Street Facing West Towards the Subject Site**



**2.26 Mary Street**

Mary Street is defined as a collector road providing access from Latrobe Road in the east through to the subject site.

In the vicinity of the subject site Mary Street provides one trafficable lane in each direction within an 8.5 metre wide roadway. Kerb and channel is provided along the southern side while an unmade shoulder is provided along the northern side of Mary Street, as shown in Figure 7.

Unrestricted parking is provided along both sides of Mary Street within the vicinity of the subject site and no footpath is provided west of Davey Street. East of Davey Street footpath is provided along both sides.

A 50km/h residential speed limit applies within the vicinity of the subject site.

Given the 19.6 metre wide road reserve associated with Mary Street, the Latrobe Planning Scheme defines

Mary Street as a Collector Street – Level 1 which typically carries higher volumes of traffic (typically 3,000 vehicles per day (VPD) and connects Access Places and Access Streets through and between neighbourhoods.

**Figure 7 Mary Street Facing East Towards Davey Street**



**2.27 Toners Lane**

Toners Lane is a "No Through Road" with a typical rural cross section which provides one trafficable lane in each direction with unsealed shoulders along both sides, as shown in Figure 8.

Within the vicinity of the subject site Toners Lane has a road width of approximately 6.6 metres at the southern end reducing in width to approximately 5.8 metres to the north set within a wide road reserve.

Fully directional access is provided from Princes Drive in the south however given the proximity of the Princes Highway, access is restricted to left out only.

A review of the Latrobe Planning Scheme describes Toners Lane as an Access Street – Level 1.





An Access Street – Level 1 is a street providing local residential access where traffic is subservient, speed and volumes are low (1,000 – 2,000 vpd) and pedestrian and bicycle movements are facilitated.

Figure 8 Toners Lane Facing North Adjacent the Subject Site



## 2.3 SUSTAINABLE TRANSPORT

### 2.3.1 Bus

Buses generally act as feeders to railway stations, provide access to key destinations such as major shopping centres and provide cross-suburban travel. School bus services also operate across Morwell, but they only run on school days and most services do not carry the general public.

The site has minimal access to the existing bus network with a number of bus services provided from the Morwell Station or Princes Drive to the southeast of the development site.

Table 1 Available Public Transport Services

Route No.	Nearest Stop	Key Stops	Route
01	Commercial Road	Moe; Gipps TAFE Yallourn Campus, Mid Valley S.C., Latrobe Regional Hospital, St Michael's Primary School, Traralgon Plaza	Moe – Traralgon via Morwell
02	Morwell Station (Commercial Road)	Morwell, Mid Valley S.C., Monash University, Glen Donald Park, Churchill S.C.	<b>Morwell – Churchill via Monash University</b>
20	Morwell Station (Commercial Road)	Morwell Bus Terminus, Morwell Senior Citizens Centre	Morwell – Morwell South
21	Princes Drive, Latrobe Road,	Mid Valley S.C., Beattie Cr, Maude St, Morwell	Morwell to Mid Valley Shopping Centre via Crinigan Road
22	Morwell Station (Commercial Road)	Mid Valley S.C., Glenrowan St, Robert Street Reserve, Morwell	Morwell to Midvalley Shopping Centre

The bus services operating within the vicinity of the site are illustrated in Table 1 and a map illustrating the bus routes are shown in Figure 9.

### 2.3.2 Train

Morwell Railway Station is located approximately 12km from the subject site via Latrobe Road and Princes Drive.

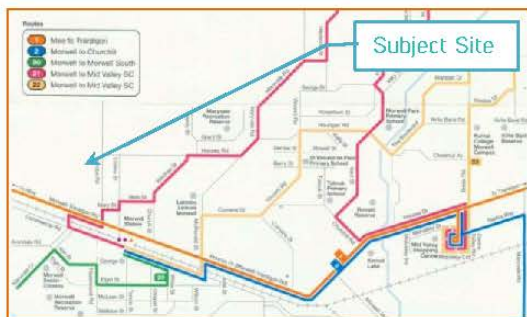
Morwell Railway Station provides access to the Melbourne to Traralgon Railway service which typically operates seventeen times per day in each direction generally at hourly intervals during peak times.

MORWELL WEST DEVELOPMENT PLAN BACKGROUND





Figure 9 Map of Bus Service in Vicinity of Subject Site



### 23.3 Walkability

Walking is a fundamental and direct means of access to most places and to goods and services. It is an ecologically sustainable form of transport and can have sustainable health benefits. Walking can be an ideal substitute for short car trips, including those to public transport stops.

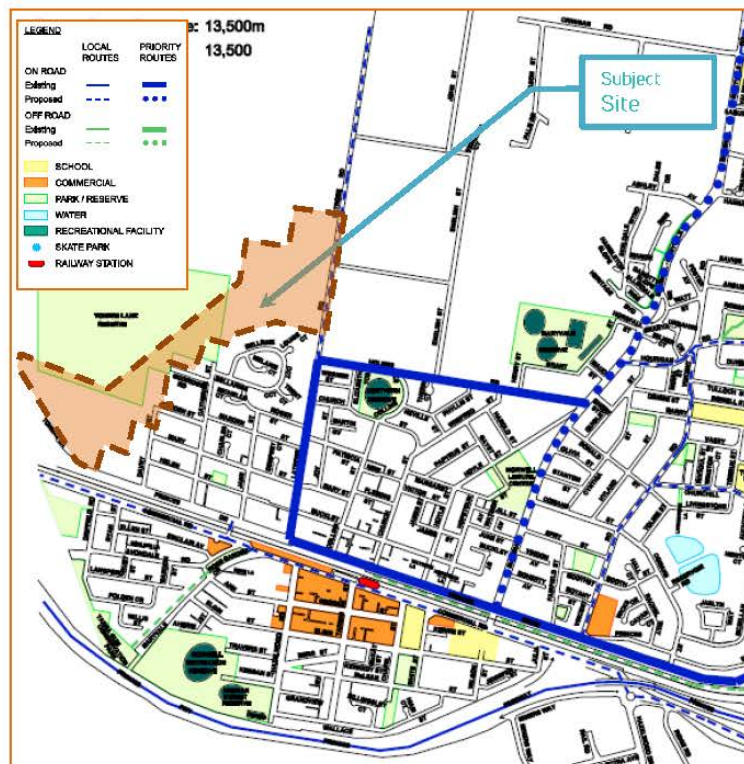
The subject site has good access to walking facilities, with footpaths provided along the at least one side of all streets connecting to the subject site other than Godridge Road.

Places for walking should be designed to maximise personal security with good sightlines and lighting, scaled to pedestrian needs. 'Safety in numbers' can be achieved by encouraging more street activity and the natural surveillance of pedestrian spaces by other walkers.

### 23.4 Bicycle

Bicycles are an excellent form of transport. They have almost no impact on the environment, produce no greenhouse gases, make no noise and consume no fossil fuels. They rarely cause serious injury or death to other road users. Cycling is also good for people's health and fitness and is an enjoyable pastime.

Figure 10 Proposed Bicycle Network Morwell



As such, cycling is an important component of a sustainable and integrated transport system. Latrobe City Bicycle Plan identifies that the subject site is located within a reasonable distance of the existing bicycle network as shown in Figure 10.

A further review of Figure 10 indicates that Latrobe Council proposes to extend the local bicycle route along Latrobe Road past the frontage of the subject site.



## 24 TRAFFIC VOLUMES

In order to review the existing traffic operation within the vicinity of the subject site, existing traffic volume data has been sourced from Council and VicRoads as shown in Table 2

Given that the traffic data ranges from December 2006 until July 2013 and in order to allow a conservative assessment a 3% compound growth rate per year has been applied to all traffic volumes. The 5 day, two-way, average design volumes within the vicinity of the subject site are illustrated in Figure 11.

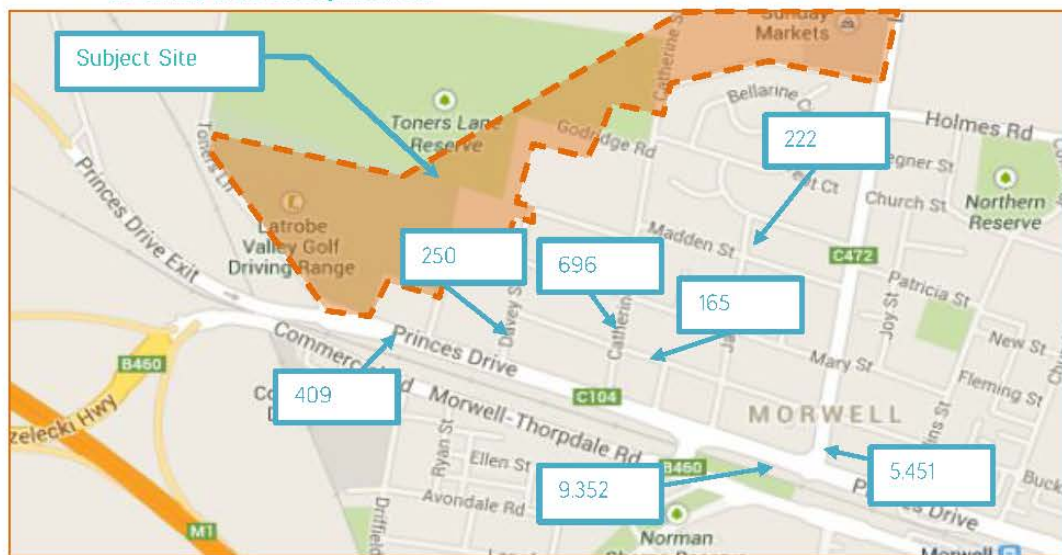
Table 2 Council and VicRoads Traffic Volumes

Street	Date of Surveys	Average	Direction of Travel		Two-way Volume
Princes Drive (opposite #71)	September 2012	5 Day	West – 308	East – 101	409
		7 Day	West – 290	East – 102	402
Princes Drive (west of Latrobe Road)	September 2010	5 Day	West – 4,407	East – 4,945	9,352
		7 Day	West – 3,840	East – 4,363	8,203
Latrobe Road (south of Buckley Street)	September 2010	5 Day	North – 2,421	South – 3,030	5,451
		7 Day	North – 2,212	South – 2,694	4,906
Catherine Street (Princes Drive to Buckley Street)	December 2006	5 Day	-	-	696
		7 Day	-	-	612
Davey Street (Nth of Princes Drive)	December 2006	5 Day	-	-	250
		7 Day	-	-	208
Madden Street (East of Jane Street)	December 2006	5 Day	-	-	222
		7 Day	-	-	196
Helen Street (west of Catherine Street)	August 2012	5 Day	-	-	165
		7 Day	-	-	144

MORWELL WEST DEVELOPMENT PLAN  
BACKGROUND



Figure 11 Estimated 2014 (Design) Traffic Volumes within the Vicinity of the Development Plan



Based on Latrobe City Planning Scheme Table 3 has been prepared to show the various classifications of roads within the vicinity of the subdivision with their anticipated design traffic volumes compared to the existing traffic volumes.

A review of Table 3 indicates that all roads within the vicinity of the subdivision are currently carrying significantly less traffic than they have been designed for, other than Princes Drive west of Latrobe Road.

We note comments from Latrobe City which states that:

The traffic engineering assessment has classified the existing non-arterial street adjacent to the area on the basis of their current road widths. Hence most of the streets have been classified as Collector Roads. Classifications should be on the basis of road function in accordance with Council's adopted road hierarchy. This will alter the assessment of what impact the development will have on the surrounding road network.

The classification of existing roads has been based on their role rather than their width as per feedback received from Council.

We submit that this is not the case as these roads appear to have road reserve and pavement width to function as Collector Roads as nominated elsewhere within this report and as stated within Standard C21 of Clause 56.06-8 'Lot access Objective' of the Latrobe Planning Scheme. The number of vehicles currently using these roads (including a number of 'no through' that appear to have been designed for future continuing/ expansion) should not be used to determine the classification of the existing street network.





**Table 3 Latrobe City Planning Scheme Road Hierarchy and Traffic Volumes**

Road	Road Classification	Design Volume (two-way)	5 Day Average Volume (two-way)
Princes Drive (opposite #71)	Arterial Road (Road Zone 1)	Greater than 7,000 vpd	409
Princes Drive (west of Latrobe Road)	Arterial Road (Road Zone 1)	Greater than 7,000 vpd	9,352
Latrobe Road (south of Buckley Street)	Arterial Road (Road Zone 1)	Greater than 7,000 vpd	5,451
Catherine Street (Princes Hwy to Buckley Street)	Access Street – Level 2	2,000–3,000 vpd	696
Davey Street (north of Princes Drive)	Access Street – Level 2	2,000–3,000 vpd	250
Madden Street (east of Jane Street)	Access Street – Level 2	2,000–3,000 vpd	222
Helen Street (west of Catherine Street)	Access Street – Level 1	1,000–2,000 vpd	165

MORWELL WEST DEVELOPMENT PLAN  
BACKGROUND



### 3 PROPOSED SUBDIVISION

#### 3.1 GENERAL

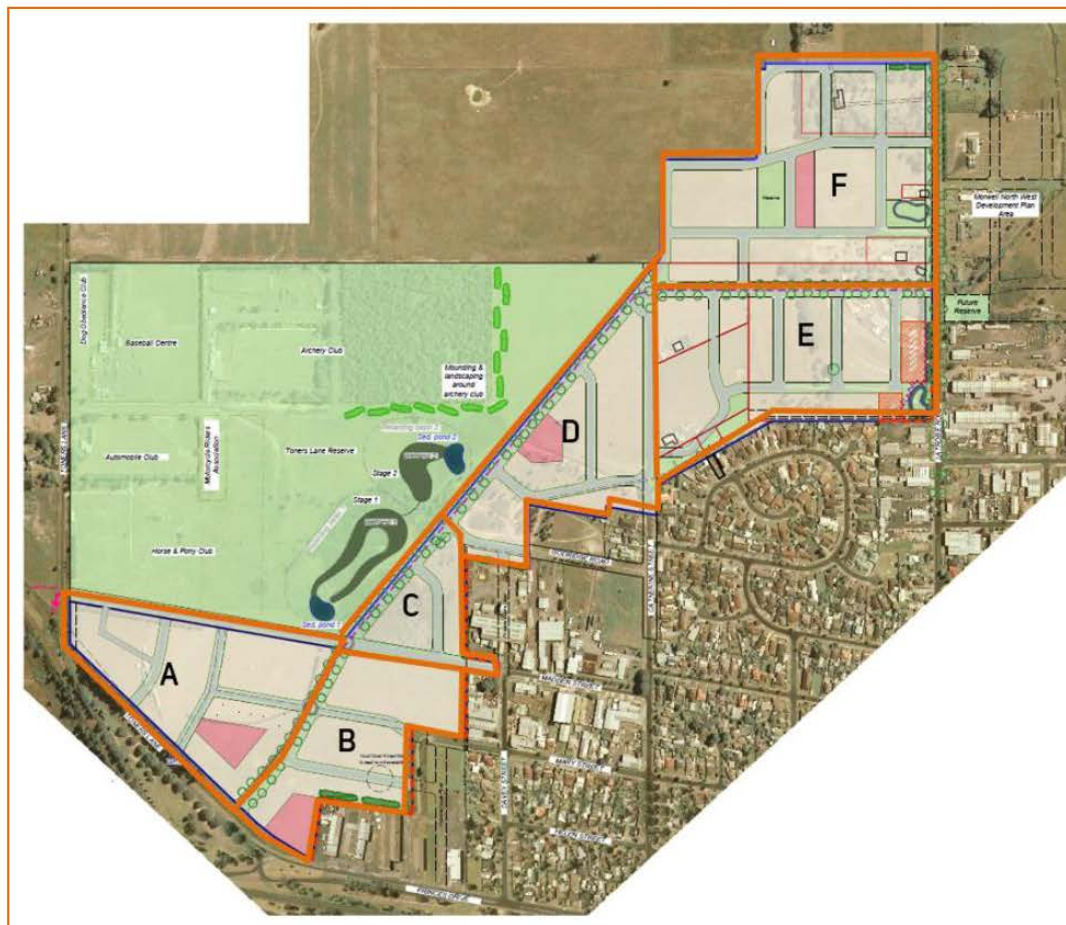
It is proposed to prepare a Development Plan for the subject site consisting of a total of approximately 460 lots including standard residential lots and medium density lots. A copy of the subdivision concept plan is shown in APPENDIX 1.

For the purpose of this assessment the Development Plan has been divided up into 6 cells, as shown in Figure 12, with the approximate number of lots within each cell shown below (cells rounded up to the nearest 10 for analysis purposes).

- Cell A 80 lots including 7 medium density
- Cell B 70 lots including 8 medium density
- Cell C 30 lots
- Cell D 70 lots including 8 medium density
- Cell E 100 lots
- Cell F 140 lots including 13 medium density

Total (for assessment purposes) 490 lots including 36 medium density lots.

Figure 12 Cells within Morwell Development Plan





### 3.2 ACCESS

Access from Latrobe Road will be via two T-intersections with both access points providing fully directional access. The both access points are existing unmade road. While the northern will serve as a future secondary access, the southern point will be the primary access from Latrobe Road into the subdivision.

Given the existing width of Latrobe Road a CHR(s) and AUR lane will be provided on Latrobe Road at the primary access in accordance with Austroads Guide to Engineering Practice, Part 5 – Intersections at Grade (this is discussed in more detail in section 5.5). The final design of both auxiliary turn lanes will be undertaken as part of detailed design at the subdivision stage. A possible future access has been allowed for further to the north if required.

Access to/from Toners Lane will be provided via 4 fully directional access points with the three northern access points being minor access points. The southernmost access will be a secondary access.

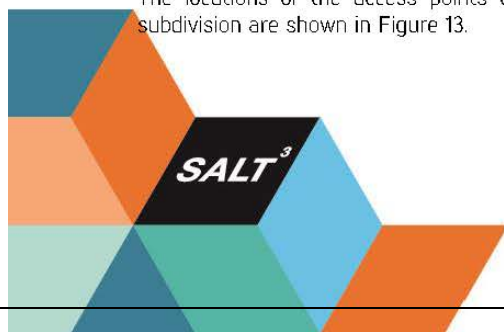
Given the shape of the subject site and allowing for it being an extension of the existing residential development located to the west of Morwell 4 existing "no through roads" will be extended to provide access to the subdivision, these include Mary Street, Madden Street, Godridge Road and Catherine Street. Minor road widening will be undertaken along the existing length of Godridge Road to facilitate development traffic.

The locations of the access points to the proposed subdivision are shown in Figure 13.

Figure 13 Proposed Subdivision Access



MORWELL WEST DEVELOPMENT PLAN  
PROPOSED SUBDIVISION



### 3.3 INTERNAL ROAD NETWORK

The internal road network has generally been designed in accordance with Clause 56.06 of the Latrobe Planning Scheme and consists of a mix of lower and higher order access streets.

This being said the Latrobe Council have advised that the Latrobe City Design Guidelines should be used to determine road classifications in the Morwell West Development Plan Area. As such an Access Street – Major provides access from Latrobe Road to Toners Lane adjacent the developments western boundary. An Access Street – Major includes a pavement width of 7.3 metres kerb invert to kerb within an 18 metre wide road reserve, which will accommodate a possible future bus route.

Whilst the Latrobe City Design Guidelines detail Access Street – Major to have a carriageway width of 7.3m, it has been indicated by Council that a 8.3m carriageway should be designed should public transport be proposed along the road. The design road hierarchy, as shown in Section 4.3, outlines this design in accordance with Council feedback.

The street classification, traffic volumes and pavement widths outlined within the Latrobe City Design Guidelines are outlined in Table 4.

The width of the road reserves/pavements which adjoin existing roads will be tapered to match into the existing road network.

Roundabouts are proposed at the three cross intersections along the Access Street – Major. These roundabouts will have the dual benefits of assigning priority for traffic movements through each intersection and regulating vehicle speeds along the intersecting roads and will be designed to accommodate buses.

Slow speed links are provided in the eastern corner of the site, at the end of T-head roads so that a garbage truck can travel through these links, without having to reverse. These will also assist in ensuring these roads are not used as 'rat runs' and promote a shared role for vehicles and pedestrians.

**Table 4 Latrobe City Design Guidelines – Road Classification**

Classification	Vehicles Per Day – up to	Carriageway width	Road Reserve
Access Lane	200	5.5m	TBD
Access Place	200	7.3m	16.0
Minor Access Street	500	7.3m	16.0
Major Access Street	2000	7.3m	18.0

The location of the roundabouts and slow speed links are shown in Figure 14.

The conceptual round about design has been designed in accordance with Australian Standards and Austroads Guide Part 4B: Roundabouts.

The final design of the proposed roundabouts will be completed as part of the detailed design.





Figure 14 Location of Roundabouts and Slow Speed Links



MORWELL WEST DEVELOPMENT PLAN  
PROPOSED SUBDIVISION



## 4 TRAFFIC CONSIDERATIONS

### 4.1 TRAFFIC GENERATION

Surveys undertaken by SALT and other traffic consultancies generally indicate that low density residential subdivisions typically generate between 6.1 and 8.5 vehicle movements per dwelling per day with 10% of daily volumes occurring in the AM and PM peak periods.

This was confirmed during turning movement surveys undertaken at the intersection of Stirling Drive and Thorpes Lane, Lakes Entrance on Wednesday 8 February 2012 between 7:30am – 9:30am and 4:00pm – 6:00pm.

Stirling Drive is currently the only access to a residential subdivision comprising 123 residential dwellings.

The subdivision generated 0.63 movements per dwelling in the AM peak period (8:15am – 9:15am) and 0.71 vehicle movements per dwelling in the PM peak period (4:15pm – 5:15pm).

Whilst the AM network peak and AM development peak coincided the overall development peak occurred between 4:45pm – 5:45pm with 0.78 vehicle movements per dwelling.

In order to allow a conservative assessment of the traffic impacts associated with the proposed development plan a traffic generation rate of 9.0 movements per residential lot has been applied to the

design volume of 490 lots (development plans indicated approximately 460 lots). Accordingly it is anticipated that the subdivision will generate 4,410 vehicle movements per day.

It is anticipated that 441 vehicle movements will occur during both the AM and PM peak periods split between inbound and outbound movements.

### 4.2 TRAFFIC DISTRIBUTION

The distribution of traffic onto the road network from the proposed subdivision will be dependent on a number of factors including:

- The purpose of the trip;
- Access points available to the surrounding arterial network; and
- Likely trip destination.

Residentially generated trips can broadly be classified into work, shopping, recreational or school based, with research conducted by the Ministry of Transport indicating the following break ups applicable to the site:

- |                                |     |
|--------------------------------|-----|
| ▪ Work                         | 36% |
| ▪ Personal/ business/ shopping | 34% |
| ▪ Social/ recreational         | 25% |
| ▪ School                       | 5%  |

In consideration of the existing road network, and in particular the locations of local schools, recreational areas, the Morwell and Traralgon Townships and the access to/from the Princes Freeway, it is expected that a small number of lots will have direct frontage onto the existing road network (Latrobe Road and Toners Lane) with the remaining traffic generated by the site distributed onto the surrounding road network as follows:

- North bound (towards Yallourn North) 10%
- East bound (towards Morwell/Traralgon) 60%
- South bound (towards the area between Princes Drive and Princes Highway) 5%
- West bound (towards Melbourne) 25%

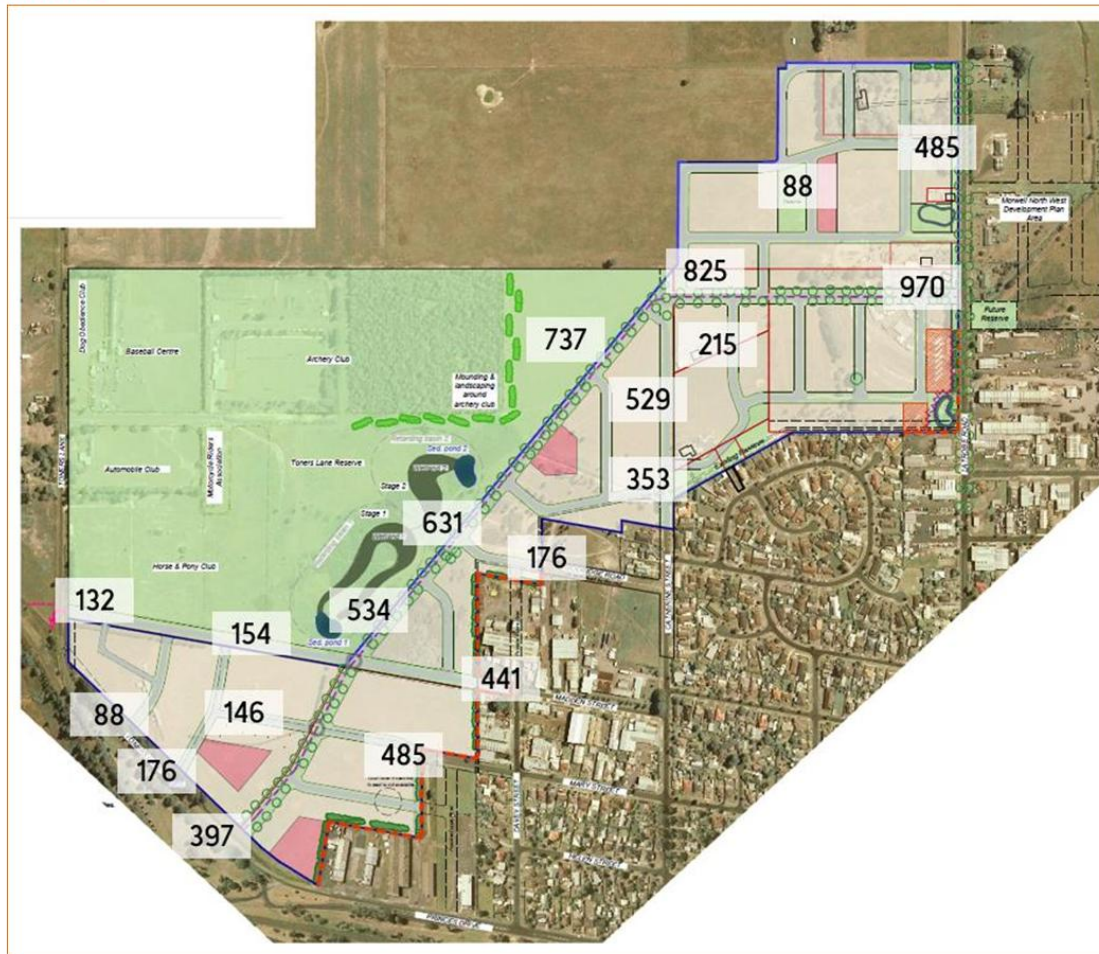
In order to allow a conservative assessment all traffic has been distributed onto the external road network; no traffic has been allocated for internal trips within the subdivision.

Based on the preceding the anticipated development traffic volumes have been distributed within the proposed subdivision as shown in Figure 15.





Figure 15 Development Traffic Volumes





### 4.3 ROAD NETWORK

The hierarchy of roads is in part attributable to the volume of traffic using the road. Standard C21, Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme provides indicative maximum daily traffic volumes for residential streets of various classifications.

As requested by Council Table 5 and Figure 16 have been developed to show the hierarchy of all proposed roads generally based upon a comparison of the anticipated daily traffic volumes in Figure 15 of this report with the traffic volumes cited in the Council's Design Guidelines. It is noted that based on the anticipated traffic volumes an Access Street Major is not required.

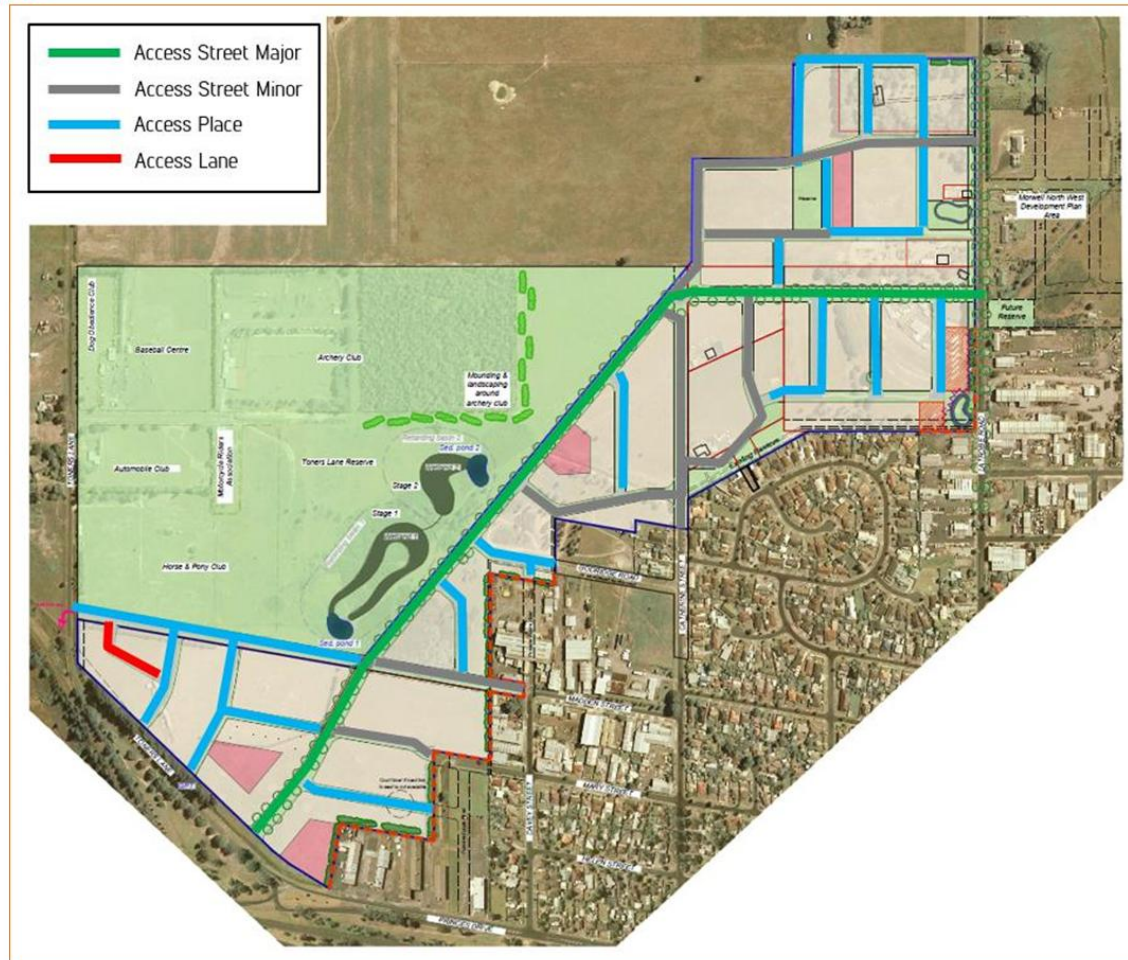
Road reserves are reduced in size from 24m to 19m and from 18m to 13m when they are adjacent to the reserve as both footpath and street trees will be located in the reserve.

Table 5 Morwell West Subdivision Road Hierarchy

Classification	Colour Code	Typical Daily Volumes – Up to	Road Reserve	Carriageway Width	Footpath provision	Cycle path provision
Access Street Major	Green	2000	19-24.0m	11.6m (including 2.3m indented parking both sides)	Both sides	None
Access Street Minor	Grey	500	13-18.0m	7.3m	Both sides	None
Access Place	Blue	200	16-18.0m	7.3m	Yes – If >100m	None
Access Lane	Red	200	8m	5.5m	None	None



Figure 16 Road Hierarchy Plan



## 5 DESIGN ISSUES

### 5.1 NORTHERN ACCESS ONTO TONERS LANE

As part of the development it is proposed to provide an access onto Toners Lane adjacent the boundary of the Horse and Pony Club. This access is located approximately 60 metres to the north of the bend in Toners Lane. If however vehicle circulation can be contained internally through rear access via a lane way, direct access to Toners Lane can be removed and replaced with a pedestrian link.

It is understood that this access has been provided as a result of feedback from the Growth Areas Authority and Latrobe City Council.

A review of the Table 3.1 of the Austroads "Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections" and require that the following types of sight distance are provided in the design of intersections:

- approach sight distance (ASD)
- safe intersection sight distance (SISD)
- minimum gap sight distance (MGSD)
- stopping sight distance (SSD)

ASD is the minimum level of sight distance which must be available on the minor road approaches to all intersections to ensure that drivers are aware of the presence of an intersection.

SISD is the minimum distance which should be provided on the major road at any intersection and provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation.

MGSD is based on distances corresponding to the critical acceptance gap that drivers are prepared to accept when undertaking a crossing or turning manoeuvre at intersections.

SSD is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. The provision of stopping sight distance is a mandatory design condition for all roads and intersections in the Normal Design Domain.

Based on the various requirements of the Austroads Guide and adopting an 85th percentile speed of 80km/h (which is the current speed limit for the road), the sight distance requirements for the proposed intersection are as follows:

- ASD
  - 114 metres (reaction time of 2.0 seconds)
- SISD
  - 181 metres (reaction time 2.0 seconds)
- MGSD
  - right turn in – 89 metre
  - right turn out –111 metres
  - left turn out –111 metres
- SSD
  - both direction reaction time 2.0 seconds – 131meters (truck)
  - both direction reaction time 2.5 seconds – 142 meters (truck)

Given that the intersection is located approximately 60 metres from the bend it is considered that the minimum sight distance is not met, accordingly consideration should be given to closing this access onto Toners Lane for traffic turning right. Vehicles could then be diverted onto the next access to the south without adversely

impacting the operation of the proposed road network. Traffic volumes at this intersection would be anticipated to increase from 88vpd to 220vpd well within the design parameters for an access street.

The additional 200 metres that motorist would be required to travel to access the Toners Lane reserve as a result of this modification is not considered to be significant.

### 5.2 GODRIDGE ROAD

Correspondence from Council indicates that a residential subdivision has recently be refused by Council due to traffic capacity issues associated with Godridge Road.

Godridge Road has a pavement width of approximately 4.0 metres set within an approximately 20.2 metre wide road reserve, which services primarily industrial uses at this time.

A review of Figure 15 indicates that the subdivision will generate approximately 176 vehicle movements along Godridge Road per day.

In order to facilitate two-way traffic movements Godridge Road pavement should be widened. This will ensure that sufficient road capacity is provided to accommodate development traffic, in accordance with the Standard C21, Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme. It is expected a cross section could be provided with a subdivision application to give further consideration to this.





### 5.3 EXTERNAL ROAD NETWORK – DESIGN VOLUMES

In order to assess the impacts of the proposed development on the existing road network the traffic volumes associated with the development have been added onto the existing volumes along Catherine Street, Davey Street, Madden Street, Godridge Road and Mary Street, as shown in Table 6.

A review of Table 6 indicates that the existing residential streets will carry significantly less traffic post development than the design volumes indicated within Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme and Councils Design Guidelines.

### 5.4 MORWELL NORTH WEST DEVELOPMENT PLAN

The Morwell North West Development Plan states, in Section 14 Access and Movement *“that the majority of traffic generated by the proposal would be destined to and from the east towards the town centre where a connection is provided via Maryvale Road”*

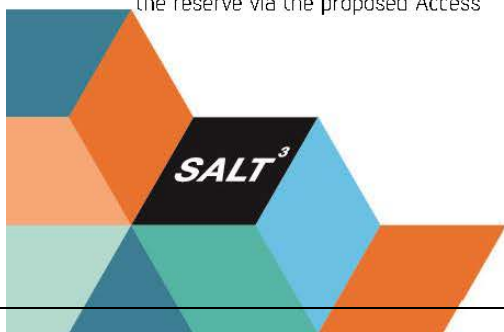
When fully developed it is anticipated that traffic associated with the Morwell North West Development Plan will have a minimal impact on the internal road network associated with this proposal. In consideration of the location of the Toners Lane Reserve it is considered that some vehicles may choose to access the reserve via the proposed Access

Street Major (through the subdivision from Latrobe Road to Toners Lane).

It is considered that the Access Street Major has more than sufficient capacity to accommodate any through traffic that may access Toners Lane Reserve via the proposed internal road network

**Table 6 Post Development Traffic Volumes on Existing Streets**

Road	5 Day Average Volume (two-way)	Additional Development Traffic Volumes	Post Development Traffic Volumes	Design Volume (two-way)
Catherine Street (Princes Drive to Buckley Street)	831	881	1,711	2,000vpd
Davey Street (Nth of Princes Drive)	299	100	399	2,000vpd
Madden Street (East of Jane Street)	266	441	707	2,000vpd
Godridge Road	<200	176	<376	500vpd (5.5m carriageway)
Mary Street	266 <sup>1</sup>	485	750	2,000vpd





## 5.5 TONERS LANE INTERIM STAGE (CELL A & B)

Given the ownership of the land within the Morwell West Development plan there is a likelihood that Cells A and B could be developed prior to the northern sections of the development.

In order to assess the traffic impacts of a staged development on the extended road network, a review of traffic generated by Cells A and B has been undertaken.

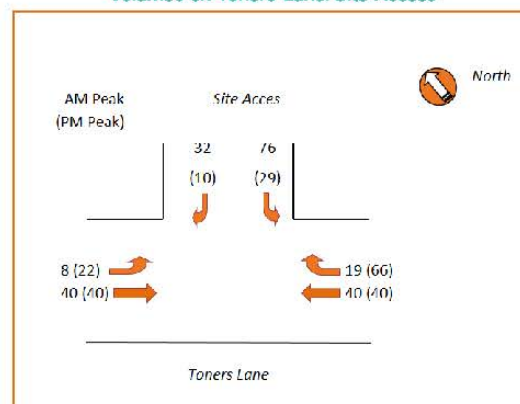
### 5.5.1 Traffic Generation

Traffic generated from Cells A and B (as shown in Figure 12) is at its peak when the development is incomplete. At the ultimate development conditions the traffic will be less, as such it is modelled as a standalone development and traffic generated by the development would flow south to Toners Lane.

Assuming that in the ultimate conditions there will be 150 lots within this region and each lot will generate 9 movements per day, a total of 1350 movements would be generated within these cells per day. 10% of these movements are assumed to occur in the peak period, resulting in 135 peak hour movements. The development traffic will be split 70% to/from the south and 30% to/from the north during the AM and PM peak periods. It is anticipated that traffic will be distributed 80% outbound and 20% inbound during the AM peak and 30% outbound and 70% inbound during the PM peak period.

In order to assess the future operation conditions of this intersection it has been adopted that 10% of the daily traffic volumes will occur during the AM and PM peak periods with existing traffic on Toners Lane split 50% north bound and 50% south bound during the AM and PM peak periods. For assessment purposes a rate of 80 vehicles per hour along Toners Lane has been adopted for the peak periods split between inbound and outbound movements.

Figure 17 Anticipated Staged Development Traffic Volumes on Toners Lane/Site Access

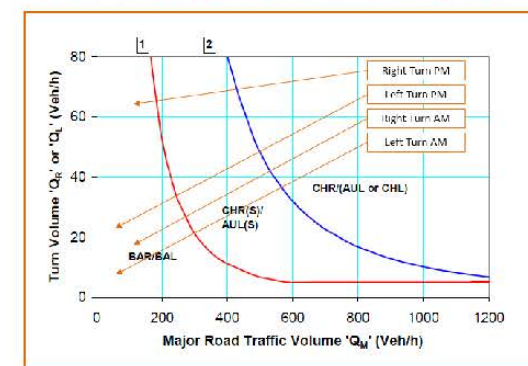


### 5.5.2 Warrants for BA, AU, CH Turning Treatments

The warrants for various turn treatments on major roads at unsignalised intersections are detailed within the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Given that Toners Lane has a current speed limit of 80km/h in the vicinity of the subject site, the warrants and anticipated traffic volumes are illustrated in Figure 18.

Figure 18 Toners Lane – Interim Turn Lane Warrants



A review of Figure 18 indicates that a BAR/BAL treatment is warranted in this instance.

A BAR and BAL treatment is defined as a widened shoulder, which assists turning vehicles making it easier for through vehicles to pass a turning vehicle.



### 5.5.3 Intersection Operation

To assess the exiting operation of the proposed intersection the traffic volumes shown in Figure 17 have been input into SIDRA. SIDRA is a computer package, which provides information about the capacity of an intersection in terms of a range of parameters, as described below:

Degree of Saturation (DoS) is the ratio of the volume of traffic observed making a particular movement compared to the maximum capacity for that movement. Various values of degree of saturation and their rating are shown in Table 7.

**Table 7 Ratings of Degrees of Saturation**

Degree of Saturation	Rating
Up to 0.6	Excellent
0.6 to 0.7	Very Good
0.7 to 0.8	Good
0.8 to 0.9	Fair
0.9 to 1.0	Poor
Above 1.0	Very Poor

95th Percentile (95thile) Queue represents the maximum queue length, in metres, that can be expected in 95% of observed queue lengths in the peak hour.

Based on the proposed road geometry and traffic volumes, the results of the analysis are presented in Table 8.

A review of Table 8 indicates that all approaches of the intersection operate within the "excellent" category during both the AM and PM peak periods with minimal delays and queues.

**Table 8 Toners Lane Stage Proposed Operating Conditions**

Leg	Movement	AM Peak			PM Peak		
		DoS	Avg. Delay (seconds)	95thile Queue (m)	DoS	Avg. Delay (seconds)	95thile Queue (m)
Toners Lane (N)	Left	0.02	6	0	0.03	6	0
	Through	0.02	0	0	0.03	0	0
Site Access	Left	0.08	6	2	0.03	6	1
	Right	0.08	6	2	0.03	6	1
Toners Lane (S)	Right	0.03	6	1	0.06	6	2
	Through	0.03	0	1	0.06	0	2



## 5.6 LATROBE ROAD INTERIM STAGE (CELL E)

Given the ownership of the land within the Morwell West Development plan there is a likelihood that Cell E could be developed prior to the either the northern or southern sections of the development.

In order to assess the traffic impacts of a staged development on Latrobe Road, a review of traffic generated by Cell E has been undertaken.

### 5.6.1 Traffic Generation

Traffic generation from Cell E was first modelled as a standalone development. Traffic generated by the development would flow east to Latrobe Road via a single access point.

Assuming that at ultimate conditions there will be 100 lots within this region and that each lot will generate 9 movements per day, a total of 900 movements would be generated within these cells per day. 10% of these movements are assumed to occur in the peak period, resulting in 90 peak hour movements.

As discussed previously it is proposed to provide CHR(S) and AUL lanes in association with the primary access from Latrobe Road into the subdivision.

In order to assess the future operating condition of this intersection it has been adopted that 10% of the daily traffic volumes will occur during the AM and PM peak periods. Existing traffic on Latrobe Road will be split 55% south bound and 45% north bound during the AM peak period and 55% north bound and 45% south bound during the PM peak period. For assessment purpose a conservative rate for 600 vehicles per hour has been adopted for the peak periods.

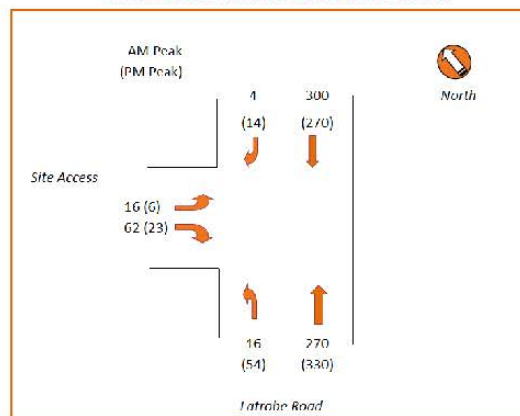
Development traffic will be split 80% to/from the south and 20% to/from the north during the AM and PM peak

periods. It is anticipated that traffic will be distributed 80% outbound and 20% inbound during the AM peak and 30% outbound and 70% inbound during the PM peak period.

For assessment purposes a conservative rate OF 97 development vehicle movements (the anticipated ultimate design volume) per hour has been adopted for the peak periods onto Latrobe Road.

Utilising the above distribution and based on the design traffic volumes the anticipated traffic volumes at the intersection are shown in Figure 19.

Figure 19 Anticipated Interim Development Traffic Volumes on Latrobe Road/Site Access

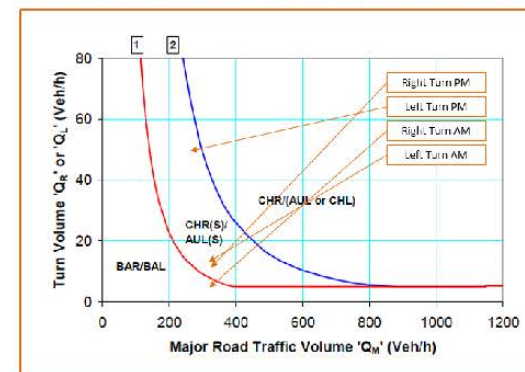


### 5.6.2 Warrants for BA, AU and CH Turning Treatments

The warrants for various turn treatments on major roads at unsignalised intersections are detailed within the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Given that Latrobe road has a current speed limit of 100km/h in the vicinity of the subject site, the warrants and anticipated traffic volumes are illustrated in Figure 20.

Figure 20 Latrobe Road – Interim Turn Lane Warrants



A review of Figure 20 indicates that CHR (S) and AUL (S) treatment is warranted in this instance.



### 5.6.3 Intersection Operation

To assess the existing operation of the proposed intersection the traffic volumes shown in Figure 19 have been input into SIDRA.

A review of Table 9 indicated that all approaches of the intersection operate within the "excellent" category during both AM and PM peak periods with minimal delays and queues.

The location of the proposed intersections fronting Latrobe Road are generally considered acceptable from a traffic engineering perspective and will provide access to the estate in a safe, convenient and efficient manner.

Table 9 Latrobe Road Interim Operating Conditions

Leg	Movement	AM Peak			PM Peak		
		DoS	Avg. Delay [seconds]	95th'ile Queue [m]	DoS	Avg. Delay [seconds]	95th'ile Queue [m]
Latrobe Street (S)	Left	0.01	6	0	0.03	6	0
	Through	0.14	0	0	0.17	0	0
Site Access	Left	0.15	7	4	0.06	7	1
	Right	0.15	12	4	0.06	12	1
Latrobe Street (N)	Right	0.00	7	0	0.01	7	0
	Through	0.17	0	0	0.14	0	0





## 5.7 LATROBE ROAD ULTIMATE DEVELOPMENT

### 5.7.1 Traffic Generation

As discussed previously it is proposed to provide CHR(S) and AUL lanes in association with the primary access from Latrobe Road into the subdivision.

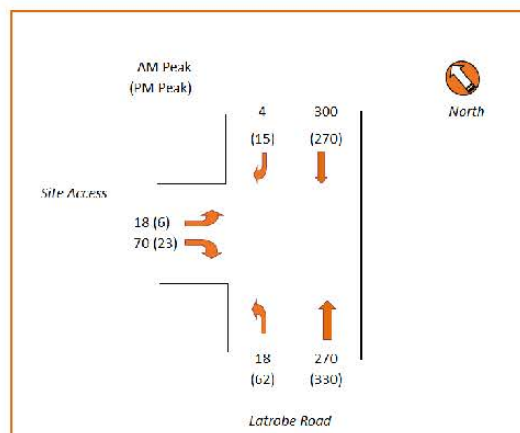
Under ultimate conditions, more developed land will generate greater traffic numbers, however there will also be more access points available to the site and as such the peak traffic numbers do not greatly increase as shown in Figure 21.

In order to assess the future operating condition of this intersection it has been adopted that 10% of the daily traffic volumes will occur during the AM and PM peak periods. Existing traffic on Latrobe Road will be split 55% south bound and 45% north bound during the AM peak period and 55% north bound and 45% south bound during the PM peak period. For assessment purposes a conservative rate of 600 vehicles per hour has been adopted for the peak periods.

Development traffic will be split 80% to/from the south and 20% to/from the north during the AM and PM peak periods. It is anticipated that traffic will be distributed 80% outbound and 20% inbound during the AM peak and 30% outbound and 70% inbound during the PM peak period. For assessment purpose a conservative rate for 110 development vehicle movements per hour (anticipated 97 vehicles during each peak hour) has been adopted for the peak periods onto Latrobe Road.

Utilising the above distribution and based on the design traffic volumes, the anticipated traffic volumes at the intersection are shown in Figure 21.

Figure 21 Anticipated Ultimate Traffic Volumes Latrobe Road/Site Access

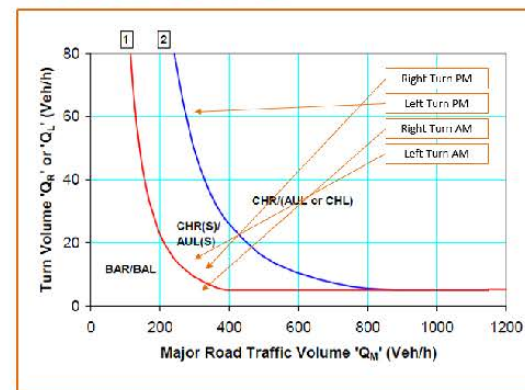


### 5.7.2 Warrants for BA, AU and CH Turning Treatments

The warrants for various turn treatments on major roads at unsignalised intersections are detailed within the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Given that Latrobe road has a current speed limit of 100km/h in the vicinity of the subject site, the warrants and anticipated traffic volumes are illustrated in Figure 22.

Figure 22 Turn Lane Warrants



A review of Figure 22 indicates that CHR (AUL or CHL) treatment is warranted in this instance.



### 5.7.3 Intersection Operation

To assess the existing operation of the proposed intersection the traffic volumes shown in Figure 21 have been input into SIDRA.

A review of Table 10 indicated that all approaches of the intersection operate within the “excellent” category during both AM and PM peak periods with minimal delays and queues.

The location of the proposed intersections fronting Latrobe Road are generally considered acceptable from a traffic engineering perspective and will provide access to the estate in a safe, convenient and efficient manner.

The intersection designs will be prepared prior to any construction works associated with Phases A and E of the development to ensure that functional intersection treatments are achieved. The preparation of plans for approval by VicRoads will be undertaken as part of the implementation program for the applicable phases of the development.

Table 10 Latrobe Road – Interim Operating Conditions

Leg	Movement	AM Peak			PM Peak		
		DoS	Avg. Delay (seconds)	95thile Queue (m)	DoS	Avg. Delay (seconds)	95thile Queue (m)
Latrobe Street (S)	Left	0.01	6	0	0.03	6	0
	Through	0.14	0	0	0.17	0	0
Site Access	Left	0.16	7	4	0.06	7	2
	Right	0.16	12	4	0.06	12	2
Latrobe Street (N)	Right	0.00	7	0	0.02	7	0
	Through	0.17	0	0	0.14	0	0

MORWELL WEST DEVELOPMENT PLAN  
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### 5.7.4 Functional Design Considerations

The Latrobe Road intersection is designed in accordance with Australian Standards and the Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Both interim and ultimate designs incorporate fully directional T-intersections suitable to the design traffic volumes from the development as well along Latrobe Road.

The ultimate functional design, as found in APPENDIX 5, incorporates a “staggered-T” approach to encompass connectivity to the Morwell North West future development. This approach has been taken following discussions with Council and VicRoads and is considered appropriate to the situation.



## 6 PLANNING SCHEME ASSESSMENT

### 6.1 CLAUSE 56

Clause 56 of the Latrobe Planning Scheme relates to 'Residential Subdivision' and specifies 'Objectives' and 'Standards' to meet specified design element criteria.

With regard to traffic and car parking issues, the most relevant is Clause 56.06: Access and Mobility Management, consisting of the following key objectives:

- 56.06-1 Integrated Mobility Objectives
- 56.06-2 Walking and Cycling Network Objectives
- 56.06-3 Public Transport Network Objectives
- 56.06-4 Neighbourhood Street Network Objectives
- 56.06-5 Walking and Cycling Network Detail Objectives
- 56.06-6 Public Transport Network Detail Objectives
- 56.06-7 Neighbourhood Street Network Detail Objectives
- 56.06-8 Lot Access Objective

The assessment of the effectiveness of the road network in meeting the above objectives will be determined by its ability to provide:

A safe and accessible road network:

- No incentive for through traffic intrusion;
- Suitable access for emergency and service vehicle access;
- A low speed traffic environment;
- A safe and convenient pedestrian and bicycle network;
- An attractive streetscape with a high level of residential amenity;
- Safe intersection design, with a preference for T-intersections; and
- Sufficient room for drainage systems, public utility services and street lighting.

An assessment of each of the relevant objectives is presented below:

#### 6.1.1 Clause 56.06-1: Integrated Mobility

*The intent is to achieve an urban design that is permeable and compact that encourages walking, cycling and public transport modes, with accessibility to larger activity centres.*

The scale and location of the subdivision provides substantial opportunity for an integrated mobility networks to be created and the existing network to be improved.

The subdivision provides one main linkage along the Toners Lane Reserve which links Latrobe Road in the east with Toners Lane in the west. This main linkage road then allows the opportunity to extend a number of current "no through roads" which significantly enhance both the mobility within the proposed subdivision and within the existing road network.

Additional future road connections have been allowed for with possible connection to a new road between Mary Street and Princes Drive to the south of the

estate and an additional road connection to Latrobe Road in the north east of the estate.

The subdivision is well serviced by footpaths with footpath provided on both sides of the Access Street Major and on at least one side of an Access Place, all Access Lanes have been designed as a shared area, with pedestrians sharing the roadway in accordance with the Latrobe Planning Scheme and Council Design Guidelines.

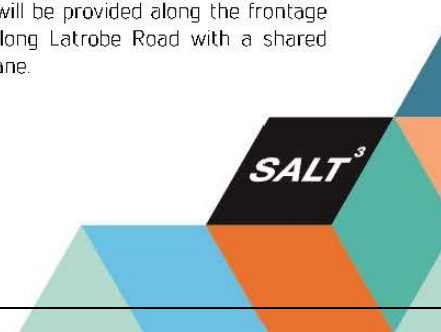
With regards the bicycle network the Access Lane carriageway has been designed as a shared zone and appropriately signed, with all other streets providing bicycle facilities on road in accordance with the Latrobe Planning Scheme.

#### 6.1.2 Clause 56.06-2 & 56.06-5: Walking and Cycling

*The intent is to create subdivisions that encourage walking and cycling within the residential development, and between surrounding neighbourhoods.*

The road network within the proposed subdivision is suitably designed to encourage both pedestrian and cyclist trips within and through the area. The internal road network has footpaths on at least one side of all streets, other than for the Access Lanes which have been designed as shared zones. The shared on road cycle facilities provides access through the estate and pedestrian connectivity is envisaged to Toners Lane Reserve in the west.

Additional footpath will be provided along the frontage of the subdivision along Latrobe Road with a shared path along Toners Lane.





The proposed pedestrian and cycling networks provide a safe and direct movement through the proposed subdivision and between neighbourhoods.

A plan showing the walking and cycling network is shown in APPENDIX 2.

### 6.1.3 Clause 56.06-3 & 56.06-6: Public Transport Network

*The intent is to encourage the use of existing public transport infrastructure, and to create new services that provide links to surrounding activity nodes.*

The public transport servicing the adjacent area is limited to bus service which operates along Princes Drive to the southeast of the subdivision.

This being said it is envisaged that as the subdivision develops additional bus routes will be provided to service the needs of new residents. Accordingly the Access Street is anticipated to operate as the primary bus route through the estate which will provide for the efficient, unimpeded movement of buses in a safe and convenient manner.

The location of the proposed bus route within the precinct and the adjacent bus route within the Morwell North West Development plan are shown in APPENDIX 3.

### 6.1.4 Clause 56.06-4 & 56.06-7: Neighbourhood Street Network

*The intent is to for direct, safe and easy movement through and between neighbourhoods for pedestrians, cyclists, public transport and other motor vehicles.*

The proposed internal subdivision roads consist of the four main road types, which generally fall under the classification of Access Street Minor/Minor, Access Place and Access Lane (as specified in Councils' Design Guidelines).

An Access Streets Major is defined as a street providing local residential access where traffic is subservient to local amenity. Traffic volumes are permitted to a higher level and speed limit is set to the default urban limit of 50 km/hr.

An access Street Minor is defined as a street providing local residential access where traffic is subservient to local amenity, vehicle speeds and volumes are low and pedestrian and bicycle movements are facilitated.

An Access Place is defined as a minor street whose primary function is to provide local residential property access with shared traffic, pedestrian and recreation use of the road pavement. An Access Lane is a side or rear lane principally providing vehicle and pedestrian access to parking for lots with frontage to another street. Includes CBD lanes.

The proposed road network will provide adequate clearances to cater for the access requirements of service and emergency vehicles (e.g. typically up to an 8.8m truck).

The forecast daily traffic volumes for the internal subdivision roads are well within the recommended volume limits specified in Table C1 of Clause 56.06 and specified within the Council's Design Guidelines.

The Access Street Major allows sufficient capacity to accommodate any additional vehicle movements associated with vehicles traveling from Latrobe Road through to the Toners Lane Reserve.

The design and construction of all street carriageways/verges provide a street geometry and vehicle speeds that provide for an accessible and safe neighbourhood road network for all users.

### 6.1.5 Clause 56.06-8: Lot Access

*The intent is to provide for safe vehicle access between roads and subdivision lots.*

All single dwelling lots will have direct access onto the proposed internal road or Latrobe Road and Toners Lane (as requested by the Growth Area Authority), with all medium density lots having a single access point onto the road network.

The design and construction of all vehicle crossovers will generally be in accordance with Council's requirements.

The proposed access arrangements will provide safe and convenient access to individual lots.

Future subdivision for lots adjoining Latrobe Road should ensure that the number of driveways are minimised and where possible, shared crossovers should be incorporated.





## 7 SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY (DPO5)

Schedule 5 to the Development Plan Overlay applies to the subject site and sets out specific criteria applicable to the development. The points relevant to mobility/accessibility are discussed as follows:

The proposed development is located to the western edge of Morwell and provides somewhat of an infill development between existing residential development and the railway reserve (further subdivision of land to the west is not possible due to the coal buffer).

The layout of the internal road network as illustrated in APPENDIX 1 provides for a safe and practical road hierarchy based on the anticipated development traffic volumes and the requirements of Standard C21, Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme and Council's design Guidelines.

The development plan utilises the existing 2 unmade roads onto Latrobe Road with one new road proposed, hence minimising any 'new' access points onto a road zone in accordance with the conditions and requirements of the Development Plan Overlay. Four (4) new access points are proposed onto Toners Lane in the southwest. Exact intersection locations should be considered at the subdivision stage.

In order to facilitate safe and convenient access it is envisaged that CHR(s) and AUR turn lanes will be provided on Latrobe Road at the primary access in accordance with Austroads Guide to Engineering Practice, Part 5 – Intersections at Grade.

The main access through the development (from Latrobe Road to Toners Lane) provides for a consistent road network by allowing the extension of a number of current "no through roads" which will significantly enhance both the mobility within the proposed development and within the existing road network.

The extension and connection of existing "no through roads" will provide for an enhanced pedestrian and bicycle network which will allow safe and convenient travel. The internal road network has footpaths on at least one side of all streets, other than for the Access Lanes which have been designed as shared zones. The shared on road cycle facilities provides access through the estate and future pedestrian/bicycle connectivity is envisaged to Toners Lane Reserve in the west.

With regards to public transport the proposed development plan envisages that carriageways and intersections along the Access Street Major from Latrobe Road to Toners Lane will accommodate a future bus route as illustrated in APPENDIX 3. This proposed bus route is anticipated to link with the future bus route within the Morwell North West Development Plan via Latrobe Road.

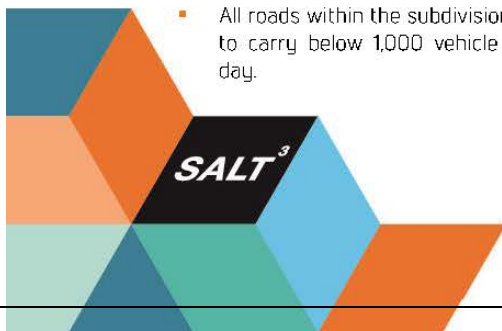
This bus route is a logical extension of the bus route proposed within the Morwell North West Development Plan and will ensure that lots within the proposed development will be located within 400m of public transport. Whilst the locations of individual bus stops has not been prepared at this time, it is envisaged that bus stops will be located approximately 300 metres apart, will be located as close as possible to demand generating land uses and will be located to maximise walking accessibility.



## 8 CONCLUSION

Based on the preceding analysis associated with the development of the Morwell West Development Plan, it is concluded that:

- The proposed development is anticipated to yield approximately 460 lots comprising standard residential lots and medium density lots.
- Access to the proposed subdivision will be provided via 2 access points onto Latrobe Road (with only 1 access being new, the other an existing unmade road), 4 access points onto Toners Lane and 5 existing "No through roads" which will be extended to provide a safe and convenient road network. We note that VicRoads comments that they do not consider these roads as existing however we consider that two access points to Latrobe Road to be reasonable.
- A CHR(s) and AUR lane will be provided at the main access into the subdivision on Latrobe Road.
- Based on a design volume of 490 lots and adopting a traffic generation rate of 9.0 vehicle movements per lot, the proposed subdivision is anticipated to generate 4,410 vehicle movements per day including 441 vehicle movements during the AM and PM peak periods.
- All roads within the subdivision are anticipated to carry below 1,000 vehicle movements per day.
- The proposed road reserves and pavement widths meet the requirements of Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme.
- The proposed road network meets the requirements of Clause 56.06 Access and Mobility Management of the Latrobe Planning Scheme.
- The proposed development plan has been prepared with regards the requirements of Schedule 5 to the Development Plan Overlay.
- The location of the proposed roads connecting to Toners Lane and Latrobe Road are considered to be generally suitable. It is expected these can be considered in further detail at the subdivision stage.
- A review of the staging of the development has been considered to ensure that the future staging of the development can occur without adverse impacts on the adjacent road network.
- Plans have been amended to incorporate comments from discussions held with council and VicRoads.



# APPENDIX 1 DEVELOPMENT PLAN



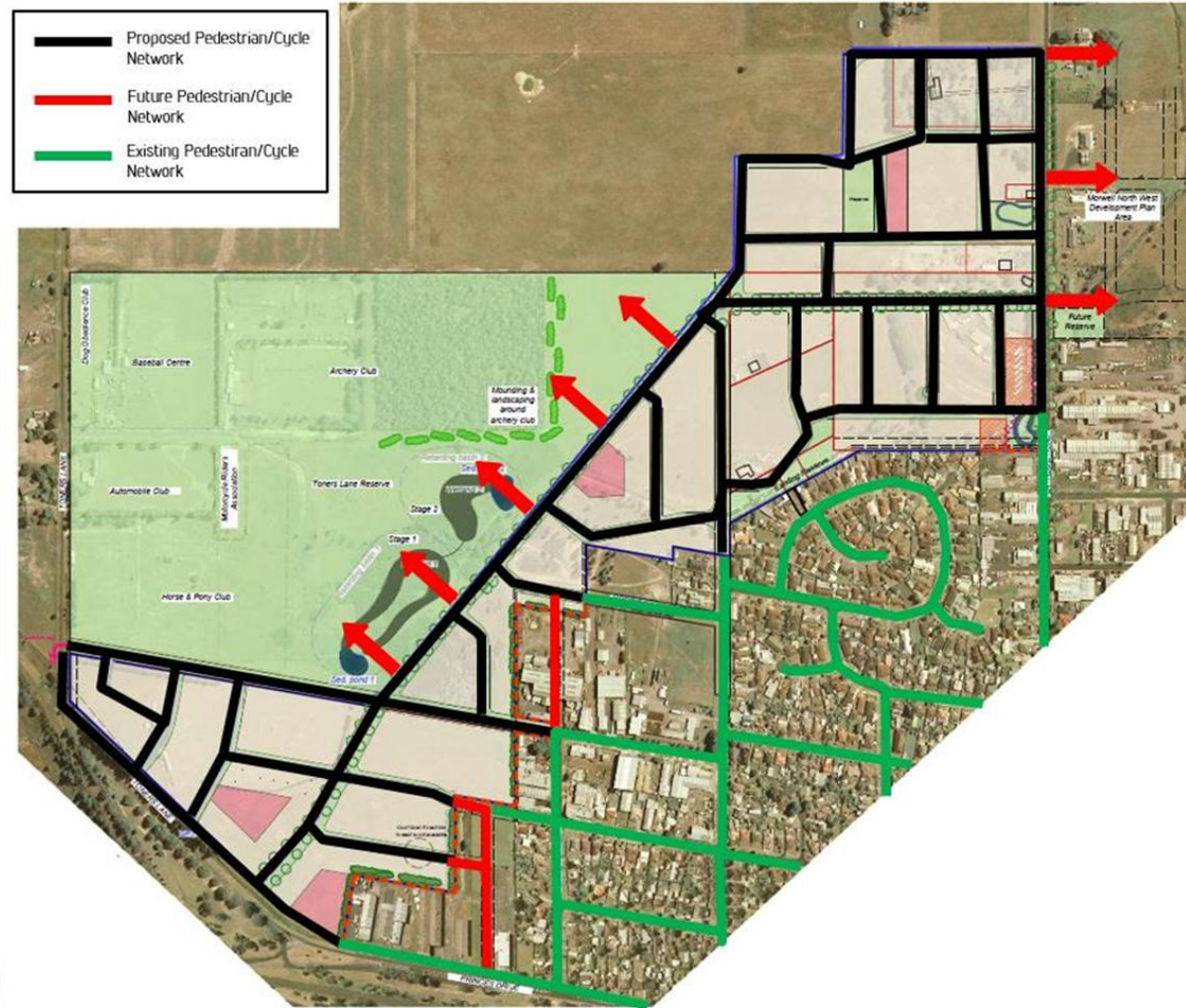






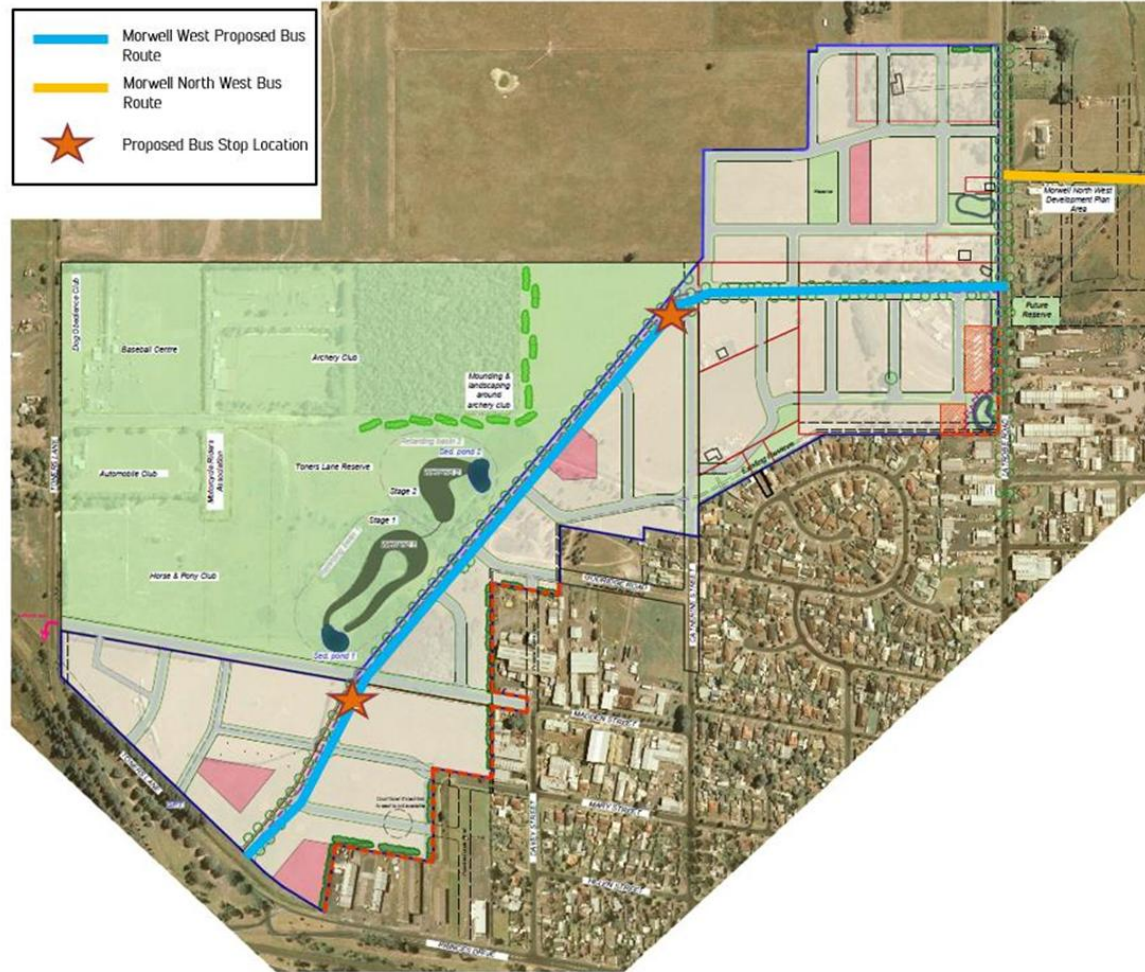
## APPENDIX 2 PEDESTRIAN AND BICYCLE NETWORK





# APPENDIX 3 BUS ROUTE

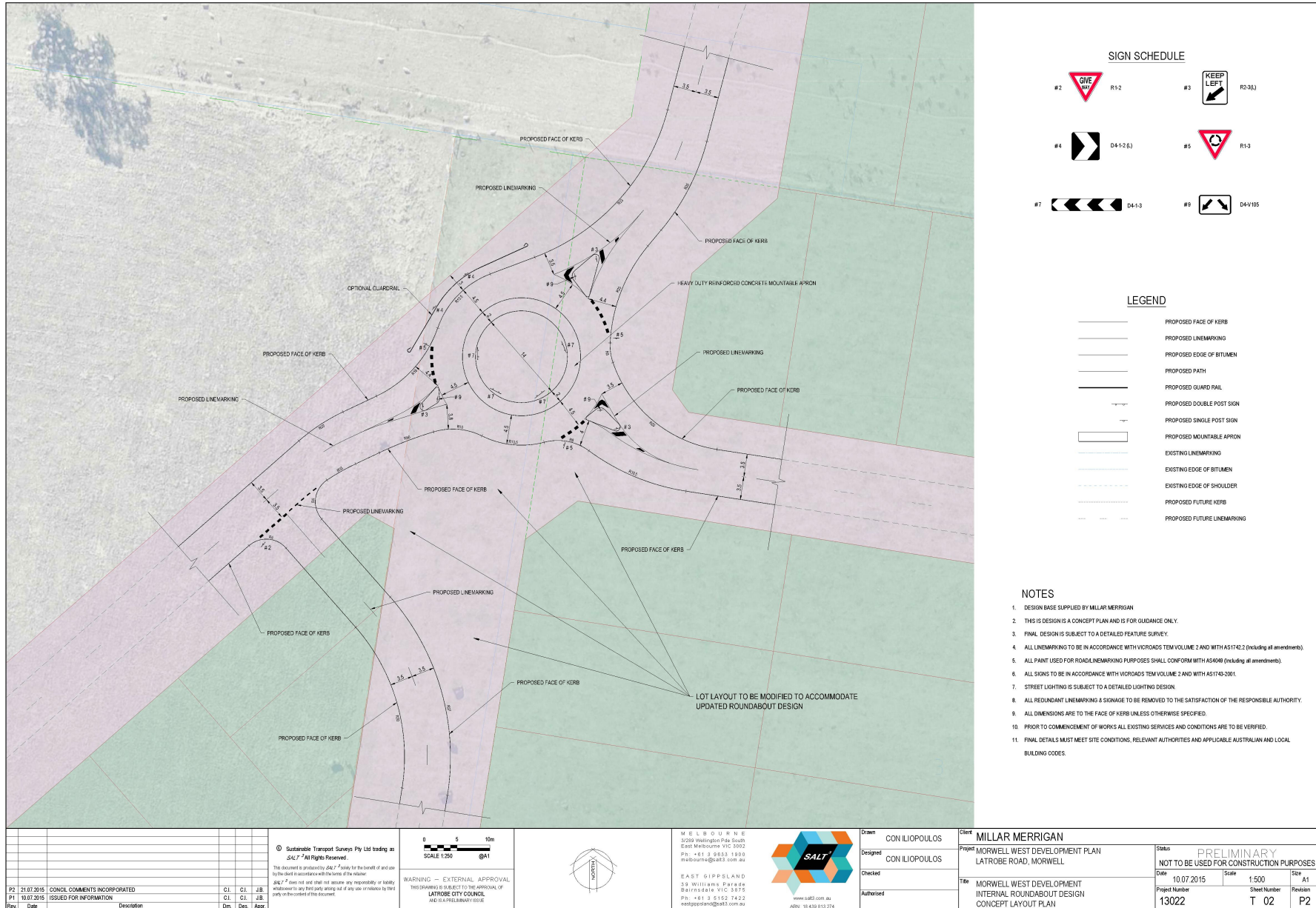






# APPENDIX 4 INTERNAL ROUNDABOUT





**SIGN SCHEDULE**

- #1 R1-2
- #2 R3-3(L)
- #3 D4-1/2.1
- #4 D4-1/2.2
- #5 R1-3
- #6 D4-1/4
- #7 D4-1/5
- #8 D4-1/6

**LEGEND**

- PROPOSED FACE OF KERB
- PROPOSED LINE MARKING
- PROPOSED EDGE OF BITUMEN
- PROPOSED PATH
- PROPOSED GUARD RAIL
- PROPOSED DOUBLE POST SIGN
- PROPOSED SINGLE POST SIGN
- PROPOSED MOUNTABLE APRON
- EXISTING LINE MARKING
- EXISTING EDGE OF BITUMEN
- EXISTING EDGE OF SHOULDER
- PROPOSED FUTURE KERB
- PROPOSED FUTURE LINE MARKING

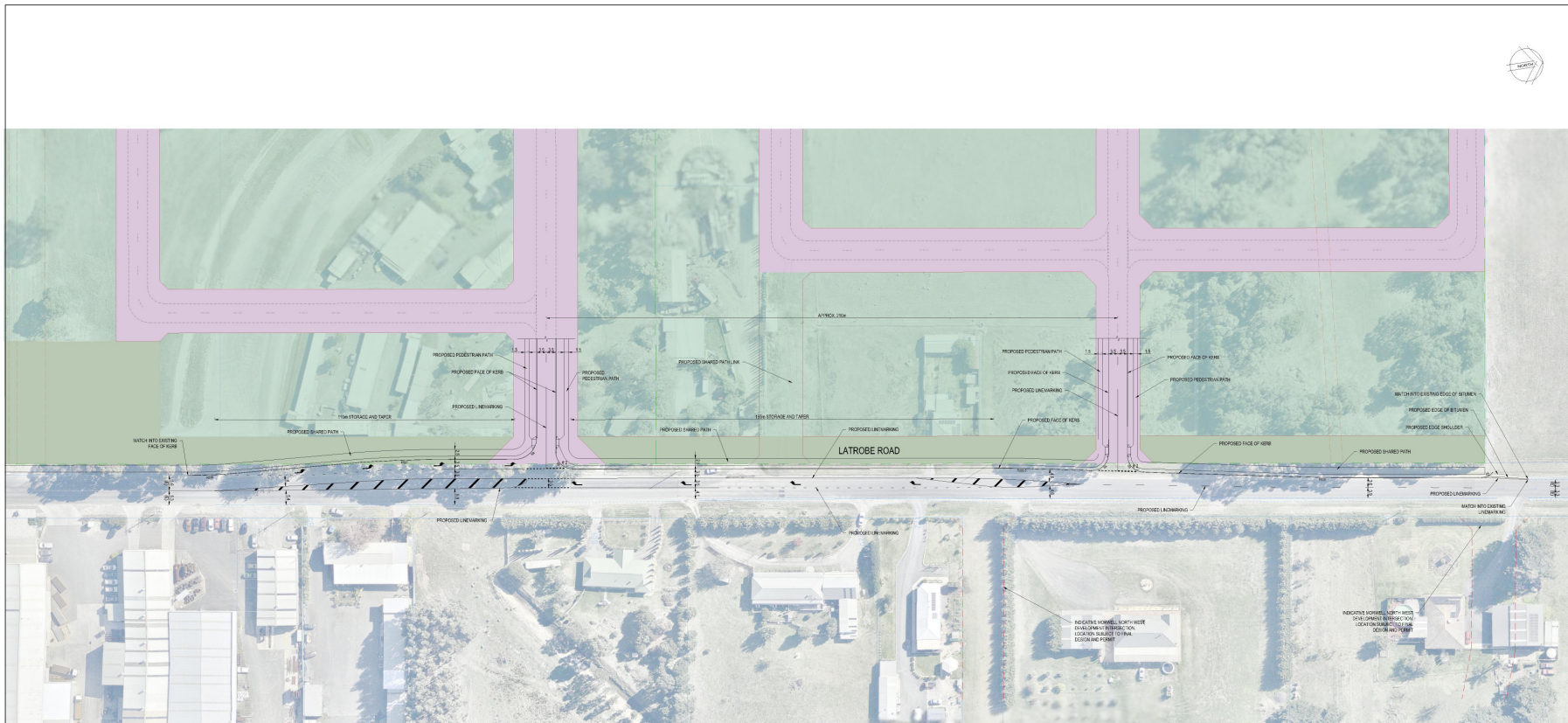
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5. ALL PAINT USED FOR ROAD LINE MARKING PURPOSES SHALL CONFORM WITH AS4046 (including all amendments).
6. ALL SIGNS TO BE IN ACCORDANCE WITH VICROADS TEM VOLUME 2 AND WITH AS1742-2011.
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8. ALL REDUNDANT LINE MARKING & SIGNAGE TO BE REMOVED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.
9. ALL DIMENSIONS ARE TO THE FACE OF KERB UNLESS OTHERWISE SPECIFIED.
10. PRIOR TO COMMENCEMENT OF WORKS ALL EXISTING SERVICES AND CONDITIONS ARE TO BE VERIFIED.
11. FINAL DETAILS MUST MEET SITE CONDITIONS, RELEVANT AUTHORITIES AND APPLICABLE AUSTRALIAN AND LOCAL BUILDING CODES.

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<p>P2 21.07.2015 CONCL COMMENTS INCORPORATED</p> <p>P1 10.07.2015 ISSUED FOR INFORMATION</p>	<p>C.I. C.I. J.B.</p> <p>C.I. C.I. J.B.</p>	<p>Des: Des: Appr:</p>	<p>WARNING - EXTERNAL APPROVAL</p> <p>THIS DRAWING IS SUBJECT TO THE APPROVAL OF LATROBE CITY COUNCIL AND IS A PRELIMINARY ISSUE</p>				

# APPENDIX 5 LATROBE ROAD INTERSECTION





**SIGN SCHEDULE**



**NOTES**

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- ALL PAINT USED FOR ROADMARKING PURPOSES SHALL CONFORM WITH A6460 (including all amendments).
- ALL SIGNS TO BE IN ACCORDANCE WITH VICROADS TRAFFIC VOLUME 2 AND WITH AUSTROADS 2001.
- STREET LIGHTING IS SUBJECT TO A DETAILED LIGHTING DESIGN.
- ALL PROPOSED LINEMARKING IS SUBJECT TO BE REVIEWED TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY.
- ALL DIMENSIONS ARE TO THE FACE OF KERB UNLESS OTHERWISE SPECIFIED.
- PRIOR TO COMMENCEMENT OF WORKS ALL EXISTING SERVICES AND CONDITIONS ARE TO BE VERIFIED.
- FINAL DETAILS MUST MEET SITE CONDITIONS, RELEVANT AUTHORITIES AND APPLICABLE AUSTRALIAN AND LOCAL BUILDING CODES.

**LEGEND**

	PROPOSED FACE OF KERB		EXISTING LINEMARKING
	PROPOSED LINEMARKING		EXISTING EDGE OF BITUMEN
	PROPOSED EDGE OF RETURN		PROPOSED FUTURE KERB
	PROPOSED PATH		PROPOSED FUTURE LINEMARKING
	PROPOSED SINGLE POST SIGN		PROPOSED FUTURE SHARED PATH

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		Sheet Number	13022
		Sheet Title	T 01 P5

Rev	Date	Description	Rev	Date	Appr	Date	Description	Rev	Date	Appr	Date
PS	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PL	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PI	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PD	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
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PW	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PX	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PY	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						
PZ	10.07.2015	WORKSHEET AND COUNCIL COMMENTS INCORPORATED	01	01	2015						







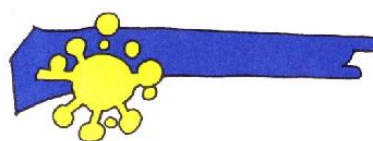
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**Paul Kelly & Associates  
Ecological Services**

**Ecological Features and Constraints – an Overview  
(Revised)**

**Morwell West Development Plan (DPO5)**

3 November 2014

Prepared by PKA  
PO Box 7077, Gardenvale VIC 3185;  
m - 0438 030 841

**Morwell West Development Plan (DPO5)  
Ecological Features & Constraints – an Overview (Revised)**

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<b>Issue Date</b>	<b>Revision No</b>	<b>Author</b>	<b>Checked</b>	<b>Approved</b>
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Morwell West Development Plan (DPO5)  
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Appendix 1 – Site Map

Appendix 2 – Vegetation Assessment

Appendix 3 - EPBC Report

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Appendix 4 – Biodiversity Assessment Report

Appendix 5 – Biodiversity Impact and Offset Report (to be provided)

Appendix 6 – Flora List (Victorian Biodiversity Atlas extract)

Appendix 7 – Fauna List (Victorian Biodiversity Atlas extract)

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## 1 Introduction

### 1.1 Project Background

PKA was commissioned by the NBA Group to prepare an ecological assessment of the Morwell West Development Plan (DPO5) site adjoining Toners Lane and Latrobe Road, Morwell West. (Appendix 1 shows the location of the site). The DPO site is mostly freehold land with the central area (Council Reserve) owned by Latrobe Council. The northern paddock is Crown Land (owned by 'Land of Board and Works'). The study includes part of the Toners Road Reserve managed by Latrobe City Council.

The report is based on an analysis of the available databases (DEPI & EPBC), a review of two previous flora & fauna reports on the area (Millar Merrigan 2011 and CPG 2011); three site assessments and the personal experience of the author with the ecology of the general vicinity of the site.

The site is located within the Latrobe City municipality and is zoned Residential (R1Z) and covered by a Development Planning Overlay (DPO5). DPO5 (Residential Growth Areas) includes a specific condition which deals with the flora and fauna of the site. In these areas and development plan must:

- In consultation with the Department of Sustainability and Environment, a flora and fauna survey, prepared by a suitably qualified expert, which includes but is not limited to species surveys for Growling Grass Frog (*Litoria raniformis*) and Dwarf Galaxias (*Galaxiella pusilla*), and measures required to protect the identified species;
- An assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action (Native Vegetation Framework), including how it is proposed to protect and manage any appropriate native vegetation (*NB The Latrobe Planning Scheme was amended in September 2013 to include new guidelines for the assessment of planning permits for the removal of Native Vegetation (The Guidelines) (DEPI 2013)*).
- Regard must be had to the West Gippsland Native Vegetation Plan 2003 (WGNVP 2003).
- Any management plan should take into account that the Strzelecki Bioregion is one of Victoria's most fragmented Bioregions and address this as a consideration.

Environmental Significance Overlay (ESO1) occurs over all the adjoining Toners Lane Reserve land. ESO1 affords an Urban Buffer to ensure urban amenity is not diminished by the Coal Mining activity to the west.

The site is located within the Gippsland Plains bioregion.

### 1.2 Site location

The study site is located in Morwell West and adjoins Toners Lane in the south west and Latrobe Road in the north east. Toners Lane Reserve adjoins the site to the north west and a variety of industrial developments adjoin the site to the south east. The site is adjoined in the north by farmland and the south by the Princes

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Freeway. The north eastern block and the south western block are principally used for agricultural purposes. The central Council owned land (Council Reserve) is principally unoccupied, unfenced and not currently grazed. This area includes an unused road which is an extension of Madden Street.

The Morwell River and associated wetlands are located approximately 1.5km west of the site.

Appendix 1 is an aerial image of the site and includes some ecological features. .

### 1.3 Objectives

The purpose of this assessment is to:

- Interrogate and analyse a range of biological databases and relevant references to provide a list of flora and fauna or their habitat that is or are potentially present on the site;
- Carry out an assessment of the quality of the vegetation of the site and record and map the location of any significant species including large trees;
- Map the limits of any remnant patches of native vegetation on the site;
- Classify the vegetation on the site in accordance with DEPI (2013) i.e. Scattered Trees or remnant patches of native vegetation;
- Carry out a Habitat Hectare assessment of any remnant patches of native vegetation on the site if required;
- Prepare a report and map on the findings of this assessment; and
- Provide recommendations for any further targeted assessments for any significant flora and fauna likely to be present as revealed during database analysis and site assessment.

---

## 2 Methods

### 2.1 Literature and Database Review

Several databases and reports were interrogated and reviewed, these include;

- Flora and Fauna records within 5 km radius of the study area held in the Atlas of Victorian Wildlife, Flora Information System, Biodiversity Interactive Maps and Sites of Biological Significance - a state-wide database maintained by the Department of Environment & Primary Industries (DEPI) (DEPI 2014);
- Federal Department of Environment Protected Matters Database (DoE) (DoE 2013), using a 5 km radius search area (Appendix 3);
- Ecological Vegetation Class modelling of the study area (both extant and pre-1750) (DEPI 2014)
- Millar Merrigan 2011 Preliminary Flora & Fauna Assessment - Formation of Development Plan - Toners Lane to Latrobe Road, Morwell West. Millar Merrigan, Croydon.
- Watertech 2013 - Draft Flood Study – Morwell West Development Plan site (in prep). Watertech, Melbourne.
- CPG 2011 – Heritage Boulevard and Morwell North West Stage 1 & 2 Sewer Project - Ecological Impact Assessment. CPG Australia, Melbourne



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### 2.1.1 Field Survey

The study area was assessed on 9 January 2013, 25 June 2014 and 18 September 2014.

The field survey provides a comprehensive assessment of the flora and fauna habitat as observed at the time. The survey is considered to be a sample of the flora and fauna values of the entire site at the time of the assessment.

---

## 3 Results

### 3.1 Historic Land Use

Existing infrastructure, aerial images and extant vegetation indicate that the entire DPO site has had a long history of a variety of land uses but predominantly agriculture. It is apparent that the entire site has been previously cleared of the majority of indigenous vegetation. Some areas of native vegetation have regenerated following earlier clearing or disturbance.

The site is in several ownerships which reflect the varying current land use. The site includes a golf driving range; existing residences; cleared grazed agricultural land, cropped land and vacant unmanaged land.

The northern paddock adjoining Latrobe Road has recently been cropped.

No permit for the removal of native vegetation has previously been issued on the subject site. There is no known property vegetation plan for the site. A Native Vegetation Precinct Plan does not apply to the site.

### 3.2 Previous Flora & Fauna Report (Millar Merrigan 2011) – review

The primary focus of this 2011 report (Millar Merrigan 2011) was the Toners Road Golf Driving Rangeland. The report was based on a database analysis and site assessment carried out in June 2011.

The report provides a comprehensive assessment of the flora and fauna features of the Toners Lane site and a more cursory assessment of the remainder of the DPO5 site including the Council Reserve. The report does not accurately map the location of or assess the quality of the native vegetation on the entire site but concluded that the extant vegetation on the (Toners Lane) site was highly modified. The report recommended that the vegetation of the northern portion of the site be mapped and the quality assessed to meet the requirements of the Native Vegetation Framework (DNRE 2002) and the West Gippsland Native Vegetation Plan (WGCMA 2008).

The report did not consider the site would provide significant opportunity for use by threatened fauna. The report did not consider that there was potential habitat for Growling Grass Frog and Dwarf Galaxias on the (Toners Lane) site and as such a targeted assessment for each species was considered not to be warranted.

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### 3.3 Flora

#### 3.3.1 Database assessment

The modelled (DEPI 2014) 1750 pre-European Ecological Vegetation Class (EVC) of the site is recorded as EVC 55 – Plains Grassy Woodland (DEPI 2013). The modelled 2005 EVC of the site indicates the presence of isolated patches of EVC 55-Plains Grassy Woodland (DEPI 2013).

Appendix 4 lists the species of flora recorded in the vicinity.

#### 3.3.2 Site Assessment (January 2013)

This assessment did not include an assessment of the vegetation quality of the Toners Road Reserve but was confined to the Council reserve land adjoining the existing urban development and the agricultural land north east.

The January 2013 site assessment failed to confirm the presence of any of the (DEPI) modelled/mapped EVC 55 Plains Grassy Woodland patches. No remnant patches of native vegetation or scattered (Indigenous) trees (DSE 2007) were recorded as present on any of the site other than on the Council Reserve.

The majority of the vegetation on the non-reserve portion of the site consists of weedy perennial pasture and plantations. The pasture is dominated by Cocksfoot *Dactylis glomerata*, Yorkshire Fog *Holcus lanatus*, Brown-top Bent *Agrostis capillaris*, Paspalum *Paspalum dilatatum* and White Clover *Trifolium repens*. These areas were considered to be classed a Degraded Treeless Vegetation at the time of assessment. Several large non-indigenous Southern Mahogany *Eucalyptus botryoides* were recorded in the northern non-reserve portion of the site. These trees are likely to have been planted and do not qualify as scattered trees (DEPI 2013).

The vegetation quality of the Council Reserve was highly variable. A large area of the site is dominated by patches of Prickly Tea-tree *Leptospermum continentale*. These patches occur within areas dominated by exotic vegetation. The dominance of Prickly Tea-tree was considered to have developed in response to the historic removal of the Plains Grassy Woodland vegetation and the altered drainage regime on the site. This altered drainage regime favoured the Prickly Tea-tree over the previously present indigenous woodland understory species. The catchment of the Council Reserve has been grossly altered in response to the hard surfaces of the adjoining development, particularly the residential development north east of the Council Reserve. The relatively shallow topography of the Council Reserve produced numerous flow splits (Watertech 2013) and 'wet areas' thus creating several isolated patches of swamp tolerant Prickly Tea-tree and other indigenous/exotic species. The vegetation of the unused road reserve extension of Madden Street is dominated by bare ground and exotic plants.

Several Blackwood *Acacia melanoxylon* trees were recorded in close proximity to the drain. It is considered that these Blackwood have regenerated following the soil disturbance associated with the construction of the drain.

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No Strzelecki Gum *Eucalyptus strzeleckii* and Yarra Gum *Eucalyptus yarraensis* were located during the site assessment.

**3.3.3 Site Assessment (June & September 2014)**

It was apparent at these site assessments that the vegetation including the adjoining Toners Lane Reserve had been burnt since the January 2013 assessment.



**Figure 1 - Burnt Vegetation (25 June 2014)**

Despite having been burnt, many of the Tea-tree plants were regenerating and the removal of the overstorey had encouraged the regeneration of the ground layer plants many of which were native species including many of the ground layer plants previously recorded i.e. Blackwood *Acacia melanoxylon*, Kangaroo Grass *Themeda triandra*, Thatch Saw-sedge *Gahnia radula*, Spear Grass *Austrostipa* spp. and Weeping Grass *Microlaena stipoides*.

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**Figure 2 - Regenerating ground layer (18 August 2014)**

As such the majority of the vegetation in the study area meets the criteria to be described as remnant patches of native vegetation (DEPI 2013) and are shown on Appendix 2. Four Ecological Vegetation Classes (EVC) were recorded on the site, namely

- EVC 53 – Swamp Scrub;
- EVC 125 – Plains Grassy Wetland;
- EVC 132-61 – La Trobe Valley Plains Grassland and
- EVC 151 – Plains Grassy Forest

#### **3.3.4 Flora Significance**

Table 3-1 lists those species of threatened plants or their habitat recorded on the EPBC database and the Flora Information System (Viridans 2012a) within 5 km of the site



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Table 3-1 Significant plant species recorded within 5km of the subject site

Species Name	Common Name	Likelihood of presence
<b>Amphibromus fluitans</b>	River Swamp Wallaby-grass	Unlikely – None recorded on site. Modified habitat onsite
<b>Caladenia orientalis</b>	Eastern Spider Orchid	Unlikely – None recorded on site. Modified habitat onsite
<b>Dianella amoena</b>	Matted Flax-lily	Unlikely – None recorded on site. Modified habitat onsite
<b>Eucalyptus strzeleckii</b>	Strzeleckii Gum	Unlikely – None recorded on site. Modified habitat onsite.
<b>Eucalyptus yarraensis</b>	Yarra Gum	Unlikely – None recorded on site. Modified habitat onsite
<b>Prasophyllum frenchii</b>	Maroon Leek Orchid	Unlikely – None recorded on site. Modified habitat onsite.
<b>Thelymitra matthewsii</b>	Spiral Sun-orchid	Unlikely – None recorded on site. Modified habitat onsite
<b>Xerochrysum palustre</b>	Swamp Everlasting	Unlikely – None recorded on site. Modified habitat onsite

None of these species were observed during the site assessment. Two of these species (Strzelecki Gum and Yarra Gum) have previously been recorded in the vicinity (5km radius). The closest records of Strzelecki Gum are approximately 4km north of the site and 2km south west of the site. The closest record of Yarra Gum is approximately 1km south west of the site in the Maryvale Crescent Reserve.

### 3.3.5 Habitat Zones

Twelve remnant patches (DEPI 2014) have been recorded (18 September 2014 – Tom Wright, Senior Botanist, AECOM) based primarily on the presence of >25% cover of native species i.e. mainly Prickly Tea-tree and regenerating indigenous ground layer plants. **Table 3-2** records the Quality Score and conservation significance of the twelve remnant patches

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**Table 3-2- Quantification and significance of patches of Native Vegetation**

Habitat Zone			HZ1	HZ2	HZ 3	HZ 4	HZ 5	HZ 6	HZ 7	HZ 8	HZ 9	HZ 10	HZ 11	HZ 12
Bioregion			GP	GP	GP	GP	GP	GP	GP	GP	GP	GP	GP	GP
EVC #: Name			132 61 PG	132 61 PG	132 61 PG	53 SS	53 SS	53 SS	53 SS	125 PGVet	125 PGVet	53 SS	151 PGF	53 SS
EVC Bioregional Conservation Status			END	END	END	END	END	END	END	END	END	END	VUL	END
		Max Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score	Score
Site Condition	Large Old Trees	10	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA
	Canopy Cover	5	NA	NA	NA	NA	NA	NA	3	NA	NA	3	0	NA
	Understorey	25	15	15	15	10	10	10	10	10	10	5	5	10
	Lack of Weeds	15	6	9	6	6	6	9	6	9	9	6	2	9
	Recruitment	10	3	3	3	0	0	10	0	6	6	0	5	6
	Organic Matter	5	0	0	0	0	0	3	0	0	0	0	4	0
	Logs	5	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	NA
	<b>Total Site Score</b>	<b>75</b>	<b>24</b>	<b>27</b>	<b>24</b>	<b>16</b>	<b>16</b>	<b>32</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>14</b>	<b>16</b>	<b>25</b>
	EVC standardiser (e.g. 75/55) [1]		1.36	1.36	1.36	1.36	1.36	1.36	1.25	1.36	1.36	1.25	1.0	1.36
<b>Adjusted Site Score</b>		<b>32.7</b>	<b>36.7</b>	<b>32.7</b>	<b>21.8</b>	<b>21.8</b>	<b>43.5</b>	<b>23.75</b>	<b>34.0</b>	<b>34.00</b>	<b>17.5</b>	<b>16</b>	<b>34</b>	
Landscape Value	Patch Size	10	4	4	4	4	4	4	4	4	4	1	1	4
	Neighbourhood	10	1	1	1	2	1	1	1	1	1	0	0	1
	Distance to Core	5	1	2	1	1	1	1	1	1	1	1	1	1
<b>Habitat Score</b>	<b>100</b>	<b>38.7</b>	<b>43.7</b>	<b>38.7</b>	<b>28.8</b>	<b>27.8</b>	<b>49.5</b>	<b>29.75</b>	<b>40.0</b>	<b>40.0</b>	<b>19.5</b>	<b>18</b>	<b>40</b>	
<b>Habitat points = #/100</b>	<b>1</b>	<b>0.39</b>	<b>0.44</b>	<b>0.39</b>	<b>0.29</b>	<b>0.28</b>	<b>0.50</b>	<b>0.30</b>	<b>0.40</b>	<b>0.40</b>	<b>0.20</b>	<b>0.18</b>	<b>0.40</b>	
Habitat Zone area (ha)	(#. #)	0.69	0.08	1.24	5.29	1.40	1.18	0.39	0.02	0.22	0.47	0.03	0.34	
<b>Habitat Hectares</b>	<b>(#. #)</b>	<b>0.27</b>	<b>0.04</b>	<b>0.48</b>	<b>1.53</b>	<b>0.39</b>	<b>0.59</b>	<b>0.12</b>	<b>0.01</b>	<b>0.09</b>	<b>0.09</b>	<b>0.01</b>	<b>0.14</b>	

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### 3.3.6 Scattered trees

One scattered native tree (DEPI 2014) a Swamp Gum *Eucalyptus ovata*, was recorded on the site i.e. not within the remnant patches.

### 3.3.7 EPBC Listed Communities

Gippsland Red Gum (*Eucalyptus tereticornis*) Grassy Woodland and associated native grassland is an EPBC listed vegetation community which is likely to occur in the area (Appendix 3). This community is not present on the subject site.

## 3.4 Fauna

### 3.4.1 Desktop Assessment

Table 3-3 lists those species of animals or their habitat recorded on the EPBC search and the Atlas of Victorian Wildlife as potentially occurring or has been recorded within the vicinity of the site.

Appendix 4 lists the species of fauna recorded in the vicinity.

Table 3-3 - Significant fauna species potentially occurring within the vicinity

Species Name	Common Name	Likelihood of presence on site
<i>Anthochaera phrygia</i>	Regent Honeyeater	Unlikely, may overfly
<i>Ardea modesta</i>	Eastern Great Egret	Unlikely, habitat absent on site
<i>Botaurus poiciloptilus</i>	Australasian Bittern	Unlikely, may utilise ephemeral wetland infrequently
<i>Galaxiella pusilla</i>	Eastern Dwarf Galaxias	Unlikely highly modified habitat on site
<i>Haliastur leucogaster</i>	White-bellied Sea-eagle	Unlikely, may overfly
<i>Heleioporus australiacus</i>	Giant Burrowing Frog	Unlikely, potential habitat absent.
<i>Isoodon obesulus</i>	Southern Brown Bandicoot	Unlikely, sub optimal habitat on site, not known from vicinity
<i>Lathamus discolor</i>	Swift Parrot	Unlikely, may overfly
<i>Litoria raniformis</i>	Growling Grass Frog	Unlikely; not recorded in vicinity despite targeted assessment. Site may provide dispersal habitat in wet periods
<i>Melanodryas cucullata</i>	Hooded Robin	Unlikely, habitat absent on site
<i>Oxyura australis</i>	Blue-bill Duck	Unlikely, habitat absent on site
<i>Prototroctes maraena</i>	Australian Grayling	Unlikely, habitat absent on site
<i>Pseudomys fumeus</i>	Smoky Mouse	Unlikely, habitat absent on site
<i>Pseudomys novaehollandiae</i>	New Holland Mouse	Unlikely, habitat absent on site
<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	Unlikely, may overfly.
<i>Rostratula australis</i>	Australian Painted Snipe	Unlikely incidental visitor. Sub-optimal habitat on site
<i>Synemon plana</i>	Golden Sun Moth	Unlikely, no records from vicinity

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#### 3.4.2 Fauna Significance

The database analysis reveals that several species of indigenous fauna are potentially present on the site. However, the highly modified vegetation, absence of permanent open water, the proximity to intensive industrial and residential development and the likely presence of Foxes, limits the potential use of the site by many of those species.

Several species of threatened waterbirds have been recorded in the vicinity (Morwell River Wetlands associated with the Morwell River) but are unlikely to utilise the subject site. It is considered that the low lying ephemeral wet areas on the site do not persist for any length of time and as such will not provide sustainable wetland habitat. It is unlikely that these areas will provide enduring breeding habitat for these wetland dependent species. The only dam located on the site is accessible by livestock and has no emergent littoral vegetation and the water quality is low (Turbid).

Growing Grass Frog (GGF) is an EPBC and FFG listed threatened species. The closest records of GGF to the site are at Traralgon East (1968) and north of Lake Narracan (1982) (DEPI 2014). The potential for use of the site by GGF is considered very low due to the general absence of open water, water of low quality and the ephemeral nature of the wet areas. It is considered that the only potential GGF habitat occurs in the drain in the north of the Council Reserve. This constructed drain is utilised by several common species of frog as evidenced by their calling during the site assessment. Species recorded include Common Froglet *Crinia signifera*, Striped Marsh Frog *Limnodynastes peronii* and Southern Brown Tree Frog *Litoria ewingii*. A targeted GGF survey (CPG 2011) was completed for this drain in November 2011 and did not record the presence of GGF.

Dwarf Galaxias are listed as threatened under the EPBC Act and FFG Act. This species was recorded in 1998 in a wetland in the Morwell River just south of the Princes Freeway and approximately 2km west of the Council Reserve. It is considered unlikely that this species will occur on the subject site. Flow modelling (Water tech 2013) indicates that there is potential for dispersed and distant hydraulic linkage between the Council Reserve and the Morwell River. This may provide seasonal sub optimal dispersal opportunities for Dwarf Galaxias.

The Council Reserve is not considered to contain critical habitat for Growing Grass Frog or Dwarf Galaxias.

#### 3.5 Sites of Biological Significance (SOBS)

Sites of Biological Significance have been determined by DEPI staff using a set of five broad criteria. The classification of SOBS ranges from International, National, State, Regional and Local. The classification of SOBS has no legislative authority but is used by DEPI to evaluate potential impact (DSE 2004)



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SOBS 1827 - Maryvale Crescent is located approximately 1km south of the site adjoining the Princes Freeway. This SOBS contains several threatened plants including Yarra Gum and Matted Flax-lily.

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#### 4 Legislative Requirements

##### 4.1 Environment Protection and Biodiversity Conservation (EPBC) Act

The site is located upstream of The Gippsland Lakes which are a listed Wetland of International significance (Ramsar). The Morwell River drains into the Latrobe River which discharges into the Gippsland Lakes approximately 80km east of Morwell. EPBC listed nationally significant Flora and Fauna species (or their habitat) are not considered to be present on the site or in the vicinity.

Development of the site is not expected to have a significant detrimental impact on any matter of National Environmental Significance and as such a referral to the federal department of the Environment is not considered currently necessary. (Appendix 3- EPBC Report).

##### 4.2 Flora & Fauna Guarantee Act 1988

The majority of the site is freehold land and does not contain any critical habitat of any. As such the requirements of the FFG Act do not apply to those parts of the site.

The northerly paddocks are believed to be Crown Land (owned by 'Land of Board and Works'). There is no critical habitat of any FFG listed species or communities on this land and no FFG listed species or communities will be impacted by the development.

It is considered that the development will not have a significant impact on any FFG listed taxa or communities. Indeed there is potential to improve the contribution the development makes to achieve a sustainable conservation outcome particularly as it relates to the provision of wetland habitat.

##### 4.3 Planning and Environment Act 1987

A planning permit from the Latrobe Council is required to remove, destroy or lop any native vegetation as part of any proposed works.

The site contains 12 remnant patches of native vegetation and one scattered tree. The removal of the remnant patches and scattered trees will require offsetting if they are approved for removal. Removal of this native vegetation will be assessed using the Guidelines (DEPI 2014) using the moderate risk pathway (Appendix 4).

The majority of the non-reserve area does not contain remnant patches of native vegetation or scattered trees (DEPI 2014) and as such will not require a Planning Permit for its removal. The Southern Mahogany trees in the northern portion of the site have been planted as an amenity and are exempt from requiring a planning permit for their removal. The Blackwood understorey trees have regenerated following soil disturbance probably during the construction of the

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drain and are understorey species. As such these trees are exempt from requiring a planning permit for their removal. In addition, the Willow Patch (Appendix 1) is dominated by an exotic species and will not require a Planning Permit for removal.

- 4.4 Moderate Risk Pathway assessment (Native Vegetation Regulations 2013)**  
Appendix 4 details the Biodiversity Assessment Report which determines that the project will be assessed under the moderate pathway.

To the knowledge of the author, there has not been any permitted removal of native vegetation from the site and reserve.

It is considered that the impacts on biodiversity of the removal of the native vegetation are minimal. The site is classified as having Location A (lowest) risk category.

The vegetation quality of the remnant patches is very low as a result of historic land management (**Table 3-2**). The site condition mapping (DEPI 2014) indicates that the site contains scattered patches of mostly exotic tree cover with low site condition Strategic Biodiversity Score. The *NaturePrint* values indicate that the site makes a low(est) contribution of natural values. As such the site is not considered to be strategically important to biodiversity.

Impacts on biodiversity have been minimised by selecting a site that inherently has low biodiversity values and in addition the design of the storm water management ponds and constructed wetland will provide more secure habitat for wetland dependent species of flora and fauna.

Further impact can be realised by using indigenous species of flora in the landscape planning and improving management of the pest plants and animals currently on the site. Such management would include the removal of the patch of *Willows Salix* spp.

GIS data (shape files) of the proposed area of native vegetation removal have been sent to the native vegetation support team of DEPI for the production of a Biodiversity Impact and Offset Report (BIOR). This report is appended (Appendix 5)

An offset strategy to indicate how the required offsets (as determined by the BIOR) are to be provided will be prepared as a component of the subsequent Planning Permit application. This strategy will be provided prior to the removal of any native vegetation. The construction of the wetland will be staged and as such, the provision of the offsets associated with each stage will be provided as the removal of vegetation is similarly staged.

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**5 Discussion:**

The ecological significance of the site is much reduced by historic and current land use. The vegetation of the site is highly modified and is dominated by exotic plants. The Council Reserve provides similarly modified vegetation and is seasonally inundated by drainage from the adjoining urban catchment. It has limited ephemeral hydraulic connectivity to the Morwell River.

The Development Planning Overlay (DPO5) on the site requires several specific ecological considerations including GGF, Dwarf Galaxias and Native Vegetation.

The Council Reserve contains twelve remnant patches native vegetation. Despite this bioregional significance the extant remnant patches are of low quality and have low species richness and poor structural diversity. The Woodland overstorey is generally absent. The patches are considered to be highly modified remnants of native vegetation that have developed in response to major historic disturbance of both the site and its catchment.

The replacement of these remnant patches with a more efficient storm water/drainage facility, preferably utilising indigenous plants, would improve water quality discharge (ultimately) to the Morwell River wetlands.

In its current state, the habitat on the majority of the cleared agricultural land, north and south of the Council Reserve provides limited biodiversity conservation values. It is considered that there are no current ecological constraints to the development of these areas for residential purposes.

It is considered that the Council Reserve does not provide critical habitat of any threatened species of flora or fauna. This evaluation is consistent with that of Millar Merrigan (2011).

While it is considered unlikely that Dwarf Galaxias utilise the ephemeral wetland areas of the Council Reserve, the seasonal opportunistic presence of Dwarf Galaxias cannot be absolutely discounted. As such it is expected that there will be a planning requirement to ensure that Galaxias habitat, however marginal, is not compromised. As such it is recommended that the following conditions apply to the development:-

- the preparation and approval of a Construction Management Plan to identify and mitigate impacts on existing populations of Dwarf Galaxias; and
- the design and construction of wetlands on the site address the specified habitat requirements of the species. Wetland design which accounts for Dwarf Galaxias could include complementary constructed habitat for a range of amphibians including GGF.

Revegetation works on the site could consider using Strzelecki Gums along with other indigenous plant species in the planting mix.

DEPI (2014) stated that 'It is unlikely that any potential impacts on existing biodiversity values will have statewide implications'.

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An EPBC referral of the development to the federal Minister for the Environment is not considered essential but may provide improved certainty to the construction program.

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## 6 Conclusion

The cleared agricultural land north and south of the site does not contain any ecological constraints to residential development. No threatened species of flora or fauna were recorded during the site assessment of these areas. There is little likelihood of any threatened species utilising these grossly modified areas.

The Council Reserve is the only area that contains native vegetation and potential fauna habitat. In its present state, this native vegetation makes very little contribution to the sustainable conservation of biodiversity in the vicinity. It is suggested that considerable improvement in the biodiversity values and assets of the site and vicinity could be provided by appropriate development design that incorporates constructed wetlands, particularly if it was considered in conjunction with the conservation management of the adjoining Toners Reserve.

The use of the Council Reserve by Growling Grass Frog is questionable but cannot be absolutely discounted. The likelihood of use of the site by Growling Grass Frog is considered low consistent with the absence of records from the recent survey of the Council Reserve Drain. This drain provides the only potential Growling Grass Frog habitat on the Council Reserve. There are no permanent wetland areas with high quality water. The Council Reserve may however provide ephemeral Growling Grass Frog dispersal habitat.

The presence of Dwarf Galaxias on the Council Reserve cannot be absolutely discounted despite the ephemeral nature of the wet areas of the site. Dwarf Galaxias may colonise the site post-flooding and occupy the site intermittently but they are not expected to permanently occupy the site. A targeted survey for the species is not expected to provide significant additional information to improve the confidence of decision making due to the ephemeral nature of the wet areas of the Council Reserve.

Given the unlikely occurrence of both Growling Grass Frog and/or Dwarf Galaxias on the Council Reserve, the provision of appropriately designed constructed wetland, potentially in conjunction with storm water management infrastructure, will provide much improved and permanent habitat for both Growling Grass Frog and Dwarf Galaxias.

It is not considered essential to provide an EPBC referral of the proposed development to the federal DoE.



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7 **References**

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WGCMA 2008 **West Gippsland Native Vegetation Plan**. West Gippsland Catchment Management Authority, Traralgon

**Appendix 1** Site Map

**Appendix 2** Native Vegetation Assessment (Detail)

**Appendix 3** EPBC report



**Appendix 4** BAR report

**Appendix 5** BIOR report

**Appendix 6** Flora List  
(VBA extract)

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Acacia dealbata</i>	Silver Wattle	1990-1999
			#	<i>Acacia longifolia</i>	Sallow Wattle	1990-1999
			#	<i>Acacia longifolia</i> subsp. <i>longifolia</i>	Sallow Wattle	1990-1999
				<i>Acacia mearnsii</i>	Black Wattle	On-site 2014
				<i>Acacia melanoxylon</i>	Blackwood	On-site 2014
				<i>Acacia mucronata</i> subsp. <i>longifolia</i>	Narrow-leaf Wattle	1990-1999
			*	<i>Acacia saligna</i>	Golden Wreath Wattle	1980-1989
				<i>Acacia stricta</i>	Hop Wattle	1990-1999
				<i>Acacia verticillata</i>	Prickly Moses	1990-1999
				<i>Acaena novae-zelandiae</i>	Bidgee-widgee	On-site 2014
				<i>Acaena ovina</i>	Australian Sheep's Burr	2000-2010
			*	<i>Acetosella vulgaris</i>	Sheep Sorrel	1990-1999
				<i>Acrotriche serrulata</i>	Honey-pots	1990-1999
				<i>Adiantum aethiopicum</i>	Common Maidenhair	1990-1999
			*	<i>Agapanthus praecox</i> subsp. <i>orientalis</i>	Agapanthus	1990-1999
			*	<i>Agrostis capillaris</i>	Brown-top Bent	On-site 2014
			*	<i>Agrostis capillaris</i> var. <i>capillaris</i>	Brown-top Bent	2000-2010
			*	<i>Aira caryophyllea</i> subsp. <i>caryophyllea</i>	Silvery Hair-grass	2000-2010
				<i>Alisma plantago-aquatica</i>	Water Plantain	1990-1999
				<i>Allocasuarina littoralis</i>	Black Sheoak	1990-1999
				<i>Alternanthera denticulata</i> s.l.	Lesser Joyweed	1980-1989
				<i>Amperea xiphioclada</i> var. <i>xiphioclada</i>	Broom Spurge	1990-1999
				<i>Amyema pendula</i>	Drooping Mistletoe	2000-2010
				<i>Anthosachne scabra</i> s.l.	Common Wheat-grass	1990-1999
			*	<i>Anthoxanthum odoratum</i>	Sweet Vernal-grass	On-site 2014
				<i>Aphanes australiana</i>	Australian Piert	2000-2010
			*	<i>Arctotheca calendula</i>	Cape Weed	On-site 2014
				<i>Arthropodium strictum</i> s.l.	Chocolate Lily	1990-1999
			*	<i>Asparagus asparagoides</i>	Bridal Creeper	On-site



FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
						2014
			*	<i>Aster subulatus</i>	Aster-weed	1980-1989
			*	<i>Atriplex prostrata</i>	Hastate Orache	1980-1989
				<i>Austrocynoglossum latifolium</i>	Forest Hound's-tongue	1990-1999
				<i>Austrostipa flavescens</i>	Coast Spear-grass	1990-1999
				<i>Austrostipa mollis</i>	Supple Spear-grass	1990-1999
				<i>Austrostipa pubinodis</i>	Tall Spear-grass	1990-1999
				<i>Austrostipa rudis</i>	Veined Spear-grass	On-site 2014
				<i>Austrostipa rudis</i> subsp. <i>rudis</i>	Veined Spear-grass	1990-1999
				<i>Austrostipa</i> spp		On-site 2014
				<i>Azolla filiculoides</i>	Pacific Azolla	1990-1999
				<i>Billardiera macrantha</i>	Purple Apple-berry	1990-1999
				<i>Billardiera scandens</i> s.l.	Common Apple-berry	1990-1999
				<i>Blechnum cartilagineum</i>	Gristle Fern	1990-1999
				<i>Blechnum minus</i>	Soft Water-fern	1990-1999
				<i>Blechnum nudum</i>	Fishbone Water-fern	1990-1999
			*	<i>Briza maxima</i>	Large Quaking-grass	2000-2010
			*	<i>Briza minor</i>	Lesser Quaking-grass	2000-2010
			*	<i>Bromus catharticus</i>	Prairie Grass	On-site 2014
			*	<i>Bromus diandrus</i>	Great Brome	On-site 2014
			*	<i>Bromus hordeaceus</i> subsp. <i>hordeaceus</i>	Soft Brome	On-site 2014
				<i>Bursaria spinosa</i>	Sweet Bursaria	2000-2010
				<i>Bursaria spinosa</i> subsp. <i>spinosa</i>	Sweet Bursaria	2000-2010
				<i>Caesia calliantha</i>	Blue Grass-lily	1990-1999
f	E	e		<i>Caladenia orientalis</i>	Eastern Spider-orchid	2000-2010
				<i>Callitriche muelleri</i>	Round Water-starwort	1990-1999
			*	<i>Callitriche stagnalis</i>	Common Water-starwort	1990-1999
				<i>Calochilus robertsonii</i>	Purple Beard-orchid	1960-1969
				<i>Calochlaena dubia</i>	Common Ground-fern	1990-1999
				<i>Calystegia sepium</i> subsp. <i>roseata</i>	Large Bindweed	2000-2010
			*	<i>Cardamine hirsuta</i>	Common Bitter-cress	2000-2010
			*	<i>Carduus pycnocephalus</i>	Slender Thistle	On-site 2014
			*	<i>Carduus tenuiflorus</i>	Winged Slender-thistle	1990-1999
				<i>Carex appressa</i>	Tall Sedge	On-site 2014

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Cassinia aculeata</i>	Common Cassinia	2000-2010
				<i>Cassytha melantha</i>	Coarse Dodder-laurel	1990-1999
			*	<i>Cenchrus clandestinus</i>	Kikuyu	On-site 2014
			*	<i>Centaurium erythraea</i>	Common Centaury	1990-1999
				<i>Centipeda cunninghamii</i>	Common Sneezeweed	1990-1999
			*	<i>Cerastium glomeratum</i>	Common Mouse-ear Chickweed	On-site 2014
			*	<i>Chamaecytisus palmensis</i>	Tree Lucerne	1990-1999
			*	<i>Chenopodium album</i>	Fat Hen	2000-2010
			*	<i>Cirsium vulgare</i>	Spear Thistle	On-site 2014
				<i>Clematis aristata</i>	Mountain Clematis	2000-2010
				<i>Comesperma volubile</i>	Love Creeper	1990-1999
			*	<i>Conium maculatum</i>	Hemlock	2000-2010
			*	<i>Conyza bonariensis</i>	Flaxleaf Fleabane	2000-2010
				<i>Coprosma quadrifida</i>	Prickly Currant-bush	2000-2010
			*	<i>Coprosma repens</i>	Mirror Bush	1990-1999
				<i>Coronidium scorpioides s.s.</i>	Button Everlasting	1990-1999
			*	<i>Cotoneaster glaucophyllus var. serotinus</i>	Large-leaf Cotoneaster	1980-1989
			*	<i>Cotoneaster pannosus</i>	Velvet Cotoneaster	1990-1999
				<i>Cotula australis</i>	Common Cotula	2000-2010
			*	<i>Cotula coronopifolia</i>	Water Buttons	2000-2010
				<i>Crassula decumbens var. decumbens</i>	Spreading Crassula	2000-2010
				<i>Crassula helmsii</i>	Swamp Crassula	1980-1989
			*	<i>Crataegus monogyna</i>	Hawthorn	1990-1999
				<i>Cyathea australis</i>	Rough Tree-fern	1990-1999
				<i>Cynodon dactylon</i>	Couch	On-site 2014
			*	<i>Cynodon dactylon var. dactylon</i>	Couch	1990-1999
			*	<i>Cynosurus echinatus</i>	Rough Dog's-tail	On-site 2014
			*	<i>Cyperus eragrostis</i>	Drain Flat-sedge	1990-1999
			*	<i>Cytisus scoparius</i>	English Broom	2000-2010
			*	<i>Dactylis glomerata</i>	Cocksfoot	On-site 2014
				<i>Daviesia latifolia</i>	Hop Bitter-pea	1990-1999
				<i>Deyeuxia quadriseta</i>	Reed Bent-grass	2000-2010
				<i>Dianella longifolia s.l.</i>	Pale Flax-lily	1990-1999
				<i>Dianella longifolia var. longifolia s.l.</i>	Pale Flax-lily	1990-1999

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Dianella revoluta</i> s.l.	Black-anther Flax-lily	On-site 2014
				<i>Dianella revoluta</i> var. <i>revoluta</i> s.l.	Black-anther Flax-lily	1990-1999
				<i>Dianella tasmanica</i>	Tasman Flax-lily	1990-1999
				<i>Dichondra repens</i>	Kidney-weed	On-site 2014
				<i>Dicksonia antarctica</i>	Soft Tree-fern	1990-1999
				<i>Dillwynia cinerascens</i>	Grey Parrot-pea	1990-1999
				<i>Dillwynia glaberrima</i>	Smooth Parrot-pea	1990-1999
			*	<i>Dipsacus fullonum</i> subsp. <i>fullonum</i>	Wild Teasel	2000-2010
			*	<i>Dittrichia graveolens</i>	Stinkwort	1980-1989
				<i>Echinopogon ovatus</i>	Common Hedgehog-grass	1990-1999
			*	<i>Echium plantagineum</i>	Paterson's Curse	2000-2010
			*	<i>Ehrharta erecta</i> var. <i>erecta</i>	Panic Veldt-grass	1990-1999
				<i>Epacris impressa</i>	Common Heath	1990-1999
			*	<i>Erica lusitanica</i>	Spanish Heath	2000-2010
				<i>Eucalyptus angophoroides</i>	Apple Box	1990-1999
				<i>Eucalyptus botryoides</i>	Southern Mahogany	On-site 2014
				<i>Eucalyptus bridgesiana</i>	But But	1990-1999
				<i>Eucalyptus croajingolensis</i>	Gippsland Peppermint	2000-2010
				<i>Eucalyptus obliqua</i>	Messmate Stringybark	1990-1999
				<i>Eucalyptus ovata</i>	Swamp Gum	1990-1999
				<i>Eucalyptus radiata</i>	Narrow-leaf Peppermint	On-site 2014
				<i>Eucalyptus radiata</i> subsp. <i>radiata</i>	Narrow-leaf Peppermint	1990-1999
f	V	v		<i>Eucalyptus strzeleckii</i>	Strzelecki Gum	2000-2010
				<i>Eucalyptus viminalis</i>	Manna Gum	2000-2010
		r		<i>Eucalyptus yarraensis</i>	Yarra Gum	2000-2010
				<i>Euchiton involucratus</i> s.l.	Common Cudweed	2000-2010
				<i>Euchiton involucratus</i> s.s.	Star Cudweed	2000-2010
			*	<i>Euphorbia peplus</i>	Petty Spurge	1990-1999
				<i>Exocarpos cupressiformis</i>	Cherry Ballart	2000-2010
				<i>Gahnia radula</i>	Thatch Saw-sedge	On-site 2014
				<i>Gahnia sieberiana</i>	Red-fruit Saw-sedge	1990-1999
			*	<i>Galium aparine</i>	Cleavers	2000-2010
				<i>Galium leiocarpum</i>	Maori Bedstraw	1990-1999
			*	<i>Gamochaeta purpurea</i>	Purple Cudweed	1990-1999
			*	<i>Genista linifolia</i>	Flax-leaf Broom	2000-2010

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
			*	<i>Genista monspessulana</i>	Montpellier Broom	1990-1999
				<i>Geranium gardneri</i>	Rough Crane's-bill	2000-2010
				<i>Geranium homeanum</i>	Rainforest Crane's-bill	1990-1999
				<i>Geranium retrorsum</i>	Grassland Crane's-bill	2000-2010
				<i>Geranium sp. 2</i>	Variable Crane's-bill	2000-2010
				<i>Gleichenia microphylla</i>	Scrambling Coral-fern	1990-1999
				<i>Glycine clandestina</i>	Twining Glycine	2000-2010
				<i>Gonocarpus humilis</i>	Shade Raspwort	1990-1999
				<i>Gonocarpus tetragynus</i>	Common Raspwort	2000-2010
				<i>Goodenia humilis</i>	Swamp Goodenia	1900-1949
				<i>Goodenia ovata</i>	Hop Goodenia	1990-1999
				<i>Gratiola peruviana</i>	Austral Brooklime	1990-1999
			#	<i>Grevillea rosmarinifolia</i>	Rosemary Grevillea	1990-1999
				<i>Gynatrix pulchella</i>	Hemp Bush	2000-2010
				<i>Hardenbergia violacea</i>	Purple Coral-pea	1990-1999
			*	<i>Hedera helix</i>	English Ivy	1990-1999
			*	<i>Helminthotheca echioides</i>	Ox-tongue	2000-2010
				<i>Hemarthria uncinata</i> var. <i>uncinata</i>	Mat Grass	1990-1999
				<i>Hibbertia riparia</i>	Erect Guinea-flower	1990-1999
			*	<i>Holcus lanatus</i>	Yorkshire Fog	On-site 2014
				<i>Hovea heterophylla</i>	Common Hovea	1990-1999
				<i>Hydrocotyle hirta</i>	Hairy Pennywort	1990-1999
				<i>Hydrocotyle pterocarpa</i>	Wing Pennywort	1980-1989
				<i>Hydrocotyle sibthorpioides</i>	Shining Pennywort	1990-1999
				<i>Hypericum gramineum</i> spp. <i>agg.</i>	Small St John's Wort	2000-2010
			*	<i>Hypericum perforatum</i> subsp. <i>veronense</i>	St John's Wort	2000-2010
			*	<i>Hypochaeris radicata</i>	Flatweed	On-site 2014
				<i>Hypolepis rugosula</i>	Ruddy Ground-fern	1990-1999
				<i>Isolepis cernua</i>	Nodding Club-sedge	2000-2010
				<i>Isolepis cernua</i> var. <i>cernua</i>	Nodding Club-sedge	2000-2010
				<i>Isolepis cernua</i> var. <i>platycarpa</i>	Broad-fruit Club-sedge	2000-2010
				<i>Isolepis inundata</i>	Swamp Club-sedge	2000-2010
			*	<i>Jacobaea vulgaris</i>	Ragwort	2000-2010
			*	<i>Juncus acuminatus</i>	Sharp-fruited Rush	2000-2010
				<i>Juncus amabilis</i>	Hollow Rush	1980-1989
			*	<i>Juncus articulatus</i> subsp. <i>articulatus</i>	Jointed Rush	1990-1999
				<i>Juncus australis</i>	Austral Rush	On-site

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
						2014
				<i>Juncus holoschoenus</i>	Joint-leaf Rush	1990-1999
				<i>Juncus pallidus</i>	Pale Rush	1990-1999
				<i>Juncus pauciflorus</i>	Loose-flower Rush	2000-2010
				<i>Juncus procerus</i>	Tall Rush	1980-1989
			*	<i>Kickxia spuria</i> subsp. <i>integrifolia</i>	Round-leaved Toadflax	1960-1969
				<i>Kunzea ericoides</i> spp. <i>agg.</i>	Burgan	On-site 2014
				<i>Lachnagrostis filiformis</i>	Common Blown-grass	1990-1999
				<i>Lagenophora gracilis</i>	Slender Bottle-daisy	1990-1999
				<i>Lemna disperma</i>	Common Duckweed	2000-2010
			*	<i>Leontodon taraxacoides</i> subsp. <i>taraxacoides</i>	Hairy Hawkbit	1990-1999
				<i>Lepidosperma elatius</i>	Tall Sword-sedge	1990-1999
				<i>Lepidosperma laterale</i>	Variable Sword-sedge	1990-1999
				<i>Leptinella reptans</i> s.l.	Creeping Cotula	2000-2010
				<i>Leptinella reptans</i> s.s.	Creeping Cotula	2000-2010
				<i>Leptorhynchos tenuifolius</i>	Wiry Buttons	1990-1999
				<i>Leptospermum continentale</i>	Prickly Tea-tree	On-site 2014
				<i>Leucopogon ericoides</i>	Pink Beard-heath	1990-1999
				<i>Lobelia anceps</i>	Angled Lobelia	1990-1999
			*	<i>Lolium perenne</i>	Perennial Rye-grass	On-site 2014
				<i>Lomandra filiformis</i>	Wattle Mat-rush	1990-1999
				<i>Lomandra longifolia</i>	Spiny-headed Mat-rush	On-site 2014
			*	<i>Lonicera japonica</i>	Japanese Honeysuckle	1990-1999
			*	<i>Lotus corniculatus</i>	Bird's-foot Trefoil	1980-1989
			*	<i>Lotus subbiflorus</i>	Hairy Bird's-foot Trefoil	1990-1999
			*	<i>Lotus uliginosus</i>	Greater Bird's-foot Trefoil	1990-1999
				<i>Luzula meridionalis</i>	Common Woodrush	2000-2010
				<i>Luzula meridionalis</i> var. <i>densiflora</i>	Common Woodrush	2000-2010
				<i>Luzula meridionalis</i> var. <i>flaccida</i>	Common Woodrush	1990-1999
			*	<i>Lycium ferocissimum</i>	African Box-thorn	2000-2010
			*	<i>Lysimachia arvensis</i>	Pimpernel	2000-2010
				<i>Lythrum hyssopifolia</i>	Small Loosestrife	2000-2010
			*	<i>Malus pumila</i>	Apple	1990-1999
			#	<i>Melaleuca ericifolia</i>	Swamp Paperbark	2000-2010
				<i>Melaleuca squarrosa</i>	Scented Paperbark	1990-1999



FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Melicytus dentatus</i> s.l.	Tree Violet	2000-2010
				<i>Mentha australis</i>	River Mint	1990-1999
				<i>Microlaena stipoides</i> var. <i>stipoides</i>	Weeping Grass	On-site 2014
				<i>Muellerina eucalyptoides</i>	Creeping Mistletoe	1990-1999
			#	<i>Myoporum insulare</i>	Common Boobialla	1990-1999
			*	<i>Myosotis laxa</i> subsp. <i>caespitosa</i>	Water Forget-me-not	1990-1999
				<i>Myrsine howittiana</i>	Mutton-wood	1990-1999
				<i>Olearia lirata</i>	Snowy Daisy-bush	1990-1999
				<i>Oxalis exilis</i>	Shady Wood-sorrel	2000-2010
			*	<i>Oxalis purpurea</i>	Large-flower Wood-sorrel	2000-2010
				<i>Ozothamnus ferrugineus</i>	Tree Everlasting	2000-2010
				<i>Pandorea pandorana</i> subsp. <i>pandorana</i>	Wonga Vine	1990-1999
			*	<i>Parentucellia viscosa</i>	Yellow Bartsia	1990-1999
				<i>Parsonsia brownii</i>	Twining Silkpod	1990-1999
			*	<i>Paspalum dilatatum</i>	Paspalum	On-site 2014
			*	<i>Paspalum distichum</i>	Water Couch	1980-1989
				<i>Persicaria decipiens</i>	Slender Knotweed	1990-1999
				<i>Persicaria hydropiper</i>	Water Pepper	1990-1999
			*	<i>Persicaria maculosa</i>	Redshank	1960-1969
				<i>Persicaria praetermissa</i>	Spotted Knotweed	1990-1999
			*	<i>Phalaris aquatica</i>	Toowoomba Canary-grass	On-site 2014
				<i>Phragmites australis</i>	Common Reed	2000-2010
			*	<i>Phytolacca octandra</i>	Red-ink Weed	1990-1999
				<i>Pimelea humilis</i>	Common Rice-flower	1990-1999
			*	<i>Pinus radiata</i>	Monterey Pine	On-site 2014
			#	<i>Pittosporum undulatum</i>	Sweet Pittosporum	1990-1999
			*	<i>Plantago coronopus</i>	Buck's-horn Plantain	On-site 2014
			*	<i>Plantago coronopus</i> subsp. <i>coronopus</i>	Buck's-horn Plantain	2000-2010
				<i>Plantago debilis</i>	Shade Plantain	1990-1999
			*	<i>Plantago lanceolata</i>	Ribwort	On-site 2014
			*	<i>Plantago major</i>	Greater Plantain	1990-1999
			*	<i>Poa annua</i>	Annual Meadow-grass	2000-2010
				<i>Poa ensiformis</i>	Sword Tussock-grass	2000-2010

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Poa labillardierei</i>	Common Tussock-grass	2000-2010
				<i>Poa morrisii</i>	Soft Tussock-grass	1990-1999
				<i>Poa sieberiana</i>	Grey Tussock-grass	2000-2010
				<i>Poa sieberiana</i> var. <i>sieberiana</i>	Grey Tussock-grass	2000-2010
				<i>Poa tenera</i>	Slender Tussock-grass	2000-2010
			*	<i>Polycarpon tetraphyllum</i>	Four-leaved Allseed	1990-1999
				<i>Polystichum proliferum</i>	Mother Shield-fern	1990-1999
				<i>Pomaderris aspera</i>	Hazel Pomaderris	2000-2010
				<i>Poranthera microphylla</i> s.l.	Small Poranthera	1990-1999
				<i>Poranthera microphylla</i> s.s.	Small Poranthera	1990-1999
				<i>Prostanthera lasianthos</i>	Victorian Christmas-bush	1990-1999
			*	<i>Prunella vulgaris</i>	Self-heal	1990-1999
			*	<i>Prunus cerasifera</i>	Cherry Plum	1990-1999
				<i>Pteridium esculentum</i>	Austral Bracken	2000-2010
			*	<i>Ranunculus repens</i>	Creeping Buttercup	2000-2010
			*	<i>Raphanus raphanistrum</i>	Wild Radish	1990-1999
			*	<i>Robinia pseudoacacia</i>	Locust Tree	1990-1999
			*	<i>Romulea rosea</i>	Onion Grass	On-site 2014
			*	<i>Rorippa palustris</i>	Marsh Yellow-cress	1980-1989
			*	<i>Rosa rubiginosa</i>	Sweet Briar	On-site 2014
			*	<i>Rubus anglocandicans</i>	Common Blackberry	1990-1999
			*	<i>Rubus cissburiensis</i>	Blackberry	1960-1969
			*	<i>Rubus fruticosus</i> spp. <i>agg.</i>	Blackberry	On-site 2014
				<i>Rubus parvifolius</i>	Small-leaf Bramble	1990-1999
			*	<i>Rubus polyanthemus</i>	Forest Blackberry	1990-1999
				<i>Rumex bidens</i>	Mud Dock	1980-1989
				<i>Rumex brownii</i>	Slender Dock	1990-1999
			*	<i>Rumex conglomeratus</i>	Clustered Dock	1990-1999
			*	<i>Rumex crispus</i>	Curled Dock	On-site 2014
				<i>Rytidosperma caespitosum</i>	Common Wallaby-grass	1990-1999
				<i>Rytidosperma geniculatum</i>	Kneed Wallaby-grass	1990-1999
				<i>Rytidosperma indutum</i>	Shiny Wallaby-grass	1990-1999
				<i>Rytidosperma laeve</i>	Smooth Wallaby-grass	1990-1999
				<i>Rytidosperma penicillatum</i>	Weeping Wallaby-grass	1990-1999
				<i>Rytidosperma racemosum</i> var. <i>racemosum</i>	Slender Wallaby-grass	2000-2010

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
				<i>Rytidosperma setaceum</i>	Bristly Wallaby-grass	2000-2010
				<i>Salix</i> spp	Willow	On-site 2014
				<i>Sambucus gaudichaudiana</i>	White Elderberry	2000-2010
				<i>Schoenus maschalinus</i>	Leafy Bog-sedge	2000-2010
				<i>Senecio glomeratus</i>	Annual Fireweed	1990-1999
				<i>Senecio hispidulus</i>	Rough Fireweed	2000-2010
				<i>Senecio minimus</i>	Shrubby Fireweed	2000-2010
				<i>Senecio phelleus</i>	Stony Fireweed	2000-2010
				<i>Senecio pinnatifolius</i>	Variable Groundsel	2000-2010
				<i>Senecio quadridentatus</i>	Cotton Fireweed	2000-2010
				<i>Senecio tenuiflorus</i> spp. agg.	Slender Fireweed	On-site 2014
			*	<i>Silybum marianum</i>	Variegated Thistle	2000-2010
			*	<i>Solanum nigrum</i>	Black Nightshade	On-site 2014
			*	<i>Solanum pseudocapsicum</i>	Madeira Winter-cherry	1990-1999
				<i>Solenogyne dominii</i>	Smooth Solenogyne	1990-1999
			*	<i>Soliva sessilis</i>	Jo Jo	2000-2010
			*	<i>Sonchus asper</i>	Rough Sow-thistle	2000-2010
			*	<i>Sonchus oleraceus</i>	Common Sow-thistle	1990-1999
				<i>Stellaria flaccida</i>	Forest Starwort	1990-1999
			*	<i>Stellaria media</i>	Chickweed	2000-2010
				<i>Stellaria pungens</i>	Prickly Starwort	2000-2010
				<i>Tetrarrhena juncea</i>	Forest Wire-grass	1990-1999
				<i>Thelymitra peniculata</i>	Trim Sun-orchid	2000-2010
				<i>Themeda triandra</i>	Kangaroo Grass	On-site 2014
				<i>Tricoryne elatior</i>	Yellow Rush-lily	On-site 2014
			*	<i>Trifolium fragiferum</i> var. <i>fragiferum</i>	Strawberry Clover	1960-1969
			*	<i>Trifolium repens</i> var. <i>repens</i>	White Clover	On-site 2014
				<i>Triglochin procera</i> s.l.	Water Ribbons	1990-1999
				<i>Triglochin striata</i>	Streaked Arrowgrass	1990-1999
				<i>Typha domingensis</i>	Narrow-leaf Cumbungi	2000-2010
			*	<i>Typha latifolia</i>	Lesser Reed-mace	1980-1989
				<i>Typha orientalis</i>	Broad-leaf Cumbungi	1990-1999
			*	<i>Ulex europaeus</i>	Gorse	On-site 2014
				<i>Urtica incisa</i>	Scrub Nettle	2000-2010

FFG	EPBC	VROTS	Origin	Species Name	Common Name	Last Date
			*	<i>Vellereophyton dealbatum</i>	White Cudweed	1990-1999
			*	<i>Verbascum thapsus</i> subsp. <i>thapsus</i>	Great Mullein	2000-2010
			*	<i>Verbena bonariensis</i> s.l.	Purple-top Verbena	1990-1999
				<i>Veronica gracilis</i>	Slender Speedwell	2000-2010
				<i>Veronica plebeia</i>	Trailing Speedwell	1990-1999
			*	<i>Vicia sativa</i>	Common Vetch	1990-1999
				<i>Viola hederacea</i> sensu Willis (1972)	Ivy-leaf Violet	1990-1999
			*	<i>Vulpia bromoides</i>	Squirrel-tail Fescue	On-site 2014
				<i>Wahlenbergia gracilis</i>	Sprawling Bluebell	1990-1999
				<i>Wahlenbergia multicaulis</i>	Branching Bluebell	2000-2010
				<i>Wahlenbergia stricta</i> subsp. <i>stricta</i>	Tall Bluebell	1990-1999
			*	<i>Watsonia meriana</i>	Bugle Lily	2000-2010
			*	<i>Watsonia meriana</i> var. <i>bulbillifera</i>	Bulbil Watsonia	On-site 2014
			*	<i>Watsonia versfeldii</i>	Pink Watsonia	2000-2010
			*	<i>Xanthium spinosum</i>	Bathurst Burr	2000-2010
				<i>Xanthorrhoea minor</i> subsp. <i>lutea</i>	Small Grass-tree	1990-1999

F = Listed under Victorian Flora & Fauna Guarantee Act 1988

A = EPBC conservation significance (Extinct, Critically Endangered, Endangered and Vulnerable)

V = Victorian Conservation significance (extinct; endangered, vulnerable, rare and Poorly known)

O = Origin. \* = introduced; # = non-indigenous

**Appendix 7** Fauna List  
(VBA Extract)



FFG	EPBC	VROTS	Origin	Common Name	Species Name	Last Date
				Australasian Grebe	Tachybaptus novaehollandiae	2000-2010
		v		Australasian Shoveler	Anas rhynchotis	2000-2010
				Australian Magpie	Gymnorhina tibicen	On-site 2014
				Australian Pelican	Pelecanus conspicillatus	2000-2010
				Australian Raven	Corvus coronoides	2000-2010
				Australian Shelduck	Tadorna tadornoides	2000-2010
				Australian White Ibis	Threskiornis molucca	2000-2010
				Australian Wood Duck	Chenonetta jubata	2000-2010
				Black Swan	Cygnus atratus	2000-2010
				Black Wallaby	Wallabia bicolor	2000-2010
				Black-faced Cuckoo-shrike	Coracina novaehollandiae	2000-2010
				Black-fronted Dotterel	Elsayornis melanops	2000-2010
				Black-shouldered Kite	Elanus axillaris	2000-2010
f		e		Blue-billed Duck	Oxyura australis	2000-2010
				Blue-winged Parrot	Neophema chrysostoma	2000-2010
				Brown Falcon	Falco berigora	2000-2010
				Brown Goshawk	Accipiter fasciatus	1990-1999
				Brown Thornbill	Acanthiza pusilla	2000-2010
				Brush Cuckoo	Cacomantis variolosus	1990-1999
				Buff-rumped Thornbill	Acanthiza reguloides	1990-1999
				Bush Rat	Rattus fuscipes	2000-2010
				Chestnut Teal	Anas castanea	2000-2010
				Chocolate Wattled Bat	Chalinolobus morio	2000-2010
				Clamorous Reed Warbler	Acrocephalus stentoreus	2000-2010
			*	Common Blackbird	Turdus merula	2000-2010
				Common Bronzewing	Phaps chalcoptera	2000-2010
				Common Brushtail Possum	Trichosurus vulpecula	2000-2010
				Common Froglet	Crinia signifera	On-site 2014
				Common Long-necked Turtle	Chelodina longicollis	2000-2010
			*	Common Myna	Acridotheres tristis	On-site 2014
				Common Ringtail Possum	Pseudocheirus peregrinus	2000-2010
			*	Common Starling	Sturnus vulgaris	2000-2010
				Common Wombat	Vombatus ursinus	2000-2010
				Crimson Rosella	Platycercus elegans elegans	2000-2010
				Darter	Anhinga novaehollandiae	2000-2010
				Delicate Skink	Lampropholis delicata	2000-2010

FFG	EPBC	VROTS	Origin	Common Name	Species Name	Last Date
				Dusky Moorhen	<i>Gallinula tenebrosa</i>	2000-2010
f		v		Eastern Great Egret	<i>Ardea modesta</i>	2000-2010
				Eastern Rosella	<i>Platycercus eximius</i>	2000-2010
				Eastern Spinebill	<i>Acanthorhynchus tenuirostris</i>	1990-1999
				Eastern Whipbird	<i>Psophodes olivaceus</i>	2000-2010
				Eastern Yellow Robin	<i>Eopsaltria australis</i>	2000-2010
				Eurasian Coot	<i>Fulica atra</i>	2000-2010
			*	European Goldfinch	<i>Carduelis carduelis</i>	2000-2010
			*	European Rabbit	<i>Oryctolagus cuniculus</i>	On-site 2014
			*	European Skylark	<i>Alauda arvensis</i>	2000-2010
				Fan-tailed Cuckoo	<i>Cacomantis flabelliformis</i>	2000-2010
				Flame Robin	<i>Petroica phoenicea</i>	2000-2010
				Galah	<i>Eolophus roseicapilla</i>	1990-1999
				Garden Skink	<i>Lampropholis guichenoti</i>	2000-2010
				Golden Whistler	<i>Pachycephala pectoralis</i>	2000-2010
				Golden-headed Cisticola	<i>Cisticola exilis</i>	2000-2010
				Gould's Wattled Bat	<i>Chalinolobus gouldii</i>	2000-2010
				Great Cormorant	<i>Phalacrocorax carbo</i>	2000-2010
				Greater Glider	<i>Petauroides volans</i>	1900-1949
				Grey Butcherbird	<i>Cracticus torquatus</i>	2000-2010
				Grey Fantail	<i>Rhipidura albiscarpa</i>	2000-2010
				Grey Shrike-thrush	<i>Colluricincla harmonica</i>	2000-2010
				Grey Teal	<i>Anas gracilis</i>	2000-2010
		v		Hardhead	<i>Aythya australis</i>	2000-2010
				Hoary-headed Grebe	<i>Poliiocephalus poliocephalus</i>	2000-2010
f		n		Hooded Robin	<i>Melanodryas cucullata</i>	1990-1999
			*	House Mouse	<i>Mus musculus</i>	2000-2010
			*	House Sparrow	<i>Passer domesticus</i>	2000-2010
				Koala	<i>Phascolarctos cinereus</i>	1970-1979
				Large Forest Bat	<i>Vespadelus darlingtoni</i>	2000-2010
		n		Latham's Snipe	<i>Gallinago hardwickii</i>	2000-2010
				Laughing Kookaburra	<i>Dacelo novaeguineae</i>	2000-2010
				Lesser Long-eared Bat	<i>Nyctophilus geoffroyi</i>	2000-2010
				Little Black Cormorant	<i>Phalacrocorax sulcirostris</i>	2000-2010
				Little Forest Bat	<i>Vespadelus vulturnus</i>	2000-2010
				Little Pied Cormorant	<i>Microcarbo melanoleucos</i>	2000-2010
				Lowland Copperhead	<i>Austrelaps superbus</i>	2000-2010
				Magpie-lark	<i>Grallina cyanoleuca</i>	2000-2010

FFG	EPBC	VROTS	Origin	Common Name	Species Name	Last Date
				Masked Lapwing	<i>Vanellus miles</i>	2000-2010
				Metallic Skink	<i>Niveoscincus metallicus</i>	2000-2010
		v		Musk Duck	<i>Biziura lobata</i>	1990-1999
				Musk Lorikeet	<i>Glossopsitta concinna</i>	1990-1999
				Nankeen Kestrel	<i>Falco cenchroides</i>	2000-2010
				New Holland Honeyeater	<i>Phylidonyris novaehollandiae</i>	2000-2010
				Noisy Miner	<i>Manorina melanocephala</i>	2000-2010
				Olive-backed Oriole	<i>Oriolus sagittatus</i>	2000-2010
				Pacific Black Duck	<i>Anas superciliosa</i>	2000-2010
				Pallid Cuckoo	<i>Cuculus pallidus</i>	2000-2010
				Pied Currawong	<i>Strepera graculina</i>	2000-2010
				Platypus	<i>Ornithorhynchus anatinus</i>	1990-1999
				Purple Swamphen	<i>Porphyrio porphyrio</i>	2000-2010
				Red Wattlebird	<i>Anthochaera carunculata</i>	2000-2010
				Red-browed Finch	<i>Neochmia temporalis</i>	2000-2010
			*	Rock Dove	<i>Columba livia</i>	2000-2010
		v		Royal Spoonbill	<i>Platalea regia</i>	2000-2010
				Rufous Whistler	<i>Pachycephala rufiventris</i>	2000-2010
				Short-beaked Echidna	<i>Tachyglossus aculeatus</i>	2000-2010
				Silvereeye	<i>Zosterops lateralis</i>	2000-2010
				Southern Boobook	<i>Ninox novaeseelandiae</i>	2000-2010
				Southern Brown Tree Frog	<i>Litoria ewingii</i>	On-site 2014
				Southern Bullfrog	<i>Limnodynastes dumerilii</i>	2000-2010
				Spotted Marsh Frog	<i>Limnodynastes tasmaniensis</i>	On-site 2014
				Spotted Pardalote	<i>Pardalotus punctatus</i>	2000-2010
			*	Spotted Turtle-Dove	<i>Streptopelia chinensis</i>	2000-2010
				Straw-necked Ibis	<i>Threskiornis spinicollis</i>	On-site 2014
				Striated Pardalote	<i>Pardalotus striatus</i>	2000-2010
				Striated Thornbill	<i>Acanthiza lineata</i>	1990-1999
				Striped Marsh Frog	<i>Limnodynastes peronii</i>	On-site 2014
				Sugar Glider	<i>Petaurus breviceps</i>	2000-2010
				Sulphur-crested Cockatoo	<i>Cacatua galerita</i>	1990-1999
				Superb Fairy-wren	<i>Malurus cyaneus</i>	2000-2010
				Swamp Harrier	<i>Circus approximans</i>	2000-2010
				Swamp Rat	<i>Rattus lutreolus</i>	2000-2010
				Tiger Snake	<i>Notechis scutatus</i>	2000-2010

FFG	EPBC	VROTS	Origin	Common Name	Species Name	Last Date
				Tree Martin	<i>Hirundo nigricans</i>	2000-2010
				Victorian Smooth Froglet	<i>Geocrinia victoriana</i>	2000-2010
				Weasel Skink	<i>Saproscincus mustelinus</i>	2000-2010
				Welcome Swallow	<i>Hirundo neoxena</i>	On-site 2014
				Whistling Kite	<i>Haliastur sphenurus</i>	2000-2010
				Whistling Tree Frog	<i>Litoria verreauxii verreauxii</i>	2000-2010
f		v		White-bellied Sea-Eagle	<i>Haliaeetus leucogaster</i>	2000-2010
				White-browed Scrubwren	<i>Sericornis frontalis</i>	2000-2010
				White-browed Woodswallow	<i>Artamus superciliosus</i>	1900-1949
				White-eared Honeyeater	<i>Lichenostomus leucotis</i>	2000-2010
				White-faced Heron	<i>Egretta novaehollandiae</i>	2000-2010
				White-naped Honeyeater	<i>Melithreptus lunatus</i>	2000-2010
				White-necked Heron	<i>Ardea pacifica</i>	2000-2010
				Willie Wagtail	<i>Rhipidura leucophrys</i>	2000-2010
				Yellow-billed Spoonbill	<i>Platalea flavipes</i>	2000-2010
				Yellow-rumped Thornbill	<i>Acanthiza chrysorrhoa</i>	2000-2010

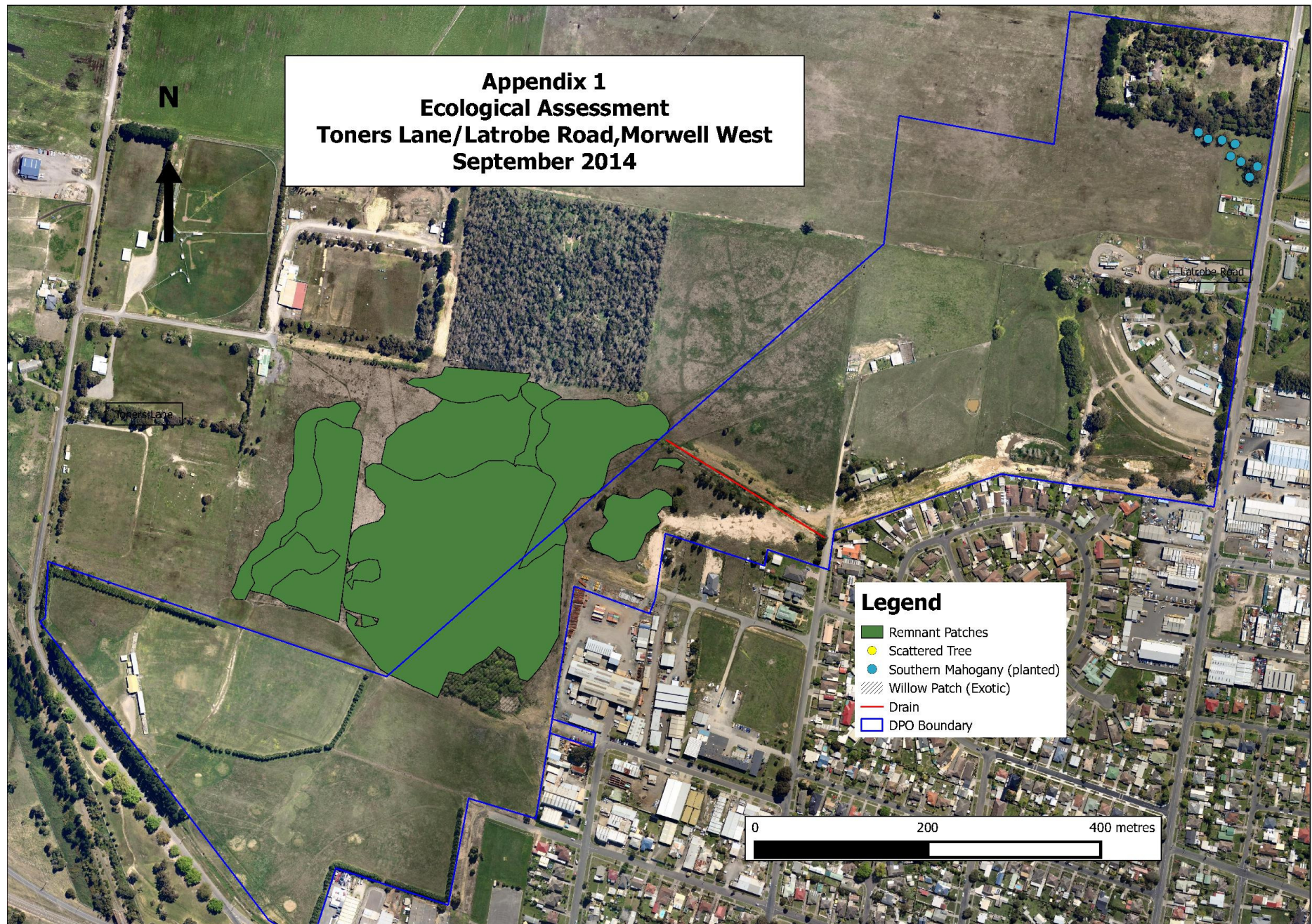
F = Listed under Victorian Flora & Fauna Guarantee Act 1988

A = EPBC conservation significance (EXtinct, Critically Endangered, Endangered and Vulnerable)

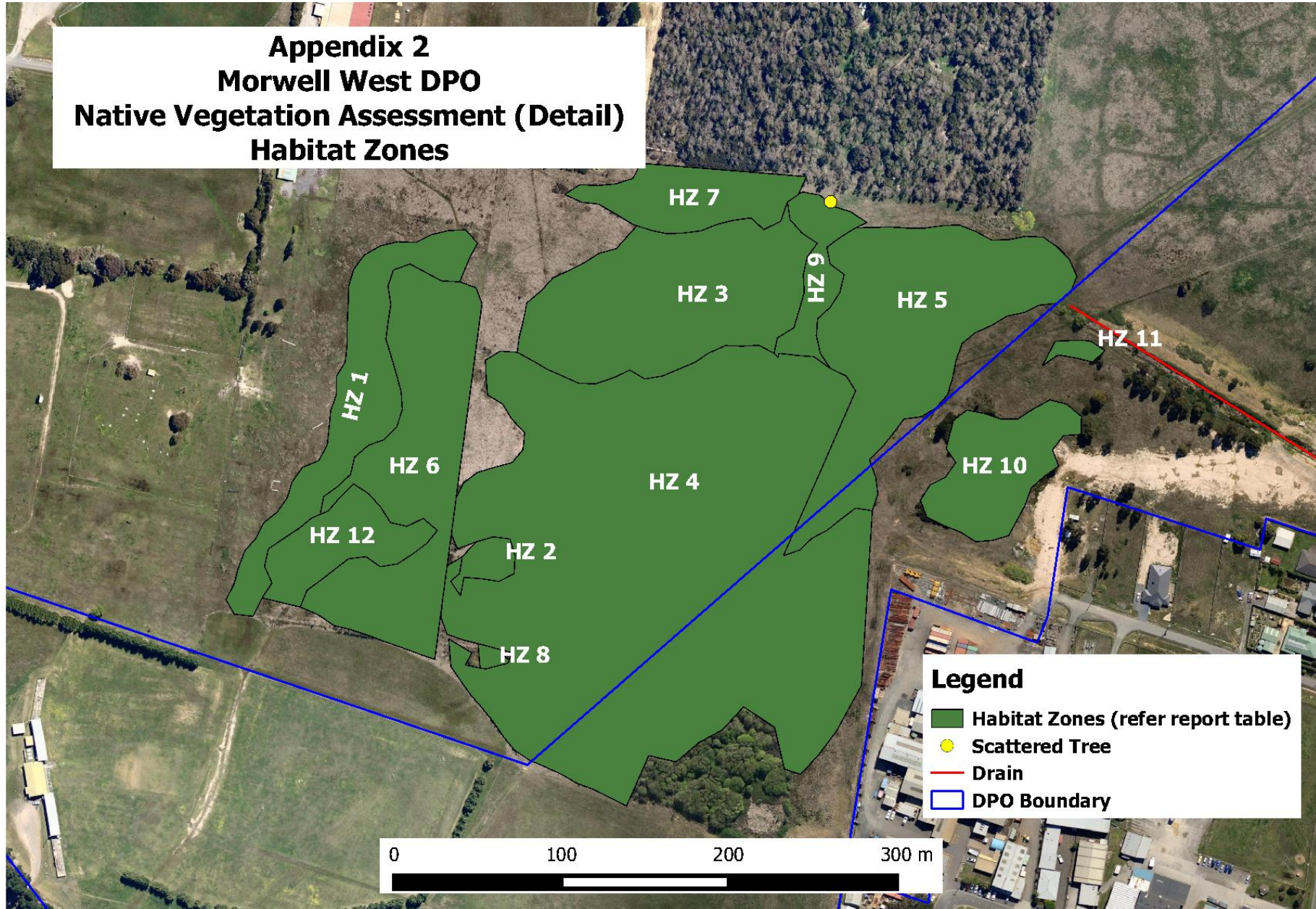
V = Victorian Conservation significance (extinct; endangered, vulnerable, rare and Poorly known)

O = Origin. \* = introduced; # = non-indigenous











Australian Government  
Department of Sustainability, Environment,  
Water, Population and Communities

## EPBC Act Protected Matters Report

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected.

Information on the coverage of this report and qualifications on data supporting this report are contained in the caveat at the end of the report.

Information is available about [Environment Assessments](#) and the EPBC Act including significance guidelines, forms and application process details.

Report created: 10/01/13 14:03:22

[Summary](#)

[Details](#)

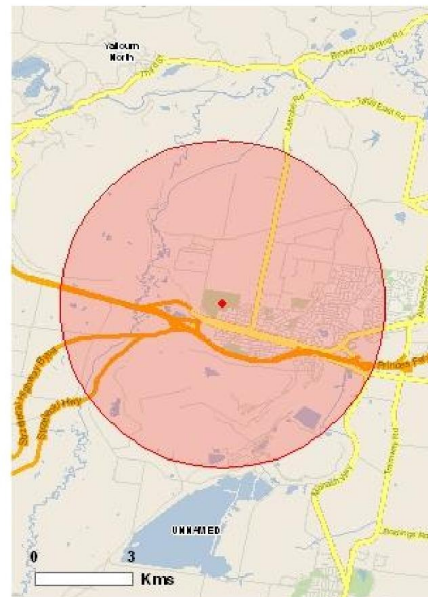
[Matters of NES](#)

[Other Matters Protected by the EPBC Act](#)

[Extra Information](#)

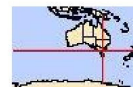
[Caveat](#)

[Acknowledgements](#)



This map may contain data which are  
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[Coordinates](#)  
Buffer: 5.0Km





## Summary

### Matters of National Environmental Significance

This part of the report summarises the matters of national environmental significance that may occur in, or may relate to, the area you nominated. Further information is available in the detail part of the report, which can be accessed by scrolling or following the links below. If you are proposing to undertake an activity that may have a significant impact on one or more matters of national environmental significance then you should consider the [Administrative Guidelines on Significance](#).

<a href="#">World Heritage Properties:</a>	None
<a href="#">National Heritage Places:</a>	None
<a href="#">Wetlands of International Importance:</a>	1
<a href="#">Great Barrier Reef Marine Park:</a>	None
<a href="#">Commonwealth Marine Areas:</a>	None
<a href="#">Listed Threatened Ecological Communities:</a>	1
<a href="#">Listed Threatened Species:</a>	23
<a href="#">Listed Migratory Species:</a>	15

### Other Matters Protected by the EPBC Act

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

The EPBC Act protects the environment on Commonwealth land, the environment from the actions taken on Commonwealth land, and the environment from actions taken by Commonwealth agencies. As [heritage values](#) of a place are part of the 'environment', these aspects of the EPBC Act protect the Commonwealth Heritage values of a Commonwealth Heritage place and the heritage values of a place on the Register of the National Estate.

This part of the report summarises other matters protected under the Act that may relate to the area you nominated. Approval may be required for a proposed activity that significantly affects the environment on Commonwealth land, when the action is outside the Commonwealth land, or the environment anywhere when the action is taken on Commonwealth land. Approval may also be required for the Commonwealth or Commonwealth agencies proposing to take an action that is likely to have a significant impact on the environment anywhere.

A [permit](#) may be required for activities in or on a Commonwealth area that may affect a member of a listed threatened species or ecological community, a member of a listed migratory species, whales and other cetaceans, or a member of a listed marine species.

<a href="#">Commonwealth Land:</a>	None
<a href="#">Commonwealth Heritage Places:</a>	None
<a href="#">Listed Marine Species:</a>	12
<a href="#">Whales and Other Cetaceans:</a>	None
<a href="#">Critical Habitats:</a>	None
<a href="#">Commonwealth Reserves:</a>	None

## Extra Information

This part of the report provides information that may also be relevant to the area you have nominated.

<a href="#">Place on the RNE:</a>	None
<a href="#">State and Territory Reserves:</a>	None
<a href="#">Regional Forest Agreements:</a>	1
<a href="#">Invasive Species:</a>	13
<a href="#">Nationally Important Wetlands:</a>	None
<a href="#">Key Ecological Features (Marine)</a>	None

## Details

### Matters of National Environmental Significance

#### Wetlands of International Importance (RAMSAR) [ Resource Information ]

Name	Proximity
<a href="#">Gippsland lakes</a>	Upstream from Ramsar

#### Listed Threatened Ecological Communities [ Resource Information ]

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

Name	Status	Type of Presence
<a href="#">Gippsland Red Gum (Eucalyptus tereticornis subsp. mediana) Grassy Woodland and Associated Native Grassland</a>	Critically Endangered	Community likely to occur within area

#### Listed Threatened Species [ Resource Information ]

Name	Status	Type of Presence
<b>Birds</b>		
<a href="#">Anthochaera phrygia</a> Regent Honeyeater [82338]	Endangered	Species or species habitat may occur within area
<a href="#">Botaurus poiciloptilus</a> Australasian Bittern [1001]	Endangered	Species or species habitat known to occur within area
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Endangered	Species or species habitat likely to occur within area
<a href="#">Leipoa ocellata</a> Malleefowl [934]	Vulnerable	Species or species habitat may occur within area
<a href="#">Rostratula australis</a> Australian Painted Snipe [77037]	Vulnerable	Species or species habitat may occur within area
<a href="#">Sternula nereis nereis</a> Fairy Tern (Australian) [82950]	Vulnerable	Species or species habitat may occur within area
<b>Fish</b>		
<a href="#">Galaxiella pusilla</a> Eastern Dwarf Galaxias, Dwarf Galaxias [56790]	Vulnerable	Species or species

Name	Status	Type of Presence
<b>Fishes</b>		
<a href="#">Prototroctes maraena</a> Australian Grayling [26179]	Vulnerable	Species or species habitat likely to occur within area
<b>Frogs</b>		
<a href="#">Heleioporus australiacus</a> Giant Burrowing Frog [1973]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Litoria raniformis</a> Growling Grass Frog, Southern Bell Frog, Green and Golden Frog, Warty Swamp Frog [1828]	Vulnerable	Species or species habitat likely to occur within area
<b>Insects</b>		
<a href="#">Synemon plana</a> Golden Sun Moth [25234]	Critically Endangered	Species or species habitat may occur within area
<b>Mammals</b>		
<a href="#">Dasyurus maculatus maculatus (SE mainland population)</a> Spot-tailed Quoll, Spotted-tail Quoll, Tiger Quoll (southeastern mainland population) [75184]	Endangered	Species or species habitat may occur within area
<a href="#">Isoodon obesulus obesulus</a> Southern Brown Bandicoot (Eastern) [68050]	Endangered	Species or species habitat may occur within area
<a href="#">Potorous tridactylus tridactylus</a> Long-nosed Potoroo (SE mainland) [66645]	Vulnerable	Species or species habitat may occur within area
<a href="#">Pseudomys fumeus</a> Konoom, Smoky Mouse [88]	Endangered	Species or species habitat may occur within area
<a href="#">Pseudomys novaehollandiae</a> New Holland Mouse [96]	Vulnerable	Species or species habitat may occur within area
<a href="#">Pteropus poliocephalus</a> Grey-headed Flying-fox [186]	Vulnerable	Foraging, feeding or related behaviour may occur within area
<b>Plants</b>		
<a href="#">Amphibromus fluitans</a> River Swamp Wallaby-grass, Floating Swamp Wallaby-grass [19215]	Vulnerable	Species or species habitat may occur within area
<a href="#">Dianella amoena</a> Matted Flax-lily [64886]	Endangered	Species or species habitat known to occur within area
<a href="#">Eucalyptus strzeleckii</a> [55400]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Prasophyllum frenchii</a> Maroon Leek-orchid, Slaty Leek-orchid, Stout Leek-orchid, French's Leek-orchid, Swamp Leek-orchid [9704]	Endangered	Species or species habitat likely to occur within area
<a href="#">Thelymitra matthewsii</a> Spiral Sun-orchid [4168]	Vulnerable	Species or species habitat likely to occur within area
<a href="#">Xerochrysum palustre</a> Swamp Everlasting [76215]	Vulnerable	Species or species habitat likely to occur within area



Name	Threatened	Type of Presence
<b>Migratory Marine Birds</b>		
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area
<a href="#">Ardea alba</a> Great Egret, White Egret [59541]		Species or species habitat may occur within area
<a href="#">Ardea ibis</a> Cattle Egret [59542]		Species or species habitat may occur within area
<b>Migratory Terrestrial Species</b>		
<a href="#">Haliaeetus leucogaster</a> White-bellied Sea-Eagle [943]		Species or species habitat likely to occur within area
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]		Species or species habitat likely to occur within area
<a href="#">Leipoa ocellata</a> Malleefowl [934]	Vulnerable	Species or species habitat may occur within area
<a href="#">Merops ornatus</a> Rainbow Bee-eater [670]		Species or species habitat may occur within area
<a href="#">Monarcha melanopsis</a> Black-faced Monarch [609]		Species or species habitat known to occur within area
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Breeding known to occur within area
<a href="#">Rhipidura rufifrons</a> Rufous Fantail [592]		Species or species habitat known to occur within area
<a href="#">Xanthomyza phrygia</a> Regent Honeyeater [430]	Endangered*	Species or species habitat may occur within area
<b>Migratory Wetlands Species</b>		
<a href="#">Ardea alba</a> Great Egret, White Egret [59541]		Species or species habitat may occur within area
<a href="#">Ardea ibis</a> Cattle Egret [59542]		Species or species habitat may occur within area
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]		Species or species habitat may occur within area
<a href="#">Rostratula benghalensis (sensu lato)</a> Painted Snipe [889]	Vulnerable*	Species or species habitat may occur within area

Other Matters Protected by the EPBC Act

Listed Marine Species		[ Resource Information ]
* Species is listed under a different scientific name on the EPBC Act - Threatened Species list.		
Name	Threatened	Type of Presence
<b>Birds</b>		
<a href="#">Apus pacificus</a> Fork-tailed Swift [678]		Species or species habitat likely to occur within area
<a href="#">Ardea alba</a> Great Egret, White Egret [59541]		Species or species habitat may occur within area
<a href="#">Ardea ibis</a> Cattle Egret [59542]		Species or species habitat may occur within area
<a href="#">Gallinago hardwickii</a> Latham's Snipe, Japanese Snipe [863]		Species or species habitat may occur within area
<a href="#">Haliaeetus leucogaster</a> White-bellied Sea-Eagle [943]		Species or species habitat likely to occur within area
<a href="#">Hirundapus caudacutus</a> White-throated Needletail [682]		Species or species habitat likely to occur within area
<a href="#">Lathamus discolor</a> Swift Parrot [744]	Endangered	Species or species habitat likely to occur within area
<a href="#">Merops ornatus</a> Rainbow Bee-eater [670]		Species or species habitat may occur within area
<a href="#">Monarcha melanopsis</a> Black-faced Monarch [609]		Species or species habitat known to occur within area
<a href="#">Myiagra cyanoleuca</a> Satin Flycatcher [612]		Breeding known to occur within area
<a href="#">Rhipidura rufifrons</a> Rufous Fantail [592]		Species or species habitat known to occur within area
<a href="#">Rostratula benghalensis (sensu lato)</a> Painted Snipe [889]	Vulnerable*	Species or species habitat may occur within area

## Extra Information

## Regional Forest Agreements [ Resource Information ]

Note that all areas with completed RFAs have been included.

Name	State
<a href="#">Gippsland RFA</a>	Victoria

## Invasive Species [ Resource Information ]

Weeds reported here are the 20 species of national significance (WoNS), along with other introduced plants that are considered by the States and Territories to pose a particularly significant threat to biodiversity. The following feral animals are reported: Goat, Red Fox, Cat, Rabbit, Pig, Water Buffalo and Cane Toad. Maps from Landscape Health Project, National Land and Water Resources Audit, 2001.

Name	Status	Type of Presence
<b>Mammals</b>		
<a href="#">Felis catus</a>		
Cat, House Cat, Domestic Cat [19]		Species or species habitat likely to occur within area
<a href="#">Oryctolagus cuniculus</a>		
Rabbit, European Rabbit [128]		Species or species habitat likely to occur within area
<a href="#">Sus scrofa</a>		
Pig [6]		Species or species habitat likely to occur within area
<a href="#">Vulpes vulpes</a>		
Red Fox, Fox [18]		Species or species habitat likely to occur within area
<b>Plants</b>		
<a href="#">Asparagus asparagoides</a>		
Bridal Creeper, Bridal Veil Creeper, Smilax, Florist's Smilax, Smilax Asparagus [22473]		Species or species habitat likely to occur within area
<a href="#">Carrichtera annua</a>		
Ward's Weed [9511]		Species or species habitat may occur within area
<a href="#">Chrysanthemoides monilifera</a>		
Bitou Bush, Boneseed [18983]		Species or species habitat may occur within area
<a href="#">Genista sp. X Genista monspessulana</a>		
Broom [67538]		Species or species habitat may occur within area
<a href="#">Lycium ferocissimum</a>		
African Boxthorn, Boxthorn [19235]		Species or species habitat may occur within area
<a href="#">Olea europaea</a>		
Olive, Common Olive [9160]		Species or species habitat may occur within area
<a href="#">Rubus fruticosus aggregate</a>		
Blackberry, European Blackberry [68406]		Species or species habitat likely to occur within area
<a href="#">Salix spp. except S.babylonica, S.x calodendron &amp; S.x reichardtii</a>		
Willows except Weeping Willow, Pussy Willow and Sterile Pussy Willow [68497]		Species or species habitat likely to occur within area
<a href="#">Ulex europaeus</a>		
Gorse, Furze [7693]		Species or species habitat likely to occur within area

## Coordinates

-38.22818 146.38647

## Caveat

The information presented in this report has been provided by a range of data sources as acknowledged at the end of the report.

This report is designed to assist in identifying the locations of places which may be relevant in determining obligations under the Environment Protection and Biodiversity Conservation Act 1999. It holds mapped locations of World Heritage and Register of National Estate properties, Wetlands of International Importance, Commonwealth and State/Territory reserves, listed threatened, migratory and marine species and listed threatened ecological communities. Mapping of Commonwealth land is not complete at this stage. Maps have been collated from a range of sources at various resolutions.

Not all species listed under the EPBC Act have been mapped (see below) and therefore a report is a general guide only. Where available data supports mapping, the type of presence that can be determined from the data is indicated in general terms. People using this information in making a referral may need to consider the qualifications below and may need to seek and consider other information sources.

For threatened ecological communities where the distribution is well known, maps are derived from recovery plans, State vegetation maps, remote sensing imagery and other sources. Where threatened ecological community distributions are less well known, existing vegetation maps and point location data are used to produce indicative distribution maps.

For species where the distributions are well known, maps are digitised from sources such as recovery plans and detailed habitat studies. Where appropriate, core breeding, foraging and roosting areas are indicated under 'type of presence'. For species whose distributions are less well known, point locations are collated from government wildlife authorities, museums, and non-government organisations; bioclimatic distribution models are generated and these validated by experts. In some cases, the distribution maps are based solely on expert knowledge.

Only selected species covered by the following provisions of the EPBC Act have been mapped:

- migratory and
- marine

The following species and ecological communities have not been mapped and do not appear in reports produced from this database:

- threatened species listed as extinct or considered as vagrants
- some species and ecological communities that have only recently been listed
- some terrestrial species that overfly the Commonwealth marine area
- migratory species that are very widespread, vagrant, or only occur in small numbers

The following groups have been mapped, but may not cover the complete distribution of the species:

- non-threatened seabirds which have only been mapped for recorded breeding sites
- seals which have only been mapped for breeding sites near the Australian continent

Such breeding sites may be important for the protection of the Commonwealth Marine environment.

## Acknowledgements

This database has been compiled from a range of data sources. The department acknowledges the following custodians who have contributed valuable data and advice:

- [Department of Environment, Climate Change and Water, New South Wales](#)
- [Department of Sustainability and Environment, Victoria](#)
- [Department of Primary Industries, Parks, Water and Environment, Tasmania](#)
- [Department of Environment and Natural Resources, South Australia](#)
- [Parks and Wildlife Service NT, NT Dept of Natural Resources, Environment and the Arts](#)
- [Environmental and Resource Management, Queensland](#)
- [Department of Environment and Conservation, Western Australia](#)
- [Department of the Environment, Climate Change, Energy and Water](#)
- [Birds Australia](#)
- [Australian Bird and Bat Banding Scheme](#)
- [Australian National Wildlife Collection](#)
- [Natural history museums of Australia](#)
- [Museum Victoria](#)
- [Australian Museum](#)
- [SA Museum](#)
- [Queensland Museum](#)
- [Online Zoological Collections of Australian Museums](#)
- [Queensland Herbarium](#)
- [National Herbarium of NSW](#)
- [Royal Botanic Gardens and National Herbarium of Victoria](#)
- [Tasmanian Herbarium](#)
- [State Herbarium of South Australia](#)
- [Northern Territory Herbarium](#)
- [Western Australian Herbarium](#)
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- [University of New England](#)
- [Ocean Biogeographic Information System](#)
- [Australian Government, Department of Defence](#)
- [State Forests of NSW](#)
- [Geoscience Australia](#)
- [CSIRO](#)
- Other groups and individuals

The Department is extremely grateful to the many organisations and individuals who provided expert advice and information on numerous draft distributions.

Please feel free to provide feedback via the [Contact Us](#) page.

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## Biodiversity assessment report

### Biodiversity information for applications for permits to remove native vegetation under clause 52.16 or 52.17 of the Victoria Planning Provisions

**Date of issue:** 11 October 2014

**Time of issue:** 15:46:11

**Property address** TONERS LANE MORWELL 3840

### Summary of marked native vegetation

<b>Risk-based pathway</b>	<b>Moderate</b>
<b>Total extent</b>	10.905 ha
Remnant patches	
1	10.402 ha
2	0.421 ha
3	0.082 ha
<b>Location risk</b>	A

See Appendix 1 for risk-based pathway details

### Offset requirements

If a permit is granted to remove the marked native vegetation the permit condition will include the requirement to obtain a native vegetation offset.

The biodiversity assessment tool does not currently calculate offset requirements for moderate and high risk-based pathway applications. Please contact DEPI to determine the offset requirements for your proposal.

### Next steps

This proposal to remove native vegetation must meet the application requirements of the moderate risk-based pathway and it will be assessed in the moderate risk-based pathway.

If you wish to remove the marked native vegetation you are required to apply for a permit from your local council.

The Biodiversity assessment report should be submitted with your application for a permit to remove native vegetation you plan to remove, lop or destroy.

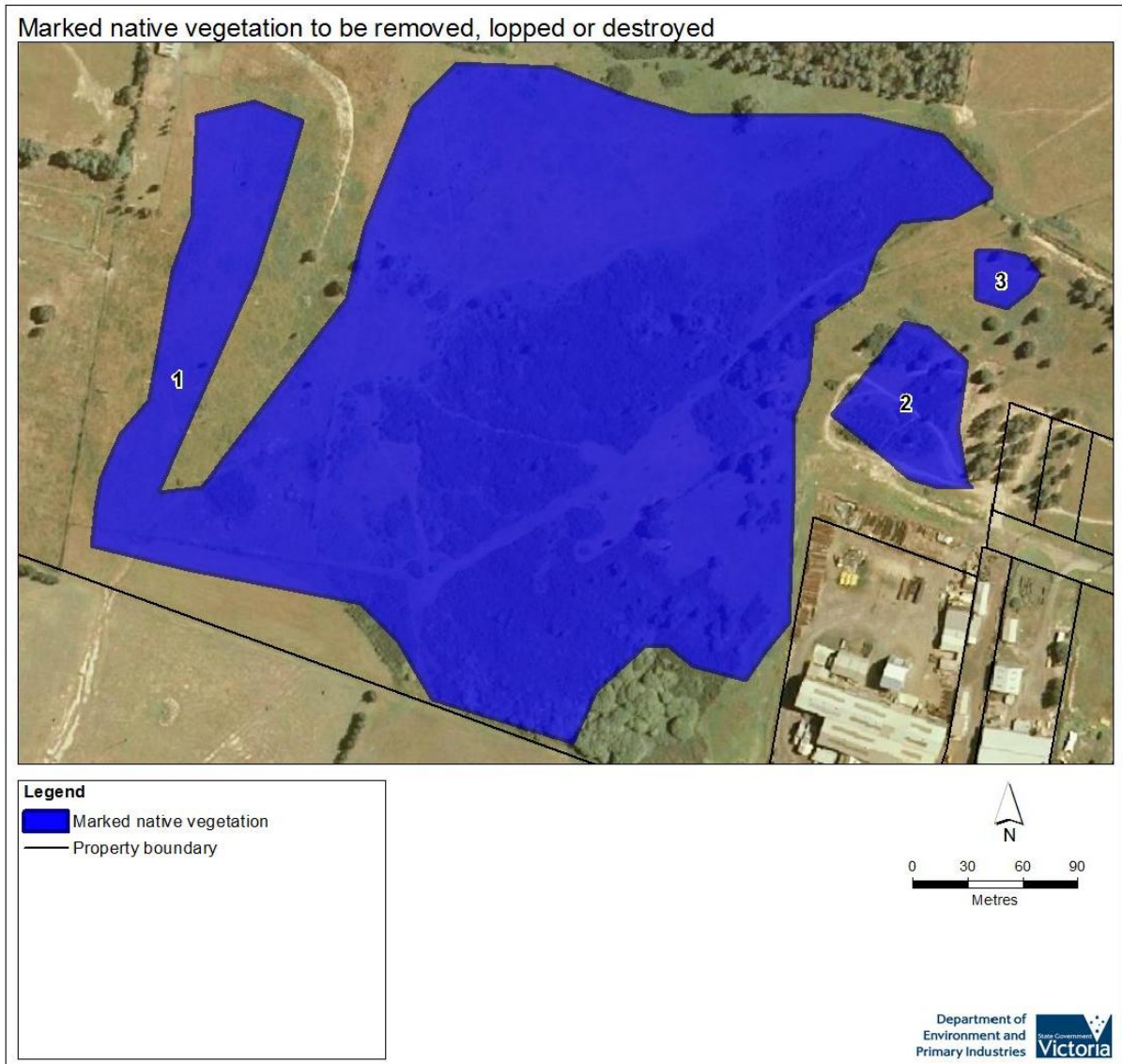
The Biodiversity assessment report provides the following information that is required to be provided with your application for a permit to remove native vegetation:

- The location of the site where native vegetation is to be removed.
- The area of the patch of native vegetation and/or the number of any scattered trees to be removed.
- Maps or plans containing information set out in the *Permitted clearing of native vegetation - Biodiversity assessment guidelines*.
- The risk-based pathway of the application for a permit to remove native vegetation.

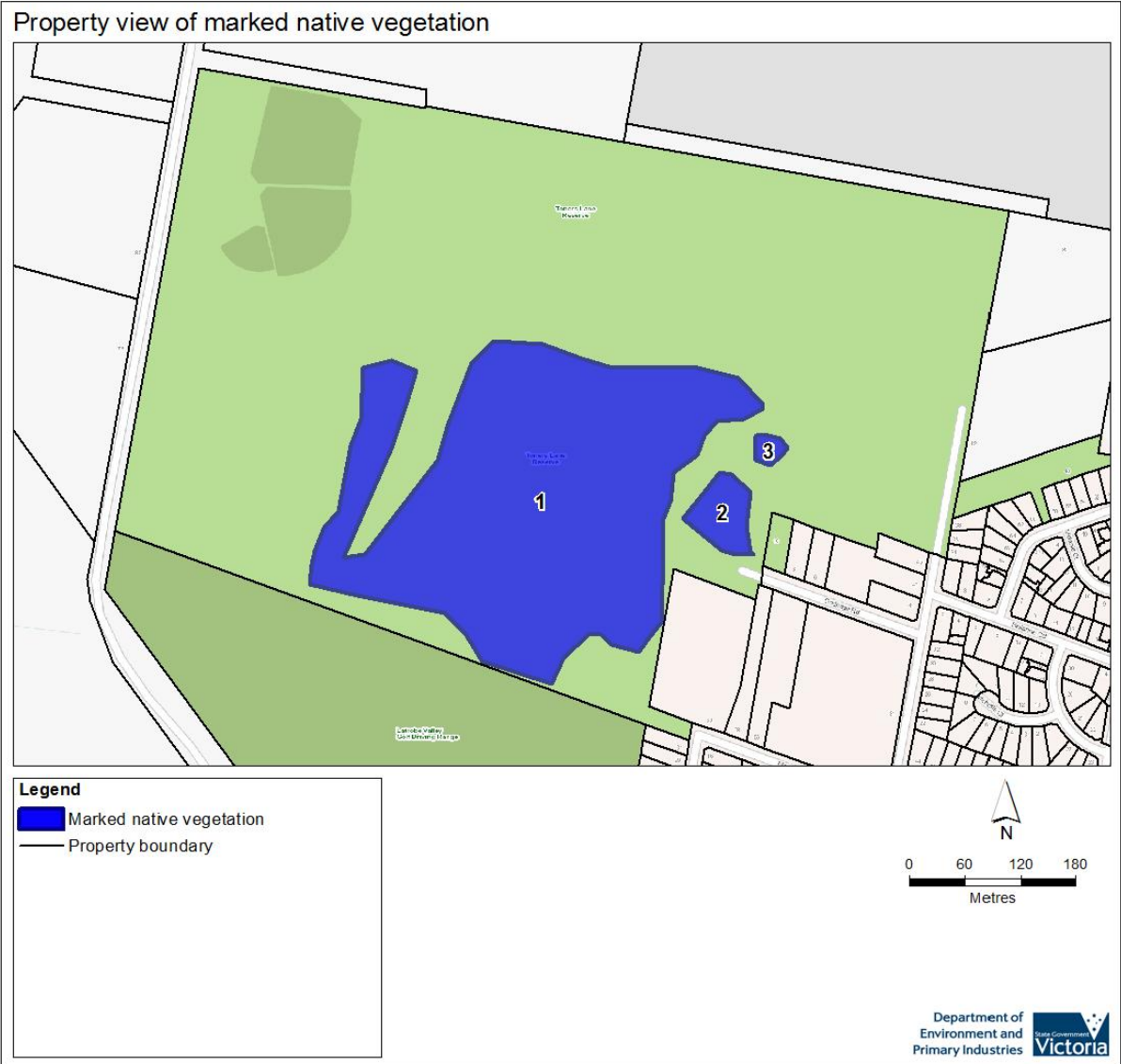
Additional information is required when submitting an application for a permit to remove native vegetation. Refer to the *Permitted clearing of native vegetation - Biodiversity assessment guidelines* for a full list of application requirements.

# Biodiversity assessment report

## Maps of marked native vegetation



# Biodiversity assessment report



See Appendix 2 for biodiversity information maps

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For more information contact the DEPI Customer Service Centre 136 186

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 information in this publication.

[www.depi.vic.gov.au](http://www.depi.vic.gov.au)

Obtaining this publication does not guarantee that an application will meet the  
 requirements of clauses 52.16 or 52.17 of the Victoria Planning Provisions or  
 that a permit to remove native vegetation will be granted.

Notwithstanding anything else contained in this publication, you must ensure that  
 you comply with all relevant laws, legislation, awards or orders and that you  
 obtain and comply with all permits, approvals and the like that affect, are  
 applicable or are necessary to undertake any action to remove, lop or destroy or  
 otherwise deal with any native vegetation or that apply to matters within the  
 scope of clauses 52.16 or 52.17 of the Victoria Planning Provisions.

Department of  
 Environment and  
 Primary Industries

## Biodiversity assessment report

### Appendix 1 - Risk-based pathway details

<b>Risk-based pathway</b>	<b>Moderate</b>
<b>Total extent</b>	10.905 ha
Remnant patches	
1	10.402 ha
2	0.421 ha
3	0.082 ha
<b>Location risk</b>	A

#### Why is the risk-based pathway moderate?

The following table explains how the risk-based pathway is determined:

Extent	Location A	Location B	Location C
< 0.5 hectares	Low	Low	High
≥ 0.5 hectares and < 1 hectares	Low	Moderate	High
≥ 1 hectares	Moderate	High	High

The marked native vegetation is located entirely within Location A and has a total extent of greater than or equal to 1 hectare.

At this location, native vegetation removal of this size may have a significant impact on the habitat of one or more rare or threatened species. As a result, an application for the removal of this native vegetation must meet the requirements of, and will be assessed in, the moderate risk-based pathway.

For further information on location risk please see *Native vegetation location risk map factsheet*. For information on the determination of the risk-based pathway see *Permitted clearing of native vegetation – Biodiversity assessment guidelines*.

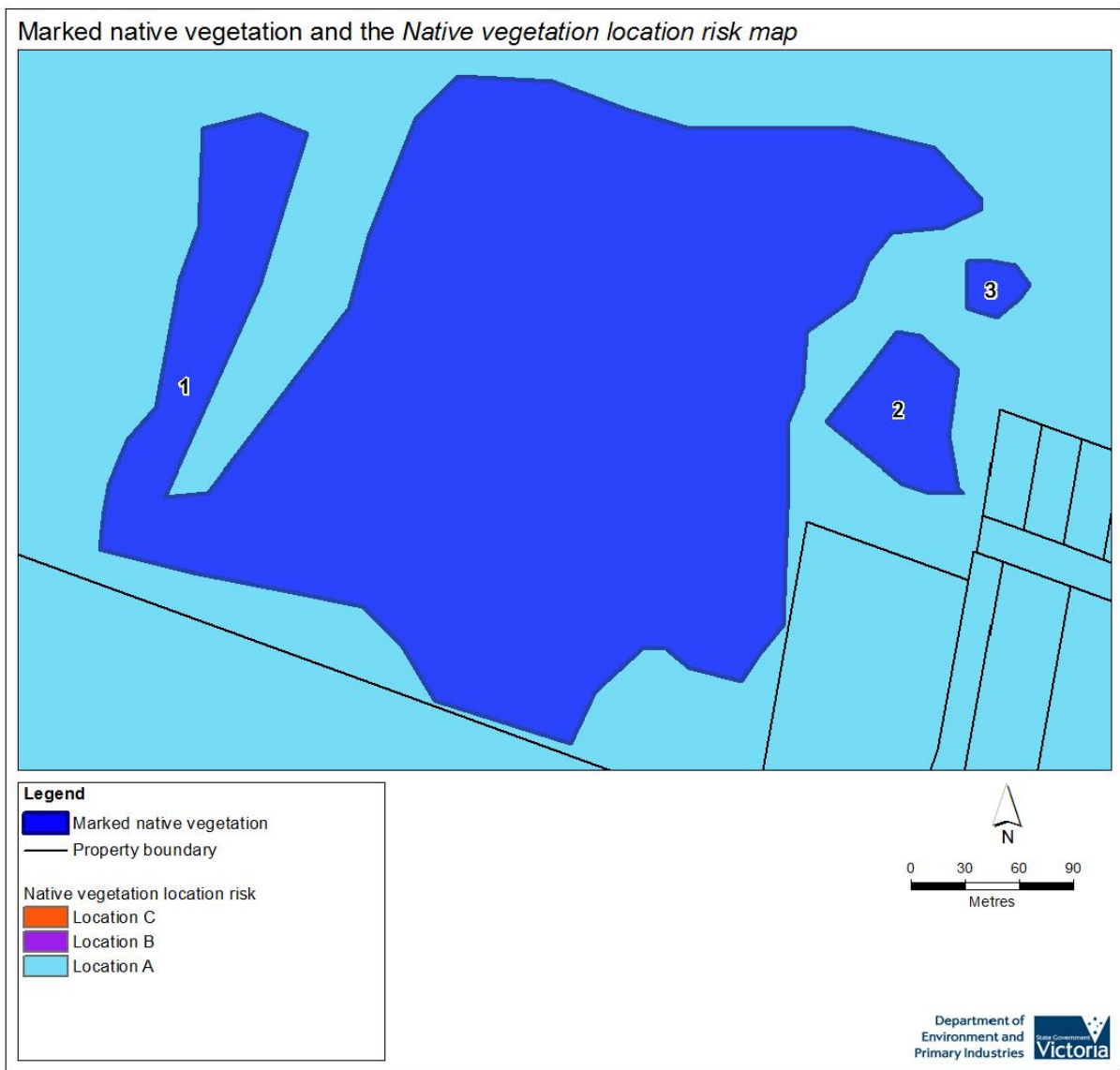
#### Have you received a planning permit to remove native vegetation in the last five years?

If you have undertaken any permitted clearing on your property within the last five years, the extent of this past clearing must be included in the total extent of your current permit application. The risk-based pathway for your application requirements and assessment pathway is determined using the combined extent of permitted clearing within the last five years and proposed clearing.



# Biodiversity assessment report

## Appendix 2 - Biodiversity information maps





## Biodiversity impact and offset requirements report

This report provides additional biodiversity information for moderate and high risk-based pathway applications for permits to remove native vegetation under clause 52.16 or 52.17 of the planning schemes in Victoria

Date of issue: 3/11/2014  
Time of issue: 10:06 AM

DEPI ref: PKA\_0011

Project ID	Morwell West DPO rev4
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### Summary of marked native vegetation

Risk-based pathway	Moderate
Total extent	7.122 ha
Remnant patches	7.051 ha
Scattered trees	1 trees
Location risk	A
Strategic biodiversity score of all marked native vegetation	0.153

### Offset requirements if a permit is granted

If a permit is granted to remove the marked native vegetation, a requirement to obtain a native vegetation offset will be included in the permit conditions. The offset must meet the following requirements:

Offset type	General offset
General offset amount (general biodiversity equivalence units)	0.482 general units
General offset attributes	
Vicinity	West Gippsland Catchment Management Authority (CMA) or the Local Municipal District where clearing takes place
Minimum strategic biodiversity score	0.122 <sup>1</sup>

See Appendices 1 and 2 for details in how offset requirements were determined.

NB: values presented in tables throughout this document may not add to totals due to rounding

<sup>1</sup> Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

## Biodiversity impact and offset requirements report

### Next steps

This proposal to remove native vegetation must meet the application requirements of the moderate risk-based pathway and it will be assessed under the moderate risk-based pathway.

If you wish to remove the marked native vegetation you are required to apply for a permit from your local council. The biodiversity assessment report from NVIM and this biodiversity impact and offset report should be submitted with your application for a permit to remove native vegetation you plan to remove, lop or destroy.

The Biodiversity assessment report generated by the tool within NVIM provides the following information:

- The location of the site where native vegetation is to be removed.
- The area of the patch of native vegetation and/or the number of any scattered trees to be removed.
- Maps or plans containing information set out in the *Permitted clearing of native vegetation – Biodiversity assessment guidelines*
- The risk-based pathway of the application for a permit to remove native vegetation

This report provides the following information to meet application requirements for a permit to remove native vegetation:

- Confirmation of the risk-based pathway of the application for a permit to remove native vegetation
- The strategic biodiversity score of the native vegetation to be removed
- Information to inform the assessment of whether the proposed removal of native vegetation will have a significant impact on Victoria's biodiversity, with specific regard to the proportional impact on habitat for any rare or threatened species.
- The offset requirements should a permit be granted to remove native vegetation.

Additional application requirements must be provided with an application for a permit to remove native vegetation in the moderate or high risk-based pathways. These include:

- A habitat hectare assessment report of the native vegetation that is to be removed
- A statement outlining what steps have been taken to ensure that impacts on biodiversity from the removal of native vegetation have been minimised
- An offset strategy that details how a compliant offset will be secured to offset the biodiversity impacts of the removal of native vegetation.

Refer to the *Permitted clearing of native vegetation – Biodiversity assessment guidelines* and for a full list and details of application requirements.

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Obtaining this publication does not guarantee that an application will meet the requirements of clauses 52.16 or 52.17 of the Victoria Planning Provisions or that a permit to remove native vegetation will be granted.

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## Biodiversity impact and offset requirements report

### Appendix 1 – Biodiversity impact of removal of native vegetation

#### Habitat hectares

Habitat hectares are calculated for each habitat zone within your proposal using the extent and condition scores in the GIS data you provided.

Habitat zone	Site assessed condition score	Extent (ha)	Habitat hectares
1_HZ 1	0.240	0.031	0.007
2_HZ 2	0.200	0.459	0.092
3_HZ 3	0.290	5.140	1.491
4_HZ 4	0.390	0.549	0.214
5_HZ 5	0.400	0.167	0.067
6_HZ 6	0.310	0.705	0.219
7_ST 1	0.200	0.071	0.014
<b>TOTAL</b>			<b>2.103</b>

#### Impacts on rare or threatened species habitat above specific offset threshold

The specific-general offset test was applied to your proposal. The test determines if the proposed removal of native vegetation has a proportional impact on any rare or threatened species habitats above the specific offset threshold. The threshold is set at 0.005 per cent of the total habitat for a species. When the proportional impact is above the specific offset threshold a specific offset for that species' habitat is required.

The specific-general offset test found your proposal does not have a proportional impact on any rare or threatened species' habitats above the specific offset threshold. No specific offsets are required. A general offset is required as set out below.

#### Clearing site biodiversity equivalence score(s)

The general biodiversity equivalence score for the habitat zone(s) is calculated by multiplying the habitat hectares by the strategic biodiversity score.

Habitat zone	Habitat hectares	Strategic biodiversity score	General biodiversity equivalence score (GBES)
1_HZ 1	0.007	0.136	0.001
2_HZ 2	0.092	0.143	0.013
3_HZ 3	1.491	0.156	0.233
4_HZ 4	0.214	0.146	0.031
5_HZ 5	0.067	0.142	0.009
6_HZ 6	0.219	0.143	0.031
7_ST 1	0.014	0.138	0.002

#### Mapped rare or threatened species' habitats on site

There are no rare or threatened species' habitats mapped at the site beyond those species for which the impact is above the specific offset threshold.

## Biodiversity impact and offset requirements report

### Appendix 2 – Offset requirements detail

If a permit is granted to remove the marked native vegetation the permit condition will include the requirement to obtain a native vegetation offset.

To calculate the required offset amount required the biodiversity equivalence scores are aggregated to the proposal level and multiplied by the relevant risk multiplier.

Offsets also have required attributes:

- General offsets must be located in the same Catchment Management Authority (CMA) boundary or Local Municipal District (local council) as the clearing and must have a minimum strategic biodiversity score of 80 per cent of the clearing.<sup>2</sup>

The offset requirements for your proposal are as follows:

Offset type	Clearing site biodiversity equivalence score	Risk multiplier	Offset requirements	
			Offset amount (biodiversity equivalence units)	Offset attributes
General	0.321 GBES	1.5	0.482 general units	Offset must be within West Gippsland CMA or the same Municipal District as the vegetation removal Offset must have a minimum strategic biodiversity score of 0.122

<sup>2</sup> Strategic biodiversity score is a weighted average across habitat zones where a general offset is required

# Biodiversity impact and offset requirements report

## Appendix 3 – Images of marked native vegetation

Image 1. Native vegetation location risk map

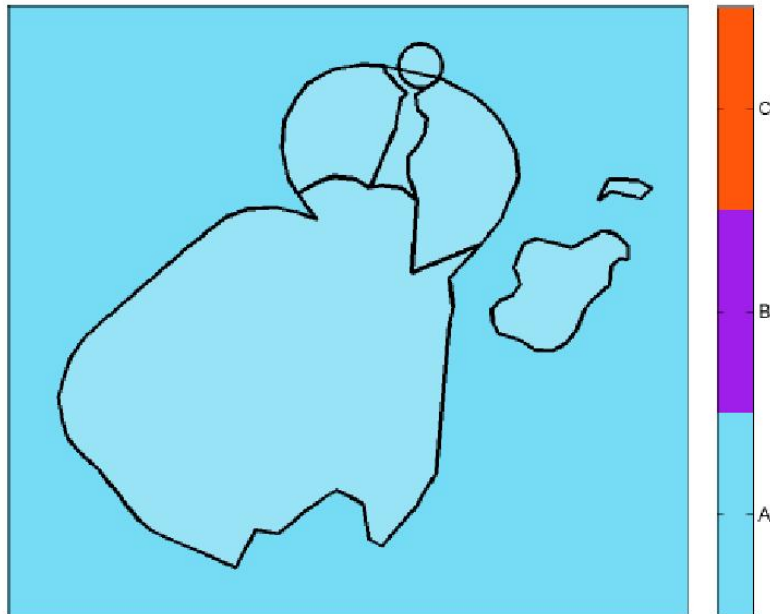
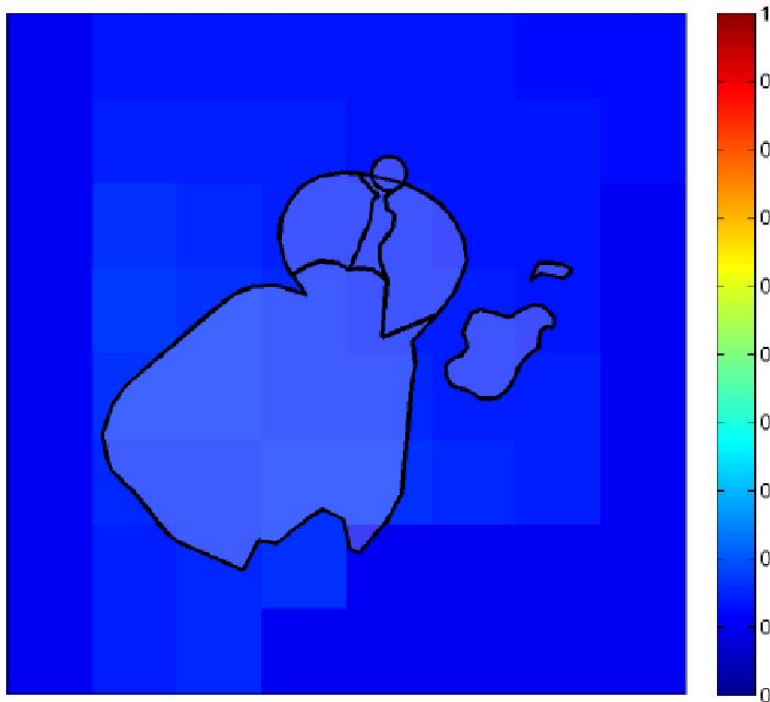


Image 2. Strategic biodiversity score map





## Biodiversity impact and offset requirements report

Image 3. Aerial photograph showing marked native vegetation



## Biodiversity impact and offset requirements report

### Glossary

<b>Condition score</b>	This is the site-assessed condition score for the native vegetation. Each habitat zone in the clearing proposal is assigned a condition score according to the habitat hectare assessment method. This information has been provided by or on behalf of the applicant in the GIS file.
<b>Dispersed habitat</b>	A dispersed species habitat is a habitat for a rare or threatened species whose habitat is spread over a relatively broad geographic area greater than 2,000 hectares.
<b>General biodiversity equivalence score</b>	The general biodiversity equivalence score quantifies the relative overall contribution that the native vegetation to be removed makes to Victoria's biodiversity. The general biodiversity equivalence score is calculated as follows: $\text{General biodiversity equivalence score} = \text{habitat hectares} \times \text{strategic biodiversity score}$
<b>General offset amount</b>	This is calculated by multiplying the general biodiversity equivalence score of the native vegetation to be removed by the risk factor for general offsets. This number is expressed in general biodiversity equivalence units and is the amount of offset that is required to be provided should the application be approved. This offset requirement will be a condition to the permit for the removal of native vegetation. $\text{Risk adjusted general biodiversity equivalence score} = \text{general biodiversity equivalence score clearing} \times 1.5$
<b>General offset attributes</b>	General offset must be located in the same Catchment Management Authority boundary or Municipal District (local council) as the clearing site. They must also have a strategic biodiversity score that is at least 80 per cent of the score of the clearing site.
<b>Habitat hectares</b>	Habitat hectares is a site-based measure that combines extent and condition of native vegetation. The habitat hectares of native vegetation is equal to the current condition of the vegetation (condition score) multiplied by the extent of native vegetation. Habitat hectares can be calculated for a remnant patch or for scattered trees or a combination of these two vegetation types. This value is calculated for each habitat zone using the following formula: $\text{Habitat hectares} = \text{total extent (hectares)} \times \text{condition score}$
<b>Habitat importance score</b>	The habitat importance score is a measure of the importance of the habitat located on a site for a particular rare or threatened species. The habitat importance score for a species is a weighted average value calculated from the habitat importance map for that species. The habitat importance score is calculated for each habitat zone where the habitat importance map indicates that species habitat occurs.
<b>Habitat zone</b>	Habitat zone is a discrete contiguous area of native vegetation that: <ul style="list-style-type: none"> <li>• is of a single Ecological Vegetation Class</li> <li>• has the same measured condition.</li> </ul>

## Biodiversity impact and offset requirements report

<b>Highly localised habitat</b>	<p>A highly localised habitat is habitat for a rare or threatened species that is spread across a very restricted area (less than 2,000 hectares). This can also be applied to a similarly limited sub-habitat that is disproportionately important for a wide-ranging rare or threatened species. Highly localised habitats have the highest habitat importance score (1) for all locations where they are present.</p>
<b>Minimum strategic biodiversity score</b>	<p>The minimum strategic biodiversity score is an attribute for a general offset.</p> <p>The strategic biodiversity score of the offset site must be at least 80 per cent of the strategic biodiversity score of the native vegetation to be removed. This is to ensure offsets are located in areas with a strategic value that is comparable to, or better than, the native vegetation to be removed. Where a specific and general offset is required, the minimum strategic biodiversity score relates only to the habitat zones that require the general offset.</p>
<b>Offset risk factor</b>	<p>There is a risk that the gain from undertaking the offset will not adequately compensate for the loss from the removal of native vegetation. If this were to occur, despite obtaining an offset, the overall impact from removing native vegetation would result in a loss in the contribution that native vegetation makes to Victoria's biodiversity.</p> <p>To address the risk of offsets failing, an offset risk factor is applied to the calculated loss to biodiversity value from removing native vegetation.</p>
	<p><i>Risk factor for general offsets = 1.5</i></p> <p><i>Risk factor for specific offset = 2</i></p>
<b>Offset type</b>	<p>The specific-general offset test determines the offset type required.</p> <p>When the specific-general offset test determines that the native vegetation removal will have an impact on one or more rare or threatened species habitat above the set threshold of 0.005 per cent, a specific offset is required. This test is done at the permit application level.</p> <p>A general offset is required when a proposal to remove native vegetation is not deemed, by application of the specific-general offset test, to have an impact on any habitat for any rare or threatened species above the set threshold of 0.005 per cent. All habitat zones that do not require a specific offset will require a general offset.</p>
<b>Proportional impact on species</b>	<p>This is the outcome of the specific-general offset test. The specific-general offset test is calculated across the entire proposal for each species on the native vegetation permitted clearing species list. If the proportional impact on a species is above the set threshold of 0.005 per cent then a specific offset is required for that species.</p>
<b>Specific offset amount</b>	<p>The specific offset amount is calculated by multiplying the specific biodiversity equivalence score of the native vegetation to be removed by the risk factor for specific offsets. This number is expressed in specific biodiversity equivalence units and is the amount of offset that is required to be provided should the application be approved. This offset requirement will be a condition to the permit for the removal of native vegetation.</p>

$$\text{Risk adjusted specific biodiversity equivalence score} = \text{specific biodiversity equivalence score clearing} \times 2$$

## Biodiversity impact and offset requirements report

**Specific offset attributes** Specific offsets must be located in the modelled habitat for the species that has triggered the specific offset requirement.

**Specific biodiversity equivalence score** The specific biodiversity equivalence score quantifies the relative overall contribution that the native vegetation to be removed makes to the habitat of the relevant rare or threatened species. It is calculated for each habitat zone where one or more species habitats require a specific offset as a result of the specific-general offset test as follows:

$$\begin{aligned} & \textit{Specific biodiversity equivalence score} \\ & = \textit{habitat hectares} \times \textit{habitat importance score} \end{aligned}$$

**Strategic biodiversity score** This is the weighted average strategic biodiversity score of the marked native vegetation. The strategic biodiversity score has been calculated from the *Strategic biodiversity map* for each habitat zone.

The strategic biodiversity score of native vegetation is a measure of the native vegetation's importance for Victoria's biodiversity, relative to other locations across the landscape. The *Strategic biodiversity map* is a modelled layer that prioritises locations on the basis of rarity and level of depletion of the types of vegetation, species habitats, and condition and connectivity of native vegetation.

**Total extent (hectares) for calculating habitat hectares** This is the total area of the marked native vegetation in hectares. The total extent of native vegetation is an input to calculating the habitat hectares of a site and in calculating the general biodiversity equivalence score. Where the marked native vegetation includes scattered trees, each tree is converted to hectares using a standard area calculation of 0.071 hectares per tree. This information has been provided by or on behalf of the applicant in the GIS file.

**Vicinity** The vicinity is an attribute for a general offset. The offset site must be located within the same Catchment Management Authority boundary or Local Municipal District as the native vegetation to be removed.



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Morwell West

## **Infrastructure Services Report**

Development Plan for the Morwell West Area

**Municipality:** Latrobe City Council

**Prepared by:** Millar Merrigan on behalf of  
NBA Group Pty Ltd

**Reference:** 15610/8.1

**Date:** November 2014



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15610 Morwell West

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## Executive Summary

Millar Merrigan have been engaged by the NBA Group to provide an Infrastructure Services Report in support of the proposed Development Plan for the Morwell West area (MWDP). The subject site lies within the Latrobe City Council municipality and is in a General Residential Zone and covered by a Development Plan Overlay Schedule 5 (DPO5). The site is approximately 42ha in size and is situated adjacent to the western boundary of the Morwell township. The ownership of the land within the Development Plan area is fragmented and whereas access to existing roads and services is generally available to most land parcels there is a requirement for early delivery of shared drainage infrastructure which is currently lacking in the area.

Following 'Rain-on-Grid' modelling undertaken by Water Technology to assess existing conditions, a recommended solution for potential retardation/detention features and stormwater treatment (wetlands) was recommended within the Toners Lane Reserve immediately to the west of the site. Subsequently, Water Technology have been engaged to develop the Stormwater Management Plan for the MWDP area and determine the full extent and cost of this infrastructure and the possibility of staging these works.

Sustainable Transport Surveys was retained to undertake an assessment of the traffic impacts associated with the development of the MWDP. The traffic generated by the proposed Development Plan is expected to be able to be accommodated within the existing road network. There will be intersection treatments required along Latrobe Road and Toners Lane where turning movements are necessary to enter the site. The existing road reserves at these locations are of sufficient width to allow treatments, furthermore in most instances it is expected that the existing carriageway will not require widening.

Gippsland Water controls both sewer and water infrastructure in this area and has advised that the MWDP area can be serviced through extensions and connection to existing assets. A recently constructed 500mm diameter sewer main has been constructed with sufficient depth and capacity to support the proposed development. Preliminary advice is that a 225mm water main would need to be provided along Latrobe road and reticulated throughout the development. Existing Gippsland Water assets have been catered for in the MWDP through the provision of road reserves, open space reserves and easements, ensuring surveillance and maintenance requirements are met.

Advice from SP AusNet's Network Planner is that the existing overhead lines on Princes Way, Latrobe Rd and Toners Lane to the south, east and west of the development can support the proposed development based on 4kVA per lot.

Envestra/APA Gas currently have mains reticulated throughout the existing development immediately to the south-east of the subject site which are capable of supporting the proposed development. The servicing strategy is to be determined at the time of development.

Telecommunications and NBN infrastructure assets are located in close proximity to the site and it is envisaged that timely and cost effective provision of both is possible.

The servicing strategy and respective land ownerships means that the development could progress on multiple fronts and it is noted that the NBA Group have been engaged by a group of landowners comprising the Latrobe City Council, who own a centrally located parcel of land, and two private land owners to the south and north of the Council owned land. It is envisaged that the privately owned land parcels are likely to be developed first given these landowners are actively pursuing development opportunities and that these parcels have ready access to existing roads and available services. Linkages between the northern and southern development areas can follow in due course as the Council owned land is developed with other parcels to follow. An

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Implementation Plan (October 2014) has been prepared by Millar Merrigan to guide the staged development of the MWDP area by individual land owners/developers.

The site represents a viable development that can be serviced predominantly by the expansion of existing infrastructure. The opportunity exists to rectify an existing deficiency in stormwater infrastructure and provide a solution that caters for both the existing and future developed areas, as well as the Toners Lane Reserve, and can provide for an attractive and environmentally sensitive feature at the interface between the development area and the reserve. It is intended that the landscaping of the future wetlands will utilise local indigenous species and improve the overall environmental quality of the site through the provision of best practice environmental management of stormwater and provision of enhanced habitat for local fauna.

The development will provide for new housing opportunities and the provision of infrastructure will not result in unreasonable environmental, cultural or amenity impacts on the site and surrounds.

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**Appendix A – Development Plan**

**Appendix B – Morwell Structure Plan**

**Appendix C – Bicycle Network Plan**

**Appendix D – Staging Plan**

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## 1 Introduction

Millar Merrigan have been engaged by the NBA Group to provide an Infrastructure Services Report for the area contained within the DPO5 overlay of the Latrobe City Council Planning Scheme. In order to inform this and other background reports, Millar Merrigan worked in conjunction with the NBA Group to prepare the Morwell West Development Plan (MWDP) attached as Appendix A. Figure 1 shows the development's position in relation to the western edge of the Morwell Township. The land falls within the Latrobe City Council municipality and is currently in a General Residential Zone (see Figure 2). General Residential Zoning applies to all the land within the Development Plan area.

Figure 1 - Locality Plan

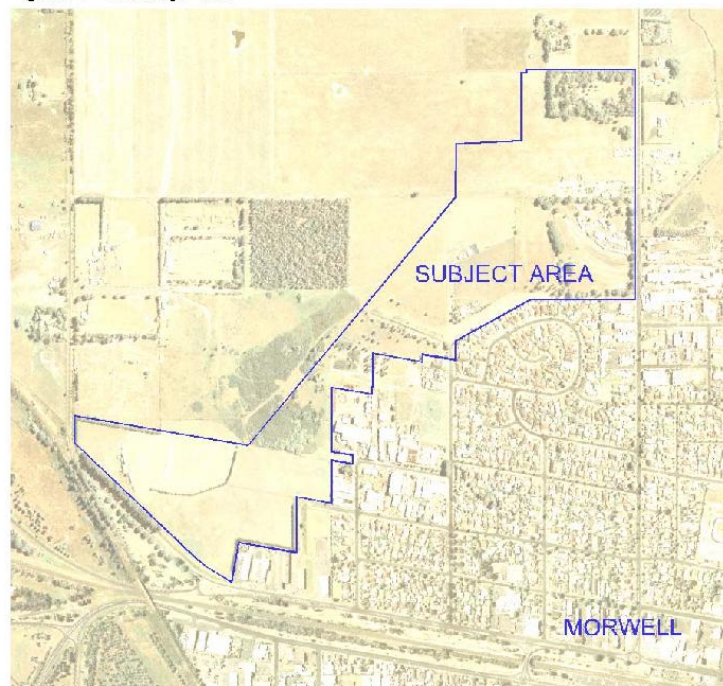
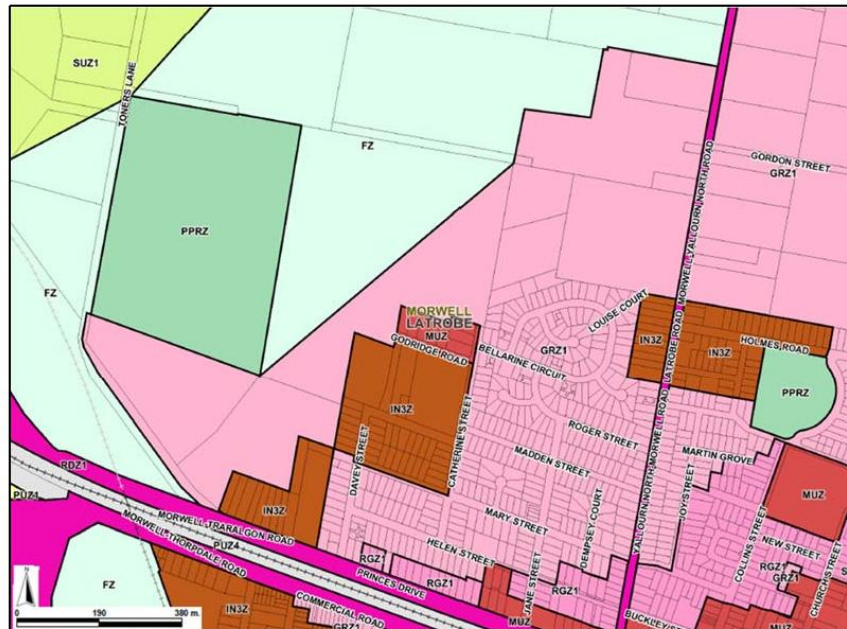


Figure 2 - Zoning



A summary of the key issues and concepts that have been used to guide the development of the attached MWDP are as follows:

Topography

Topographically speaking, the site is relatively flat in the southern and central sections with a gentle rise in the northern section. There is a centrally located, north south oriented depression, which captures runoff from upstream catchments within the southern area of land abutting Toners Lane. There is also a large constructed open drain which takes runoff predominantly from the northern portion of the site. It is intended that these drainage paths be redirected, improved and accommodated in the MWDP in accordance with a Stormwater Management Plan.

Site Access

The proposed development has large areas of frontage to Toners Lane from the south and Latrobe Road from the east, to which there are a number of proposed access points. There are also a number of proposed extensions of existing roads into the development, which include Mary Street, Madden Street, Godridge Road and Catherine Street. It is noted that the Madden Street road alignment continues west via a carriageway easement to intersect with Toners Lane.

Ecological Features

The ecological features of the MWDP area have been outlined in section 6 of this report. The vegetation of the site is highly modified and is dominated by exotic plants. The habitat on the site therefore provides limited biodiversity conservation values.

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#### Drainage

There are no designated waterways traversing the site however there are two existing drainage paths which are considered in the design. There are also some existing flooding issues in the area of the Toners Lane Reserve which are proposed to be mitigated through the implementation of a retardation and treatment system within the Toners Lane Reserve abutting the Council owned residentially zoned land. Detailed drainage considerations are set out in section 4.

#### Sewer

The MWDP area can be serviced through extensions and connection to existing assets. The MWDP has considered the location of existing Gippsland Water assets and easements, with proposed roadways and reserves aligned to ensure surveillance requirements are achieved.

The proposed MWDP has had regard to servicing requirements and information from discussions with the relevant servicing authorities. Details on existing infrastructure can be seen in section 0 of this report. This report has been prepared as part of the planning process to demonstrate the rationale for the proposal with regards to the provision of infrastructure.

---

## **2 Applicable Latrobe City Council Planning Provisions**

Schedule 5 to the **Development Plan Overlay** requires a development plan to show:

#### Land Use & Subdivision

- *Street networks that support building frontages with two way surveillance.*
- *An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.*
- *The provision of any commercial facilities and the extent to which these can be co-located with community and public transport facilities to provide centres with a mix of land uses and develop vibrant, active, clustered and more walkable neighbourhood destinations.*

#### Infrastructure Services

- *An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.*
- *The pattern and location of the major arterial road network of the area including the location and details of any required:*
  - *road widening*
  - *intersections*
  - *access points*
  - *pedestrian crossings or safe refuges*
  - *cycle lanes*
  - *bus lanes and stops*



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- *The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with Latrobe City Bicycle Plan 2007-2010, (as amended).*
- *In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.*

The **State Planning Policy Framework** provides a context for spatial planning and decision making by planning and responsible authorities, and seeks to inform integrated decision making including the economic and sustainable development of land.

Provisions particularly relevant to infrastructure include:

*Settlement (Clause 11): Planning is to contribute to energy efficiency, prevention of pollution to land, water and air, protection of environmentally sensitive areas, and land use and transport integration.*

*Planning for Growth Areas (11.02-2) includes the objective of providing efficient and effective infrastructure and the following strategies:*

- *Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.*
- *Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.*

*Structure Planning (11.02-3) seeks to facilitate the orderly development of urban areas and strategies include facilitating logical and efficient provision of infrastructure and use of existing infrastructure and services.*

*Sequencing of Development (11.02-4) seeks to manage the sequence of development in growth areas so that services are available from early in the life of new communities, and contains the following strategies:*

- *Define preferred development sequences in growth areas to better coordinate infrastructure planning and funding.*
- *Ensure that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.*
- *Require new development to make a financial contribution to the provision of infrastructure such as community facilities, public transport and roads.*
- *Improve the coordination and timing of the installation of services and infrastructure in new development areas.*
- *Support opportunities to co-locate facilities.*
- *Ensure that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.*

*Significant environments and landscapes (12.04) seeks to protect and conserve environmentally sensitive areas.*

*Floodplains (13.02) outlines the requirements for Floodplain Management.*

*Water (14.02) deals with the appropriate management of water catchments.*

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Neighbourhood and Subdivision Design (15.01-3) and Design for Safety (15.01-4) emphasises the importance of safe and convenient road networks, particularly for pedestrians and cyclists, it also emphasises the importance of improved energy efficiency and water conservation as does Sustainable Development (15.02)

Transport (Clause 18) outlines measures to ensure an integrated and sustainable transport system including taking advantage of all modes of transport and improving access to public transport, walking and cycling networks.

Infrastructure (Clause 19) seeks to ensure that physical infrastructure is provided in a way that is *efficient, equitable, accessible and timely*.

Water Supply, Sewerage and Drainage (19.03-2) has the following objective: *To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.* The following strategies are particularly relevant:

- *Provide for sewerage at the time of subdivision, or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Plan urban stormwater drainage systems to:*
  - *Coordinate with adjacent municipalities and take into account the catchment context.*
  - *Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.*
  - *Prevent, where practicable, the intrusion of litter.*

Stormwater (19.03-3) seeks to minimise the impact of stormwater in bays and catchments.

Telecommunications (19.03-4) seeks to facilitate the orderly development and extension of telecommunications infrastructure.

The **Municipal Strategic Statement** contains a number of policies relating to infrastructure provision that reinforce and emphasise a number of State Policies including encouragement of environmentally sensitive development and modes of transport other than private vehicles.

Environmental Sustainability Overview (21.03-2) outlines Latrobe City Council's overarching policy of 'Ecological Sustainable Development' which includes improving the ecological integrity of urban areas.

Greenhouse & Climate Change Overview (21.03-4) seeks to limit the impact of greenhouse gases and climate change including through the promotion of walking, cycling and public transport use.

Water Quality & Quantity (21.03-5) seeks improvement to river health and encourages Water Sensitive Urban Design.

Built Environmental Sustainability (21.04) contains the following vision statement:  
*Council will consider planning applications and make decisions in accordance with the following vision:*



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- *To promote the responsible and sustainable care of our built environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.*
- *To develop clear directions and strategies through consultation with the community ensuring sustainable and balanced development.*

The importance of high quality urban design is emphasised in 21.04-5.

Infrastructure Overview (21.04-6) notes that Council has adopted asset management plans (and standards) for a range of infrastructure items including roads, footpaths, drains, culverts, signs, trees, streetlights as well as for community services.

Objectives include:

- *Ensure integration of roads, bike paths, footpaths and public transport options.*
- *To provide guidelines for developers regarding engineering requirements ensuring that minimum design standards are achieved.*

Strategies include:

- *Implement Latrobe City Council's Asset Management Strategy and associated guidelines.*

Specific Main Town Strategies – Morwell (21.05-5) references the Morwell Structure Plan and the subject site is shown as future residential, see Appendix B.

Liveability (21.08) outlines Councils vision to enhance quality of life through the provision of integrated services.

Healthy Urban Design Overview (21.08-3) states:

*Healthy Urban Design Good Practice Guideline – Meeting Healthy by Design Objectives is an initiative of Latrobe City Council which aims to accommodate the community, pedestrians and cyclists as a first priority in street, building and open space design. The Healthy Urban Design Good Practice Guideline has been developed for guidance in designing and developing healthy lifestyles for the community. The Healthy Urban Design Good Practice Guideline supports state government initiatives such as Melbourne 2030 and it encourages:*

- *Walkable neighbourhoods, including safe and attractive pedestrian and cycle routes to all key local destinations.*
- *Design of legible street networks that are clear and easy to navigate.*
- *Open space that incorporates a range of shade, shelter, seating and signage opportunities.*
- *Building design that maximises natural surveillance and active street frontages.*
- *Maximised public transport options and connections to all key destinations.*
- *Community spaces or buildings that incorporate a variety of uses.*
- *Avoiding opportunities for concealment and entrapment along paths and in community spaces.*
- *Minimal fencing and walls, with maximum lighting, windows, doors, articulation to facades and use of low walls and transparent fencing.*

Issues associated with liveability and **residential** development include:

- *The main towns of Latrobe City are experiencing growth. As these towns continue to grow, new residential development is located further from town*

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centres, and therefore access to services and community facilities is reduced.

- Residents of Latrobe City have a lower average life expectancy due to higher incidences of cancer, cardiovascular disease and mental disorders. Council therefore recognises the need to influence health outcomes through the built environment by encouraging active living and social interaction for residents.

Issues associated with liveability and **open space** and path networks include:

- Public transport opportunities, walking and cycling paths, and linkages between small and main towns in Latrobe City are not always available.
- Currently Latrobe City lacks appropriate alternatives for walking/cycle paths that provide both leisurely and direct routes. Providing paths that allow both recreational opportunities and destination based routes would benefit residents and visitors by enabling journey choice.

The objectives of this clause include: to provide for walkable neighbourhoods, ensuring public transport, shops, public open space and mixed use community centres are close to all dwellings.

Residential Subdivision (Clause 56) seeks in part to ensure residential subdivision design deals appropriately with access and mobility (56.06), integrated water management (56.07) and utilities (56.09).

The Decision Guidelines (65.01) requires consideration of:

- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.

The above provisions have been considered in the formulation of the proposed MWDP and are reflected in the associated preliminary infrastructure responses.

### 3 Utilities

Millar Merrigan has made enquiries of the following service authorities to determine the current location and capacity of existing infrastructure assets and the potential for these to cater for the development of the site for residential purposes as proposed:

Sewerage:	Gippsland Water
Water:	Gippsland Water
Electricity:	SP AusNet
Gas:	APA Group/Envestra
Telecommunications:	Telstra/NBN

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All services will be designed in accordance with the requirements of the relevant supply authorities. It is envisaged that services can be provided to each lot in a timely, efficient and cost effective manner.

**3.1 Sewer**

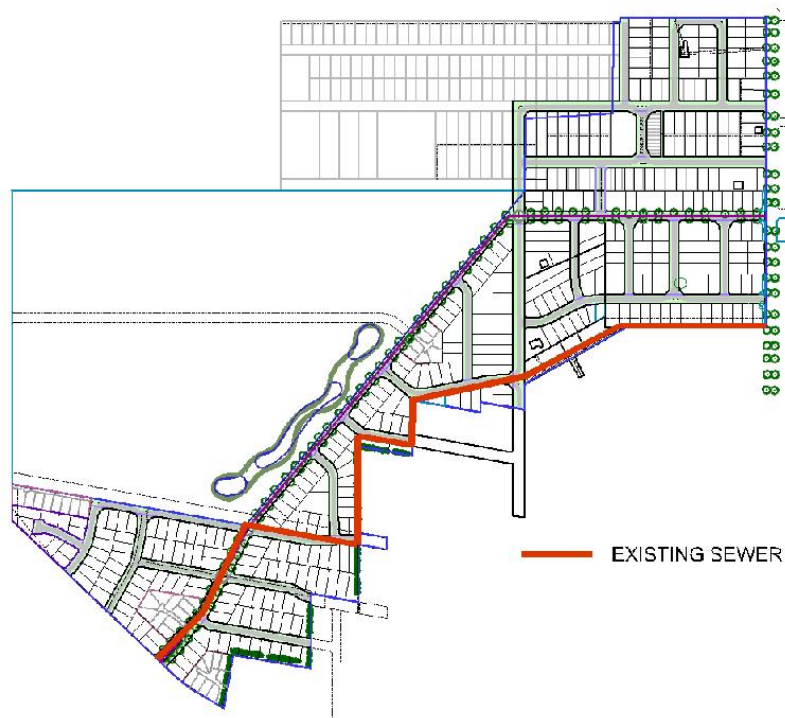
The relevant service authority for sewer in the area is Gippsland Water. There has been extensive discussion between Gippsland Water and Millar Merrigan with regards to providing sewer and water supply for the development and catering for existing assets within the MWDP.

Gippsland Water has confirmed that the MWDP area may be sewered to a recently constructed 500mm sewer main which was extended from Godridge Road to Latrobe Road. The sewer has ample depth and capacity to cater for the development with simple mains extensions required.

The existing sewer mains which traverse the site are proposed to be contained within road reserves, open space reserves and easements to ensure the surveillance and maintenance requirements of Gippsland Water are met. Where possible the road network has been manipulated to accommodate the requirements (see Figure 3).

The main point of contact at Gippsland Water has been Paul Young (ph. 5177 4774).

Figure 3 - Existing Sewers Catered for with the MWDP





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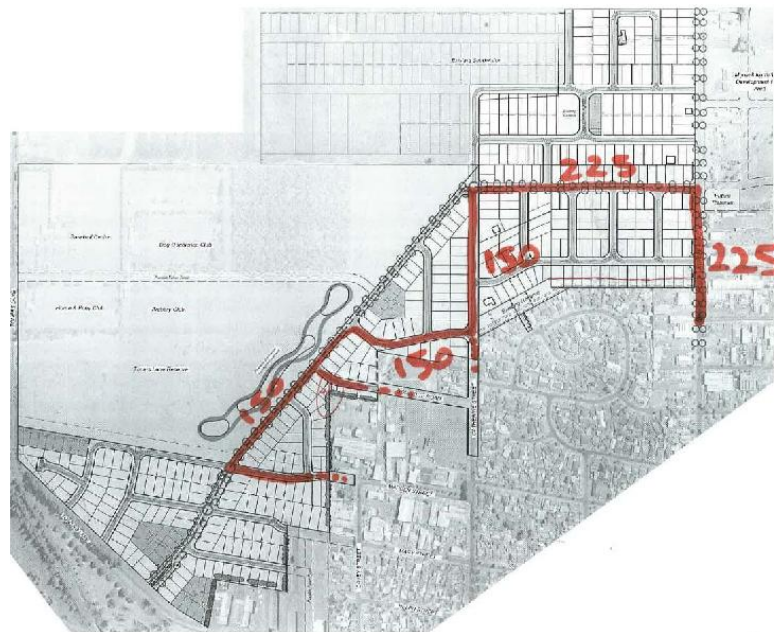
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### 3.2 Water Supply

The relevant service authority for water in the area is Gippsland Water. Preliminary advice for the provision of water is that a 225mm main would need to be constructed from the intersection of Latrobe/Holmes Road and reticulated throughout the development area as in the sketch attached below. All remaining water assets will be standard reticulation size to supply water at Gippsland Water's standard requirements. This advice is preliminary only and is subject to change based on final designs and staging.

This office has been liaising with Paul Young of Gippsland Water (ph. 5177 4774).

Figure 4 - Preliminary Watermain Advice (GW)



### 3.3 Electricity

The relevant electricity supplier for the site is SPAusNet. There are no anticipated issues with regard to network capacity. SPAusNet has existing 22kV overhead power lines on the south side of the development in Toners Lane and to the east on Latrobe Road. There are also 22kV overhead power lines throughout the existing development area immediately to the south-east of the proposed development.

Advice from SP AusNet's Network Planner is that the 22kV feeder rated overhead lines on Princes Way, Latrobe Rd and Toners Lane to the south, east and west of the development can support the proposed development based on 4kVA per lot. The following would be required:

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- *The estate would be supplied by building a Cable Head Pole on an existing pole, and running a high voltage underground cable from the pole to a Kiosk Substation inside the estate.*
- *This development would require 4 Kiosk Substations.*
- *A Kiosk Substation requires a reserve size of 8m x 5m*
- *From the Kiosk substation, Low Voltage Underground Cables and joints would be installed to service houses in the estate.*

These comments on cost contributions were provided by SPAusNet:

- *SP AusNet policy for alteration to existing assets requires the customer to contribute the full cost of the augmentation works.*
- *Services to any existing houses will be required to be relocated to the underground network within the estate, at the expense of the developer.*
- *SP AusNet's standard URD policy would apply for medium density housing i.e. lots sizes <= 2000 square metres are entitled to a LV rebate of \$980.00 per lot in the subdivision.*
- *HV reimbursements apply for High Voltage works completed internal to the housing estate.*
- *If the average lot size is greater than 2000 square metres or non residential, then the development would be classed as low density/commercial and the developer would pay the total cost of works for HV and LV cables less SP AusNet's contribution based on expected revenue from assets installed.*

The current SP AusNet construction lead time for overhead works is 150 days after negotiations are complete (easements obtained, contracts signed and supply contribution paid) and 100 days underground works. Any works must comply with Victorian Electricity Supply Industry Code of Practice and Energy Safe Victoria Regulations - such as line clearances for persons, plant and structures.

This office has been liaising with Emma Bostedt of SP AusNet (ph: 5173 9016).

### 3.4 Gas

APA Gas/Envestra are the relevant gas suppliers for the subject site. Asset inquiries show numerous gas mains available to the development plan area from the existing urban area immediately to the south-east. Initial feasibility enquiries have found that these mains are capable of supplying gas to the development, with the strategy to be dependent on development staging. These works may be subject to contributions from the developer. Detailed costs can be provided only at the time of formal application.

This office has been liaising with Julieanne Free of APA-group contractor to Envestra (ph:5173 9033).

### 3.5 Telecommunications

Telstra asset plans indicate the presence of telecommunications cables in the vicinity of the subject site. There are no anticipated issues with the provision of Telstra to each of the lots. As the development is to have more than 100 lots it may be considered viable for Fibre to the Premises (FTTP), instead of copper service, as part of the National Broadband Network. The necessary infrastructure will be provided to the requirements of Telstra and NBN Co.



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The technology and services required would be determined closer to the time of development commencement, depending on Telstra/NBN Co. deployment of FTTP policy and any negotiations based on a commercial agreement.

## 4 Urban Runoff

Water Technology Pty Ltd were initially engaged by the NBA Group to provide Rain-on-Grid modelling for the Morwell West Development Plan Area (6th February 2013). The key tasks carried out in this investigation were:

- Producing Rain-on-Grid (RoG) model for the MWDP area using the latest available LiDAR information;
- Identifying site constraints that impact on the hydraulics of the MWDP area;
- Locating potential location for future retardation basins;
- Developing a concise but brief report containing the results and conclusions of the Rain-on-Grid modelling.

The initial Water Technology investigation found:

- *While once thought that flows from Catherine Street table drain all move north, RoG modelling completed by Water Technology showed that approximately half of this flow heads south and flows through the south west residential development;*
- *A basin sited in the south west corner of the north eastern residential development would likely be able to service much of the water quantity and quality requirements of that portion of the development;*
- *Many options are available to meet site specific water quantity and quality requirements for the south western residential development; this is largely due to the lack of grade across the general area ...*
- *RoG modelling has identified a number of external overland flow paths which make their way into the subject site. Any development of the subject site will need to consider these flows when developing the layout.*

Subsequently Water Technology were engaged to undertake a Surface Water Management Strategy.

The responsible authority for Main Drainage is the West Gippsland Catchment Management Authority (WGCMA). Local drainage is under the jurisdiction of Latrobe City Council. Design approval from the Council will be required prior to commencement of any drainage works as part of the detailed design phase of development.

### 4.1 Rain on Grid Modelling

The development of the RoG model and TUFLOW modelling software were constructed to adhere to Melbourne Water (MW) 2D Modelling Guidelines. The RoG modelling identified multiple overland flow paths within the greater area impacting the MWDP area with commentary as follows:

*The major overland flow path affecting the development plan area emanates from the Catherine Street table drain. It was originally thought that all runoff from this drain drained to the north, however RoG modelling by Water Technology shows approximately half the flow moves north with the remainder of the flow moving in a southerly direction back through the proposed development. This result will*

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*have some implications for flood management in the South Western residential area within the development plan area.*

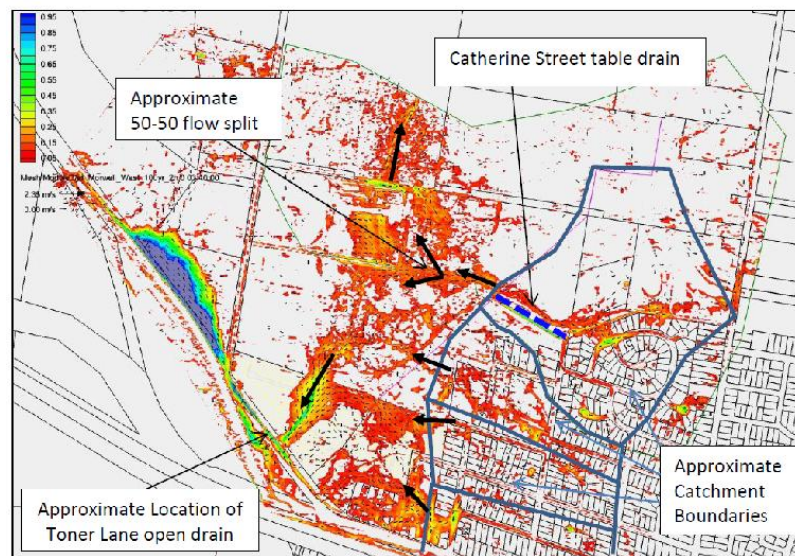
The majority of this water would be conveyed under Toners Lane and into the designated waterway south of the railway.

The upstream catchments have been considered as follows:

*External flows entering the site will need to be considered in terms of conveyance and safety within the south western and north eastern residential segments of the subject site. RoG modelling has shown that external flows move onto the subject site at various locations throughout the development. The most significant of these is the north to south flow path through the south western residential development. The current concept plan reviewed in this study, shows a roadway aligning with this flow path, this feature could be utilised for flood conveyance provided site egress is not significantly impacted. This will need to be further investigated as the planning process progresses. Arrows in Figure 2-1 (*

*Figure 5) nominate the major external flow points and paths into and throughout the development.*

Figure 5 - Key Drainage Features in 100 Year Rainfall Event (Water Technology)



#### 4.2 WGCMA

The WGCMA provides government with the collective strategic views of the region, which takes account of state and federal policy and the Triple Bottom Line (TBL) approach. Responsibilities under the *Catchment and Land Protection Act 1994* include development of the Regional Catchment Strategy and associated action plans. The WGCMA implements and maintains a strategic planning framework,

including completion, oversight of implementation, monitoring and reporting against strategic targets. WGCMA have advised that best practice management objectives for the treatment of stormwater are required for the development's connection to all designated waterways. The proposal must meet the provisions of Clause 56 of the Planning Scheme. Specifically, Standards C25 and C26 which address water quality through water sensitive urban design (WSUD). All of the proposed treatments will be maintained by Latrobe City Council as WGCMA have no on-ground responsibility.

The Morwell West Development Plan Rain-on-Grid Modeling Report produced by Water Technology identifying overland flow paths and potential sites for water quantity and quality treatment has been provided to the WGCMA. Areas have been set aside as part of this strategic plan for construction of water quality treatment systems in line with WGCMA recommendations. WGCMA have also commented that:

*While the subject area is located near an unnamed designated waterway on the western side and another at the north-east boundary, it appears to be outside any known flood overlays, and is not considered liable to major riverine type flooding.*

#### 4.3 Surface Water Management Strategy

Following on from the Rain on Grid Modelling, Water Technology have worked in conjunction with the NBA Group and Millar Merrigan to develop a strategy (Figure 6) which has led to some amendments to the MWDP.

The Water Technology strategy concludes:

- That under existing conditions surface water flow is largely informal with water flowing in broad overland flow paths. Some of these flows move north towards the Latrobe River floodplain (causing extended inundation) and some move west towards the designated water way connected to the Morwell River;
- The current proposal formalises the drainage conditions, which will result in less flooding inside the Council recreational land (north west of the development);
- In the fully developed scenario surface water leaves the site at two defined locations;
  - Toners Lane Drain outlet; and
  - The designated waterway at the north east boundary of the site;
- Flow which drains to the Toners Lane outlet required additional attenuation to ensure flooding would not occur in Toners Lane Drain.
- If the development is staged, solutions have been identified which complement the ultimate solution for the study area.
- For the westerly flowing land it is proposed that at least 28,000m<sup>2</sup> will be required as on site storage area to mitigate the developed flows to the maximum capacity of the existing outlet drain. To only manage the Stage 1 flows this storage footprint is reduced to 17,800m<sup>2</sup>.
- For the easterly flowing land it is proposed that at least 1,900m<sup>2</sup> will be required as on site storage area to mitigate the developed flows from the land scheduled for immediate development. With the remainder of the easterly flowing land to be picked up by a retarding basin with a footprint approximately 2,800m<sup>2</sup>.



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- Water quality features will need to be incorporated into the design and have been shown to meet best practice requirements when site within the retarding basin features.

Figure 6 - Location of proposed WSUD features (ultimate condition)



## 5 Traffic Management

Sustainable Transport Surveys Pty Ltd have been engaged to assess the impact of the proposed development on traffic conditions as part of the development plan (Traffic Engineering Assessment, 30 September 2014). In the course of preparing this assessment, the subject site and its environs have been inspected, existing traffic volume data sourced from VicRoads and Latrobe City Council and plans of the development reviewed and analysed and includes consideration of:

- Existing street network and traffic conditions surrounding the site
- Accessibility of the site by public transport and other non-vehicular modes of travel
- Potential road hierarchy within the site
- Proposed access arrangements for the site
- Impact of the development on the surrounding road network.

Sustainable Transport Surveys commented on traffic generation as follows:

*The development of the site in accordance with the proposed development plan will yield approximately 490 additional dwellings. Surveys undertaken by Sustainable Transport Surveys have advised that a rate of 9.0 movements per residential lot has been applied to the design volume of 490 lots. Accordingly it is anticipated that the subdivision will generate 4,410 vehicle movements per day. It is anticipated that 441 vehicle movements will occur during both the AM and PM peak periods split between inbound and outbound movements.*

5.1 Access

The following comments were provided regarding access:

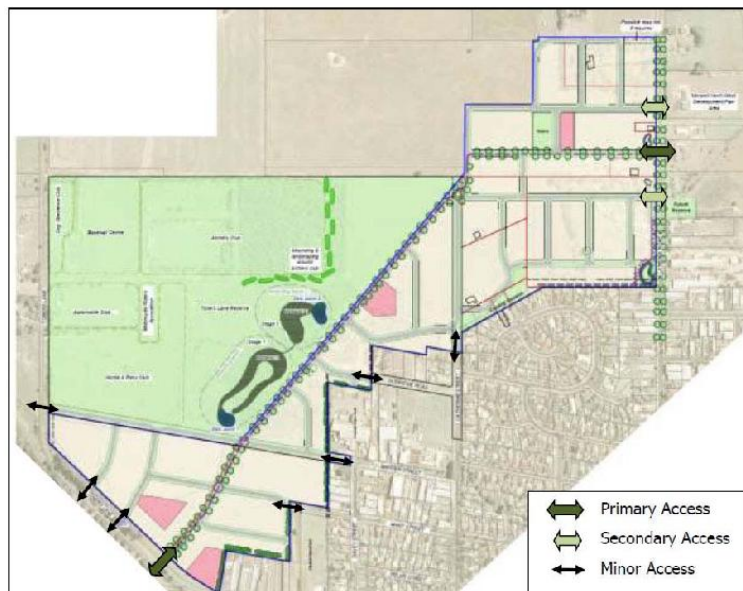
*Access from Latrobe Road will be via three T-intersections with all three access points providing fully directional access. The northern (existing unmade road) and southern access (only new access onto Latrobe Road) are secondary access points with the centrally located access (existing unmade road) being the primary access from Latrobe Road into the subdivision. Given the existing width of Latrobe Road an AUL and AUR lane will be provided on Latrobe Road at the primary access in accordance with Austroads Guide to Engineering Practice, Part 5 – Intersections at Grade. A possible future access has been allowed for further to the north if required.*

*Access to/from Toners Lane will provided via 4 fully directional access points with the three northern access points being minor access points. The southernmost access will be a secondary access.*

*Given the shape of the proposed subdivision and allowing for it being an extension of the existing residential development located to the west of Morwell 4 existing “no through roads” will be extended to provide access to the subdivision, these include Mary Street, Madden Street, Godridge Road and Catherine Street. Minor road widening will be undertaken along the existing length of Godridge Road to facilitate development traffic.*

The locations of the access points to the proposed development are shown in Figure 7.

Figure 7 - Access Points





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## 5.2 Internal Road Layout

The location of any roundabouts and slow speed links are illustrated in Figure 8 below.

*The internal road network for the residential subdivision has generally been designed in accordance with Clause 56 of the Latrobe Planning Scheme and consists of a mix of lower and higher order access streets.*

Figure 8 - Roundabouts and Slow Speed Links



## 5.3 Road Network and Design Issues

Using anticipated daily traffic volumes and those given within Clause 56, Sustainable Transport Surveys have proposed the road hierarchy as shown in Table 1 and Figure 9.

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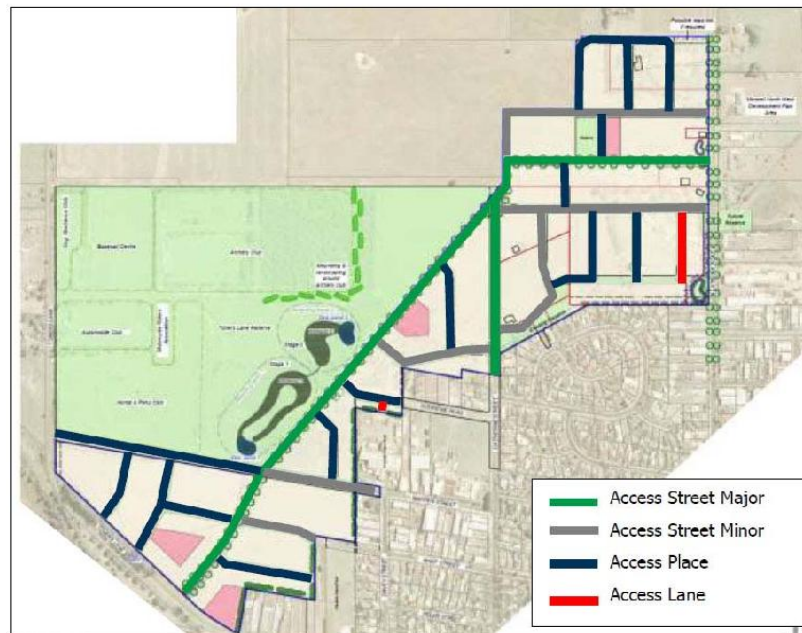
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Table 1 - Morwell West Subdivision Road Hierarchy

Classification	Colour Code	Typical Daily Volumes – Up to	Road Reserve	Carriageway Width	Footpath provision	Cycle path provision
Access Street Major	Green	2,000	18.0m	7.3m	both sides	None
Access Street Minor	Grey	500	16.0m	7.3m	Both sides	None
Access Place	Blue	200	16.0m	7.3m	Yes - If >100m	None
Access Lane	Red	200	TBD	5.5m	None	None

Figure 9 - Road Hierarchy Plan



The surrounding road network was assessed with the analysis as follows:

Northern Access onto Toners Lane

*As part of the development it is proposed to provide an access onto Toners Lane adjacent the boundary of the Horse and Pony Club. This access is located approximately 60 metres to the north of the bend in Toners Lane. It is understood that this access has been provided as a result of feedback from the Growth Areas Authority and the Latrobe City Council.*

Sustainable Transport Surveys, in their Morwell West Development Plan, advise that:

*Given the intersection is located approximately 60 meters from the bend, it is considered that the minimum sight distance is not met, accordingly consideration should be given to closing this access onto Toners Lane.*

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*Vehicles could then be diverted onto the next access to the south without adversely impacting the operation of the proposed road network. Traffic volumes at this intersection would be anticipated to increase from 88vpd to 220vpd well within the design parameters for an access street.*

Godridge Street

*In order to facilitate two-way traffic movements Godridge Street pavement could be widened to 5.5 metres, an increase of 1.5 metres on the existing pavement width. This will ensure that sufficient road capacity is provided to accommodate development traffic, in accordance with the Standard C21, Table C1 Design of Roads and Neighbourhood Street of Clause 56 of the Latrobe Planning Scheme.*

External Road Network – Design Volumes

Sustainable Transport Surveys have advised that:

*The existing residential streets will carry significantly less traffic post development than the design volumes indicated within Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme*

Morwell North West Development Plan

*It is anticipated, when fully developed, that traffic associated with the North West Development Plan will have a minimal impact on the internal road network associated with the proposal. In consideration of the location of the Toners Lane Reserve it is considered that some vehicles may choose to access the reserve via the proposed Access Street 1 (through the subdivision from Latrobe Road to Toners Lane).*

*It is considered that the Access Street Level 1 has more than sufficient capacity to accommodate any through traffic that may access Toners Lane Reserve via the proposed internal road network.*

#### 5.4 Shared Path Network

A comprehensive and connected bicycle and pedestrian network is to be provided to encourage sustainable transport modes through provision of safe and direct movement paths within the neighbourhood. This, in turn, provides the opportunity for a reduction in air pollution and greenhouse gas emissions through decreases in car usage. The proposed network will provide an interconnected and a continuous network of safe, efficient and convenient footpaths and is to be based around the layout of neighbourhood streets and location of areas of public open space.

The roads within the site will have footpaths to encourage walking and the proposed road network is relatively linear which allows direct pedestrian and bicycle connections. Pedestrian and bicycle connections are to be provided from the subject site to the adjacent existing development and proposed Morwell North West Development Plan Area via road connections and open space areas. Appendix C shows the existing and possible future cycle paths along Toners Lane and Latrobe Road. The development of the subject site would therefore see linkages to these paths and the permeation of cycling and pedestrian network through the Morwell west area.



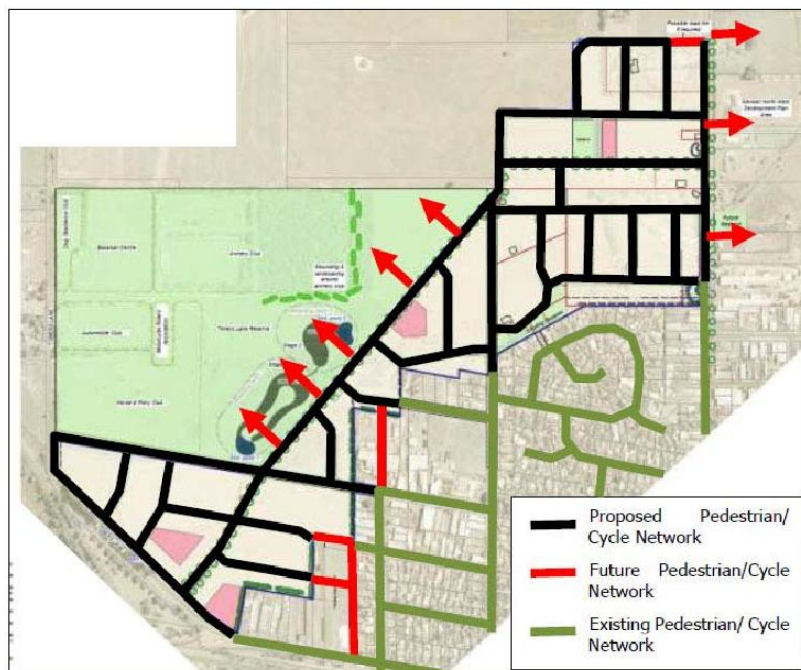
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Pedestrian and cycle facilities will also be available through the wetlands and public open space areas which will enable pedestrian and cycle access to key areas such as the Toners Lane Reserve and other recreational facilities and facilitate external trips to the broader community. See Figure 10 below.

Figure 10 - Pedestrian and bicycle network



### 5.5 Public Transport

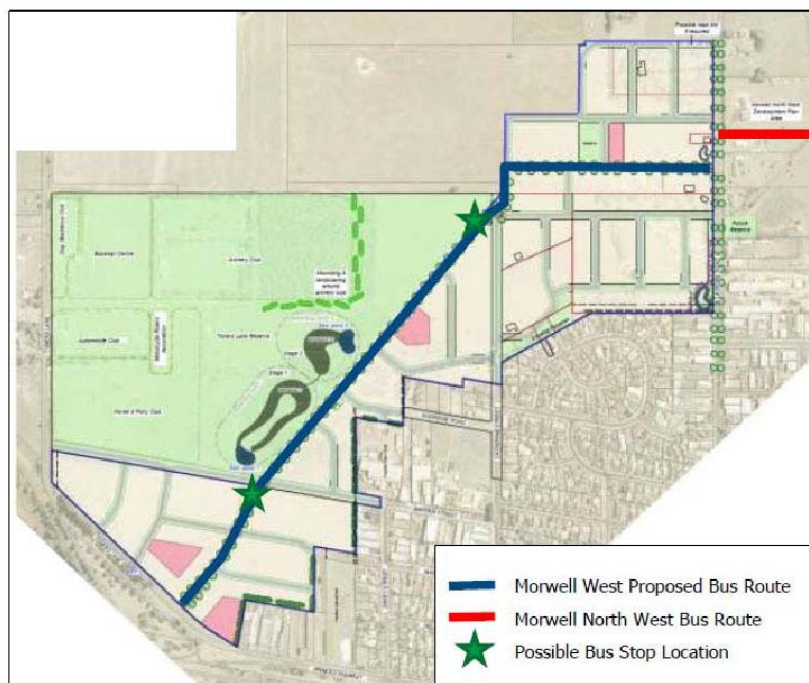
The site is well serviced for public transport. The Morwell Rail Station is located approximately 1.5km from the site and is serviced by the Traralgon to Melbourne V-Line. The proposed collector streets will be designed to allow for potential future bus services as in Figure 11 below. As such each lot will be within 400m of a logical bus route which is a requirement of the Public Transport Guidelines for Land Use and Development. The implementation of these services is a matter for the public transport operators and the Department of Transport.

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Figure 11 - Bus Routes



## 6 Ecological Features and Constraints

An assessment of the Ecological Features and Constraints has been prepared by Paul Kelly and Associates. The report assesses the DPO5 site adjoining Toners Lane and Latrobe Road, Morwell West and the key conclusions were:

*The ecological significance of the site is much reduced by historic and current land use. The vegetation of the site is highly modified and is dominated by exotic plants. The Council Reserve provides similarly modified vegetation and is seasonally inundated by drainage from the adjoining urban catchment. It has limited ephemeral hydraulic connectivity to the Morwell River.*

*The Development Planning Overlay (DPO5) on the site requires several specific ecological considerations including GGF, Dwarf Galaxias and Native Vegetation.*

*The Council Reserve contains twelve remnant patches native vegetation. Despite this bioregional significance the extant remnant patches are of low quality and have low species richness and poor structural diversity. The Woodland overstorey is generally absent. The patches are considered to be highly modified remnants of native vegetation that have developed in response to major historic disturbance of both the site and its catchment.*



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*The replacement of these remnant patches with a more efficient storm water/drainage facility, preferably utilising indigenous plants, would improve water quality discharge (ultimately) to the Morwell River wetlands.*

*In its current state, the habitat on the majority of the cleared agricultural land, north and south of the Council Reserve provides limited biodiversity conservation values. It is considered that there are no current ecological constraints to the development of these areas for residential purposes.*

*It is considered that the Council Reserve does not provide critical habitat of any threatened species of flora or fauna. This evaluation is consistent with that of Millar Merrigan (2011).*

*While it is considered unlikely that Dwarf Galaxias utilise the ephemeral wetland areas of the Council Reserve, the seasonal opportunistic presence of Dwarf Galaxias cannot be absolutely discounted. As such it is expected that there will be a planning requirement to ensure that Galaxias habitat, however marginal, is not compromised. As such it is recommended that the following conditions apply to the development:-*

- *the preparation and approval of a Construction Management Plan to identify and mitigate impacts on existing populations of Dwarf Galaxias; and*
- *the design and construction of wetlands on the site address the specified habitat requirements of the species. Wetland design which accounts for Dwarf Galaxias could include complementary constructed habitat for a range of amphibians including GGF.*

*Revegetation works on the site could consider using Strzelecki Gums along with other indigenous plant species in the planting mix.*

*DEPI (2014) stated that 'It is unlikely that any potential impacts on existing biodiversity values will have statewide implications'.*

*An EPBC referral of the development to the federal Minister for the Environment is not considered essential but may provide improved certainty to the construction program.*

It is envisaged that Wetland design and construction management will consider the Dwarf Galaxias and could include complementary habitat for a range of amphibians including GGF.

---

## 7 Development Sequencing and Staging

The alteration to existing drainage path and the installation of stormwater quality and quantity treatment devices will need to be provided at an early stage to serve the development and fulfill stormwater best practice requirements of the WGCMA and Latrobe City Council. An appropriate management plan will be critical to the successful implementation of stormwater treatment techniques and the longevity of the system and must be put in place early on in the development staging.

It is envisaged that the development will commence at both Toners Lane and Latrobe Road. The development would then progress towards the centrally located Council owned development area with the aim of connecting the development areas as soon as possible along the boulevard. Please refer to Appendix D for the staging plan and the Implementation Plan (Millar Merrigan, October 2014) for further details.

## 8 Conclusion & Recommendations

The site represents a viable development opportunity that can be serviced predominantly by the extension of existing infrastructure. Topographically speaking, the site fall is relatively flat with a general grade towards the railway line to the south-east. The proposed Development Plan features proposed standard residential and medium density housing as well as significant reserve areas, which accommodate drainage paths, the sewerage assets and pedestrian links.

Rain-on-Grid modelling has been undertaken by Water Technology to assess existing conditions and potential stormwater treatment and detention features. Wetland areas and detention storage have been located within the environs of the Toners Lane Reserve immediately to the west of the site. There is sufficient area available to achieve best practice environmental objectives whilst providing a high quality visual treatment to the open space interface.

According to the WGCMA, whilst the subject area is located near an unnamed designated waterway on the western side and another at the north-east boundary, it appears to be outside any known flood overlays, and is not considered liable to major riverine type flooding.

A traffic impact report has been prepared by Sustainable Transport Surveys which found:

- Access to the proposed subdivision will be provided via 3 access points onto Latrobe Road (with only 1 access being new, the other two are existing unmade roads), 4 access points onto Toners Lane and 5 existing "No through roads" will be extended to provide a safe and convenient road network.
- An AUR and AUL lane will be provided at the main access into the subdivision on Latrobe Road.
- Based on a design volume of 490 lots and adopting a traffic generation rate of 9.0 vehicle movements per lot, the proposed subdivision is anticipated to generate 4,410 vehicle movements per day including 441 vehicle movements during the AM and PM peak periods.
- All roads within the subdivision are anticipated to carry below 1,000 vehicle movements per day.
- The proposed road reserves and pavement widths meet the requirements of Table C1 Design of Roads and Neighbourhood Streets of Clause 56 of the Latrobe Planning Scheme.
- The propose road network meets the requirements of Clause 56.06 Access and Mobility Management of the Latrobe Planning Scheme.
- The proposed development plan has been prepared with regards the requirements of Schedule 5 to the Development Plan Overlay.

Gippsland Water controls both sewer and water infrastructure in this area and has advised that the Development Plan area can be serviced through extensions and connection to existing assets. A recently constructed 500mm sewer main has been constructed with sufficient depth and capacity to support the development. Preliminary advice is that a 225mm water main would need to be provided along Latrobe road and reticulated throughout the development. Existing Gippsland Water assets have been catered for in the Development Plan through the provision of road reserves, open space reserves and easements; ensuring surveillance and maintenance requirements are met. The servicing strategy will need to be confirmed at the development phase.

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It is envisaged that electricity, gas and telecommunications can be provided to the site in a timely and cost effective manner.

The servicing strategy and respective land ownerships mean that development could progress on multiple fronts with the private land ownerships to the south and north logically proceeding first followed by the central Council owned land with linkages between the two provided in due course. The development will provide new housing opportunities and the provision of infrastructure will not result in unreasonable environmental, cultural or amenity impacts on the site and surrounds, the development as proposed will enable the rectification of the current poor site drainage and replace it with a best practice solution designed to meet the requirements of the existing and future development of the area.

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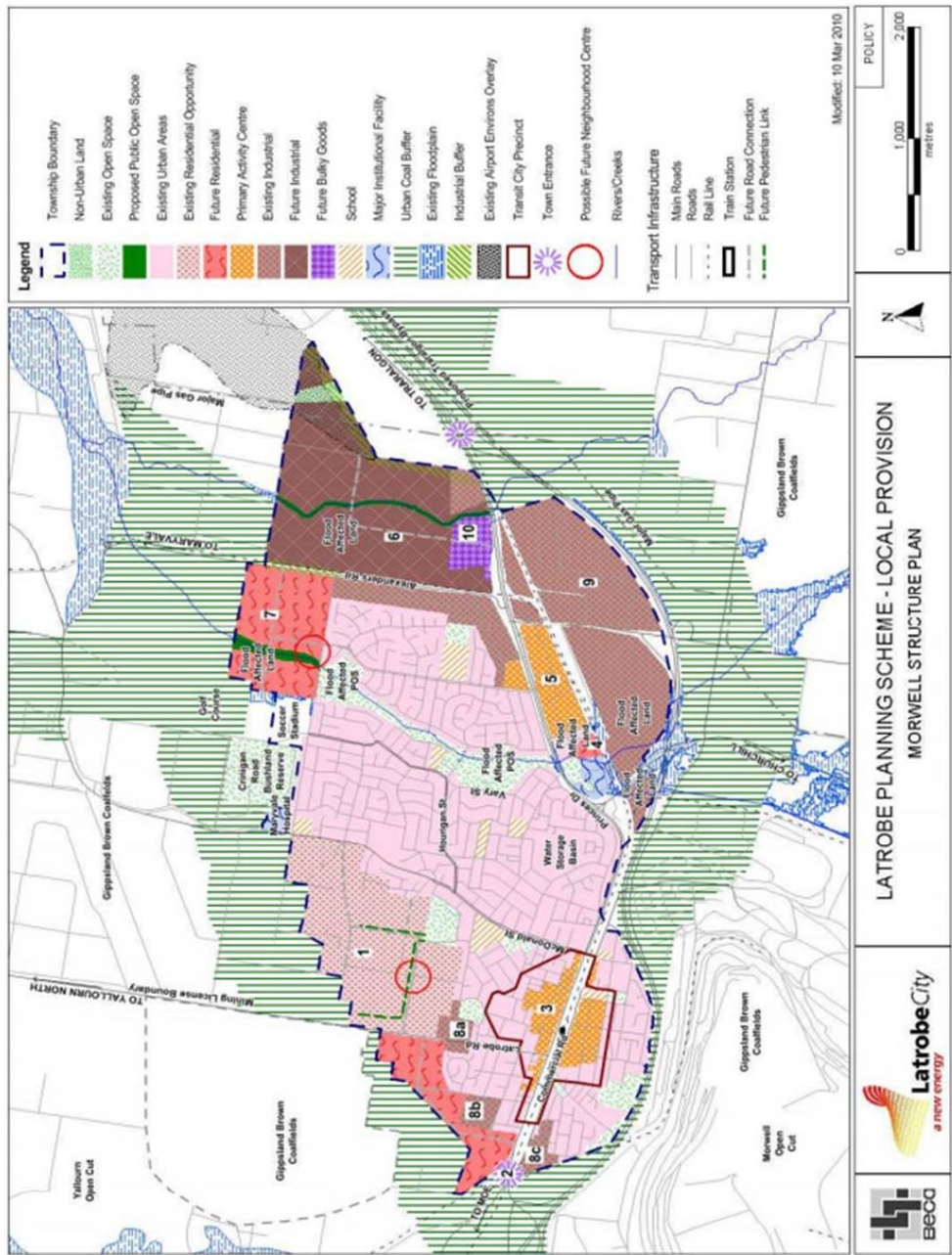
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**Appendix A – Development Plan**

(Millar Merrigan, October 2014)



**Appendix B – Morwell Structure Plan**

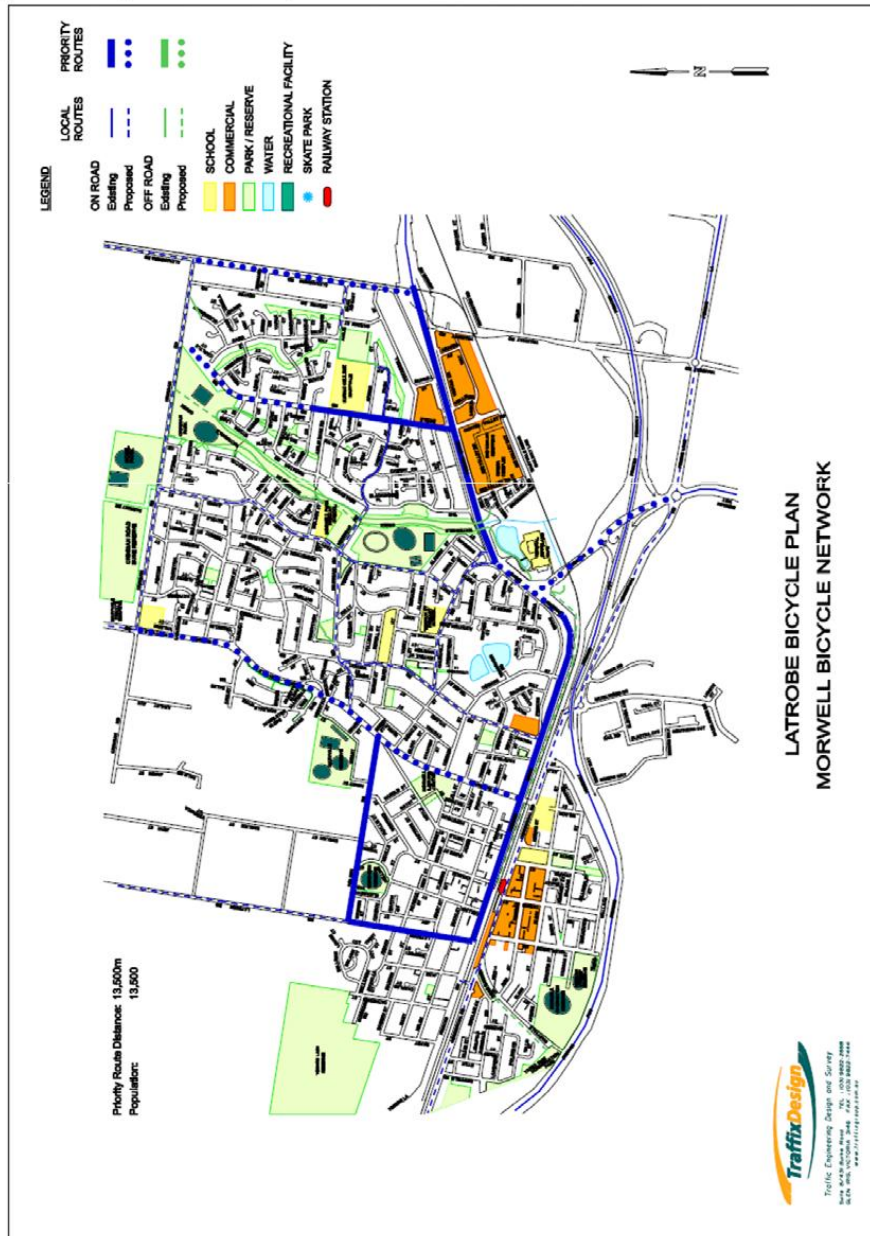


Reference: 15610

V2 – 13/11/2014

### Appendix C – Bicycle Network Plan

(Latrobe City Council – 2007)



Reference: 15610

V2 – 13/11/2014

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**Appendix D – Staging Plan**

(Millar Merrigan, October 2014)



ABN: 60 093 377 283  
ACN: 093 377 283

6 February 2013

Scott McJannet  
**Millar Merrigan**  
126 Merrindale Drive  
Croydon 3136

Our Ref: 2621-01L01v02.docx

Dear Scott,

### **Re: Morwell West Development Plan Rain-on-Grid modelling**

This letter outlines the results of the Rain-on-Grid (RoG) modelling at the subject site (Morwell West). Water Technology have undertaken this work in accordance with the detailed methodology as described in the proposal letter dated 11 December 2012. Key tasks in this job included:

- Producing Rain-on-Grid model for the Development Plan area using the latest available LiDAR information;
- Identifying site constraints that impact on the hydraulics of the Development Plan area;
- Locating potential location for future retardation basins;
- Developing a concise but brief report containing the results and conclusions of the Rain-on-Grid modelling.

All work was undertaken using the best data available and using current industry standards.

## **1. PROPOSED DEVELOPMENT**

A preliminary Drainage Strategy was recently commissioned by the NBA group and completed by Millar Merrigan. The purpose of the document was to inform the preparation of an Overall Development Plan for the site covered by Schedule 5 to the Development Plan Overlay within the Latrobe City Council. The preliminary Drainage Strategy was provided to Water Technology for consideration in this study. Figure 2 from the preliminary Drainage Strategy has been reproduced in this report to demonstrate the general area considered in this work and provide an overall development concept plan.

The current concept plan shows two residential areas divided by a large reserve area (understood to be owned by the Latrobe City Council (LCC)). The purpose of this study is to better understand the movement of water into out of and with within the area shown as Development Plan overlay – Schedule 5 (the subject site) in Figure 1-1.



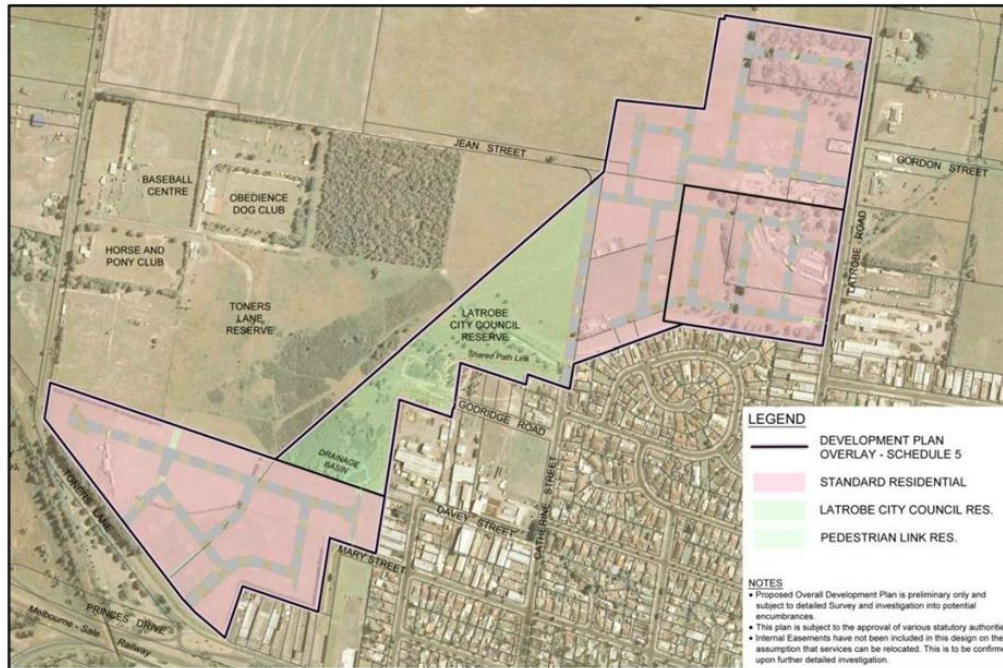


Figure 1-1 Overall Site Concept Plan by Millar Merrigan (2012)

## 2. RAIN-ON-GRID MODELLING

A standard approach was taken in the development of the RoG model and TUFLOW modelling software was used as the primary modelling package. The model was constructed using MapInfo V11.0 and text editing software. Key elements and parameters in the TUFLOW RoG model all adhere to the Melbourne Water (MW) 2D Modelling Guidelines.

The 2D domain grid size was set to 3 metres; based on the total catchment size and to ensure catchment characteristics including natural surface, waterways and roads were adequately defined. No 1D features (e.g. pits and pipes) were included in the model. Catchment roughness (Manning's roughness) was based on land use zones to represent characteristics, with further refinement through the use of aerial photographs. Where overland flow out of the catchment was present, 'HQ' boundaries were used to convey the overland flow out the catchment in a steady manner.

A "2d\_rf" rainfall file was produced in MapInfo for the 100 year ARI event which consisted of rainfall polygons. Each polygon contained a final runoff coefficient calculated from the FI value for that area and the runoff coefficients as described by Melbourne Water 2D Modelling Guidelines for the 100 year ARI event. As the focus of this investigation was identify major overland flow paths and not developing high resolution flood shapes, model verification methods such as flow reconciling to the rational method has not been performed. Mass Balance errors for the 2hr and 6hr runs were equal to 0.8% and 1.2% respectively. Ideally the model would be adjusted to bring the Mass Balance figures down, but for the purpose of this modelling these figures are considered acceptable.

The rainfall depth and temporal patens for 100 year ARI 2 hour and 6 hour events were run in the TUFLOW RoG model. The first 10mm of rain was removed from the rainfall data to represent the initial loss characteristics at the site.



## 2.1 Results

RoG modelling by Water Technology has identified multiple overland flow paths within the greater area impacting the development plan area. The major overland flow path affecting the development plan area emanates from the Catherine Street table drain. It was originally thought that all runoff from this drain drained to the north, however RoG modelling by Water Technology shows approximately half the flow moves north with the remainder of the flow moving in a southerly direction back through the proposed development. This result will have some implications for flood management in the South Western residential area within the development plan area.

In reality most of this water would be conveyed under Toners Lane and into the designated waterway south of the railway. Modelling by Water Technology has showed this water continuing in a north westerly direction creating a large area of ponding behind the railway embankment (outside the subject site). This is because the two 900mm diameter pipes under Tones Lane are not included in the RoG model.

External flows entering the site will need to be considered in terms of conveyance and safety within the south western and north eastern residential segments of the subject site. RoG modelling has shown that external flows move onto the subject site at various locations throughout the development. The most significant of these is the north to south flow path through the south western residential development. The current concept plan reviewed in this study, shows a roadway aligning with this flow path, this feature could be utilised for flood conveyance provided site egress is not significantly impacted. This will need to be further investigated as the planning process progresses. Arrows in Figure 2-1 nominate the major external flow points and paths into and throughout the development.

Figure 2-1 shows a depth plot for the 100yr ARI 2 hour event (maximum depths), depths less than 50mm have been excluded from the plot to help see overland flow paths. Additional more detailed plots for both the 100 year ARI 2 hour and 6 hour events have been included as attachments to this letter.



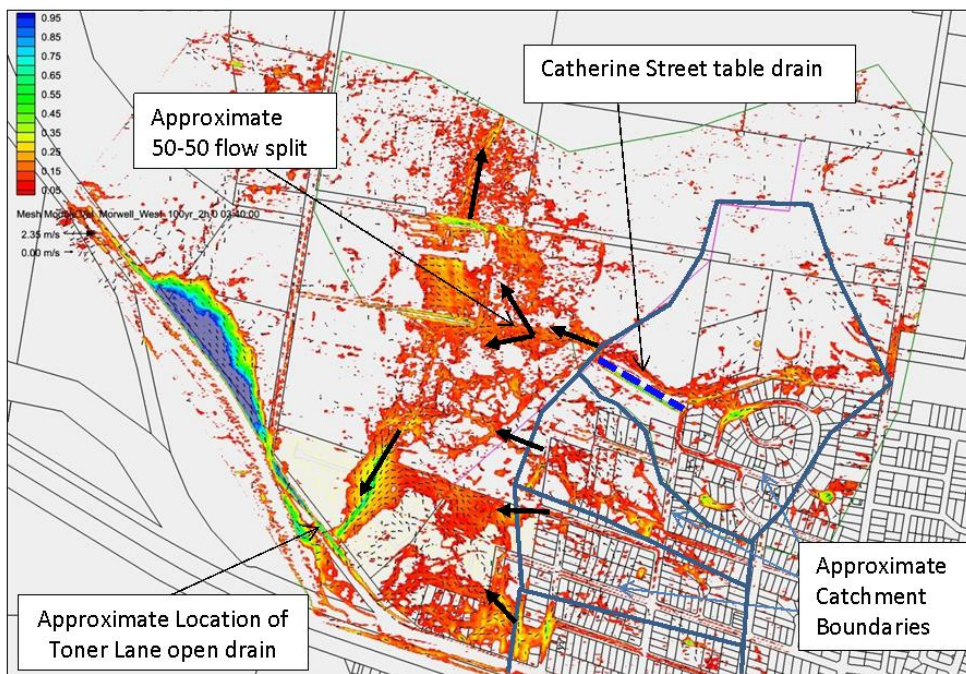


Figure 2-1 100 year 2 hour depth results with key features annotated

### 3. POTENTIAL BASIN LOCATIONS

Depending on the ultimate development layout many options are available to manage water quantity and quality requirements within the subject site, while feature size is not the focus of this investigation, possible features locations have been considered. Drainage in the residential north east portion of the development flows in various directions as an elevated area is found almost in the centre of the concept layout. It is envisaged much of the water in this segment of the subject site could be drained to the south west corner where it could be treated before discharging into the Catherine Street table drain. Figure 3-1 shows one possible location of a water quantity and quality feature location in this area.

An open drain is located adjacent to Toners Lane which directs existing flows to the culvert crossing of the disused railway embankment (see Figure 3-1). Water Technology assumes that this open drain will be the point of discharge for the future subdivision of the subject site, due to the existing topography of the subject site, a future storage basin and wetland could be located on land adjacent to the above mentioned point of discharge.

The potential for locating the storage basin outside of the proposed development plan area has also been considered, in particular the above mentioned basin located within the south western section of the development plan. There is the potential to locate this basin as indicated in Figure 3-2, in order for pre-development flow targets to be achieved. This basin will need to be either oversized to cater for the upstream catchment, or the developed lots would need to be regraded to direct a portion of the developed runoff into this basin, before directing flows back to the Toners Lane open channel.

Further detailed investigation of the viability of these options would need to be undertaken prior to the basin location being adopted.

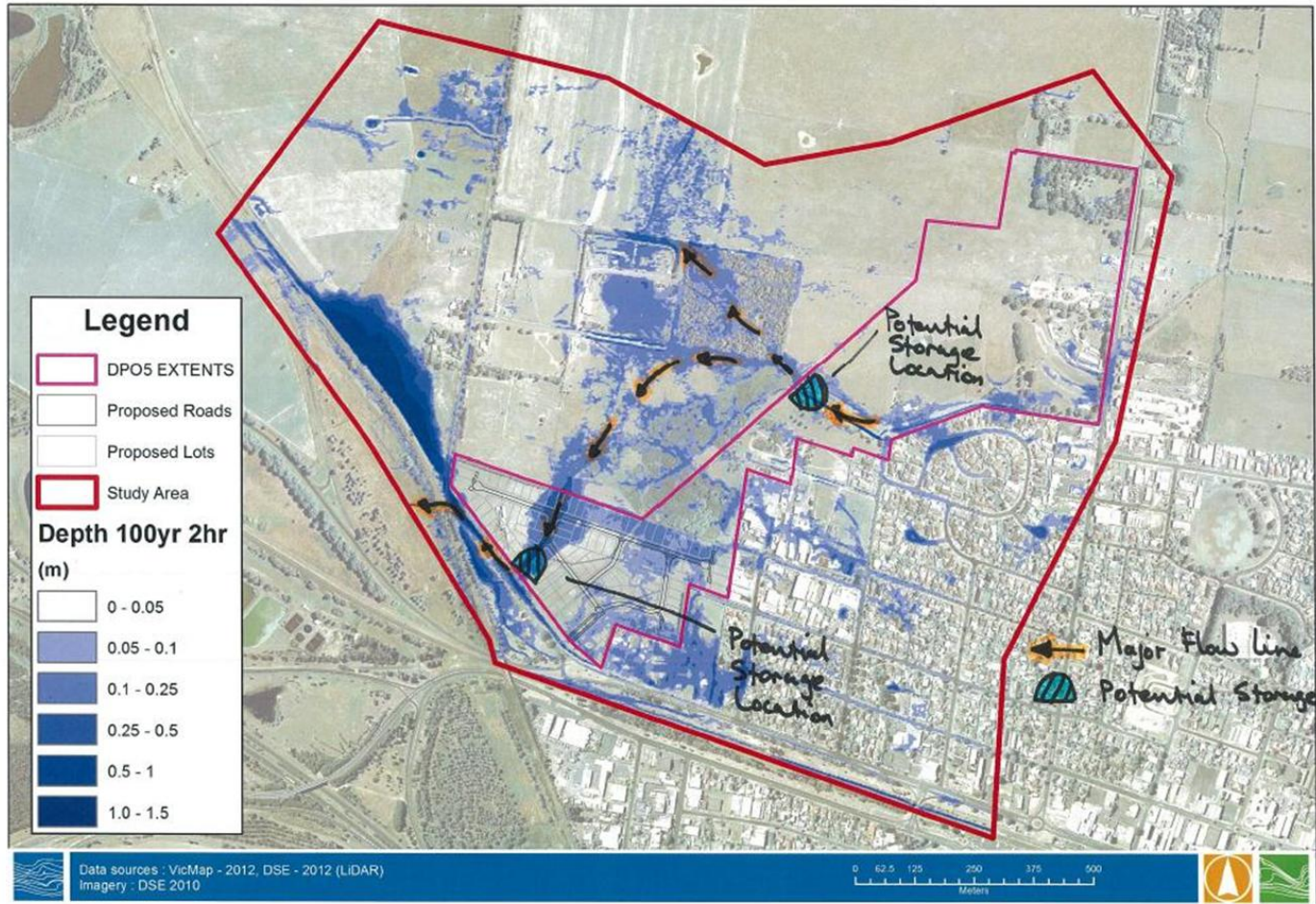


Figure 3-1 Possible basin locations within the subject site



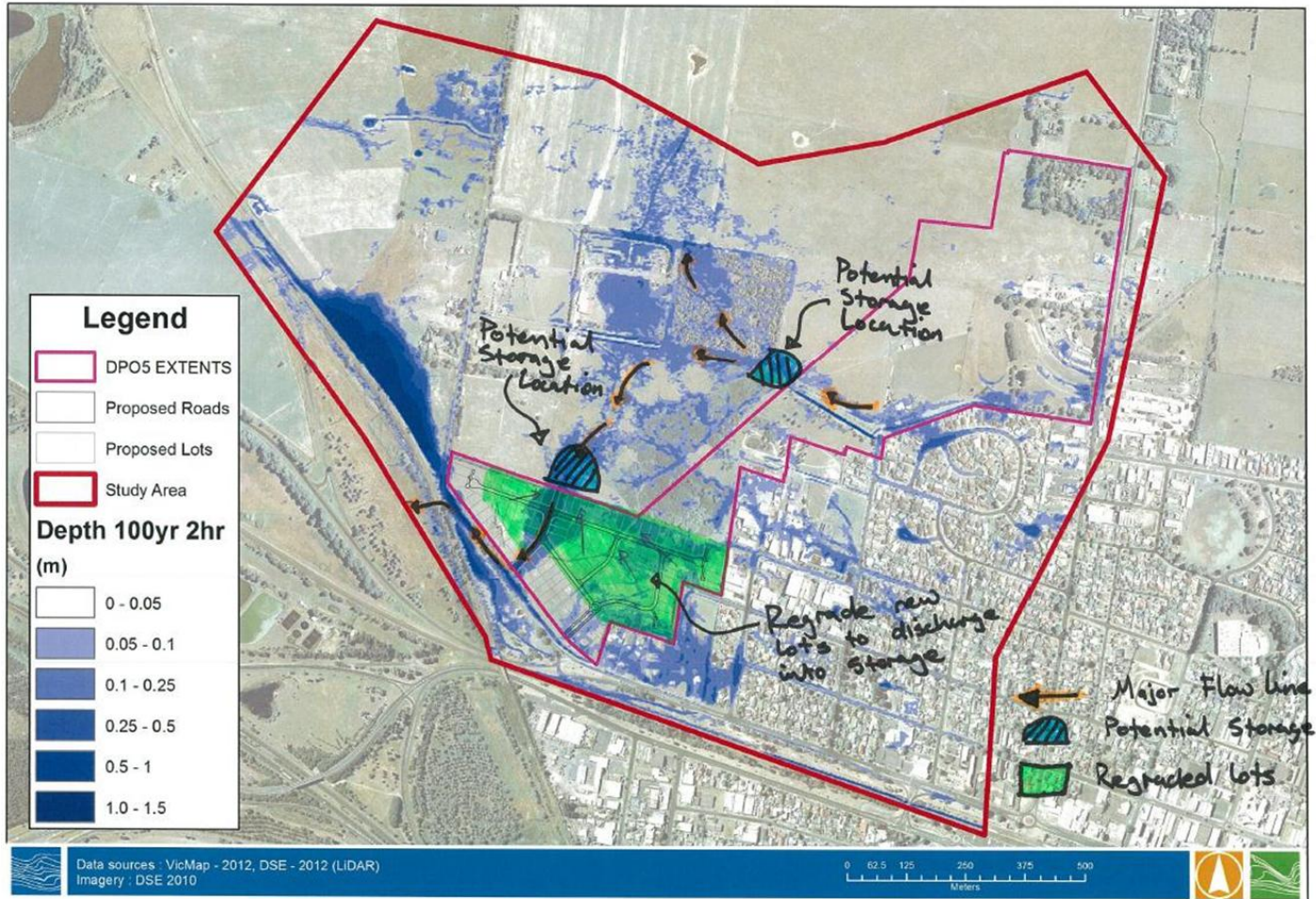


Figure 3-2 Potential offsite storage basin locations



## 4. CONCLUSIONS

Many options are available to the team involved in the development of the subject site to manage both site specific stormwater flows and external overland flows which likely impact the site. Water Technology RoG modelling has shown:

- While once thought that flows from Catherine Street table drain all move north, RoG modelling completed by Water Technology showed that approximately half of this flow heads south and flows through the south west residential development;
- A basin sited in the south west corner of the north eastern residential development would likely be able to service much of the water quantity and quality requirements of that portion of the development;
- Many options are available to meet site specific water quantity and quality requirements for the south western residential development; this is largely due to the lack of grade across the general area. This study has nominated the location indicated in Figure 3-1 to site a flood storage and WSUD feature. This option was proposed due to the local topography of the south-west development area with the storage location chosen to minimise filling required;
- RoG modelling has identified a number of external overland flow paths which make their way into the subject site. Any development of the subject site will need to consider these flows when developing the layout.

This study is a preliminary step in the development of a comprehensive Surface Water Management Strategy (SWMS) for the subject site. Water Technology look forward to working with Millar Merrigan and NBA group to progress this development to the next phase. Please don't hesitate to contact us to explain further the assumptions and key findings of this report or to discuss continuing with SWMS process in general.

Yours sincerely

**Water Technology Pty Ltd**

**Thomas Cousland**

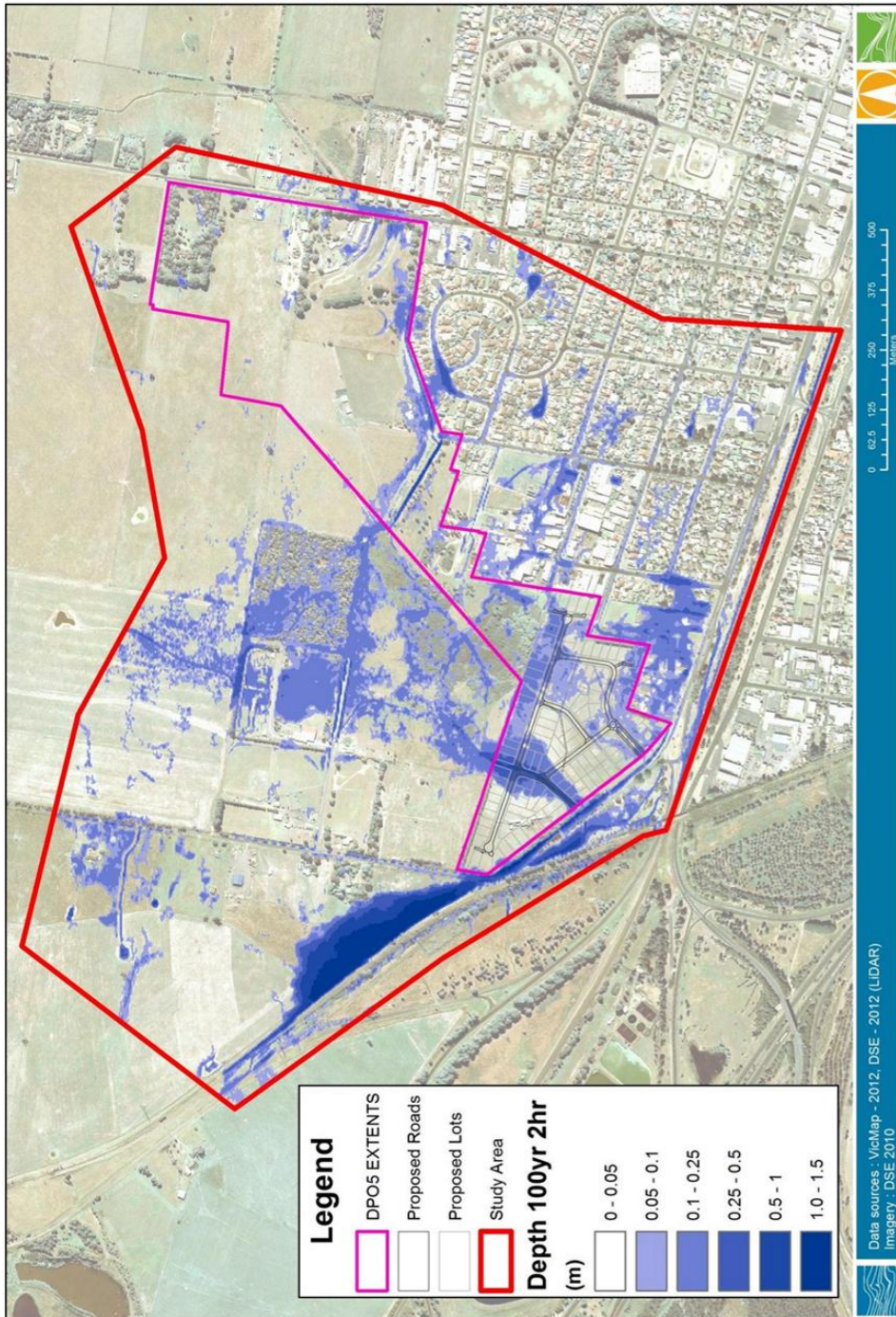
Project Engineer

Thomas.cousland@watertech.com.au



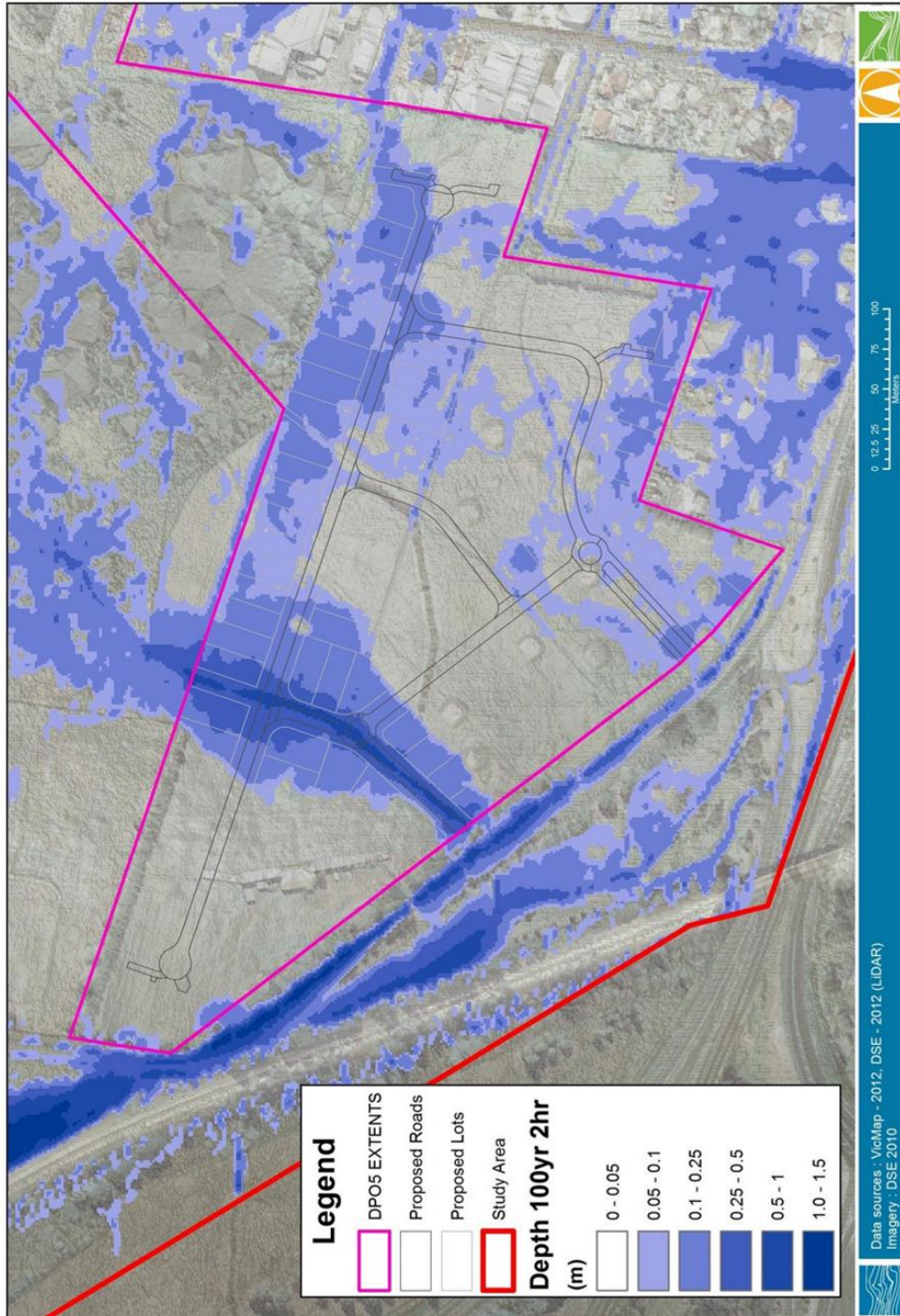
## APPENDIX 1: DETAILED ROG MAPPING





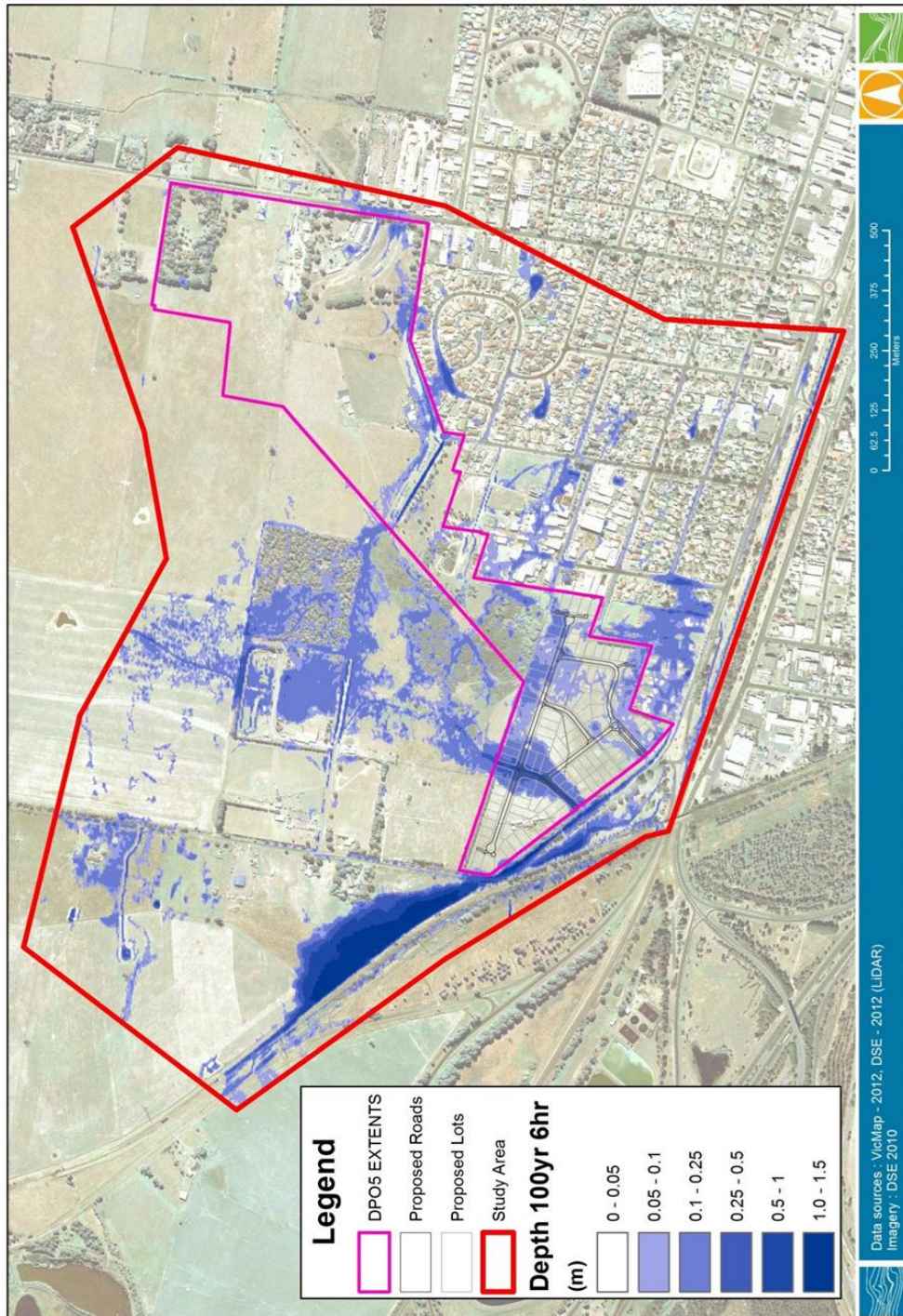
Appendix 1.1: RoG results Greater Catchment (100yr 2hr event)





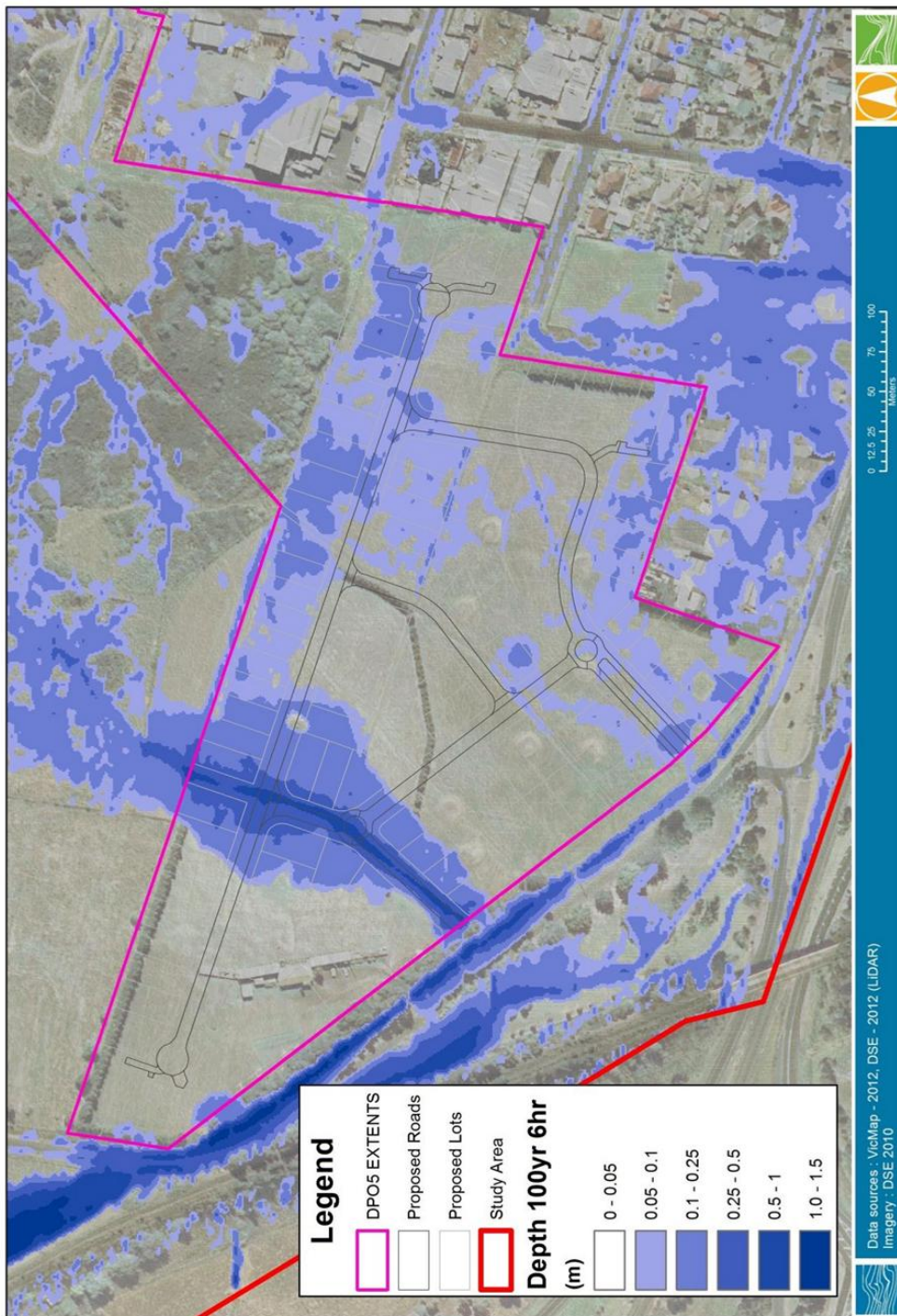
Appendix 1.2: RoG results Greater Catchment (100yr 2hr event)





Appendix 1.3: RoG results Greater Catchment (100yr 6hr event)





Appendix 1.4: RoG results Greater Catchment (100yr 6hr event)



## Morwell West - Surface Water Management Strategy



Millar | Merrigan

September 2014



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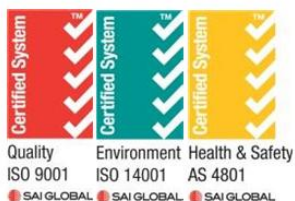
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# 1. INTRODUCTION

Three independent groups are currently proposing to develop a large portion of land on the western fringe of Morwell (site location shown in Figure 2-1). The combined development will infill residential lots up to the current edge of developable land in the township and creates a linkage to the significant recreational land immediately west of the site. When the project is constructed it will provide many drainage related benefits to current and future residents, as well as groups which recreate in the council reserve area. A copy of the Master Concept Plan provided by the Millar Merrigan is shown in Figure 1-1.

Water Technology has been engaged to develop a drainage strategy for the site which includes consideration of the local hydrology and water quality impacts of developing the site, before proposing solutions to offset these impacts. Water Technology's current study carries on from several other drainage related investigations by Water Technology and others including:

- Morwell West Implementation Plan – Millar | Merrigan (November 2013);
- Morwell West DP –Rain-on-Grid Modelling – Water Technology (February 2013);
- Preliminary Drainage Strategy – Millar | Merrigan (October 2011);

This report considers both ultimate and staged development conditions.



Figure 1-1 Morwell West Master Concept Plan (Millar Merrigan)



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## 2. STUDY AREA

The proposed site covers approximately 50 ha and is bound by Tonners Lane to the south and west, and by Latrobe Road on the east side. The northern boundary is nominally the council reserve area and local farm land (Figure 2-1). No designated waterways are found inside the study area. Rain on grid modelling by Water Technology (2013) has shown that site is impacted by several external catchments and has multiple outlets under existing conditions.

Surface water flow inside the study area under existing conditions is largely informal with water flowing in broad overland flow paths. Some of these flows move north towards the Latrobe River floodplain, and some move west towards the designated waterway which is connected to the Morwell River. The exception to this is the Catherine Street drain which conveys some of the external catchments flow to an informal basin feature (wet area). From here a swale on the southern side of the wet area conveys water back to Tonners Lane.

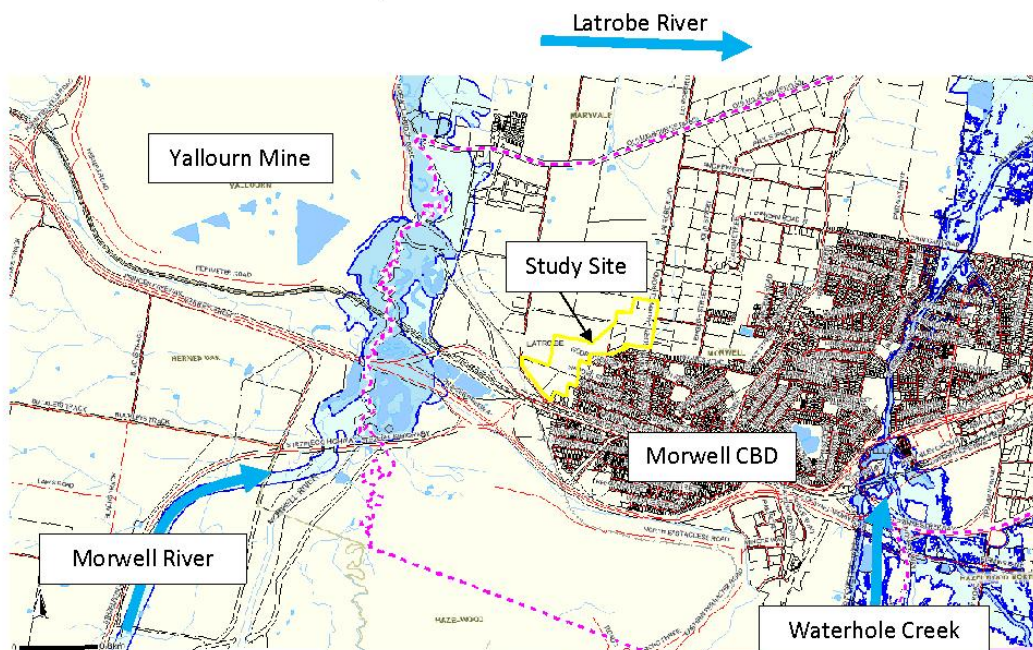
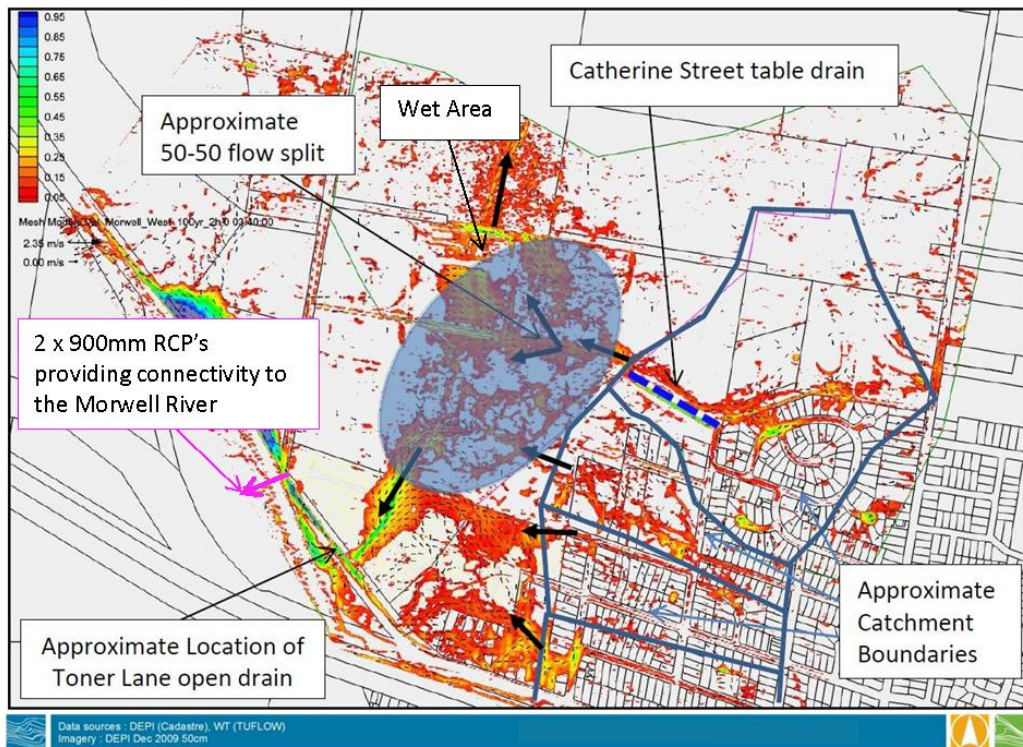


Figure 2-1 Development Location (yellow polygon) – Source: Dept. of Transport, Planning & Local Infrastructure Victoria

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**Figure 2-2 Existing conditions - overland flow characteristics derived from Rain on Grid modelling (WT 2013)**

A site visit was completed on the 2<sup>nd</sup> of July 2014 to confirm the observations from previous investigations and better understand the site geomorphology, existing drainage features, and identify site specific opportunities and constraints. Figure 2-3 shows major drainage features identified during the site visit. Observations from the site visit confirmed the major assumptions and findings of previous investigations.



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Figure 2-3 Site Visit images



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### 3. PROPOSED DEVELOPMENT STAGING

With a number of independent groups involved in the development of the precinct, staging of flood attenuation and water quality features was a key consideration. Water Technology has worked closely with NBA group and Millar Merrigan to understand the likely development staging inside the precinct.

The study area was split up into four regions, roughly following land ownership and likely developmental staging. It was assumed that the red and light blue regions (Figure 3-1) would be developed first, with the yellow and green areas unlikely to occur for some time. Consequently staged options were sized for both the red and light blue areas first, with the remaining land picked up in the ultimate (overall) development solution.

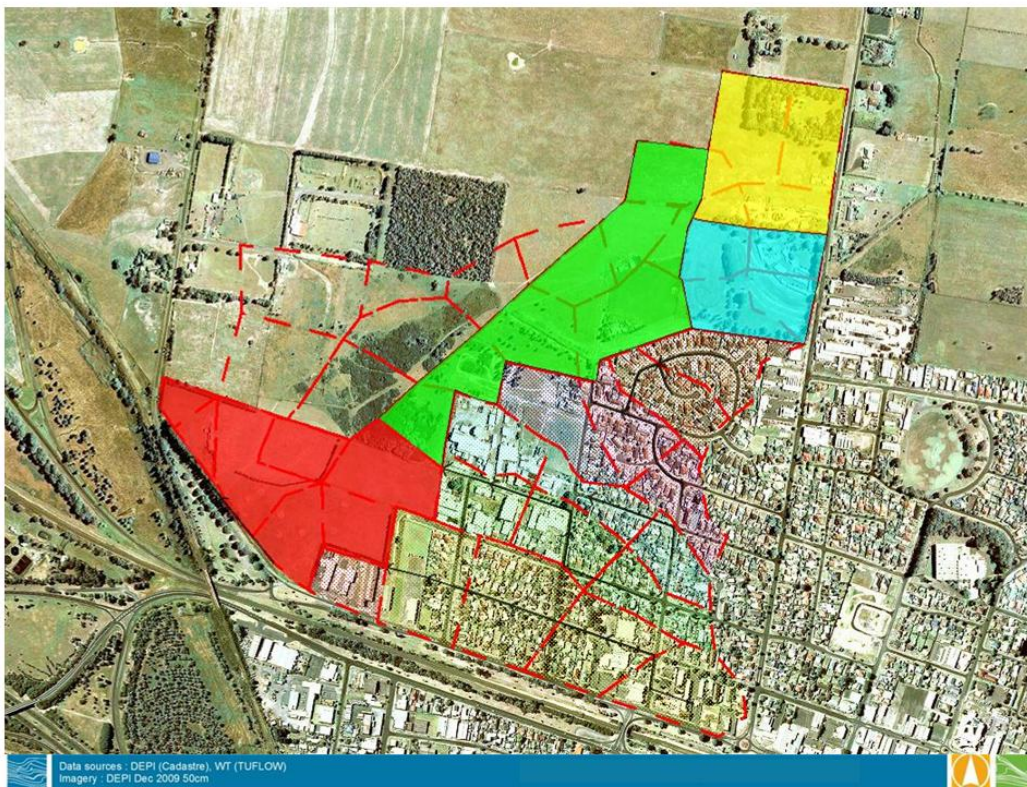


Figure 3-1 Regions considered in development staging



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#### **4. HYDRAULIC CAPACITY ANALYSIS**

The site visit on the 2<sup>nd</sup> of July 2014 confirmed that the majority of the site drains to the Tonners Lane outlet (2x  $\phi$ 900mm Reinforced Concrete Pipes). This condition makes managing flooding challenging as site flows will not only be required to match existing flows but with also need to be less than or equal to the capacity of this feature to ensure flooding does not occur.

A basic capacity analysis was under taken on the crossing in the culvert analysis software Hy-8. This analysis suggested that the crossing could convey between 1.8 m<sup>3</sup>/s and 2.1m<sup>3</sup>/s depending on downstream assumptions. A capacity of 2.0 m<sup>3</sup>/s was assumed as a design condition.

#### **5. HYDROLOGIC ANALYSIS**

To better understand the hydrological impacts of the proposed works at the subject site, a RORB (rainfall runoff and streamflow routing) model was constructed for existing conditions and calibrated to a peak flow estimates using the rational method.

Once calibrated the RORB model was modified to reflect the proposed changes to the subject site, namely changes in flow directions and the increase in fraction imperviousness of the sub-catchments within the development.

##### **5.1 Rational Method**

The Rational Method was employed to calibrate the RORB model flows for the site. The analysis was undertaken for 13 independent areas (Figure 5-1) in accordance with the methodology outlined in Book 2 of Australian Rainfall and Runoff (AR&R, 1987. Further details of the Rational Method calculation are provided in Appendix A. Table 5-1 shows the peak flow estimates for the 13 areas considered in this investigation, which were matched with the RORB model calibration.

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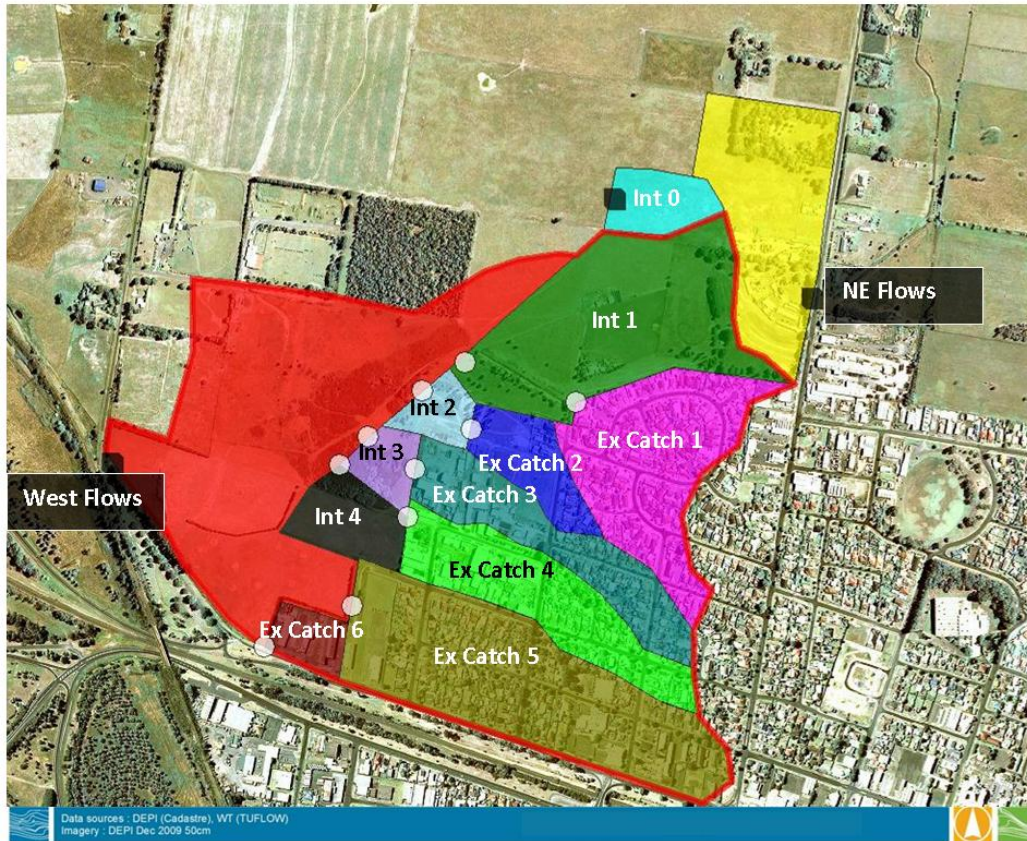


Figure 5-1 Location of interstation area's considered in RORB modelling

Table 5-1 Rational Peak flow estimates

Interstation area	Area (km <sup>2</sup> )	FI	Q <sub>t,100</sub> (Rational)
Ex Catch 1	0.10	0.63	2.27
Int 1	0.25	0.38	3.14
Ex Catch 3	0.06	0.75	1.78
Int 3	0.02	0.1	0.19
Int 2	0.02	0.1	0.18
Ex Catch 2	0.03	0.19	0.43
Ex Catch 4	0.08	0.71	1.95
Int 4	0.03	0.1	0.32
Ex Catch 5	0.16	0.58	3.06
Ex Catch 6	0.02	0.9	0.65
West Flows*	0.93	0.36	3.13
NE Flow	0.10	0.14	0.96
Int 0	0.02	0.1	0.26

\* Includes areas Int 1-4 and Ex Catch 1-6

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## 5.2 RORB Model Setup

A schematisation of existing conditions was constructed using GIS software and then integrated into RORB. The site was modelled with 56 sub catchment areas of similar size for the existing conditions, based on the topography of the site (1m LiDAR).

Catchment delineation and drainage conditions were further informed by the Rain-on-Grid modelling undertaken in the first stage of the project (Figure 2-2). A key condition adopted from this study was the diversion of flow at the North West edge of the council reserve area. The Rain-on-Grid modelling showed that at this point in the system 50% of overland flow moves north to the Latrobe River, while the remainder flows south back to Tonners Lane. This condition has been integrated into the RORB model.

The RORB model was set up with multiple calibration locations. Taking this approach assisted with maintaining model calibration when catchment outlets were modified under developed conditions. Figure 5-2 shows the RORB sub-catchment delineation for the existing conditions.

Temporal pattern used in the RORB model was taken from the ARR for Zone 1. A uniform areal pattern was considered appropriate given the simple, small scale nature of the model. No areal reduction factors were applied to the model. The adopted values are shown in Table 5-2 and are considered representative for the Morwell area.

**Table 5-2 RORB model Loss Parameters**

Loss reduction factors	
Initial Loss (IL) – Existing	20mm
Initial Loss (IL) –Developed	10mm
Runoff Coefficient (ROC)	0.6



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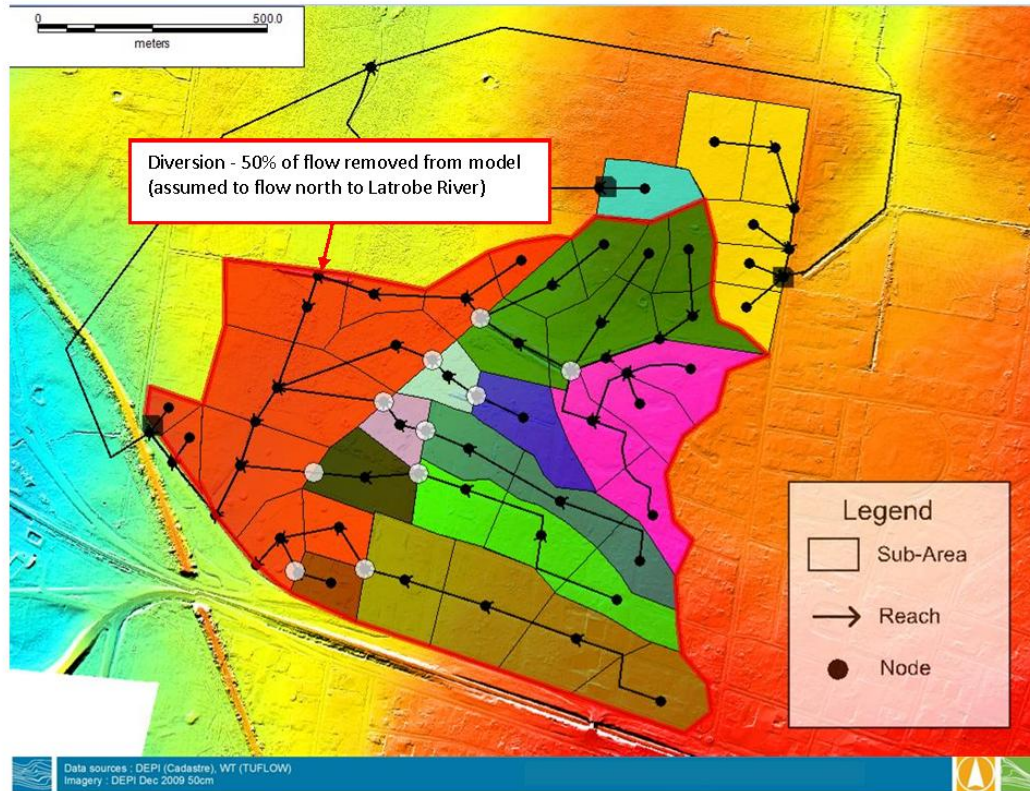


Figure 5-2 Subject Site topography and RORB model setup for existing conditions

### 5.2.1 Fraction Imperviousness

The existing fraction impervious values were determined based on the current Planning Scheme codes, and verified with current aerial photography. This approach was consistent with that applied in the previous Rain-on-Grid modelling of the study area. Fraction impervious values were weighted when sub areas contained two (or more) types of Planning Scheme codes within them. Fraction impervious estimations were consistent with current best practice approaches and were based on Melbourne Water recommended values. A copy of the RORB model catchment file is included in Appendix B of this report, and it details specific fraction impervious rates applied to each sub-area in the model.

Figure 5-3 gives a graphical representation of this data.



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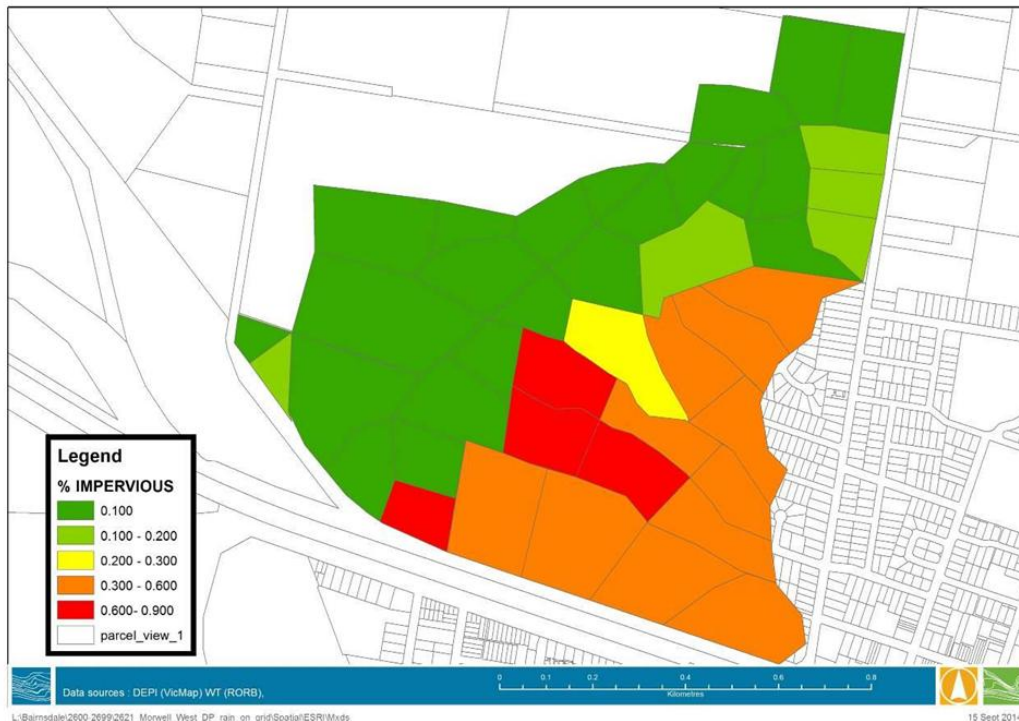


Figure 5-3 Existing Conditions Fraction Impervious

### 5.2.2 Existing Model Calibration

The RORB model parameters are shown in Table 5-3. The existing condition RORB model was calibrated without the diversion at the north western boundary. With the model calibrated, the diversion was introduced to establish peak flow estimates throughout the study area.

Table 5-3 General RORB Parameters

Parameter	Value
<i>m</i>	0.8
Temporal Pattern	Filtered
Areal Reduction Factor	ARR87 Bk 11 (Figs 1.6 and 1.7)

The kc value within the RORB model was selected by reconciling the 100 year design peak flows from RORB model to the Rational Method at the 13 calibration points (Appendix A) with key locations shown in Table 5-4.

Table 5-4 Calibrated flows – Existing Conditions, no diversion (100 year ARI)

Interstation area	Q (Rational)	Q (RORB)	Diff
West Flows	3.13	3.13	0.00
NE Flow	0.96	0.97	-0.01

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Under existing conditions surface water leaves the study area at 2 specific locations (excluding the diverted flow). The calibrated RORB model showed that under existing conditions flows leaving the North East portion of the site were approximately 1m<sup>3</sup>/s and 3.1m<sup>3</sup>/s at the western outlet (Tonners Lane Drain). It is noted that western outlets peak flow is greater than the assumed crossing capacity which suggests that localised flooding would occur in a 100 year ARI event. This conclusion is consistent with anecdotal evidence.

### 5.2.3 Developed RORB Model

As shown in Figure 5-4 and Figure 5-5, fraction impervious and reach characteristics were modified from the existing conditions RORB model to reflect proposed changes at the subject site. Figure 5-4 shows the RORB sub-catchment delineation for the developed conditions. It shows that contributing catchments and overland flow paths are significantly modified under developed conditions.

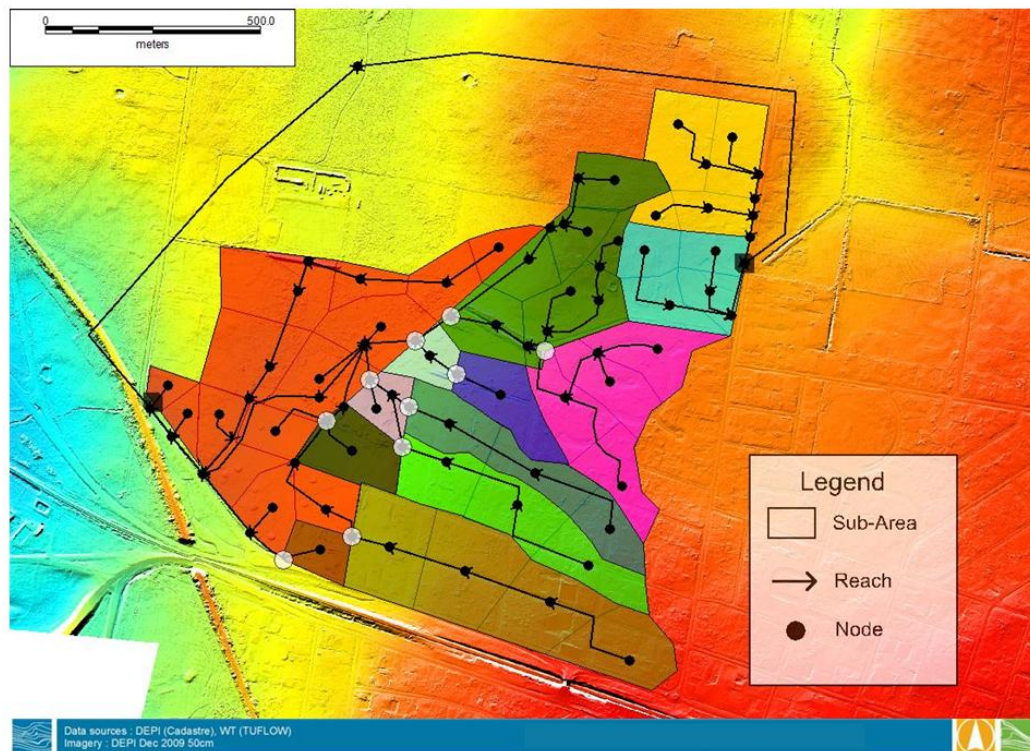


Figure 5-4 Subject Site topography and RORB model setup for developed conditions

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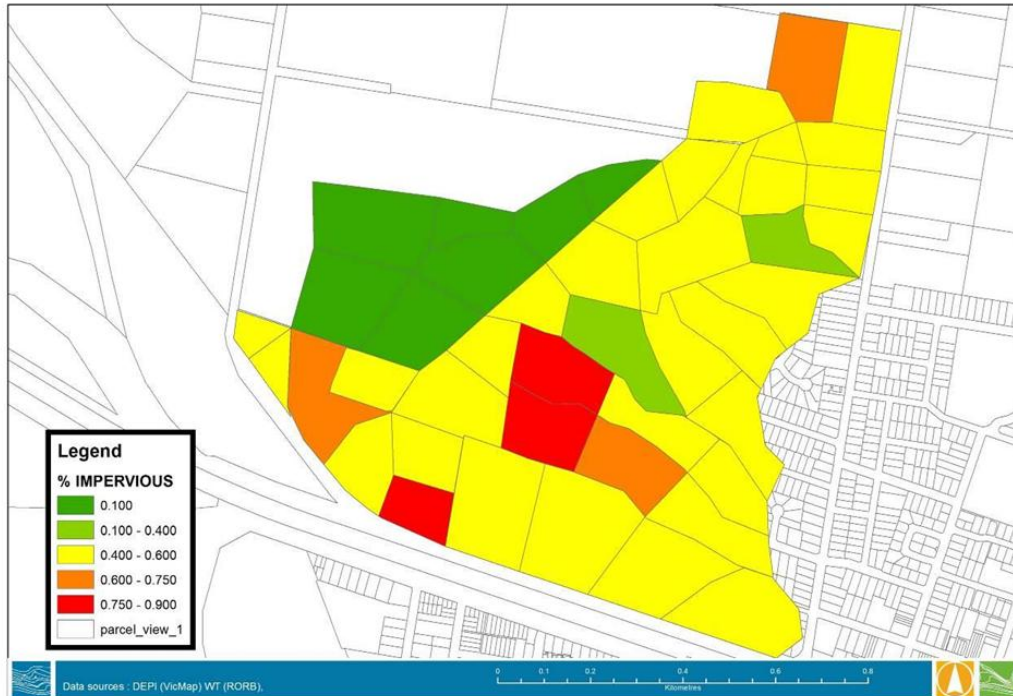


Figure 5-5 Developed Conditions Fraction Impervious conditions

Modelling of developed conditions has shown if untreated, site flows could increase approximately three fold. The westerly peak flow is 13.9m<sup>3</sup>/s and the North East peak flow is 2.8m<sup>3</sup>/s in a 100 year ARI event (Table 5-5). Hydrographs are presented in Section 5.3.1.

Table 5-5 Calibrated flows – Developed Conditions (100 year ARI)

Interstation area	Q (Exist)	Q (Dev)	Diff
West Flows	3.13	13.92	10.79
NE Flow	0.96	2.85	1.89

### 5.3 Retarding Basins Design

Considering both the staged and ultimate conditions it was decided that 3 independent basin features would be most appropriate for the site. The Central RB was designed to be staged such that the south western land could be developed prior to the remainder of the development being completed.



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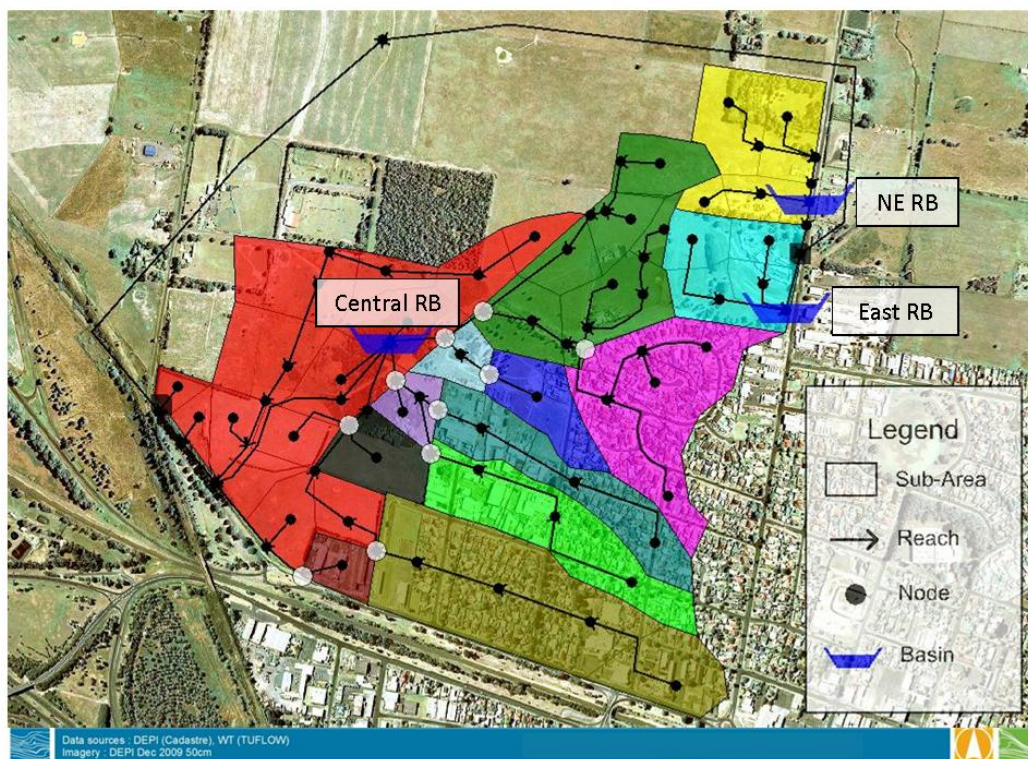


Figure 5-6 Proposed Basin Locations

The sizes of the proposed retarding basin were determined using RORB. Water quality features were designed to sit at the base of each basin and have not been included in the RORB modelling. WSUD options analysis will be discussed in detail in Section 6.

### 5.3.1 Ultimate Conditions

The following figures and tables detail the recommended flood attenuation features under the fully developed (ultimate) conditions. This layout has been workshopped with Millar Merrigan and factors in other sub division considerations such as aesthetic screening of industrial land and sound barrier requirements.

Appendix A details the spillway and pipe data configuration and the stage-storage tables for the proposed basins. The summarised details of the basins are shown in Table 5-6. Note these can be further optimised once a firm development plan is in place.

Table 5-6 Proposed retarding basin design (ultimate)

RB	Depth (m)	Area (m <sup>2</sup> )	Volume (m <sup>3</sup> )
Central	1.2	28,000	30,600
NE	1.0	2,800	2,100
East	1.0	1,900	1,300



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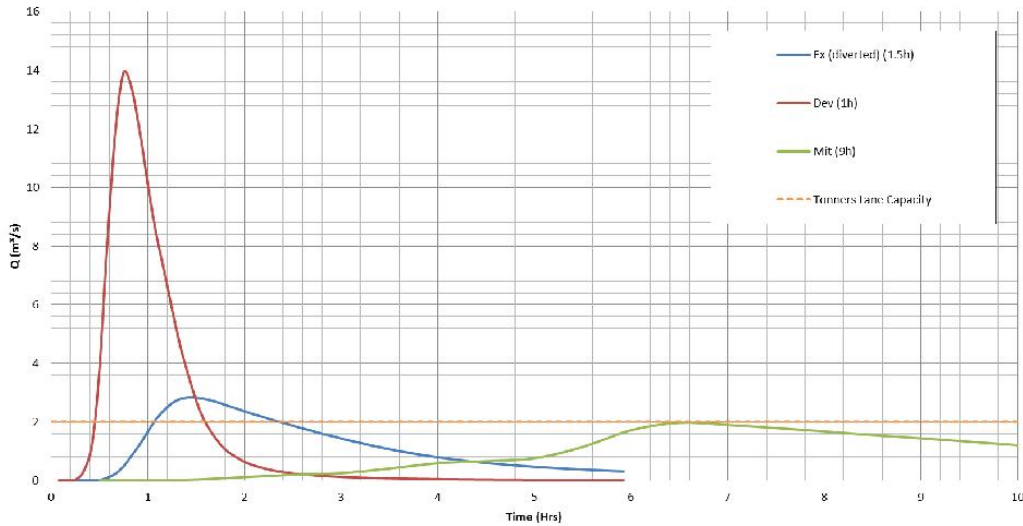
The mitigated flows as a result of the retarding basins are shown in Table 5-7.

**Table 5-7 Mitigated flows – with diversion (100 year ARI)**

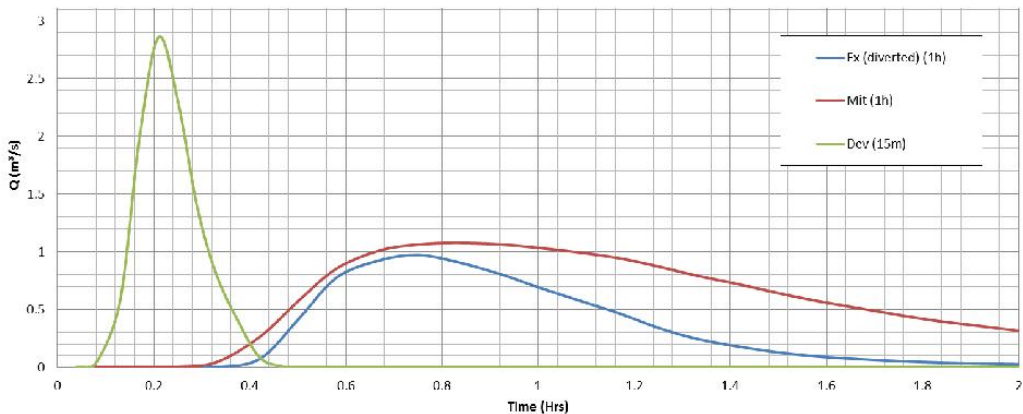
Interstation area	Q RORB (Mitigated)	Q (Exist)	ΔQ to Ex
12 West Flows	2.0	3.13	-1.1
13 NE Flow	1.1	0.96	0.1

Figure 5-7 shows the existing, developed and retarded flow hydrographs under the fully developed (ultimate) conditions for the westerly flow portion of the system (critical duration);

Figure 5-8 shows the existing, developed and retarded flow hydrographs under the fully developed (ultimate) conditions for the Easterly flow portion of the system (critical duration).



**Figure 5-7 Westerly Draining Land 100 Year ARI performance Existing, Developed and Mitigated conditions**



**Figure 5-8 Easterly Draining Land 100 Year ARI performance Existing, Developed and Mitigated conditions**

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Table 5-7 and Figure 5-7 shows, the peak mitigated flow at Tonners Lane Drain (west flows) does not exceed the maximum capacity of the outfall drain estimated at  $2.0\text{m}^3/\text{s}$  (and  $1.1\text{m}^3/\text{s}$  less than existing conditions peak flow). It is noted that the proposed drainage solution (westerly flowing land) is for most of the land to drain to the central basin with a small proportion of the area allowed to free drain to Tonners Lane. The proposed central basin has been sized to over attenuate developed flows to ensure the capacity of Tonners Lane crossing is not exceeded.

Despite the contributing catchment area being increased, via land re-shaping the Easterly flowing catchments are practically attenuated back to existing conditions ( $0.1\text{m}^3/\text{s}$  increase in peak flow from existing conditions). It is proposed that the easterly flowing land will need to be connected to the designated waterway on the east side of Latrobe Street. It is assumed that a 100yr pipe will be required to achieve this outcome. Site constraints in the drainage reserve east of Latrobe Street (beyond natural surface levels) have not been reviewed in detail as part of this investigation. This will need to be further investigated (possibly including liaison with the WGCMA) at the function design phase of the project.

### 5.3.2 Staged Development

As discussed in Section 3, two areas within the overall development area are likely to be developed ahead of the others. As such it was requested that stand alone arrangements be determined so that development in these areas are not held back. At the eastern end of the development the drainage conditions have been arranged such that if the "East Basin" is constructed it will be suitable to attenuate flows from that zone to best practice levels without any changes. This area aligns with the "light blue" area in Figure 3-1 from Section 3.

To develop the south western end of the study area (the "red" area in Figure 3-1 from Section 3), a portion of the ultimate conditions central basin will need to be constructed. Flows leaving this basin will be attenuated to match the Tonners Lane outlet capacity.

To determine the retardation requirements for these conditions the existing conditions RORB model (diverted) was modified to reflect this area being developed independently. The central basin was then sized to match the capacity of the Tonners Lane culvert crossing.

Table 5-8 shows the details of the staged retarding basin design. Note these can be further optimised once a firm development plan is in place.

**Table 5-8 Proposed retarding basin design (staged)**

RB	Depth (m)	Area ( $\text{m}^2$ )	Volume ( $\text{m}^3$ )
Central - staged	1.2	17,900	19,000
Central - ultimate	1.2	28,000	30,600

It was found that a basin volume of  $\sim 19,000\text{m}^3$  (two thirds of the total basin volume) would be required to manage increased run off from developing the south west land independently. It is envisaged that the initial earthworks to develop the south west area (the "red" area in Figure 3-1 from Section 3) would be complimentary to those required in the ultimate condition.

The outlet works from the staged option use a smaller outlet (900mm RCP vs 1050mm RCP). It is assumed that the larger pipe would be installed and the pipes inlet would be choked back to the smaller size until the remainder of the development is completed.

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Figure 5-7 shows the existing, developed and retarded flow hydrographs under the staged development scenario for the westerly flow portion of the system (critical duration);

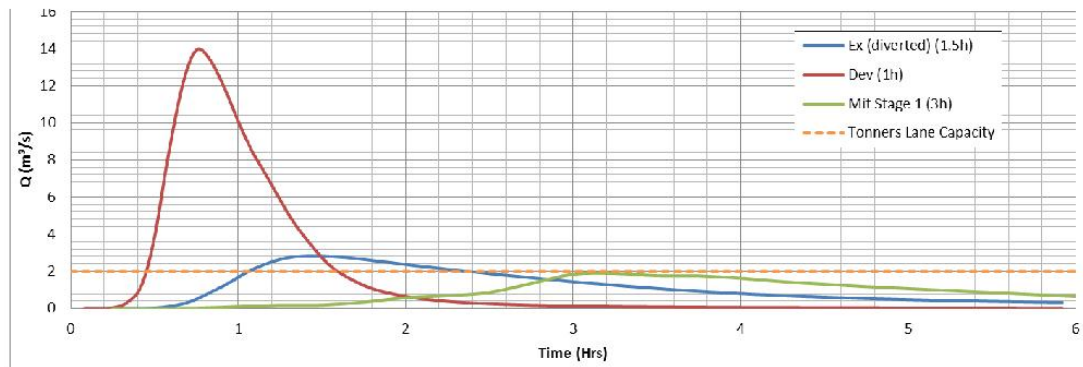


Figure 5-9 Westerly Draining Land 100 Year ARI performance Existing, Developed and Staged Mitigated conditions

## 6. WSUD OPTIONS ANALYSIS

A variety of Water Sensitive Urban Design (WSUD) options are available for the site to treat stormwater runoff to best practice levels. WSUD components are a preferred option to treat the stormwater as they minimise conventional pipe and drain infrastructure and improve water quality through natural systems.

The water quality features for the site have been sized to treat the land proposed for development only and not the existing catchments which naturally drain to the feature (as per the best practice requirements).

The main objectives of WSUD, as defined by the Victorian Stormwater Committee, are as follows:

- Protect natural systems
- Integrate stormwater treatment into the landscape
- Protect water quality
- Reduce runoff and peak flows
- Add value while minimising development costs

By incorporating the principals of WSUD, it is also possible to put in place best practice management techniques to ensure minimal impact on water quality in the waterways.

### 6.1 Preferred Option

#### 6.1.1 Westerly flowing Land

##### *Stage 1*

The water quality requirements inside the central basin have been staged assuming that the south westerly land will be developed first (the "red" area in Figure 3-1 from Section 3).

A treatment train consisting of a sediment pond and a wetland within the retarding basin is proposed to improve the site's stormwater quality during the development of Stage 1. As some of the land within this area is designed to free drain (not flow to the central basin) additional primary treatment will be required prior to these catchments discharging into Tonners Lane Drain. Water Technology has sized a sedimentation basin to undertake this primary treatment; however proprietary product such as a GPT could also be suitable if regularly maintained. This option would need to be approved by LCC and consider the features long term maintenance requirements.

Sedimentation basins decrease the sediment load entering the wetland (and in this case Tonners Lane drain) increasing the life and effectiveness of the wetland. The treatment train components were optimised using the MUSIC (Model for Urban Stormwater Improvement Conceptualization) modelling program. The predicted performance of the treatment train has been assessed against the targets described in the Urban Stormwater Best Practice Guidelines.



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### 6.1.2 Easterly Flowing Land

#### Stage 1

The easterly flowing land has been arranged so the two area's owned by different parties can be developed independently. Consequently the ultimate conditions WSUD recommendations are applicable if the "light blue" area in Figure 3-1 from Section 3 is developed prior to the other land inside the study area.

### 6.1.3 Ultimate (Fully Developed) Conditions

The ultimate conditions WSUD solution involves several features (shown in Figure 6-1) including:

- Sedimentation Basin (or equivalent) to treat free draining land in the south western edge of the study area;
- Large interconnected central wetland feature (with sedimentation basins at major inlets); and
- Two independent bioretention features to treat the easterly flowing land.

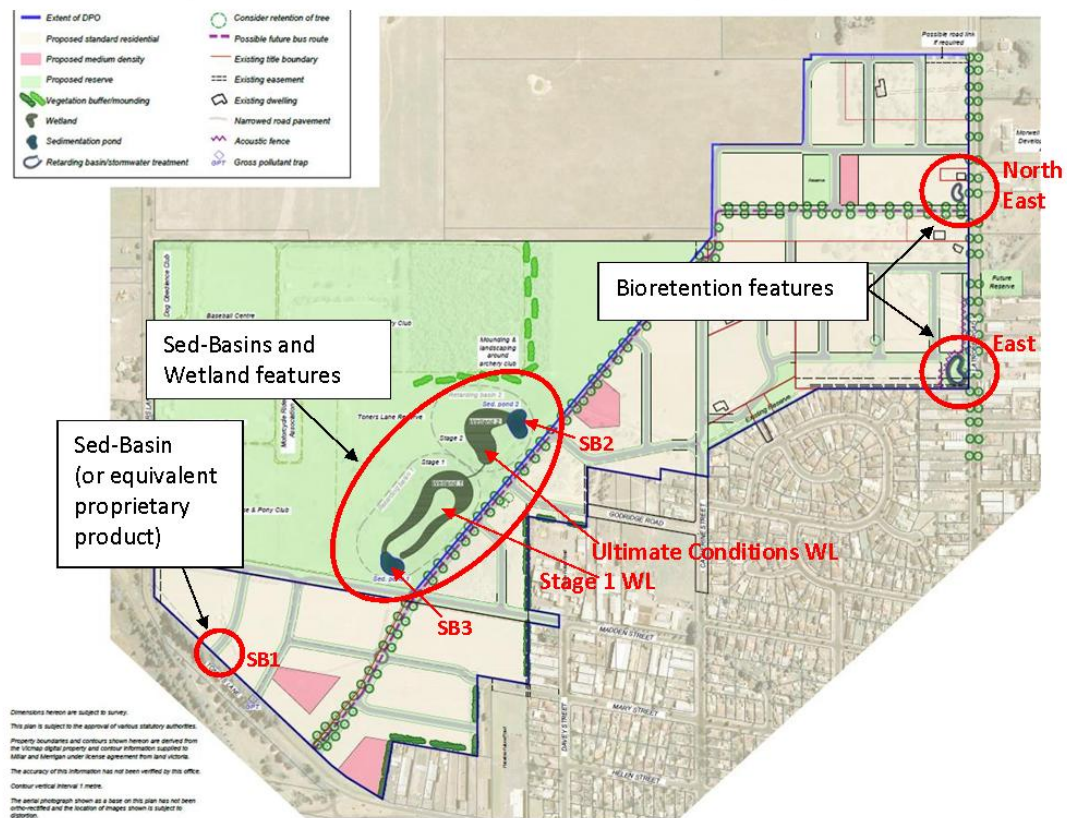


Figure 6-1 Location of proposed WSUD features (ultimate condition)

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## 6.2 Sedimentation Basin Sizing

The sizing of the sedimentation ponds was calculated through the use of the Fair and Geyer equation as specified in the “WSUD Engineering Procedures: Stormwater”. Table 6-1 illustrates the results of this analysis. Further information on specific modelling input values are found in the appendices.

Table 6-1 Recommended Sedimentation Basins

	SB 1	SB 2	SB 3
Permanent Pool Depth (m)	1.0	1.0	1.0
Extended Detention Depth (m)	0.5	0.5	0.5
Area of Basin (m <sup>2</sup> )	250.0	450.0	300.0
Cleanout frequency (years)	14.4	10.9	17.5

## 6.3 Wetland Sizing

MUSIC was used to size the wetland to treat stormwater to best practice levels. The proposed design includes two features with the first wetland (suitable to treat Stage 1 flows), which weir into the second wetland (when the precinct is completely developed). The wetland characteristics are shown in Table 6-2.

Table 6-2 Wetland characteristics modelled in MUSIC

	Wetland Stage 1 (WL 1)	Wetland Ultimate Condition* (WL 2)
High flow Bypass (m <sup>3</sup> /s)	1.15	1.18
Surface Area (m <sup>2</sup> )	3760	3500
Extended detention depth (m)	0.5	0.5
Permanent pool Volume (m <sup>3</sup> )	1500	1500
Notional Detention Time (hr)	~72	~72

\* The ultimate wetland works in conjunction with the Stage 1 wetland in fully developed conditions

## 6.4 Bioretention Sizing

MUSIC was used to size the bioretention features to treat stormwater to best practice levels. The proposed design includes two features with the first basin (east) suitable to treat the initial stage of development (the “light blue” area in Figure 3-1 from Section 3). With the second feature designed to treat the remaining east draining land. It is noted that these systems are intentionally independent (unlike the wetland features) and consider the site constraints of each catchment area. The bioretention characteristics are shown in Table 6-3.

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**Table 6-3 Bioretention characteristics modelled in MUSIC**

	East Basin (BR 1)	North East Basin (BR 2)
High flow Bypass (m <sup>3</sup> /s)	0.5	0.5
Surface Area (m <sup>2</sup> )	226	280
Extended detention depth (m)	0.2	0.2
Filter Area (m <sup>2</sup> )	113	145
Hydraulic Conductivity (mm/hr)	150	150

## 6.5 Modelling Results

The MUSIC model was run with the proposed development and treatment train. Table 6-4 displays the percentage reductions for each scenario comparing their results to best practise targets.

**Table 6-4 Proposed Treatment Train Effectiveness Westerly flowing land**

	% Reduction		
	Stage 1	Ultimate Condition*	Target
Total Suspended Solids (kg/yr)	83	84	80
Total Phosphorus (kg/yr)	68	71	45
Total Nitrogen (kg/yr)	45	46	45
Gross Pollutants (kg/yr)	99	100	70

\* The ultimate wetland works in conjunction with the Stage 1 wetland in fully developed conditions

**Table 6-5 Proposed Treatment Train Effectiveness Easterly flowing land**

	% Reduction		
	East Basin	North East Basin	Target
Total Suspended Solids (kg/yr)	80	80	80
Total Phosphorus (kg/yr)	53	54	45
Total Nitrogen (kg/yr)	45	46	45
Gross Pollutants (kg/yr)	100	100	70

The MUSIC modelling has confirmed that the recommended WSUD features have the capacity to treat the site flow to Best Practice levels.



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## 7. CONCEPTUAL DESIGN

### 7.1 Stage 1 – Western Flows

As described previously there are two areas within the precinct which are likely to be developed sooner than the others. As such Water Technology has configured conditions which allow this development to occur and meet best practise requirements. The key feature which has been designed is the central retarding basin / wetland. To develop the south western area approximately two thirds of the ultimate conditions basin volume is required (~19,000m<sup>3</sup>) for flood attenuation. Similarly only one of the two proposed wetland features is required (3760m<sup>2</sup>). A concept design of these features is shown Figure 7-1 and shows possible outlet alignment and likely overland flow paths.

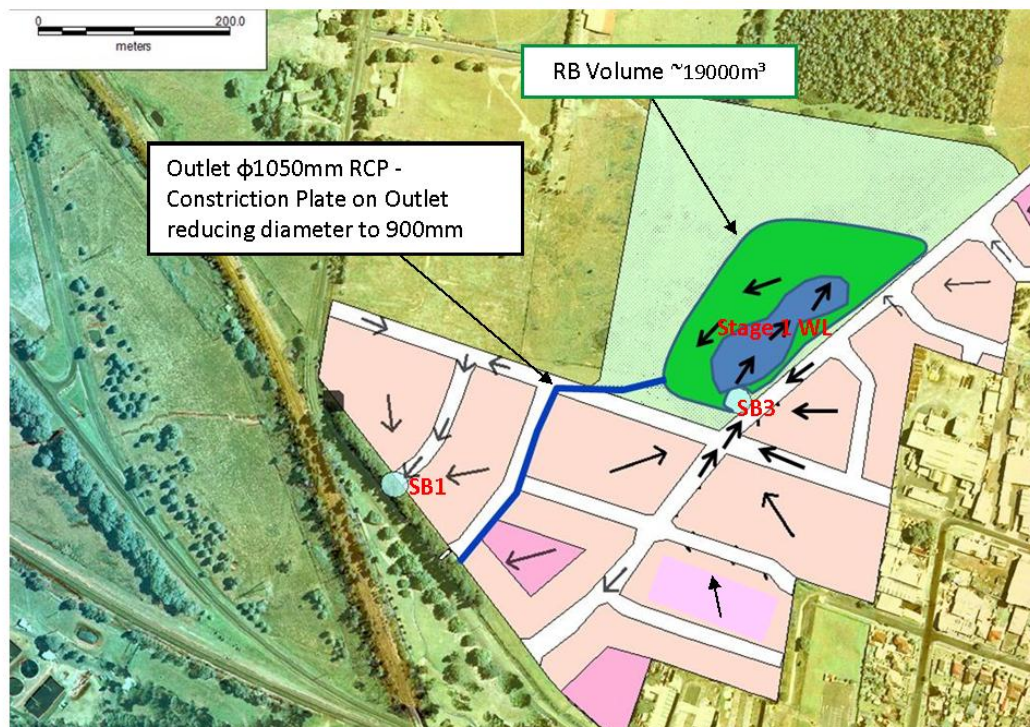


Figure 7-1 Central Wetland/Retarding Basin Conceptual Drawing (Stage 1)

### 7.2 Ultimate Conditions

In the ultimate conditions arrangement includes 3 independent flood attenuation / water quality features. Two of these are inside the easterly draining land (Figure 7-4) while the third would manage the western draining land (Figure 7-2). The wetland treatment features are proposed to be located within the retarding basins, so that any flows that enter the system can slowly fill the retarding basin above the normal water levels of the WSUD features (as shown in Figure 7-3). The Bio-retention features are designed to be either immediately up stream of the Retarding Basin or sited perched inside the Retarding Basin. If the perched option is adopted the basin foot print will need to slightly increased to account for the lost basin volume. It is noted that siting the Bio-retention features in the base of the Retarding Basin would cause them to fail. This is because the filter media would not be able to withstand the pressure upon it when the basin is full (1m head). It



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is assumed that only low flows would Bio-retention basins with high flows directed into the Retarding Basin features

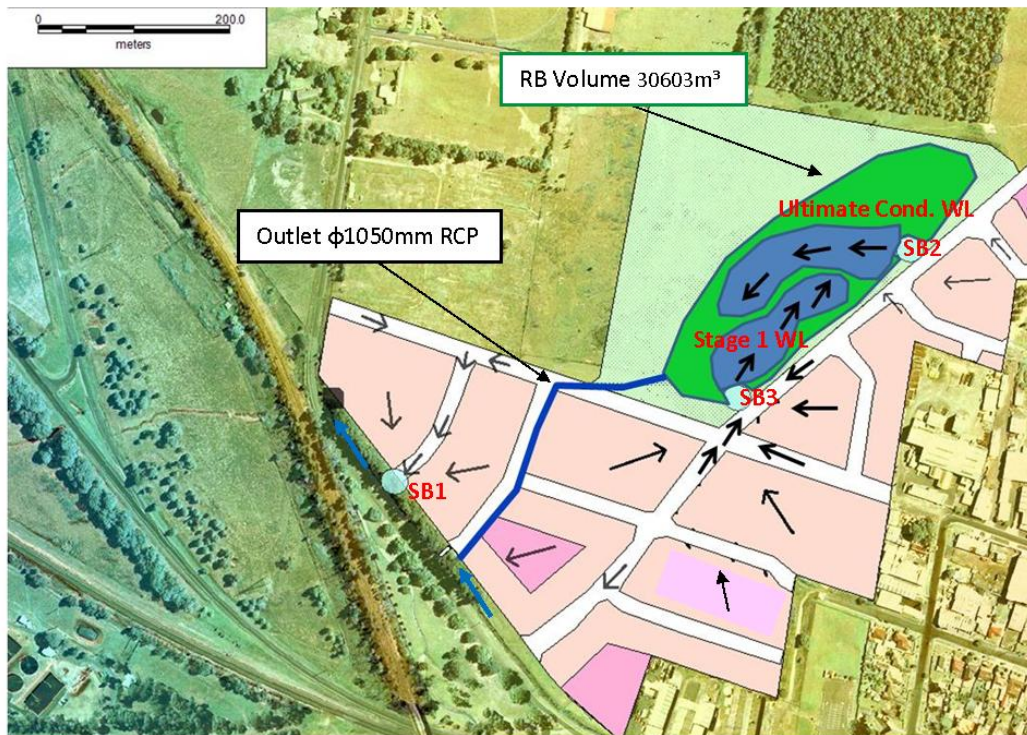


Figure 7-2 Central Wetland/Retarding Basin Conceptual Drawing (Ultimate Conditions)

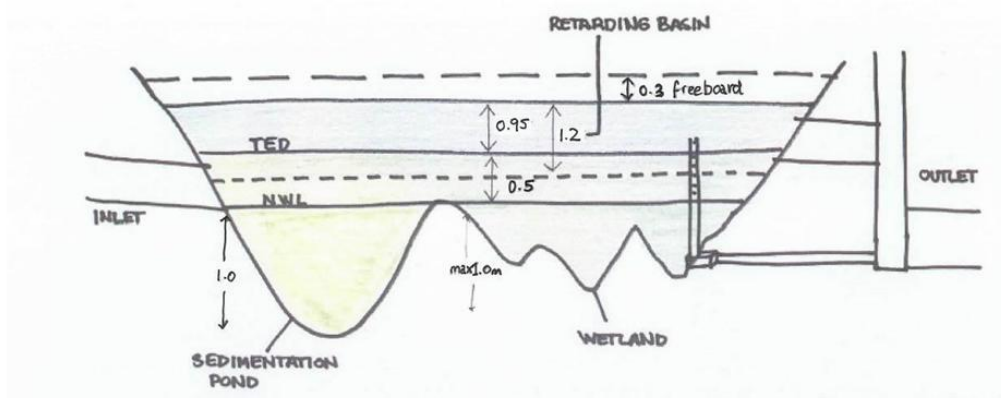


Figure 7-3 Conceptual Long Section - Central Wetland/Retarding Basin (Ultimate Conditions)

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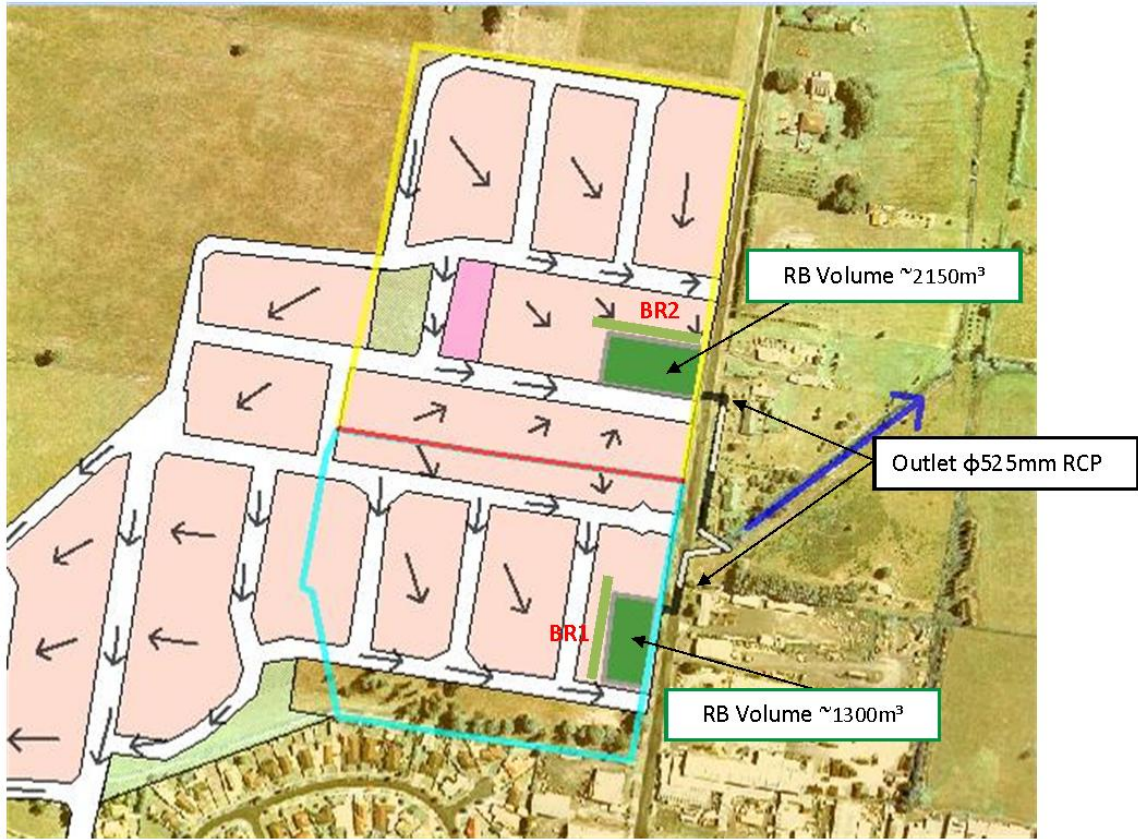


Figure 7-4 Easterly Flowing Land Bioretention/Retarding Basins Conceptual Drawing (Ultimate Conditions)

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## 8. CONCLUSIONS

This stormwater assessment for the proposed development site in Morwell West incorporates a hydrological study of the existing, developed and mitigated conditions as well as a water quality impacts analysis.

The main findings include:

- The under existing conditions surface water flow is largely informal with water flowing in broad overland flow paths. Some of these flows move north towards the Latrobe River floodplain (causing extended inundation) and some move west towards the designated water way connected to the Morwell River;
- The current proposal formalises the drainage conditions, which will result and less flooding inside the Council recreational land (north west of the development);
- In the fully developed scenario surface water leaves the site at two defined locations;
  - Tonners Lane Drain outlet; and
  - The designated waterway at the north east boundary of the site;
- Flow which drains to the Tonners Lane outlet required additional attenuation to ensure flooding would not occur in Tonners Lane Drain.
- If the development is staged, solutions have been identified which complement the ultimate solution for the study area.
- For the westerly flowing land it is proposed that at least 28,000 m<sup>2</sup> will be required as on site storage area to mitigate the developed flows to the maximum capacity of the existing outlet drain. To only manage the Stage 1 flows this storage footprint is reduced to 17,800m<sup>2</sup>.
- For the easterly flowing land it is proposed that at least 1,900 m<sup>2</sup> will be required as on site storage area to mitigate the developed flows from the land scheduled for immediate development. With the remainder of the easterly flowing land to be picked up by a retarding basin with a footprint approximately 2,800m<sup>2</sup>.
- Water quality features will need to be incorporated into the design and have been shown to meet best practice requirements when sited within the retarding basin features.



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# APPENDIX A      DESIGN      CALCULATIONS      / PARAMETERS



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### Rational Equation details:

The basic equation is as follows:

$$Q_{100} = C.I.A/360$$

Where:

- $Q_{100}$  is the flow in  $m^3/s$  for the 100 year ARI design event;
- C is the runoff coefficient;
- I is the rainfall intensity specific to the area, corresponding to the  $t_c$  (time of concentration of the catchment); and,
- A is the area of the catchment in hectares.

Rainfall parameters used in this study were derived from the program AusIFD. IFD parameters are specific to Morwell, as shown in **Table A-1**.

The calculation details are outlined in below in Table A-2.

**Table A-1 Design Rainfall Input Parameters**

IFD Parameter	$2I_1$	$2I_{12}$	$2I_{72}$	$50I_1$	$50I_{12}$	$50I_{72}$	G	F2	F50
	(mm/hr)	(mm/hr)	(mm/hr)	(mm/hr)	(mm/hr)	(mm/hr)			
<b>Morwell</b>	18.29	3.85	0.99	41.46	6.89	2.06	0.37	4.23	15.14

**Table A-2 Rational Calculation Detail**

Interstation area	Area (km <sup>2</sup> )	FI	$Q_{100}$ (Rational)	I (mm/hr)	$t_c$	$F_y$	C'10	C10	$C_y$
Ex Catch 1	0.103	0.63	2.27	105.548	19.25	1.20	0.161	0.62	0.75
Int 1	0.245	0.38	3.14	87.592	26.74	1.20	0.161	0.44	0.53
Ex Catch 3	0.065	0.75	1.78	116.264	16.09	1.20	0.161	0.71	0.86
Int 3	0.016	0.10	0.19	152.043	9.40	1.20	0.161	0.23	0.28
Int 2	0.015	0.10	0.18	152.967	9.28	1.20	0.161	0.23	0.28
Ex Catch 2	0.032	0.19	0.43	133.346	12.34	1.20	0.161	0.30	0.36
Ex Catch 4	0.076	0.71	1.95	112.526	17.11	1.20	0.161	0.69	0.82
Int 4	0.030	0.10	0.32	134.964	12.03	1.20	0.161	0.23	0.28
Ex Catch 5	0.162	0.58	3.06	95.905	22.84	1.20	0.161	0.59	0.71
Ex Catch 6	0.015	0.90	0.65	152.404	9.35	1.20	0.161	0.83	0.99
West Flows	0.934	0.36	3.13	42.430	81.80	1.20	0.161	0.23	0.28
NE Flow	0.101	0.14	0.96	106.008	19.10	1.20	0.161	0.27	0.32
Int 0	0.024	0.10	0.26	140.702	11.05	1.20	0.161	0.23	0.28

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### RORB Model Calibration:

**Table A-3 Calibrated flows – no diversion (100 year ARI)**

Interstation area	Q (Rational)	KC	dav	KC/dav	IL	Q (RORB)	Diff	Crit. Duration
1 Ex Catch 1	2.27	1.34	0.35	3.8	10	2.27	0.00	25m
2 Int 1	3.14	0.54	0.36	1.5	10	3.14	0.00	1h
3 Ex Catch 3	1.78	0.93	0.31	3.0	10	1.77	0.01	15m
4 Int 3	0.19	0.08	0.03	2.7	20	0.19	0.00	9h
5 Int 2	0.18	0.12	0.02	6.0	20	0.18	0.01	1.5h
6 Ex Catch 2	0.43	2.15	0.11	19.5	10	0.44	-0.01	1.5h
7 Ex Catch 4	1.95	1.18	0.34	3.5	10	1.94	0.01	15m
8 Int 4	0.32	0.15	0.05	3.0	20	0.30	0.02	1.5h
9 Ex Catch 5	3.06	2.45	0.38	6.4	10	3.05	0.01	25m
10 Ex Catch 6	0.65	0.08	0.03	2.7	10	0.63	0.02	15m
11 <b>West Flows</b>	<b>3.13</b>	1.95	0.63	3.1	10/20	3.13	0.00	2h
12 <b>NE Flow</b>	<b>0.96</b>	0.22	0.25	0.9	20	0.97	-0.01	1h
13 Int 0	0.26	0.15	0.06	2.5	20	0.25	0.01	2h

**Table A-4 Mitigated flows – with diversion (100 year ARI)**

Interstation area	KC	dav	KC/dav	IL	Q RORB (Diverted)	Crit Duration	ΔQ to Ex
1 Ex Catch 5	2.71	0.42	6.4	10	2.6	1h	-0.4
2 Int 4	0.12	0.04	3.0	10	1.1	15m	0.8
3 Int 0	0.10	0.04	2.5	10	0.9	25m	0.7
4 Ex Catch 1	1.34	0.35	3.8	10	2.3	15m	0.0
5 Int 1	0.53	0.35	1.5	10	5.2	15m	2.0
6 Ex Catch 3	0.93	0.31	3.0	10	1.8	15m	0.0
7 Ex Catch 4	1.18	0.34	3.5	10	1.9	15m	0.0
8 Int 3	0.08	0.03	2.7	10	0.6	15m	0.4
10 Int 2	0.18	0.03	6.0	10	0.5	15m	0.4
9 Ex Catch 2	2.15	0.11	19.5	10	0.4	1h	0.0
11 Ex Catch 6	0.11	0.04	2.7	10	0.6	15m	0.1
12 <b>West Flows</b>	1.67	0.54	3.1	10	<b>2.0</b>	9h	-1.1
13 <b>NE Flow</b>	0.24	0.27	0.9	10	<b>1.1</b>	1h	0.1

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**Retarding Basin Design details:**

**Table A-5 Spillway and Pipe Data for the proposed retarding basins**

Central RB			East RB		
Spillway	Crest Elevation (m AHD)	63.2	Spillway	Crest Elevation (m AHD)	69
	Effective Length (m)	10.00		Effective Length (m)	5
Pipe	Base of Proposed Basin (m AHD)	62.0	Pipe	Base of Proposed Basin (m AHD)	68
	Number of Pipes	1		Number of Pipes	1
	Length (m)	350		Length (m)	200
	Gradient (%)	0.2		Gradient (%)	0.5
	Diameter (mm)	1050		Diameter (mm)	0.525

North East RB		
Spillway	Crest Elevation (m AHD)	69.4
	Effective Length (m)	5
Pipe	Base of Proposed Basin (m AHD)	68.4
	Number of Pipes	1
	Length (m)	100
	Gradient (%)	1
	Diameter (mm)	0.525

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**Table A-6 Stage-Storage Tables for the proposed retarding basins**

East RB			North East RB		
Depth (m)	Storage (m <sup>3</sup> )	Footprint (m <sup>2</sup> )	Depth (m)	Storage (m <sup>3</sup> )	Footprint (m <sup>2</sup> )
0	0	750	0	0	1540
0.1	80	853	0.1	160	1652
0.2	171	960	0.2	330	1767
0.3	272	1069	0.3	513	1884
0.4	384	1181	0.4	707	2005
0.5	508	1296	0.5	914	2128
0.6	644	1414	0.6	1133	2254
0.7	791	1535	0.7	1365	2383
0.8	951	1658	0.8	1609	2515
0.9	1123	1785	0.9	1868	2650
1	1308	1914	1	2140	2788

Central RB		
Depth (m)	Storage (m <sup>3</sup> )	Footprint (m <sup>2</sup> )
0	0	22950
0.1	2316	23365
0.2	4673	23784
0.3	7072	24205
0.4	9514	24629
0.5	11998	25056
0.6	14525	25486
0.7	17095	25919
0.8	19709	26354
0.9	22366	26793
1	25068	27234
1.1	27813	27678
1.2	30603	28125

**Table A-7 Spillway and Pipe Data for the Staged Mitigated conditions Central retarding basin**

Central (Staged) RB		
Spillway	Crest Elevation (m AHD)	63.2
	Effective Length (m)	10.00
Pipe	Base of Proposed Basin (m AHD)	62.0
	Number of Pipes	1
	Length (m)	350
	Gradient (%)	0.2
	Diameter (mm)	900



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**Table A-8 Stage-Storage Tables for the Central retarding basin**

Central (Staged) RB		
Depth (m)	Storage (m <sup>3</sup> )	Footprint (m <sup>2</sup> )
0	0	14000
0.1	1415	14307
0.2	2861	14618
0.3	4339	14931
0.4	5848	15247
0.5	7388	15566
0.6	8961	15888
0.7	10566	16213
0.8	12203	16540
0.9	13874	16871
1	15578	17204
1.1	17315	17540
1.2	19086	17879

NBA Group  
2621-02R02v01



### Sedimentation Pond Sizing details:

Table A-9 Sedimentation Basin Sizing Requirements

Calculating Required Sedimentation Basin Area (Fair and Geyer equation as specified in the "WSUD Engineering Procedures: Stormwater")				
	SB 1	SB 2	SB 3	Unit.
Settling Velocity	11	11	11	mm/s
Hydraulic Efficiency-pond shape assumption	0.26	0.26	0.26	
N	1.35	1.35	1.35	
Permanent Pool Depth	1.0	1.0	1.0	m
Extended Detention Depth	0.5	0.5	0.5	m
d*	1.0	1.0	1.0	m
Design Q	0.24	0.48	0.3	m <sup>3</sup> /s
Area of Basin	250.0	450.0	300.0	m <sup>2</sup>
Capture Efficiency	95	95	95	%

Sed Basin Cleanout Check				
	SB 1	SB 2	SB 3	Unit.
Catchment Area	6.53	15.5	6.43	Ha
Sediment load	1.6	1.6	1.6	m <sup>3</sup> /ha/yr
Gross Pollutant Load	0.4	0.4	0.4	m <sup>3</sup> /ha/yr
Actual basin depth	1.5	1.5	1.5	m
Actual Basin area	250	450	300	m <sup>2</sup>
Cleanout frequency	14.4	10.9	17.5	years

Table A-10 Sedimentation Basin characteristics modelled in MUSIC

	SB 1	SB 2	SB 3
Low flow Bypass (m <sup>3</sup> /s)	0.00	0.00	0.00
High flow Bypass (m <sup>3</sup> /s)	0.24	0.48	0.3
Basin Surface Area (m <sup>2</sup> )	250.0	450.0	300.0
Extended detention depth (m)	0.5	0.5	0.5
Permanent pool Volume (m <sup>3</sup> )	187.5	337.5	225
Exfiltration Rate (mm/hr)	0.20	0.20	0.20
Evaporation Loss (% of PET)	75.00	75.00	75.00
Notional Detention Time (hr)	~8	~8	~8

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## **APPENDIX B      RORB CATCHMENT FILE**



**MORWELL WEST DEVELOPMENT PLAN**  
**Noise Assessment**  
**Rp 001 R02 2014230ML**

**12 September 2014**







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Project: **MORWELL WEST DEVELOPMENT PLAN**

Prepared for: **NBA Group Pty Ltd  
PO Box 1170  
Sale VIC 3850  
AUSTRALIA**

Attention: **Mr Tom Vercoe**

Report No.: **Rp 001 R02 2014230ML**

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<b>Status:</b>	<b>Rev:</b>	<b>Comments</b>	<b>Date:</b>	<b>Author:</b>	<b>Reviewer:</b>
Draft		Issued for client comment	21/07/14	R Leo	A Cooper
	01	Revised barrier plan	10/09/14	R Leo	A Cooper
Final	02		12/09/14	R Leo	A Cooper



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**1.0 INTRODUCTION**

The NBA Group Pty Ltd (NBA) is in the process of subdividing land to the west of Morwell for residential development. It is understood that the land is currently zoned residential.

As part of the planning process, the Environmental Protection Authority (EPA) have requested an acoustic report to address possible encroachment issues on two existing light industrial sites adjacent to the proposed subdivision.

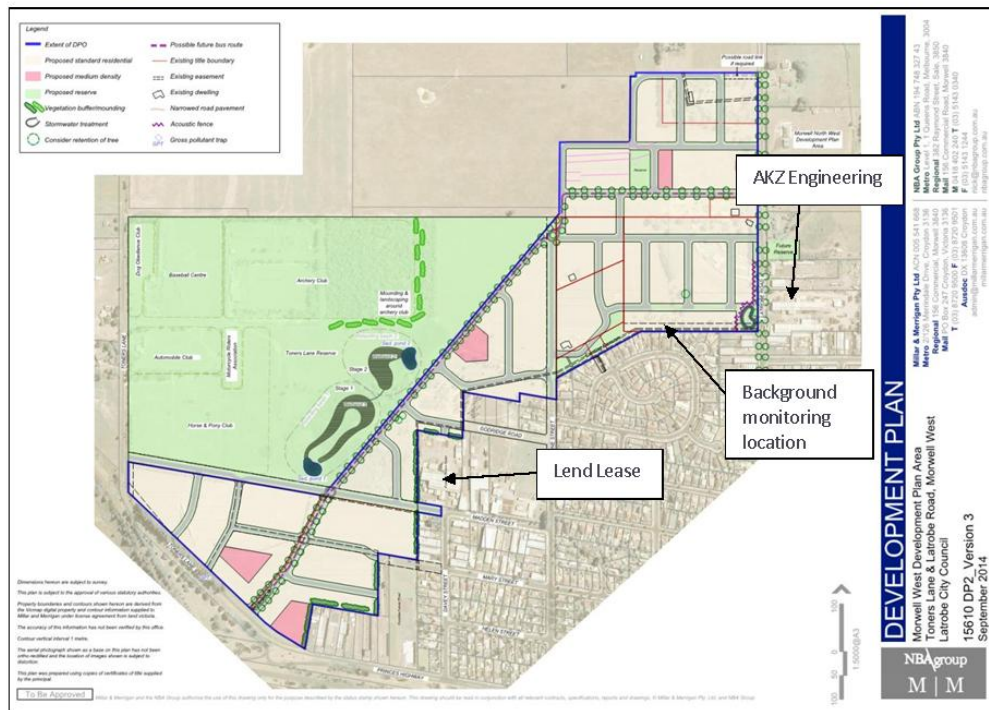
This report provides details of relevant noise criteria, measurement surveys and recommended noise control treatments for the development.

A glossary of acoustic terminology is provided in Appendix A.

**2.0 SITE DESCRIPTION**

**2.1 Location**

The subject site is located to the north-west of the township of Morwell with the majority of the site being currently undeveloped. Figure 1 provides a map of the subject site and surrounding area.



**Figure 1: Subject site**

The two areas MDA have been requested to review are the Davey Street interface, where there is a Lend Lease construction depot, and the Latrobe Street interface where there is some concern about noise emissions from AKZ Engineering.



It is understood that the Lend Lease construction depot only operates during the day period whereas AKZ engineering may also operate during the evening and night periods.

## 2.2 Zoning

Table 1 provides the zoning designation for the subject site and the industrial sites in question.

**Table 1: Zoning designations**

Description	Zone
Subject site	Residential 1 (R1Z)
AKZ Engineering	Residential 1 (R1Z)
Lend Lease	Industrial 3 (IN3Z)

The relevant planning map is provided in Appendix B.

## 2.3 Existing noise environment

Background levels were measured in the vicinity of the subject site using continuous monitoring equipment during the period Wednesday 4 June and Sunday 22 June 2014. Refer to Figure 1 for the monitoring location.

A summary of the average measured background levels determined in accordance with NIRV & SEPP N-1 are provided in Table 2.

**Table 2: Measured background noise levels**

Period	Day of week	Start time	End time	Measured background, dB L <sub>A90</sub>
Day	Mon-Fri	0700hrs	1800hrs	43
	Sat	0700hrs	1300hrs	
Evening	Mon-Fri	1800hrs	2200hrs	40
	Sat	1300hrs	2200hrs	
	Sun, Pub hol	0700hrs	2200hrs	
Night	Mon-Sun	2200hrs	0700hrs	38

## 3.0 LEGISLATION & GUIDELINES

EPA publication 1411 – *Noise from industry in regional Victoria* (NIRV) is the relevant guideline when assessing noise in regional Victoria. It provides recommended maximum noise levels (RMNLs) from commerce, industry and trade premises. NIRV is a non-statutory guideline and is therefore not legally binding unless applied to a site via a legal instrument such as a planning permit.





The site (noise emitter) and nearest noise sensitive receivers are however located within a 'major urban area' as seen on the maps provided on the Victorian EPA website<sup>1</sup>. In major urban areas, the NIRV recommended maximum noise levels are determined following procedures in *State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1* (SEPP N-1). Refer to Appendix C for the NIRV major urban area boundary for Morwell.

SEPP N-1 noise limits are calculated based on 'zoning level' (based on the land use zoning) and the background noise level in the vicinity of the site. With reference to measured background noise levels in Table 2, the derived NIRV RMNLs are shown in Table 3 and Table 4.

**Table 3: NIRV RMNLs- Lend Lease site, dB**

Period	Zoning	Background, L <sub>A90</sub>	Limit, L <sub>eff</sub>
Day	55	43	55
Evening	49	40	49
Night	44	38	44

**Table 4: NIRV RMNLs - AKZ Engineering, dB**

Period	Zoning	Background, L <sub>A90</sub>	Limit, L <sub>eff</sub>
Day	55	43	55
Evening	50	40	48
Night	45	38	45

<sup>1</sup> SEPP N1 boundary area – Morwell, <[http://www.epa.vic.gov.au/business-and-industry/guidelines/noise-guidance/~media/Files/noise/docs/TownMaps/Noise\\_SEPP20111005\\_Morwell.pdf](http://www.epa.vic.gov.au/business-and-industry/guidelines/noise-guidance/~media/Files/noise/docs/TownMaps/Noise_SEPP20111005_Morwell.pdf)>



**4.0 NOISE MONITORING RESULTS**

Noise monitoring was undertaken at three positions around the subject site between 4 June and 20 June 2014. Figure 2 provides the noise monitoring positions.



**Figure 2: Noise monitoring positions**

**4.1 Lend Lease noise monitoring**

The noise environment at the position adjacent to the western boundary of the Lend Lease Construction depot is dominated by noise from the depot. Table 6 provides the typical range of noise levels during the monitoring period.

**Table 5: Typical range of noise levels during monitoring**

Period	Typical range of noise levels, $L_{Aeq}$	Exceedance of NIRV RMNLs
Day	45-54dB	-

The typical noise levels at interface between the Lend Lease depot and the subject site complied with the NIRV RMNLs, however, a daily event at approximately 1730hrs was measured at 69dB  $L_{Aeq}$  which is understood to be due to a train pass-by.



#### 4.2 AKZ Engineering noise monitoring

The noise environment at the position opposite AKZ Engineering is dominated by traffic noise and noise from AKZ Engineering. Table 6 provides the typical range of noise levels during the monitoring period.

**Table 6: Typical range of noise levels during monitoring**

Period	Typical range of noise levels, $L_{Aeq}$	Exceedance of NIRV RMNLs
Day	54-64dB	0-9dB
Evening	51-60dB	3-12dB
Night	47-57dB	2-12dB

The extent of the exceedance which is directly attributable to AKZ Engineering is not clear for all periods, however, attended measurements demonstrated that noise from AKZ Engineering (excluding any contribution from traffic) was as high as 58dB  $L_{Aeq}$  at the monitoring position. A level of 58dB  $L_{Aeq}$  is 13dB above the night-time NIRV RMNLs and 10dB above the evening noise limit.

To enable compliance with NIRV the proposed development adjacent to AKZ engineering will require significant shielding in the form of a noise barrier.

#### 5.0 RECOMMENDATIONS

To enable compliance with the NIRV RMNLs the proposed development adjacent to AKZ engineering will require significant shielding in the form of a noise barrier.

This barrier will be required to be 3m high and constructed of a material with a minimum density of 12-15kg/m<sup>2</sup>.

Some suitable materials include 25mm thick timber (overlapped), 18mm thick Perspex, 8mm thick fibre-cement sheet, 75mm thick Hebel Powerpanel, concrete, brick or any other approved material that meets the weight specification can be used.

If required, portions of the acoustic barrier may be constructed from a transparent material such as 18mm Perspex.

The acoustic fence must be free of gaps and penetrations and it is particularly important to ensure that there are no gaps at the bottom of the noise barrier. It is common practice to require that a portion of the bottom of the barrier (say 10-20cm) be buried in the ground.

For the barrier to be effective for the lots adjacent to the AKZ Engineering interface the dwelling should only be single storey.

The extent of the barrier and the extent of the lots that are required to be single storey only are provided in Figure 3.



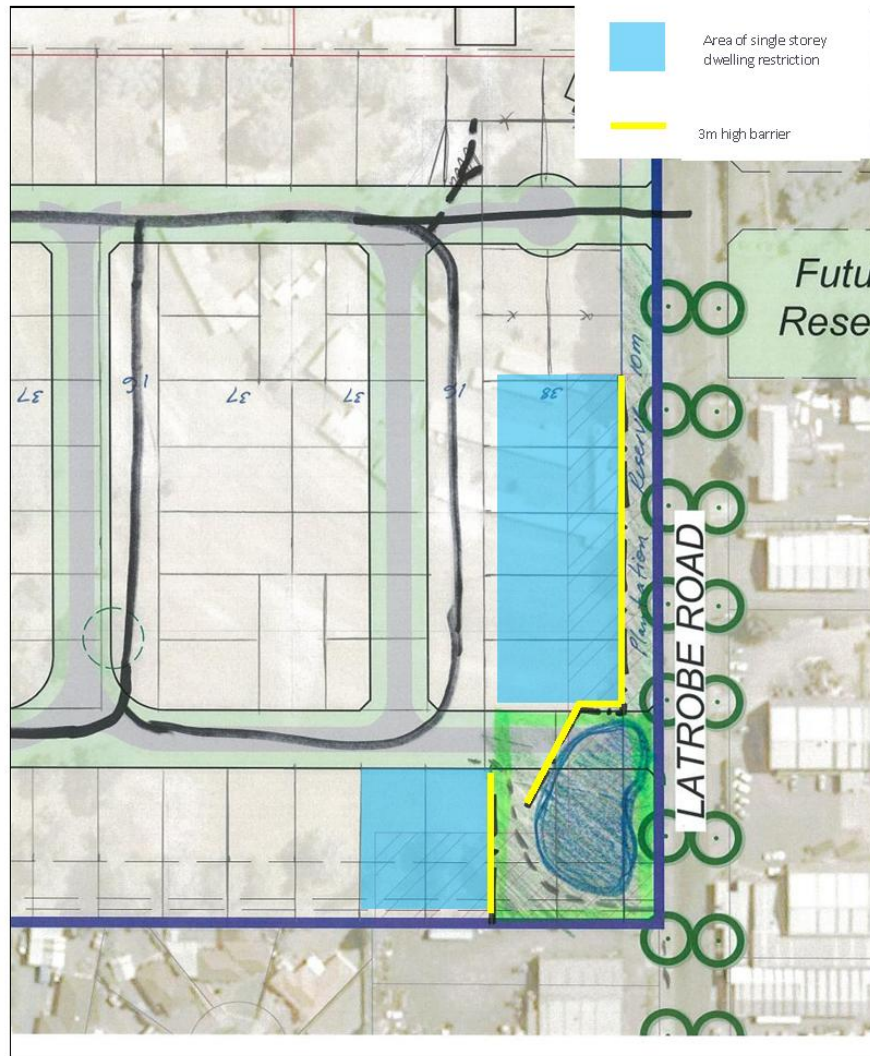


Figure 3: Extent of noise barrier and single storey residential height restriction





## 6.0 CONCLUSION

NBA is in the process of subdividing land to the west of Morwell. It is understood that the land is currently zoned residential.

As part of the planning process, the EPA have requested an acoustic report to address possible encroachment issues on two existing light industrial sites adjacent to the proposed subdivision.

MDA have been commissioned to undertake monitoring at the interface between the proposed subdivision and the two existing light industrial sites.

It was found that the Lend Lease construction depot is generally compliant with the requirements of NIRV. The measured noise levels at this position included a daily event at approximately 1730hrs which exceeded the NIRV RMNLS, however, we understand this is due to a daily train pass-by.

The AKZ Engineering site would be found to be non-compliant with NIRV should residential properties be built directly opposite on Latrobe Street. To enable compliance with NIRV the proposed development adjacent to AKZ engineering will require significant shielding in the form of a noise barrier and restrictions on the locations of multilevel dwellings as outlined in section 5.2.

The proposed interface treatment, including fencing and height restrictions as proposed, will be sufficient to mitigate noise impacts from the nearby industry on future residents.

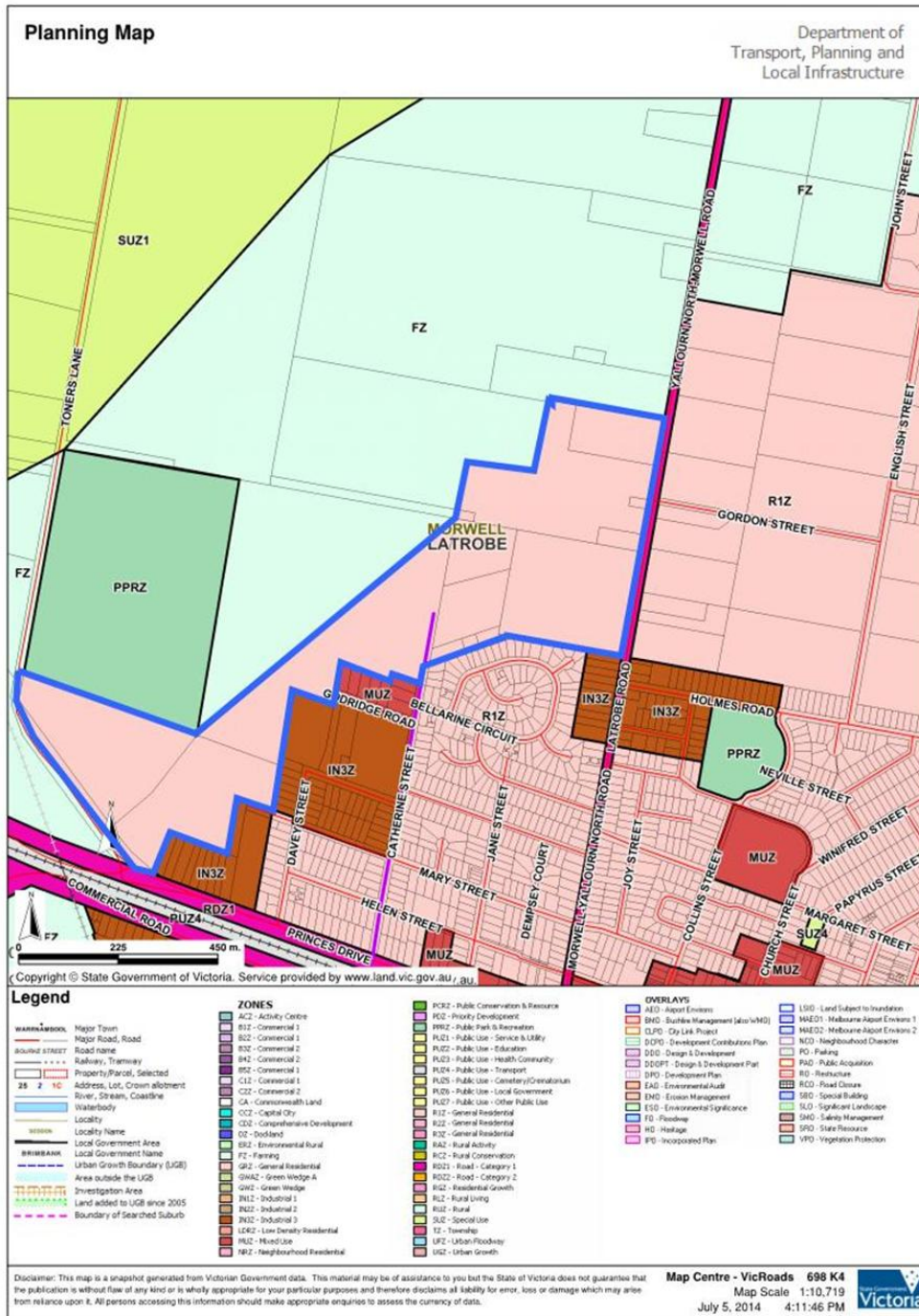


**APPENDIX A GLOSSARY OF TERMINOLOGY**

<b>Ambient</b>	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
<b>A-weighting</b>	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
<b>dB</b>	Decibel. The unit of sound level.
<b>L<sub>A90</sub></b>	The noise level exceeded for 90% of the measurement period, measured in dB. This is commonly referred to as the background noise level.
<b>L<sub>Aeq</sub></b>	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level.
<b>L<sub>eff</sub></b>	The effective noise level of commercial or industrial noise determined in accordance with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1). This is the L <sub>Aeq</sub> noise level over a half-hour period, adjusted for the character of the noise.
<b>L<sub>w</sub> (or SWL)</b>	Sound Power Level. The level of total sound power radiated by a sound source.
<b>Noise Characteristics</b>	Distinctive characteristics of a sound which are likely to subjectively cause adverse community response at lower levels than a sound without such characteristics. Examples are tonality (e.g. a hum or a whine) and impulsiveness (e.g. bangs or thumps).



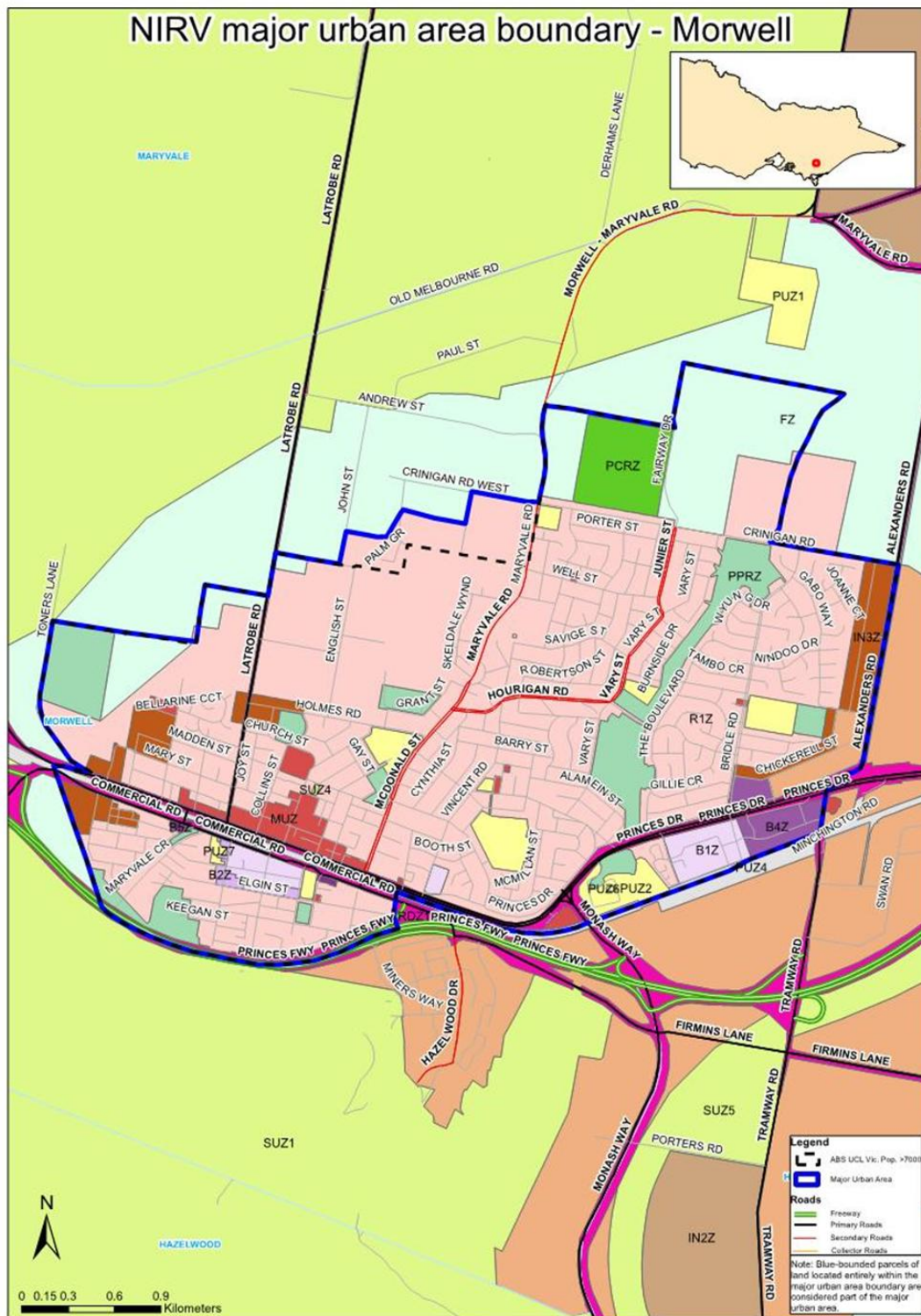
APPENDIX B LAND ZONING MAP







APPENDIX C NIRV MAJOR URBAN AREA BOUNDARY - MORWELL





**13.2 SUBMISSION TO THE REVISED DRAFT VICTORIAN  
FLOODPLAIN MANAGEMENT STRATEGY**

**General Manager**

**Planning & Economic  
Sustainability**

**For Decision**

**PURPOSE**

The purpose of this report is to consider the submission to the Department of Environment, Land, Water and Planning (DELWP) providing comment on the Revised Draft Victorian Floodplain Management Strategy.

**EXECUTIVE SUMMARY**

The Revised Draft Victorian Floodplain Strategy (the Strategy) sets the proposed direction for floodplain management in Victoria. The Strategy aligns with the Victorian Government's response to the Victorian Flood Review and the parliamentary inquiry into flood mitigation infrastructure.

The Strategy identifies a proposed policy, action and accountability for the State Government, Local Government and the Catchment Management Authorities in response to key risks identified within the Strategy. These risks are: assessing flood risk and sharing information; avoiding or minimising future flood risk; reducing existing risk; and managing residual risk.

The proposed policy, action and accountability recommendations for avoiding or minimising future risk in the Strategy have been addressed in Council's submission (Attachment One).

**RECOMMENDATION**

**That Council endorse the submission to the 2015 consultation on the Revised Draft Victorian Floodplain Management Strategy.**

**DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

*Latrobe 2026: The Community Vision for Latrobe Valley*  
*Strategic Objectives – Natural Environment*

Latrobe Valley sits within the Latrobe Catchment Ecosystem. The rivers throughout the area are considered to be in moderate health however the health of the Latrobe River fluctuates in different areas. The continued protection and enhancement of our river health, water quality and environmental flows and wetland habitats are imperative for the responsible management and long-term sustainability of our water resources in the region.

Latrobe City Council Plan 2013 - 2017

Theme and Objectives

*Theme 5: Planning for the future*

*Strategic Direction –*

Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.

Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.

*Legislation –*

The provisions of the Latrobe Planning Scheme and the following legislation apply to this amendment:

- *Local Government Act 1989.*
- *Planning and Environment Act 1987*
- *Transport Integration Act 2010*

The proposed amendment is consistent with the Latrobe Planning Scheme and the applicable legislation.

**BACKGROUND**

The Strategy builds on lessons from the 2010 to 2012 floods and the history of flooding in Victoria.

It aims to use those lessons to shape the future of effective floodplain management in Victoria by providing a consistent state wide framework for the management of flood related issues. It aims to inform consistent decisions and actions over the next 10 years.

The Strategy identifies tools in which flood risk can be managed at a local level with a major tool being the Planning Scheme. This will guide future amendments to the Planning Scheme to strengthen the flood policy within the State Planning Policy Framework and the Local Planning Policy Framework, more specifically identifying flood risk in the Municipal Strategic Statement.

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

Council previously provided comment during the six week public consultation period held in 2014. As a result of this consultation, edits were made to the draft Strategy. The Victorian Government have reopened public consultation to consider the revised draft Strategy. A copy of Council's previous submission is in Attachment Two.

Council officers have received a two week extension to the exhibition period to allow for Council to consider the submission.

### **KEY POINTS/ISSUES**

There are a number of key points which have been identified in the submission for the Strategy. These have been identified under the relevant proposed policy, proposed accountability and proposed action sections within the submission.

While there is agreeance with some of the proposed points put forward through the Strategy, there have been some policy, accountability and actions identified as placing too much responsibility on local governments in regards to flood risk. It has been identified in the submission that there should be greater responsibility placed on the Catchment Management Authorities when it comes to floodplain management. It is considered the Strategy is too heavily weighted towards Council to be accountable for floodplain management however there is not the expertise and data in house to undertake such responsibilities. This accountability should primarily be the CMA's responsibility with the option for Council to undertake their own work, if they choose. Therefore it is strongly recommended that the CMAs are the floodplain authority, not local councils.

Comments have also been provided regarding the Catchment Management Authorities current 'recommending authority' position in the Scheme compared with Melbourne Waters 'determining authority' and providing consistency in regards to this.

This has been explored in greater detail in Council's submission to the Revised Draft Victorian Floodplain Management Strategy.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

If Council's submission is not considered by the State Government, there will be future financial and resource implications placed on Council if the Strategy in its current form is adopted. With the proposed accountability within the Strategy placing more onus on Council in regards to flood mitigation, there will be an increased burden on Council resources in regards to flood risk work. Currently the technical expertise does not presently exist within Council to undertake what is proposed within the Strategy.

**INTERNAL/EXTERNAL CONSULTATION**

All community engagement has been undertaken by DELWP as a part of the Strategy. This report is an outcome of the community engagement that DELWP have undertaken. Council officers from Emergency Management, Statutory and Strategic Planning have attended the information session during the community consultation period.

**OPTIONS**

1. That Council endorse the submission for the revised draft Victorian Floodplain Management Strategy to be sent to the Department of Environment, Land, Water and Planning.
2. That Council seek an amendment to the submission for the revised draft Victorian Floodplain Management Strategy to be sent to the Department of Environment, Land, Water and Planning.
3. That Council does not support a submission to be sent on the revised Victorian Floodplain Management Strategy.

**CONCLUSION**

A submission has been prepared on behalf of Council for the revised draft Victorian Floodplain Management Strategy. The submission deals with the planning aspects of the Strategy. Council have received an extension to provide our submission to this strategy which is due by the 21 August 2015.

**SUPPORTING DOCUMENTS**

Revised Draft Victorian Floodplain Management Strategy

**Attachments**

1. Submission on behalf of Latrobe City to the Revised Draft Victorian Floodplain Management Strategy (2015)
2. Submission to original Draft Victorian Floodplain Management Strategy (2014)



## **13.2**

### **Submission to the Revised Draft Victorian Floodplain Management Strategy**

- 1 Submission on behalf of Latrobe City to the Revised  
Draft Victorian Floodplain Management Strategy (2015) ..... 427**
- 2 Submission to original Draft Victorian Floodplain  
Management Strategy (2014) ..... 431**

Submission from Latrobe City Council for the Revised Draft Victorian Floodplain Management Strategy

**Proposed Policy**

**Proposed Policy 13a**

- The 1% Annual Exceedance Probability flood will remain the design flood event to regulate new development and construction standards in Victoria.

Agree with this proposed Policy as development and subdivision referral advice currently provided to Council from the West Gippsland Catchment Management Authority aligns with this proposed policy. The exception is where there is a known risk which is higher than the 1% AEP, in which case the CMA provides appropriate conditions.

**Proposed Policy 13b**

LGAs with areas at risk of a 1% Annual Exceedance Probability flood must ensure that their Planning Scheme contains:

- the objectives and strategies for mitigating the risk in the Municipal Strategic Statement
- the appropriate zones and overlays.

Agree with this proposed Policy, Council currently implement a range of planning tools to identify flood risk. This is currently done through the use of the Land Subject to Inundation Overlay, Flood Overlay and Urban Floodway Zone. As a part of a current flood study being undertaken, the West Gippsland Catchment Management Authority have engaged a planning consultant to look at how the outcomes of the study can be implemented through our planning schemes. Through this, it has been identified that the MSS needs to be strengthened to greater identify flooding risk in the municipality.

**Proposed Policy 13c**

- The need for safe accessways during floods will be considered in the preparation of strategic plans for future development, it will also be considered in Municipal Planning Schemes.

Agree with this proposed Policy, it is imperative that safe access/egress is considered prior to land being identified for future residential if there is a flooding risk.

**Proposed Policy 13d**

- Regional floodplain management strategies will document and report on all urban and rural areas with known flood risks; they will also document and report on those townships that do not have planning controls to regulate any use or development within the 1% State Planning Policy Framework flood event.

Agree

**Proposed Accountability**

**Proposed Accountability 13a**

- LGAs are accountable for ensuring that their Planning Schemes correctly identify the areas at risk of a 1% Annual Exceedance Probability flood, and contain the appropriate objectives and strategies to guide decisions in exercising land use controls to do with flooding.
- LGAs are accountable for considering advice from CMAs as a 'Recommending Authority' in assessing planning permit applications in areas identified at risk of a 1% Annual Exceedance Probability flood.

- LGAs are accountable to comply to recommendations and conditions from Melbourne Water as a 'Determining Authority' in assessing planning permit applications in areas identified at risk of a 1% Annual Exceedance Probability flood.

The first dot point is considered too heavily weighted towards LGAs who do not have the expertise and data to undertake such responsibilities. This accountability should primarily be the CMA's responsibility with the option for LGAs to undertake their own work, if they choose. CMAs are the floodplain authority, not LGAs.

The CMA's could be a Planning Authority and undertake PSA's on behalf of the Responsible Authority.

The second bullet point states that LGA's are accountable for considering the advice of the CMA as a Recommending Authority. However if Council are to be held accountable for not considering the advice of the CMA, it is considered that the comments or conditions given should be adhered to. As Council does not have the in house expertise to challenge the science behind the advice given, by not accepting any conditions given this would place the risk completely on Council. Given other referral authorities are given "veto" powers in the Scheme, i.e. are determining authorities, it is considered the risk associated with flooding is far greater than other referral triggers. For example, Vicroads are a determining referral authority for matters which could be considered lesser of a risk (access to road zone) yet CMAs are recommending authorities for arguably higher risk matters such as developments in flood prone areas.

There should be consistency between the CMA's and Melbourne Water's referral authority status, as MW is essentially a CMA. Therefore, all CMA's should be given the same veto power for a matter for which they are responsible and also have expertise and resources in that LGAs do not.

Section 202 of the *Water Act 1989* confers responsibility on Authority's including CMAs for various matters including preparation of flood plans and designation of flood prone areas including extent and depth of flooding. The *Water Act* does not confer this responsibility to LGAs. Section 212 of the *Water Act* also requires CMAs to hold and make available flooding information which is another responsibility which is also not conferred to LGAs.

It is clear that in a legislative sense, CMAs have a higher and greater responsibility than LGAs when it comes to floodplain management and planning. It is therefore inappropriate for a Flood Strategy such as the one proposed, to be passing on responsibilities of a CMA (as set out in the *Water Act*) to LGAs.

#### **Proposed Accountability 13b**

- LGAs are accountable for developing strategic plans to address known flood risks, including the safety of accessways, in land use planning.
- DELWP, in consultation with the CMAs, Melbourne Water and VICSES, is accountable for developing and maintaining guidelines on the assessment of flood risks associated with accessways.
- The CMAs and Melbourne Water are accountable for providing advice to LGAs so that they can make decisions about the suitability of accessway arrangements for proposed developments.

The onus should not be entirely on Council to prepare strategic plans to address flood risk. It is proposed that this should read 'LGAs, in partnership with the CMA'. As a part of the CMA's requirement to undertake a Regional Catchment Strategy, this could be considered an output of these strategies. Therefore, it should be read as a partnership rather than purely a Council only action as CMAs are the designated Floodplain Authority and not LGAs (see comments above).

#### **Proposed Action**

##### **Proposed Action 13a**

- DELWP, in consultation with local government, CMAs and Melbourne Water, will update the State Planning Policy Framework's floodplain management policy to use the 1% Annual Exceedance Probability flood as the terminology for the design flood event, replacing the current reference to the 1-in-100-year design flood event.
- DELWP in consultation with local government, CMAs and Melbourne Water will regularly review and if necessary revise the Victorian Planning Provision flood-related controls to ensure they remain applicable.
- CMAs and Melbourne Water will work with LGAs to ensure that planning schemes use the planning controls that correctly align with their flood risks.

Agree

#### **Proposed Action 13b**

- DELWP will prepare, for inclusion in the State Planning Policy Framework, guidelines on the assessment of flood risks associated with accessways to help inform local land use planning.

Agree, there should be a consistent approach similar to the standards set out in Rescode.

#### **Proposed Action 13c**

- The CMAs and Melbourne Water will develop implementation plans for their regional strategies that, as appropriate, will seek to either:
  - help convert existing flood study data into planning scheme amendments; or
  - conduct new flood studies to provide draft planning scheme amendments.
- DELWP will work with LGAs to streamline the processes involved in converting flood study outputs into appropriate municipal Planning Scheme amendments.
- DELWP will work with key stakeholders such as MAV to understand significant constraints of implementing appropriate municipal Planning Scheme amendments.

Flood studies should include within the process adequate community consultation to allow for Council's, where no major issues have been identified, to run the amendment as a Section 20(4). If flood studies cannot be considered as a Section 20(4), assistance should be provided in allowing Council to process these amendments given resource implications of running a full Planning Scheme Amendment (staff time, panel costs).

#### **Proposed Action 13d**

- DELWP and the Victorian Building Authority will work together and continue to monitor the current system to improve the effectiveness of the flooding provisions of the Building Code Australia.

Agree

Further Comments from Emergency Management:

#### **Section 16.5 Message construction and dissemination**

This paragraph is a real opportunity lost in its current wording.

All agencies should be exploring a united improved process for disseminating messaging to the community as technology develops and improves.

- Flood apps
- Improved flood web portals
- Static video monitoring sites

These need to be made available so that public access to this information can be readily accessible (real time information in a format that allows people to make informed decisions) in times of high user activity.

#### **Section 17 Flood Mitigation Infrastructure**



There are issues with councils being identified as the go to agency to facilitate jointly managed own levee schemes as identified in Section 17.5, as councils are not the subject matter experts in this area.

If councils are delegated the appropriate authority to sort out private levees this would be fraught with danger from a disputes viewpoint. This role would need clear and concise legislated support to allow councils the necessary power to undertake this task.

#### **Section 22 Integrated flood emergency management**

Paragraph 7: reads as if Municipal Emergency Planning Committees are supported by VICSES in undertaking community education and awareness for flood. (this is incorrect)

This paragraph should read – This includes its Flood Safe Program. **VICSES is also responsible for preparing Municipal Flood Emergency Plans which are sup plans to the Municipal Emergency Management Plans.**

(remove the section referring to: **acting in support of Municipal Emergency Management Planning Committees**)

#### **Section 23 Incident control**

First paragraph: Councils need to be included in this section to provide advice and support. As councils previously managed flood planning, warning and advice to communities and have a vast amount of knowledge that incident controllers seem to be ignoring.

Attached:

Previous Submission – Draft Victorian Floodplain Management Strategy (August 2014)



Our Ref: 1046320  
JP:RS»

11 August 2014

Department of Environment and Primary Industries  
Sustainable Water and Environments  
PO Box 500  
EAST MELBOURNE VIC 3002

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**AUSDOC** DX217733 Morwell

Dear Madam/Sir

## **DRAFT VICTORIAN FLOODPLAIN MANAGEMENT STRATEGY**

Latrobe City Council appreciates the opportunity to provide comments on the Draft Victorian Floodplain Management Strategy. Comments have been prepared at an officer level due to time constraints.

In principal Council supports the draft strategy, in particular the recommendations for mitigating flood risks through planning and building and reducing existing risks, these are further explained below:

### **Section 2 Avoiding or Minimising Future Risks**

#### *Chapter 10: Mitigating flood risks through planning and building*

In regards to proposed Policy 10b and proposed Action 10a Council wishes to emphasis its desire to continue to work with the West Gippsland Catchment Authority (WGCMA) to ensure all areas at risk of a 1% AEP flood are contained within appropriate zones and overlays.

Further to this, Council has previously discussed, with the WGCMA, the opportunity of integrating Planning Scheme Amendments into the project scopes for updating flood mapping data. This will allow for more timely translation of flood mapping data into Planning Schemes and simplify the process from a community consultation process. Previous experience suggests that close coordination between Local Governments and Catchment Authorities is vital in ensuring effective land use planning to avoid and/or minimise flooding risks.

In regard to sections 10.2.3 *Local area planning*, Council believes there is a number of inadequacies in the way the *Victorian Planning Provisions (VPP's)* control subdivision to minimise future flood risks in relation to stormwater management. Stormwater management is an important component of reducing the risk of flooding in urban areas.

Clause 56.7 of the VPP's controls stormwater management through residential subdivision. The objective of this clause is to minimise damage to properties and inconvenience to residents from urban run-off. One of the standards under this clause ensures that flows downstream of the subdivision site are restricted to predevelopment levels unless increased flows are approved by the relevant drainage authority and that there are no detrimental downstream impacts.

Clause 56.7 does not however apply to non-residential subdivisions such as industrial and commercial. It is standard for these types of subdivisions to accommodate development with significant impervious areas. These developments will reduce the onsite stormwater infiltration and increase stormwater runoff from the site. This has the potential to create or exacerbate flooding issues. Council supports the introduction of planning provisions for non-residential urban subdivision commensurate to Clause 56.7.

### **Section 3 Reducing Existing Risks**

#### *Chapter 12: Flood Warnings*

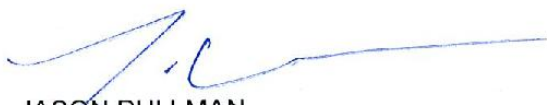
Council strongly believes that the draft strategy must clarify that it is not a local government responsibility to issue local flood warnings or manage local flood warning systems. Any data collected through local systems should be provided to the Bureau of Meteorology and VicSES to be used in their warnings. Latrobe City has made its community flood warning system redundant with the implementation of *Emergency Alert*. This was done under the direction of SES, the control agency for flooding who requested that council not activate the service.

#### *Chapter 13: Flood mitigation infrastructure & Chapter 14: Flood mitigation activities on waterways*

Council strongly supports the Victorian Governments initiatives to amend Victoria's water legislation to reduce the liability for Local Governments when undertaking flood mitigation work under a Water Management Scheme. The City also supports the draft strategy's recommendations which create a clear process for implementing flood mitigation works.

In summary Council supports the recommendations of the draft strategy. I also reiterate that comments have been prepared at an officer level due to time constraints. If you require further information please contact me on (03) 5128 5504 or via email [Jason.Pullman@latrobe.vic.gov.au](mailto:Jason.Pullman@latrobe.vic.gov.au).

Yours sincerely



**JASON PULLMAN**  
**Coordinator of Strategic Planning**



**13.3 PLANNING PERMIT APPLICATION 2015/35 WORKS  
ASSOCIATED WITH AN EXISTING DWELLING (MOTORBIKE  
TRACK) AT 16 HAZELWOOD RIDGE, HAZELWOOD NORTH****General Manager****Planning & Economic  
Sustainability****For Decision****PURPOSE**

The purpose of this report is to determine planning permit application 2015/35 for a retrospective application for works associated with an existing dwelling (motorbike track) at 16 Hazelwood Ridge, Hazelwood North.

The application is to be heard at an Ordinary Council Meeting under the current delegation process as more than five objections have been received to the proposal.

**EXECUTIVE SUMMARY**

The applicant seeks a permit for the retrospective approval for works associated with an existing dwelling, being a motor bike track, for personal use. The track is located to the south of the existing creek on the property.

Thirteen objections have been received to date raising concerns relating to:

- The proposed works will facilitate a use that creates excessive noise;
- The track will be used for commercial purposes;
- Permitting the land to be used as a motor bike track will result in the character of this quite area being changed in a detrimental way;
- Concern regarding the environmental impact of the works on native flora and fauna;
- Safety concerns in relation to people using the track and also refuelling activities and that provision of appropriate emergency service access is required;
- There is already a motor cross circuit in Traralgon South that the applicant can use;
- Will result in property devaluation;
- Lack of natural landscaping screen or buffer for such an area to be provided along the boundaries of the motor bike track;
- Concerns in relation to privacy to adjoining properties due to the location of mounds along the track; and
- Animals such as horses on adjoining could get frightened due to the motorbike activity on the site.



## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

Having assessed the proposal against the relevant provisions of the Latrobe Planning Scheme (the Scheme) and considered all written provisions, the proposal has been recommended for approval. The basis for this recommendation is as follows:

- The development will not be used for commercial purposes.
- The use of the land does not require a planning permit as it is considered to be ancillary to the primary use of the land as a dwelling. This assessment is therefore limited to the physical works which are considered to generally satisfy the purpose and objectives of the relevant State and Local Planning Policies.
- The riding of motor bikes on the land is currently not governed by a Local Laws permit (Permit to use recreational vehicles on the land).
- Conditions recommended to be placed on the permit will ensure that the proposal will not unreasonably impact on surrounding land uses, including a limit on hours, duration and number of riders.
- The proposal will not unreasonably impact on the landscape character of the area.

### RECOMMENDATION

**That Council issues a Notice to Grant a Planning Permit, for works associated with an existing dwelling (motorbike track) at 16 Hazelwood Ridge, Hazelwood North being Lot 30 on Plan of Subdivision 534204 with the following conditions:**

1. **Prior to the commencement of works, revised plans must be submitted to and approved by the Responsible Authority. The plans must be consistent with those provided but modified to show:**

- a. **The screen planting to be located along the eastern, southern and western boundaries (where required)**

**When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided.**

2. **Prior to the commencement of any works, a landscape plan must be submitted to and approved by the Responsible Authority. The plan must show:**

- a. **a survey (including botanical names) of all existing vegetation to be retained and/or removed;**
- b. **buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary;**
- c. **details of surface finishes of pathways and driveways;**
- d. **a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common**

**ORDINARY COUNCIL MEETING AGENDA  
17 AUGUST 2015 (CM468)**

names, pot sizes, sizes at maturity, and quantities of each plant;

- e. landscaping and planting within all open areas of the site; and
- f. Screen planting to be located along the eastern, southern and western boundaries in the works area (where required).

All species must be selected to the satisfaction of the Responsible Authority.

When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided.

- 3. Prior to the use of the development commencing or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
- 4. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.
- 5. The works associated with the motor bike track must only be used:
  - a. On not more than 3 days in any calendar week;
  - b. Only between the hours of 9.00am and 6.00pm Monday to Saturday and 10.00am to 6pm on Sunday;
  - c. For no more than a total of 2 hours on any of those days; and
  - d. No more than 1 Sunday a month.
- 6. No more than two recreational vehicles (motorcycles) may use the approved works at any one time, at least one of which must be operated by the permit applicants.
- 7. The noise emitted from the use of the motorbikes must not exceed 96dB.
- 8. The works are not to be operated as a commercial enterprise and must not be leased or hired to third parties.
- 9. Noise levels emanating from the land must comply with the requirements of the Environment Protection Authority's Information Bulletin No. N3/89 Interim Guidelines for the Control of Noise in Country Victoria.
- 10. The works associated with the motor bike must be managed to the satisfaction of the Responsible Authority so that the amenity of the area is not detrimentally affected, through the:

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

- a. Transport of materials, goods or commodities to or from the land.
  - b. Appearance of any building, works or materials.
  - c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
  - d. Presence of vermin.
11. All parts of the track must be maintained to avoid dust nuisance to neighbouring properties to the satisfaction of the Responsible Authority.
12. The approved works must be decommissioned when the permit expires to the satisfaction of the Responsible Authority.
13. This permit will expire if one of the following circumstances applies:
- a. The use of the development is not started within two years of the date of this permit; or
  - b. The development is not completed within four years of the date of this permit; or
  - c. Nic & Elise Van Eyk no longer reside at the site.

### **DECLARATION OF INTERESTS**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

### **STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

#### *Latrobe 2026: The Community Vision for Latrobe Valley*

##### *Strategic Objectives – Built Environment*

*In 2026, Latrobe Valley benefits from a well planned built environment that is complementary to its surroundings and which provides for a connected and inclusive community.*

##### *Strategic Objectives – Economy*

*In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.*

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

### Latrobe City Council Plan 2013 - 2017

#### Theme and Objectives

*Theme 1: Job creation and economic sustainability*

#### *Strategic Direction*

*Provide timely and targeted infrastructure to support economic growth and the marketability of Latrobe City to industry and investors.*

*Theme 2: Affordable and sustainable facilities, services and recreation*

#### *Strategic Directions*

*Development and maintain community infrastructure that meets the needs of our community.*

*Promote and support opportunities for people to enhance their health and wellbeing.*

*Enhance and develop the physical amenity and visual appearance of Latrobe City.*

*Continue to maintain and improve access to Latrobe City's parks, reserves and open spaces.*

*Theme 5: Planning for the future*

#### *Strategic Directions*

*Provide efficient and effective planning services and decision making to encourage development and new investment opportunities.*

*Plan and coordinate the provision of key services and essential infrastructure to support new growth and developments.*

#### Legislation

*Local Government Act 1989*

*Planning and Environment Act 1987*

### **BACKGROUND**

#### **SUMMARY**

Land:	16 Hazelwood Ridge, Hazelwood North known as Lot 30 on Plan of Subdivision 534204
Proponent:	Nic & Elise Van Eyk
Zoning:	Rural Living Zone – Schedule 3
Overlay	N/A

Pursuant to Clause 35.03-4 a planning permit is required to carry out works associated with a Section 2 (permit required) use (dwelling) and for works within 100m of a waterway.



**PROPOSAL**

The permit applicant seeks a permit for the retrospective approval for works associated with an existing dwelling, being a motor bike track, for personal use. The track is located to the south of the existing creek on the property. As per the submitted plans the motor bike track is located to the south of the property in area of approximately 5000m<sup>2</sup> to 5500m<sup>2</sup>. The track itself is approximately 3m in width and loops in east and west direction up the natural slope to the south of the property before the track alignment changes to a south west – north east alignment in the straight area of the track near the eastern boundary. The total length of the enclosed loop track is approximately 450m.

The track topography itself could be described as undulating and the works that have taken place are not considered to match the natural topography of the land and provide peaks and troughs along the path itself. The motorbike track will not be used for commercial purposes. Restrictions on the use of the development will be discussed in the issues section of the report.

**SUBJECT LAND AND SURROUNDING AREA**

The subject site is located at 16 Hazelwood Ridge Road in Hazelwood (western end of the Hazelwood Ridge Road). The subject site is irregular in shape and is 1.98 hectare in area.

The subject site encompasses a single storey dwelling, as allowed under planning permit 2009/154, the dwelling is accessed via an existing crossover from Hazelwood Ridge is setback approximately 100 metres from the road frontage. There is an existing shed to the north of the existing dwelling.

The site appears to have a drop of slope of around 10 metres from the frontage to the site to the creek line where it then starts to rise from the creek line to the southern boundary with an increase in slope by approximately 10 metres. The site is affected by two drainage easements. One of the easements runs in a south west – north east direction and the other easement runs in a north west – south east direction. Both of these easements affect designated waterways that run through the property. On the south side of the creek there are a number of scattered trees. Some of these trees have been removed as a result of the works that have taking place. This is being addressed through separate enforcement proceedings.

The adjoining and surrounding land uses and development are mainly of rural living purposes and associated activities, mostly with a single dwelling and associated shedding developed on each lot. It is noted however that there are similar related activities to the subject application occurring on private properties in the surrounding area.

A site context plan is included as attachment 2 of this report.

**LATROBE PLANNING SCHEME****State Planning Policy Framework**

The proposal has been considered against the relevant clauses under the State Planning Policy Framework.

Clause 11.05-4: 'Regional planning strategies and principles', the objective of which is to ensure there is a sufficient supply of appropriately located residential, commercial, and industrial land across a region to meet the needs identified at regional level. The proposal is for the retrospective approval of development associated with a dwelling use in a designated rural living area.

Clause 14.02-1: 'Catchment planning and management' has an outlined objective to assist the protection and, where possible, restoration of catchments, waterways, water bodies, groundwater, and the marine environment'. It is noticed that the development has taken place within 100m of the designated waterway that runs generally east to west across the property. The West Gippsland Catchment Authority is satisfied that the waterway management plan prepared and acted upon by the applicant adequately address water quality concerns.

Clause 16.02-1: 'Rural Residential Development', has an objective to identify land suitable for rural living and rural residential development. As the subject site is currently used and developed for a dwelling it is considered to be an appropriate and legitimate use that is consistent with the general spirit of the zone.

**Local Planning Policy Framework****Municipal Strategic Statement (Clause 21)**

The proposal has been considered against the relevant clauses under the Local Planning Policy Framework.

The objective of Clause 21.03-5 'Water Quality and Quantity Overview' relevant to this application is 'To protect and improve water quality and river health'. It is considered that the installation of a silt fence and associated revegetation works for a 7m distance from the designated waterway easement has suitably addressed the objective of this clause.

Within the Local Planning Policy Framework Clause 21.04-2 'Settlement Overview' highlights that the diversity in housing types available in the municipality contributes to the lifestyle choices provided and the overall attractiveness of the municipality as a place to live and invest.

Clause 21.04-3: 'Rural Living Overview' acknowledges that rural residential living has been a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. As the subject site is currently used for rural residential purposes and the associated development is associated with the lifestyle choices of the applicant.

**Zoning**

The site is located within a Rural Living Zone – Schedule 3 and is not subject to any overlays. The purpose and decision guidelines of the Rural Living Zone – Schedule 3 have been taken into account as part of the assessment of this application and it is considered that the application is consistent with the zoning provisions.

These elements will be further discussed in the 'Issues' section of this report.

**Decision Guidelines (Clause 65):**

The relevant decision guidelines have been considered as part of the assessment of this application.

**INTERNAL / EXTERNAL CONSULTATION***Engagement Method Used:*Notification:

The application was advertised pursuant to Sections 52(1)(a) and (d) of the *Planning and Environment Act 1987*. Notices were sent to all adjoining and adjacent landowners and occupiers and a site notice was displayed on the site frontage for 14 days.

Sixteen submissions in the form of written objections were received originally and as result of information provided to the objectors, three of those objections have been subsequently withdrawn. A copy of these objections can be viewed at Attachment three of this report.

Notice was also sent under Section 52(1)(d) to the West Gippsland Catchment Management Authority and the Environment Protection Authority, who had no objection to the proposal.

External:

There were no external referrals required as part of the assessment of the application.

Internal:

Internal officer comments were sought from Council's Health Team for consideration who gave consent to the granting of a planning permit subject to appropriate conditions.

*Details of Community Consultation following Notification:*

No stakeholder meeting was held as it was considered that no resolution to the issues involved would be found. It is noted that the applicant was willing to attend such a meeting but it was not considered beneficial to the process by Council officers.

Information was sent to all objectors on 11 June 2015, clarifying some points of misinformation and also providing them with a list of draft conditions that would be placed on any issue of a permit. They were also advised that if the number of objections exceeded five that the application will be decided at an ordinary council meeting.

### **KEY POINTS/ISSUES**

#### Strategic direction of the Latrobe Planning Scheme:

It is considered that this retrospective planning permit is associated with the primary use of the land for a dwelling. The site has been identified as an appropriate location for rural residential living and is a legitimate land use within the context of the provisions of the Rural Living Zone (RLZ).

The critical aspect with this application is establishing whether the use of motor cycles on the land is a primary/dominant activity or whether it is a secondary/ancillary component of how the land is used. If it is determined that the use of the motor cycles in the way proposed is the dominant use of the land, then the use is prohibited within the zone as it would constitute a motor racing track:

*'Land used to race, rally, scramble, or test, vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports'*

To assist in this determination, the following discussion focuses on a number of recent VCAT decisions in relation to this topic.

In determining whether a track on land that did not contain a dwelling and which was used for training purposes constitutes a motor racing track VCAT (*Williams vs Horsham Rural CC (2010) VCAT 304*) noted:

62. *From a physical viewpoint, the earthworks proposed would create a track that is suited to the racing of motorcross bikes. It would look like a motorcross track.*
63. *The question is whether the use of the track for training, practice and coaching by a limited number of people at any one time brings about a justification for characterising the use as something else. I have doubts that this is valid.*
64. *Although it is to be used for training purposes, the activity to be undertaken on the track is the riding of motocross bikes. The training will involve racing bikes as well as the practising of other skills including how to handle jumps and turns as well as competing against others. While not all the activity to be undertaken will be racing, I doubt that this is enough to depart from this land use being properly characterised as a Motor racing track. Indeed, I would expect that motor racing tracks are used for some form of practice and "training" either by single riders/drivers or groups. There is no suggestion in the definition that a motor racing track need be a facility where spectators are involved or that it must be registered.*



The significant difference between this case and others of its type (*Moorabool SC vs Lewis (2009)*) and (*Northern Grampians SC vs Motokids Family & Friends (Inc) (2012)*) is that none of these properties, unlike the current application, contain a dwelling and therefore the motorbike use was the primary use of the land.

In *Monea vs Binding (2007) VCAT 1063* the VCAT member quoted the test in *Lizzio v Ryde Municipal Council* where the High Court approved the statement of *Glass J A in Foodbarn Pty Ltd vs Solicitor-General*:

56. *Where a part of land is used for the purpose which is subordinate to the purpose for which another part is used, the whole of the land is regarded as being used for the dominant purpose. The subordinate purpose is merely incidental or ancillary to the dominant purpose.*

*Where the whole of the land is used for more than one purpose, but the other purposes are subordinate, the whole of the land is regarded as being used for the dominant purpose.*

The applicant proposes to use the works as follows:

- It is not proposed that motorbike riding will occur every day on the subject site, rather it would be conducted on no more than 3 days per week and for no more than 2 hours per day on any of those days.
- The motorbike riding would be restricted to the one of the permit operators and no more than one other rider at any time.
- No more than two recreational vehicles (motorcycles) using the works at any one time.

Given the above related case law decisions and given the submitted usage of the proposed works it is considered that the use of the proposal would be subordinate to the dominant dwelling use of the land. That is that the proposed works are ancillary to the dwelling use of the land and thus a permit is required only for the works.

Impact on the character of the area:

A key consideration of this application is how the use of the proposed works will impact the character of the area. The primary concern relates to noise but other concerns include privacy, visual and impact on flora and fauna.

*Built form*

Given the existing natural topography of the site the proposed works are currently visible from the road. There is still some vegetation on site and revegetation works are to take place to comply with the requirements of the waterway management plan requirements of the WGCMA.

However, it is consider that more screening could be put in place along the eastern, western and southern boundaries. Thus, a permit condition will require a landscape plan to be provided that shows screening vegetation which will lessen the visual and privacy impact the proposal will have on surrounding properties.

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It is noted that separate enforcement proceedings are currently addressing the illegal removal of vegetation that took place to the satisfaction of the Responsible Authority.

*Noise*

Concerns have been raised regarding the noise that will be generated from the use of the proposal and there is no doubt that the motorbikes will generate noise. It is noted that there is no local law currently governing permits to use recreational vehicle which would allow the applicant to ride motorbikes on the subject site.

The issue of noise was considered in *Gillson vs Casey CC (2008) VCAT 1688* where the VCAT member made the following findings:

28. *In this case, the site is located within what I would consider within a rural residential lifestyle area. A degree of tranquillity is sought. The proposed works facilitate the more intensive use of the track. That use has consequences on the amenity of surrounding residents.*
29. *All of this needs to be balanced against the fact that the motorbikes can be ridden on the land without a permit subject to compliance with the local law.*
30. *In my view, the site's proximity to many houses including that of the applicant for review, forms an appropriate basis upon which to include conditions which are more restrictive than those which are provided for in the local law. While I understand that the applicants have chosen this particular site because it is suited to the provision of a track given its size, it must also be acknowledged that the site is in close proximity to many houses.*

In the Monea case the VCAT member assessed the issue of excessive noise and made the following findings:

94. *In this case, there is no doubt that without these earthworks, there would be no ability to generate the same degree of noise from the subject land as has been measured by the acoustic consultant. Therefore, it is my opinion that it is reasonable and lawful to add use conditions pertaining to noise emission, as well as a condition that the land should be returned to its original state if the activity ceases.*
95. *Although suggested by the applicant, I have not made the permit personal, as use of these tracks do not generate behaviour personal to the applicant, that cannot be cured by other conditions relating to motor bikes, i.e. an attribute of not exceeding a noise level of 97dB(A), or by limits of the hours of operation.*

As detailed previously in relevant VCAT decisions, use conditions were added to the development permit to lessen the impact the development would have in terms of noise generated. Similar conditions will be added to this permit to limit noise impacts to a reasonable level.

It has also been frequently recognised by VCAT that people living in a rural-residential environment should not necessarily expect a level of amenity experienced in a purely residential setting. Such rural areas are

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typically exposed to related noise sources such as tractors and other farm machinery as well as offensive odours.

### Submissions

As a result of the notification process, 13 objections remain outstanding. The issues raised in the objections were as follows:

1. The proposed works will facilitate a use that creates excessive noise.

#### Officer Comment:

The extent to which this ground, based as it is on a use that does not require a planning permit, can be taken into account is somewhat limited. As discussed previously amenity conditions can be placed on a development permit because of the way the land will ultimately be used but there needs to be a significant and strong nexus between the two and the impacts of the use must be significant.

Motorbikes create noise but the noise they make however cannot be said to be untypical of the type of noise found in rural and semi-rural areas. Farm machinery, tractors, even motorbikes used for herding animals produce similar noise.

To this end, conditions are included to govern the use (and resulting noise) in-line with the stipulations what is deemed appropriate given the nature of the development and proposed use. It is also noted that the nearest existing is 400m away from the subject site. Please see attachment 4.

2. The track will be used for commercial purposes.

#### Officer Comment:

The applicant's intentions are encapsulated in the proposal and those details form the limits of what Council is able to consider. The applicant has confirmed in writing that the track will not be used for commercial purposes.

3. Permitting the land to be used as a motor bike track will result in the character of this quiet area being changed in a detrimental way.

#### Officer Comment:

Key concerns on relation to this application include that the quiet rural character of the area will be changed if this proposal is approved retrospectively. Issues such as noise have been discussed previously in this report. The riding of motorbikes in an ancillary way to the primary use of the land as that is proposed is considered consistent with the various State and Local planning policies contained in the Planning Scheme subject to appropriate conditions.

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4. Concerns regarding the environmental impact of the works on native flora and fauna.

Officer Comment:

It is noted a number of trees were removed when the track was developed. Council have taking enforcement action on this matter and it will be addressed separately to this application.

It is also noted that if this application is approved, the permit operator will have to provide a landscaping treatment to council's satisfaction on the subject site.

5. Safety concerns in relation to people using the track and also refuelling activities and that provision of appropriate emergency service access is required.

Officer Comment:

It is not considered that safety concerns in relation to people using the track is overly relevant, especially noting the planning permit triggers relates to works only. Similarly, refuelling activities are not considered relevant to the assessment of a works application. Suitable emergency access is already provided to the site.

6. There is already a motor cross circuit in Traralgon South that the applicant can use.

Officer Comment:

The applicant has confirmed in writing that the track will not be used for commercial purposes and is for private use only. The fact that there is already a motor cross circuit in Traralgon South is not considered relevant to the assessment of this application.

It also not considered that the existing street trees will be impacted by the proposal.

7. The application will result in property devaluation.

Officer Comment:

Property values are not a planning consideration relevant to the assessment of the application.

8. Lack of natural landscaping screen or buffer for such an area to be provided along the boundaries of the motor bike track;

Officer Comment:

This will be addressed through a condition on any permit issued.



9. Concerns in relation to privacy to adjoining properties due to the location of mounds along the track.

Officer Comment:

It is not considered that this is overly applicable noting the nearest existing dwelling is in excess of 100 metres from the motorbike works area, the hours of activity associated with those works will be severely restricted and increased screening will be placed as a condition on any permit issued.

10. Animals such as horses on adjoining could get frightened due to the motorbike activity on the site.

Officer Comment:

Please see point one. It is not considered the use of motorbikes in a rural area is necessarily out of context with the rural character. It is considered that the use of the motorbike track will be suitably restricted to provide for an orderly proper planning outcome.

**RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework. Legal advice has been availed of in the assessment of this applicant due to this existing covenant that affects the land. There is not considered to be any risks associated with this report. However, an appeal to the Victorian Civil and Administrative Tribunal (VCAT) can be resourced within the Planning team.

**FINANCIAL RESOURCES IMPLICATIONS**

Additional resources or financial cost will only be incurred should the planning permit application require determination at VCAT.

**OPTIONS**

Council has the following options in regard to this application:

1. Issue a Notice of Decision to Grant a Planning Permit; or
2. Refuse to Grant a Planning Permit.

Council's decision must be based on planning grounds, having regard to the provisions of the Latrobe Planning Scheme.

**CONCLUSION**

The proposal is considered to be:

- Consistent with the strategic direction of the State and Local Planning Policy Frameworks;
- Consistent with the 'Purpose' and 'Decision Guidelines' of the Rural Living Zone – Schedule 3;
- Consistent with Clause 65 (Decision Guidelines);

**ORDINARY COUNCIL MEETING AGENDA  
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- Consistent with the considerations under Section 60 of the Planning
- It is not considered that it breaches any restriction or covenant on title; and
- The objectors concerns have been considered against the provisions of the Latrobe Planning Scheme. Some concerns can be addressed by planning conditions and some of the concerns are not relevant planning considerations. It has been determined that they do not form sufficient planning grounds on which the application should be refused.

**SUPPORTING DOCUMENTS**

Nil.

**Attachments**

1. Development Plan
2. Site context
3. Objections Received (Published Separately) (Confidential)
4. Location of objector properties (Published Separately) (Confidential)

## **13.3**



### **Planning Permit Application 2015/35 Works associated with an existing dwelling (motorbike track) at 16 Hazelwood Ridge, Hazelwood North**

- |          |                              |            |
|----------|------------------------------|------------|
| <b>1</b> | <b>Development Plan.....</b> | <b>449</b> |
| <b>2</b> | <b>Site context .....</b>    | <b>451</b> |







	<p><b>Note</b> The information shown on this map is derived from a variety of sources including, but not limited to, Vicmap Data, other State and Local Government Agencies data and Latrobe City Data.</p> <p><b>Disclaimer:</b> The State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the state of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information. Latrobe City does not guarantee the accuracy or the currency of the information presented on this map and therefore Latrobe City will not be held liable for any loss or damage arising as a result of using this information. The location of features shown on this map is indicative only. The underground infrastructure location shown is not to be used as a substitute for <b>Dial Before You Dig</b>. The compilation of this map is subject to copyright laws and regulations, no part of this map can be reproduced without prior written consent of Latrobe City Council.</p>	16 Hazelwood Ridge, Hazelwood North		27/07/2015	
				Scale 1:3830	

**13.4 SUBMISSION TO INQUIRY INTO UNCONVENTIONAL GAS IN  
VICTORIA**

**General Manager**

**Planning & Economic  
Sustainability**

**For Decision**

**PURPOSE**

The purpose of this report is to present for Council's endorsement, a submission provided under the Mayor's signature to the *Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria*.

**EXECUTIVE SUMMARY**

In June 2015, the Parliament of Victoria announced an Inquiry into Unconventional Gas in Victoria *"to inquire into and consider matters relating to the exploration, extraction, production and rehabilitation for onshore unconventional gas..."* (extract from Inquiry Terms of Reference).

Utilising Council formal resolutions relating to the subject of onshore gas exploration, a submission was prepared and submitted under the Mayor's signature within the time allocated for receipt of submissions which closed on 10 July 2015. This Report provides Council with a copy of the submission for endorsement.

The key recommendations provided under the submission are:

1. That a comprehensive local community engagement and consultation process be a requirement of any future unconventional gas exploration proposal;
2. That a comprehensive education program to key stakeholders, and possibly the public at large be initiated, regarding the differences between unconventional and conventional natural gas extraction including the relevant risks associated with each; and
3. That, in addition to potential environment impacts, the likely economic impacts to the community be fully taken into account in any decision relating to future onshore gas exploration within Victoria.

**RECOMMENDATION**

**That Council endorse the submission provided under the Mayor's signature to the *Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria*.**

**DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

### **STRATEGIC FRAMEWORK**

This report is consistent with *Latrobe 2026: The Community Vision for Latrobe Valley* and the *Latrobe City Council Plan 2013-2017*.

#### *Latrobe 2026: The Community Vision for Latrobe Valley*

##### *Strategic Objectives - Economy*

*In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.*

##### *Strategic Objectives – Advocacy and Partnerships*

*In 2026, Latrobe Valley is supported by diversity of government, agency, industry and community leaders, committed to working together to advocate for and deliver sustainable outcomes.*

#### *Latrobe City Council Plan 2013 - 2017*

##### *Theme and Objectives*

*Theme 1: Job creation and economic sustainability*

*Theme 4: Advocacy for and consultation with our community*

##### *Strategic Direction – Job Creation and Economic Sustainability*

*Actively pursue long term job security and the creation of new employment opportunities in Latrobe City.*

### **BACKGROUND**

Council has addressed the issue of on-shore gas exploration, including unconventional gas, over a number of years with key outcomes identified below.

At its Ordinary Council meeting held on 7 May 2012 Council resolved:

1. *That Council writes to Bass Coast Shire Council providing support to the MAV State Council Motion:*

*‘That the Municipal Association of Victoria:*

1. *Consult with member Councils to establish the experience of Councils in dealing with coal seam gas exploration across Victoria.*
2. *Consult with the Department of Primary Industry (DPI) to establish the extent of coal seam gas exploration and mining currently approved in Victoria.*
3. *Request the DPI to establish a Coal Seam Gas Working Party with the MAV to investigate the impacts of coal seam gas exploration and mining on existing land use patterns and economic activity, the environment and groundwater quality across the State.*



**ORDINARY COUNCIL MEETING AGENDA  
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4. *Request the state government to establish a parliamentary committee on coal seam gas to investigate whether the existing regulatory regime is adequate to control unconventional gas extraction.*
5. *Develop a communications and engagement plan to inform Councils and other key stakeholders of the issues and strategies being developed to manage this issue.'*

On 2 August, 2012 a petition requested Latrobe City Council enter into discussions with South Gippsland Shire Council regarding exploration licences in Boolarra and Mirboo North. This petition contained 75 signatures and provides the following context:

*The Petition of certain citizens of the township and surrounding areas of Boolarra draws your attention to the issue of coal mining 'Exploration Licences'.*

*Mantle Mining Corporation LTD already holds three 'Exploration Licences' within or near to Latrobe City's Firmin and Gunyab Wards, these are EL5336, EL5337 and EL5338.*

*They are now seeking a further two 'Exploration Licences', EL5428 (Mirboo North, Boolarra South) and EL5429 (Callignee).*

*We are uneasy about these licences being granted by the Victorian State Government on the grounds that we have concerns about the social, environmental and economic future of our town and surrounding areas if large scale mining operations were to commence here.*

*We seek your guidance and support on this issue and ask that you bring our concerns to the attention of Latrobe City Council.*

*We also request that Latrobe City Council enter into discussions with South Gippsland Shire Council in order to gain further perspective on this issue, and also because some of the outskirts of Boolarra fall within the South Gippsland Shire.*

*Thank-you for considering our concerns and requests,*

This petition was included in the agenda of the Ordinary Council meeting held on 20 August 2012 and Council resolved:

1. *That Council agrees to lay the petition requesting Latrobe City Council enter discussions with South Gippsland Shire Council regarding exploration licences in Boolarra and Mirboo North, on the table until the Ordinary Council Meeting to be held on 17 September 2012.*
2. *That the head petitioner be advised of Council's decision in relation to the petition requesting Latrobe City Council enter discussions with*



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*South Gippsland Shire Council regarding exploration licences in Boolarra and Mirboo North.*

A further report was presented at the Ordinary Council meeting held on 17 September 2012 and Council resolved:

1. *That Council notes this report and that no further action or discussion take place in relation to this petition until Council has received expert advice on coal seam gas.*
2. *That a further report on coal seam gas be presented to an Ordinary Council meeting in November 2012.*
3. *That the head petitioners be advised of Council's decision to seek and consider independent expert advice in relation coal seam gas.*

On 5 September 2012, Council received a petition from the Callignee community which contained 62 signatures and provided the following context-

*We the undersigned want Latrobe City Council to approach the State Government to ask for an exemption to CSG and Coal Exploration at Callignee.*

This petition was presented at the Ordinary Council meeting held on 17 September 2012 and Council resolved:

1. *That Council not lay the petition on the table requesting Latrobe City Council to approach the State Government to ask for an exemption to coal seam gas and coal exploration at Callignee and deal with it at this Ordinary Council Meeting.*
2. *That Council note a further report will be presented to Council in relation to coal seam gas and coal exploration in November 2012.*
3. *That the head petitioner be advised of Council's decision in relation to the petition requesting Latrobe City Council to approach the State Government to ask for an exemption to coal seam gas and coal exploration at Callignee.*

On 19 November, 2012, Council resolved the following:

1. *That Council accepts the expert independent advice on coal seam gas.*
2. *That the Mayor writes to the Victorian Minister for Energy and Resources to advocate for increased community engagement and consultation on coal seam gas extraction by the Victorian Government with our community.*
3. *That the Mayor writes to the head petitioners of the Boolarra petition and the Callignee petition to advise them of Council's decision.*

In May 2014, Australian Paper requested the assistance of Council to advocate for conventional gas exploration and extraction and the establishment of additional plantations to service the Maryvale Mill.

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

On the 10 June 2014 Council resolved the following:

1. *That Council provide advocacy assistance in relation to conventional gas supply in the interest of local industry, including industry such as Australian Paper and the broader community.*
2. *Provide advocacy assistance to Australian Paper's request of new plantations to service the Maryvale Mill, including:*
  - A. *Opportunities for funding assistance for private project development; and*
  - B. *Opportunities for State Government to develop projects to support wood supply in Victoria.*
3. *That a further report be presented to Council upon completion of the discussion paper.*

### **KEY POINTS/ISSUES**

Based on the Council resolutions identified above, a submission was made to the Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria with the following recommendations being made:

That a comprehensive local community engagement and consultation process be a requirement of any future unconventional gas exploration proposal;

That a comprehensive education program to key stakeholders, and possibly the public at large be initiated, regarding the differences between unconventional and conventional natural gas extraction including the relevant risks associated with each; and

That, in addition to potential environment impacts, the likely economic impacts to the community be fully taken into account in any decision relating to future onshore gas exploration within Victoria.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

There are no financial or resources implications identified as an outcome of this report.

### **INTERNAL/EXTERNAL CONSULTATION**

No additional community consultation has occurred in relation to the development of this report.

### **OPTIONS**

1. *That Council endorse the submission provided to the Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria.*

**ORDINARY COUNCIL MEETING AGENDA  
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2. The Council modify and resubmit the submission provided to the *Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria*.
3. That Council retract the submission provided to the *Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria*.

**CONCLUSION**

A submission under the Mayor's signature has been provided to the Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria and is presented for Council endorsement.

**Attachments**

1. Submission to the Victorian Parliamentary Committee Inquiry into Unconventional Gas in Victoria
2. Attachment to the Submission

## **13.4**

### **Submission to Inquiry into Unconventional Gas in Victoria**

- 1 Submission to the Victorian Parliamentary Committee  
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- 2 Attachment to the Submission ..... 465**





Our Ref: 1338814  
DH:GH

5 July 2015

Mr Keir Delaney  
Secretary, Environment & Planning Committee  
Parliament House  
Spring Street, Melbourne VIC 3002

Via: [epc@parliament.vic.gov.au](mailto:epc@parliament.vic.gov.au)

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Dear Mr Delaney

#### **INQUIRY INTO UNCONVENTIONAL GAS IN VICTORIA- SUBMISSION**

Thank you for this opportunity to provide input into the *Inquiry into Unconventional Gas in Victoria*.

With an estimated Gross Regional Product of \$4,929 million Latrobe City is one of Victoria's key regional centres. The City has underpinned Victoria's prosperity for 100 years providing an inexpensive and reliable electricity supply for the State.

Latrobe City is home to Victoria's power industry, Australia's only fine paper and packaging complex, major food processing, manufacturing and a broad range of high order facilities serving greater Gippsland. As a consequence, in addition to being a major energy producer, Latrobe City industry is a significant energy consumer and the economy is underpinned by an existing competitively priced and dependable supply of natural gas.

In recognition of this reliance and to address community concerns raised regarding the granting of new exploration licences within the City, Council commissioned a Briefing Paper on Coal Seam Gas (CSG) in October 2012 which is provided as Attachment 1. The document (page13) concludes that:

*The viability of CSG extraction in the Latrobe Valley is uncertain. A number of exploration licenses have been issued in the region, but the productivity of potential CSG wells is yet to be established.*

*There are potential issues and environmental risks associated with some CSG extraction techniques. However, the severity of these issues depends on the extraction and downstream processes used, on local site specific characteristics, particularly the hydrology and geology, and on the regulatory controls that are in place. For example, if hydraulic fracturing is not used, then water consumption and groundwater contamination risks are potentially lessened.*

*The Victorian ban on toxic chemicals, used in the hydraulic fracturing processes overseas, also provides a level of protection against groundwater contamination.*

*There are potential benefits for Latrobe City and Victoria as a whole that could arise from CSG developments including economic development, energy security and the opportunity for affordable clean energy production. Again, the extent of these benefits will depend on the characteristics of the individual CSG production scheme.*

On 19 November 2012, Council resolved to accept this independent advice and write to the (then) Minister for Energy and Resources to “advocate for increased community engagement and consultation on coal seam gas extraction by the Victorian Government with our community.”

The opportunity to contribute to this Inquiry is therefore welcomed and increased local community engagement and consultation regarding potential unconventional gas exploration activity is offered to the Inquiry as Recommendation One.

Since 2012, there has been an inadequate investment and commitment to a broad-based, collaborative, community engagement and education program on unconventional gas.

Council particularly notes that considerable work needs to be undertaken to enrol, engage and support the community to expand and enrich its understanding of unconventional gas including the risks, opportunities and access points for community participation and input.

In order for the community to feel that they can move to a space of informed comfort, it is recommended that the Government consider an approach of co-creation. We recommend empowering the community to create regulatory instruments, agreements, establish benchmarks, requirements, tolerances and thresholds with Government and any project proponents.

Co-creation and generous listening will enable the community to feel empowered and instrumental in any future paradigm where an unconventional gas industry is considered.

By way of assistance, we highly recommend de-coupling dialogue around unconventional gas extraction in Gippsland to statements around gas price increases for all Victorians. Such conversations are emotive and can be seen to be intended to elicit a ‘for the greater good’ response, however in the Latrobe Valley, residents already coexist with a range of industry and resource sector partners and potentially may feel that they have already endured a sacrifice for the greater good. We are unable to support a narrative which has the potential to make community members feel selfish for wanting to protect their natural environment and the health and wellbeing of their families.



The Latrobe Valley community, has first-hand experience in the impact that a heavy industry emergency can have on its broader community.

The recent Hazelwood Mine Fire and the subsequent Inquiry have highlighted the health effects of the Hazelwood Mine Fire on our community:

*"The Board recognises that the local community suffered extensive short-term adverse health impacts. The Board agrees with Professor Campbell that the probably cause of these adverse health impacts was the smoke and ash produced by the Hazelwood mine fire. The long-term health effects of exposure to the smoke and ash from the mine fire are unknown and are a great concern to the community." (Hazelwood Mine Fire Inquiry Report 2014)*

The Latrobe Valley community has been noted as experiencing escalated psychosocial and social effects as a result of the Mine Fire.

*"Professor Campbell advised the Board that the whole community, especially young children, are at risk of psychosocial impacts as a result of the emergency, including increased risk of family violence, drug or alcohol abuse, depression and anxiety, post-traumatic stress disorders and phobias." (Hazelwood Mine Fire Inquiry Report 2014)*

We acknowledge that the experiences of our community may make engagement and enrolment in an unconventional gas future challenging, however, we are of the fervent believe that it is the responsibility of Government and the unconventional gas industry to make a commitment to such an investment.

With over 1000 local employees, the Australian Paper Maryvale Mill is the largest private sector employer in Latrobe City and is recognised as a critically important contributor to the local, Victorian and Australian economies.

An independent Economic Impact Study commissioned by the company in 2011 advised that:

*"When flow on effects are taken into account, the aggregated operations of Australian Paper contributed \$701 million in gross domestic product, \$430 million in household income and supported 5,443 FTE jobs in 2011. This equates to 0.05 per cent of gross domestic product and 0.06 per cent of FTE jobs in Australia."*

Page 4, Economic Impact Report, Australian Paper, Western Research Institute, 2011

The company is the nation's only producer of fine office paper and has recently commissioned a \$90 million de-inking facility at its Maryvale Mill with the potential to divert up to 80,000 tonnes of waste paper from Australian landfill each year. Australian Paper is now producing a 100% recycled product against exclusively imported competition.

However, not only is Australian Paper Victoria's largest producer of renewable energy, it is also the State's largest individual consumer of natural gas.

In May 2014, Australian Paper requested the assistance of Latrobe City Council to advocate for conventional gas exploration and extraction. Key points taken directly from this correspondence include:

- *"The impending increase in Victorian gas prices, due to the imminent sale to export of gas via the liquefaction plants in Queensland, could have major consequences on Australian Paper's activities, as soon as 2016 if not positively addressed.*
- *Consequently, Australian Paper has been negotiating access to a more viable source of gas through new land-based gas field development in Victoria, leveraging the scale of the Maryvale Mill's gas usage, and uniform demand to provide a good base load for a new gas field operator.*
- *The State Government's consultation-period moratorium on all land-based gas exploration, and recent refusal to approve a drilling application for a conventional (i.e. not FRACKING) natural gas exploration project, has resulted in a reluctance for any potential developers to proceed. Indeed, one of Australian Paper's potential suppliers has relocated their exploration equipment to Queensland.*
- *In light of this recent development, Australian Paper is still reviewing the implications and the best path ahead.*
- *Certainly, the State needs to provide an immediate education program to the key stakeholders, and possibly the public at large, regarding the scientific differences between Fracking and conventional natural gas extraction. Particularly as this relates to potential environmental impacts, e.g. water. The long-standing science always needs to be supported in making decisions on what investments should or should not proceed".*

While the issue identified by Australian Paper clearly relates to conventional rather than unconventional gas extraction, the current level of community knowledge and concern has resulted in all land based gas exploration being curtailed. The situation outlined by Australian Paper is therefore recognised as highly pertinent to this Inquiry.

In light of the company's request for assistance, Latrobe City Council resolved to *"provide advocacy assistance in relation to conventional gas supply in the interests of local industry ... and the broader community"* at its 10 June 2014 Council Meeting.

The potential of significant price increases resulting from the domestic gas market recently becoming exposed to the international market would seem to be less well understood. As outlined in the Australian Paper submission, impacts from continuing the moratorium on onshore gas exploration have the potential to be significant.



As a consequence, Latrobe City Council proposes to the Inquiry as Recommendation Three, that potential community economic impacts be fully taken into account in any decision relating to future onshore gas exploration within Victoria.

To conclude I summarise Latrobe City Council's recommendations to the *Inquiry into Unconventional Gas in Victoria* as follows.

**Recommendation One-** That a comprehensive local community engagement and consultation process be a requirement of any future unconventional gas exploration proposal.

**Recommendation Two-** That a comprehensive education program to key stakeholders, and possibly the public at large be initiated, regarding the differences between unconventional and conventional natural gas extraction including the relevant risks associated with each.

**Recommendation Three-** That, in addition to potential environment impacts, the likely economic impacts to the community be fully taken into account in any decision relating to future onshore gas exploration within Victoria.

If you require further information please contact Geoff Hill, Manager Economic Development on (03) 5128 5676 or via email [geoff.hill@latrobe.vic.gov.au](mailto:geoff.hill@latrobe.vic.gov.au).

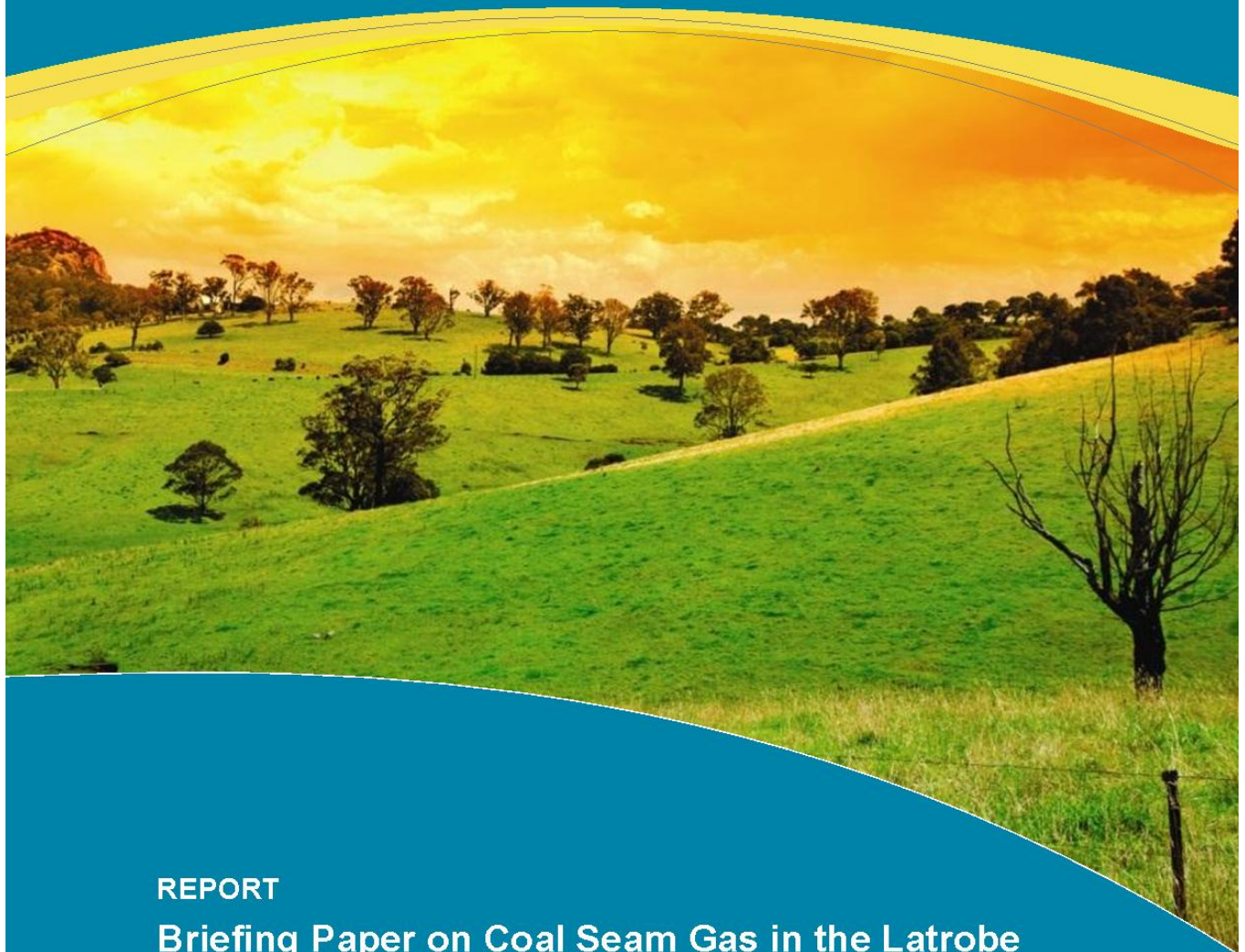
Yours sincerely

A handwritten signature in blue ink, consisting of a circular scribble followed by a horizontal line extending to the right.

CR DALE HARRIMAN  
**Mayor**



*BUILDING A BETTER WORLD*



**REPORT**  
**Briefing Paper on Coal Seam Gas in the Latrobe  
Valley**

Prepared for Latrobe City Council  
4th October, 2012.



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**REVISION SCHEDULE**

Rev No	Date	Description	Signature or Typed Name (documentation on file).			
			Prepared by	Checked by	Reviewed by	Approved by
1	20/09/12	Draft	Martin Holliday & Philippa Charlton	Lisa Freeland	Dragan Hranisavljevic	PK Tan
2	04/10/12	Final	Philippa Charlton	Martin Holliday	Martin Holliday & Peter Crane	PK Tan



Briefing Paper on Coal Seam Gas in the Latrobe Valley

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## Latrobe City Council

### Briefing Paper on Coal Seam Gas in the Latrobe Valley

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Appendix A – Coal Seam Gas Exploration Licenses in Latrobe City

Appendix B – Other Coal Seam Gas Exploration Licenses in Vicinity of Latrobe City



# 1 Introduction

In recent times, a number of coal seam gas (CSG) exploration licenses have been issued in the Latrobe Valley. Latrobe City Council has commissioned this briefing paper to inform itself on the potential viability of CSG extraction from brown coal reserves located within Latrobe City and the region and on the potential issues and benefits associated with CSG extraction.

This paper is intended to provide a factual summary of the CSG process, based on publicly available information, and is not intended to present a case either in support or against development of the CSG industry in the municipality.

The paper includes:

- a brief, 'plain English' explanation of the CSG extraction process
- a summary of potential social, economic and environmental benefits and issues associated with CSG projects; and
- a commentary on the potential technical and economic viability of CSG in the Latrobe Valley.

## 1.1 Coal Seam Gas

Coal seam gas (CSG) is methane (CH<sub>4</sub>) gas (often mixed with carbon dioxide, nitrogen and hydrocarbons) that exists in underground coal deposits. It is typically found in a semi-liquid state within the pores and fractures in the coal deposits. CSG is also known as coal seam methane, coal bed gas and coal bed methane. CSG has historically been seen as a waste gas produced during coal mining, particularly underground black coal mining, but is now being seen as a potential energy source. CSG has similar characteristics to natural gas and can be distributed to industrial and domestic customers through the natural gas pipeline network or, where facilities exist, exported as liquefied natural gas (LNG). (Australian Government Department of Climate Change and Energy Efficiency, 2012)

There are two main mechanisms through which CSG can be formed:

- Biogenically derived gas occurs in younger coals and is the result of bacterial conversion of coal into carbon dioxide (CO<sub>2</sub>) or acetate, which is then transformed by organisms known as archaea (single celled organisms) into methane (CH<sub>4</sub>)
- Thermogenic gas is formed as part of the coalification process (the process by which vegetable matter is converted to coal) and is purely a chemical process that releases methane into the coal seam and surrounding rock. (Moore, 2012)

The amount of methane in a coal seam generally increases with the age of the coal and the depth of the seam. Peat and the softest coals (e.g. lignites) are associated with high porosity, high water content, and biogenic methane. Higher temperature and pressure at increased depth accelerate the coalification process and the higher-rank coals<sup>1</sup>, and associated thermogenic CSG, tend to be found at these greater depths. These higher rank coals have lower permeability and the CSG tends to be more tightly bound to the coal and surrounding rock. As a consequence, deeper underground mining will typically produce higher levels of coal seam gas methane than shallow underground mining. According to the World Coal Association, underground mines account for the overwhelming majority (up to 90%) of all measured methane emissions from the coal mining sector. (World Coal Association), indicating the general relationship between coal depth and gas content.

<sup>1</sup> Higher rank coals are typically harder, have low porosity, have a higher calorific (energy) value and less water than lower ranked, softer coals. The highest ranked coals are known as 'Anthracite' coals, medium ranked coals are 'bituminous' and low rank coals are sub-bituminous, peat or lignite.

**Table 1: World Coal Association - Methane content by depth**

Depth Interval (metres)	Mean methane content (cubic metres per tonne of coal)
100	0.02
500	0.99
1000	3.73
1500	4.89
2000	7.09

Source: World Coal Association from IEA CCC 2005

Commercial production of CSG commenced in Australia in the Queensland Bowen coalfields in 1996. The Australian Department of Climate Change and Energy Efficiency (DCCEE) reports that in 2009-10 CSG accounted for approximately 10% of gas production in Australia and CSG production is continuing to grow. In Queensland, CSG provides approximately 90% of the domestic gas supply and a number of projects to convert CSG to LNG for export are underway. (Australian Government Department of Climate Change and Energy Efficiency, 2012)

## 1.2 Latrobe Valley Coal Reserves

The Gippsland Basin geological area is an area of approximately 40,000 km<sup>2</sup>. Approximately 80% of this area is offshore, where much of Victoria's oil and gas reserves are found, while the remaining 20% is within the Gippsland Region of Victoria. Within this region of the Gippsland Basin, in an 800 km<sup>2</sup> area known as the Latrobe Valley Depression, extensive deposits of brown coal are found. (Gloe, C. S, 1984).

The brown coal in the Latrobe Valley is found near the surface in multiple seams, each up to 100 metres thick, often giving virtually continuous brown coal thickness of up to 230 metres. Seams are typically located under only 10-20 metres of overburden. (Victorian Government Department of Primary Industries (7), 2010).

As the deposits of Latrobe Valley brown coal are located in shallow deposits, open cut mining methods can be used to extract the coal. The coal is predominantly used in electricity generation, and provides 90% of Victoria's electricity requirements.

Ground water may be found in the sands above, and in aquifers below and between the coal seams and in surrounding rock. In some cases the coal seams act as aquitards (low-permeability zones that separate one aquifer from another). In the open cut coal mining process, groundwater may be extracted to depressurise the aquifer prior to mining so that the mine remains stable at depth.

## 2 Australian Policy on CSG

### 2.1 Federal Policy and Regulation

Mining licensing and regulation in Australia is governed under state or territory legislation and the Australian Government will normally only become involved in a CSG project if the project has potential to impact on matters protected under national environmental law; specifically, the *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act.) or the *Water Act 2007*. The EPBC Act is the legal framework designed to protect nationally and internationally important environmental and cultural values including nationally threatened and migratory species, wetlands of international importance (Ramsar wetlands) and national or world heritage places.

Projects that have potential to impact on matters of national environmental significance, identified under the EPBC Act, must undergo a thorough environmental assessment and public consultation process. The Australian Department of Sustainability, Environment, Water, Population and Communities (DSEWPC) oversees the EPBC Act referral process and the Minister or Minister's delegate decides whether a project requires assessment under the EPBC Act and makes the final decision as to whether the project should





proceed. (Australian Government Department of Sustainability, Environment, Water, Population and Communities, 2012)

A CSG or mining project may also fall under the Commonwealth *Water Act 2007*. Under this act, an independent, expert study is required prior to a license being granted for 'subsidence mining operations on floodplains which have an underlying groundwater system that is part of the Murray Darling Basin inflows.' (Australian Government Department of Sustainability, Environment, Water, Population and Communities, 2012)

### 2.1.1 Future national framework for CSG project assessment

The Council of Australian Governments (COAG) has established the Standing Council on Energy and Resources (SCER), made up of energy and resources Ministers from the states, territories and New Zealand. The SCER is responsible for "pursuing priority issues of national significance in the energy and resources sectors."

The SCER has agreed to develop and implement a harmonised regulatory framework for CSG to ensure that developments are undertaken in a responsible and sustainable manner and to address key areas of community concern based on four key themes:

- water management and monitoring (including hydraulic fracturing and chemical use; and well integrity and aquifer protection);
- multiple land use framework;
- best practice standards; and
- co-existence.

The work program has been publicly released and is available on the SCER website. The draft framework was due to be released in June 2012 with evaluation and consultation with stakeholders due to be completed in September 2012. The framework is to be finalised in December 2012. (Standing Council on Energy Resources (SCER), 2011)

Advice from SCER secretariat on the status of the framework is as follows: "*Ministers remain committed to this work and officials are progressing the Framework out-of-session, as outlined in the communiqué of the recent meeting of the Council in June 2012.... Any new details on the Framework will be made available on the SCER website at <http://www.scer.gov.au/workstreams/land-access/coal-seam-gas/>."* (SCER Secretariat, 2012)

### 2.1.2 Interim Independent Expert Scientific Committee on Coal Seam Gas and Coal Mining (The Committee)

The Minister responsible for the Department of Sustainability, Environment, Water, Population and Communities the Hon Tony Burke MP, has appointed an Interim Independent Expert Scientific Committee (IIESC) on Coal Seam Gas and Coal Mining. The objective of the committee's work is to build confidence for communities where coal seam gas and coal mining projects are being undertaken, by providing independent scientific expert advice to governments on the impacts of proposed projects.

The role of the committee is to (IIESC, 2012):

- Provide advice to Government on CSG and coal mining projects: The IIESC will provide advice to Governments on proposed CSG or large coal mining developments with potential to have significant impact on water resources.
- Oversee bio-regional assessments where CSG and coal mining developments are underway or planned: The bioregional assessments will investigate the ecology, hydrology and geology of an area for the purpose of assessing the potential risks to water resources in the area as a result of the direct and indirect impacts of coal seam gas development or large coal mining development. The initial regions being studied are all located in NSW and Queensland and it is expected that additional regions will be announced following further advice from the interim committee.
- Oversee research on potential water related impacts of CSG and/or large coal mining developments: The research aims to build knowledge on the potential impacts of CSG and coal mining developments on water resources where the science is uncertain. The committee has identified six focus areas:
  - a risk assessment framework, to enable the bioregional assessments;





- o knowledge projects and foundational science to better understand the impacts;
- o capacity building - both infrastructure and people - to better enable the research to be done;
- o data strategy and infrastructure (data availability and accessibility) to coordinate the information being accumulated;
- o collaboration between major research agencies and institutions by fostering capacity and capability to ensure effective outcomes and processes; and
- o basin scale modelling, which would provide data to support the understanding of risks and foundational research, including engaging with industry and state governments to enable currently collected data to be used effectively.

The Victorian Government is a signatory to the *National Partnership Agreement on Coal Seam Gas and Large Coal Mining Development*, and can therefore access IIESC scientific advice, risk frameworks and research on proposed CSG or large coal mining developments.

## 2.2 Victorian Policy and Regulation

The Victorian Government, through the Department of Primary Industries (DPI), has indicated that it does not want new sources of gas "at any price" and that it intends to ensure that the development of Victoria's resources is carried out in a sustainable manner. The Government has also stated that Victoria's gas demand is expected to double by 2030 and "*it makes sense to explore all possible new sources of gas in Victoria including unconventional sources like coal seam gas to keep gas prices affordable for Victorians and to ensure gas dependent industries stay in this State.*" There are no current or planned CSG facilities in Victoria, although a number of companies have obtained CSG exploration licenses. (Victorian Government Department of Primary Industries (4), 2012)

In Victoria, minerals and resources such as CSG, including those located under private land, are the property of the Crown. The Victorian Government, through DPI, regulates exploration, mining and development of resources under the *Mineral Resources (Sustainable Development) Act 1990 (MRSD Act)*. Under this act, the DPI can issue licences for exploration, mining and development of mineral resources industries seeking to develop the resources. Under the MRSD Act, the industry is obligated to consult with the community, manage environmental impacts, consider public safety and land use concerns and negotiate and/or compensate landowners. (Victorian Government Department of Primary Industries (3), 2012)

Under the MRSD Act, DPI can issue the following licenses to CSG proponents:

- **Exploration Licence:** An exploration licence is valid for up to five years and allows the licensee to explore for minerals in an area of up to 500 square kilometres. The proponent is also required to seek additional approvals and agreements to register a compensation agreement with landholders and to obtain additional approval for work from DPI and, in cases, the Victorian Environment Protection Authority (Vic EPA). The proponent must enter into a rehabilitation bond with DPI and must also hold public liability insurance. An exploration licence does not allow commercial extraction or production of gas. If the proponent wishes to extract commercial quantities of gas, a mining licence is required.
- **Mining Licence:** A mining licence can be valid for up to 20 years, but normally the licence is granted for a shorter period of time. A mining licence transfers the ownership of minerals from the Crown to the holder of the licence and is a prerequisite to seek the approvals to mine under the MRSD Act. Approvals required to progress a CSG project under a mining licence include obtaining an approval for work from DPI, obtaining Vic EPA approval under the *Environment Protection Act 1970*, undertaking community consultation, entering into a rehabilitation bond agreement with DPI, obtaining public liability insurance, registering a compensation agreement with landholders and undertaking an Environment Effects Statement process.

While an Exploration License may be granted and resources found within the lease, there is no guarantee from the Government's issue of an Exploration Lease that a Mining Lease will be granted on the basis of the positive identification of a valuable resource.



## 2.2.1 Moratorium on Coal Seam Gas in Victoria

In the lead up to the finalisation of the national harmonised regulatory framework for coal seam gas described in Section 2.1.1, the Victorian Government announced reforms designed to provide greater certainty for communities and industries including:

- a hold on approvals to undertake hydraulic fracturing ('fracking') and a hold on the issuing of new exploration licenses for CSG until the national framework has been considered by the Victorian Government; and
- a ban on the use of BTEX chemicals (benzene, toluene, ethylbenzene and xylene) in hydraulic fracturing in Victoria.

The Victorian Government also plans to strengthen resource policy and legislation to ensure better consideration of mixed land use issues during the application process for coal seam gas exploration activity, including using impact statements at the exploration stage for all minerals, including CSG, where there will be a significant material impact on the environment. The power to do this exists under section 41A of the *Mineral Resources (Sustainable Development) Act 1990* (Minister of Energy and Resources, 2012).

## 2.3 Local Government

Mining licensing and regulation in Australia is governed under state legislation as noted above. Local Government is likely to be a party to CSG project development as a key stakeholder in the Environmental Effects Statement process and as the agencies responsible for granting planning permit applications.

Local Government can also play a role advocating for its community and influencing the policy position of other levels of Government. As there is currently no current or approved coal seam gas production in Victoria and the viability of CSG extraction in Victoria is uncertain, CSG has not been a concern for Victorian communities, and hence their local governments, until recently. However, some Victorian, New South Wales and Queensland Councils have developed positions or resolutions on CSG development (e.g. City of Sydney, Muswellbrook Shire Council, Scenic Rim Regional Council, Moreland, South Gippsland, City of Yarra, Port Phillip Council, Bass Coast Council and Colac Otway).

# 3 Coal Seam Gas Technologies/Processes

## 3.1 CSG project lifecycle

CSG projects, like most resource exploration and definition projects, typically go through five stages (Moore, 2012):

- desktop study to identify the prospect for CSG;
- exploration drilling and sampling;
- establishment of pilot wells;
- development drilling ahead of full commercialisation; and
- full production with further drilling to maintain gas deliverability.

The decision as to whether to proceed from one stage to the next will depend on the scientific appraisal of the likely viability of commercial scale extraction based on the information collected at each stage. Commercial viability will normally depend on a number of factors including:

- gas price;
- capital and operating costs;
- coal seam gas flow rate from the well;
- total well reserve; and
- social and environmental considerations and management requirements.



## 3.2 CSG Extraction Techniques

### 3.2.1 Well drilling

Commercial extraction of CSG requires drilling and construction of a number of extraction wells spaced some distance (approximately 500m - 1500m) apart. The overall footprint of a CSG facility will depend on the number of wells and technologies and construction techniques used. Undergrounding of pipework and associated infrastructure and/or low density multi-lateral drilling, which targets a number of coal seams through one well head, can reduce the footprint and allow for multiple land uses to co-exist.

During establishment of the wells, steel pipe casings are installed in the wells and the area around the pipes is filled with concrete to reduce the chance of gas leaking into surrounding aquifers. Water is drawn from the coal seam and this reduces the pressure in the seam, releasing the methane that is adsorbed on the surface of the coal and surrounding rock so that it can flow from the well. (Figure 1) The production well may operate for 2-10 years. At the end of the life of the CSG extraction facility, the wells would be backfilled with concrete and, as required by Victorian law, the site surface would be rehabilitated. (Victorian Government Department of Primary Industries (6), 2012)

CSG production may also use horizontal wells which are drilled vertically into the coal seam and are then extended near horizontally into the reserve.

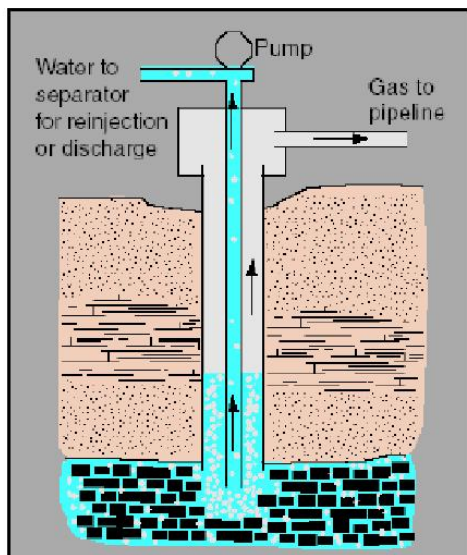


Figure 1: Coal Seam Gas Extraction (Source: DPI)

### 3.2.2 Fracing/Fracking

Hydraulic fracturing (fracing or fracking) is a process where a fluid (normally water, chemical additives and sand or ceramic beads) is pumped into the well under pressure to create fractures or cracks in the coal deposit. These cracks allow the gas to escape from the coal deposit and migrate to the well more readily and at a higher rate. The sand or ceramic beads are a “propping” agent, helping to hold the cracks open once formed. Chemical additives are used to help to suspend the proppant in the fluid, prevent the growth and build-up of bacteria and free the methane from the coal and rock.

Hydraulic fracturing is not always required for CSG production as explained by DCCEE (Australian Government Department of Climate Change and Energy Efficiency, 2012):

*“In Australia, hydraulic fracturing is not as widespread as in the US in deposits exploited so far. This is because the coal deposits that contain CSG, which are relatively common in Australia, typically have a high permeability. This means that gas can migrate to wells more easily, even without fracturing, as well as allowing the use of “in seam directional drilling” techniques, which enhance the flow of gas but are only possible in reasonably permeable*





*seams. By contrast, shale deposits, which are a common source of gas in the US, are generally much less permeable, and therefore require hydraulic fracturing to create economic gas flows.*

*In Queensland, hydraulic fracturing is estimated to have been used in around 8% of CSG wells drilled to date. However, this proportion is expected to rise to 10% to 40% as the industry and production increase.”*

The chemical additives used in hydraulic fracturing overseas include potentially toxic chemicals such as benzene, toluene, ethylbenzene and xylene. The use of these chemicals has been banned in Queensland and New South Wales, where CSG production is underway and, as detailed in Section 2.2.1 the Victorian Government has also introduced a ban on the use of these chemicals in any future Victorian CSG projects. Chemicals typically used in place in Australian CSG fracturing operations include sodium hypochlorite and hydrochloric acid, cellulose, acetic acid and small amounts of disinfectants. (Australian Petroleum Production and Exploration Association, 2012)

Due to the physical nature and shallow depth of formation of lignite coal, fracturing is less likely to be required in the extraction of CSG from brown (lignite) coal,

### 3.2.3 Gas processing

Where a CSG production well meets the surface, the extraction companies will install a well pump for extracting water. In addition to the pump they will also install a system to separate the extracted water from the gas and a flow metering facility.

Once separated, the water and gas are typically piped, respectively, to a water treatment facility and a centralised gas compression facility. In some instances compressors may be used to move gas from the production well to the centralised compression facility.

### 3.2.4 Produced water treatment and waste management

In most instances of coal seam gas extraction in Australia, methane cannot usually be produced without a significant amount of water needing to be extracted. There are some exceptions to this, particularly in southern NSW, including the CSG fields near Camden south of Sydney, where AGL extracts CSG for domestic consumption in the NSW gas network. During CSG extraction the volumes of water (known as produced water or associated water) start off initially very high whilst very low rates of gas are extracted in the beginning of the well development. As the underground reservoir is de-watered over time and simultaneously de-pressurised, gas extraction rates begin to reach their maximum months or even years after de-watering of the well commenced.

The impacts of this water removal are two-fold with consideration needing to be given to both the potential depletion of ground water as well as impacts associated with the treatment and disposal of the extracted water. Volumes of water produced during CSG extraction can vary greatly but are dependent, to some extent upon the operation of the well and the size of the pump utilised for dewatering, but primarily the hydrological nature of the coal beds themselves.

The CSG extraction produced water typically contains sodium chloride, calcium carbonate and bicarbonates. Small traces of hydrocarbons, exuded from the coal, and other minerals can also be found.

The relative concentrations of these constituents will vary dependent on a number of factors including the nature of the coal chemistry, the coal seam depth, extractive process and aquifer recharge rates. The overall quality of this water will often require some element of treatment before the water can be reused beneficially.

The management and treatment of CSG produced water prior to discharge/reuse may be carried out utilising a variety of techniques including:

- **Evaporation:** The produced water is stored in an evaporation pond and is contained or evaporates over time. Construction of evaporative ponds typically uses large areas of land. This option of disposal is no longer permitted in NSW or QLD as the water is deemed wasted in this manner of treatment.
- **Thermal process:** Thermal processes use heat to separate treated water from salt and other constituents. The process requires significant energy inputs.
- **Reverse Osmosis:** Reverse Osmosis is a process for desalination or removal of salt from the associated water. The process is often used to treat brackish water/seawater to produce drinking water. In CSG production, water treatment using reverse osmosis produces desalinated water that can be beneficially reused, plus a concentrated brine stream that needs to be properly





treated and disposed of to avoid contamination of soil and ground water sources.. Options for management of the brine include chemical processing to produce salt, underground injection, disposal to ocean or disposal to a land waste disposal facility.

## 4 Issues and Benefits

There are both potential issues and benefits associated with CSG extraction. The significance of these issues and benefits will depend on the siting of the CSG facility, geology, environmental management/regulatory controls, underground water resources, the socio-economic situation and the processes used for extraction of CSG and treatment of wastewater

### 4.1 Potential Issues

Potential issues associated with the CSG extraction process will depend on the extraction and downstream processes used and on local site specific characteristics, particularly the local geology and groundwater depth and conditions. A detailed study of local conditions, geology and groundwater in the vicinity of CSG developments would be needed to fully understand issues associated with CSG development. However, some potential issues identified in literature of CSG processes and the measures typically used to manage these measures are described in Table 2 below.

**Table 2: Potential issues with CSG production**

ISSUES	CONSIDERATIONS AND MANAGEMENT
<b>Water Use</b>	<p>If hydraulic fracturing is utilised, it may consume water from local sources. Depending on local water resource availability and use, this may create water use conflicts (e.g. between mining and agricultural activities).</p> <p>If there is a closed loop system, whereby water used in the CSG extraction process is treated and re-used at the site through either irrigation of crops (or other beneficial reuse) or reinjecting back into a target aquifer, then the impact of water use on local water resources may be reduced.</p>
<b>Water Discharge</b>	<p>Water is extracted from CSG wells during dewatering. Additionally, if hydraulic fracturing is used, wastewater is produced in the fracturing process.</p> <p>Volumes of wastewater (known as 'production water' or 'associated water') can be high and, depending on local groundwater conditions, the water may be saline.</p> <p>The water will generally need further treatment before disposing to surface water, reinjection into aquifers, use for agriculture or other beneficial reuse.</p>
<b>Groundwater Depletion</b>	<p>When the CSG well is established and the coal seam is dewatered (prior to CSG extraction), the pressure difference between the coal seam and surrounding aquifers can be changed. This can have a localised effect on natural groundwater levels. (John Williams, 2012) The potential for groundwater depletion will vary from site to site depending on the existing hydrogeology.</p> <p>Potential methods to manage groundwater effects include (Australian Petroleum Production and Exploration Association, 2012):</p> <ul style="list-style-type: none"> <li>• Deepening bore pumps in surrounding land areas</li> </ul>



ISSUES	CONSIDERATIONS AND MANAGEMENT
	<ul style="list-style-type: none"> <li>• Relocating bores into an alternative aquifer</li> <li>• Supplying water from alternative water sources</li> </ul>
<b>Groundwater Pollution</b>	<p>There is potential for contamination of groundwater from some chemical additives used in the hydraulic fracturing process. Note that in Victoria, New South Wales and Queensland the use of toxic additives such as benzene, toluene, ethylbenzene and xylene has been banned.</p> <p>Additionally, groundwater bores can naturally contain methane (New South Wales Government Division of Resources and Energy) There are some reports of elevated levels of methane being found in groundwater wells close to shale gas fracking facilities in the US (Scientific American, 2011). The accuracy of these reports has not been verified through this study.</p>
<b>Aquifer Contamination</b>	<p>Depending on local hydrogeological conditions there may be potential for previously separate aquifers to become cross connected either due to the coal seam dewatering process or due to the hydraulic fracturing process. If one aquifer is contaminated then it could potentially impact on the quality of the cross connected aquifer.</p>
<b>By-product Management</b>	<p>Treatment of saline wastewater using Reverse Osmosis, if required, produces treated water along with a concentrated brine stream. The brine is very saline and unsuitable for many reuse applications. Options for brine management include chemical processing to produce salt, underground injection, disposal to ocean or disposal to a waste disposal/managed landfill facility.</p>
<b>Greenhouse Gas Emissions</b>	<p>While CSG can provide a fuel with significant GHG emissions benefits (see Table 3), greenhouse gases can be emitted during the extraction and distribution of CSG.</p> <p>During production, methane can be released during the drilling and CSG production processes. During distribution, methane can be emitted through leaks in pipelines.</p> <p>Energy required during the drilling and production stages and energy needed to compress and pump the gas to consumers will also lead to greenhouse gas emissions.</p> <p>Assessing the greenhouse gas emissions impact requires consideration of the full greenhouse gas balance, encompassing extraction, production, distribution and consumption of CSG compared to the fuel it is replacing (e.g. brown coal).</p>
<b>Land Use/Agricultural Impacts</b>	<p>Commercial production of CSG extraction requires establishment of a number of wells typically spaced about 500m – 1500m apart. The footprint of the wells and associated road, pipe, cabling, ponds and other infrastructure can create potential for conflicts between CSG development and other land uses e.g. agriculture, public recreational areas. Opportunities to co-locate mixed land-uses will vary depending on the specific site, processes, construction (e.g.</p>



ISSUES	CONSIDERATIONS AND MANAGEMENT
	undergrounding of pipework) and size of a CSG facility.
<b>Traffic Impacts</b>	<p>Development of CSG extraction facilities could involve an increase in local traffic, due to vehicles involved in construction and operational activities.</p> <p>New roads and access tracks may need to be built to construct and service CSG facilities.</p> <p>Traffic impacts are most appropriately managed by considering these as part of site selection and planning processes.</p>
<b>Ecological Impacts</b>	<p>There is potential to affect both surface flora and fauna (including protected species and habitats) both as a result of the physical infrastructure of a CSG facility and the potential for groundwater contamination which may also subsequently affect sub-surface fauna communities.</p> <p>Again, ecological impacts are most appropriately managed as part of site selection and planning.</p>
<b>Noise Impacts</b>	Development of CSG extraction facilities would potentially involve noise impacts due to an increase in the number of vehicles to construct the facilities and operation of the CSG facilities.
<b>Property Prices</b>	The potential exists for property prices to be impacted should neighbouring land be developed for the purposes of CSG extraction. Whether or not, and the extent to which, property prices are effected will depend on the siting and location of the CSG facility.
<b>Hazards</b>	As with the handling of any fuel, extraction and storage of CSG needs to be managed appropriately to minimise spill and fire hazards.

## 4.2 Potential Benefits

Table 3: Potential benefits of CSG extraction

BENEFITS	CONSIDERATIONS
<b>Greenhouse Gas Emissions</b>	<p>Compared to other fossil fuels (e.g. brown coal) the emissions from the combustion of CSG, per megawatt-hour of energy produced, are much lower. CSG may therefore play an important role in assisting Australia's transition to a low carbon economy.</p> <p>As noted in Section 4.1, there are greenhouse gas emissions associated with CSG extraction, production, distribution and use. To understand the relative benefits of CSG compared to other fuels, a full greenhouse gas balance needs to be completed. However, it is likely that the balance will show greenhouse gas emissions reductions arising from the use of</p>



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	<p>CSG in place of more emissions intensive fossil fuels (see Figure below showing average emissions intensity by fuel).</p> <table border="1"> <caption>Average emissions intensity of electricity generation, by fuel, 2009</caption> <thead> <tr> <th>Fuel Type</th> <th>Intensity (t/GWh generated)</th> </tr> </thead> <tbody> <tr> <td>Brown coal</td> <td>~1.25</td> </tr> <tr> <td>Gas</td> <td>0.5</td> </tr> <tr> <td>Black coal</td> <td>~0.9</td> </tr> <tr> <td>Liquids</td> <td>1.0</td> </tr> </tbody> </table> <p><b>Average emissions intensity of electricity generation, by fuel, 2009</b>  <i>Source: SKM-MMA (2010), ACIL Tasman (2010), DCCEE analysis</i></p>	Fuel Type	Intensity (t/GWh generated)	Brown coal	~1.25	Gas	0.5	Black coal	~0.9	Liquids	1.0
Fuel Type	Intensity (t/GWh generated)										
Brown coal	~1.25										
Gas	0.5										
Black coal	~0.9										
Liquids	1.0										
<p><b>Economic Development and Energy Security- Victoria</b></p>	<p>The imperative to reduce greenhouse gas emissions, particularly related to electricity generation, will drive a transition to low/no emissions energy sources along with technologies for Carbon Capture and Storage (CCS). There will be a time lag while renewable energy and CCS technologies develop and become commercially viable.</p> <p>In the interim, generation of electricity from natural gas and other low emissions gas sources will play an important role. The DPI forecasts that Victoria's gas demand will double by 2030. Local reserves of gas to meet this demand have not been identified and if gas needs to be imported from other states then the price of gas to consumers will be significantly higher. (Victorian Government Department of Primary Industries (5), 2012). Having a local source of gas also improves Victoria's energy security.</p>										
<p><b>Economic Development – Local</b></p>	<p>Any investment in a CSG industry would stimulate economic growth in the area. The development of the industry would create opportunities for local engineering, transport and service industries, particularly in construction of the wells and operation of gas and water processing facilities, leading to potential economic development and jobs growth in Latrobe City.</p>										
<p><b>Industry Funded Initiatives</b></p>	<p>As part of the approvals process and also as part of the operating companies' Corporate Social Responsibility initiatives, the operator/owners of production facilities, such as CSG facilities, frequently contribute to the local communities in which they operate. Contributions may include education programs for local school children, the donation of equipment to local emergency services and volunteering/funding for community initiatives.</p>										





<b>Tax Revenue</b>	Any CSG industry within Victoria would be state approved and would provide additional tax and rates revenue to Victorian Government and Local Councils, providing funds for other projects to benefit the Victorian and Latrobe City communities.
<b>Carbon Capture and Storage</b>	<p>Geological carbon storage (GCS) is the process of injecting carbon deep underground for long -term storage. GCS studies have not only looked at how carbon dioxide (CO<sub>2</sub>) can be stored in coal but also employed to expel methane from the seam. (Victorian Department of Primary Industries, 2011) Coal deposits can absorb a high volume of CO<sub>2</sub> and there may be potential to use coal deposits that have had CSG extracted as storage for CO<sub>2</sub>.</p> <p>The Victorian Government CarbonNet Project is investigating the potential of capturing carbon dioxide (CO<sub>2</sub>) from electricity generation and new coal-based industries in the Latrobe Valley and moving it to Victoria's geological basins. In February 2012 The CarbonNet Project was selected by the Australian Government as a carbon capture and storage (CCS) Flagship project and awarded AU\$100 million in joint Commonwealth and Victorian government funding for feasibility studies.</p>

## 5 Feasibility of CSG extraction in Gippsland

There are no current coal seam gas production facilities operating in Victoria and there are no applications for new projects. The DPI website states that while the location of Victoria's coal resources is well known, the amount of associated CSG and the feasibility of extraction are uncertain. However, a number of companies have been granted exploration licences for coal seam gas. (Victorian Government Department of Primary Industries (4), 2012)

DPI data from GeoVic (online GIS database) shows that there are 5 current exploration licenses in Latrobe City and 4 applications for exploration licensees (see Appendix A).

In Australia, all CSG projects involve extraction of gas from **black coal** reserves and it has been assumed in this study that exploration in Latrobe City and vicinity is targeting CSG from brown coal reserves. It is less likely but possible that CSG could be extracted from brown coal, as there is at least one case where viable extraction of CSG from brown coal has been achieved on a large scale in the United States (Powder River Basin).

With its extremely large reserve of brown coal and the increasing incentive for low emissions gas-fired electricity generation, the potential exists for CSG to be present in the coal fields situated in the Latrobe Valley. The fact that organisations have applied for exploration licenses suggests that industry considers it possible that CSG is present. However, this study did not identify information in the public sphere that either confirms or disproves that sufficient quantities of gas exist to enable viable CSG extraction in the Latrobe Valley.

On its website, the DPI states "*Brown coal deposits in Victoria have potential for CSM (Coal Seam Methane) extraction but exploration is required to test the potential productivity of reservoirs. Issues including coal porosity and groundwater extraction need to be considered in new developments.*" (Victorian Government Department of Primary Industries (2), 2011)

As noted in Section 1, older coal (e.g. black coal) found in deeper reserves, is usually of higher quality and contains greater quantities of CSG than younger coals (e.g. brown coal) in shallow deposits. Victoria has little useable, known black coal deposits but has significant reserves of shallow brown coal deposits in the Latrobe Valley.

The potential for viable quantities of CSG to be found in these younger brown coal reserves is likely to be much lower than would be the case if the reserves comprised deeper and older black coal. However,



as noted earlier there are a number of factors that influence the viability of CSG extraction (including gas price) and, with the information available in the public sphere, it is not possible to come to a definitive conclusion as to whether or not CSG extraction is currently viable or likely to become viable in the future. However, given current market forces, gas supply characteristics and the limited development of CSG exploration in Victoria, it would seem unlikely that CSG production would be viable in the immediate future, which gives the region time to consider its position on the CSG industry, as the extent of CSG resources is better understood and in light of the national harmonised regulatory framework.

Factors that may influence the viability of CSG extraction in the future include:

- **Gas price:** Higher gas prices mean that more costly, less productive CSG projects may become viable
- **Availability of gas:** If alternative, local gas supplies are available (e.g. if new offshore reserves are identified and developed), then the driver for CSG development in the Latrobe Valley could be lessened.
- **Technology developments:** Future technologies may reduce CSG operating and capital costs or allow higher gas production rates improving the viability of CSG projects.

As the characteristics of any CSG reserves within the Latrobe Valley are not yet sufficiently understood, it is not possible to determine what processes might be used to extract the gas from the coal deposits. Brown coal tends to be more permeable/porous than black coal as explained in Section 1.1 and hydraulic fracturing is less likely to be needed to release the CSG from brown coal reserves.

## 6 Conclusion

The viability of CSG extraction in the Latrobe Valley is uncertain. A number of exploration licenses have been issued in the region, but the productivity of potential CSG wells is yet to be established.

There are potential issues and environmental risks associated with some CSG extraction techniques. However, the severity of these issues depends on the extraction and downstream processes used, on local site specific characteristics, particularly the hydrology and geology, and on the regulatory controls that are in place. For example, if hydraulic fracturing is not used, then water consumption and groundwater contamination risks are potentially lessened. The Victorian ban on toxic chemicals, used in the hydraulic fracturing processes overseas, also provides a level of protection against groundwater contamination.

There are potential benefits for Latrobe City and Victoria as a whole that could arise from CSG developments including economic development, energy security and the opportunity for affordable clean energy production. Again, the extent of these benefits will depend on the characteristics of the individual CSG production scheme.

The Standing Council on Energy and Resources (SCER) is developing a harmonised regulatory framework for CSG to ensure that developments are undertaken in a responsible and sustainable manner and to address key areas of community concern based on four key themes:

- water management and monitoring (including hydraulic fracturing and chemical use; and well integrity and aquifer protection)
- multiple land use framework;
- best practice standards; and
- co-existence.

This framework will provide a basis for evaluation and management of CSG developments and will be an important input to Latrobe City Council's consideration of its position on the CSG industry in the municipality.





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## Appendix A - Coal Seam Gas Exploration Licenses in Latrobe City

Tenement	Renewal	Primary Owner	Address1	Address2	Address3	File Status	Expiry Date	Municipality	Area	Insp	Mineral/Stone Type
EL 4416	2	Ignite Energy Resources Pty Ltd	Level 9	267 Collins St	Melbourne VIC 3000	CURRE	11/04/2013	Latrobe City, South Gippsland Shire, Wellington Shire, East Gippsland Shire	3837.000 gr	GIPPS	Antimony, Base Metal (Cu, Pb, Zn); Coal Bed Methane; Coal (Brown or Black); Diamond; Mineral Sands; Gold/Silver/Platinum; Gypsum; Kaolin
EL 4877	2	Sawell's Pty Ltd	Level 8	261 George St	Sydney NSW 2000	RENEW	09/08/2012	Latrobe City, South Gippsland Shire, Baw Baw Shire	170.000 gr	GIPPS	Coal (Brown or Black); Coal Bed Methane
EL 5081	0	Leichhardt Resources Pty Ltd	29 Woodland St		Ashgrove QLD 4060	CURRE	04/12/2012	Latrobe City, South Gippsland Shire	348.000 gr	GIPPS	Coal Bed Methane, Coal (Brown or Black)
EL 5210	0	Resolve Geo Pty Ltd	Level 8	46 Edward St	Brisbane QLD 4000	CURRE	02/06/2014	Latrobe City, Baw Baw Shire	46.000 gr	GIPPS	Coal (Brown or Black); Coal Bed Methane
EL 5274	0	ECI International Pty Ltd	352 Bay Rd		Cheltenham VIC 3192	APPLI		Latrobe City, South Gippsland Shire, Wellington Shire	309.000 gr	GIPPS	Coal Bed Methane
EL 5275	0	ECI International Pty Ltd	352 Bay Rd		Cheltenham VIC 3192	APPLI		Latrobe City, Wellington Shire	313.000 gr	GIPPS	Coal Bed Methane
EL 5322	0	ECI International Pty Ltd	352 Bay Rd		Cheltenham VIC 3192	APPLI		Latrobe City, South Gippsland Shire	97.000 gr	GIPPS	Coal Bed Methane
EL 5336	0	Mantle Mining Corporation Ltd	Suite 25	145 Stirling Hwy	Nedlands WA 6009	APPLI		Latrobe City, South Gippsland Shire, Wellington Shire	368.000 gr	GIPPS	Coal (Brown or Black); Coal Bed Methane
EL 5337	0	Mantle Mining Corporation Ltd	Suite 25	145 Stirling Hwy	Nedlands WA 6009	CURRE	19/04/2016	Latrobe City, South Gippsland Shire, Baw Baw Shire	198.000 gr	GIPPS	Coal Bed Methane, Coal (Brown or Black)

(Data from DPI from GeoVic – Provided by DPI 21st September, 2012)



## Appendix B – Other Mineral Licenses in Vicinity of Latrobe City

Active	Tenement No	Tag	Type Description	Primary Owner	Application Date	Current Area	Status	District	Municipality	Mineral/ Stone
Current	EL5428	EL5428	Exploration Licence	Mantle Mining Corporation Ltd	31/05/2012	25	Application	Gippsland	South Gippsland Shire	Coal (Brown or Black)
Current	EL5119	EL5119	Exploration Licence	Mecrus Resources Pty Ltd	31/10/2007	33	Application	Gippsland	South Gippsland Shire	Coal (Brown or Black);Kaolin;Base Metal (Cu, Pb, Zn)
Current	EL5429	EL5429	Exploration Licence	Mantle Mining Corporation Ltd	8/06/2012	29	Application	Gippsland	Latrobe City	Coal (Brown or Black)
Current	EL4683	EL4683	Exploration Licence	Loy Yang Power Management Pty Ltd	18/07/2002	34	Current	Gippsland	Latrobe City	Coal (Brown or Black);Gold/Silver/Platinum
Current	EL4684	EL4684	Exploration Licence	Loy Yang Power Management Pty Ltd	18/07/2002	1	Application	Gippsland	Latrobe City	Gold/Silver/Platinum;Coal (Brown or Black)
Current	EL4681	MP-EL4681	Exploration Licence	Monash Energy Coal Ltd	18/07/2002	100	Expired	Gippsland	Wellington Shire	Coal (Brown or Black);Antimony;Base Metal (Cu, Pb, Zn);Coal Bed Methane;Diamond;Gold/Silver/Platinum;Gypsum;Kaolin;Mineral Sands
Current	EL4860	MP-EL4860-24/09/2012	Exploration Licence	Sawells Pty Ltd	28/02/2005	88	Expired	Gippsland	Wellington Shire	Coal (Brown or Black);Coal Bed Methane
Current	EL5394	EL5394	Exploration Licence	Commonwealth Mining Pty Ltd	21/09/2011	170	Current	Gippsland	Wellington Shire	Coal (Brown or Black);Mineral Sands

(Data from DPI from GeoVic – Accessed 4th September, 2012)

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

### 13.5 SPORTS EXCHANGE PROGRAM 2015 - CHINA

General Manager

Planning & Economic  
Sustainability

**For Decision**

#### PURPOSE

The purpose of this report is to present to Council the proposed itinerary for the 2015 Sports Exchange program to China.

#### EXECUTIVE SUMMARY

Council is presented with the proposed itinerary for the 2015 Sports Exchange program to China (attachment 1).

Latrobe City, in partnerships with local community groups and sporting associations has seen over 520 young people from Latrobe City experience Japanese and/or Chinese culture through exchanges with our Sister Cities.

At the Ordinary Council meeting held 13 April 2015 Council resolved the following:

*That Council:*

1. *Approves the following proposed Sports Exchange Program to both sister cities in 2015/16;*

*Taizhou, China – Tennis*

*Takasago City, Japan – Athletics (distance running)*

Engagement was undertaken for the Taizhou, China exchange with the community, schools and local tennis associations resulting in 10 children taking up the opportunity to represent Latrobe City on this trip during September and October 2015.

It is recommended that Council adopt the proposed itinerary so that planning can continue for the 2015 Sports Exchange Program.

#### **RECOMMENDATION**

**That Council approve the proposed itinerary for the 2015 Sports Exchange Program to China.**

#### DECLARATION OF INTEREST

The Coordinator Events and International Relations declared a conflict of interest under section 78 of the *Local Government Act 1989*. In order to provide unbiased advice to Council, the Coordinator Events and International Relations has not been involved in the preparation of this report.

## **STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

The report is consistent with the Sister City Visits Policy which states..."Through cultural, educational and sporting exchanges, the program helps to break down intercultural barriers (encouraging) openness, tolerance and mutual understanding".

### Latrobe 2026: The Community Vision for Latrobe Valley

#### *Strategic Objectives - Culture*

*In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.*

### Latrobe City Council Plan 2013 - 2017

#### Theme and Objectives

*Theme 4: Advocacy for and consultation with our community*

*Strategic Direction – Establish a strong image and brand for Latrobe City as one of Victoria’s four major regional cities.*

*Establish opportunities for volunteers to assist in raising the profile of Latrobe City.*

### Strategy – Latrobe City International Relations Plan 2011-2014

Key Objectives:

1. **COMMUNICATION ACTIVITIES** – To further enhance the Latrobe City’s community understanding of the value of our International Relations Program.
2. **INTERNATIONAL INVESTMENT** - To continue to promote Latrobe City as an international investment location.
3. **ECONOMIC AND CULTURAL STRENGTHS** - To market the economic and cultural strengths of Latrobe City internationally.
4. **INTERNATIONAL STUDENTS** - To enthusiastically promote Latrobe City as a destination for international students.
5. **COMMUNITY INVOLVEMENT** – To expand and make accessible the range of existing cultural, sporting, educational and youth exchange opportunities for the residents of Latrobe City.



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6. **FUNDING OPPORTUNITIES** - To pursue funding assistance opportunities that will facilitate meeting the objectives of the International Relations Plan.
7. **SISTER CITIES** – To develop, nurture and further enhance our relationship with sister cities.
8. **COMMUNITY ENGAGEMENT** - To positively engage with individual groups and organisations for the benefit of the Latrobe City community.

### **BACKGROUND**

Latrobe City's International Relations Program has been an integral component of Council operations since 2000 and has been very successful.

Latrobe City is committed to an International Relations Program for our community, for the purpose of international exchange and cooperation in the fields of economy, trade, science and technology, cultural exchange, education, sports, health and people.

The purpose of the program is to continue strengthening the links between Latrobe City Council and our Sister Cities and these exchange programs are considered an investment for life. The experience can be beneficial for participants in many different and valuable ways.

Latrobe City, in partnerships with local community groups and sporting associations has seen over 520 young people from Latrobe City experience Japanese and/or Chinese culture through exchanges with our Sister Cities.

At its ordinary Council meeting on 13 April 2015 Council resolved the following:

*That Council:*

1. *Approves the following proposed Sports Exchange Program to both sister cities in 2015/16;*

*Taizhou, China – Tennis*

*Takasago City, Japan – Athletics (distance running)*

In accordance with the resolution, following an extensive community engagement program the Latrobe City junior tennis team was formed for the purpose of participating in the 2015 Sports Exchange Program to China.

Mr Graham Charlton has been engaged in the capacity of Head Coach and Mr Troy Hamilton has been engaged in the capacity of Team Manager. Both Mr Charlton and Mr Hamilton have extensive sport coaching experience within the Latrobe City community, have children participating in the exchange program and will be tremendous ambassadors for Latrobe City.

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During August the exchange participants will commence their cultural awareness program and tennis training sessions which will continue on a weekly basis until departure.

There is an expectation that at the conclusion of the exchange program all community participants will continue to be proactive ambassadors of the International Relations program.

The tennis team participants include the following members:

2015 Sports Exchange Program	Town
Joshua Charlton	Traralgon
Alex Devonshire	Boolarra
Hugh Dunbar	Traralgon
Spencer Fox	Flynn
Thomas Hamilton	Traralgon
Justin Hough	Traralgon
Joshua Lyons	Toongabbie
Jaxon Membrey	Traralgon
Aaron Valenzuela	Traralgon
Alan Valenzuela	Traralgon

### **KEY POINTS/ISSUES**

This report has been prepared in order to seek Council approval of the 2015 Sports Exchange Program (Tennis) to China. Each of the following subjects is in accordance with the Sister City Visits Policy (Attachment 2).

#### **Proposed Dates and Itinerary**

The proposed date of travel is 24 September 2015 to 5 October 2015 as outlined in the draft Itinerary (Attachment 1).

The proposed itinerary encompasses homestays in Taizhou, China, tennis training sessions, tennis competitions, attending Sister Schools and cultural activities.

#### **Mayor/Delegate**

The Mayor and/or her delegate is requested to attend sister city visits to represent Latrobe City. The Deputy Mayor and/or Councillors who sit on the Latrobe City International Relations Committee would generally be selected as the Mayors delegate.

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### Council Officers

Attendance by Council officers accompanying delegations is commensurate on the level of support required for the itinerary. At least one international relations officer will accompany the delegation to assist with protocol and liaison. Additional officers will also attend in line with information, representation and assistance required for the delegation.

Should the business leveraging and relationship component of this trip be endorsed it is envisaged that the CEO or his delegate and officers with economic development and trade specific expertise attend.

Should the trip only relate to the sports exchange, it is envisaged that appropriate facilitating international relations officers and a senior representative of staff will accompany the delegation to assist with protocol and liaison.

### Tennis Personnel

The Tennis Coach (Graham Charlton) and Team Manager (Troy Hamilton) will play a significant role in supporting Latrobe City Council's coordination of the Sports Exchange program.

### Individual Participants

Team members have been selected on criteria encompassing many aspects including their tennis ability and capacity to act as Latrobe City ambassadors. They are expected to represent Latrobe City appropriately and with cultural sensitivity. Members have a number of key responsibilities that are outlined in following sections of the report.

### Community Representatives

As has been past practice with sister cities visits, International Relations Committee representatives have accompanied delegations as community representatives. Council will not incur any expenses by the inclusion of such community representatives attending the sister cities visit.

### Roles and Responsibilities

**The Mayor and/or delegate will be required to:**

- Head the delegation
- Officiate at all Sister Cities formalities
- Officiate at all business meetings
- Deliver speeches
- Engage with the media pre- and post-exchange

**The CEO and/or delegate**

- Officiate at all Sister Cities formalities
- Officiate at all business meetings
- Engage with the media pre- and post-exchange
- Promote the program to the broader community post the

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

delegation

- Support Federation University Australia Gippsland with initiatives in Taizhou, China

**The Tour Leader/Latrobe City Protocol and Liaison Officer will be required to:**

- Liaise with Sister Cities counterparts
- Coordinate and deliver pre-departure cultural awareness program
- Coordinate fundraising initiatives
- Provide support to the Mayor and/or his delegate
- Attend all meetings and activities
- Support Federation University Australia Gippsland with initiatives in Taizhou, China
- Provide assistance to the Team Coach and Team Manager as required
- Assist with travel arrangements and organisation of delegation
- Prepare speeches
- Supervise community delegation members during the program
- Provide Council with regular updates during the delegation
- Provide families with regular updates during the delegation
- Promote the program to the broader community during the delegation
- Emergency contact throughout delegation

**The Team Coach and Team Manager will be required to:**

- Coordinate and deliver pre-departure training sessions
- Actively participate in fundraising initiatives
- Promote the Sports Exchange Program both pre- and post-delegation
- Support Latrobe City Council with the coordination and delivery of the delegation
- Take responsibility for the welfare of team members whilst on exchange
- Be a worthy ambassador
- Attend cultural awareness sessions
- Attend pre-departure briefing
- Act as Latrobe City Council international relations ambassadors following the tour
- Promote the Sports Exchange Program both pre- and post-the delegation

**Community representatives will be required to:**

- Represent the Latrobe City in a culturally sensitive fashion
- Attend civic functions and tennis activities
- Act as Latrobe City ambassadors



**ORDINARY COUNCIL MEETING AGENDA  
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Although titled as a Sports Exchange Program the delegation to Taizhou, China will provide further leveraging opportunities through a number of relationship-focussed meetings.

To coincide with Latrobe City's Sports Exchange Program, Federation University Australia Gippsland is planning to undertake a mini expo in Taizhou. The purpose is to promote the university as a place of international study and continue the collaboration between Taizhou Polytechnic and Taizhou University.

Following the recent in-bound delegation from Tianjin, they have extended an invitation to Latrobe City Council to visit them as part of this trip to further strengthen the relationship.

Should Council agree to this component of the trip, officers will work closely with the Australian and Victorian governments to identify opportunities to meet with key companies in the advanced manufacturing (or similar) sector during the visit to Taizhou, Shanghai, Nanjing and Beijing.

Preliminary discussions have commenced with InvestVictoria International Investment (Greater China), Investment and Trade division and they are committed to supporting Latrobe City with leveraging opportunities during the delegation to China. Such opportunities include:

- Meeting with Victorian Government's Commissioner MR Tim Dillon in Shanghai.
- Meeting with the Jiangsu Government in Nanjing.
- Jiangsu Provincial Association for Friendship with Foreign People's in Nanjing.
- Federation University Australia Beijing Office.

In addition, following the recent visit to Latrobe City by the Tianjin Government Leaders Program Delegation an invitation has been extended to Latrobe City to visit Tianjin, China. The purpose would be to progress discussions in the fields of Energy, Science, Technology and Education. Tianjin has a sister cities relationship with the City of Melbourne and is easily accessible from Beijing.

A further itinerary can be provided at a later date should Council endorse this aspect of the trip.

**RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

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There is not considered to be any risks associated with this report.

**FINANCIAL AND RESOURCES IMPLICATIONS**

The 2015/16 Latrobe City Council budget has been adopted by Council with an allocation \$25,000.00 for the Sports Exchange Program. Both Exchange Programs to our Sister Cities have an allocation of \$12,500.00 each.

Council has committed \$800.00 in sponsorship to each team member. It is anticipated that costs to families will be \$2,700.00. However, it is expected that fundraising initiatives will significantly reduce this cost.

A fundraising program is underway; all proceeds from these activities will be held in trust by Latrobe City and subsequently shared equally amongst the families to defray their costs.

Officer associated costs for the delegation will be limited to travel, accommodation and incidentals (total of approximately \$4,000 per officer). It has been normal practice for the host city to provide meals and activities to delegations.

All costs associated with the visit can be accommodated from within existing divisional budgets.

In accordance with Council's Sister City Visits Policy, Councillors (other than the Mayor or their delegate) wishing to attend are invited to join the delegation. However they will be required to personally fund their airfares and accommodation expenses.

Members of the Latrobe City International Relations Committee (acting as community representatives) will be required to personally fund their expenses to accompany the delegation. Council will not incur any expenses by the inclusion of community representatives attending the sister cities visit.

It should be noted that at this point in time, no Latrobe City International Relations Committee has expressed an interest to accompany the delegation.

Participation in the Sports Exchange Program will adhere to councils Sister City Visits Policy 12-POL-1.

**INTERNAL/EXTERNAL CONSULTATION***Engagement Method Used:*

Latrobe City undertook an extensive community engagement program over a three month period. Activities included:

- Ten promotional features in the Latrobe City Noticeboard
- Two Community Information Briefings

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- Correspondence to schools within Latrobe City
- Correspondence to all Tennis Associations within Latrobe City

The proposed visit and draft itinerary has been discussed both directly and via correspondence with Council's sister cities.

Council, Latrobe City International Relations Committee, Team Coach, Team Manager, parents and guardians have been kept fully informed of developments through regular newsletters and meetings.

*Details of Community Consultation / Results of Engagement:*

The engagement was successful which resulted in a total of 10 participants committing to the 2015 sports exchange program (tennis) to China.

**OPTIONS**

Council has the following options in respect to the proposed itinerary for the 2015 Sports Exchange program to China.

1. Approve the proposed itinerary for the 2015 Sports Exchange Program to China.
2. Not approve the proposed itinerary for the 2015 Sports Exchange Program to China.
3. Request further information in relation to the proposed itinerary for the 2015 Sports Exchange Program to China.

**CONCLUSION**

Latrobe City is committed to an International Relations Program for our community, for the purpose of international exchange and cooperation in the fields of economy, trade, science and technology, cultural exchange, education, sports, health and people.

The purpose of the program is to continue strengthening the links between Latrobe City Council and our Sister Cities and these exchange programs are considered an investment for life. The experience can be beneficial for participants in many different and valuable ways.

Earlier this year, Council resolved to undertake a Sports Exchange Program (tennis) to China in 2015.

Engagement was undertaken with the community and local tennis associations resulting in 10 children taking up the opportunity to represent Latrobe City on this trip during September and October 2015.

The adoption of the proposed itinerary and associated activities will allow Latrobe City Council to continue planning for the Sports Exchange delegation and enables the continued strengthening of the relationship between Latrobe City Council and our sister cities.

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**SUPPORTING DOCUMENTS**

Nil

**Attachments**

1. Draft 2015 Sports Exchange Itinerary China 2015
2. Latrobe City Sister City Visit Policy



## **13.5**

### **Sports Exchange Program 2015 - China**

- 1 Draft 2015 Sports Exchange Itinerary China 2015 ..... 497**
- 2 Latrobe City Sister City Visit Policy ..... 501**



**SPORTS EXCHANGE PROGRAM 2015**  
**23<sup>rd</sup> September – 5<sup>th</sup> October 2015**  
**Taizhou, China Itinerary**

Date	Activity & Comments	Location
23 <sup>rd</sup> September Wednesday	<p>Meet at Latrobe City HQ 22<sup>nd</sup> September and travel to Melbourne airport by bus</p> <p>Depart Melbourne Airport 12.05 am Singapore Airlines – SQ218</p> <p>Arrive Shanghai 1.25 pm</p> <p>Visit Ba-shi, Pudong &amp; Qizhong, Puxi Tennis Centres.</p>	<p>Accommodation Majesty Plaza Shanghai Add: 700 Jiujiang Road, Shanghai, China. Tel: +86-21-63500000 Fax: +86-21-63508490</p>
24 <sup>th</sup> September Thursday	<p><b>Students / Adults:</b> Travel to Taizhou</p> <p><b>Students:</b> Sister School visits Aussie Hot Shots Tennis introduction into schools Tennis competition with Taizhou students Taizhou Friendship / cultural activities</p> <p><b>Adults:</b> Sister Cities Welcome in Taizhou Latrobe City delegates meetings with Taizhou Municipal Government</p> <p><b>Proposed - Federation University Australia - Expo</b></p>	<p>Students - Homestay</p> <p>Adults - Double Tree Hotel No. 222 East Jichuan Road, Taizhou, China ,225300 Tel: 86-523 86699999 Fax: 86-523 86695555</p>
25 <sup>th</sup> September Friday	<p><b>Students:</b> Sister School visits Aussie Hot Shots Tennis introduction into schools Tennis competition with Taizhou students Taizhou Friendship / cultural activities</p> <p><b>Adults:</b> Latrobe City delegates meetings with: Taizhou Polytechnic College Taizhou University Taizhou Friendship / cultural activities with</p>	<p>Students - Homestay</p> <p>Adults - Double Tree Hotel No. 222 East Jichuan Road, Taizhou, China ,225300 Tel: 86-523 86699999 Fax: 86-523 86695555</p>

Date	Activity & Comments	Location
26 <sup>th</sup> September Saturday	<p><b>Proposed - Federation University Australia - Expo</b></p> <p><b>Students:</b> Day of leisure with host families Mid-Autumn Festival</p> <p><b>Adults:</b> Taizhou Friendship / cultural activities with Taizhou Municipal Government Mid-Autumn Festival</p> <p><b>Proposed - Federation University Australia - Expo</b></p>	<p>Students - Homestay</p> <p>Adults - Double Tree Hotel No. 222 East Jichuan Road, Taizhou, China ,225300 Tel: 86-523 86699999 Fax: 86-523 86695555</p>
27 <sup>th</sup> September Sunday	<p><b>Students:</b> Day of leisure with host families Mid-Autumn Festival</p> <p><b>Adults:</b> Taizhou Friendship / cultural activities with Taizhou Municipal Government Mid-Autumn Festival</p> <p><b>Proposed - Federation University Australia - Expo</b></p>	<p>Students - Homestay</p> <p>Adults - Double Tree Hotel No. 222 East Jichuan Road, Taizhou, China ,225300 Tel: 86-523 86699999 Fax: 86-523 86695555</p>
28 <sup>th</sup> September Monday	<p><b>Students / Adults:</b> Travel to Nanjing early morning</p> <p><b>Students:</b> Participate in a Tennis Competition at the Nanjing Sports Institute - National Tennis Centre (Purple Mountain) with students from Taizhou &amp; Nanjing.</p> <p><b>Adults:</b> Meeting with Nanjing Tennis Association – collaborative partnerships with Latrobe City Tennis Associations and event participation.</p> <p><b>Students/Adults:</b> Evening function with Jiangsu Provincial Association for Friendship with Foreign Peoples and Sports Bureau in Nanjing.</p>	<p>Accommodation in Nanjing</p>
29 <sup>th</sup> September Tuesday	<p><b>Students/Adults:</b> Nanjing to Beijing by Bullet Train</p> <p>Welcome to Beijing Official Tennis Centre (BOTC)</p> <p>Tennis Training Session at BOTC Beijing Acrobatic Show</p>	<p>Delegation accommodated at BOTC - hotel onsite</p>
30 <sup>th</sup> September Wednesday	<p><b>Students:</b> Tennis Training Session at BOTC, coaches to coach opposite countries and share coaching</p>	

Date	Activity & Comments	Location
	<p>methods.</p> <p>Participate in Tennis Competition with BOTC players</p> <p>Team building activities between Australia &amp; China students</p> <p><b>Adults:</b> Meeting with BOTC and Beijing Tennis Association – collaborative partnerships with Latrobe City Tennis Associations and event participation.</p>	
<p>1<sup>st</sup> October Thursday</p>	<p><b>Students:</b> Tennis at Beijing Sports University, Haidian District – Training and Competition</p> <p><b>Adults:</b> Meeting with Beijing Sports Association – collaborative partnerships with Latrobe City Tennis Associations and event participation.</p> <p>Visit Tiananmen Square &amp; tour the Forbidden City</p>	
<p>2<sup>nd</sup> October Friday</p>	<p><b>Students:</b> Tennis at Beijing Sports University, Haidian District – Training and Competition</p> <p>Visit Summer Palace</p>	
<p>3<sup>rd</sup> October Saturday</p>	<p><b>Students:</b> Experience the Great Wall of China</p> <p>Attend China Tennis Open</p>	
<p>4<sup>th</sup> October Sunday</p>	<p><b>Students:</b> Attend China Tennis Open</p> <p>BOTC Farewell Function</p>	
<p>5<sup>th</sup> October Monday</p>	<p><b>Students:</b> Day of leisure in Beijing before flight home</p> <p>Depart Beijing 4.35 pm Singapore Airlines SQ807</p> <p>Arrive Melbourne 10.20 am (6<sup>th</sup> October)</p>	<p>Travel to Melbourne</p>



**Key Dates:**

**Victorian School Holidays 2015**

19 September 2015 to 4 October 2015

**2015 China Tennis Open (Beijing)**

27 September to 11 October

**Taizhou Mid-Autumn Festival**

26-27 September 2015

**China National Holiday**

1 to 7 October 2015 (Schools & Govt Departments Closed)

Document Name: **Sister City Visits Policy**

12 POL-1

Adopted by Council: **4 June 2012**

### Policy Goals

Latrobe City has established and managed formal sister city relationships on behalf of our community, to gain a deeper understanding of each other's culture, traditions, society and people. To this end, Latrobe City has two formal sister city relationships; with Takasago City, Japan and the City of Taizhou, China.

Latrobe City recognises that a key to achieving this deeper understanding is through young people and this is why a significant focus of Latrobe City's programs is with the youth of our community. A Sister City Program enables citizens to become directly involved in international relations in a unique and meaningful way, bringing long-term benefits to the local community and its partners abroad.

Sister city relationships allow communities to exchange experiences and ideas, gain an international perspective and increase their understanding of global issues.

In addition to encouraging international peace and goodwill, Latrobe City's sister city relationships go much further leading to economic growth, increased tourism, and reliable business contacts.

### Benefits of Sister Cities

Our Sister City Program helps promote Latrobe City as a city of global significance, through exchanges and initiatives that focus on five key areas – education, culture, trade, tourism and sport.

The program enables us to foster international peace and goodwill, enriching our community with a broader understanding of other nations, their traditions, customs and cultures. Crucially though, it also provides a multi-lateral framework for cultivating economic growth across a host of trade, industry and business sectors.

### The Economic and Business Benefits

Our active sister city relationships have an important role to play in developing international economic partnerships. Latrobe City enjoys investment in the billions from International



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interests in local industry and there is a demonstrated and sustained interest in Latrobe City as a potential investment location from overseas firms.

Helping to establish reliable business contacts and thereby improve business opportunities, the program acts as a gateway to new markets and trade alliances. It acts as a springboard and catalyst for new investment and knowledge-sharing opportunities, while also promoting tourism, inbound education and providing a platform from which we can address global issues with our international partners.

#### **The Social and Cultural Benefits**

Through cultural, educational and sporting exchanges, the program helps to break down intercultural barriers. It promotes diversity and encourages openness, tolerance and mutual understanding, all of which enrich our communities and those of our international partners.

This policy outlines the guidelines for sending Latrobe City Council led delegations from Latrobe City to our Sister Cities abroad.

#### **Relationship to Latrobe 2026 & Council Plan**

This policy relates to the following Strategic Objectives contained within Latrobe 2026: The Community Vision for Latrobe Valley and the Council Plan:-

#### **Culture:**

##### **Latrobe 2026:**

*In 2026, Latrobe Valley celebrates the diversity of heritage and cultures that shape our community, with activities and facilities that support the cultural vitality of the region.*

##### **Council Plan:**

*Increase the accessibility of Latrobe City Council's cultural facilities, programs and events.*

*Facilitate the growth and success of cultural programs, sporting and community events through active engagement, promotion and marketing.*

*Foster greater awareness, understanding and respect for other cultures through the promotion of international relations.*

##### ***Service Provision – Culture***

*Deliver International Relations services in accordance with the Latrobe City International Relations Plan.*

##### ***Major Initiatives - Culture***

*Deliver the Latrobe City International Relations Plan 2011-2014 to enhance cultural and economic benefits.*

## Policy Implementation

### Timelines:

- A draft itinerary and suggested attendees shall be presented to Council for endorsement within a minimum of 30 days of the proposed departure date.
- A report outlining the key outcomes from sister city visits shall be provided to Council within 60 days of a delegations return to Australia.

### Councillors:

- The Mayor and/or their delegate will generally be required to attend sister city visits to represent the City. The Deputy Mayor and/or Councillors who sit on the Latrobe City International Relations Committee would generally be selected as the Mayors delegate.
- Council must approve the Councillor representative prior to any expense being incurred.
- Additional Councillors may also be invited to attend, but this would normally be at the Councillors own expense.

### Council Officers

- The Chief Executive Officer will advise Council the officers who will attend sister city visits in order to achieve the objectives of the planned visit.

### Community Representatives

- Community representatives shall be selected / recommended by a selection panel made up of the Mayor and/or Councillors who sit on the Latrobe City International Relations Committee and appropriate council officers.
- If there is to be any expense incurred by Latrobe City Council by the inclusion of community representatives attending sister city trips, all names and the purpose of their attendance shall be provided to Council for approval.

### Budgets:

- The budget for any proposed outbound sister city visits must be approved by Council prior to any expense being incurred.
- A report outlining the expenses incurred in undertaking a sister city visit shall be provided to Council within 60 days of a delegations return to Australia.

This policy has been reviewed after giving proper consideration to all the rights contained within the *Charter of Human Rights and Responsibilities Act 2006*; and any reasonable limitation to human rights can be demonstrably justified.

Signed :

\_\_\_\_\_  
*Chief Executive Officer*

Date : 06 /06 / 2012.



**13.6 UPDATE ON THE AUTHORITY TO REMOVE BURGAN, KUNZEA  
ERICOIDES****General Manager****Planning & Economic  
Sustainability****For Information****PURPOSE**

The purpose of this report is to update Council on the assessment of options available for the removal of Burgan.

**EXECUTIVE SUMMARY**

At the Ordinary Council Meeting 11 June 2015, Council adopted a motion requiring a report be presented to Council providing details on costing and timeframes to implement a Planning Scheme amendment to exempt the removal of Burgan from requiring a planning permit.

There are two permit options that currently exist and can be used within the Planning Scheme; however they represent difficulties in cost and timing.

Initial investigations have found that Council could implement a Planning Scheme amendment to exempt the planning permit requirement, however further discussion and negotiation is required with the Department of Environment, Land, Water and Planning to determine if an amendment of this type would be supported. The support of the Department is a precursor to a successful amendment, and a necessary step before committing to undertake the body of work associated with an amendment.

As per the adopted motions, before a decision can be made on the quickest and most effective way of Council acquiring the necessary authority, further discussions are required.

**RECOMMENDATION**

**That Council note this report, and consider options for the removal of Burgan when a further report is presented to Council at the earliest possible time.**

**DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

## ORDINARY COUNCIL MEETING AGENDA 17 AUGUST 2015 (CM468)

### Latrobe 2026: The Community Vision for Latrobe Valley

#### *Strategic Objectives – Natural Environment*

*In 2026, Latrobe Valley enjoys a beautiful natural environment that is managed and protected with respect to ensure a lasting legacy for future generations.*

### Latrobe City Council Plan 2013 - 2017

#### Theme and Objectives

#### *Theme 5: Planning for the future*

*Strategic Direction – Work with stakeholders to maintain and enhance the natural environment and biodiversity of Latrobe City and the region.*

### **BACKGROUND**

At the Ordinary Council Meeting 04 May 2015, Council adopted the following motion:

*‘That a report be prepared for Council on the quickest and most effective way of Council acquiring the necessary authority to authorise the removal of Burgan infestation. And that this report be tabled at the Council Meeting of 15 June 2015.’*

Subsequently, at the Ordinary Council Meeting 11 June 2015, Council adopted the following motion:

*‘That a further report be presented to Council no later than the 17 August 2015 Ordinary Council Meeting presenting the results of the further assessment, and providing details of costings and timeframes to implement a Planning Scheme amendment subject to the findings.’*

Burgan, *Kunzea ericoides*, is a tea-tree like shrub that is native to Victoria and to Latrobe City. Burgan is fully protected under the Latrobe Planning Scheme, and a permit is required to remove, lop or destroy it. However, the species is widely regarded as invasive and has become increasingly dominant in Latrobe City’s urban bushland reserves.

There are currently three options available within the Latrobe Planning Scheme for removing Burgan.

- A permit with an accredited native vegetation offset.
- A permit without a native vegetation offset, but including an approved Property Vegetation Plan.
- Implementing a Planning Scheme amendment to exempt Burgan from requiring a permit under certain circumstances.

The two permit options listed above currently exist and can be used within the Planning Scheme; however they represent difficulties in cost and timing. Accredited Native Vegetation Offsets are very costly, and Property Vegetation Plans require significant expertise and lengths of time to

**ORDINARY COUNCIL MEETING AGENDA  
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develop, making both options beyond the normal means of the volunteer committees who manage Councils bushland reserves.

The implementation of a Planning Scheme amendment is a future option which may represent difficulties in managing ongoing unintended impacts; such as an incremental loss of biodiversity values through the incorrect application or over-use of an exemption. This is in addition to any upfront costs and time commitment of developing an amendment.

At this stage further discussion and negotiation is required to determine if a Planning Scheme amendment of this type would be supported by the Department of Environment, Land, Water and Planning, given its inconsistency with State policy. The support of the Department is a precursor to a successful amendment, and a necessary step before committing to undertake the body of work associated with an amendment.

Further discussion is required with the Department before they are able to provide a formal indication of their support.

**KEY POINTS/ISSUES**

Volunteers who manage Council bushland reserves are concerned with the impact that increasing levels of Burgan have been having on the biodiversity of their reserves; however the cost and difficulty of the permit process has prevented them from undertaking any work. This situation has been ongoing for many years.

The lack of ability to manage the issue in a timely manner has led to the resignation of a number of volunteers over the last 12 months. It is recognised that this investigation is a matter of urgency for the community.

**RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework. There is not considered to be any risks associated with this report.

**FINANCIAL AND RESOURCES IMPLICATIONS**

Accurate costs and timeframes involved for the option of a Planning Scheme amendment to exempt Burgan from requiring a planning permit, in addition to the costs and timeframes involved for the existing permit options, will be presented to Council together in a further report.

**INTERNAL/EXTERNAL CONSULTATION**

Council Officers are currently in discussions with the Department of Environment, Land, Water and Planning, in regards to the details of a possible amendment and whether they would formally support an amendment of this type.

**OPTIONS**

1. That Council note this report, and consider options for the removal of Burgan when a further report is presented to Council at the earliest possible time.

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2. That Council does not note this report.

**CONCLUSION**

At this stage, further discussion and negotiation is required with the Department of Environment, Land Water and Planning to determine if an amendment of this type would be supported. The support of the Department is a precursor to a successful amendment, and a necessary step before committing to undertake the body of work associated with an amendment. This will then inform Council on the quickest and most effective way of Council acquiring the necessary authority.

It is recommended that a further report be presented to Council at the earliest possible time, presenting the results of the further assessment.

**SUPPORTING DOCUMENTS**

Nil.

**Attachments**

Nil



# COMMUNITY INFRASTRUCTURE & RECREATION

**14. COMMUNITY INFRASTRUCTURE & RECREATION**

**14.1 LATROBE LEISURE MORWELL - STADIUM REVITALISATION  
PLAN AND CARPARK ASSESSMENT**

**General Manager**

**Community Infrastructure &  
Recreation**

**For Decision**

**PURPOSE**

The purpose of this report is to present the Latrobe Leisure Morwell Stadium Revitalisation Plan and Carpark Assessment to Council for endorsement.

**EXECUTIVE SUMMARY**

The Latrobe Leisure Morwell facility consists of, 3 multipurpose stadium courts, a fully serviced gym, fitness class space, 25 metre 8 lane lap pool, toddlers pool, spa, sauna and approximately 140 car parks.

As part of the 2014/15 budget, \$20,000 was allocated for a consultant to undertake a stadium revitalisation plan and car parking strategy for Latrobe Leisure Morwell. Following the development of this plan, a further masterplan could be undertaken to provide further detail regarding the future direction and development of the facility. The estimated cost of a detailed master plan is \$50,000. These funds are currently not allocated for this additional work.

In February 2015, all Latrobe Leisure Morwell stadium user groups were contacted to meet with the consultant SGL, at a one on one meeting to discuss the concerns they have with the stadium and carpark. Each user group provided a list of improvements they think could be undertaken to improve the overall amenity and useability of the stadium and carpark facilities.

SGL finalised the Stadium Revitalisation and Carpark Strategy Report (Attachment 1) in May 2015 and have provided a list of recommendations and associated costings for works that could be undertaken to improve the stadium and carpark facilities at Latrobe Leisure Morwell.

In response to the findings in this report, Latrobe City officers have scheduled a list of works to complete during the 2015/16 financial year as part of the Leisure Conditions Capital works program. All other works identified in the report will need to be considered as part of the 2016/17 and 2017/18 budgets.

Latrobe City officers provided a brief of this report to the Latrobe Leisure Morwell user group on 16th June 2015 and intend to go back to the user group with the detailed report to discuss it at length following the proposed endorsement of the report by council.

## **RECOMMENDATION**

**That Council:**

- 1. Endorse the Latrobe Leisure Morwell – Stadium Revitalisation and Car Park Assessment;**
- 2. Release the detailed report to the Latrobe Leisure Morwell User Group and the community; and**
- 3. Refer the allocation of \$50,000 in funding to the 2016/17 financial year budget process in order to undertake a detailed master plan for Latrobe Leisure Morwell.**

## **DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

## **STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

### *Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Recreation*

*In 2026, Latrobe Valley encourages a healthy and vibrant lifestyle, with diversity in passive and active recreational opportunities and facilities that connect people with their community.*

### *Latrobe City Council Plan 2013 - 2017*

#### *Theme and Objectives*

*Theme 2: Appropriate, affordable and sustainable facilities, services and recreation*

*Objective - To provide facilities and services that are accessible and meet the needs of our diverse community.*

*Objective - To enhance the visual attractiveness and liveability of Latrobe City.*

#### *Strategic Directions:*

Promote and support more involvement of children in active recreation and sport.

Develop and maintain community infrastructure that meets the needs of our community.

**ORDINARY COUNCIL MEETING AGENDA  
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Promote and support opportunities for people to enhance their health and wellbeing.

Encourage and create opportunities for more community participation in sports, recreation, arts, culture and community activities.

**BACKGROUND**

As part of the 2014/15 budget Council allocated \$20,000 for a consultant to undertake a stadium revitalisation plan and car parking master plan for Latrobe Leisure Morwell.

The revitalisation plan was to identify projects and works that are required within the stadium in order to improve its appeal and useability. As with the projects and works already identified above, all additional potential works would then be considered and prioritised as part of future budget planning processes.

In December 2014, Latrobe City officers appointed SGL consultants to undertake the consultation and development of this report. In February 2015, each user group at Latrobe Leisure Morwell were contacted to arrange a one on one meeting to discuss all issues with the stadium and car park facilities at Latrobe Leisure Morwell.

Each user group provided feedback at a one on one session, with the exception of Morwell Swimming Club who did not attend their scheduled meeting time and Traralgon Swimming Club, who indicated that they did not have any issues with the stadium or carpark.

**KEY POINTS/ISSUES****Stadium Condition Assessment**

Each user group met directly with SGL and provided a list of issues they have with the current stadium facilities.

SGL finalised the stadium revitalisation and carpark strategy report in June 2015 and the key items of concern that were put forward by the user group were,

1. A lighting upgrade of the stadium area particularly on courts 2 and 3 but with this to include the upgrade of court 1.
2. Extension of the wall padding at the end of each court to allow for safe runoff under the rings.
3. Extension of the grand stand seating at the end of court 3 to allow for greater access to seating similar to that which is on court 2.
4. Overall amenity improvement within the stadium area to improve the current "tired look". This would include wooden acoustic panel cladding throughout the walls on courts 2 and 3 which would improve the lighting, sounds and insulation of the stadium area.
5. The removal of the elevated walkway that services court 1 via court 2 & 3.



6. Repair the roof over court 2 and 3 that has had intermittent leaks over the past 2 years.

As part of the Latrobe Leisure Capital Works funding, an allocation of funding was made for the completion of the following items during the 2015/16 financial year,

1. Acoustic panelling and insulation to be installed on court 1, 2 and 3 to cover all the steel sheeting. This was completed in July 2015 and was funded from the capital expenditure budget.
2. LED lighting replacement of all high bay lights in the Latrobe Leisure Morwell stadium has been funded as part of the 2015/16 capital works program and will be completed in January 2016.
3. Repairs to the roof to stop and prevent the leaks are ongoing and being funded out of the building maintenance recurrent expenditure budget.

All other items that are listed in this report will be considered through the leisure capital works program during the 2016/17 and 2017/18 budgets.

It is important to note that the current "peak" (Monday to Friday 4:00 pm to 10:00 pm) usage of the stadium facilities is at approximately 50% with very limited use during weekends and daytimes. There is currently room to expand the stadium operations during peak and non-peak times under the current 3 court structure at the facility.

#### **Car Park Assessment**

SGL assessed the current capacity, layout and usability of the current carpark at Latrobe Leisure Morwell to ascertain whether it meets the needs of the facility during peak, off peak and event usage.

The issues that were identified in regards to the car park were as follows,

1. Traffic congestion occurs during periods when a swim meet and stadium tournament occurs concurrently. The occurrence of swim meets and tournaments occurring concurrently is infrequent. Centre management has worked in collaboration with the users and governing bodies to ensure concurrent scheduling does not occur. This has been implemented as of 2015.
2. The security lighting at the rear of the car park is poor resulting in people not being comfortable/ secure in parking in the area in the evening.
3. The accessible car parking spaces are located approximately 20 to 30 metres from the front entrance of the facility. There may be an opportunity to realign the accessible spaces to move them closer to the entrance.

The report recommends that no further car parking spaces are required to meet the need of Latrobe Leisure Morwell, although the carpark could be realignment to allow for 6 additional parking spaces. Further to this, the report recommends that all stadium and swimming events are not

scheduled at the same time, an issue that has been resolved from 2015 and beyond.

### **Detailed Facility Masterplan**

The Stadium Revitalisation and Carpark Strategy does not provide detail on the future expansion or development of the facility at LLM. To complement this strategy, council officers could undertake a detailed masterplan of the entire facility. The masterplan would provide detail in relation to the development and expansion of all aspects of the facility and would estimate the cost of any development of the facility. The estimated cost associated with undertaking this detailed masterplan is \$50,000.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

The risks to Council, related to this report, are

- Council's ability to finance and deliver the projects identified in this assessment.
- The Latrobe Leisure Morwell Stadium Revitalisation Plan and Carpark Assessment report identified low level public risks associated with the operations of the stadium and carpark. These risks are being mitigated through the allocation of works at LLM as part of the capital works program.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

Latrobe Leisure has allocated three items from the Stadium Revitalisation and Carpark Strategy Report for completion during the 2015/16 financial year as part of the Latrobe Leisure Capital works funding.

The total cost associated with the projects identified in this report is \$1,307,000.00. In 2010 council undertook a leisure facility condition assessment and council have since allocated \$650,000.00 per annum in capital works expenditure to improve, develop and replace items throughout the seven leisure facilities.

These projects would need to be funded from the leisure conditions capital works funding from council and would need to be funded along with other projects that have been identified for completion. It is likely that it will take until 2018/19 financial year to allocate all of these works under this budget.

A detailed masterplan would need to be funded separately as part of the budgeting process for 2016/17. It is estimated that \$50,000 would need to be allocated to undertake and develop the masterplan for LLM.

**INTERNAL/EXTERNAL CONSULTATION**

In February 2015, each user group at Latrobe Leisure Morwell were contacted to arrange a one on one meeting to discuss all issues with the stadium and car park facilities at Latrobe Leisure Morwell. These meeting were scheduled for early March and were offered both during business hours and after hours so that it would be suitable to all groups.

Each user group provided feedback at these sessions, with the exception of Morwell Swimming Club who did not attend their scheduled meeting time and Traralgon Swimming Club, who indicated that they did not have any issues with the stadium or carpark.

Following these meetings, on 16<sup>th</sup> June 2015, Latrobe City officers met with all Latrobe Leisure Morwell user groups at a facility user group meeting, to discuss the key findings of this report. The user group were provided with the “summery of key issues and opportunities” and these findings were discussed at length during this meeting. Latrobe City officers intend to meet with the Latrobe Leisure Morwell user group again following the endorsement of the entire report.

**OPTIONS**

Council has the following options available:

1. Endorse the Latrobe Leisure Morwell – Stadium Revitalisation and Car Park Assessment
2. Not endorse the Latrobe Leisure Morwell – Stadium Revitalisation and Car Park Assessment and seek further information

**CONCLUSION**

The Stadium Revitalisation Plan and Carpark Assessment have been completed in line with the funding provided in the 2014/15 budget.

Council Officers are of the opinion that this report accurately reflects the opinions and beliefs put forward by the Latrobe Leisure Morwell user group through the consultation process.

This report clearly outlines the key findings of the report in relation to the stadium revitalisation and carpark strategy and how Latrobe City officers are working to allocate these works under the current and future capital works allocations for Leisure Facilities Improvements.

Following the outcome of this report, Latrobe City officers will make contact with the Latrobe Leisure Morwell user group to inform them of the outcome.

**SUPPORTING DOCUMENTS****Attachments**

1. Latrobe Leisure Morwell – Stadium Revitalisation Plan and Carpark Strategy

## **14.1**

### **Latrobe Leisure Morwell - Stadium Revitalisation Plan and Carpark Assessment**

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# Latrobe Leisure Morwell – Stadium Revitalisation Plan and Car Parking Assessment

## Final Report

### May 2015



Prepared by SGL Consulting Group Australia Pty Ltd.



**sgl**

[www.sgigroup.net](http://www.sgigroup.net)



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## 1.1 Background

Council wished to investigate the condition and use of the Latrobe Morwell Indoor Stadium with the aim of developing a Revitalisation Plan. Council also wished to undertake an assessment of the Centres car park in relation to the current layout, peak and off peak use and overall capacity.

### 1.1.1 Project Purpose

The purpose and objective of the Indoor stadium revitalisation plan and the car park assessment are:

#### (i) Indoor Stadium Revitalisation Plan

Investigate and analyse the existing indoor stadium conditions/infrastructure and develop a plan to revitalise the stadium at Latrobe Leisure Morwell. The development of the plan includes:

- Engagement with internal and external stakeholders
- Review of current condition of the indoor stadium facilities at Latrobe Leisure Morwell
- Investigate options for the stadium revitalisation in line with stakeholder engagement
- Develop cost estimates for a stadium revitalisation plan
- Prepare a draft report detailing potential outcomes.

#### (ii) Car Parking Assessment

Investigate and analyse the existing car park at Latrobe Leisure Morwell with specific regard to the current layout, peak and off-peak use and overall capacity. The development of the plan to include:

- Engage with staff and management at Latrobe Leisure Morwell
- Identify peak and off peak car park loads
- Review the adequacy of the car park focusing on the layout, capacity and use
- Develop cost estimates for any car park recommendations
- Prepare a draft report detailing potential outcomes.

### 1.1.2 Project Methodology

The following provides the methodology and associated tasks that were completed in the development of the Latrobe Leisure Morwell – Stadium Revitalisation Plan and Car Parking Assessment.

- Project Clarification
- Operational Reviews
- Detailed Facility Condition Review and Audit
- Key stakeholder Interviews
- Written Submissions
- Car Park Assessment
- Issues and Opportunities Report
- Final Report



## 2.1 Latrobe Leisure Morwell

The Latrobe Leisure Morwell is located at McDonald Street, Morwell. The original facility was built as single basketball court and an outdoor 50 metre pool. The facility was redeveloped approximately 20 years ago to provide two additional indoor courts and an indoor dry health and fitness and aquatic centre.

The Centre now includes the following components.

- Fully equipped gym
- Heated pool
- Toddler pool
- Sauna
- Spa
- Aerobics room
- Stadium – 3 indoor courts
- Café
- Meeting room



Figure 1 Latrobe Leisure Morwell

### 2.1.1 Hours of Operation

The facility is currently open during the following times

Table 2.1 Operating Hours

Day	Times
Monday to Thursday	6.00 am – 9.30 pm
Friday	6.00 am – 8.00 pm
Saturday and Sunday	9.00 am – 5.00 pm

### 2.1.3 Site Context

The Centre is located at McDonald Street, Morwell. The facility is situated within the Sir Norman Brookes Park and is adjacent to the Morwell Secondary College, which borders the facility to the north on Hoyle Street. Residential housing borders the facility on the south, east and west of the site.

There is also a building located at the front of the site that is used by the Latrobe Scuba Club.

### 2.1.4 Usage Review

A review of usage of Latrobe Leisure Morwell over the last three years – 2011/2012 to 2013/2014 - has been completed and is summarised in the graph below.

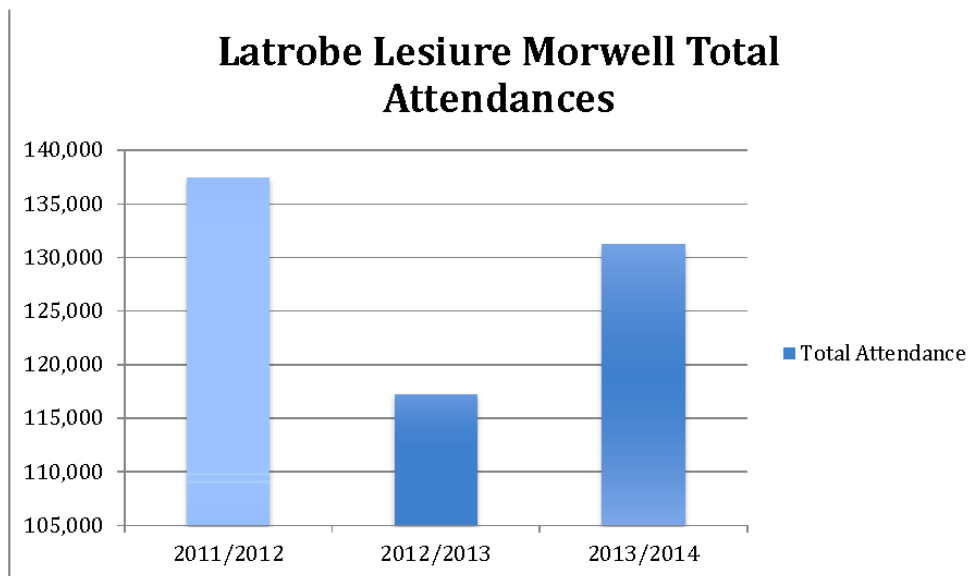


Figure 2: Latrobe Leisure Morwell

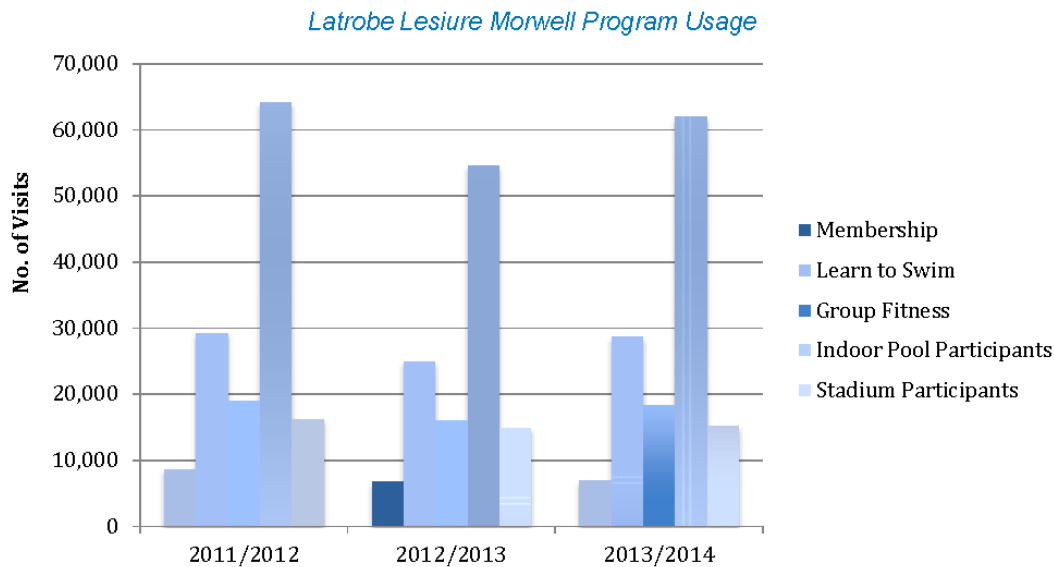
The usage review indicates:

- Usage at the Centre has fluctuated over the past three year period 2011/2012 to 2013/2014 with total attendances ranging from 137,473 in 2011/2012 to 131,238 visits per annum in 2013/2014.
- Based on the 2013/2014 annual attendance the monthly attendance was approximately 10,937 people and weekly attendances was 2,734 people.
- Between 2011/2012 and 2012/2013 total attendances decreased to 117,286 people, a decrease from the previous year of approximately 20,187 or 15%. This reduction is directly related to the pool closure in July and August of 2012 for maintenance works (retiling of the pool) and a new privately operated gym opening in July 2012 which impacted on memberships significantly.

### 2.1.5 Program Usage Review

The following graph details the program usage for the facility over the three year period 2011/2012 to 2013/2014. The key programs include:

- Membership
- Learn to swim
- Group fitness
- Indoor pool participants
- Stadium participants



**Figure 3: Latrobe Leisure Morwell – Program Attendances**

The program attendance review indicates:

- Indoor pool general usage followed by learn to swim is the highest program usage over all three years of the review. In 2013/2014 general pool attendance represented 61,984 visits (47%) and learn to swim represented 28,702 visits (22%).
- In 2013/2014 Indoor stadium participants represented 15,190 visits (11.6%). Over the three year period indoor stadium usage has declined slightly, ranging from 16,270 visits in 2011/2012 to 15,190 visits in 2013/2014, a decline of approximately 1,080 visits (7%).
- Over the three-year period group fitness participation remained relatively stable, ranging from, 18,995 participants in 2011/2012 to 18,442 in 2013/2014.

### 2.1.6 Indoor Stadium Occupancy Review

A review of the stadium usage has been completed to identify the capacity of the facility to accommodate new or additional use. The review indicates that the stadium is currently available for use for 315 court hours per week based on the three courts being available for the following times:

#### Weekdays (Monday to Friday 8.00am – 4.00pm)

- Off Peak (8.00am – 4.00pm) = 135 hours
- Peak (4.00pm – 10.00pm) = 90 hours

#### Weekends (Saturday and Sunday)

- Saturday (8.00am to 10.00pm) = 45 hours
- Sunday (8.00am to 10.00pm) = 45 hours

**Appendix Two** details the current court occupancy.

**Total available hours = 315 hours**



The occupancy review indicates

- The stadium is occupied for 52 hours per week (Weekday peak and off peak and weekends), which represents a current total occupancy rate of 16.5% out of the total 315 court hours available.
- Weekday peak usage accounts for 45 hours (50%) of total peak use hours. This is between the hours of 4.00pm to 10.00pm (90 hrs. per week) Monday to Friday.
- There is currently no regular weekday off peak usage of the facility. Schools make some irregular use of the Centre during weekdays for physical education classes and tournaments.
- Weekend use accounts for 7 hours (8%) of total weekend use hours. This is between the hours of 8.00am to 10.00pm Saturday and Sunday (90 hrs. per weekend).
- There are some tournaments that make use of the courts on weekends on an irregular basis.
- The occupancy review indicates that the facility has significant capacity to increase the use by existing or new user groups. There are large gaps of time when the courts are not being used, particularly on weekends.

## 2.2 Site Review

Etch Architects undertook a site inspection of the Latrobe Leisure Morwell in December 2014. The Basketball Stadium and external carpark were the only items inspected on the instruction of Latrobe City Council.

The Site Investigation is based on the reference material provided from the Client and a physical 'visual' inspection only of the site. Any assumptions noted within this report are based on evidence of similar projects – in reference to the age of the facility, its condition, site conditions and nature of its construction. Etch Architectural Solutions Pty Ltd will not make any assumptions to any elements relating to the nominated site which can't be observed (i.e. underground) or relating to any building service, which the company is not, specialised to undertake (such as any electrical review).

For the purpose of the site review the following definitions will apply:

**Poor** – Item that is damaged, beyond repair and requires replacing. Conditions due to rust, rot, settlement, cracking etc. (requires immediate replacing – approx 1 month to 1 year) or is not compliant to current Building Code Regulations and / or current Australian standards (such as disability access requirements As1428).

**Fair** – Item which is damaged, and possibly requires replacing / refurbishment within 2- 3 years (at a minimum).

**Reasonable** – Item which can remain and possibly requires remedial 'spot' repairing / conditioning, over the next 2 to 5 years.

**Good** – Item which is in a reasonable condition which does not require any remedial work, over the next 3 years

### 2.2.1 Indoor Stadium

The assessment of the stadium was considered fair.

The following provides a summary of the key issues identified from the site review

- Current elevated walkway to Court 1 (via court 2+3) appears too low and may be considered a hazard to both the spectator and player. Very close to side of playing areas (if a player is elevated at edge – may impact the walkway).
- Position of data point for scoreboard is in the wrong location. – needs to be re-directed.
- Nails protruding from main sports floor in Court 1. Not safe. Should be rectified immediately.

- Wall lights (glazing) painted out. Could cause condensation and heating issues (heat loss). Glazing to be replaced with insulation wall cladding both external and internal.
- Stadium 1 - Not enough padding to goal end of courts 1. Padding should extend the length of the goal zone for netball and not just cater for the basketball key. Insufficient safety run off for both basketball (2.0m) and netball (3.05m) at goal ends.
- Stair access to seating is directly from courts. Not enough pedestrian space to court side – also to cater for safety player / umpire runoff.
- Seating to Court 1 is via elevated walkway from Court 2. Height of tiered seating appears reasonable to BCA, however did not observe any wheel chair dedicated seating zones (compliance to BCA and AS 1428)
- Stadium 2 +3 – main spectator seating obstructed with existing steel columns. Also seating located at end of courts – not ideal.
- Stadium 1 & Stadium 2 +3 – main sports lighting too low – may not be meeting current indoor sport lighting codes.
- Courts are multi-line – sometime difficult to determine which court playing on.
- Stadium 2 + 3 – roof leaks in areas. Leaking may be due to expansion joints or construction junction between skylight and main roof sheeting
- Safety run-off zone between courts, columns and seating too narrow. Pedestrian gap between seating and columns non-existent. Padding to wrap around columns and not just playing side
- Seating needs to extend along court 3.
- Timber tiered seating – too steep. May be considered not compliant to current BCA & DDA regulations.
- Safety run-off zone between courts, columns and seating too narrow. Pedestrian gap between seating and columns non-existent. Padding to wrap around columns and not just playing side.
- Not enough padding to goal end of courts 2 + 3. Padding should extend the length of the goal zone for netball and not just cater for the basketball key.
- Insufficient enough safety run-off for both basketball (2.0m) and netball (3.05m). Not compliant to current playing specifications.

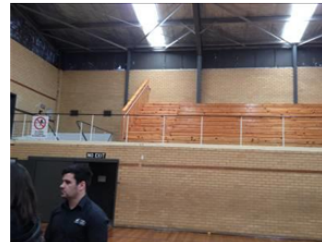
Photos



Stadium 1 - Nails protruding from main sports floor in Court 1. Not safe. Should be rectified immediately.



Stadium 1 - Not enough padding to goal end of courts 1. Padding should extend the length of the goal zone for netball and not just cater for the basketball key. Also not enough safety run off for both basketball (2.0m) and netball (3.05m) at goal ends.



Stadium 1. Wall lights (glazing) painted out. Could cause condensation and heat loss. Glazing to be replaced with insulation wall cladding both external and internal. Stair access to seating is directly from courts. Not enough pedestrian space to court side – also to cater for safety player / umpire runoff.



Seating to Court 1 is via elevated walkway from Court 2. Height of tiered seating appears reasonable to BCA, however did not observe any wheel chair dedicated seating zones (compliance to BCA and AS 1428)



Stadium 2 +3 – main spectator seating obstructed with existing steel columns. Also seating located at end of courts – not ideal.



Stadium 2 +3 – main spectator seating obstructed with existing steel columns. Seating needs to extend along court 3. Courts are multi-line – sometime difficult to determine which court playing on.



Stadium 2 + 3 – roof leaks in areas. Leaking may be due to expansion joints or construction junction between skylight and main roof sheeting.



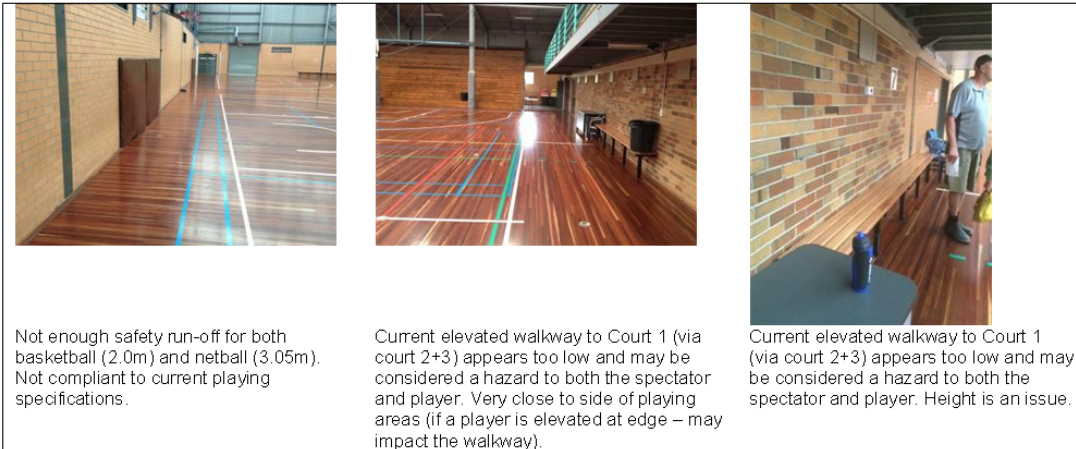
Timber tiered seating – too steep. May be considered not compliant to current BCA & DDA regulations.



Safety run-off zone between courts, columns and seating too narrow. Pedestrian gap between seating and columns non-existent. Padding to wrap around columns and not just playing side.



Not enough padding to goal end of courts 2 + 3. Padding should extend the length of the goal zone for netball and not just cater for the basketball key. Also not enough safety run off for both basketball (2.0m) and netball (3.05m)



## 2.2.2 Car Park

The assessment of the stadium was considered reasonable.

The following provides a summary of the key issues identified from the site review

- Main car parking in a reasonable condition.
- Accessible car spaces are at distance from main entry. These should be directly located on the kerb side of the leisure centre and not accessible via a pedestrian crossing.
- Main drop off zone appears reasonable and diverted from main driveway entry.
- Potential external access gate to adjoining Harold Street. Gate may be opened during clash periods (combine basketball and swimming competitions). Potential egress point from main car park.
- Rear of car park can directly access Harold Street and grass setback could cater for additional single row of parking.
- Adjoining Latrobe Scuba Club building – currently adjacent to the main car park and shouldn't be impacted if any capital works/ improvements are required to the car park.



**Photos**

Main car parking in a reasonable condition.

Accessible car spaces are at distance from main entry. These should be directed located on the kerb side of the leisure centre and not accessible via a pedestrian crossing.

Main drop off zone appears reasonable and diverted from main driveway entry.

Potential external access gate to adjoining Harold street. Gate may be opened during clash periods (combine basketball and swimming competitions). Potential egress point from main car park.

Rear of car park can directly access Harold Street and grass setback could cater for additional single row of parking.

Adjoining Latrobe Scuba Club building – currently adjacent to the main car park and shouldn't be impacted if any capital works/ improvements are required to the car park.



## 3.1 Introduction

This section of the report summarises the various market research and consultation processes and associated findings to assist in the review of the stadium and car park requirements and includes

- Summary of Key Stakeholder Interviews
- Benchmarking of local and regional facilities
- Demographic Review
- Indoor Stadium Facility Trends

## 3.2 Key Stakeholder Interviews

Interviews were held with key users of the indoor courts to identify both current and future needs and priorities for the indoor stadium. The following provides a summary of the key issues identified.

### 3.2.1 Morwell Basketball Association

The Morwell Basketball Association operates both a junior and senior basketball competition for all ages and abilities at Latrobe Leisure Centre, Morwell.

The Association has a current membership of approximately 430 people of which 280 (65%) are juniors and 150 (35%) are seniors. Within the junior program there are equal males and females. Within the senior program there are slightly more female teams. The association is a domestic competition and does not have representative teams.

The junior competition operates on a Monday night for age groups U10 to U16

The senior competition operates on a Tuesday for the women's competition and Thursday night for the men's competition

Morwell Basketball Association also operates Aussie Hoops basketball for younger children on a Monday afternoon.

The key issues and priority upgrades to the stadium and car park area include:

- The roof on courts 2 and 3 leak when there is heavy rainfall. The water on the courts is a safety issues and results in games being cancelled.
- The lighting on courts 2 and 3 is insufficient. New and additional lighting is required to ensure the courts are appropriately illuminated. The lighting on court one is of a fair standard however it could also be improved.
- There is a need to improve and extend the padding on all three courts.
- The positioning of the data inlet point is not practical. The data point sits on the wall approximately half way along the players' bench just above head height. As a result the cord falls over the top of players to reach the score box. There have been occasions when the cord is inadvertently pulled out during a game causing the scoreboard to switch off.
- There are nails from the floorboards on court one protruding. Members have attempted to hammer the nails however it is an ongoing issues.

- There is a lack of seating at the southern end of court three. The Association would like to see the tiered seating currently at the end of court two replicated to increase the seating capacity.
- The basketball participants do not use the overhead walkway that was installed to provide access to court one. It would be advantageous to remove the structure however it is not a high priority.
- The car parking can be a problem when there are indoor stadium and aquatic events occurring concurrently.

### 3.2.2 Morwell Netball Association

The Morwell Netball Association uses Latrobe Leisure Morwell on a Tuesday night from 6.00pm to 10.30pm depending on the number of teams.

The Association currently has 20 teams, which equates to approximately 160 players. The competition caters for domestic teams playing U14 through to open women's. A large number of the teams also compete in the Netball Football League competition.

The key issues and priority upgrades to the stadium and car park area include:

- The walkway needs to be removed or locked. The area is only used by children who play on the walk way and cause distraction.
- The leaking roof during heavy rain results in water on the floor. Games have been abandoned on both court 2 and 3 as a result of the water. Water also comes through onto the grandstand area.
- The lighting on courts 2 and 3 is very poor. If the globes are blown it is very difficult to see. The lighting system in the court area needs to be replaced.
- The car parking area is poorly lit. There are often available car parks at the rear of the parking area, however due to the poor light the netball participants do not feel safe and therefore do not use the back car parks.
- The car park area can be congested when multi activities are on in the Centre however this is not a regular occurrence.

### 3.2.3 Morwell Badminton Association

The Morwell Badminton Association operates a junior program. Over the past few years the associations has struggled to attract players and currently has only 6 to 10 juniors training at Latrobe Leisure Morwell.

The junior badminton competition is now centralised in Traralgon and the senior competition competes at Catterick Crescent Indoor Stadium.

The Association train on two courts at Latrobe Leisure Morwell on a Sunday afternoon from 2.45pm through to 4.45pm.

The Association runs the Gippsland Individual Championship Tournament at the Centre which attracts between 40 and 50 people.

The key issues and priority upgrades to the stadium and car park area include:

- The line markings for badminton are currently blue and should be white.
- There used to be a divider between courts two and three. This divider should be reinstated particularly to support co use of the facility with different codes of sport i.e. badminton and basketball.
- There is a problem with the roof leaking onto courts two and three. The water and condensation runs down the rafters onto the courts.
- There is a need for the trees at the rear of the stadium to be pruned. The trees scrap on the roof.
- The lighting of the courts is poor and needs upgrading.
- There may be an opportunity to transform the old toilets on court one to provide individual storage areas for each sporting code.
- The walkway is not a major problem for badminton, however most people don't use it.
- The car parking area can be congested when multiple activities are occurring at the Centre. There is an opportunity to create additional car parks at the rear of the car park area, next to the school fence.

### 3.2.4 Latrobe Valley Volleyball

Latrobe Valley Volleyball operates the volleyball competition across Latrobe City. There are currently 30 participants with the majority (90%) being seniors with only 10% junior participants.

The Morwell competition is very small and operates on a Wednesday night at the Centre. A number of school events are also conducted at the Morwell Centre. The Association formerly used the four volleyball courts however currently they only make use of one of the courts.

The key issues and priority upgrades to the stadium and car park area include:

- The water leakage maybe a result of a combination of the design of the air vents, the rain and the wind direction. There has also been water leakage in the store room as a result of the gutters being blocked.
- The current lighting is satisfactory however they are not well maintained and the lights bulbs are not regularly replaced. If all lights were operational the lighting would be satisfactory. The location of the lights can be a problem for volleyball as participants look up to play the game.
- The walls of the stadium need to be improved to cover the grey dull look. This would help to lighten the facility and improve the overall amenity.
- The walkway between courts can be a problem for volleyball as it encroaches on the volleyball court. Due to the lack of numbers this is currently not a major concern however should participation increase and more courts are used this may be an issue. If the walkway was removed the trophy cabinet would need to be relocated.
- The potential of the extension of the grandstand area would be beneficial to volleyball as it would provide greater spectator opportunities for events.

### 3.2.5 Morwell Swimming Club

An interview was scheduled with the Morwell Swimming Club however they indicated that they did not have any major concerns with the stadium.

The car park area was identified as a concern during periods when concurrent events were held in the aquatic area and the stadium. Coordinating the timing of the events could rectify the car parking congestion issue.

### 3.2.6 Summary of Key Issues

Based on the discussion with the key stakeholders the key priorities for upgrade could be summarised as:

- Repairs required to the roof to stop the leaking roof on courts two and three– maybe structural issue
- The lighting on courts two and three needs replacement to improve the illumination of the courts and the ongoing maintenance of the lighting
- Extension of padding at the ends of each court
- Repositioning of the data point for scoreboard to mitigate against scoreboard shutdown
- Extension of grandstanding seating at end of court 3 (like court 2).
- Potential removal of the walkway between courts to reduce the impact of the walkway on court two.
- Repairs to the flooring on court one to address the problem of nails protruding from the floorboards.
- Review of the car park to improve the security lighting as stage one and consider in the longer term the provision of additional car parks at the rear of the existing parking area. Car parking congestion a problem only when concurrent events are scheduled.



### 3.3 Review and Benchmarking of Facilities

The following provides a summary of the current provision of indoor courts in the Latrobe area and surrounding region.

#### 3.3.1 Latrobe City Indoor Courts

The following table provides a summary of the indoor court provision in Latrobe City.

*Table 3.1 Latrobe City Indoor Court Facilities*

Area	Facility Name	Facilities	Ownership/Management
Morwell	Latrobe Leisure Morwell	<ul style="list-style-type: none"> <li>• 3 court stadium</li> <li>• Fully equipped gym</li> <li>• 25m x 8 lane heated pool</li> <li>• Toddler pool</li> <li>• Sauna</li> <li>• Spa</li> <li>• Aerobics room</li> <li>• Boxing room</li> <li>• Café</li> <li>• Meeting room</li> </ul>	Council owned and operated
Moe Newborough	Moe Newborough Leisure Centre	<ul style="list-style-type: none"> <li>• Four multi-purpose courts</li> <li>• Fully equipped gym</li> <li>• 25m x 6 lane heated pool</li> <li>• Sauna</li> <li>• Spa</li> <li>• 1 squash courts</li> <li>• Athletics track</li> <li>• Cycling track</li> </ul>	Council owned and operated
Traralgon	Traralgon Sports Stadium	<ul style="list-style-type: none"> <li>• Five court stadium</li> <li>• Show court with 1044 spectator seats</li> <li>• Four change rooms</li> <li>• Off street parking</li> <li>• Kiosk</li> </ul>	Council owned and operated
Churchill	Churchill Leisure Centre	<ul style="list-style-type: none"> <li>• Three multi-use courts</li> <li>• Fully equipped gym</li> <li>• 25m x 6 lane heated pool</li> <li>• Sauna</li> <li>• 2 Squash Courts</li> <li>• Aerobics and Boxing Room</li> <li>• Function Room</li> </ul>	Council owned and operated

The review indicates that Latrobe City owns and operates four leisure facilities with a total of 15 indoor sports courts.

#### 3.3.2 Regional Area Indoor Courts

A review of indoor stadium facility provision in the following neighbouring municipalities has been completed to identify key issue or facility developments that impact facilities in the Latrobe City Council. The neighbouring municipalities included:

- South Gippsland Shire Council
- Baw Baw Shire Council
- Wellington Shire Council

Table 3.2 Neighboring Municipalities Facilities

Municipality	Facility Name	Facilities	Ownership/Management
South Gippsland Shire Council	SG Splash	2 indoor sports courts 25m lap pool Leisure pool Toddlers pool Café Group Fitness	Council owned, YMCA managed
Baw Baw Shire Council	Bellbird Park Indoor Centre	2 indoor sports courts 4 squash courts Multipurpose room	Council owned, YMCA managed
	Warragul Leisure Centre	25m x 6 lane pool Toddlers pool 2 indoor courts	
Wellington Shire Council	Gippsland Regional Sports Complex	4 indoor sports courts 12 outdoor courts Meeting rooms Conference facilities Café Change rooms	Council owned and managed
	Avon Indoor Recreation Centre (Stratford Primary School)	1 indoor sport court	Owned by Department of Education, managed by Committee of Management formed by Wellington Shire Council and Stratford Primary School
	Walpole Stadium (Yarram Secondary College)	2 indoor sport court	Department of Education owned and managed
	Rosedale Indoor Stadium (Rosedale Primary School)	1 indoor sports court Kitchen facilities Meeting rooms Change rooms	Department of Education owned and managed

The review indicates that there is a total of 6 sporting facilities providing 12 indoor sports courts within municipalities that border the Latrobe City. Of these facilities half are owned by local government and half are located on land owned by the Department of Education.

### 3.4 Latrobe Demographic Review – Impact on Sporting Facilities and Services

The following section summarises the key population and demographic characteristics and trends likely to impact future participation in sport and recreation within the Latrobe City area. The population and demographic profiles are based wherever possible on the 2011 ABS Census data and has been sourced from .id, an online company that analyses ABS Census data.

This section provides a demographic analysis of Latrobe City and the Morwell area

Latrobe City is a regional municipality located 150km east of Melbourne. The main towns are Traralgon (population 23,837), Moe Newborough (population 15,686), Morwell (population 14,006) and Churchill (population 4,944).

The following provides a snap shot of the current demographic and population characteristics. A detailed demographic review is provided in **Appendix One**.

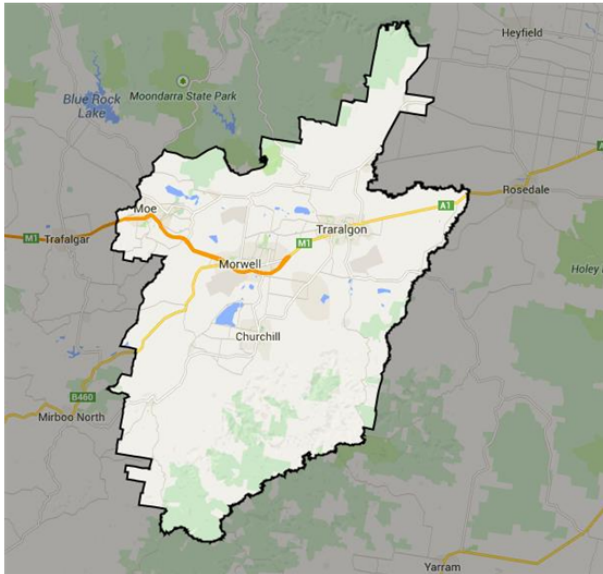


Figure 4 Map of Latrobe City

### 3.4.1 Population

The population trends indicate that between 2006 and 2011 the population of the Latrobe City Council area increased from 69,329 people to 72,402 people. This equates to an approximate growth of 4.4%. Latrobe is predicted to grow by 19,261 residents, reaching 92,855 people by 2036.

### 3.4.2 Age Profile

The population profile of Latrobe is aging, reflecting a nationwide trend of more people aged over 65 years living within regional centres by 2036. However over 6 out of 10 people (64.6%) are aged in their most active years of 0 to 49 years. This indicates that the current pressure and demands being placed on Council to provide a range of leisure activities and facilities to meet the needs of residents will continue.

### 3.4.3 Employee Profile

In 2011 approximately 30,253 people living in Latrobe City were employed, of which 59% worked full time and 33% part time. There is a large representation of people living in the Latrobe area employed in health care and social assistance, retail trade, construction and manufacturing.

### 3.4.4 Vehicle Ownership

A review of vehicle ownership indicates that the majority of residents own one or more vehicles (88.2%) indicating that most people have the ability to independently access sport and leisure activities.

However there are still some residents (11.8%) that are reliant on public transport or non-motorized transport (such as walking or bike riding) to access services and facilities. The location and ease of access to facilities is therefore a key element to support access and participation.

## 3.5 Morwell Demographic Review – Impact on Sporting Facilities and Services

The following provides a snap shot of the current demographic and population characteristics of Morwell. A detailed demographic review is provided in **Appendix One**.

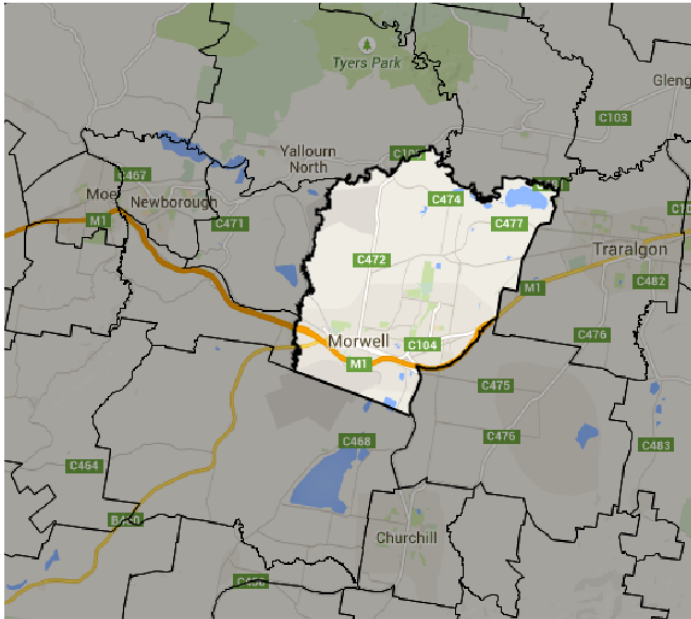


Figure 5 Map Morwell Area

### 3.5.1 Population

The population of Morwell equates to 14,006 people, accounting to 19.34% of the population of Latrobe City.

### 3.5.2 Age Profile

Nearly 62.28% of the population of Morwell is aged between 0 and 49 years. This indicates that a majority of the population is aged in their most physically active years, indicating that the demand being placed on council to provide leisure facilities and activities will continue.

### 3.5.3 Employee Profile

In 2011, approximately 42.42% of the population of Morwell was employed. 24.48% of the population is employed full-time, whilst 14.7% is employed part-time, with the remaining 3.24% being employed & away from work. There is a large representation of people living in Morwell who are employed in retail trade, health care and social assistance & manufacturing.

### 3.5.4 Vehicle Ownership

A review of the vehicle ownership indicates that the majority of residents own one or more vehicles (65.03%) indicating that most people have the ability to independently access sport and leisure activities without a demand for transport.

However there is still a proportion of 9.33% of the population of Morwell who do not own a motor vehicle, therefore are reliant on public transport, indicating that ease of access to facilities is a key element to participation and use of facilities.

## 3.6 Indoor Sports Facilities Trends

The following provides a review of the key sports facilities and participation trends that may impact on the master plans. Implications from these trends have been considered in completing the overall demand assessment and facility development requirements presented later in this report.



### 3.6.1 Indoor Sporting Facility Trends

#### (i) Indoor Recreation Facility Management Trends

A number of common indoor facility management trends have been observed in recent times, including:

- A general shift (back) to in house Council management.
- Limited choice in professional non-government indoor facility management service providers.
- Incorporation of commercial facility components into the overall service mix, e.g. retail outlets, health services and café facilities.
- Establishment of community Boards of Management/Committees to oversee the operation of indoor facilities.
- Pursuit of non-sporting uses for indoor facilities: e.g. events, displays, functions etc.

#### (ii) Financial Performance of Indoor Sports Facilities

The following relevant trends in the financial performance of indoor sporting facilities:

- Generally, stadiums with less than three to four courts have a lower income generating capacity and lower likelihood of being financially viable.
- Facilities that are designed and operated to be “multi-use” are generally operated at higher levels of usage capacity and financial performance than single sport/specialist facilities.
- Large regional facilities with four or more courts that are centrally located in large catchment areas, with a low level of external competition, in prominent positions have a greater chance of being financially viable.
- Larger centralised facilities are more efficient in terms of both competition coordination and financial sustainability.
- Successful indoor sporting associations have access to a larger multi court facility (4 or more courts) for competition and a range of smaller facilities (i.e. schools) for training.

### 3.6.2 General Recreation and Sports Trends

The study's key findings combined with the consultant team's previous leisure research experience, current industry trends and latest research findings indicate the following trends may impact upon the Study area.

#### (i) Factors Affecting Recreation Participation and Facility Provision

Current trends that affect the sport and recreation industry are being driven by several wider trends in Australian society being:

- A gradual ageing of the population as life expectancy increases, birth rates stay low and the baby boomers grow older. Therefore, an increase in masters/seniors programs is being experienced by a number of sports.
- Broad mix of different times when people participate in leisure, as demands on people's time continues to increase and work practices change.
- Increased variety of leisure options means change in traditional participation
- Constraints on Government spending together with a new degree of entrepreneurs in the Australian economy.

#### (ii) Participation

There is a slow reduction in participation in competitive and traditional sports, with people becoming increasingly unwilling to commit themselves to play 'for a whole season' or available to play and train a number of days a week.

Due to daily time constraints, people are cutting back their leisure and recreation activities and are more demanding about those that remain. To remain viable, the quality of facilities and services will have to continually improve.

There will be a greater demand in the future for indoor facilities (available all year/every day) and higher quality outdoor playing surfaces.

With increased age longevity and larger numbers of fit, healthy older people, the demand for exercise, and for conveniently located facilities, is expected to increase.

Because of their reliance on young players, many sports will grow more slowly than the adult population as a whole.

With new technologies and commercial interests investing in leisure, a wide range of activities, particularly those targeting teenagers, will continue to undergo cyclic popularity.

Sports clubs dependent on voluntary labour and support will be required to provide greater incentives and better management to attract volunteers. The cost to sports clubs of equipping, insuring and managing players and administering games is expected to continue to increase.

### **(iii) Facility Trends**

With ongoing Government economic constraints and limited capital and operational budgets, many new sports facilities may have to be joint venture arrangements between private and public sectors and sports clubs.

The reduction in commitment to curriculum based school sports in State Government Schools will have impacts on the local availability of school sports facilities while also discouraging public sector investment in new facilities at these sites.

Due to restricted rate and other revenue bases, local Councils may have to encourage greater private investment in leisure facilities and services. This may be achieved by a mix of rate concessions, payback loans, management rights in return for investment, provision of land and planning concessions.

Facility provision is changing from single-purpose to multi-purpose. However there is an emphasis on ensuring facilities are designed to meet the specific needs of the key user groups. A great deal of infrastructure expenditure is now being directed to the development of larger public and private complexes providing aquatic, health, fitness and indoor sports facilities because of the higher utilisation which can be achieved. There is less emphasis on the development of traditional single purpose outdoor sports facilities.

More flexible designs are being created and there is a growing expectation that facilities will need to be renovated/upgraded on a periodic basis. There is a realisation that facilities have a "customer interest life-span" which is much less than the facility life-span.

The planning process for new facilities has improved significantly with the conduct of effective feasibility studies being the norm. These studies have generally included management/ marketing/financial plans with demand projections based on sophisticated survey data.

There has been considerable improvement in the management of leisure facilities, with increased expectations of managers to produce better financial outcomes and generate higher attendance. Public sector facility managers now need higher skill levels, face broader roles, need access to better training and professional networks and improved financial reporting systems.

As competition increases there will be an increased emphasis on programming and target marketing based on adopting consumer driven strategies and performance evaluation techniques. This indicates a greater resourcing of local area planning, knowing who are your customers and how to attract them.



## 4 Summary of Key Issues and Opportunities

### 4.1 Summary of Key Findings

Based on the consultation with the key stakeholders, management and operational staff and the facility reviews the following provide a summary of the key issues identified to assist with revitalising the indoor stadium at Latrobe Leisure Morwell.

### 4.2 Current Facility Provision and Occupancy Review

As part of the project the consultant team undertook a review of the operational performance of the indoor stadium including an occupancy review of the courts. The review also identified the number of indoor courts in the Latrobe area and surrounding municipalities.

The consultation with the key users of the stadium indicates that participation numbers have decreased over the past few years and are continuing to decrease. The decreasing participation is having an obvious impact on the occupancy of the indoor stadium with the courts only being used approximately 50% of peak usage times (Monday to Friday 4.00pm to 10.00pm) and very limited use on weekends with the courts not being used on Saturdays and limited training occurring on Sundays.

The review of facility provision in the Latrobe and surrounding areas indicates that there is a total of 15 courts, including the three Morwell courts in the Latrobe area and a further 14 courts in the municipalities that border the City. The indoor stadium users believe that the current decreasing participation is being impacted by the large number of new indoor courts in the area, located within relatively close proximity to each other and the poor quality of the Morwell indoor stadium. The decreasing participation in indoor sports in the Morwell area and the resultant low occupancy of the stadium is impacting on the operational performance of the Latrobe Leisure Morwell Centre, which is recording increasing operational deficits.

The following provides a summary of the key issues identified that could be undertaken to assist in revitalising the indoor stadium.

### 4.3 Facility Upgrade Options and Opportunities

Latrobe Leisure Morwell is now in excess of twenty years old and is starting to look “tired” when compared to some of the new indoor stadiums and sports courts in the Latrobe and surrounding areas. The review has identified a number of options and opportunities to assist in improving the overall amenity of the facility and the functional performance of the facility. The key opportunities and options are summarised below.

#### 4.3.1 Overall Amenity Improvement

One of the key issues for stakeholders was the overall “tired look” of the stadium. The grey metal panel rib walls of the facility result in the facility looking “tired and drab”. One of the options to improve the amenity is to line the internal walls of the stadium with wood acoustic panel cladding. This would provide some soundproofing, provide some level of thermal comfort and significantly improve and refresh the stadium.

#### 4.3.2 Leaking Roof

During periods of heavy rainfall the roof over courts two and three leaks causing water puddles on both courts and the activities to be cancelled.

The project architects Etch have indicated that the problems associated with the roof leaking may be considered a roof plumbing / structural issue. Pending on the location of the actual leaks – at a roof junction / expansion joint – the first remedial works would be replace all flashings and expansion joints / seals with new.

Pending on the age of the roof sheeting and its normal manufacturer life span – council may wish to consider replacing the entire roof sheet as part of a capital works package. It should be noted that if new works proceed the existing roof will have to comply with Current Building code regulations and WH&S items such as roof safety access / anchor systems.

### 4.3.3 Poor Lighting On Courts 2 + 3 (Court 1 To Be Also Considered)

The quality of the lighting over courts two and three was identified as one the key priority improvements. The consultant team have identified two options to address this issue. It is also recommended that Council consult with an electrical / lighting consultant with sports lighting experience.

**Option 1** – replace existing 'high bay' to each court with at least double the amount of 'like' lighting. All lighting to be supplied with safety change. NOTE – lights are to minimize glare over courts for players.

**Option 2** – replace existing high bay lighting with new energy efficient LED sports lighting. Electrical / Lighting consultant / engineer to confirm specification and quantity.

### 4.3.4 Extension of Wall Padding

The current padding at the end of each court, behind the goals is considered insufficient as it does not extend along the wall far enough to provide the required protection. It is recommended to install additional 10.0 m linear metres (at a min of 1.8m high) of wall padding (min thickness of 150mm) to all goal ends. This padding is to be centralize with the netball/ basketball goal and extend past the playing 'goal ring' of netball at a minimum.

### 4.3.5 Extension Of Grandstand

Users identified the extension of the grandstanding seating at the end of court three as a key priority to improve the spectator-viewing opportunities.

Prior to any works being undertaken there is a need to confirm with a certified Building Surveyor that any pending extension to the grandstand seating to the sports hall is achievable with regards to the current Building Code of Australia – pertaining to riser height, access by all and pedestrian width (including egress). The options extend the grand stand include:

**Option 1.** Works approved by Building Surveyor to extend existing seating. Prepare architectural and structural engineers scoping package to allow for demolition of existing structure and provide new documentation to support new works. Note – main structural frame to courts will still obstruct viewing.

**Option 2.** Seating to be refurbished to reflect any Building Surveyor comments. Prepare demolition package and again new scopes package with architectural and structural drawings. Typical areas which will require new works include step risers (pedestrian access) to seating plats.

### 4.3.6 Removal of Walkway Between Courts

The current walkway to service Court 1 (via Court 2 + 3) is too low and is deem a risk to the playing area / court side of Court 2. It is recommended that the walkway be removed and an accessible 'spectator' lift is installed to ensure access the seating area for court one. An accessible lift 'can' be installed in the space where the current landing / access door is. There is a need to maintain access / egress to the stairs. An Accessible consultant is recommended to review proposal before any works are to proceed.

### 4.3.7 Nails Protruding On Court 1 Floor

The stakeholder consultation identified an issue with nails protruding from the floorboards on court one. Discussion with Management has indicated that this problem has now been rectified.

## 4.4 Parking Assessment

One of the key outcomes of the project was to Investigate and analyse the existing car park at Latrobe Leisure Morwell with specific regard to the current layout, peak and off-peak use and overall capacity. As part of the project consultation the issues of car parking capacity was discussed in detail. The key issues that were identified included:



- Traffic congestion occurs during periods when a swim meet and stadium tournament occurs concurrently. Discussion with the key stakeholders indicates that this has only occurred once per year and management have been working with the user groups in relation to scheduling to ensure that the risk of concurrent events is minimised.
- The occurrence of swim meets and tournaments occurring concurrently is infrequent. Centre management has worked in collaboration with the users and governing bodies to ensure concurrent scheduling does not occur. This has been implemented as of 2015.
- The security lighting at the rear of the car park is poor resulting in people not being comfortable/ secure in parking in the area in the evening.
- The accessible car parking spaces are located approximately 20 to 30 metres from the front entrance of the facility. There may be an opportunity to realign the accessible spaces to move them closer to the entrance.

Based on the above it is recommended that no further car parking spaces are required to meet the needs of Latrobe Leisure Morwell. Given the distance of the accessible spaces from the front entrance there is an opportunity to relocate these spaces, which will provide the general parking area with an additional 6 spaces (2 new).

Given that the congestion occurs on an infrequent basis, the most appropriate strategy to address the issue is to ensure that management continue to work collaboration with key stakeholders on the scheduling and timing of swim meets and stadium tournaments. If car park is tight during specific periods of the year, the gates at the rear of the site can be opened to the overflow car park area.

To ensure the existing car parking area is used to its capacity there is a need to upgrade the security lighting at the rear of the car park providing a greater feeling of safety.



Modify line marking at entry drop off to allow and cater for accessible car spaces.  
Modifications to pedestrian footpath and roadway will be required. Parallel car space to conform with AS/NZS 2890.60  
Nominal allowance of 4 car spaces.

## 4.5 Summary of Actions and Cost Estimates

The following table provides a summary of the key recommended actions and indicative cost estimates. The indicative costs have been developed by Quantity Surveyor Turner & Townsend. The costs include:

- 10% contingency and 10% professional fees.
- Costs exclude GST, cost escalation, latent conditions, adverse soil conditions.
- Costs are based on discussion with SGL and Etch architects, not a site inspection

The table provides:

- Recommended actions
- Timeframe
- Indicative capital cost

Table 4.1 Recommended Facility Improvements

Ref.	Action	Timeframe/Staging	Indicative Costs
<i>Amenity Improvement</i>	Compressed sheet panel with expressed joints – 50/50 split with timber ply and ATKAR panel to mitigate sound and provide some level of thermal comfort		\$100k - \$120K
<i>Roof Leak</i>	<b>Option 1:</b> Replace air vent (ridge vent)		\$30k - \$50k
	<b>Option 2:</b> Replace roof (metal deck sheeting, sisalation, mesh, flashing and cappings)		\$480k - \$500k
<i>Lighting Upgrade</i>	<b>Options 1:</b> Replace with similar hi-bay lights, but include mechanism to lower lights for maintenance.		\$120k - \$130k
	<b>Option 2:</b> Replace with energy efficient lights and include mechanism to lower lights for maintenance		\$170k - \$190k
<i>Wall Padding</i>	Replace the padding at the end of each court		\$5k - \$10k
<i>Grandstand Extension</i>	Extend grandstand seating for additional		\$100k - \$150k (assumes no structural works required).
<i>Removal of Walkway</i>	Remove walkway and provide new balustrade to top of existing wall.		\$90k - \$120k
	Elevated walkway – allow for accessible lift – includes for demolition to make space for new lift and associated building works		\$100k - \$200k
<i>Car park improvements</i>	Alter line marking for new accessible spaces close to entry, costs include line marking, change kerb to roll-over kerb and widening of adjacent footpath		\$9k - \$15k
<i>Scoreboard data entry</i>	Relocate data entry point to behind score bench		\$1.5K - \$2k

## Appendix One: Morwell Demographic Review

The following section of the report reviews the demographics information for the Morwell area within the Latrobe City Council region.

The population of Morwell in 2011 was 14,006, which accounts for 19.34% of the total Latrobe population.

### Age group Population Profile

According to the ABS Census the age profile from 2011 for the residents of Morwell in 2011 compared to the entire Latrobe valley is estimated below:

Region	Morwell		Latrobe (C)	
	People	%	People	%
Cohort				
0-4 years	923	6.59%	4,777	6.60%
5-9 years	808	5.77%	4,536	6.27%
10-19 years	1,822	13.01%	10,007	13.82%
20-29 years	1,891	13.50%	9,366	12.94%
30-39 years	1,473	10.52%	8,388	11.59%
40-49 years	1,805	12.89%	9,787	13.52%
50-59 years	1,742	12.44%	9,945	13.74%
60-69 years	1,560	11.14%	7,767	10.73%
70-79 years	1,163	8.30%	4,769	6.59%
80-89 years	685	4.89%	2,628	3.63%
90-99 years	128	.91%	412	.57%
100 and over	6	.04%	14	.02%
<b>Total</b>	<b>14,006</b>		<b>72,396</b>	

Census Year 2011  
Data Type Place of Usual Residence (People)

An analysis of the break down of the population of Morwell compared to the population of the entire Latrobe valley shows that Morwell has a high proportion of people in the older age groups (+70 years) and a lower proportion of people in the younger age groups (under 19 years) when compared to the entire Latrobe.

Overall, Morwell has 14.14% of the population aged over 70 compared to 10.81% for Latrobe, while Morwell has only 25.37% aged below 19 compared to the Latrobe Valley, which has 26.69%.

The major differences between the age group structures of Morwell & the entire Latrobe region were:

- A 1.07% smaller proportion of people aged 30-39 (10.52% compared to 11.59%)
- A 1.3% smaller proportion of people aged 50-59 (12.44% compared to 13.74%)
- A 1.71% larger proportion of people aged 70-79 (8.30% compared to 6.59%)
- A 1.26% larger proportion of people aged 80-89 (4.89 compared to 3.63)

### Country of Birth

The percentage of a population born overseas and the diversity of their country of origin can give an indication of how diverse the population is within the community.

An analysis of the country of birth data for Morwell shows that there is a lower percentage of people who were not born in Australia compared to the proportion of the population of Latrobe who were not born in Australia. 16.91% of the population of Morwell was born in a country other than Australia, as compared to 13.73% of the population of Latrobe City. (Note: There is a portion of the population who did not state their birthplace for both Morwell & Latrobe City, of 7.10% and 5.71% respectively)

The table below details the country of birth for residents in Morwell in 2011 and compares it to the greater Latrobe area.

### Birthplace

Region	Morwell		Latrobe (C)	
	People	%	People	%
Cohort				
Australia	10,644	75.99%	58,322	80.56%
Not stated	995	7.10%	4,134	5.71%
England	418	2.98%	2,244	3.10%
Netherlands	129	.92%	788	1.09%
Italy	399	2.85%	718	.99%
Scotland	140	1.00%	705	.97%
New Zealand	113	.81%	657	.91%
Germany	127	.91%	551	.76%
Malta	145	1.04%	407	.56%
Philippines	98	.70%	356	.49%
China (excludes SARs and Taiwan)	35	.25%	271	.37%
India	48	.34%	242	.33%
Sudan	95	.68%	154	.21%
Ireland	22	.16%	136	.19%
Greece	46	.33%	131	.18%
Sub Total	13,454	96.05%	69,816	96.43%
Balance	554	3.95%	2,581	3.57%
<b>Total</b>	<b>14,008</b>		<b>72,397</b>	

Census Year 2011  
Data Type Place of Usual Residence (People)

### Languages Spoken at Home

The Morwell area has a slightly higher percentage of residents that speak another language compared to Latrobe with 16.64% of the population speaking another language (compared to 11.54 for Latrobe).

In 2011 the top five languages spoken at home within the Morwell area, other than English are:

- Italian (3.84%)
- Greek (0.79%)
- Arabic (0.77%)
- Maltese (0.70%)
- German (0.46%)



### Residents Income Levels

The table below identifies the personal weekly income of residents in Morwell.

#### Family Weekly Income

Region	Morwell		Latrobe (C)	
	People	%	People	%
Cohort				
Negative income	40	.29%	120	.17%
Nil income	53	.38%	265	.37%
\$1-\$199 (\$1-\$10,399)	161	1.16%	622	.87%
\$200-\$299 (\$10,400-\$15,599)	150	1.09%	511	.72%
\$300-\$399 (\$15,600-\$20,799)	320	2.32%	1,124	1.58%
\$400-\$599 (\$20,800-\$31,199)	1,452	10.50%	5,572	7.84%
\$600-\$799 (\$31,200-\$41,599)	1,196	8.65%	4,999	7.03%
\$800-\$999 (\$41,600-\$51,999)	984	7.12%	4,534	6.38%
\$1,000-\$1,249 (\$52,000-\$64,999)	854	6.18%	4,456	6.27%
\$1,250-\$1,499 (\$65,000-\$77,999)	813	5.88%	4,494	6.32%
\$1,500-\$1,999 (\$78,000-\$103,999)	1,069	7.73%	7,404	10.41%
\$2,000-\$2,499 (\$104,000-\$129,999)	735	5.32%	5,388	7.58%
\$2,500-\$2,999 (\$130,000-\$155,999)	509	3.68%	4,245	5.97%
\$3,000-\$3,499 (\$156,000-\$181,999)	307	2.22%	2,686	3.78%
\$3,500-\$3,999 (\$182,000-\$207,999)	119	.86%	1,084	1.52%
\$4,000-\$4,999 (\$208,000-\$259,999)	52	.38%	637	.90%
\$5,000 or more (\$260,000 or more)	49	.35%	429	.60%
Partial income stated	803	5.81%	4,875	6.86%
All incomes not stated	373	2.70%	1,451	2.04%
Not applicable	3,783	27.37%	16,196	22.78%
<b>Total</b>	<b>13,822</b>		<b>71,092</b>	

Census Year

2011

Data Type

Place of Enumeration (People)

Analysis of the individual weekly incomes of residents in Morwell and Latrobe shows that there is a slightly higher proportion of the population of Morwell earning a low income (less than \$400 per week) and a lower proportion earning a high income (\$1,500 per week or more) in Morwell when compared to Latrobe.

Overall 5.24% of the Morwell population earns less than \$400 per week compared to 3.71% for the rest of the Latrobe region, while 20.54% of the Morwell population earns a high income (\$1,500 per week) compared to 30.76 for the Latrobe.

The major Differences between the individual incomes of the populations of Morwell and Latrobe City are:

- A 2.66% larger proportion of people earn between \$400 and \$599 a week. (10.50 compared to 7.84)
- A 2.68% smaller proportion of people earn between \$1,500 & \$1,999 a week. (7.73 compared to 10.41%)
- A 2.26% smaller proportion of people earn between \$2,000 & \$2,499 a week. (5.32% compared to 7.58%)
- A 2.29% smaller proportion of people earn between \$2,500 & 2,999 a week (5.97% compared to 3.68%)

### Vehicle Ownership

The number of vehicles per household is detailed in the table below:

#### Number Of Motor Vehicles

Region	Morwell		Latrobe (C)	
	People	%	People	%
Cohort				
None	1,290	9.33%	3,920	5.51%
1 motor vehicle	4,516	32.67%	18,564	26.11%
2 motor vehicles	4,473	32.36%	27,448	38.61%
3 motor vehicles	1,471	10.64%	9,944	13.99%
4 or more motor vehicles	609	4.41%	5,196	7.31%
Not stated	1,081	7.82%	4,261	5.99%
Not applicable	382	2.76%	1,760	2.48%
<b>Total</b>	<b>13,822</b>		<b>71,093</b>	

Census Year 2011  
Data Type Place of Enumeration (People)

The number of cars that a household own can be used as an indicator to their ability to access leisure facilities independently without having to rely on public transport or utilizing other modes of transport.

A review of the vehicle ownership in Morwell shows that the majority of households have access to at least one car (80.08%) with 65.03% of these owning one or two cars.

### Appendix Two: Latrobe Leisure Morwell Occupancy Table

TIME-SLOT	MONDAY			TUESDAY			WEDNESDAY			THURSDAY			FRIDAY			SATURDAY			SUNDAY				
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
<b>Off-Peak Time</b>																							
8.00am – 9.00am																							
9.00am – 10.00am																							
10.00am – 11.00am																					Class		
11.00am - 12 noon																					Class		
12 noon - 12.30pm																							
12.30pm – 1.00pm																							
1.00pm - 2.00pm																							
2.00pm - 3.00pm																							
3.00pm - 4.00pm																					B/ball Train	Train	Train
<b>Peak Time</b>																							
4.00pm - 5.00pm	B/Ball	B/Ball	B/Ball							Train	Train			Train							Train	Train	
5.00pm - 6.00pm	B/Ball	B/Ball	B/Ball					Train		Train	Train			Train									
6.00pm - 7.00pm	B/Ball	B/Ball	B/Ball	B/Ball	Netball	Netball	V/Ball		Train	B/Ball	B/Ball		Class		Train								
7.00pm - 8.00pm	B/Ball	B/Ball	B/Ball	B/Ball	Netball	Netball	V/Ball		Train	B/Ball	B/Ball		Class		Train								
8.00pm - 9.00pm					Netball	Netball	V/Ball		Train	B/Ball	B/Ball												
9.00pm – 10.00pm					Netball	Netball																	
<b>Hours per Court</b>	4	4	4	2	4	4	3	1	3	5	5	0	2	2	2	0	0	0	3	2	2		
<b>Total Hours Per Day</b>	12			10			7			10			6			0			7				
<b>Total Available Hours</b>	15			15			15			15			15			15			15				

**Note**

- Weekdays some school tournaments throughout the year
- School groups utilise the stadium during school hours sporadically throughout the year
- Weekends we have a few tournaments throughout the year.

# COMMUNITY LIVEABILITY



15. COMMUNITY LIVEABILITY

**15.1 SAFE HAVEN ENTERPRISE VISA PROGRAM**

**General Manager**

**Community Liveability**

**For Decision**

**PURPOSE**

The purpose of this report is to seek Council's support to participate in the Safe Haven Enterprise Visa (SHEV) program, a Commonwealth Government scheme being rolled out across Australia to encourage recent refugee arrivals to work and/or study in regional areas. The program provides temporary visas to people who the Commonwealth Government describe as arriving illegally (refugees who predominantly arrive by boat), who have been assessed as engaging Australia's protection obligations and who have fulfilled health, character, security and identity checks.

**EXECUTIVE SUMMARY**

This report seeks Council's support to opt into the Commonwealth Government's Safe Haven Enterprise Visa (SHEV) program. The Municipal Association of Victoria (MAV) is seeking responses from rural and regional councils on whether they wish to opt into the SHEV program through nominating individual or all postcodes in the municipality. Responses from councils are then being compiled and passed on to the Victorian Office of Multicultural Affairs and Citizenship (OMAC) to inform a decision by the Victorian Government to become involved in the program either on a State-wide or individual program basis through providing the nominated postcodes to the Department of Immigration and Border Protection (DIBP).

Should Council decide to register its interest to become part of the program a decision is required on choosing one of six options:

1. Opt in all postcodes within our local government area (LGA)
2. Opt in certain postcodes within our LGA
3. Opt in all postcodes within our LGA for an initial six to 12 months
4. Opt in certain postcodes within our LGA for an initial six to 12 months
5. Opt out our entire LGA completely
6. Nominate all or certain postcodes within our LGA, to be part of a trial

Opting into the program requires no allocation of resources or funding and is consistent with the adopted position in relation to being declared a Refugee Welcome Zone.

There is a perceived benefit to rural and regional communities in being involved in the SHEV program through addressing labour shortages in particular industries and in contributing to the social fabric of communities.

It is recommended that Council opt to become part of the Safe Haven Enterprise Visa (SHEV) program across all postcodes within Latrobe City.

**RECOMMENDATION**

**That Council notifies the Municipal Association of Victoria that it opts into the Safe Haven Enterprise Visa (SHEV) program across all postcodes within Latrobe City.**

**DECLARATION OF INTEREST**

No officer declared a conflict of interest under the *Local Government Act 1989* in the preparation of this report.

**STRATEGIC FRAMEWORK**

This report is consistent with Latrobe 2026: The Community Vision for Latrobe Valley and the Latrobe City Council Plan 2013-2017.

*Latrobe 2026: The Community Vision for Latrobe Valley*

*Strategic Objectives - Economy*

*In 2026, Latrobe Valley has a strong and diverse economy built on innovative and sustainable enterprise. As the vibrant business centre of Gippsland, it contributes to the regional and broader economies, whilst providing opportunities and prosperity for our local community.*

*Latrobe City Council Plan 2013 - 2017*

*Theme and Objectives*

*Theme 1: Job creation and economic sustainability*

*Actively pursue long term economic prosperity for Latrobe City, one of Victoria's four major regional centres.*

**BACKGROUND**

In December 2014 the Australian Government amended the *Migration Act 1958* to establish a Temporary Protection visa (TPV) and a Safe Haven Enterprise visa (SHEV). These visas have similar conditions, with the latter being valid for five years, as opposed to three years for the TPV.

Through the SHEV program arrivals who seek to stay in Australia under Australia's protection obligations are encouraged to find work or study and settle in a regional area while their longer term situation is being further assessed. State and territory governments opting into the program are able to potentially influence the number of people moving to their location through the provision of services and/or information.

Holders of a SHEV are required to demonstrate their intention to study and/or work in regional Australia for a minimum of three and a half years of their visa and to access income support for no more than 18 months of

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the five year period. This will make them eligible to apply for other visas including permanent visas so long as they meet the specific application requirements for these.

Eligible SHEV holders include school-aged children who attend primary or secondary schooling on a full-time basis for at least three and a half years out of the five year visa period. Further, adults will be eligible to access the Adult Migrant English Program (AMEP) for a 12 month period. This provides 510 hours of English language classes.

Other services and support benefits available to SHEV holders include access to trauma counselling, Medicare, a range of Social Security benefits should they meet the normal eligibility requirement for specific benefits and potentially settlement services, should the relevant Minister grant discretionary access.

Applicants must complete the correct form, pay an application fee, indicate that they intend to work or study in a regional area and will not apply for Centrelink payments. Those granted a SHEV temporary visa are also not permitted to return to their home country or sponsor family members for Australian visas and cannot leave the country without DIBP approval. If they choose to change their address having moved to a regional area, they must notify the Department within 28 days.

The Municipal Association of Victoria (MAV) is seeking responses from rural and regional councils on whether they wish to opt into the program through nominating individual or all postcodes in the municipality. Responses from councils are then being compiled and passed on to the Victorian Office of Multicultural Affairs and Citizenship (OMAC) to inform a decision by the Victorian Government to become involved in the program either on a State-wide or individual program basis through providing the nominated postcodes to the Department of Immigration and Border Protection (DIBP).

Should Council decide to register its interest to become part of the program a decision is required on choosing one of six options:

1. Opt in all postcodes within our local government area (LGA)
2. Opt in certain postcodes within our LGA
3. Opt in all postcodes within our LGA for an initial six to 12 months
4. Opt in certain postcodes within our LGA for an initial six to 12 months
5. Opt out our entire LGA completely
6. Nominate all or certain postcodes within our LGA, to be part of a trial

### **KEY POINTS/ISSUES**

The SHEV program has the potential to support refugees who are eligible under Australia's protection obligations who arrived by boat and have passed the obligatory identity, security, character and health checks.

The program has been designed to encourage and assist illegal new arrivals in their migration to Australia to function in the community and to live in regional and rural areas to support regional economies while fulfilling their study and/or work obligations. The program assists refugees to integrate into regional communities and to provide labour and contribute to the local economy, potentially fulfilling labour shortages. Through their engagement in rural and regional communities there is an increased opportunity for them to apply for other visas, including permanent visas, but not Permanent Protection visas. In addition, there is a perceived benefit to the social structures and community life of regions and rural communities.

New South Wales, excluding Sydney, Newcastle and Wollongong, has already agreed to sign up to the SHEV program and Tasmania is strongly considering joining.

### **RISK IMPLICATIONS**

Risk has been considered as part of this report and it is considered to be consistent with the Risk Management framework.

There is a potential risk that SHEV holders could absorb any surplus rental accommodation in the region and place more pressure on public housing. However, there are also perceived benefits through boosting regional population, particularly in areas of decline, and the contribution that refugees and asylum seekers can make to the social, cultural and economic environments.

Trauma counselling services are to be provided by the Commonwealth.

Latrobe City already has a well-established social services sector that has demonstrated its ability to support and assist refugees and new arrivals.

### **FINANCIAL AND RESOURCES IMPLICATIONS**

There is no requirement for Council to provide resources or finances to support the SHEV program.

It is optional for Council to provide resources, finance or otherwise, such as information and services, if it decides to be part of the SHEV program which may influence the number of people moving to the municipality. However, OMAC is engaging with DIBP to ensure that the program is supported by Commonwealth resources.

### **INTERNAL/EXTERNAL CONSULTATION**

#### *Engagement Method Used:*

There has been no engagement internally in relation to the development of this report.

The Latrobe Settlement Network has been advised (10 August 2015) of the request from the Municipal Association of Victoria of Latrobe City Council to identify its preference in relation to the SHEV program and the recommendation that Council opt to become part of it.



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The Latrobe Settlement Network previously encouraged Council to establish itself as a recognised Refugee Welcome Zone and involvement in this program is consistent with, and complementary to, this action.

**OPTIONS**

1. That Latrobe City Council opt to become part of the Safe Haven Enterprise Visa (SHEV) program across all postcodes within Latrobe City.
2. That Latrobe City Council decline the offer to be part of the Safe Haven Enterprise Visa (SHEV) program.
3. That Latrobe City Council opt in certain postcodes within the municipality to become part of Safe Haven Enterprise Visa (SHEV) program.
4. That Latrobe City Council opt in all postcodes within Latrobe City for an initial six to 12 months as part of the Safe Haven Enterprise Visa (SHEV) program.
5. That Latrobe City Council opt in certain postcodes within Latrobe City for an initial six to 12 months as part of the Safe Haven Enterprise Visa (SHEV) program.
6. That Latrobe City Council nominates all or specific postcodes within Latrobe City to be part of a Safe Haven Enterprise Visa (SHEV) program trial.

**CONCLUSION**

Opting for Latrobe City to become part of the SHEV program potentially provides an opportunity for refugees and asylum seekers who did not arrive in Australia through lawful means to integrate into community life while studying and/or working in the region. As eligibility for the program requires them to have passed identify, security, health and character tests, they should not pose any major risks. On the contrary, they have an opportunity to contribute to the diverse and rich cultural, economic and social history of the area.

**SUPPORTING DOCUMENTS**

Nil

**Attachments**  
Nil

# CORPORATE SERVICES

**16. CORPORATE SERVICES**

Nil reports

# URGENT BUSINESS



**17. URGENT BUSINESS**

*Business may be admitted to the meeting as urgent business in accordance with clause 26 of the Meeting Procedure Local Law by resolution of the Council, if it relates to a matter which has arisen since distribution of the agenda and:*

- 1. cannot safely or conveniently be deferred until the next Ordinary meeting; or*
- 2. involves a matter of urgent community concern.*

# MEETING CLOSED TO THE PUBLIC

## 18. MEETING CLOSED TO THE PUBLIC

Section 89(2) of the Local Government Act 1989 enables the Council to close the meeting to the public if the meeting is discussing any of the following:

- (a) Personnel matters;
- (b) The personal hardship of any resident or ratepayer;
- (c) Industrial matters;
- (d) Contractual matters;
- (e) Proposed developments;
- (f) Legal advice;
- (g) Matters affecting the security of Council property;
- (h) Any other matter which the Council or Special Committee considers would prejudice the Council or any person;
- (i) A resolution to close the meeting to members of the public.

### RECOMMENDATION

**That the Ordinary Meeting of Council closes this meeting to the public to consider the following items which are of a confidential nature, pursuant to section 89(2) of the *Local Government Act (LGA) 1989* for the reasons indicated:**

#### 18.1 CONFIDENTIAL ITEMS HELD OVER

Agenda item 18.1 *Confidential Items Held Over* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

#### 18.2 ADOPTION OF MINUTES

Agenda item 18.2 *Adoption of Minutes* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

#### 18.3 CONFIDENTIAL ITEMS

Agenda item 18.3 *Confidential Items* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

#### 18.4 ASSEMBLY OF COUNCILLORS

Agenda item 18.4 *Assembly of Councillors* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)

#### 18.5 LEGAL MATTER - SALE OF COUNCIL PROPERTY

Agenda item 18.5 *Legal Matter - Sale of Council Property* is designated as confidential as it relates to legal advice (s89 2f)

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- 18.6 LATROBE CITY INTERNATIONAL RELATIONS COMMITTEE**  
**Agenda item 18.6 *Latrobe City International Relations Committee* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)**
- 18.7 LCC-278 HAZELWOOD PONDAGE AMENITIES AND WASTEWATER SYSTEM**  
**Agenda item 18.7 *LCC-278 Hazelwood Pondage Amenities and Wastewater System* is designated as confidential as it relates to contractual matters (s89 2d)**
- 18.8 LCC-279 CONSTRUCTION OF SPORTS PAVILION AT HAROLD PRESTON RESERVE, TRARALGON**  
**Agenda item 18.8 *LCC-279 Construction of Sports Pavilion at Harold Preston Reserve, Traralgon* is designated as confidential as it relates to contractual matters (s89 2d)**
- 18.9 LCC-281 PROVISION OF A THEATRE TECHNICIAN**  
**Agenda item 18.9 *LCC-281 Provision of a Theatre Technician* is designated as confidential as it relates to contractual matters (s89 2d)**
- 18.10 2016-17 COMMUNITY SPORTS INFRASTRUCTURE FUND - MAJOR APPLICATIONS**  
**Agenda item 18.10 *2016-17 Community Sports Infrastructure Fund - Major Applications* is designated as confidential as it relates to a matter which the Council or special committee considers would prejudice the Council or any person (s89 2h)**