



LATROBE CITY COUNCIL

**AGENDA FOR THE
SPECIAL COUNCIL MEETING**

**TO BE HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 5:00 PM ON
28 JULY 2014**

SM443



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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1. OPENING PRAYER

Our Father in Heaven, hallowed be your Name, your kingdom come, your will be done on earth as in Heaven. Give us today our daily bread. Forgive us our sins as we forgive those who sin against us. Save us from the time of trial and deliver us from evil. For the kingdom, the power, and the glory are yours now and forever.

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 Gunnai/Ku

□rnai Clan

and pay our respect to their past and present elders

3. APOLOGIES AND LEAVE OF ABSENCE**4. DECLARATION OF CONFLICT OF INTEREST****5. PUBLIC QUESTION TIME**

PLANNING AND GOVERNANCE

6. PLANNING AND GOVERNANCE

**6.1 PLANNING FOR GROWTH – DETAILED LAKE NARRACAN
PRECINCT STRUCTURE PLAN CONSULTATION PACKAGE**

General Manager

Planning and Governance

For Decision

PURPOSE

The purpose of this report is to present the detailed Lake Narracan Precinct Structure Plan (PSP) consultation package to Council for consideration and seek endorsement to release the consultation package for a second stage of community engagement.

DECLARATION OF INTEREST

No officer declared an 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, the Latrobe City Council Plan 2013-2017, relevant legislation and Council policies.

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.

Strategic Objectives – Economy

In 2026, Latrobe Valley has a strong and diverse economy built on innovation and sustainable enterprise. The vibrant business centre of Gippsland contributes to the regional and broader communities, whilst providing opportunities and prosperity for our local community.

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 1: Job Creation and Economic Sustainability

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Strategic Direction - Job Creation and Economic Sustainability

Provide timely and targeted infrastructure to support economic growth and the marketability of Latrobe City to industry and investors.

Theme 2: Appropriate, Affordable and Sustainable Facilities, Services and Recreation

Strategic Direction - Appropriate, Affordable and Sustainable Facilities, Services and Recreation

Develop and maintain community infrastructure that meets the needs of our community

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.

Improve and link bicycle paths, footpaths and rail trail networks to encourage physical activity and promote liveability.

Continue to maintain and improve access to Latrobe City's parks, reserves and open space.

Theme 5: Planning for the future

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.

Legislation

Local Government Act 1989

Planning and Environment Act 1987

BACKGROUND

The Lake Narracan precinct (the precinct) covers approximately 600 hectares of land, generally defined by Lake Narracan to the north, Halls Bay to the east, John Field Drive and the Moe-Yallourn Rail Trail to the south and Old Sale Road and Becks Bridge Road to the west.

This precinct is identified in the State Government's Gippsland Regional Growth Plan (2014) as an area for future urban growth.

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The majority of land within the precinct is currently zoned Farming Zone, whereas the remaining land within the precinct is zoned either Rural Living 6 Zone, General Residential Zone, Public Use Zone and Public Park and Recreation Zone. There are a total of 67 landowners within the precinct.

Since November 2012, the Metropolitan Planning Authority (MPA) has assisted Council to plan for the development of the Lake Narracan precinct through the preparation of a precinct structure plan.

The draft Lake Narracan PSP Concept Plans were made available for community consultation from 11 November to 13 December 2013 (first stage of community engagement). During this time, 78 written submissions were received, of which 63 were generally supportive of the draft Concept Plans and 15 raised concerns.

A summary of the submissions received as part of the first stage of community engagement were presented to Council at the Ordinary Council Meeting held on 24 March 2014. At this meeting, Council resolved the following:

1. *That Council note the submissions received during the community engagement period in relation to the draft Lake Narracan Precinct Structure Plan Concept Plans.*
2. *That Council commence the detailed Precinct Structure Plan phase of the project, which will allow for issues raised in submissions to be considered.*
3. *That Council write to submitters, landowners and community groups to notify, in writing, of Council's decision and to detail the next steps for the project and further opportunities for engagement.*
4. *That the detailed Precinct Structure Plan stage of the project include a second phase of community consultation for a period of not less than four weeks.*

Further to the resolution above and as part of the detailed Precinct Structure Plan phase of the project, a number of further investigations have been undertaken, these include:

- Whole-of-Water-Cycle Assessment – the purpose of this study is to identify a high-level strategy and schematic design for integrated water management within the Lake Narracan Precinct. The study also sought to identify any issues for consideration for the future urban development of the precinct area, including roles and responsibilities of the different agencies.
- Traffic Investigation (Intersection design and cost estimates) – the purpose of this study is to prepare a concept-level functional layout plans and associated cost estimates for a number of intersection projects associated with the PSP. The primary objective of this study is to ensure that the design / alignment of all intersections minimizes the impact on the existing properties and associated houses / out buildings either side of the intersections.

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- Valuation Report – the purpose of this report is to assess the current market value of the individual subject properties assuming a hypothetical rezoning to Urban Growth Zone and applying the General Residential Zone, for both before and after scenarios, in accordance with the Lake Narracan Precinct Structure Plan, to assist in the preparation of the Development Contributions Plan (DCP).
- Relocation Strategy - the purpose of this strategy is to provide options for the Latrobe Valley Model Aero Club and Latrobe Valley Hovercraft Club to relocate to within the Latrobe City Municipality.

The findings of the above reports have been used to assist consideration of the range of issues raised in the submissions during the first stage of consultation and to inform the further development of the detailed PSP consultation package. A summary of the report findings are located at Attachment 1 and a copy of the draft relocation strategy is located at Attachment 2.

The following detailed plans and reports have been completed to date:

- Draft Lake Narracan Precinct Structure Plan (PSP)
- Draft Lake Narracan Development Contributions Plan (DCP)
- Draft Native Vegetation Precinct Plan (NVPP)
- Updated Moe-Newborough Structure Plan (The Moe-Newborough Structure Plan has been updated to include Lake Narracan as part of the Moe-Newborough township, to reflect changes in the State's planning policy in relation to urban growth in the Gippsland region)
- Planning Scheme Amendment C86 Explanatory Report and associated documentation (Amendment C86 seeks to make a number of changes to the Planning Scheme to facilitate the development and use of land within the precinct in accordance with the PSP, DCP and NVPP).

The above detailed plans and reports are provided at Attachments 3-7 and are proposed to form the Stage 2 Lake Narracan PSP consultation package.

ISSUES

Key features of the PSP and how does it work?

The PSP conveys the vision for the precinct which can be summarised as follows;

- The Lake Narracan area is characterised by undulating farmland, prominent stands of trees, views to the lake and the hills beyond, and a number of locations for recreation access to the lake.

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- The future residential development of this area will retain the existing character of the lake foreshore, and provide for increased community access to the lake and creation of new recreational activities on and around the lake. A continuous foreshore link comprising parkland, pedestrian/cyclist paths and a foreshore road will be established along the southern side of the lake between Sullivans Track and Becks Bridge Road for the wider community to enjoy.
- Key road and open space links will be created to more directly link the centre of both Moe and Newborough with the lake. An extensive network of pedestrian and cyclist paths will be established throughout the precinct, linking to the heart of existing Moe and Newborough.
- New residential neighbourhoods will be established that take their identity from the existing areas of the lake, such as Becks Bay, Turras Reach, Fernlea Channel and Thompsons Bay. The development of this area also offers the opportunity to reference the previous township of Yallourn, by using key road names from historic town such as 'Broadway' and 'Centreway', and open space names such as 'Monash Square'.
- Two new village centres will provide for the daily convenience shopping needs of new residents and visitors, but complement the Moe/Newborough town centres as the major shopping destinations of the area. The new village centres also offer the opportunity to establish cafes and restaurants adjacent to the lake for the wider community to enjoy. This area is also a suitable location for a holiday park offering short stay accommodation for visitors to enjoy the amenity of the lake and the recreational activities that it offers.
- The amenity value of the lake offers the ability to provide a range of housing types in proximity to the lake not seen in other locations in the municipality. The majority of the new residential areas away from the lake will provide for more typical housing seen in existing townships of the municipality, and will provide opportunities for larger lots to be created in key locations.
- An open space network will be created that includes the foreshore parkland and a large centrally located district park offering views across the precinct and to the lake. The existing electricity easements that run through the precinct will be integrated to form part of the open space and trail network. The existing Moe golf course will be retained as a key recreation feature offered by the area. Significant biodiversity values such as prominent stands of trees, native vegetation along the foreshore and nationally significant Strzelecki Gums will be retained as important features of the area.

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- The development of the Lake Narracan area is one of a number of initiatives that will assist in the long term revitalisation and enhancement of the Moe and Newborough area. This project will also help enhance Latrobe City as the Regional City of Gippsland.

The PSP guides land use and development where a planning permit is required under the proposed Urban Growth Zone or another provision in the Scheme that references the PSP. As part of the proposed Amendment C86 to the Scheme, the Lake Narracan precinct will be rezoned to Urban Growth Zone.

A permit application and a planning permit must implement the outcomes of the PSP. The outcomes are expressed as the vision and objectives in the PSP.

Each element of the PSP contains requirements, guidelines and conditions as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this PSP.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. If the Responsible Authority is satisfied that an application for an alternative to a guideline implements the outcomes, the Responsible Authority may consider the alternative.

Conditions in the PSP must be included in a planning permit as relevant. Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the PSP

Key features of the DCP and how does it work?

Development proponents within the Lake Narracan precinct will be bound by the Lake Narracan Development Contributions Plan (the DCP). The DCP sets out requirements for infrastructure funding across the Lake Narracan precinct.

The DCP sets out \$87,669,385 of local infrastructure works for the precinct. The DCP levies \$86,043,444 of this amount from developers in the precinct. The balance of funding (i.e. \$1,625,941) is the responsibility of Council over the life of the development (anticipated to be approximately 30 years).

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The proposed development contribution rates as at June 2014 are:

- **Community infrastructure levy**
This is for a limited range of proposed community facilities as at June 2014, totalling approximately \$3,300,000. The proposed levy is set at \$900 per dwelling, being the maximum allowable charge under the Act, to enable additional community facilities identified in the future to be funded by this levy.
- **Development infrastructure levy**
Rate is expressed as the cash charge per net developable hectare of land (NDL) usually levied at the time of subdivision/development and is shown as follows:

	● Lake Narracan DCP
● Intersections	● \$47,130
● Roads	● \$73,351
● Culverts	● \$11,977
● Open space	● \$37,660
● Shared paths	● \$11,705
● Community facilities	● \$10,564
● Wetlands	● \$37,097
● Waterways	● \$27,318
● TOTAL	● \$256,802 per NDL

Once complete, the DCP will be a separate document incorporated into the Latrobe Planning Scheme and implemented through a Development Contributions Plan Overlay (DCPO).

Key features of the NVPP and how does it work?

The Lake Narracan Native Vegetation Precinct Plan (the NVPP) has also been prepared concurrently with the PSP. The NVPP identifies:

- Native vegetation which may be removed without a planning permit
- The offsets that must be provided by development proponents wishing to commence works prior to removing any native vegetation.

The NVPP is a separate document that will be incorporated into the Latrobe Planning Scheme.

Response to issues raised in previous submissions

As identified in the Council report dated 24 March 2014, the following key issues were raised in the submissions received as part of the stage 1 community consultation:

- Increase in traffic
- Road realignments
- Rate increases
- Loss of rural appeal to area

Increase in traffic

Concerns were raised in relation to the potential increase in traffic that this proposed development would create; and that the precinct would continue to have a b-double route (Thompsons Road) within a built up residential environment.

To determine the amount of traffic that will be generated by the future development within the precinct, traffic projections were prepared by the MPA, in consultation with VicRoads and Council's traffic engineers. The projected traffic volumes were then used to inform the detailed development of the PSP, in terms of categorizing the proposed roads according to their functions and capacities, as well as determining the appropriate road cross-sections (including road widths) for various road types.

As part of the PSP and DCP, there will be requirements for the future roads within the precinct to be designed and constructed in accordance with the road hierarchy and cross sections as specified in the PSP. It is therefore reasonable to consider that the road network as proposed in the PSP would be able to comfortably accommodate the anticipated increase in traffic.

Also, it should be noted that any increase in traffic within the precinct is likely to be gradual. Road authorities, both VicRoads and Council, will monitor traffic volumes over time and implement appropriate measures to address traffic movements, such as upgrading of road infrastructure and/or changing speed limit, if required.

In relation to Thompsons Road, it should be noted that it is an existing b-double route. The draft PSP provides that whilst the western section of Thompsons Road between Old Sale Road and Broad Way will continue to operate as an arterial road for B-double trucks, the eastern section of Thompsons Road between Broad Way and Sullivans Road is to be downgraded as a connector street in the long term. This is because with future upgrade to Broad Way and John Field Drive as envisaged in the PSP, there are opportunities for truck traffic to be diverted to John Field Drive, and to minimize amenity impact associated with truck movements along Thompsons Road on residential properties.

Road realignments

Concerns were raised in relation to the proposed road alignments and with roads being proposed to go through private properties.

In response to the above road realignment issue, the MPA has engaged traffic consultants to prepare concept-level functional layout plans and associated cost estimates for a number of intersection projects associated with the PSP, in consultation with VicRoads. When preparing the functional layout plans, the traffic consultants were instructed to minimize the impact on the existing properties and associated houses / out buildings either side of the intersections, where possible.

The preliminary functional layout plans prepared to date indicate that to ensure appropriate linkages are provided throughout the precinct and to the heart of Moe and Newborough, some properties could be affected.

However, there would be no immediate requirement for any land acquisition, as land will only need to be acquired at such a time that the road/ intersection upgrade is required. Based on the current capacity of the road infrastructure in the area and the traffic projections prepared by MPA in consultation with VicRoads and Council's traffic engineers, it is anticipated that there would be no requirement for any road / intersection upgrade for approximately 10 - 15 years.

As part of the second stage of community engagement, Council Officers intend to conduct one on one meetings with those landowners directly affected by the road infrastructure to discuss the proposal in detail and (if applicable) the potential land acquisition options.

Rate increases

Some submitters raised concern that the PSP and any subsequent rezoning of their land to Urban Growth Zone would result in an increase in rates which would cause them hardship.

Rates are calculated according to the market value of land based on the Capital Improved Value of each property. Due to the future prospect of development as a result of the PSP and the Urban Growth Zone (which is essentially a 'holding' zone that reserves land for future development), it is anticipated that the market value of parcels of land within the Lake Narracan precinct will most likely increase.

The relationship between rates and strategic land use planning is common for all rezoning of land. The Planning and Environment Act requires Council to maintain a forward supply of land (at least 15 years) for all types of land use. In fulfilling this statutory function there will, in most instances, be an impact on the value of land and subsequent rates.

It should be noted that there is no planning process that forces a property owner within the Lake Narracan precinct to develop in accordance with the PSP. Owners of the existing lots will be free to continue in residence (or established land use) until they decide to dispose of their asset or undertake a development (unless land is required for compulsory acquisition). A decision to stay however will likely result in the need to account for the increased rate values.

Landowners who have difficulty meeting these increased rates are encouraged to contact Council's Property and Rates team to discuss possible payment options at the appropriate time. Officers will work closely with landowners during this process.

Loss of rural appeal to area

Some submitters raised concerns about the possible loss of rural appeal of the area as a result of the PSP.

Officers acknowledge that the rural setting of the Lake Narracan precinct is a feature which some residents would like to see retained. It should be noted that there are competing submissions that support the rezoning of the precinct to Urban Growth Zone and the ultimate transformation of the precinct into a community at conventional residential densities as envisaged in the draft PSP.

The Lake Narracan precinct is identified in the State Government's Gippsland Regional Growth Plan (2014) as an area for future urban growth, hence development of the area at urban densities is important in terms of accommodating the future population of Latrobe City.

To respond to the precinct's rural setting, a NVPP has been prepared as part of the detailed PSP package, to identify significant vegetation for retention and vegetation acceptable for removal. Specifically, the PSP retains large areas of vegetation on the southern banks of Lake Narracan, including the eastern end of the precinct. Further vegetation is retained within the Moe Golf Course and along the existing Moe-Yallourn Rail Trail, Old Sale Road and Becks Bridge Road. Through the retention of significant elements of the landscape, the PSP seeks to protect the significant natural values of the precinct and promote the rural character of Latrobe City.

In addition, the PSP does not seek to replace any of the existing public reserves around Lake Narracan with urban development. Rather, the PSP includes a continuous foreshore treatment comprising parkland, pedestrian/cyclist paths and a foreshore road will be established along the southern side of the lake between Sullivans Track and Becks Bridge Road, which are all aimed at reinforcing the rural characteristics of the precinct and for the wider community to enjoy.

It should also be noted that existing landowners within the precinct are not obliged to develop their land but are able to continue to reside on their existing holdings for as long as they wish.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

The Lake Narracan PSP will contribute to reducing the following specific risk that is identified within the Council's *Risk Management Plan 2011-2014*:

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

The risk is described as,
'...the slow transitioning of structure plans to actual zoned and developable land'.

The project is identified as an existing control to assist in the management and mitigation of this risk.

The costs associated with the community engagement process outlined in this report, are identified within the 2014/2015 Urban Growth budget for the Lake Narracan PSP project.

INTERNAL/EXTERNAL CONSULTATION

Council's resolution of 24 March 2014 stated that the detailed Precinct Structure Plan stage of the project include a second phase of community consultation for a period of not less than four weeks.

Accordingly, Table 1 below identifies the proposed activities that will be undertaken as part of the scheduled Stage 2 Community Engagement.

The engagement activities as identified below are generally in accordance with *Latrobe City Council's Community Engagement Plan 2010 – 2014*.

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Table 1: Engagement Matrix Lake Narracan Precinct Structure Plan – Proposed Community Engagement (Stage 2) Detailed Precinct Structure Plan Stage

Engagement Activities	Councillors	Lake Narracan User group Committee	Individual Lake Narracan User Groups	Landowners within Lake Narracan Precinct	Previous submitters (phase 1)	General Community	Agencies / Authorities
1. Mail out to request 1:1 meetings to talk through objections received and potential infrastructure impacts prior to formal exhibition process				X			
2. Stakeholder project update meeting		X					
3. Mail out regarding engagement period of draft Lake Narracan Precinct Structure Plan (4 weeks) inviting comment, including Project Newsletter 3		X	X	X	X		X
4. Update information on Website and 'Have a say' page updated		X	X	X	X	X	X
5. Advertisement in newspaper		X	X	X	X	X	X
6. General community information session (all day)	X	X	X	X	X	X	
7. Agency/ authority information session							X
8. Follow up phone discussions/ meetings if required	X	X	X	X	X	X	X

Informal Notification

Informal notification includes items# 1 and #2 as outlined above. Item #1 above relates to one on one meetings with landowners within the precinct. The purpose of these meetings is to discuss with the affected landowners the PSP in details and its implications on their properties.

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In particular, for those landowners who may be directly affected by the new road infrastructure, the timing of when the infrastructure will most likely be required and the potential land acquisition options will be discussed. It should be noted that an independent facilitator who is familiar with the PSP process has been engaged to assist Council Officers in informal consultations with the affected landowners (i.e. item #1).

Feedback from landowners within the precinct during stage 1 of the consultation process indicated strongly that they would appreciate the ability to review proposed documentation prior to broader community consultation.

In this regard officers have commenced a series of one on one meetings scheduled between 22 July 2014 and 31 July 2014. It is anticipated that 21 landowner meetings will take place during this period. Further opportunities for one on one meetings will be available throughout the second stage of community consultation.

Item #2 involves informal consultation with the Lake Narracan User Group Committee to mainly discuss the relocation strategy as discussed earlier in this report. The next available Lake Narracan User Group Committee meeting is 8 August 2014 and officers will present at that meeting.

Formal Notification

Items 3 to 8 form part of the formal notification process and will last for 4 weeks, from 1 August 2014 to 29 August 2014. During this four week period, the entire detailed PSP community consultation, including the PSP, DCP, NVPP and the Amendment C86 documentation will be available to the public for review and comment. Also, Officers will be available to answer any queries in relation to the PSP over the phone or via email at any time or at pre-scheduled meetings. In addition, a community information session (item #6) will also be arranged, with officers available from 9am to 6:30pm at the Moe Town Hall, to answer any queries from the general public in relation to the PSP.

As a result of the engagement activities outlined above, the detailed precinct structure plans will be updated where possible to reflect community feedback, as well as best practice and legislation in planning.

Community feedback will be presented to Council at a future Ordinary Council Meeting prior to seeking the Minister for Planning as the responsible authority for Amendment C86 in accordance with Section 20(4) of the Planning and Environment Act 1987.

It was initially proposed by officers that the formal notification process would commence following the consideration of the draft PSP and associated documents at the Ordinary Council Meeting of 11 August 2014.

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Following discussions with Councillors on Monday 7 July 2014 the Mayor subsequently requested that the public consultation process be clarified and brought forward to the Special Council Meeting of 28 July 2014 to allow Council consideration for the landowner consultation process to run generally in parallel with the land owner one on one meetings.

This allows for the opportunity (subject to feedback from the consultation process and also subject to a future Council resolution) for Council to seek consideration of the Planning Scheme Amendment to implement the PSP and associated documentation into the Latrobe Planning Scheme via Ministerial Amendment prior to the Victorian Government Election caretaker period commencing on 4 November 2014.

OPTIONS

The options available to Council are as follows:

1. To note the information contained in the detailed Lake Narracan Precinct Structure Plan consultation package and release this package for a second stage of community engagement.
2. To note the information contained in the detailed Lake Narracan Precinct Structure Plan consultation package and request further information prior to releasing the consultation package for a second stage of community engagement.

CONCLUSION

Lake Narracan precinct has been identified by Latrobe City as a priority growth area, and the MPA is assisting Latrobe City Council to plan this area through the preparation of the Lake Narracan Precinct Structure Plan (PSP).

Following on from the Lake Narracan PSP Concept Plans, a detailed community consultation package has been prepared, including PSP, DCP, NVPP and Amendment C86 documentation.

The next step for the PSP is to seek community input to these ideas through community engagement (Stage 2) and make any necessary changes before presenting to Council for their consideration.

A series of engagement activities have been identified to ensure Councillors, the community, landowners, user groups and government agencies can have input into the development of the detailed precinct structure plan and subsequently an amendment to the planning scheme to follow.

The opportunity for Council to request the Minister for Planning to undertake a future planning scheme amendment in accordance with the *Planning and Environment Act 1987*, exists following the Stage 2 community consultation.

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1. Draft Lake Narracan Background Report
2. Relocation Strategy
3. Draft Lake Narracan Precinct Structure Plan
4. Draft Lake Narracan Development Contributions Plan
5. Draft Lake Narracan Native Vegetation Precinct Plan
6. Updated Moe-Newborough Structure Plan
7. Planning Scheme Amendment C86 Documentation

RECOMMENDATION

1. That Council note the information contained in the detailed Lake Narracan Precinct Structure Plan consultation package and release this package for a second stage of community engagement between 1 August 2014 and 29 August 2014.

6.1

Planning for Growth – Detailed Lake Narracan Precinct Structure Plan Consultation Package

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BACKGROUND REPORT
DRAFT - JUNE 2014



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1. Introduction

1.1. Introduction

Latrobe City Council and the Metropolitan Planning Authority (MPA) have prepared a draft Precinct Structure Plan (PSP) for the land between Lake Narracan and the existing townships of Moe and Newborough. The PSP area of Lake Narracan and existing land use zoning is shown in Appendix A.

1.2. Precinct Structure Plans and the Metropolitan Planning Authority

A PSP is a 'big picture' plan that sets the vision for developing new communities and is the primary plan for guiding development.

PSPs identify roads, town centres, schools, parks, housing, employment areas, connections to transport and generally resolve the complex issues of biodiversity, cultural heritage and infrastructure provision.

The MPA is the statutory authority responsible for overseeing the preparation of PSPs in Melbourne's growth areas and advising the Minister for Planning on their approval.

The State Government made a commitment in *The Latrobe Valley Industry and Employment Roadmap* policy document that the Growth Areas Authority (now the MPA) would provide assistance to Latrobe City in the structure planning of its growth areas. The Lake Narracan area has been identified by Latrobe City as a priority growth area, and the MPA is assisting Latrobe City to plan this area through the preparation of the Lake Narracan PSP.

1.3. Background Report

This Background Report provides an overview of the local and regional context of the Lake Narracan precinct, and outlines the studies and considerations that have informed the preparation of the Lake Narracan PSP and its associated documents.

2. Precinct Context

2.1. Local and Regional Context

The PSP area of Lake Narracan is located in Latrobe City in Victoria's Gippsland region.

Lake Narracan is in close proximity to the established towns of Newborough to the south and Moe to the south-west. Lake Narracan itself is located immediately to the north of the PSP area whilst the Yallourn Power Station is located to the east of the PSP area.

The municipality of Latrobe City is situated east of Baw Baw Shire, west of Wellington Shire and north of the South Gippsland Shire Council.

Lake Narracan is approximately 140kms south-east of Melbourne's CBD and approximately 85kms from Pakenham in Cardinia Shire (one of Melbourne's growth areas).

The Latrobe Valley is significant as it generates 85% of Victoria's electricity, from its large reserves of brown coal (DPCD).

Lake Narracan is connected to Melbourne and its south-eastern suburbs via the Princes Freeway (M1), located approximately 4kms to the south. The Princes Freeway also connects Lake Narracan to the regional townships of Warragul and Drouin to the west and Morwell, Traralgon and Sale to the east.

Lake Narracan is also serviced by a regional train system (V Line) via the Moe Train Station approximately 5kms from the Lake Narracan PSP area. This regional V Line train is accessible from Melbourne CBD and

Melbourne's south-eastern suburbs, whilst also connecting Moe with the regional townships of Warragul, Drouin, Morwell and Traralgon.

2.2. Policy Context

At a local level the document *Latrobe 2026* defines the community of Latrobe's long term aspirations for the Latrobe Valley. 'In 2026 the Latrobe Valley is a liveable and sustainable region with collaborative and inclusive community leadership' (Latrobe 2026). It is this community vision that underpins *Latrobe City's Council Plan 2013-2017* which identifies strategic directions for planning future residential settlements such as the Lake Narracan precinct (Latrobe City Council Plan 2013-2017).

Latrobe City Council's *Municipal Strategic Statement*, within the Latrobe Planning Scheme, provides a strong emphasis on the principles of good urban design. In particular Latrobe's Healthy Urban Design Good Practice Guideline – Meeting Healthy by Design Objectives provides policies and guidelines aimed at promoting an active and healthy lifestyle for residents in Latrobe City (Latrobe City MSS, 2013).

The *Moe-Newborough Structure Plan 2007* describes the townships of Moe and Newborough as constituting one urban settlement. Relative to Melbourne, it is the first of the four major towns that constitute Latrobe City and consequently can be identified as the 'Gateway to Gippsland's Regional City' (*Moe-Newborough Structure Plan 2007*).

On a regional level, the *Gippsland Regional Growth Plan 2014* directs projected population growth to eight defined growth nodes consisting of Moe/Newborough, Morwell and Traralgon (as the Regional City of Gippsland) and the regional centres of Bairnsdale, Leongatha, Sale, Warragul/Drouin and Wonthaggi.

The report's identification of Latrobe City as the Regional City of the Gippsland region signifies its importance for future growth and development. The assets of Latrobe City, such as the regional hospital, airport and university campus at Churchill, in conjunction with rail and road transport connections, provide a platform to support a knowledge driven economy.

In the Regional Growth Plan, the land between Lake Narracan and Moe and Newborough is identified as 'Future Urban Growth (Planned)' as shown in Appendix B. The detailed planning of this area has then been undertaken through the preparation of the draft Lake Narracan PSP.

The *Moe-Newborough Structure Plan* has also been updated to reflect the planning of the Lake Narracan area, which extends the township boundary to incorporate the Lake Narracan precinct within the wider township area.

3. Landscape and Character

3.1. Landscape and Character

The key landscape and character features of the Lake Narracan PSP area include:

- Significant tree lines
- Patches of vegetation (Ecological Vegetation Classes)
- Landform (contours and edge of terrace lines)
- Key views
- Existing publically accessible recreation facilities; and
- Named areas or zones of the lake

The Lake Narracan area is characterised by a lower flatter area adjacent to the lake, particularly west of the Moe Golf Course. The land then rises noticeably up to a higher terrace in the southern section of the site. The edge of the terrace offers views down to the lake below, which is an opportunity to be considered in the placement of roads and parks to provide views to the lake from publically accessible spaces.

The character of the spaces along the lake foreshore changes along its length:

- The eastern end is characterised by smaller picnic spaces adjacent smaller bays/coves of the lake, set within the native foreshore vegetation
- The jetty and beach opposite the caravan park is a key publically accessible area of the lake which experiences a significant amount of use by existing Moe and Newborough residents. This

area offers easy access over the lake via the jetty, and into the lake itself via the beach

- Land rises adjacent to the lake opposite the golf course, offering great views over the lake but with limited or no access to the lake
- The land flattens out between the golf course and Hayes Road, offering wider grass areas containing a number of established scattered native trees; and
- The western end is characterised by the La Trobe River delta comprising numerous stream channels between banks of vegetation and mud/sand banks within the lake. This area provides a significant amount of habitat for birds and other animals.

The lake itself has existing named sections such as Becks Bay, Turras Reach, Fernlea Channel, Thompsons Bay and Halls Bay. This existing identification of the different areas of the lake, offers the opportunity to provide identity for any new urban areas adjacent to the water.

These existing names have been referenced in the names of adjacent neighbourhoods, village centres and parks in the Lake Narracan PSP. For example the new urban area between Becks Bridge Road and Hayes Road has been identified as the neighbourhood of 'Becks Bay', the large park on the foreshore opposite the Turras Reach section of the lake has been named the 'Turras Reach Foreshore Park', and the new village centre associated with the existing jetty and beach area has been identified as 'Fernlea Village'.

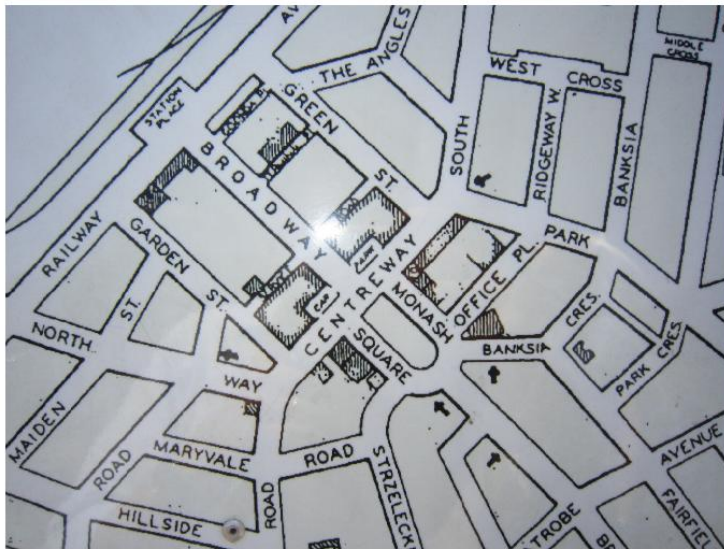
The Lake Narracan area is also quite close to the previous township of Yallourn, which was removed during the 1970s and early 1980s to provide access to the coal deposits beneath. The original town of Yallourn was

planned around a well laid-out town centre (see Figure 1 below) and contained picturesque streets with significant tree planting.

The planning of the Lake Narracan area provides the opportunity to reference some of the elements of the Yallourn Township, so they may live on in this new urban area. This has been done through the use of the key street names of 'Broad Way' and 'Centre Way' from Yallourn in the new urban area. The park name of 'Monash Square' (which was the park in centre of Yallourn), has been given to the central open space in the future Becks Bay Village Centre.

Source: Photograph of Interpretive sign at Decampo Drive, Yallourn in February 2013, by *Yallourn North and District Historical Society*

Figure 1: Plan of central area of Yallourn Township



4. Biodiversity

4.1. Biodiversity assessment overview

The MPA engaged WSP Environmental to complete a Biodiversity Assessment for the Lake Narracan growth area.

The purpose of this assessment was to synthesise historical ecological information, collect biodiversity data from field surveys and inform the preparation of a Native Vegetation Precinct Plan (NVPP) for the Lake Narracan area. The NVPP will complement the PSP document as it will identify the native vegetation to be retained in the Lake Narracan PSP area (WSP, 2013).

WSP Environmental undertook field surveys on those properties for which access had been expressly given by landowners in February and March 2013. WSP Environmental was able to gain access to 89% of the parcels requiring survey (WSP, 2013).

The objectives of this study were to:

- Identify, assess and map specified significant flora and fauna species in the precinct area, and determine their level of conservation significance
- Map and assess the quality of remnant vegetation within the precinct utilising the habitat-hectares methodology
- Ensure the development of the precinct is able to comply with government legislative and policy requirements on the protection of indigenous flora and fauna species and ecological communities
- Combine all results into a Biodiversity Assessment Report of sufficient detail to allow for the preparation of a NVPP for the Lake Narracan PSP area

The field ecological assessment and report were informed by Victorian and Commonwealth Government requirements and legislation (WSP, 2013).

Additional remnant native vegetation in the precinct was also identified by Latrobe City and has been considered in the preparation of the draft Lake Narracan NVPP.

4.2. Native vegetation values within the precinct

Past agricultural and farming practices have had a marked effect on the quality and extent of native vegetation within the precinct. Despite this, the area still supports a number of pre 1750 Ecological Vegetation Classes (EVCs), comprising Plains Grassy Forest, Riparian Forest, Swamp Scrub, Lowland Forest and Floodplain Riparian Woodland.

The largest areas of remnant native vegetation are found along the lake foreshore at the eastern end of the precinct. This vegetation has been protected as a priority in the draft NVPP as it comprises the most significant area of habitat for Strzelecki Gum (*Eucalyptus strzeleckii*). This threatened species is present within the precinct, and is protected under both the *Environment Protection and Biodiversity Conservation Act* and *Flora and Fauna Guarantee Act*.

Other significant areas of native vegetation will be protected within the Moe Yallourn Rail Trail reserve, the Moe Golf Course, through the centre of the western section of the precinct, and along Becks Bridge and Old Sale Roads.

5. Cultural Heritage

5.1. Desktop Aboriginal Cultural Heritage Assessment Overview

The MPA engaged Andrew Long and Associates to complete an Aboriginal Cultural Heritage Desktop Assessment for the Lake Narracan area. The purpose of the assessment was to:

- Identify known Aboriginal places and sites within the activity area
- Identify areas of Aboriginal cultural heritage significance in consideration of environmental features which may have influenced past Aboriginal settlement and the nature of archaeological sites likely to be present
- Identify sites or places of significance identified in Aboriginal oral history of the study area; and
- Identify areas that will require a mandatory Cultural Heritage Management Plan (CHMP)

The identification of the above is necessary to ascertain areas of cultural heritage sensitivity which will inform the PSP design.

Andrew Long and Associates prepared the assessment by:

- Consulting relevant literature such as the Victorian Aboriginal Heritage Register
- Meeting with the relevant Registered Aboriginal Party (RAP) being the Gunaikurnai Lands and Waters Aboriginal Corporation
- The collection and review of oral history and Aboriginal cultural values relating to the PSPs
- Visits to the study area with authorized representative of the RAP
- A geomorphological study by Dr Neville Rosengren
- The production of an Aboriginal Heritage Site Prediction Plan for the PSP; and

- The development of detailed recommendations for actions to be taken in the PSP and the identification of sites that require a mandatory CHMP

5.2. Outcomes and Recommendations of Assessment

5.2.1. Aboriginal Ethno History

The following is a brief excerpt of Aboriginal ethno history from the assessment (Andrew Long and Associates):

The Lake Narracan PSP forms part of the territory belonging to the Gunai (or Kurnai) tribe of Gippsland whose territory extended 'between the Tarwin River and the Snowy River and north to the alps' (Wesson 2000:17).....The Gunai tribe was comprised of six clan or land owning groups – Brataualong, Braiakaulung, Tatungalung, Brabralung, Krauatungalung and Bidawal – which were divided into multiple clans (Clarke 1998:184).

The study area falls within the territory of Braiakaulung clan which occupied the LaTrobe River valley (Howitt 1904). The Bunjil Kraura – a Braiakaulung clan – appear to have occupied the Yallourn region (Clarke 1998: 187-188).

The Gunai are estimated to have been between 700 and 5,000 people at the time of European contact (Fison and Howitt 1880; Rhodes 1996). The Gunai moved through the landscape seasonally – exploiting the wide variety of resources on offer for food, clothing, decoration and utilitarian purposes.

Contact with European sealers along the Victorian coast at Wilsons Promontory and Phillip Island, between 1800 and 1829, lead to a

decline in Braiakaulung numbers as a result of disease (Gaughwin 1983: 46-7). The establishment of pastoral runs in the 1840s and the gold rush in the 1850s contributed to the decline in Gunai numbers as land was cleared and the availability of bush foods declined, forcing the Gunai to rely on the Europeans for provisions. Conflict between the Gunai and Europeans ensued resulting in ongoing violent and deadly encounters between the two groups including the massacre of Aboriginal people by heavily armed European settlers (Thompson 1985: 23).

By 1857 the Braiakaulung population was reduced to 50 people (Pepper and de Araugo 1985: 98). In 1963 the Braiakaulung were forced to move to the newly established Ramahyuck Aboriginal Mission Station located along the Avon River, near Lake Wellington (Rhodes 1996:27-30). When Ramahyuck closed in 1907, the remaining inhabitants were sent to Lake Tyers Station. Gunai people continue to live at Lake Tyers and were granted formal ownership of the land at Lake Tyers under the Aboriginal Lands Act 1970 (Pepper and de Araugo 1985:221-229, 262).

5.2.2. Outcomes and Recommendations of Assessment

The results of the research, site assessments and predictive modelling were that few areas of cultural heritage sensitivity were identified, namely within 200 metres of a named waterway, in this case the LaTrobe River and Narracan Creek (Andrew Long and Associates).

Areas of cultural heritage sensitivity act as triggers for CHMPs as a mandatory requirement of the planning process. The *Areas of Cultural Heritage Sensitivity Plan* in Appendix C shows the areas of cultural heritage sensitivity in the Lake Narracan PSP areas, which are:

- A strip of land adjacent to Narracan Creek and the LaTrobe River in the north-west; and
- A discontinuous strip of land along the Lake Narracan foreshore in the north-east, where the former course of the LaTrobe River meanders close to the lake edge

The land form of the Lake Narracan PSP area comprises a lower area adjacent the lake, and a higher terrace area located along the southern sections of the PSP area, as shown in the *Landform Features Plan* in Appendix C (Andrew Long and Associates).

The *Landform Features Plan* also shows areas of high cultural value and archaeological potential, as identified by Lloyd Hood of the Gunaikurnai Lands and Waters Corporation (RAP for the area). The cultural values identified extend beyond the purely archaeological values of this area, and include community views (Andrew Long and Associates).

Lloyd Hood identified an area at the western end of Lake Narracan where he used to swim when he was a teenager. This is shown as Area A on the *Landform Features Plan*. The higher ground in the Lake Narracan PSP area, in particular the edge of Terraces 1 and 2 on the eastern PSP boundary (Area C shown in the *Landform Features Plan*) and the northern edge of Terrace 2 (Area B shown in the *Landform Features Plan*) were also identified as having the potential to contain Aboriginal sites (Andrew Long and Associates).

Recommendations made by Andrew Long and Associates include:

- Proactive, ongoing consultation with the RAP regarding the form and process of cultural heritage investigation and management in the PSP

- The reservation of a buffer zone around Lake Narracan, amounting to the existing foreshore reserve plus any additional adjoining areas that may contain high value archaeological heritage associated with Terrace 1 (although predicted, no Aboriginal cultural heritage has been identified to date on Terrace 1). The Lake Narracan PSP has therefore outlined a foreshore reserve along the southern edge of the lake, which will protect any values present, as well as providing open space and shared paths for the enjoyment of the community.
- The preservation of a representative section of the edge of Terrace 2 to preserve view shed across the Latrobe Valley, following investigations to determine the presence or absence of archaeological values. In considering locations for a central sporting reserve within the precinct, the Lake Narracan PSP has identified the area adjacent the edge of Terrace 2 on the west side of Hayes Road as the most appropriate location for this reserve. This location will provide a sporting reserve that is centrally located within the precinct to maximise its accessibility to the future community, and will also protect a prominent section of Terrace 2 and the views it offers across the Latrobe Valley.
- The preservation of the active floodplain of the Latrobe Valley to manage natural resources of significance to the Gunaikurnai. It is assumed that this will already be covered under a flood overlay; and
- Preparation of voluntary CHMPs, where mandatory CHMPs are not required.

5.3. Post-contact Cultural Heritage

Latrobe City had previously engaged Context Pty Ltd to complete a Heritage Study for its municipality. For the purposes of this Issues and

Opportunities Review the Thematic Environmental History section of the Context *Latrobe City Heritage Study* will be used.

The purpose of the environmental history is to provide an explanation of the themes and activities that have been important in shaping the present day Latrobe City. Post-contact cultural heritage refers to the period where first contact between indigenous peoples and non-indigenous explorers and settlers' occurred during the nineteenth century (Context, 2010).

The following are excerpts of thematic history from the *Latrobe City Heritage Study*, prepared by Context (Context, 2010).

The Pastoral era began with the settlers who began flooding into the Port Phillip district after 1834....The pastoral occupations of the central Gippsland plains was swift after 'Gipps Land', as it was originally known, was proclaimed a squatting district in 1843, enabling the squatters to occupy large tracts of land that were called runs.

The squatters were not destined to keep control over their large tracts of leasehold. After the gold rushes significantly increased Victoria's population, the government introduced legislation that promoted more intensive use of the land and enabled many former gold miners to 'select' land and develop farms. Under a series of land acts, the former squatting runs were thrown open for selection.

A decade later, the railway line that was under construction provided further inducement to select in the study area and a Lands Office was opened in Traralgon.

Selection has had a major impact on shaping the land in this region. It attracted large numbers of people to the area, resulted in widespread clearing of land, and was responsible for many of the towns and communities in the study area developing. Selection led to the foundation of institutions such as schools and churches and to new local government areas.

Since European settlement in the 1840s, successive waves of migrants have settled in the study area and have shaped the landscape with names, buildings and sites that reflect their cultural traditions. In the nineteenth century and up to the middle of the twentieth century English, Scottish and Irish migrants predominated. This began to change during the first phase of the electricity generation in the 1920s when Maltese workers came to work for the mines Department and State Electricity Commission of Victoria (SEC).

In the post war years, the power industry was responsible for establishing a greater cultural diversity in Latrobe City as migrants from many parts of Europe came to work for the SEC.

Latrobe City has no record of any post-contact heritage sites of significance in the Lake Narracan PSP area.

6. Servicing and Utilities

6.1. Electricity

The PSP area contains a number of overhead high voltage powerlines and associated easements. The *Overhead Electricity Line Plan* in Appendix D

shows the alignment of these powerlines, and voltage of the powerlines is represented by different colours on the plan:

- Purple lines - existing overhead high voltage 220 kv power lines
- Double yellow lines – existing overhead high voltage 66kv power lines
- Single yellow lines with red dots - existing overhead low voltage 22kv power lines

Both the overhead 220kv and 66kv power lines are located on large steel-frame pylons. The overhead power lines and associated pylons do detract visually from the PSP area, however there is limited ability to place these lines underground. SPAusnet have advised the highest voltage lines (220kv) cannot be placed underground. Possible options for the 66kv power lines are:

- Place underground (which would entail significant cost)
- Place the power lines on smaller poles and remove the large steel pylons (however this would require more poles than the current number of pylons); and
- Place the power lines on smaller poles and remove the large steel pylons and re-route the power lines to another location less disruptive to the layout of the future urban area (eg adjacent the Moe Yallourn rail trail corridor). However this would have impact on other properties which are not currently encumbered by overhead power lines

The draft Lake Narracan PSP proposes to retain existing overhead high voltage power lines and easements in their current location due to cost and other implications of implementing the above options.

It would be preferable to put underground any existing overhead 22kv power lines in the PSP area as part of future development, which should not be cost prohibitive.

SPAusnet have advised that with the planned upgrade to an existing zone substation in Moe, there will be sufficient capacity to supply electricity to the Lake Narracan area.

6.2. Water and Sewer

Gippsland Water have advised that under its current sequencing strategy, development in the Lake Narracan area would need to fund the majority of any works required to extend water and sewer services to the area under Essential Services Commission guidelines.

Gippsland Water have advised that the Moe Waste Water Treatment Plant will need to be upgraded in the future to provide sewer services to all of the Lake Narracan area. The site currently occupied by the waste water treatment plant has available space to accommodate the additional treatment pond that would be required.

Latrobe City and the MPA have worked with Gippsland Water and Southern Rural Water to assess water supply options for the Lake Narracan area. These options will be considered further by Gippsland Water in the planning for the future water supply to the Lake Narracan area.

6.3. Gas

Envestra have confirmed that natural gas can be supplied to the eastern half of the PSP area (in previous advice to Millar Merrigan, *Narracan Lakes: Preliminary Infrastructure Services Advice*, December 2011). It is

expected that natural gas can be supplied to the remainder of the PSP area given this area is adjacent to the existing urban areas of Moe and Newborough.

7. Land Capability

7.1. Desktop Environmental, Hydrological and Geotechnical Report

The MPA engaged Sinclair Knight Merz (SKM) to complete a Desktop Environmental, Hydrological and Geotechnical Assessment for the Lake Narracan PSP area.

The aim of the assessment is to identify opportunities and constraints to the proposed land development which may potentially be caused by existing or past land uses and site and sub-surface conditions (SKM, 2013).

The scope of works included:

- Gathering of relevant information (including the use of literature sources) for the purposes of identifying potential sources of contamination, hydrogeological and geotechnical issues; and
- Inspecting the site from publically accessible areas for potential sources of contamination and areas of geotechnical and hydrogeological significance (e.g. areas of water logging, existing groundwater bores, etc.)

7.2. Outcomes and Recommendations of Report

7.2.1. Site Contamination Assessment Conclusion

According to the SKM report there do not appear to be any significant risks from a site contamination perspective which would render the land unsuitable for a particular land use. Localised contamination is likely to be able to be effectively managed or remediated (SKM, 2013).

The Lake Narracan study site has a long history of agricultural uses, with much of the areas remaining under cultivation or grazing to the present day (SKM, 2013).

There are three primary potential sources of contamination as shown in the *Desktop Site Contamination, Hydrogeological and Geotechnical Assessment Plans* in Appendix E. These are:

- Property LN09, vehicle maintenance garage
- Property LN36, former poultry/broiler farm; and
- Property LN28, dilapidated former piggery site

These primary potential sources of contamination may not be confined to a single, localised area but instead encountered across the wider extent of the site, to one degree or another owing to the intensity and nature of the associated land use (SKM, 2013).

Since completion of the SKM study, another potential source of contamination has been identified which is associated with the past practice of cleaning the septic tank of the existing caravan park.

The *Urban Growth Zone Schedule* associated with the Lake Narracan PSP requires that any development application provide an environmental site assessment for the land, prepared by a suitably qualified environmental

professional, that provides clear advice on whether the condition of the land is suitable for the proposed use, and whether any further environmental assessment is recommended.

7.2.2. Geotechnical Assessment Conclusions

The SKM report found that the PSP area is underlain by highly reactive residual clay overlying basalt rock (SKM, 2013).

Key geotechnical issues associated with development of the PSP area include the depth and reactivity of the clay in terms of its influence on site classification, foundation selection, differential settlement, sub grade performance and excavations (SKM, 2013).

Fill material, if present, is expected to be uncontrolled and may not be suitable for development in its present state. Areas subject to poor drainage may compromise soft material which provides low bearing capacity for foundations (SKM, 2013).

7.2.3. Hydrogeological Assessment Conclusions

The SKM report determines no significant hydrogeological constraints which would render land unsuitable for development (SKM, 2013). The following issues would need to be considered however in the planning and design of any development:

- The shallow water table may cause groundwater inflow to excavations
- The high quality of groundwater will require careful monitoring and protection as the beneficial use of the groundwater cannot be altered below its current classification of A1

- Increases to groundwater recharge rates (particularly over summer and autumn) has the potential to raise the water table within a few metres of the ground surface potentially causing damage to infrastructure and buildings; and
- Decreased local groundwater recharge in winter and early spring has the potential to reduce discharge to nearby surface water features, which could potentially have a negative impact on the ecological health of local waterways

7.2.4. Overall Recommendations

Overall no general contamination, geological or hydrogeological constraints have been identified warranting further investigation prior to the finalisation of the Lake Narracan PSP.

8. Town Centres and Retail

8.1. Retail Advice Report

The MPA engaged SGS Economics and Planning to complete a Retail Advice report for the Lake Narracan PSP area.

The purpose of the report was to explore the economic context for the wider region, local policy context and present indicative frameworks for future retail and economic development in the area as it begins to accommodate increased residential development (SGS, 2013).

This retail analysis has been informed by a review of the demand and supply contexts for retail floorspace development at the local and regional levels. In particular, analysis has also been undertaken for Moe and Newborough's existing retail areas (SGS, 2013).

After the review of relevant policy documents, SGS Economics and Planning have concluded that the relevant policy context suggests that:

- A future small scale supermarket if less than 1,500 sqm in Lake Narracan would be consistent with the intent of the MPA and local strategies to facilitate mixed use development, local shopping needs and walkability outcomes
- Protecting the Moe Town Centre is a high priority and new retail centres should be regulated to avoid over-competition with such existing centres; and
- It is important to connect existing and future settlements with the amenity and tourism features of Lake Narracan

In their report, SGS Economic and Planning identified the existing retail hierarchy and floorspace supply regionally surrounding Lake Narracan as follows:

- Regional centres include Traralgon, Morwell and Warragul; and
- Sub-regional centres include Moe (Town Centre)

On a local level the following local shop nodes around Lake Narracan include:

- An IGA anchored strip at the corner of Elizabeth Street and Prince Street, Moe
- A collection of shops and offices including a post office at the corner of Monash Road and Rutherglen Road, Newborough
- A Foodworks anchored strip on Boolara Avenue, Newborough; and
- A small collection of shops including a milk bar at the corner of Old Sale Road and Newark Avenue, Newborough

A centre in Lake Narracan is likely to perform a local neighbourhood function within this overall hierarchy, whilst the Moe Town Centre will be the dominant retail centre for Lake Narracan (SGS, 2013).

8.2. Outcomes and Recommendations of Report

The SGS Economics and Planning Report concludes that the PSP area of Lake Narracan can accommodate one or two retail nodes whilst reinforcing the primacy of the Moe Town Centre (SGS, 2013).

The report recommends that the Lake Narracan PSP area should initially accommodate a small supermarket of 1,500 sqm of floorspace once the population of Moe, Newborough and Lake Narracan exceeds 23,800 (approximately year 2033) (SGS, 2013). It is recommended that this first supermarket based node be established in the eastern part of the PSP area, as this will allow it to be integrated with the caravan park and recreational facilities fronting the lake (SGS, 2013).

A second retail node is recommended to trade without a supermarket anchor until the population of Moe, Newborough and Lake Narracan exceeds 29,000 (expected to be after the year 2046). This retail node is recommended to be established in the western end of the PSP area (SGS, 2013).

Given the east- west dimension of the Lake Narracan PSP area, the two retail nodes are ultimately considered the favourable solution as this will help maximise the walking catchments of activity centres in Lake Narracan (SGS, 2013).

The draft Lake Narracan PSP has therefore proposed two village/neighbourhood centres located adjacent the lake foreshore. The

draft Lake Narracan PSP will stipulate a shop with a leasable retail floor area exceeding 600m² requires a planning permit. This will mean any proposed supermarket (which typically have a leasable floor area are greater than 600m²) will require a planning permit and will need to be justified in terms of any potential impact on the Moe Town Centre. In assessing such permits, Council will need to give consideration to the SGS report.

9. Integrated Water Management

9.1. Flood Management

The West Gippsland Catchment Management Authority (WGCMA) has advised that Lake Narracan will act as a retarding basin for any flood water generated from the PSP area in a major storm event, therefore stormwater retardation is not required within the PSP area.

Waterway corridors and road crossings of waterways have been appropriately designed to convey the flood volumes through to the lake.

The WGCMA has refined the 100 year ARI flood line for the broader area, which has been reflect in the draft Lake Narracan PSP. There is one location adjacent the lake in the Becks Bay/Turras Reach area that is affected by the 100 year flood line. Any proposed development of this area will need to demonstrate how the development will be protected from the 100 year flood event and how the development will not produce any unreasonable downstream flooding impacts. Given the La Trobe River does not pass through another township area for over 10 kilometres downstream of Lake Narracan, it is very likely any development of this area will not produce any unreasonable downstream flooding impacts.

9.2. Water Quality Treatment

The treatment of stormwater quality needs to be to best practice standards to protect water quality in the lake Ramsar listed Gippsland lakes wetlands. Latrobe City Council has expressed a preference to minimise the number of water quality treatment assets in the PSP area to make future maintenance of these systems more effective and efficient. On-line water quality treatment will be the most efficient and effective option both in terms of the number of assets required to achieve best practice water quality treatment and in terms of the amount of land required.

9.3. Waterways

The land adjacent to the lake is generally quite flat, but rises to an upper terrace level in the southern section of the PSP area. There are a number of defined waterway channels and valleys through the higher sections of the site however a number of waterways become less defined once they reach the flatter lower section of the PSP area (particularly west of the Moe Golf Course).

In the flatter lower level in the west of the PSP area, a series of agricultural drains have been dug to drain these areas. Through the planning of the Lake Narracan PSP this network of drains has been rationalised to define key new waterway alignments, and stormwater from the surrounding areas will be conveyed to these waterways through the future street and underground drainage network. This will not only increase developable area but remove the fragmentation to the new urban area that would result if this network of drains was retained, and will instead create a number of more substantial waterways which then can become key natural and open space features of the area.

9.4. Water Level of the Lake

The *Gippsland Regional Sustainable Water Strategy* makes a commitment that Southern Rural Water will maintain Lake Narracan between 55 and 90% of full capacity between 1 December to 30 April every year and at a suitable level for holding major water ski events. This is subject to:

- The upstream Blue Rock Reservoir storage volume being more than 80 per cent of capacity on 1 December each year; and
- Consideration of views of water entitlement-holders and seasonal climate information

This provides a reasonable level of confidence that a suitable water level will be maintained to enable summer enjoyment of the lake to continue and would support additional summer lake-based recreational use (such as canoeing, paddle boats etc).

9.5. Whole of Water Cycle Strategy

A Whole of Water Cycle Strategy was undertaken by Alluvium which outlines recommendations for waterways, stormwater quality treatment, water supply options and managing blue green algae blooms in Lake Narracan, which has informed the preparation of the Lake Narracan PSP.

10. Fire Management

10.1. Lake Narracan Fire Management

The Lake Narracan study area is not covered by a Wildfire Management Overlay (WMO). The area to the north of the lake is however covered by a WMO given the substantial amount of native vegetation in this area.

The CFA have confirmed that the width of the lake will ensure that the effect of any bushfires would be limited to smoke and ember attack to the future Lake Narracan residential area. The western and eastern ends of the precinct may experience grass fires however the placement of roads bounding the precinct is considered an appropriate design response to mitigate the impact of grass fires. An appropriate level fire protection will also be achieved by the application of the Victoria Building Regulations to home construction.

11. Surrounding Land Uses

11.1. Yallourn Power Station and Coal Mine

The Yallourn Power Station is located approximately 1km south-east of the eastern boundary of the PSP area. The power station and associated coal mine is considered an extractive industry (brown coal) in the planning scheme, with associated power generation and distribution facilities.

The mine and power station land is zoned Special Use Zone Schedule 1 (SUZ1 – Brown Coal) in the Latrobe Planning Scheme. The SUZ1 land extends to the eastern edge of Newborough and borders the south-eastern section of the Lake Narracan area as shown in Appendix A. Not all of the SUZ1 land has been developed for coal mining or power generation purposes.

The SUZ1 zone allows use of the land for extractive industry, industry, mining, utility installation and warehouse without a planning permit provided these uses are located on land at least 1km away from sensitive uses (residential, primary school, kindergarten etc) and are directly

associated with coal/electricity production. A permit may be granted for these uses where these conditions are not met.

Residential development in the eastern part of the PSP area may be considered to restrict the scope of the coal mine and power station, as this area is within 1km of SUZ1 zoned land.

The Department of Primary Industries has however advised that this would not be the case, given any expansion of mining activities associated with the Yallourn Power Station would not extend further west.

11.2. Moe Waste Water Treatment Facility

The Moe Waste Water Treatment Facility is located to the west of the PSP area, approximately 700m west of Becks Bridge Road. The treatment facility land is zoned Public Use Zone Schedule 1 (PUZ1) in the Latrobe Planning Scheme, as shown in Appendix A.

Being a sewer treatment facility, odour from the site is a potential issue in planning for sensitive land uses near the facility.

The EPA guideline *Recommended Separation Distances for Industrial Residual Air Emissions* (EPA 2013), would be used to guide considerations around what a suitable buffer distance would be between the facility and any sensitive uses. It is expected the resulting buffer would be between 300 and 500m.

Given the buffer would result in much of the land between Becks Bridge Road and the facility being unsuitable for sensitive uses, it is recommended that farming use of this land continue.

12. Traffic and Transport

12.1. Roads

Thompsons Road that runs through the southern portion of the precinct is a VicRoads declared road and was intended to act as a northern bypass road for the townships of Moe and Newborough. Traffic counts collected by Council and VicRoads however shows that this road does not carry a substantial amount of traffic, with Old Sale Road and John Field Drive carrying substantially more traffic.

The Lake Narracan PSP offers the opportunity to maximise physical connection between the Moe and Newborough townships and the lake. Existing Becks Bridge Road and Sullivans Road currently link Moe and Newborough respectively to the PSP area, however more direct connections to the centre of each township are missing.

The PSP includes the realignment of the western end of Thompsons Road to connect to the Old Sale Road and Haigh Street roundabout. This will create a direct connection between the Moe Town Centre and the lake via Haigh Street, Thompsons Road and Macphersons Road.

The PSP also includes the extension of John Field Drive through to Thompsons Road and a new road (named 'Broad Way') will then connect to the lake. This will create a direct connection between the heart of Newborough and the lake.

The PSP also proposes to reduce the length of Thompsons Road that will act as a VicRoads arterial road. With the extension of John Field Drive through to Thompsons Road, Thompsons Road east of the John Field Drive extension and Sullivans Track will no longer need to be a VicRoads

arterial road, and these roads can be down-graded to a local connector road in the future.

12.2. Pedestrians and Cyclists

The Moe Yallourn Rail Trail is a significant aspect of the existing shared trail network in Moe and Newborough and the Lake Narracan PSP will create a shared trail network connecting to rail trail in a number of locations.

The PSP provides pedestrian and cyclist paths along the entire southern foreshore of the lake, to promote public use and enjoyment of the lake foreshore. The foreshore path system in time could also be extended to provide a path system around all sides of the lake, subject to property ownership considerations and resolving crossings of the LaTrobe River at the east and west ends of the lake.

The PSP also provides shared paths along the electricity easements that run through the site, which would provide a central east-west shared path link. The waterways that run through the site also offer the opportunity to incorporate shared paths with the waterway corridors, providing north-south shared path links.

The existing wide reserve along Old Sale Road between Becks Bridge Road and Moe Yallourn Rail Trail offers the opportunity to establish a shared path link along this boundary of the PSP area. The PSP also will establish a shared path link adjacent to Becks Bridge Road.

Shared path links to the Moe town centre can be provided via the Moe Yallourn Rail Trail, Moore Street and Narracan Creek, and to Newborough via the open space network on the west side of John Field Drive.

Between a foreshore path, electricity easements, waterways, rail trial and key roads the PSP creates a significant pedestrian and cyclist path network for the enjoyment of the existing Moe and Newborough community and future residents of the Lake Narracan PSP area.

12.3. Traffic projections

The MPA prepare traffic projections for the Lake Narracan PSP area, which informed discussions with Council and VicRoads regarding the road network and intersection configurations. The traffic projections are provided in Appendix F.

The projections were prepared on the following basis:

- The projections have been based on existing traffic counts provided by Latrobe City - which includes both VicRoads and Council roads in the area.
- The projections assume full development of the Lake Narracan area – which is in the order of 3,800 dwellings, based on an average of 11 dwellings per hectare.
- The projections assume 20 years for full development of the Lake Narracan area, factoring in 3% per annum growth of existing volumes.
- The traffic projections for Lake Narracan are conservative in nature as they have been prepared on the following assumptions:
 - 8 vehicle trips per household per day
 - 100% of trips leave the precinct in the AM peak period.
 - There are no internal trips.
 - There is a defined peak hour.

AM peak projections (dated 22 April 2014):

- The figures in black are the total AM peak volumes forecast for each section of the road network. The volumes shown are directional (in the direction indicated by the arrow).
- The figures in red are the total AM peak volumes forecast for each section of the road network that are solely attributable to the development of the Lake Narracan area. The volumes shown are directional (in the direction indicated by the arrow).

Daily volume projections (dated 21 May 2014):

- The figures are total daily two-way volume forecast for each section of the road network.
- The daily volume was calculated as a percentage of the AM peak, multiplied by two to obtain a two-way daily volume.
- The AM peak percentage used was 70 per cent within the PSP area, and 60 per cent outside the PSP and on the PSP boundary.

13. Costing of Infrastructure

13.1. Arterial road intersections

The scope for key arterial intersection projects was established by Latrobe City Council, VicRoads and the MPA. These projects included:

- Intersections of Old Sale Road and Thompsons Road (including realignment of Thompsons Road to connect to the recently constructed Old Sale Road and Haigh Street roundabout).

- Intersection of Macphersons Road with the realigned Thompsons Road.
- Extension of John Field Drive through to Thompsons Road, including a new intersection on the John Field Drive extension and an intersection on Thompsons Road.
- Upgrade of the intersection of Thompsons Road and Sullivans Track to improve sightlines and safety.
- Upgrade to the intersection of Old Sale Road and John Field Drive.

The intersection layout was agreed with the relevant road authority as were the scope of works. The general assumptions used were:

- No trunk services have been allowed for.
- Drainage allowance is for 'road reserve or project land' areas i.e. no external catchments. However, major drainage such as culverts have been included as separate projects in the DCP.
- A standard excavation depth has been allowed for. Final pavement requirements will be determined at construction stage responding to actual ground conditions.
- Where required an allowance has been made for existing services adjustment or relocation (e.g. electricity poles, water fittings, manholes etc)

The design and costing of these intersections was undertaken by GTA Consultants. The design plans and cost estimates are provided in Appendix G.

An upgrade to the intersection of Old Sale Road and John Field Drive will be required in the future as the existing intersection cannot

accommodate the projected future traffic volumes. The upgrade of this intersection has been informed by a SIDRA analysis that has been based on the traffic projections prepared for the Lake Narracan PSP. A copy of this SIDRA analysis is provided in Appendix H.

The cost to upgrade this intersection has been apportioned to the Lake Narracan DCP based on the proportion of future traffic volumes at this intersection that are expected to be generated from the Lake Narracan area (as shown in Appendix F).

13.2. Connector road intersections

A number of standardised intersections were also developed for local roads by Council and the MPA for use in this DCP.

Construction of standard unsignalised T intersection on connector roads.

Connector road T intersections do not typically require any additional land or road pavement at the intersection than required for a standard length of connector road. The cost of the construction of the T intersection has therefore been covered by the cost allowed for the construction of intersecting connector roads, as the length of these roads has been measured to the centre of the intersection.

A cost of \$15,000 per T intersection has been allowed in the DCP to cover any additional line marking, kerb work or footpaths that may be required at the intersection that are not covered by the road construction costs.

Construction of T intersection with protected right turn lane

An allowance of \$500,000 has been made for construction of T intersections that require a protected right turn lane, based on MPA experience with similar intersections.

Construction of standard roundabout

The cost for a standard connector road roundabout has been based on a cost estimate prepared by GHD for a similar intersection funded by the Warragul and Drouin Development Contribution Plans. The intersection design and associated costing are provided in Appendix I.

13.3. Roads

Reserves required for arterial and connector roads have been calculated consistent with the road cross sections provided in the Lake Narracan PSP.

Standard per metre road construction rates were developed by GHD and adjusted to reflect the cross sections of individual roads by the MPA. The resulting per linear metre construction rate for roads funded by the Lake Narracan DCP are provided in Appendix J.

13.4. Culverts

The size and costing for culverts required at arterial and connector road crossings of waterways in the precinct was undertaken by Alluvium. The costs are outlined in the *Lake Narracan Whole of Water Cycle Strategy* report by Alluvium.

The allowance for the construction of roads over the culverts has been allowed by the per metre construction cost for the respective road project.

13.5. Open space*Local sports reserves*

Costs for construction of basic improvements and facilities in local sports reserves in the Lake Narracan precinct has been calculated on a per hectare basis rather than an itemised cost estimates. The use of a per hectare rate allows Council a greater degree of flexibility to meet the needs of the future community as they change over time.

The per hectare rate has been derived from an analysis of previous recreation project cost estimates that was adopted for the *Wyndham North Development Contributions Plan*. The construction rate is \$459,112 per hectare.

Local parks

Costs for construction of basic improvements and facilities in local parks in the Lake Narracan precinct has been calculated by using a per hectare construction rate that was included in the *Officer Development Contributions Plan*. Given the Officer DCP was prepared in September 2011, the per hectare rate has been indexed to update it to 2014 dollars. The details of the costing are outlined below:

Rate per hectare in the Officer DCP	Indexation allowance	Rate increase for indexation	Adjusted rate per hectare
\$58,339.08	8.20%	\$4,783.80	\$63,122.88

Foreshore environmental improvements

Costs for environmental works to Lake Narracan (weed management and bank stabilisation) have been calculated by Latrobe City Council based on previous experience with such works. The costs have been calculated on the following basis:

Foreshore environmental improvement	Rate type	Rate
Bank stabilisation	Per metre	\$200
Weed management	Per hectare	\$500

Boardwalks

Boardwalk cost estimates have been prepared on a per linear metre basis, using rates established by the MPA. These rates are:

Boardwalk	Rate per metre
2.5m wide boardwalk	\$946.75
3.5m wide boardwalk	\$1,325.45

13.6. Shared paths

Shared path cost estimates have been prepared on a per linear metre basis, using rates established by the MPA. The shared paths within the Lake Narracan precinct have been costed at 3.0m wide, at a rate of \$300.00 per linear metre.

13.7. Community facilities

The costing of the community facility proposed in the Lake Narracan precinct is based on a cost estimate prepared by CDCE for the *Wyndham West Development Contributions Plan*. The costing is provided in Appendix K.

13.8. Waterways and wetlands

The strategy for the placement and sizing of constructed waterways and stormwater quality treatment wetlands in the precinct was undertaken by Alluvium. The costs are outlined in the *Lake Narracan Whole of Water Cycle Strategy* report by Alluvium.

14. Land valuations

The area of land to be acquired for each DCP project on each property was identified based on information drawn from the Lake Narracan PSP. A description of the area of land was provided to Lee Property Valuers and Advisors as a registered valuer to prepare a valuation which determined the value for each area of land required by the DCP.

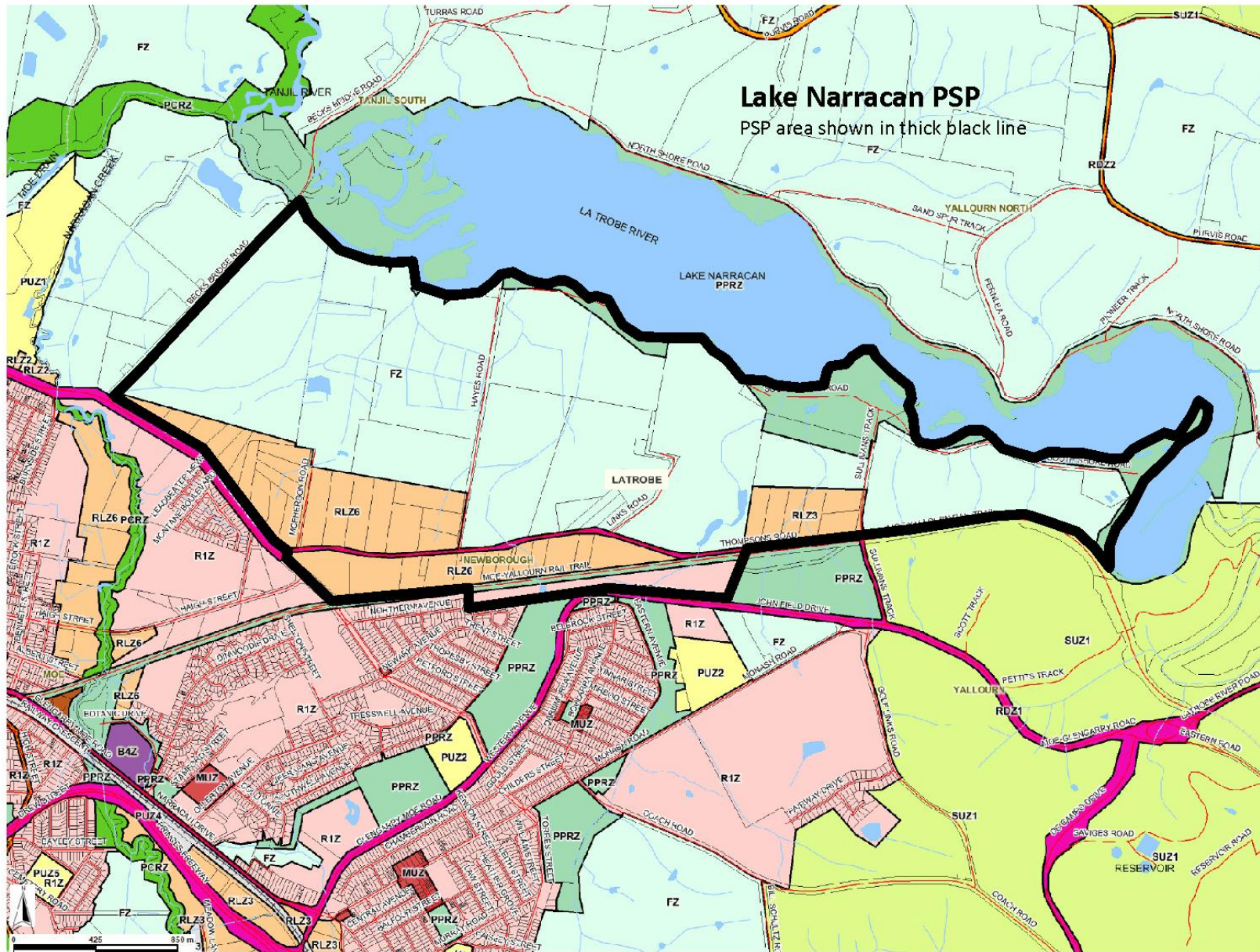
Each parcel where land is required for a DCP project was individually assessed using a 'before and after' methodology to ensure fair compensation for each affected land owner. These values have then been used to calculate the cost of the land component for all relevant projects included in this DCP.

15. References

- Andrew Long and Associates, *Aboriginal Cultural Heritage Desktop Assessment: Lake Narracan Precinct Structure Plan, 2013*
- Context Pty Ltd, Volume 1: Thematic Environmental History, *Latrobe City Heritage Study 2010*
- Department of Environment and Primary Industries, *The Gippsland Region Sustainable Water Strategy 2011*, accessed on 9 August 2013 at <http://www.water.vic.gov.au/initiatives/sws/gippsland>
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- Latrobe City Council, *Council Plan 2013-2017*, 2013, accessed 9 August 2013 at http://www.latrobe.vic.gov.au/About_Council/Media_and_Publications/Planning_for_our_future
- Latrobe City Council, *Latrobe 2026: The Community Vision for Latrobe Valley*, 2010, accessed on 9 August 2013 at <http://www.ourfuture2026.com.au/>
- Latrobe City Council, *Moe-Newborough Structure Plan 2007*
- Latrobe City Council, Municipal Strategic Statement (MSS), *Latrobe Planning Scheme*, accessed on 9 August 2013 at http://planningschemes.dpcd.vic.gov.au/aaCombinedPDFs/Latrobe_PS_Ordinance.pdf
- Millar Merrigan, *Narracan Lakes Preliminary Infrastructure Services Advice*, 2011
- Regional Development Victoria, *Latrobe Valley Industry and Employment Roadmap*, 2012, accessed on 9 August 2013 at <http://www.rdv.vic.gov.au/business-and-industry-programs/latrobe-valley-industry-and-employment-roadmap>
- SGS Economics and Planning, *Retail Advice: Lake Narracan Structure Plan, 2013*
- Sinclair Knight Merz (SKM) *Desktop Environmental, Hydrological and Geotechnical Assessment: Lake Narracan Precinct Structure Plan Area, 2013*
- WSP Environmental, 2013, *Biodiversity Assessment Report, Lake Narracan Precinct, Moe*

16. Appendix A

- PSP area and existing land use zoning

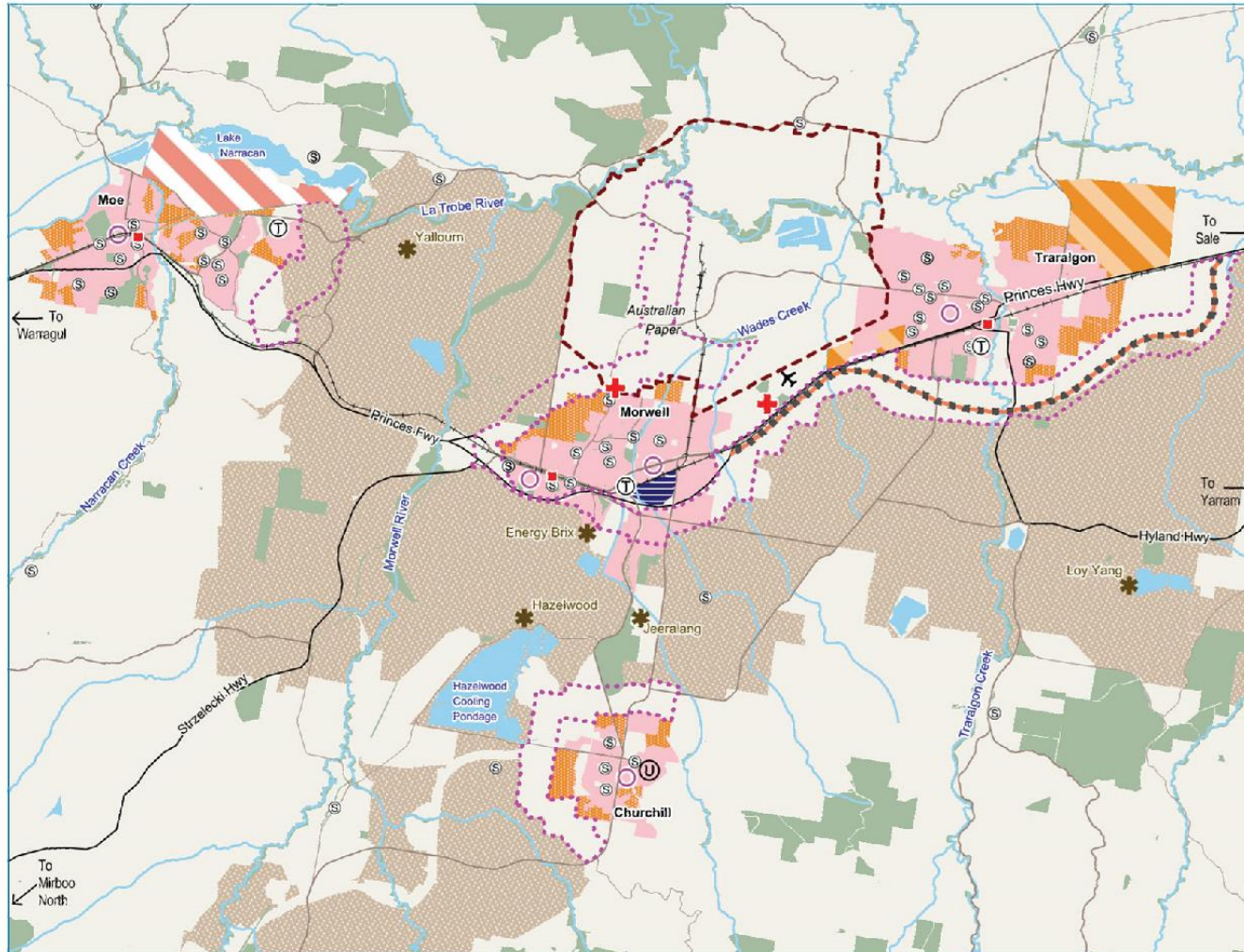


17. Appendix B

- Gippsland Regional Growth Plan (2014)

Gippsland

Map 10: Latrobe framework plan



As Gippsland's regional city, Latrobe City will accommodate urban growth and be the focal point for high order regional infrastructure and service investment. Growth will be planned to achieve greater integration across the four centres of Traralgon, Morwell, Moe and Churchill to support them functioning as a single urban system.

Planning for urban growth

Implementation of growth frameworks has provided land for residential development across the city to meet short-term and medium-term needs. Further planning work is underway to determine development requirements including infrastructure provision, transport access and amenity and landscape considerations. Considerations for any future urban expansion include managing the interface with coal buffer areas as well as flood and bushfire hazards. A strategy will be developed to advance the growth of Latrobe City as a single urban system.

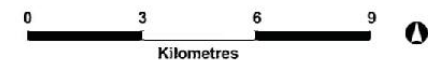
Growth opportunities in business, manufacturing and services

The commercial and manufacturing sectors, together with the university campus at Churchill provide skills and research capacity to expand economic opportunities based on the region's energy resources. Strategies to improve the city's commercial centres will support greater attraction of technical and professional services, providing more diverse employment opportunities for the city and the wider region.

Transport networks

The city is located along the Princes Highway road and rail corridor and is connected to the southern part of the region via the Strzelecki Highway. The Gippsland Logistics Precinct has been identified to facilitate freight movement through export gateways from the region. Latrobe Regional Airport is a key asset providing access to air services.

Note: Further detailed investigation and planning for growth should consider natural hazards (including bushfire, flooding and erosion), environmental assets (including water and assets identified in regional catchment strategies), cultural heritage assets (including Aboriginal and historic heritage) and natural resources (including Extractive Industry Interest Areas, other mapped earth resources and timber plantations).



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18. Appendix C

- Areas of Cultural Heritage Sensitivity Plan (Figure 14, Andrew Long and Associates, Aboriginal Heritage Desktop Assessment)
- Landform Features Plan (Figure 15, Andrew Long and Associates, Aboriginal Heritage Desktop Assessment)

Lake Narracan Precinct Structure Plan (Latrobe / 12/ 10912)

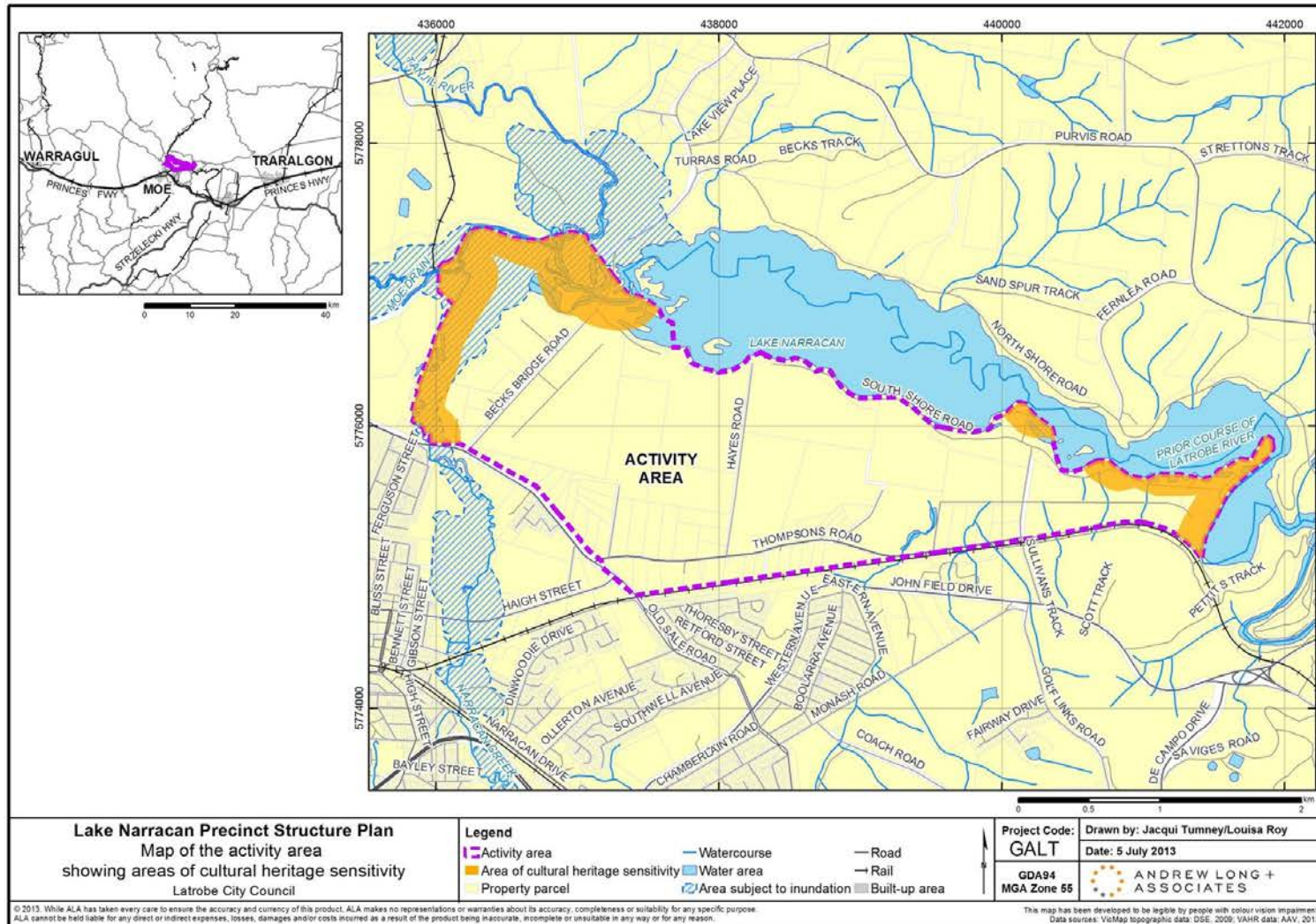


Figure 14: Map of the activity area showing areas of cultural heritage sensitivity

ANDREW LONG + ASSOCIATES

Lake Narracan Precinct Structure Plan (Latrobe / 12/ 10912)

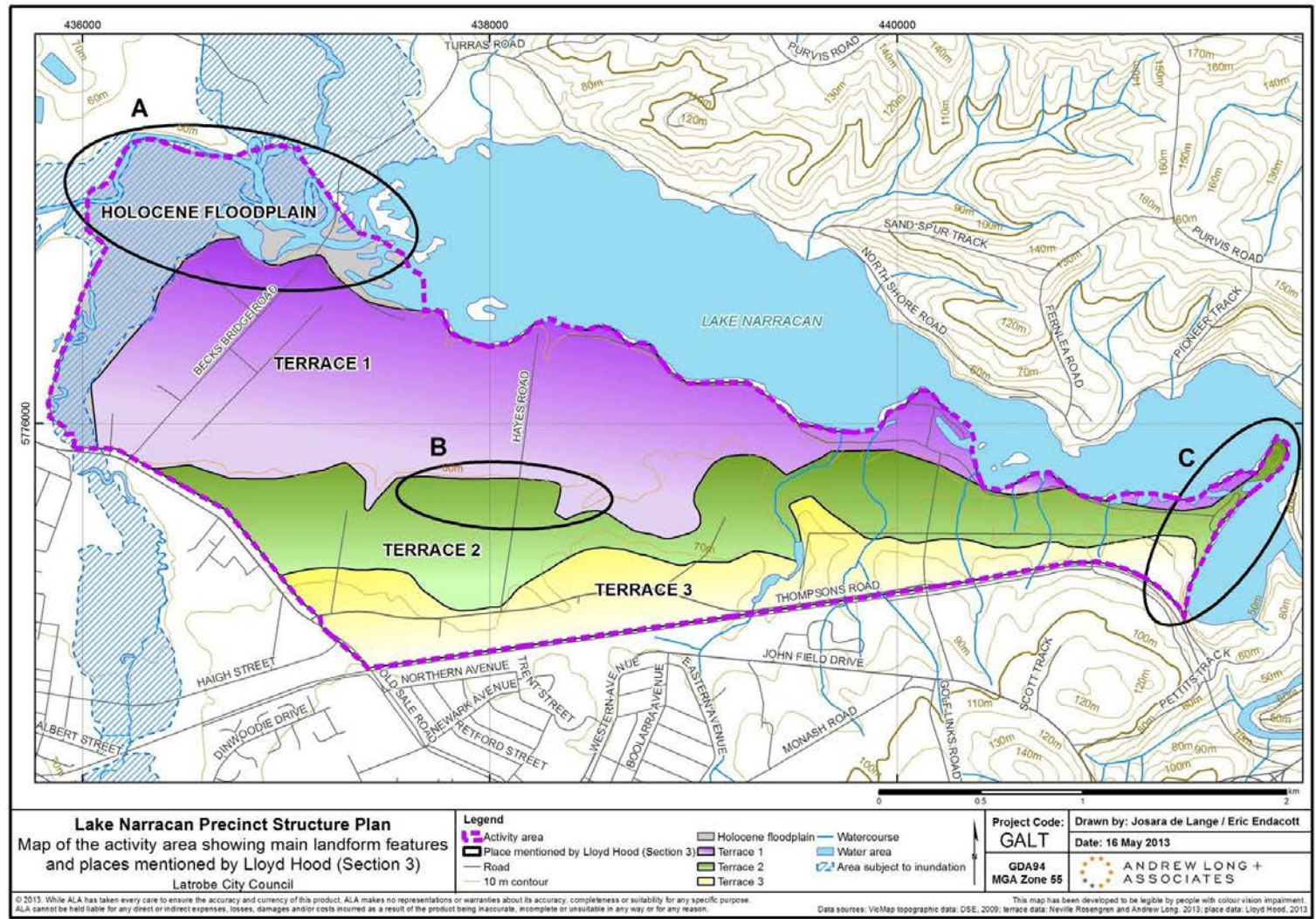


Figure 15: Lake Narracan Precinct Structure Plan Study Area – Aboriginal Heritage Prediction Plan

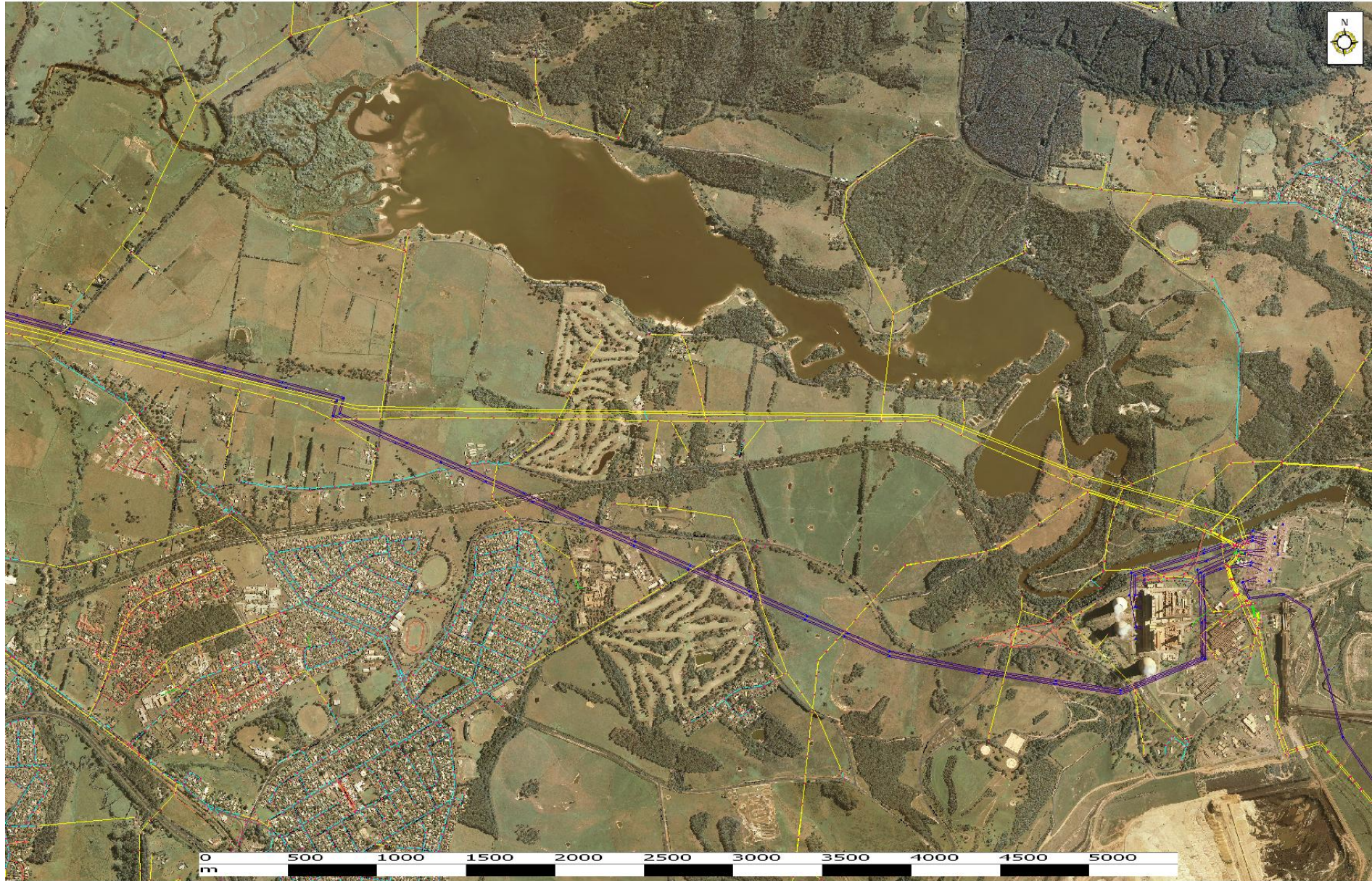
ANDREW LONG + ASSOCIATES

19. Appendix D

- Overhead Electricity Lines Plan (Latrobe City)

Overhead Electricity Lines Plan
Source: Latrobe City Council

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20. Appendix E

- Desktop Site Contamination, Hydrogeological and Geotechnical Assessment Plans (Figure 7A and 7B, SKM Desktop Environmental, Hydrological and Geotechnical Assessment)

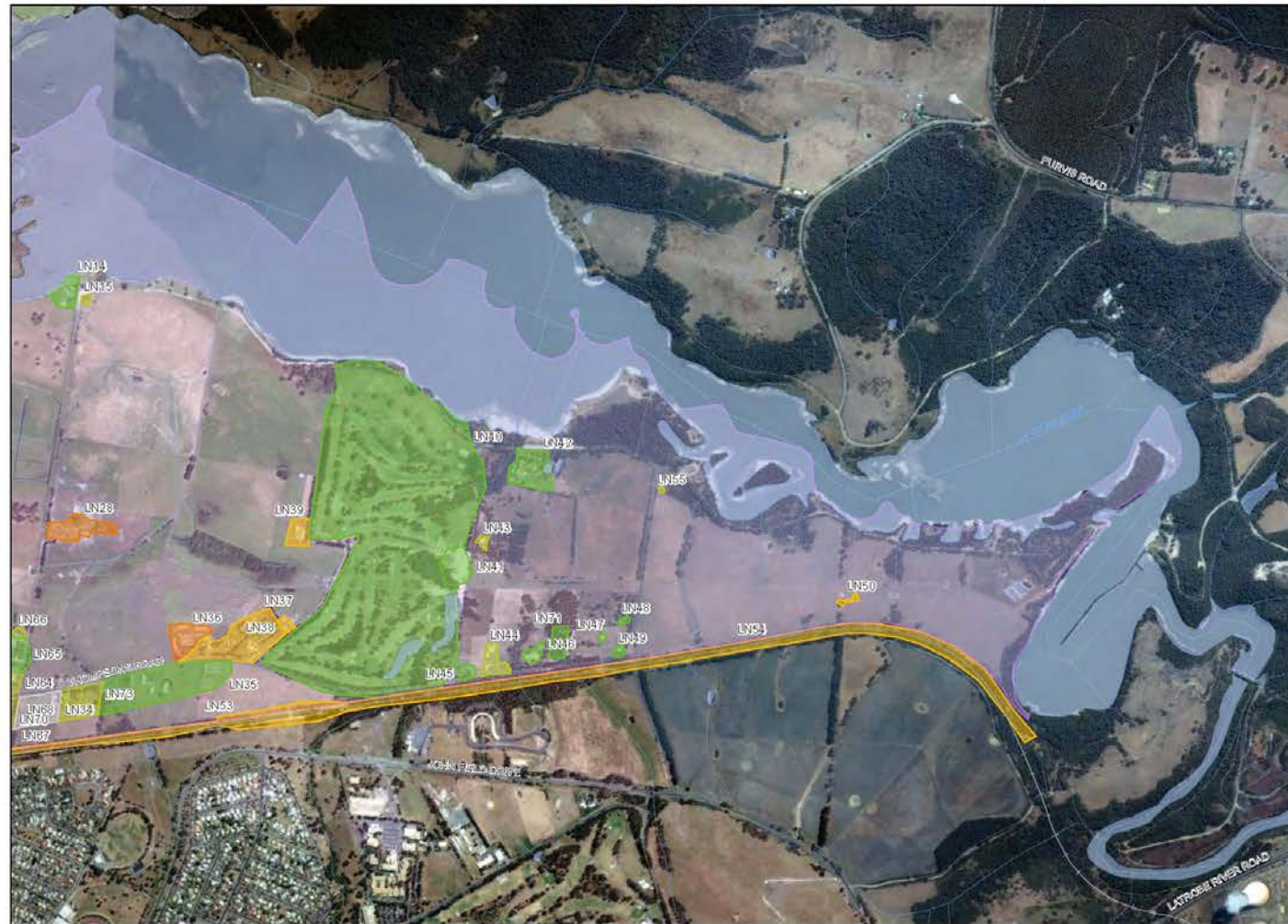
[Figure 7A - Lake Narracan PSP Site Qualitative Risk Assessment]



[Stage 1 - Desktop Site Contamination, Hydrogeological and Geotechnical Assessment | VW07131]



[Figure 7B - Lake Narracan PSP Site Qualitative Risk Assessment]



- LEGEND**
- Precinct Structure Plan Boundary
 - Qualitative Risk Rating**
 - H
 - M - H
 - M
 - L - M
 - L
 - VL
 - Infrastructure**
 - Road
 - Railway Station
 - Railway
 - Hydrology**
 - Watercourse
 - Waterbody

NOTES

DRAFT ONLY

DATA SOURCES
 [Contains Vicmap Information © State of Victoria 2013, © Commonwealth of Australia (Geoscience Australia) 2006 Geodata Topo 250k Series 3, GeoEye IKONOS 1m Imagery 2000-2011 from ESRI Map Service]

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[Stage 1 - Desktop Site Contamination, Hydrogeological and Geotechnical Assessment | VW07131]



21. Appendix F

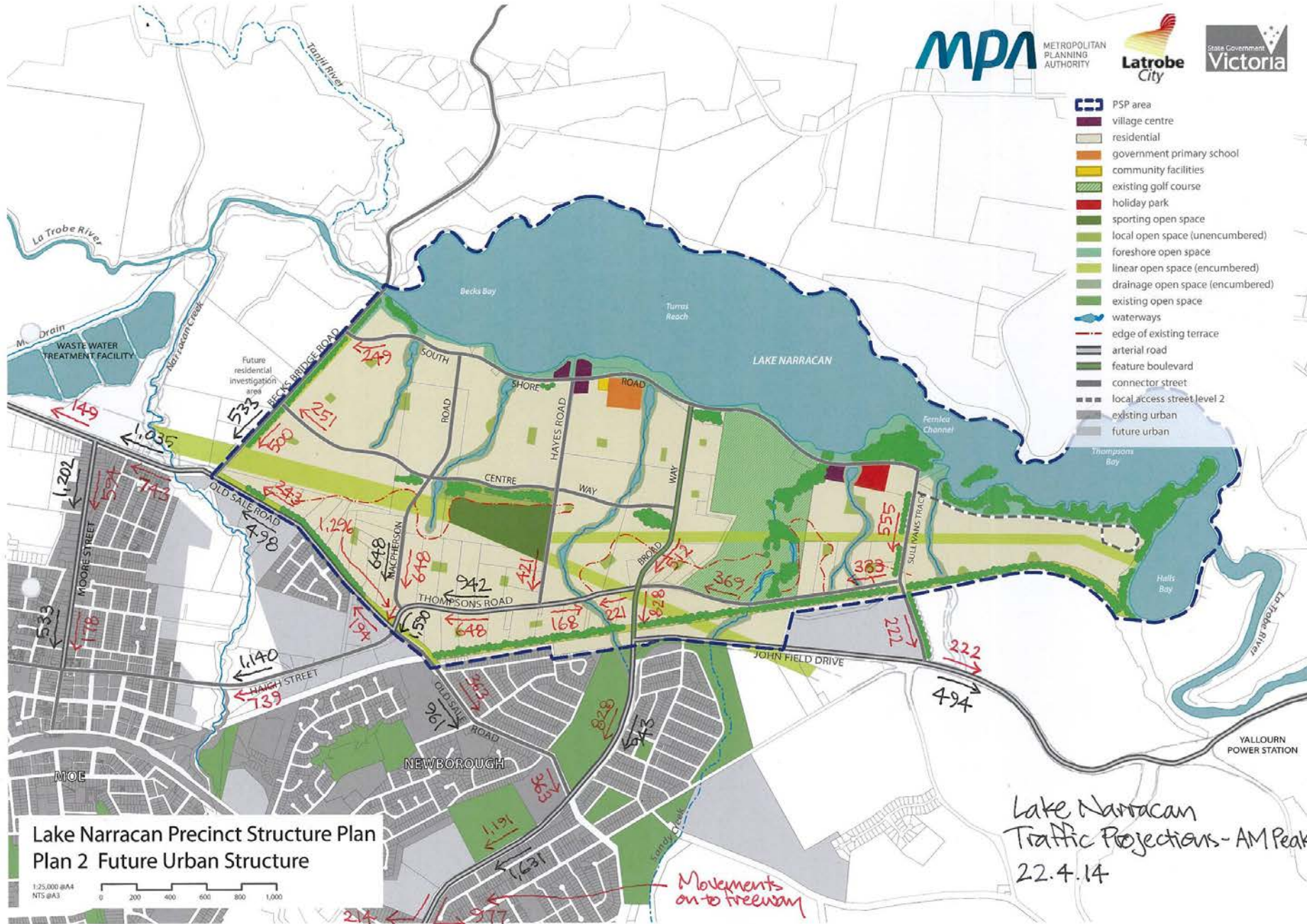
- Traffic projections (AM peak)
- Traffic projections (Daily volumes)

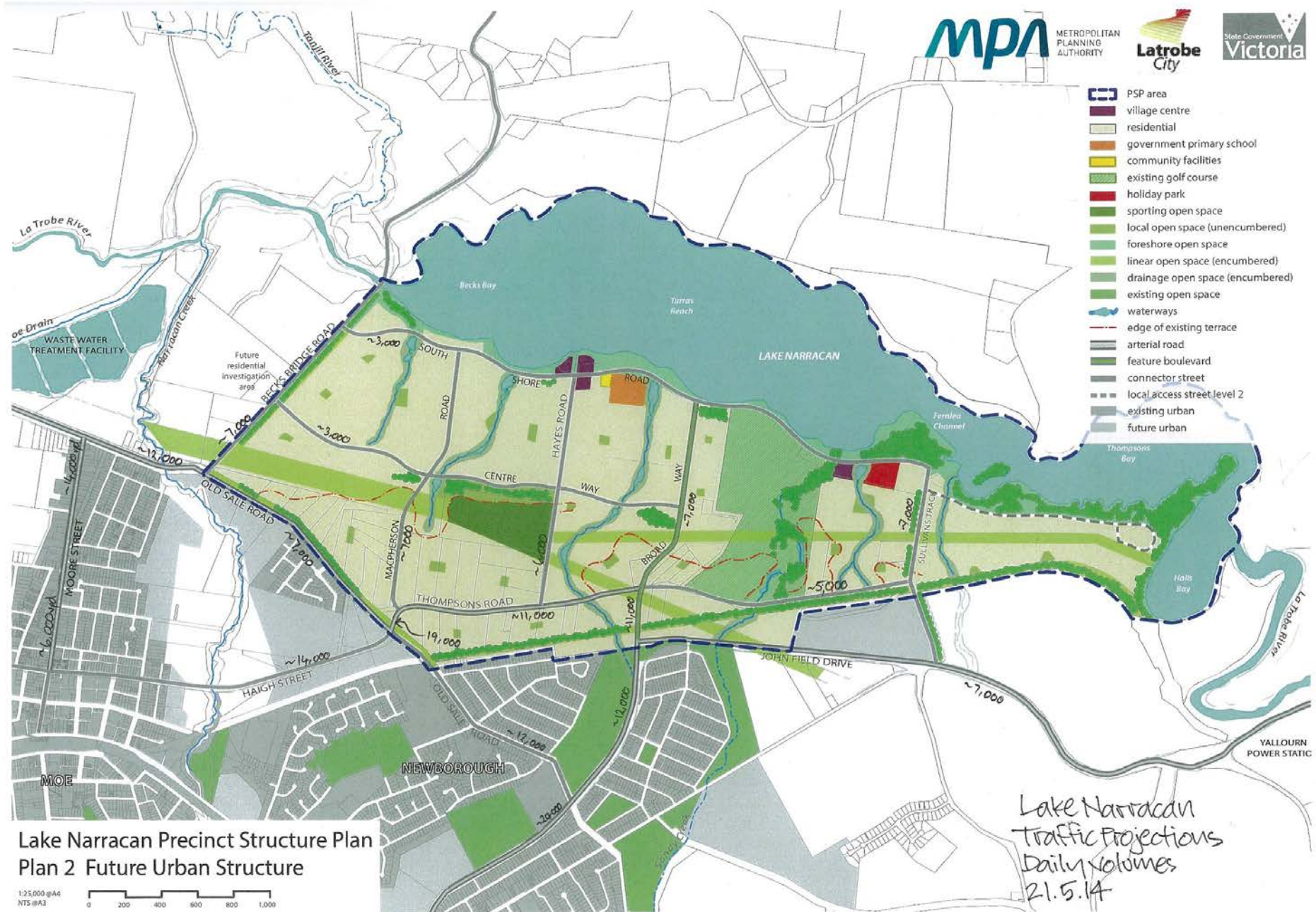


METROPOLITAN PLANNING AUTHORITY



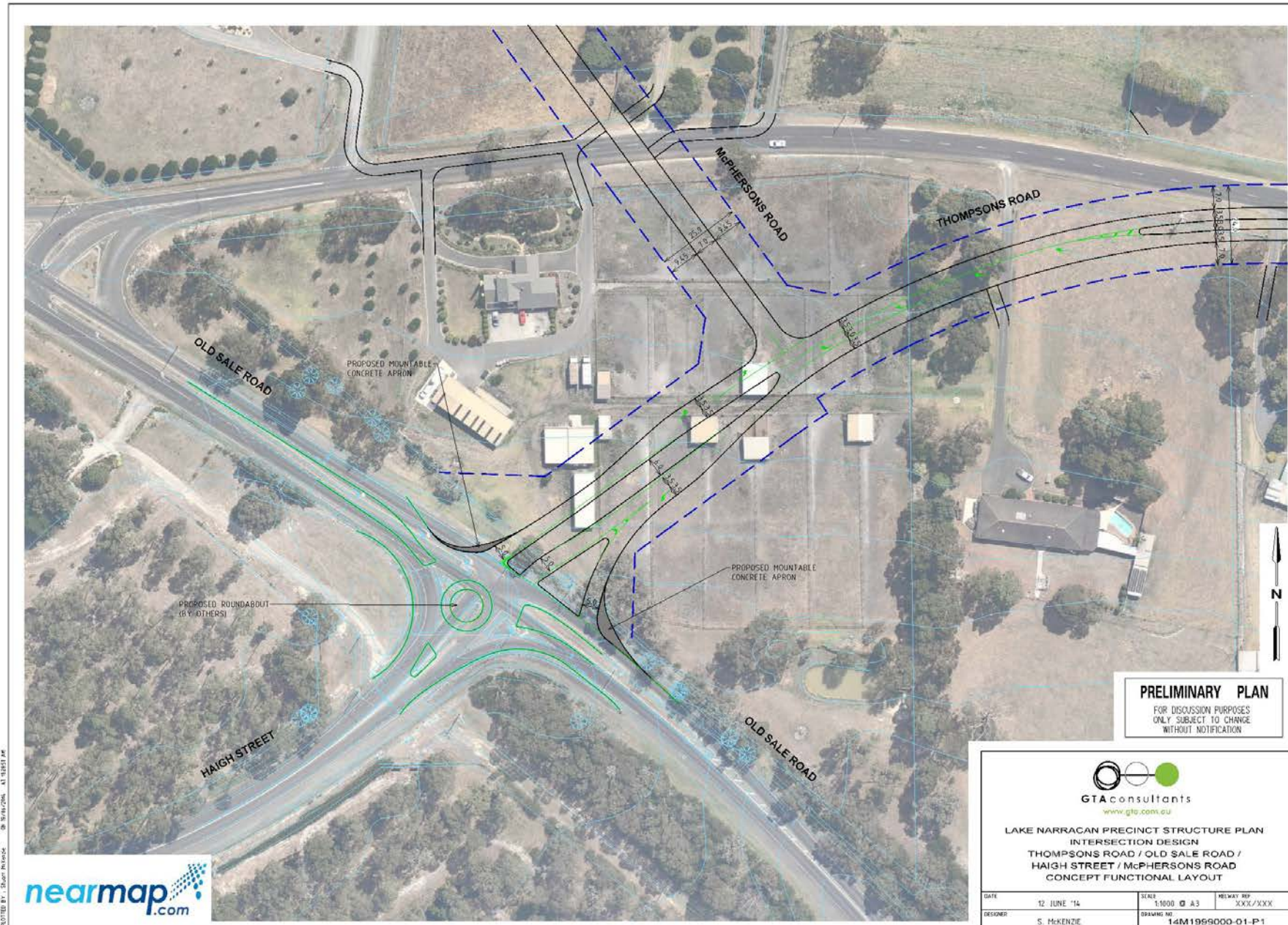
- PSP area
- village centre
- residential
- government primary school
- community facilities
- existing golf course
- holiday park
- sporting open space
- local open space (unencumbered)
- foreshore open space
- linear open space (encumbered)
- drainage open space (encumbered)
- existing open space
- waterways
- edge of existing terrace
- arterial road
- feature boulevard
- connector street
- local access street level 2
- existing urban
- future urban





22. Appendix G

- Arterial road intersections designs and costings



14M199900 - Lake Narracan PSP Costings

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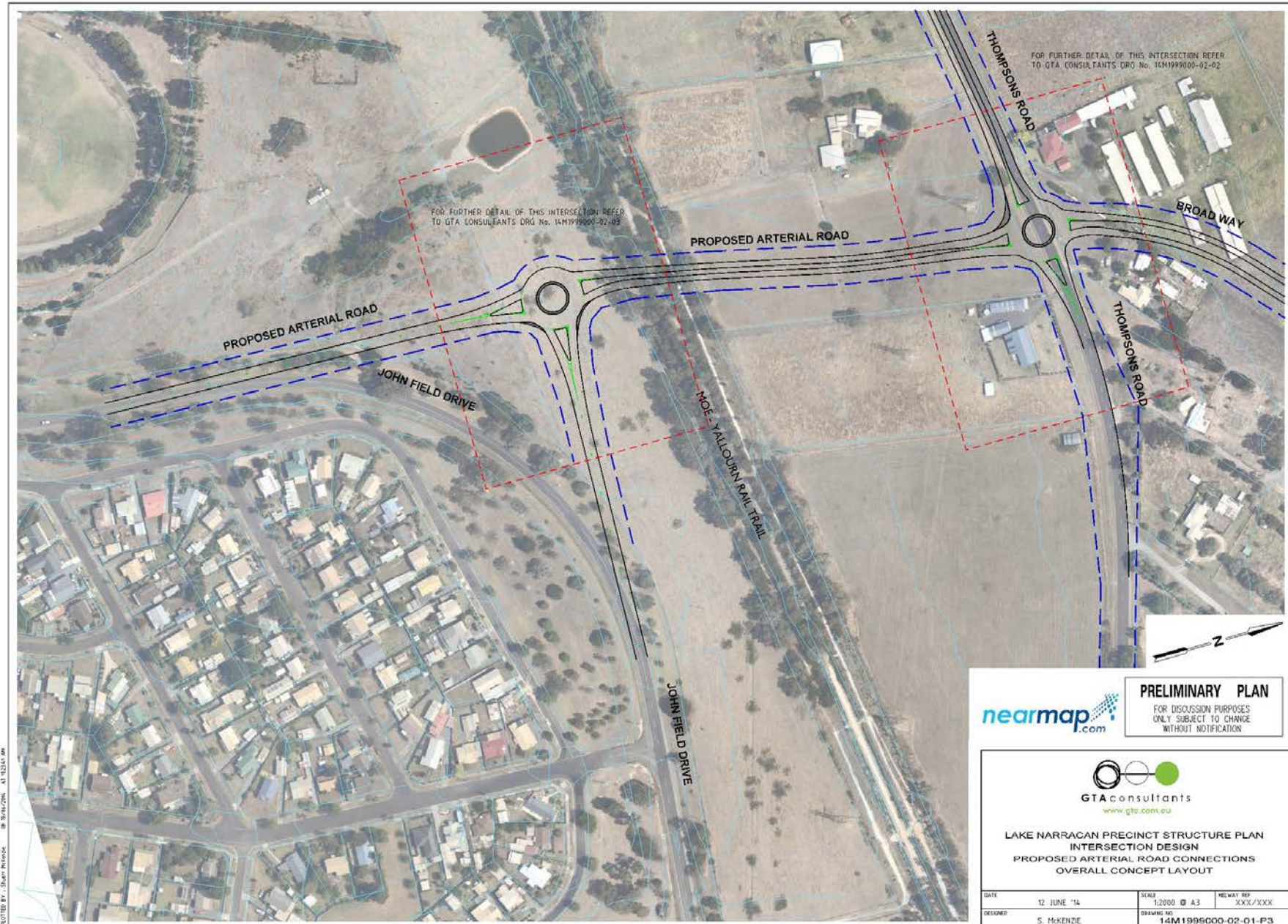
Project 1 - Thompsons Road/Old Sale Road/Haigh Street/McPhersons Road

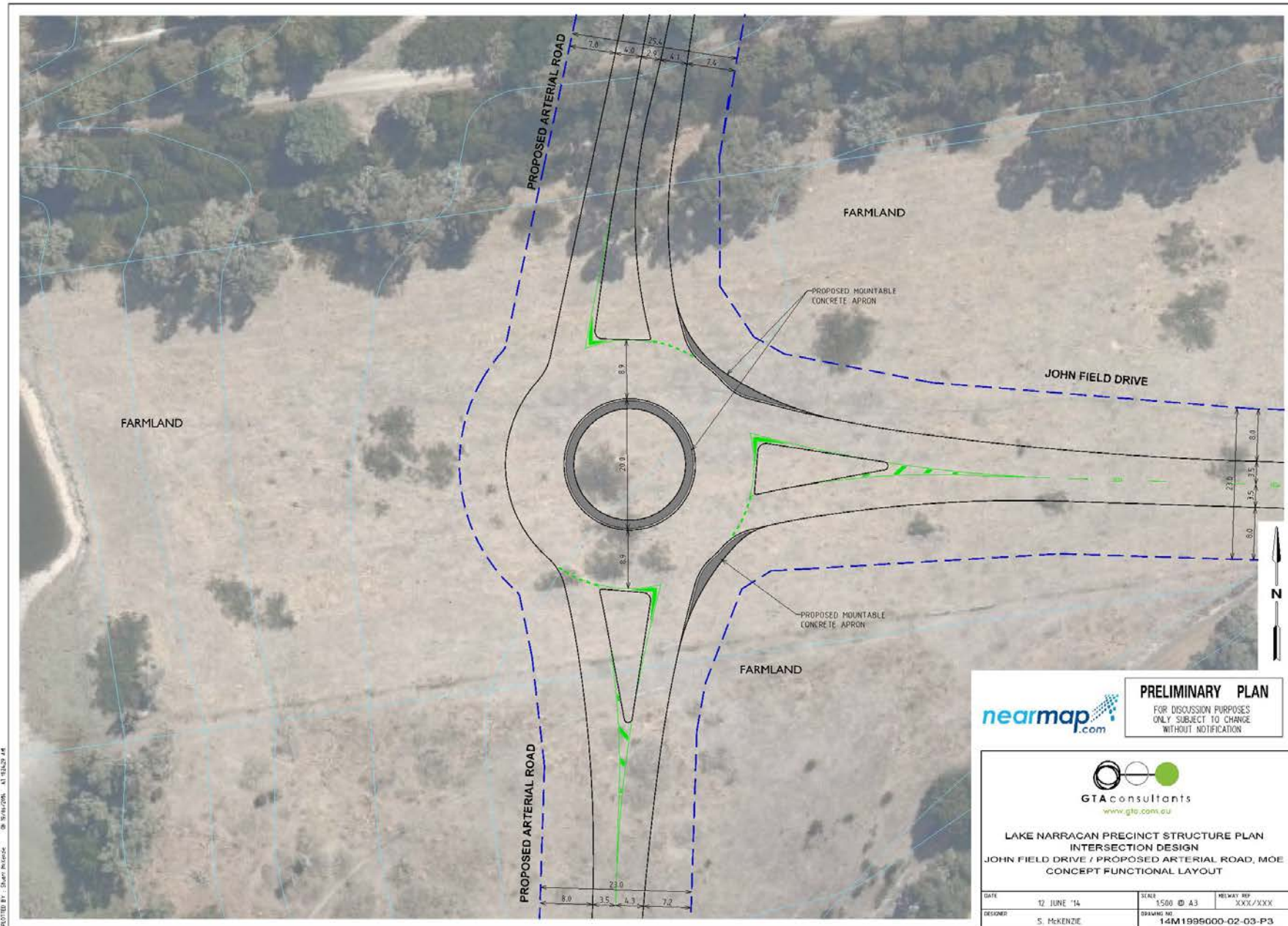
Civil Works				
Item	Description	Quantity	Rate	Total
1.0	Demolition Works			
1.01	Breakout and remove existing asphalt pavement	3350m2	\$40.00/m2	\$134,000.00
1.02	Remove existing trees	5 Item(s)	\$1,000.00/Item	\$5,000.00
1.03	Remove existing landscaping	4960.00m2	\$20.00/m2	\$99,200.00
CIVIL WORKS		Quantity		
2.0	Bulk Earthworks			
2.01	Stripping and stockpiling of selected topsoil for reuse, excavation to proposed formation levels, including trimming, rolling, cutting and shaping, compaction of subgrades, removal and disposal of trees, shrubs, spoil, surplus unapproved soil, etc. Assumed nom. depth of 300mm average across site. This item is to incorporate subgrade preparation and the supply and placement of fill material as specified and directed including compaction to 98% modified compaction, as per AS1289, where specified.	6000m3	\$50.00/m3	\$300,000.00
3.0	Concrete and Kerb Works			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
3.01	Kerb and Channel, Concrete Strength			
	25MPa Standard			
3.01.1	Kerb and channel	988m	\$100.00/m	\$98,753.90
3.01.1	Mountable kerb	62m	\$75.00/m	\$4,617.15
4.0	Pavements, Rigid			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
4.01	150mm depth concrete pavement within median and traffic islands, including bedding and kerb and channel	1467m2	\$100.00/m2	\$146,700.00
4.02	200mm depth mountable pavement, colour and finish as specified	80.00m2	\$130.00/m2	\$10,400.00

5.0 Pavements, Flexible			
	The supply and installation of the following compacted depth asphalt wearing courses including labour, materials, compaction and bituminous prime coat, to relevant specifications and as specified.		
5.01	Regulation asphalt resheet including road profiling of pavements as specified. Nominal depth varies to suit design.	675m2	\$40.00/m2 \$27,000.00
5.02	Full-depth asphalt pavement. Nom. 470mm thickness based on geotechnical report dated 01/11/2013.	5740m2	\$250.00/m2 \$1,435,000.00
6.0 Drainage			
6.01	Allowance for underground pits and pipes	1 Item(s)	\$280,000.00/Item \$280,000.00
6.02	Allowance for sub soil drainage and flushout risers	1 Item(s)	\$60,000.00/Item \$60,000.00
7.0 Delineation			
7.01	Signage		
7.01.1	The supply and installation/relocation of directional and advisory traffic signage all inclusive and removal of all redundant signs as specified	1 Item(s)	\$5,000.00/Item \$5,000.00
7.02	Linemarking		
7.02.1	Installation of proposed linemarking to VicRoads standards, including but not limited to lane division lines, directional arrows, bus lane surface treatment, stopping lines and RRPM's all inclusive	1 Item(s)	\$8,000.00/Item \$8,000.00
8.0 Landscaping/ Topsoil and Reinstatement			
8.01	Topsoiling and seeding of nature strips, medians, and all disturbed areas to a min. of 150mm depth	12000m2	\$25.00/m2 \$300,000.00
9.0 Miscellaneous			
9.01	Final clean-up, Including demobilisation and removal of temporary structures, etc.	1 Item(s)	\$20,000.00/Item \$20,000.00
	Sub Total - Civil		\$2,933,671.05
10.0 General			
10.01	Traffic Management		5% of sub total \$146,683.55
10.02	Site Establishment		2.5% of sub total \$73,341.78
10.03	Survey and Design		5% of sub total \$146,683.55
10.04	Supervision and Project Management		9% of sub total \$264,030.39
10.05	Council Fees		3.25% of sub total \$95,344.31
10.06	VicRoads Fees		1% of sub total \$29,336.71
	Total with 15% Contingency		\$3,689,091.35

Assumptions and exclusions:

1. Insurances and bank guarantees have been excluded.
 2. Allowances for existing services relocations, lowering or realignment thereof have been excluded
 3. Protection of underground services during construction has been excluded
 4. The above opinion of probable cost is for initial planning only and must not be relied upon for quoting, budgeting or construction purposes. It is recommended that you seek a detailed
 5. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
 6. This estimate also excludes an allowance for abnormal weather conditions.
 7. GST is excluded.
 8. Price escalation is excluded.
 9. Cost of property acquisitions is excluded
-





14M199900 - Lake Narracan PSP Costings

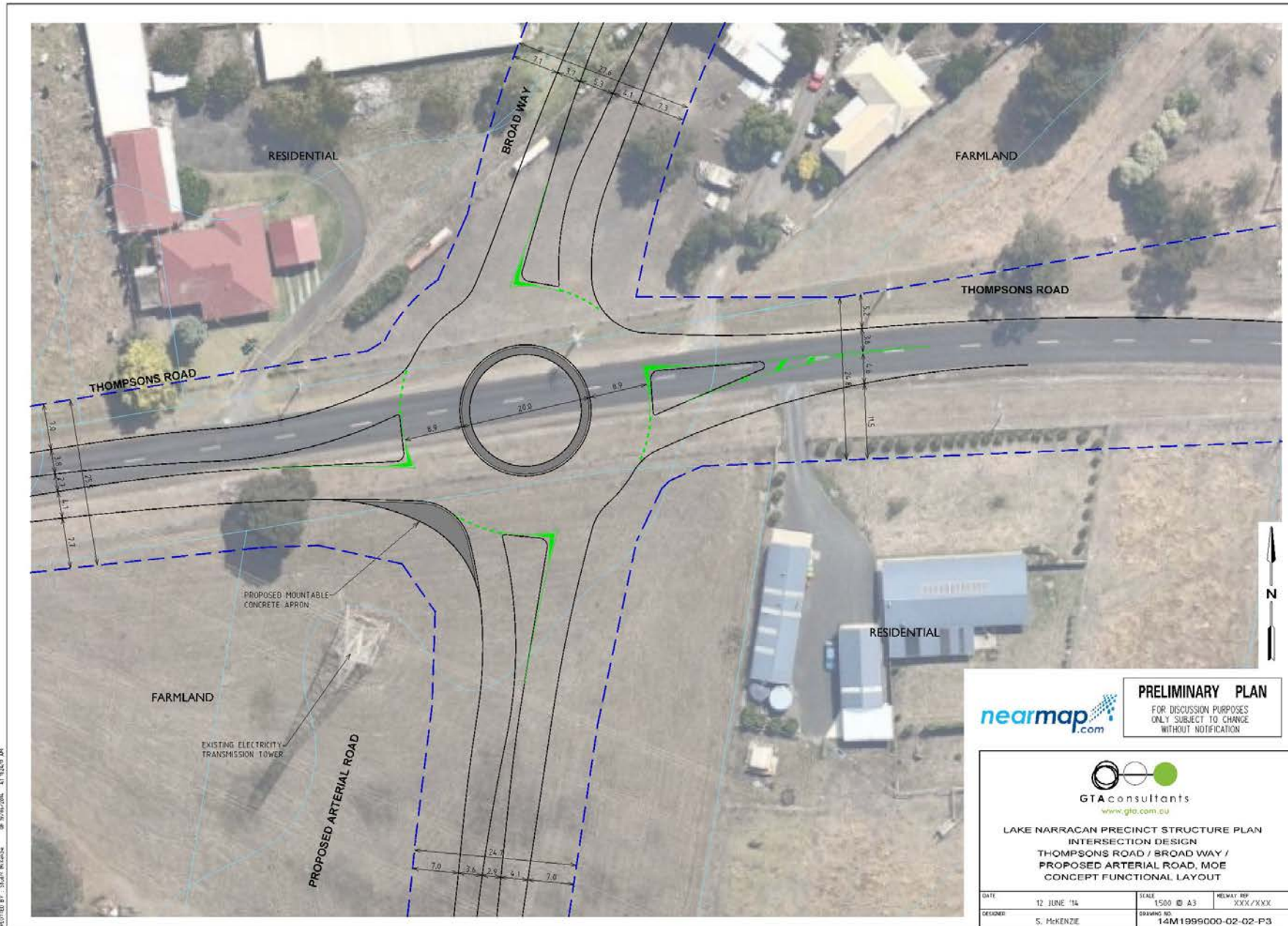
DRAFT**Project 2A - John Field Drive/ Extension**

Civil Works				
Item	Description	Quantity	Rate	Total
1.0	Demolition Works			
1.01	Remove existing trees	15 Item(s)	\$1,000.00/Item	\$15,000.00
CIVIL WORKS		Quantity		
2.0	Bulk Earthworks			
	Stripping and stockpiling of selected top soil for reuse, excavation to proposed formation levels, including trimming, rolling, cutting and shaping, compaction of subgrades, removal and disposal of trees, shrubs, spoil, surplus unapproved soil, etc.			
2.01	Assumed nom. depth of 1500mm average across site. This item is to incorporate subgrade preparation and the supply and placement of fill material as specified and directed including compaction to 98% modified compaction, as per AS1289, where specified.	18504m3	\$50.00/m3	\$925,200.00
3.0	Concrete and Kerb Works			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
3.01	Kerb and Channel, Concrete Strength			
	25MPa Standard			
3.01.1	Kerb and channel	849.33m	\$100.00/m	\$84,933.00
3.01.2	Mountable Kerb	124.25m	\$75.00/m	\$9,318.90
4.0	Pavements, Rigid			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
4.01	150mm depth concrete pavement within median and traffic islands, including bedding and kerb and channel	275.00m2	\$100.00/m2	\$27,500.00
4.02	200mm depth mountable pavement, colour and finish as specified	105.00m2	\$130.00/m2	\$13,650.00
5.0	Pavements, Flexible			
	The supply and installation of the following compacted depth asphalt wearing courses including labour, materials, compaction and bituminous prime coat, to relevant specifications and as specified.			

5.01	Regulation asphalt resheet including road profiling of pavements as specified. Nominal depth varies to suit design.	650m2	\$40.00/m2	\$26,000.00
5.02	Full-depth asphalt pavement. Nom. 470mm thickness based on geotechnical report dated 01/11/2013.	4413.00m2	\$250.00/m2	\$1,103,250.00
6.0 Drainage				
6.01	Allowance for underground pits and pipes	1 Item(s)	\$300,000.00/Item	\$300,000.00
6.02	Allowance for sub soil drainage and flushout risers	1 Item(s)	\$75,000.00/Item	\$75,000.00
7.0 Delineation				
7.01	Signage			
7.01.1	The supply and installation/relocation of directional and advisory traffic signage all inclusive and removal of all redundant signs as specified	1 Item(s)	\$3,000.00/Item	\$3,000.00
7.02	Linemarking			
7.02.1	Installation of proposed linemarking to VicRoads standards, including but not limited to lane division lines, directional arrows, bus lane surface treatment, stopping lines and RRPM's all inclusive	1 Item(s)	\$7,000.00/Item	\$7,000.00
8.0 Landscaping/ Topsoil and Reinstatement				
8.01	Topsoiling and seeding of nature strips, medians, and all disturbed areas to a min. of 150mm depth	6960.00m2	\$25.00/m2	\$174,000.00
9.0 Miscellaneous				
9.01	Final clean-up, Including demobilisation and removal of temporary structures, etc.	1 Item(s)	\$20,000.00/Item	\$20,000.00
Sub Total - Civil				\$2,783,851.90
10.0 General				
10.01	Traffic Management		5% of sub total	\$139,192.60
10.02	Site Establishment		2.5% of sub total	\$69,596.30
10.03	Survey and Design		5% of sub total	\$139,192.60
10.04	Supervision and Project Management		9% of sub total	\$250,546.67
10.05	Council Fees		3.25% of sub total	\$90,475.19
10.06	VicRoads Fees		1% of sub total	\$27,838.52
Total with 15% Contingency				\$3,500,693.76

Assumptions and exclusions:

1. The type of structure to be used over the rail trail is yet to be confirmed and as such a cost has been excluded
2. Insurances and bank guarantees have been excluded.
3. Allowances for existing services relocation, lowering or realignment thereof have been excluded
4. Protection of underground services during construction has been excluded
5. The above opinion of probable cost is for initial planning only and must not be relied upon for quoting, budgeting or construction purposes. It is recommended that you seek a detailed cost estimate from a suitably qualified quantity surveyor following further design development.
6. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
7. This estimate also excludes an allowance for abnormal weather conditions.
8. GST is excluded.
9. Price escalation is excluded.
10. Cost of property acquisitions is excluded



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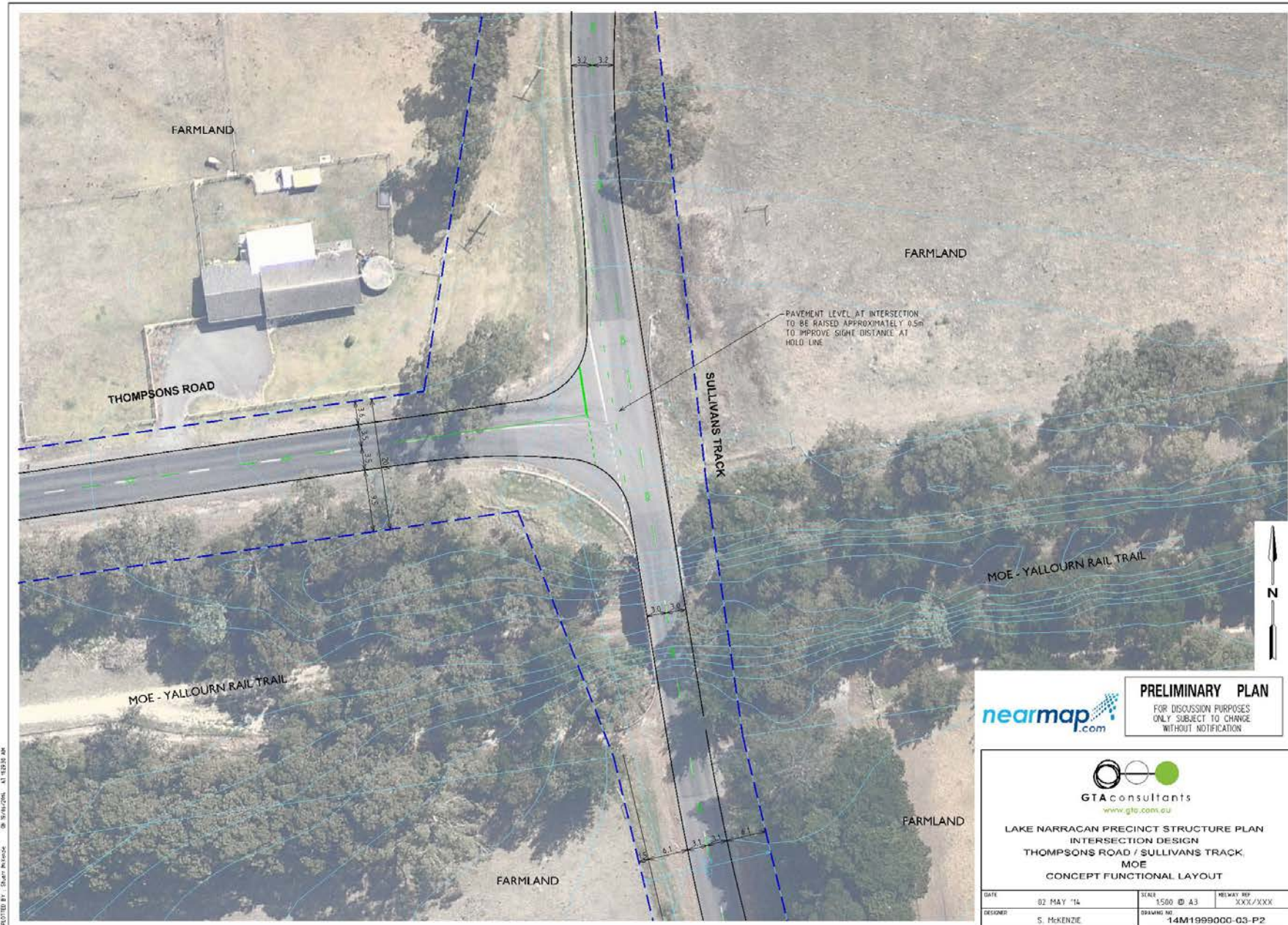
Project 2B - Thompsons Road/ John Field Drive Roundabout/ Approaches

Civil Works				
Item	Description	Quantity	Rate	Total
1.0	Demolition Works			
1.01	Breakout and remove existing asphalt pavement	661.00m2	\$40.00/m2	\$26,440.00
1.02	Remove existing trees	4 Item(s)	\$1,000.00/Item	\$4,000.00
1.03	Remove existing concrete footpath	0.00m2	\$35.00/m2	\$0.00
CIVIL WORKS		Quantity		
2.0	Bulk Earthworks			
	Stripping and stockpiling of selected topsoil for reuse, excavation to proposed formation levels, including trimming, rolling, cutting and shaping, compaction of subgrades, removal and disposal of trees, shrubs, spoil, surplus unapproved soil, etc.			
2.01	Assumed nom. depth of 300mm average across site. This item is to incorporate subgrade preparation and the supply and placement of fill material as specified and directed including compaction to 98% modified compaction, as per AS1289, where specified.	5925m3	\$50.00/m3	\$296,250.00
3.0	Concrete and Kerb Works			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
3.01	Kerb and Channel, Concrete Strength			
	25MPa Standard			
3.01.1	Kerb and channel	1450.14m	\$100.00/m	\$145,014.30
3.01.2	Mountable Kerb	100.00m	\$75.00/m	\$7,500.00
4.0	Pavements, Rigid			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
4.01	150mm depth concrete pavement within median and traffic islands, including bedding and kerb and channel	2044.00m2	\$100.00/m2	\$204,400.00
4.02	200mm depth mountable pavement, colour and finish as specified	111.27m2	\$130.00/m2	\$14,465.10

5.0 Pavements, Flexible				
	The supply and installation of the following compacted depth asphalt wearing courses including labour, materials, compaction and bituminous prime coat, to relevant specifications and as specified.			
5.01	Regulation asphalt resheet including road profiling of pavements as specified. Nominal depth varies to suit design.	661.00m2	\$40.00/m2	\$26,440.00
5.02	Full-depth asphalt pavement. Nom. 470mm thickness based on geotechnical report dated 01/11/2013.	5623.00m2	\$250.00/m2	\$1,405,750.00
6.0 Drainage				
6.01	Allowance for underground pits and pipes	1 Item(s)	\$325,000.00/Item	\$325,000.00
6.02	Allowance for sub soil drainage and flushout risers	1 Item(s)	\$85,000.00/Item	\$85,000.00
7.0 Delineation				
7.01	Signage			
7.01.1	The supply and installation/relocation of directional and advisory traffic signage all inclusive and removal of all redundant signs as specified	1 Item(s)	\$4,000.00/Item	\$4,000.00
7.02	Linemarking			
7.02.1	Installation of proposed linemarking to VicRoads standards, including but not limited to lane division lines, directional arrows, bus lane surface treatment, stopping lines and RRPM's all inclusive	1 Item(s)	\$8,000.00/Item	\$8,000.00
8.0 Landscaping/ Topsoil and Reinstatement				
8.01	Topsoiling and seeding of nature strips, medians, and all disturbed areas to a min. of 150mm depth	11305.00m2	\$25.00/m2	\$282,625.00
9.0 Miscellaneous				
9.01	Final clean-up, including demobilisation and removal of temporary structures, etc.	1 Item(s)	\$20,000.00/Item	\$20,000.00
	Sub Total - Civil			\$2,854,884.40
10.0 General				
10.01	Traffic Management	5% of sub total		\$142,744.22
10.02	Site Establishment	2.5% of sub total		\$71,372.11
10.03	Survey and Design	5% of sub total		\$142,744.22
10.04	Supervision and Project Management	9% of sub total		\$256,939.60
10.05	Council Fees	3.25% of sub total		\$92,783.74
10.06	VicRoads Fees	1% of sub total		\$28,548.84
	Total with 15% Contingency			\$3,590,017.13

Assumptions and exclusions:

1. Insurances and bank guarantees have been excluded.
2. Allowances for existing services relocations, lowering or realignment thereof have been excluded
3. Protection of underground services during construction has been excluded
4. The above opinion of probable cost is for initial planning only and must not be relied upon for quoting, budgeting or construction purposes. It is recommended that you seek a detailed
5. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
6. This estimate also excludes an allowance for abnormal weather conditions.
7. GST is excluded.
8. Price escalation is excluded.
9. Cost of property acquisitions is excluded



14M199900 - Lake Narracan PSP Costings

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Project 3 - Thompsons Road/ Sullivans Track

Civil Works				
Item	Description	Quantity	Rate	Total
1.0	Demolition Works			
1.01	Breakout and remove existing asphalt pavement	1270m2	\$40.00/m2	\$50,800.00
1.02	Remove existing trees	3 Item(s)	\$1,000.00/Item	\$3,000.00
1.03	Allowance to remove existing line marking using water blasting	1 Item(s)	\$5,000.00/Item	\$5,000.00
1.04	Allowance to relocate guard rail based on level change at intersection	1 Item(s)	\$5,000.00/Item	\$8,000.00
CIVIL WORKS		Quantity		
2.0	Bulk Earthworks			
	Stripping and stockpiling of selected topsoil for reuse, excavation to proposed formation levels, including trimming, rolling, cutting and shaping, compaction of subgrades, removal and disposal of trees, shrubs, spoil, surplus unapproved soil, etc.			
2.01	Assumed nom. depth of 500mm average across site. This item is to incorporate subgrade preparation and the supply and placement of fill material as specified and directed including compaction to 98% modified compaction, as per AS1289, where specified.	635m3	\$50.00/m3	\$31,750.00
5.0	Pavements, Flexible			
	The supply and installation of the following compacted depth asphalt wearing courses including labour, materials, compaction and bituminous prime coat, to relevant specifications and as specified.			
5.01	Regulation asphalt resheet including road profiling of pavements as specified. Nominal depth varies to suit design.	0m2	\$40.00/m2	\$0.00
5.02	Full-depth asphalt pavement. Nom. 470mm thickness based on geotechnical report dated 01/11/2013.	1270m2	\$250.00/m2	\$317,500.00
6.0	Drainage			
6.01	Realign table drain	480m2	\$28.00/m2	\$13,440.00
7.0	Delineation			

7.01	Signage			
7.01.1	The supply and installation/relocation of directional and advisory traffic signage all inclusive and removal of all redundant signs as specified	1 Item(s)	\$3,000.00/Item	\$3,000.00
7.02	Linemarking			
7.02.1	Installation of proposed linemarking to VicRoads standards, including but not limited to lane division lines, directional arrows, bus lane surface treatment, stopping lines and RRPM's all inclusive	1 Item(s)	\$4,000.00/Item	\$4,000.00
8.0 Landscaping/ Topsoil and Reinstatement				
8.01	Topsoiling and seeding of nature strips, medians, and all disturbed areas to a min. of 150mm depth	1500m2	\$25.00/m2	\$37,500.00
9.0 Miscellaneous				
9.01	Final clean-up, including demobilisation and removal of temporary structures, etc.	1 Item(s)	\$4,000.00/Item	\$4,000.00
Sub Total - Civil				\$477,990.00
10.0 General				
10.01	Traffic Management		5% of sub total	\$23,899.50
10.02	Site Establishment		2.5% of sub total	\$11,949.75
10.03	Survey and Design		5% of sub total	\$23,899.50
10.04	Supervision and Project Management		9% of sub total	\$43,019.10
10.05	Council Fees		3.25% of sub total	\$15,534.68
10.06	VicRoads Fees		1% of sub total	\$4,779.90
Total with 15% Contingency				\$601,072.43

Assumptions and exclusions:

1. Insurances and bank guarantees have been excluded.
2. Allowances for existing services relocations, lowering or realignment thereof have been excluded
3. Protection of underground services during construction has been excluded
4. The above opinion of probable cost is for initial planning only and must not be relied upon for quoting, budgeting or construction purposes. It is recommended that you seek a detailed
5. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
6. This estimate also excludes an allowance for abnormal weather conditions.
7. GST is excluded.
8. Price escalation is excluded.
9. Cost of property acquisitions is excluded




PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION


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LAKE NARRACAN PRECINCT STRUCTURE PLAN
 INTERSECTION DESIGN
 MOE - GLENGARRY ROAD / OLD SALE ROAD,
 NEWBOROUGH
 CONCEPT FUNCTIONAL LAYOUT

DATE	SCALE	REVISION
20 JUNE '16	1:1000 @ A3	N/A
DESIGNED	DRAWING NO.	
E. SANSTOUPET	14M1999000-04-P-1	

14M199900 - Lake Narracan PSP Costings

DRAFT**Project 4 - Old Sale Road/John Field Drive (Moe-Glengarry Road)**

Civil Works				
Item	Description	Quantity	Rate	Total
1.0	Demolition Works			
1.01	Breakout and remove existing asphalt pavement	150m ²	\$40.00/m ²	\$6,000.00
1.02	Remove existing trees	5 Item(s)	\$1,000.00/Item	\$5,000.00
1.03	Allowance to remove existing line marking using water blasting	1 Item(s)	\$8,000.00/Item	\$8,000.00
1.04	Allowance to relocate existing traffic signals	1 Item(s)	\$300,000.00/Item	\$300,000.00
1.05	Breakout and remove existing median	456m ²	\$40.00/m ²	\$18,240.00
1.06	Breakout and remove existing kerb and channel	500m	\$30.00/m	\$15,000.00
CIVIL WORKS				
3.0	Concrete and Kerb Works			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
3.01	Kerb and Channel, Concrete Strength 25MPa Standard			
3.01.1	Kerb and channel	1335.00m	\$100.00/m	\$133,500.00
4.0	Pavements, Rigid			
	Construction of the following items including provision of all necessary plant and materials, trimming, bedding, forming, mixing, paving, jointing, making and finishing.			
4.01	150mm depth concrete pavement within median and traffic islands, including bedding and kerb and channel	187.50m ²	\$100.00/m ²	\$18,750.00
4.02	Reinstate existing private property driveways	2 Item(s)	\$3,500.00/Item	\$7,000.00
5.0	Pavements, Flexible			
	The supply and installation of the following compacted depth asphalt wearing courses including labour, materials, compaction and bituminous prime coat, to relevant specifications and as specified.			
5.01	Regulation asphalt resheet including road profiling of pavements as specified. Nominal depth varies to suit design.	6050m ²	\$40.00/m ²	\$242,000.00
5.02	Full-depth asphalt pavement. Nom. 470mm thickness based on geotechnical report dated 01/11/2013.	2150m ²	\$250.00/m ²	\$537,500.00

6.0	Drainage			
6.01	Allowance for underground pits and pipes	1 Item(s)	\$150,000.00/Item	\$150,000.00
6.02	Allowance for sub soil drainage and flushout risers	1 Item(s)	\$50,000.00/Item	\$50,000.00
7.0	Delineation			
7.02	Linemarking			
7.02.1	Installation of proposed linemarking to VicRoads standards, including but not limited to lane division lines, directional arrows, on road bicycle lane, stopping lines and RRPM's all inclusive	1 Item(s)	\$15,000.00/Item	\$15,000.00
9.0	Miscellaneous			
9.01	Final clean-up, including demobilisation and removal of temporary structures, etc.	1 Item(s)	\$25,000.00/Item	\$25,000.00
9.02	Landscaping of medians	1 Item(s)	\$15,000.00/Item	\$15,000.00
	Sub Total - Civil			\$1,550,990.00
10.0	General			
10.01	Traffic Management		5% of sub total	\$77,549.50
10.02	Site Establishment		2.5% of sub total	\$38,774.75
10.03	Survey and Design		5% of sub total	\$77,549.50
10.04	Supervision and Project Management		9% of sub total	\$139,589.10
10.05	Council Fees		3.25% of sub total	\$50,407.18
10.06	VicRoads Fees		1% of sub total	\$15,509.90
	Total with 15% Contingency			\$1,950,369.93

Assumptions and exclusions:

1. Insurances and bank guarantees have been excluded.
2. Allowances for existing services relocations, lowering or realignment thereof have been excluded
3. Protection of underground services during construction has been excluded
4. The above opinion of probable cost is for initial planning only and must not be relied upon for quoting, budgeting or construction purposes. It is recommended that you seek a detailed cost estimate from a suitably qualified quantity surveyor following further design development.
5. Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
6. This estimate also excludes an allowance for abnormal weather conditions.
7. GST is excluded.
8. Price escalation is excluded.
9. Cost of property acquisitions is excluded

23. Appendix H

- SIDRA analysis for the intersection of Old Sale Road and John Field Drive

MOVEMENT SUMMARY**Site: Future Traffic Volumes
(Double Right and Thru/Left)**Moe-Glengarry Road (John Field Drive)/Old Sale Road
Signals - Fixed Time Cycle Time = 60 seconds (Practical Cycle Time)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Old Sale Road											
1	L	36	0.0	0.070	16.4	LOS B	0.4	3.0	0.52	0.72	52.0
2	T	279	0.0	0.715	26.7	LOS C	8.3	58.2	0.99	0.87	39.9
3	R	5	0.0	0.021	32.5	LOS C	0.1	0.9	0.83	0.67	38.8
Approach		320	0.0	0.715	25.6	LOS C	8.3	58.2	0.93	0.85	40.9
East: Moe-Glengarry Rd											
4	L	1	0.0	0.686	27.8	LOS C	11.8	82.6	0.92	0.90	36.2
5	T	894	0.0	0.691	19.7	LOS B	12.0	83.7	0.92	0.82	36.8
6	R	99	0.0	0.457	36.3	LOS D	2.9	20.3	0.97	0.77	30.2
Approach		994	0.0	0.691	21.4	LOS C	12.0	83.7	0.93	0.81	36.0
North: Old Sale Road											
7	L	101	0.0	0.116	12.4	LOS B	0.6	3.9	0.29	0.71	56.7
8	T	506	0.0	0.556	12.6	LOS B	10.8	75.7	0.77	0.68	52.6
9	R	404	0.0	0.662	38.4	LOS D	6.1	42.6	0.98	0.84	35.4
Approach		1012	0.0	0.662	22.9	LOS C	10.8	75.7	0.81	0.75	44.4
West: Moe-Glengarry Rd											
10	L	156	0.0	0.171	10.5	LOS B	1.4	9.7	0.42	0.69	46.5
11	T	152	0.0	0.666	30.2	LOS C	4.7	32.7	1.00	0.85	31.1
12	R	12	0.0	0.070	34.6	LOS C	0.3	2.3	0.92	0.68	31.0
Approach		319	0.0	0.666	20.8	LOS C	4.7	32.7	0.72	0.76	37.1
All Vehicles		2644	0.0	0.715	22.4	LOS C	12.0	83.7	0.86	0.79	39.8

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

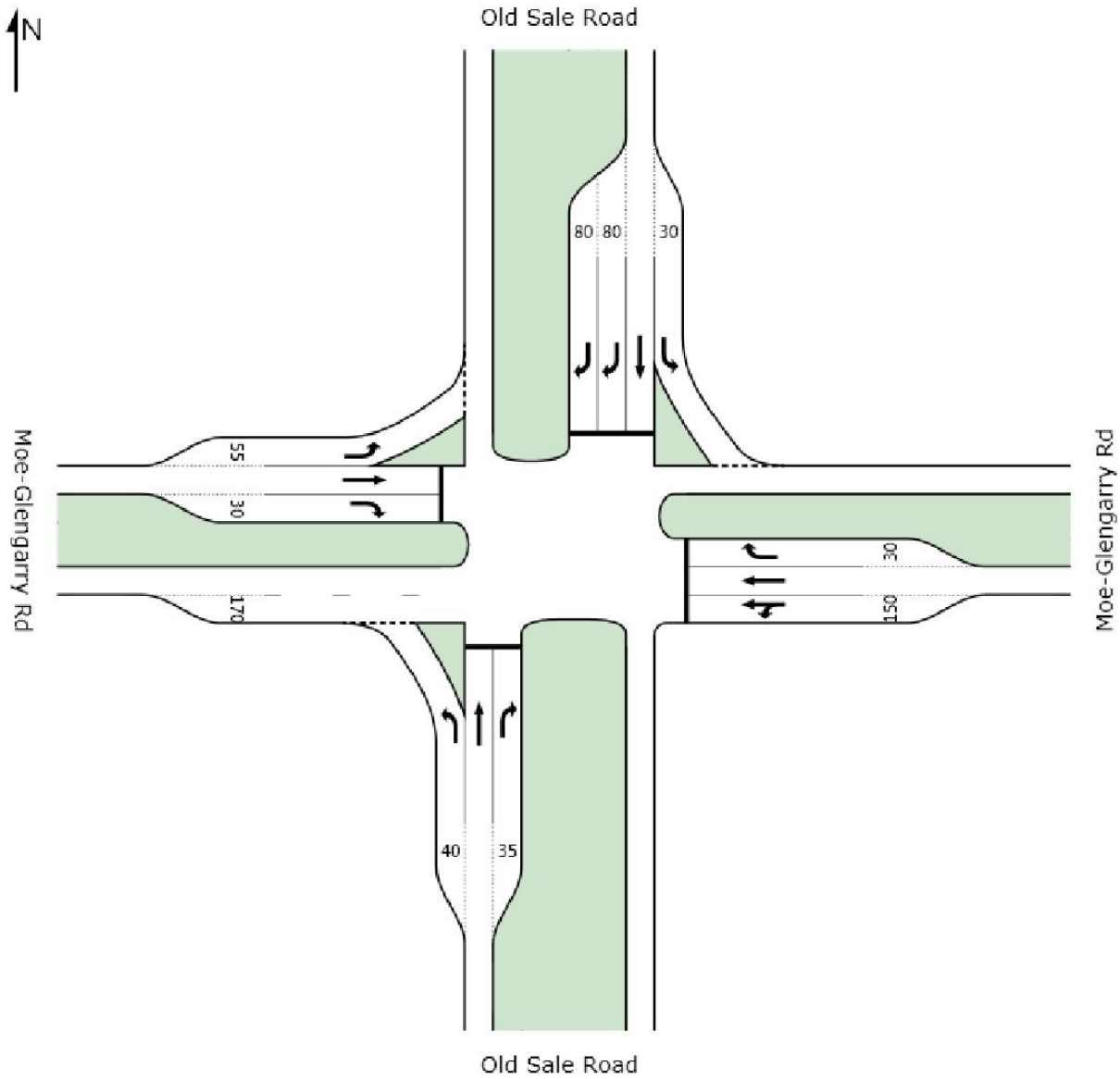
Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model used.

Processed: Wednesday, 28 May 2014 5:18:44 PM
 SIDRA INTERSECTION 5.1.13.2093
 Project: P:\14M1900-1999\14M1999000 LAKE NARRACAN PSP INTERSECTION DESIGN\Modelling
 \140430sid-14M1999000-Old Sale Rd and John Field Dr.sip
 8000056, GTA CONSULTANTS, ENTERPRISE

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24. Appendix I

- Standard roundabout design and costing



LEGEND

- PROPOSED ROAD CENTRE LINE
- PROPOSED INVERT OF KERB
- PROPOSED DRAINAGE
- EXISTING ROAD CENTRE LINE
- EXISTING KERB
- EXISTING LINE MARKING
- APPROVED PARCEL
- PROPOSED PARCEL
- EXISTING WATERWAY
- PROPOSED ROAD RESERVE
- PROPOSED LAND ACQUISITION
- PROPOSED TRAFFIC ISLAND
- PROPOSED MOUNTABLE CONCRETE APRON
- PROPOSED GRASSSED AREA
- PROPOSED ROAD PAVEMENT



WARRAGUL KEY PLAN
NTS

QUANTITIES AND COST

ITEM	DESCRIPTION	ESTIMATED QUANTITY	UNIT	RATE	AMOUNT
PRELIMINARIES	SERVICE ALTERATIONS	1	ITEM		\$10,000.00
	DEMOLITION/SITE PREPARATION	1	ITEM		\$5,000.00
ROADWORKS	EARTHWORKS	3414	m ³ m	\$30.00	\$102,420.00
	ASPHALT PAVEMENT	1430	m ² m	\$150.00	\$214,500.00
	KERB & CHANNEL	149	m	\$60.00	\$8,940.00
	GRASSSED AREA	384	m ² m	\$25.00	\$9,600.00
	CONCRETE PAVEMENT	188	m ² m	\$200.00	\$37,600.00
LAND PURCHASE	AREA OF LAND PURCHASE	1344	m ² m		\$7,864,400.00
STORMWATER	STORMWATER PIPES	172	m	\$200.00	\$34,400.00
	STORMWATER PITS	14	No.	\$2,500.00	\$35,000.00
	SUBSICAL DRAINAGE	448	m	\$60.00	\$26,880.00
MISCELLANEOUS	LANDSCAPING	1	ITEM	\$2,000.00	\$2,000.00
	STORAGE & LINE MARKING	1	ITEM	\$5,000.00	\$5,000.00
	LIGHTING	1	ITEM	\$40,000.00	\$40,000.00
CONTINGENCIES	TRAFFIC MANAGEMENT 5%	1	ITEM		\$27,089.35
	SURVEY & DESIGN 12.5%	1	ITEM		\$67,749.39
	CONSTRUCTION MANAGEMENT 10%	1	ITEM		\$54,188.71
	CONTINGENCY ALLOWANCE 20%	1	ITEM		\$108,387.42
TOTAL					\$789,439.64

NOTES:

- ALL COSTS EXCLUDE GST
- COSTS HAVE BEEN ESTIMATED USING TYPICAL CONSTRUCTION RATES FROM SIMILAR PROJECTS
- DESIGN VEHICLE: 12.5m SU VEHICLE
- CHECKING VEHICLE: 5m SEMI TRAILER TO USE CONCRETE APRON
- NO PROVISION FOR CAR PARKING OR BICYCLE LANES WITHIN ROUNDABOUT
- COST OF LAND ACQUISITION IS NOT INCLUDED IN TOTAL ESTIMATE
- STORMWATER DESIGN TOP CLASS 2 WITH FOR BACKFILL: 1:26 (SPT)

WARNING
SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. THE EXACT LOCATION IS TO BE CONFIRMED ON SITE BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS.



LAYOUT PLAN
SCALE 1:500

CONCEPT DESIGN

<p>DO NOT SCALE</p> <p>Conditions of Use: This document may only be used by GHD's client (and any other person who GHD has agreed to use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.</p>		<p>Drawn: M. LUDVIGSEN</p> <p>Drafting Check: [Signature]</p> <p>Approved (Project Director): [Signature]</p> <p>Date: [Date]</p> <p>Scale: 1:500</p>	<p>Designer: M. LUDVIGSEN</p> <p>Design Check: [Signature]</p>	<p>Client: METROPOLITAN PLANNING AUTHORITY</p> <p>Project: MPA TRANSIT DCP, WARRAGUL & DROUIN</p> <p>Title: INL-NE-07 - EAST-WEST CONNECTOR BOULEVARD / MILLS ROAD INTERSECTION</p> <p>Original Size: [Size]</p> <p>Drawn No: 31-31192-C205</p> <p>Rev: A</p>
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Print Date: 6 May 2014 - 12:02 PM Plotted by: Tanya Bell Cadd File: \\03\1192\CADD\Drawings\01-31192-C205.dwg

25. Appendix J

- Road construction rates

Summary

Road	Unit	Rate
Cross section 3 - Arterial Road (24m)	Lin.m	\$ 2,036.22
Cross section 4 - Broad Way Connector Boulevard (27.6m)	Lin.m	\$ 2,423.99
Cross section 5 - Connector Street (21.6m)	Lin.m	\$ 2,079.82
Cross section 6 - Connector Street existing road reserve (21.5m)	Lin.m	\$ 2,079.82
Cross section 7 - Connector Street shared path (25.9m)	Lin.m	\$ 2,277.65
Cross section 8 - Forshore (20.0m)	Lin.m	\$ 1,993.05
Cross section 9 - Foreshore Connector constrained	Lin.m	\$ 1,605.27
Cross section 10 - Sullivans Track	Lin.m	\$ 2,125.80

Cross section 3 - Arterial Road (24m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 141.21
150mm Compacted Depth Class2, 20mm Nom. Size	Lin.m	\$ 129.38
200mm Compacted Depth Class3, 20mm Nom. Size	Lin.m	\$ 137.47
Kerb & Channel	Lin.m	\$ 90.00
Central Median	Lin.m	\$ 238.00
Footpath	Lin.m	\$ 120.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,408.05
Traffic Management (5.0%)		\$ 70.40
Site Establishment (2.5%)		\$ 35.20
Survey and Design (5.0%)		\$ 70.40
Supervision and Project Management (9.0%)		\$ 126.72
Council Fees (3.25%)		\$ 45.76
Vic Roads Fees (1.0%)		\$ 14.08
Subtotal		\$ 1,770.63
Contingency (15%)		\$ 265.59
Total		\$ 2,036.22

Cross section 4 - Broad Way Connector Boulevard (27.6m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 234.00
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 214.40
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 227.80
Kerb & Channel	Lin.m	\$ 90.00
Central Median	Lin.m	\$ 238.00
Footpath	Lin.m	\$ 120.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,676.20
Traffic Management (5.0%)		\$ 83.81
Site Establishment (2.5%)		\$ 41.91
Survey and Design (5.0%)		\$ 83.81
Supervision and Project Management (9.0%)		\$ 150.86
Council Fees (3.25%)		\$ 54.48
Vic Roads Fees (1.0%)		\$ 16.76
Subtotal		\$ 2,107.82
Contingency (15%)		\$ 316.17
Total		\$ 2,423.99

Cross section 5 - Connector Street (21.6m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 234.00
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 214.40
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 227.80
Kerb & Channel	Lin.m	\$ 90.00
Footpath	Lin.m	\$ 120.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,438.20
Traffic Management (5.0%)		\$ 71.91
Site Establishment (2.5%)		\$ 35.96
Survey and Design (5.0%)		\$ 71.91
Supervision and Project Management (9.0%)		\$ 129.44
Council Fees (3.25%)		\$ 46.74
Vic Roads Fees (1.0%)		\$ 14.38
Subtotal		\$ 1,808.54
Contingency (15%)		\$ 271.28
Total		\$ 2,079.82

Cross section 6 - Connector Street existing road reserve (21.5m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 234.00
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 214.40
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 227.80
Kerb & Channel	Lin.m	\$ 90.00
Footpath	Lin.m	\$ 120.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,438.20
Traffic Management (5.0%)		\$ 71.91
Site Establishment (2.5%)		\$ 35.96
Survey and Design (5.0%)		\$ 71.91
Supervision and Project Management (9.0%)		\$ 129.44
Council Fees (3.25%)		\$ 46.74
Vic Roads Fees (1.0%)		\$ 14.38
Subtotal		\$ 1,808.54
Contingency (15%)		\$ 271.28
Total		\$ 2,079.82

Cross section 7 - Connector Street shared path (25.9m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 247.50
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 200.00
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 212.50
Kerb & Channel	Lin.m	\$ 90.00
Footpath	Lin.m	\$ 120.00
Shared Path	Lin.m	\$ 180.00
AG Drain	Lin.m	\$ 44.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 259.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 92.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,575.00
Traffic Management (5.0%)		\$ 78.75
Site Establishment (2.5%)		\$ 39.38
Survey and Design (5.0%)		\$ 78.75
Supervision and Project Management (9.0%)		\$ 141.75
Council Fees (3.25%)		\$ 51.19
Vic Roads Fees (1.0%)		\$ 15.75
Subtotal		\$ 1,980.56
Contingency (15%)		\$ 297.08
Total		\$ 2,277.65

Cross section 8 - Forshore (20.0m)

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 234.00
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 214.40
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 227.80
Kerb & Channel	Lin.m	\$ 90.00
Footpath	Lin.m	\$ 60.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,378.20
Traffic Management (5.0%)		\$ 68.91
Site Establishment (2.5%)		\$ 34.46
Survey and Design (5.0%)		\$ 68.91
Supervision and Project Management (9.0%)		\$ 124.04
Council Fees (3.25%)		\$ 44.79
Vic Roads Fees (1.0%)		\$ 13.78
Subtotal		\$ 1,733.09
Contingency (15%)		\$ 259.96
Total		\$ 1,993.05

Cross section 9 - Foreshore Connector constrained

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 141.21
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 129.38
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 137.47
Kerb & Channel	Lin.m	\$ 90.00
Footpath	Lin.m	\$ 60.00
AG Drain	Lin.m	\$ 88.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 276.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 58.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,110.05
Traffic Management (5.0%)		\$ 55.50
Site Establishment (2.5%)		\$ 27.75
Survey and Design (5.0%)		\$ 55.50
Supervision and Project Management (9.0%)		\$ 99.90
Council Fees (3.25%)		\$ 36.08
Vic Roads Fees (1.0%)		\$ 11.10
Subtotal		\$ 1,395.89
Contingency (15%)		\$ 209.38
Total		\$ 1,605.27

Cross section 10 - Sullivans Track

Item	Unit	Rate
Asphalt; 50mm compacted depth of size 14mm nominal size Type N asphalt with primer	Lin.m	\$ 247.50
150mm Compacted Depth Class 2, 20mm Nom. Size	Lin.m	\$ 200.00
200mm Compacted Depth Class 3, 20mm Nom. Size	Lin.m	\$ 212.50
Kerb & Channel	Lin.m	\$ 45.00
Footpath	Lin.m	\$ 60.00
Shared Path	Lin.m	\$ 180.00
AG Drain	Lin.m	\$ 44.00
Signs & Linemarking	Lin.m	\$ 20.00
Excavation (assume 0.4m depth)	Lin.m	\$ 259.00
Subgrade Testing & Preparation	Lin.m	\$ 10.00
Nature strips, grassed only	Lin.m	\$ 92.00
Street Trees (2m Tall Staked Tree, 10m Centres)	Lin.m	\$ 100.00
Subtotal		\$ 1,470.00
Traffic Management (5.0%)		\$ 73.50
Site Establishment (2.5%)		\$ 36.75
Survey and Design (5.0%)		\$ 73.50
Supervision and Project Management (9.0%)		\$ 132.30
Council Fees (3.25%)		\$ 47.78
Vic Roads Fees (1.0%)		\$ 14.70
Subtotal		\$ 1,848.53
Contingency (15%)		\$ 277.28
Total		\$ 2,125.80

26. Appendix K

- Community centre costing

Community Centre Level 1

Name: Community Centre Level 1 Site 0.4ha
Scope of works: Double Kindergarten with carparking facilities
Detail: Double Kindergarten with community room and Carparking facilities
Notes: Costs based on estimate from previous community centres as provided by Wyndham City Council
 Estimate based on normal earthworks on fairly level site

Item	Unit	Rate	area	comments	subtotal	Amount
Community Centre						
Building	subtotal		712	square metres	\$ 272,100.00	\$ 2,277,247
Community room	m ²	\$ 2,721.00	100		\$ 1,001,328.00	
Kindergarten (double)	m ²	\$ 2,721.00	368	2 children rooms, Kitchen, Office/Admin, Storage Internal & External, Children's toilets	\$ 228,564.00	
Central Management Offices	m ²	\$ 2,721.00	84	includes circulation space	\$ 108,840.00	
Kitchen/Clock	m ²	\$ 2,721.00	40		\$ 148,719.00	
Storage	m ²	\$ 2,439.00	61		\$ 143,901.00	
Public amenities	m ²	\$ 2,721.00	59		\$ 193,735.20	
Wall area	m ²	\$ 2,721.00	71.2	allowance for wall thickness 10% of room areas	\$ 180,000.00	
Playground	m ²	\$ 225.00	800	outdoor play space for kindergarten and 100m2 playgroups	\$ 219,000.00	\$ 246,500
Carpark works			73	fixed cost	\$ 27,500.00	
Landscaping Level A	m ²	\$ 55.00	500	Level A	\$ 2,523,747.20	\$ 2,523,747
Subtotal					\$ 3,028,497	\$ 504,749
estimated total						\$ 50,000
Contingence			20%			\$ 126,187
Total +/- contingencies	Item					\$ 252,375
Services for buildings			5%			\$ 63,094
Survey and Design			10%			\$ 25,237
Overheads (supervision etc)			2.5%			\$ 7,559
Site establishment						\$ 63,094
Total Estimated Cost						\$ 3,520,152
Adopted Cost						

Estimate Prepared by: **CDCE** Nov-11



Relocation Strategy Latrobe Valley Hovercraft Club & Latrobe Valley Model Aero Club: Preliminary Report



DRAFT - July 2014





Relocation Strategy: Latrobe Valley Hovercraft Club & Latrobe Valley Model Aero Club

1. The Project

1.1 The Project Brief

Latrobe City Council requires a report which provides options of possible sites that the Latrobe Valley Model Aero Club and Latrobe Valley Hovercraft Club could relocate to within the Latrobe City Municipality.

Latrobe City Council is currently working with the State Government, in particular the Metropolitan Planning Authority, in the preparation of a draft Lake Narracan Precinct Structure Plan. This Precinct Structure Plan will outline how the Lake Narracan area can be developed in a major residential and mixed use precinct.

Draft Concept Plans showing how the Lake Narracan area could be developed have been prepared and exhibited. Consultation involved a number of stakeholders, including the Lake Narracan User Group Committee. This Committee comprises 11 groups and individuals, including clubs including the Latrobe Valley Water Ski Club, Latrobe Valley Hovercraft Club, Latrobe Valley Model Aero Club, Latrobe Naval Cadets, Lake Narracan Caravan Park, Moe Lions Club, Moe/ Yallourn Rail Trail Committee, Woorabinda School Camp and three Community Representatives.

The background investigations undertaken to prepare the draft Concept Plans indicated that the Latrobe Valley Hovercraft Club and Latrobe Valley Model Aero Club would need to be relocated from their current location. The two clubs are currently located on the southern bank of Lake Narracan, close to proposed residential development. Both have basic club facilities that are located in areas identified for other public and residential uses, while noise and safety concerns mean that the operations of the Model Aero Club would eventually be incompatible with residential development.

1.2 Process

The process for preparing a relocation strategy has involved the following steps:

- Initial meeting with Council officers
- Meetings with Latrobe Valley Model Aero Club and Latrobe Valley Hovercraft Club
- Investigation of possible sites within Latrobe City
- Undertake site visits of possible relocation sites
- Investigation of relocation options and cost implications
- Preparation of an implementation strategy.

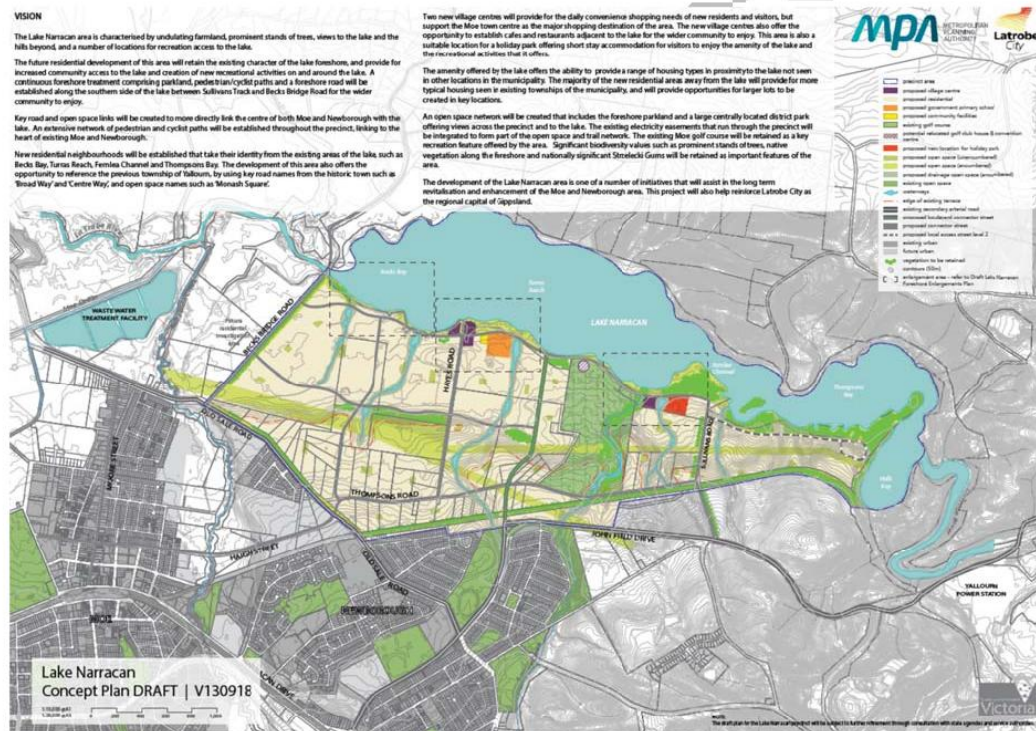


1.3 Context

Lake Narracan Precinct Structure Plan

Latrobe City Council together with the Metropolitan Planning Authority (MPA) are currently preparing a Precinct Structure Plan for the area between Lake Narracan and the existing Moe/Newborough Township. The subject land is a total area of about 610 ha. The Precinct Structure Plan (PSP) sets the vision for developing new communities and is the primary plan for guiding development in growth areas. PSP's identify roads, shopping centres, schools, parks, housing, employment areas and connections to transport.

Figure 1: Lake Narracan Precinct Structure Plan: Context

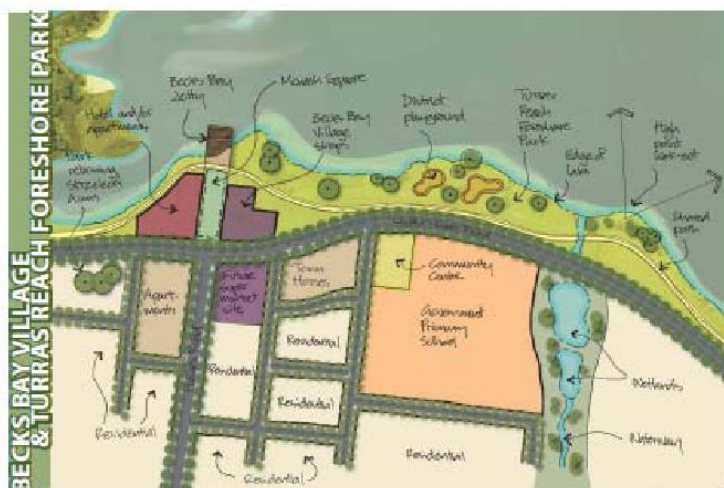


Part of the Precinct Structure Plan process includes a Lake Narracan Foreshore Enlargement Plan: Draft V131023.

This identifies three areas along the southern bank of Lake Narracan, including “Becks Bay Village and Turras Reach Foreshore Park”, which includes the land currently hosting the Latrobe Valley Aero Club and Latrobe Valley Hovercraft Club.



Figure 2: Becks Bay Village and Turras Reach Foreshore Park



Key concepts described are:

- Create large foreshore park providing district playground and other recreation facilities
- Provide government primary school and community centre (including kindergarten) to cater for future residents
- Provide local village shops to support daily convenience needs of surrounding residents and visitors, including cafes/restaurants
- Enable retention of existing house adjacent lake at end of Hayes Road with placement of South Shore Road to the south of this dwelling. Allow for option to redevelop this property as part of the new village centre (such as apartments and/or hotel)
- Relocation Strategy to be developed for Latrobe Valley Hovercraft Club and Latrobe Valley Model Aeroplane Club

1.4 Strategic Planning for Lake Narracan

Strategic planning for Lake Narracan is relatively complex, because its primary function is to provide cooling water for the Yallourn W power station. Lake Narracan is also the largest fresh water lake that is not used for domestic water storage in Victoria.

A range of other land uses, particularly related to water-based recreation, have developed around the lake shores. In addition to the model aero club and hovercraft club, Lake Narracan is also used for waterskiing, jet skiing, swimming, recreational fishing, and bush walking on the shore. On the southern shore there is the Golf Club, a caravan park and campground, while Woorabinda school camp is located on the northern shore.

The Lake Narracan User Group has been established and meets about every two months, addressing operational and strategic issues relating to the lake.

There has been a long history of references to strategic planning for the Lake. These include:



Lake Narracan Strategic Development Plan, adopted August 2001

This Plan aimed at identifying development options for Lake Narracan was adopted by Latrobe City Council on 6 August 2001. The plan assessed the natural and built assets of the Lake and its surrounds, reviewed the commercial viability of the caravan park, and identified development options including a convention centre.

At the time, it was proposed by Council that an implementation strategy would be required, as well as the support of local stakeholders and seed funding from either the State and/or Federal governments.

Latrobe City Council, Recreation and Leisure Strategy, adopted 1 May 2006

The 2006 Recreation and Leisure Strategy reinforced the importance of the *Lake Narracan Strategic Development Plan*. It referred to Strategic Actions to “continue to upgrade and expand the provision of recreation facilities at Lake Narracan (including the Caravan Park)” (p. 9) and “continue to upgrade the visitor facilities and amenities at Lake Narracan” (p. 12) in accordance with the *Lake Narracan Strategic Development Plan*.

Latrobe City Bicycle Plan 2007-2010, adopted December 2007

The 2007 Bicycle Plan made specific reference to the development of a bicycle trail around the perimeter of Lake Narracan:

5.1.05 Lake Narracan Trail

Lake Narracan is located only a short distance to the north-east of Moe/Newborough and provides a popular destination for recreational activities.

Gravel tracks currently exist around much of the lake which are used by vehicular traffic in some sections.

It is recommended that a complete circuit should be constructed around the lake for use by recreational cyclists. This could involve converting existing sections of track which are no longer required for regular vehicle use and also constructing new track sections. (p 24)

Appendix A of the Bicycle Plan lists the issues raised during the consultation process, referring to the following issue raised at Yallourn North:

Lake Narracan need a complete loop around the lake, should join from rail trail

Appendix C of the Bicycle Plan covers estimated project costings, with a proposal to engage a consultant to undertake costing and feasibility study to construct a bicycle path around perimeter, at an estimated cost of \$10,000.

Latrobe City Open Space Strategy, 2013

The Open Space Strategy identifies the Lake Narracan Foreshore Reserve as a “waterway/drainage” area, with “district” significance in the open space hierarchy. The recommendations of the Open Space Strategy include “Ensure the proposed Pathways Strategy (i.e. Recommendation #4) considers opportunities for off-road connection to Lake Narracan”.

Appendix 2 of the Strategy refers to outcomes from a Councillor Workshop on 22 February 2013. On the theme of “Improvements”, reference was made to “support development of a



walking path around Lake Narracan". A subsequent workshop on 23 February at Moe/Newborough made reference to:

- *Retain Narracan Creek open space and establish a connection to Narracan Lake.*
- *Establish a Lake circuit.*

Gippsland Tourism Strategic Directions Plan 2013/18

The Gippsland Tourism Strategic Directions Plan 2013/18 identifies the need for a "Lake Narracan Strategic Direction", as part of its goal relating to "Product and Destination Development".

Proposals for change or development around the lake have tended to be considered on a one-by-one basis. Examples are infrastructure improvements on the southern shore (such as the sealing of South Shore Road from Sullivans Track to the caravan park and the sealing of the boat ramp and boat trailer parking area), which have been implemented in recent years. However, substantial changes such as the preparation of the Precinct Structure Plan have occurred in the absence of a wider strategic plan for Lake Narracan.

Significantly, walking groups have periodically floated the possibility of re-opening North Shore Road as a trail to create a circuit around the lake. Although the idea has strong merit, it has not progressed partly because of the absence of a Lake Narracan strategic plan.



2. Latrobe Valley Hovercraft Club

2.1 Background

The main features of the Latrobe Valley Hovercraft Club are as follows:

- The club is the main hovercraft club in Victoria, and is a member of the Australian Hovercraft Association
- The club currently has around 35 to 40 members, coming from the Latrobe Valley and further afield
- The club meets once a month, with a formal family day event every two months (usually with around 20 to 25 in attendance)
- Lake Narracan is an attractive option, because the periodically shallow water does not limit hovercraft use
- The club has exclusive rights as there is no speed limit for hovercrafts at Lake Narracan – this is not available at any other lake in Australia
- A 5km speed limit needs to be maintained when they are within 50m of shore
- The ramps that they use at their sites are only suitable for hovercrafts
- The club's facilities consist of a shipping container where they store equipment, a carport which they use as shelter and a portalo

Figure 5: Aerial Image of Latrobe Valley Hovercraft Club



2.2 Strategy



The strategy for relocation of the hovercraft club is fundamentally different to that of the model aero club. By its nature, Lake Narracan is the ideal location for the operation of hovercraft. The variable levels of the lake and the large areas of shallow water provide no problem for hovercraft, unlike other water-based craft. The lake has become the headquarters for hovercraft use in Victoria, and hovercraft (like other water uses such as water skiing) are widely accepted as an appropriate recreational use on it.

Hovercraft are noisy, but are comparable with other noisy water craft using the lake. There is no consideration of removing all water sports as a result of the redevelopment of the precinct, and hovercraft can be considered as one of the valid recreational uses of the lake.

The current headquarters of the hovercraft club is located on land proposed for intensive redevelopment in the Becks Bay Village and Turras Reach Foreshore Park. The hovercraft club has accepted that this location will be impractical in the long-term, because of conflicts over access to lake shore, access and egress for trailers, and noise as the craft enter and leave the lake. In any case, the club sees the relative isolation of its current location as a significant advantage, because of the difficulty for access by vandals – it prefers a location with low levels of other activity and of passing traffic.

The strategy for relocation of the hovercraft club is therefore focused on an alternative location on the shores of the lake itself. It has involved:

- Review of the criteria for identifying a satisfactory location;
- Identification of possible sites around the perimeter of the lake;
- Assessment of the advantages and disadvantages of the alternative sites; and
- Recommendation of a single preferred relocation option.

2.3 Criteria for Relocation

The club needs good access to land and water, with shallow water being the preference to avoid conflict with boats. The club main requirements are for the launching area to be on the edge of the lake, but relatively remote.

Table 2: Criteria for Relocation – Hovercraft Club

Essential	Prohibitive	Desirable	Undesirable
Vehicle access	Away from Lake Narracan	Relatively remote	Close to sensitive noise concerns
Fairly flat ground		Upgraded track	Close to highly trafficked area
Sloping access to water		Parking	
Access to land and water		Improved facilities	
		Erosion control	
		Shallow water	
		More permanent ramps	

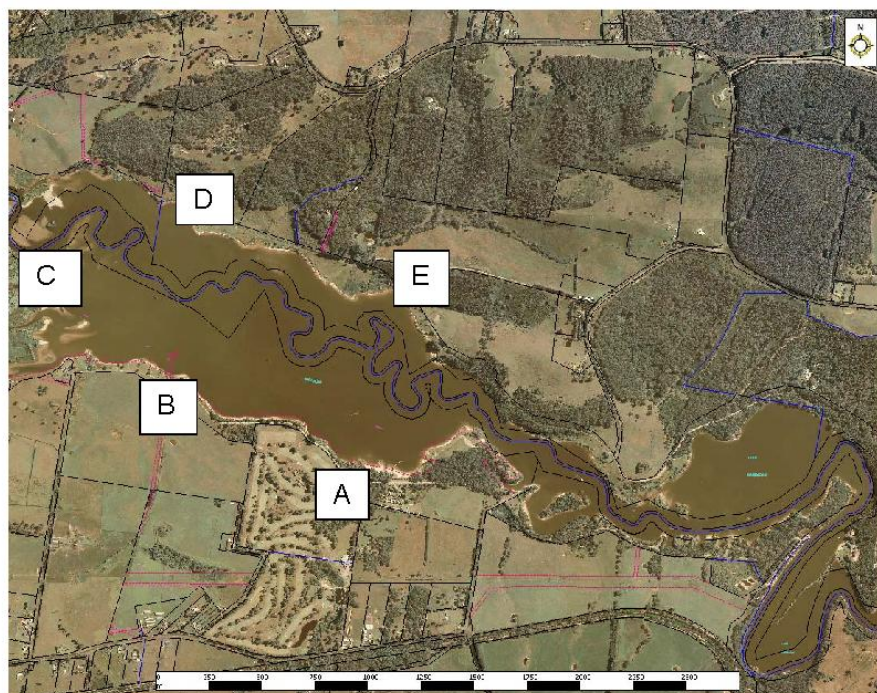
2.4 Relocation Options



The options for relocation at different precincts around Lake Narracan have been reviewed, as follows:

Precinct	Location	Assessment
A	South bank: South Shore Road, north of Golf Club	Conflict with other land uses and proposed redevelopment
B	South bank: South Shore Road, near current location	Conflict with redevelopment
C	Near Becks Bridge	Difficult access; land tenure problems
D	North bank: North Shore Road, west end of lake	Some steep access to Lake shore; access problems to North Shore Road
E	North bank: North Shore Road, access from Fernlea Road	Good access to Lake shore; North Shore Road would require upgrading

Figure 6: Relocation of Latrobe Valley Hovercraft Club: Lake Narracan Options



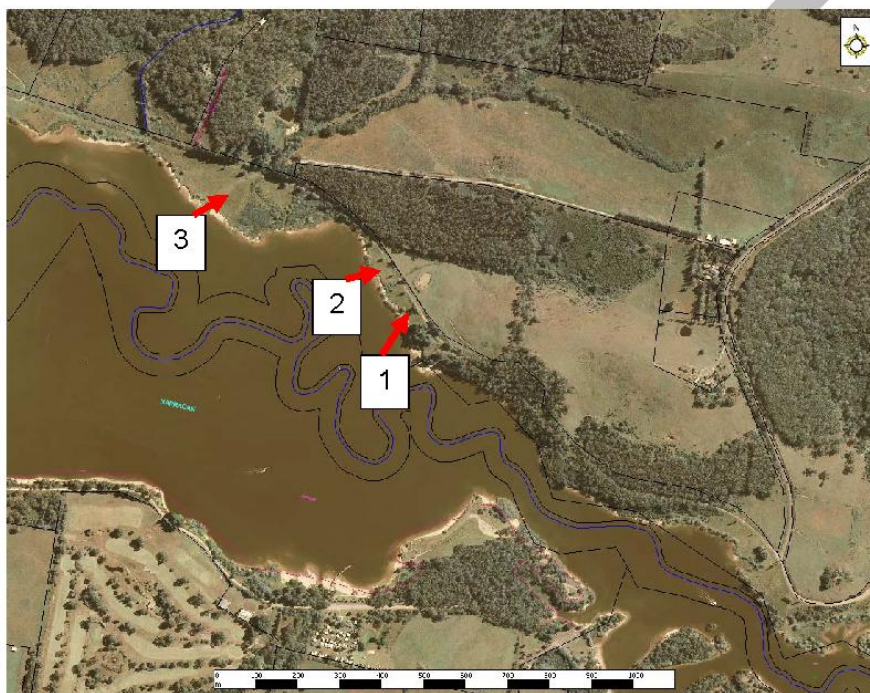
Of the options, Precinct “E” is most promising. The land along the shore is owned by Latrobe City Council, there is adequate space to re-establish the club, access to the water is satisfactory, and the former North Shore Road provides vehicle access (albeit with some clearing required).



North Shore Road is not currently maintained (nor on the register of public roads). It has a sound base, which is satisfactory for the members of the hovercraft club. However, some clearing along the sides of the road would be required, a hole of around one metre diameter would need to be repaired, and a substantial landslip across the road about 800 metres from the Fernlea Road end would have to be cleared. The landslip includes clay and vegetation, but is only across the road for about 10 to 20 metres.

The hovercraft club has reviewed the possible sites within the precinct, and identified three options, as follows:

Figure 7: Relocation of Latrobe Valley Hovercraft Club: Specific Options





The advantages and disadvantages of each option are as follows:

Option	Advantages	Disadvantages
1	<ul style="list-style-type: none"> Closest option to Fernlea Road access 	<ul style="list-style-type: none"> Relatively narrow site between North Shore Road and lake shore (may be too close to the trail if the Lake Narracan perimeter trail is developed at North Shore Road)
2	<ul style="list-style-type: none"> Sheltered site 	<ul style="list-style-type: none"> Drainage problem between Sites 1 and 2 would need to be addressed
3	<ul style="list-style-type: none"> Excellent size of site, with some distance from North Shore Road to lake shore Good access to lake for hovercraft 	<ul style="list-style-type: none"> Greater distance for access if from Fernlea Road Land is currently used by landholder to the north

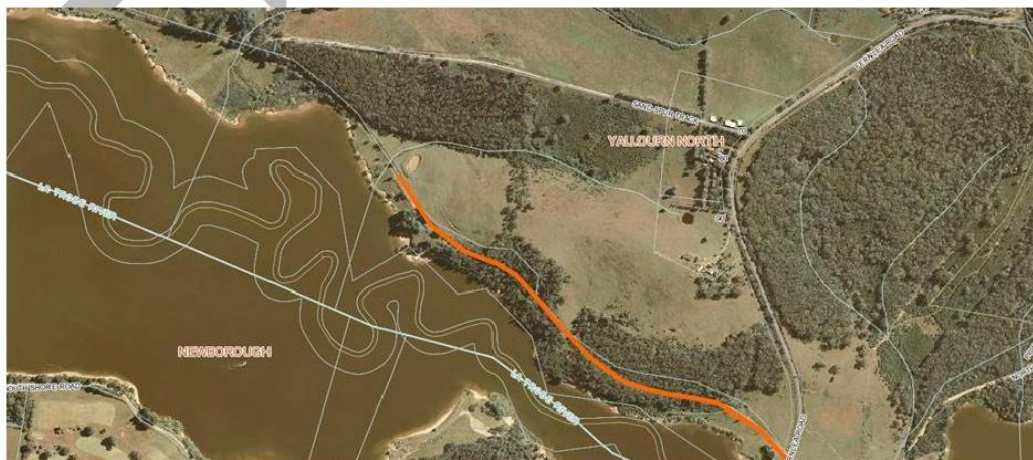
If the Lake Narracan perimeter trail is likely in the long-term, Option 3 is the preferred option. This provides adequate space for the club to re-establish its facilities, and remain reasonably isolated from those using a trail on North Shore Road.

Discussions would be required with the landholder to the north, who currently uses the site to access a houseboat. If it is reasonable to continue with this arrangement, there is enough space to allow it to co-exist with the hovercraft club.

2.5 Next Steps

The cost of upgrading North Shore Road to a standard that enables access by hovercraft members (while also providing a first step in establishing a perimeter trail) is currently being undertaken. A very preliminary estimate of the cost of clearing scrub and reinstating adequate access to the proposed sites is \$30,000. This estimate requires refinement, and further work on the option of using some volunteer labour from the hovercraft club needs to be investigated.

Figure 8: Assessment of Upgrading North Shore Road





The members of the hovercraft club have expressed a willingness to assist in clearing vegetation from the sides of North Shore Road, as well as much of the work in relocating the fairly basic facilities. It is proposed that the road should be developed at a very basic standard, adequate for very slow vehicle access and for pedestrians and cyclists – not an upgrade for through vehicle traffic.

The following will be required for the relocation:

- Reinstatement of North Shore Road, sufficient for access by hovercraft users
- Clean up of site, including access to club facilities
- Construction of lake access and egress points
- Relocation of facilities

Once the costs are identified, the tasks which the hovercraft club members will carry out will be identified, and volunteer work can commence.

This work will be complemented by preparation of funding applications for work to be carried out by Council. It is likely that these may require some Council contribution, but this would be minimised if a rigorous strategic plan is prepared, exhibited and adopted to justify the priority. Clearly, this would be stronger if the relocation of the hovercraft club is linked to the development of the Lake Narracan perimeter trail.

2.6 Conclusions and Recommendations

The relocation of the hovercraft club should take place to a location on Lake Narracan. The possibility of several sites on the northern shore of the lake should facilitate this relocation, especially if it is linked to the establishment of the Lake Narracan perimeter trail.

The following recommendations are made:

1. ***In consultation with the Lake Narracan Users Group, establish priorities for future funding, and clarify the future of the Lake Narracan perimeter trail.***
2. ***Confirm the availability of the preferred site.***
3. ***Finalise costings of the reinstatement of North Shore Road.***
4. ***Establish a resourcing and funding plan, identifying tasks that can be carried out by the hovercraft club members.***
5. ***Confirm the logistics of transferring club facilities to the site.***
6. ***Implement the plan over a period, which may take some time.***



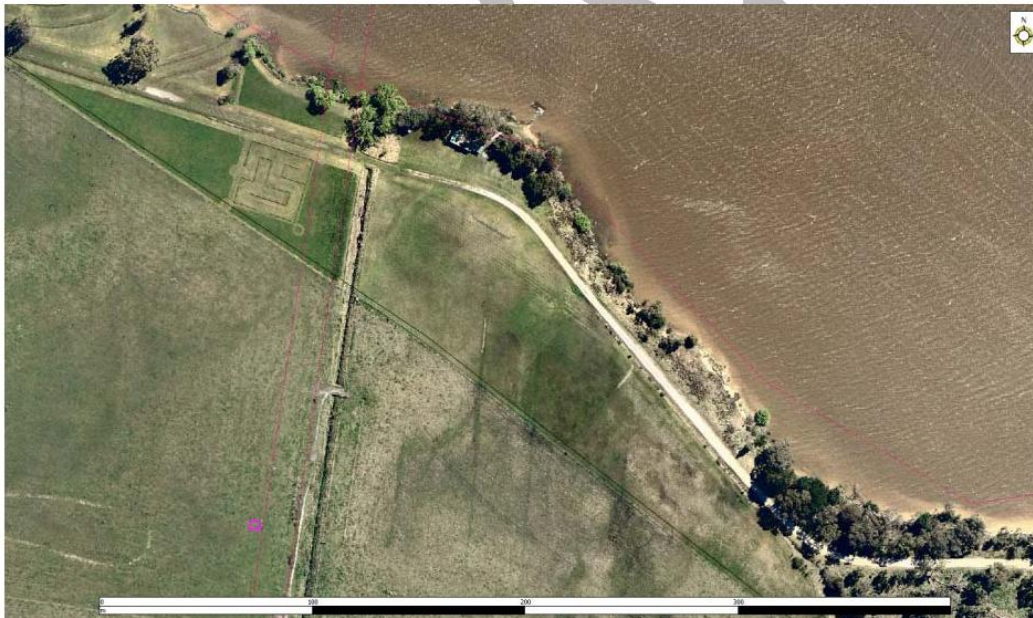
3. Latrobe Valley Model Aero Club

3.1 Background

The main features of the Latrobe Valley Aero Club are as follows:

- The club has operated at Lake Narracan for 16 years
- There are currently 65 to 70 members
- Members are mainly from Rosedale to around Warragul – there are other model aero clubs operating in Sale and Pakenham
- Lake Narracan is the club's main facility – it has access to other bases in Warragul and near Blue Rock, but these are not particularly useful
- The main days for flying are Sunday and Saturday mornings and Thursdays, but the facility may be used up to seven days a week depending on weather conditions
- The club's current facilities at Lake Narracan include two containers with a shelter in between. There are two portable toilets, but a lack of formal parking
- The club operates from a mown facility of approximately 600 metres by 400 metres for take-off and landing. There is a single east-west concrete runway about 25 metres long
- Model aircraft fly about 500 metres in each direction from the control area.

Figure 4: Aerial Image of Latrobe Valley Model Aero Club





3.2 Strategy

The model aero club's operations are clearly incompatible with neighbouring residential development. Relocation of the club and its facilities is therefore essential.

There is not an immediate requirement to shift. However, uncertainty about the long-term future of the club means that a decision on an alternative location should be made as soon as possible. Council have been working on the basis that if the plan is approved, residential redevelopment at Lake Narracan may take place from around the beginning of 2016, leaving the remainder of 2014 to find a desirable and practicable site, as well as any resourcing required. Approvals and implementation of the relocation would then take place in 2015.

There are several possibilities for the relocation. These include:

- Lease of private land, either farm land or land owned by large land owners such as the power companies. This option would require support for a lease of, say, 10 to 15 years to enable facilities to be re-established. It would require consideration of some benefits for the land owner, such as the benefit of maintaining the facility (including cutting grass), and some recognition of the support provided to a local club. In the past, the model aero club has managed to operate on privately-owned sites at Glengarry, Tyers and Warragul with the agreement of supportive rural land owners, but these have not proven to be long-term solutions.
- Use of public land such as Council or State-owned land, with an agreement for the club to maintain the facility. However, there are few options of public land that meet the criteria for relocation.
- Purchase of a property. If an ideal location is found, the model aero club's state organisation (Victorian Model Aeronautical Association, or VMAA) or national body (Model Aeronautical Association of Australia, or MAAA) may be willing to provide significant funds to buy land. This would clearly be a less likely and more long-term option, but is worth considering if the circumstances arise.

To date, the consultant and model aero club have reviewed dozens of sites around Latrobe City, without confirming a single preferred site. Many sites have houses which are too close, shortcomings relating to slope or vegetation, or are not likely to be made available by the owner. Nevertheless, several options remain possible, and further work is proposed to research their availability.

The Consultant and the model aero club have been focusing on sites within Latrobe City, although the model aero club members have also flagged possibilities outside Latrobe City boundaries in Wellington Shire. The model aero club members are keen to ensure that the club remains as accessible as possible to the substantial numbers of residents of Latrobe City; from a Latrobe City Council viewpoint, the club is an important part of the community, and a central location is highly desirable.



3.3 Criteria for Relocation

The criteria for the relocation of the model aero club are derived from:

- The statutory requirements of the *Civil Aviation Safety Regulations 1998, Part 101—Unmanned aircraft and rockets*;
- Discussions with members of the Latrobe Valley Model Aero Club about their needs and preferences, and the merits of the current Lake Narracan facility;
- Consideration of the advantages and disadvantages of other model aero club facilities, such as those in Pakenham and Sale; and
- References to international criteria for locating model aero facilities, particularly the US Academy of Model Aeronautics (AMA), *Recommended RC Flying Site Specifications* (see Attachment 1).

The Civil Aviation Safety Regulations focus on safety requirements, and are particularly aimed at minimising any conflict between manned and unmanned aircraft. They are specific in regulating distances from any airport, and minimum heights for flying above people, houses and vehicles.

Some of the US AMA criteria cover issues relating to layout of a model aero facility. While these are largely matters internal to the Latrobe Valley Model Aero Club, they provide an awareness of the essential and desirable characteristics of a satisfactory site.

The AMA aim “to promote improved field management and provide added margins of safety for the ever-increasing numbers of fliers and spectators”. It recommends that “individual clubs design their flying sites based not only on geographic area available but also on sound sensitivity, obstructions, proximity of neighbours, etc”. Key aspects of the specifications are shown in Appendix 1.

The criteria for identifying a site for relocation of the model aero club are shown in Table 1:



Table 1: Criteria for Relocation – Model Aero Club

Essential	Prohibitive	Desirable	Undesirable
Meets requirements of COA Part 101: <ul style="list-style-type: none"> • Further than 4.5 km from airport • Not within 30 metres from, or any height above, people, houses and vehicles 	North facing	Parking	Distant from location of members (too far from central Latrobe City)
Noise: No houses within 500 metres	Proximity to airport and urban areas	Preferably a site between Trafalgar and Rosedale, as close as possible to a central Latrobe City location	
Location of runway: <ul style="list-style-type: none"> • Runway must be east-west to avoid cross winds • South-facing: controllers should be north of the runway to avoid sun glare 		Improved facilities	
Flyover area: <ul style="list-style-type: none"> • About 600 metre x 400 metre square area for landing and launching • Flat land, with no trees or power lines 		Near open water	
Traffic access			
7 days a week access and operation			



3.4 Relocation Options

A number of potential relocation sites have been identified. These include the following categories:

1. Sites on private farm land that meet the criteria, but with considerable uncertainty about whether they would be available. Even if current land owners are supportive, the sites may not provide long term options if property ownership changes.

Specific sites on private farm land have not been considered further in this report, because of the disadvantages of using farming properties, while individual land owners have not been contacted.

2. Sites on land owned by power companies, including land which is currently leased to primary producers. There is no guarantee that this land will be available for the model aero club; however, the fact that the club only requires a relatively small space, it will maintain the area to a high standard, and the land owners have consistently been supportive of community groups in Latrobe City may encourage consideration of the relocation.

The main focus of consideration to date has been on land around the Morwell and Yallourn mines, which comfortably meets the requirement to be at least 4.5 kilometres from Latrobe Valley Airport.

In the case of Yallourn mine, two general areas are possibilities – the Driffield/Hernes Oak area to the south of the highway, and the area around Toners Lane to the west of Morwell.

Driffield / Hernes Oak (south of highway)





Toners Lane, Morwell



In the case of Morwell mine, there are also two general areas which are possibilities – to the north-west of Hazelwood Pondage off Applegates Road, and to the east of the pondage, west of Nadenbouschs Road.

Hazelwood Pondage

Option 1: Off Applegates Road



Ownership: Hazelwood Power

Potential issues: Proximity of transmission line; land may be swampy



Option 2: Off Nadenbouschs Road



Ownership: Hazelwood Power

Potential issues: Proximity to LVE operation

An initial assessment of the advantages and disadvantages of the sites are as follows:

Site	Driffield / Hernes Oak	Toners Lane, Morwell	Hazelwood Pondage Option 1	Hazelwood Pondage Option 2
Distance to houses	✓✓	✓	✓✓	✓
Practicality (space, orientation etc)	✓	✓	✓	?
Centrality	✓✓	✓✓	✓✓	✓✓
Vehicle access	✓✓	✓	✓	✓
Availability	?	?	?	?

- ✓ : Positive
- ✗ : Unlikely to meet criteria
- ?: Further research required



Further work is required on these identified sites, to determine whether there are any unforeseen obstacles to use by the model aero club, and especially to check their availability.

The sites owned by the power station operators are all highly promising, but the owners may be reluctant to consider other uses of land in areas close to open cuts. However, the model aero club will provide an opportunity to maintain land to a higher level than otherwise would be the case, thus minimising fire risk by keeping grass cut. Further, the club is an important asset to the regional community, and supporting it would create strong benefits to the community service roles that the power industry operators have long demonstrated.

If the current options do not appear practicable, it is also highly likely that other sites will become possible within Latrobe City, through further research by model aero club members or Latrobe City Council staff. The members are active in investigating possibilities, and have shown a willingness to work with Latrobe City staff on researching options. Further work on sites that meet the criteria is recommended.

If the “perfect” option is found (perhaps through links with real estate agents), purchase of a site could be considered. This would require funding support from the VMAA or MAAA, and is probably a longer-term option with a lower level of probability.

3.5 Next Steps

Further research is proposed on sites for the relocation of the model aero club. The following steps are proposed:

- Continue to address possibilities with the power companies
- Model aero club members and Latrobe City Council staff continue to research possible options, and clarify the availability of current options
- Finalise the options, and recommend a single preferred relocation option
- Prepare an implementation plan, covering:
 - Logistics and approvals
 - Lease or management agreements
 - Cost.

3.6 Conclusions and Recommendations

The relocation of the model aero club away from its Lake Narracan location is proving difficult, partly because of the limitations of the criteria for relocation. Numerous options have been considered, and some remain possibilities.

The following recommendations are made:

- 1. Continue to adopt a strategic approach to power industry operators, encouraging the consideration of relocation of the model aero club to an appropriate site.**
- 2. If a preferred site is available among the current options, confirm the details of requirements such as access, land capability and vegetation.**
- 3. Continue to research other relocation options throughout Latrobe City.**
- 4. When a preferred site is found, establish a resourcing and funding plan, identifying tasks that can be carried out by the model aero club members.**
- 5. Implement the plan during 2015.**



Attachment 1: US Academy of Model Aeronautics (AMA), *Recommended RC Flying Site Specifications*

Taxi Area:

No landings or takeoffs from this area.

—Provides additional open space between pilots and aircraft during the time when most out-of-control accidents happen.

—Allows taxi room in front of other pilots with less chance of other frequencies interfering with taxiing aircraft.

Barrier:

Designed to stop taxiing models from veering into pilots' and/or spectators' positions. (Includes plastic or chainlink fencing, hay bales, shrubbery, etc.)

Pilot Line:

Set back from runway edge to keep pilots away from aircraft.

B. Personnel Side of Flight Area:

Locations Distance Factor (measured perpendicular from edge at runway safety line)

Runway edge is the basic Safety line or 0

Pilot line a minimum of 25 feet from safety line

Pit line a minimum of 45 feet from safety line

Spectator line a minimum of 65 feet from safety line

Parking lot a minimum of 80 feet from safety line

Safety Zone: *An additional 250-foot safety zone, added to the OVERFLY AREA, is desirable if any major roads, buildings, or outdoor personnel activities are in the general area or if high-speed or high-performance aircraft are flown.*

C. Flight Sector:

(Covering a 180° sweep on the flying side of the reference line)

Flight area clear of potential hazards (such as individuals working, playing, or traveling outdoors; buildings having glass surfaces facing the flying area; or a storage facility containing volatile products or compressed gasses) at least 1,000 feet left and right and 500 feet in front of pilot. Most flying is contained within 1,000 feet either end from field center reference point and 500 feet in front of reference point...

**Distances referenced may be increased or decreased according to site usage.*

D. Signs: Minimum Posting Recommendations for Public Notice

E. Equipment:

Frequency control board

First-aid kit

Fire extinguisher with appropriate ratings



PRECINCT STRUCTURE PLAN
DRAFT - JUNE 2014



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1.0 INTRODUCTION

The Lake Narracan Precinct Structure Plan (the PSP) has been prepared by Latrobe City Council and the Metropolitan Planning Authority in consultation with Government agencies, service authorities and major stakeholders.

The PSP is a long-term plan for urban development. It describes how the land is expected to be developed and how and where services are planned to support development.

The PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with the Victorian Government policies and guidelines (listed below).
- Enables the transition from non-urban land to urban land.
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development.
- Outlines projects required to ensure that the future community, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle.
- Sets out objectives, requirements and guidelines for land use, development and subdivision.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999).

The PSP is informed by the following policies and guidelines:

- State Planning Policy Framework set out in the Latrobe Planning Scheme.
- Local Planning Policy Framework of the Latrobe Planning Scheme.
- Precinct Structure Planning Guidelines (2009)
- Gippsland Regional Growth Plan (2014)
- Plan Melbourne: Metropolitan Planning Strategy (2014)

- Latrobe City Council Public Open Space Strategy (2013)
- The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the precinct:
 - Lake Narracan Development Contributions Plan (the DCP) that applies the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
 - Lake Narracan Native Vegetation Precinct Structure Plan (the NVPP) that sets out requirements for the protection and management of native vegetation within the precinct.
 - Lake Narracan Background Report (the background report).

1.1 How to read this document

This PSP guides land use and development where a planning permit is required under the Urban Growth Zone or another provision in the Latrobe Planning Scheme that references this PSP.

A permit application and a planning permit must implement the outcomes of the PSP. The outcomes are expressed as the vision and objectives.

Each element of the PSP contains requirements, guidelines and conditions as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this PSP. A requirement may reference a plan, table or figure in the PSP.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. If the Responsible Authority is satisfied that an application for an alternative to a guideline implements the outcomes, the Responsible Authority may consider the alternative. A guideline may include or reference a plan, table or figure in the PSP.

Conditions in this PSP must be included in a planning permit as relevant.

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the PSP.

Development must also comply with other Acts and approvals where relevant e.g. the Environment Protection and Biodiversity Conservation Act 1999 in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage amongst others.

Not every aspect of the use, development or subdivision of land is addressed in this PSP. A Responsible Authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which this PSP applies

The PSP applies to approximately 335 hectares as shown on Plan 1 and on Latrobe Planning Scheme maps as Schedule 1 to the Urban Growth Zone.

The Lake Narracan PSP area is generally defined by Lake Narracan along the northern and eastern boundary, Becks Bridge Road along the western boundary and Moe North Road (Old Sale Road) and the Moe Yallourn Rail Trail along the southern boundary.

Plan 1 identifies the key features of the land.

1.3 Background information

Detailed background information on the PSP area including its local and regional context, history, landform and topography, drainage, biodiversity, open space and community facilities are contained in the background report. This information has informed the preparation of the PSP.

1.4 Development Contributions Plan

Development proponents within the Lake Narracan precinct will be bound by the Lake Narracan Development Contributions Plan (the DCP). The DCP sets out requirements for infrastructure funding across the Lake Narracan area and will be finalised and implemented separately to the PSP.

Once complete, the DCP will be a separate document incorporated into the Latrobe Planning Scheme and implemented through a Development Contributions Plan Overlay (DCPO).

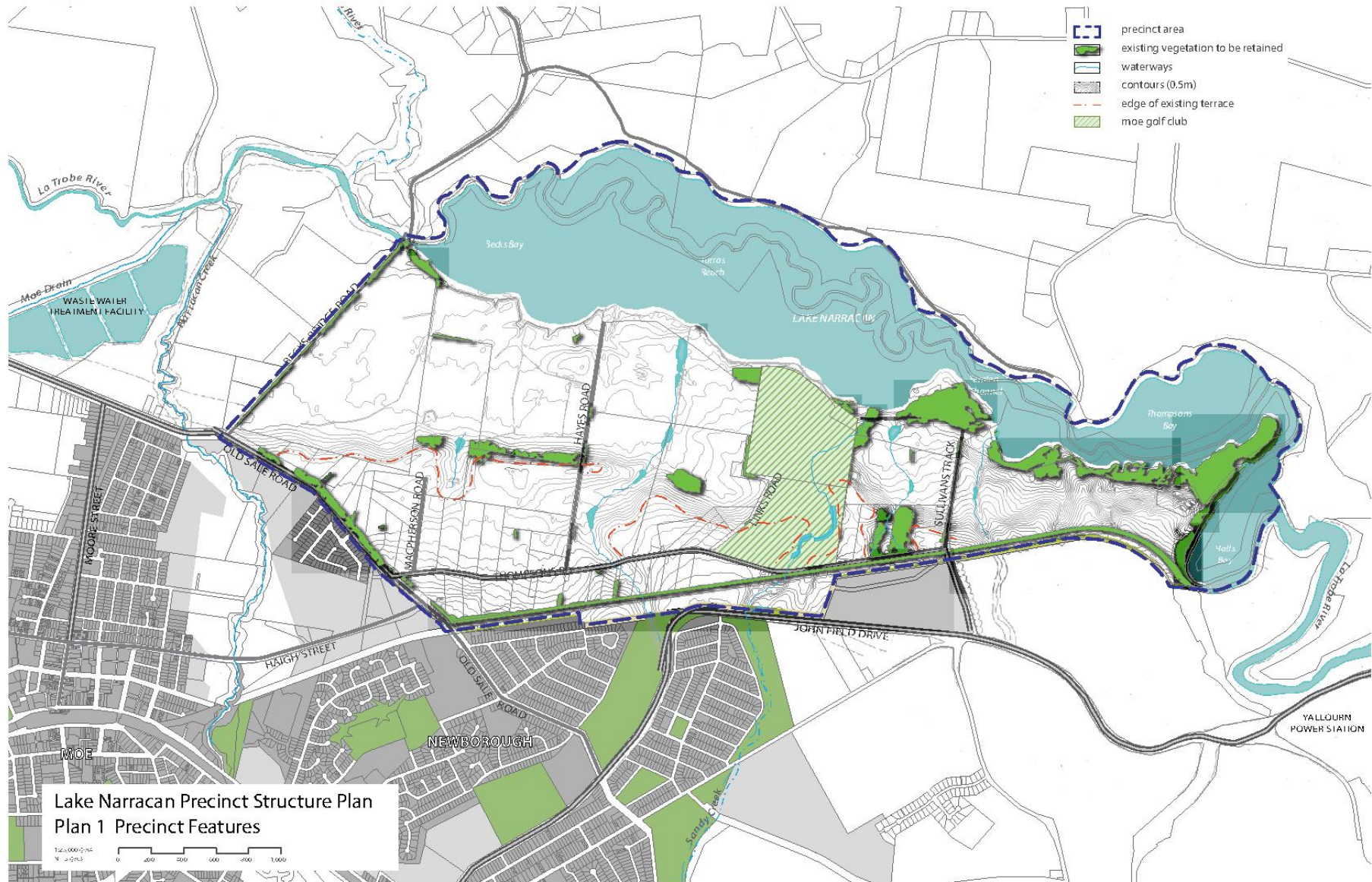
Development proponents wishing to commence works prior to approval and gazettal of this instrument have the opportunity to enter into agreements with Latrobe City Council under Section 173 of the *Planning and Environment Act 1987* to expedite contributions.

1.5 Native Vegetation Precinct Plan

The Lake Narracan Native Vegetation Precinct Plan (the NVPP) has also been prepared concurrently with the PSP. The NVPP identifies:

- Native vegetation which may be removed without a planning permit.
- The offsets that must be provided by development proponents wishing to commence works prior to removing the native vegetation which can be removed.

The NVPP is a separate document that is incorporated into the Latrobe Planning Scheme.



Lake Narracan Precinct Structure Plan
Plan 1 Precinct Features

2.0 OUTCOMES

2.1 Vision

The Lake Narracan area is characterised by undulating farmland, prominent stands of trees, views to the lake and the hills beyond, and a number of locations for recreation access to the lake.

The future residential development of this area will retain the existing character of the lake foreshore, and provide for increased community access to the lake and creation of new recreational activities on and around the lake. A continuous foreshore treatment comprising parkland, pedestrian/cyclist paths and a foreshore road will be established along the southern side of the lake between Sullivans Track and Becks Bridge Road for the wider community to enjoy.

Key road and open space links will be created to more directly link the centre of both Moe and Newborough with the lake. An extensive network of pedestrian and cyclist paths will be established throughout the precinct, linking to the heart of existing Moe and Newborough.

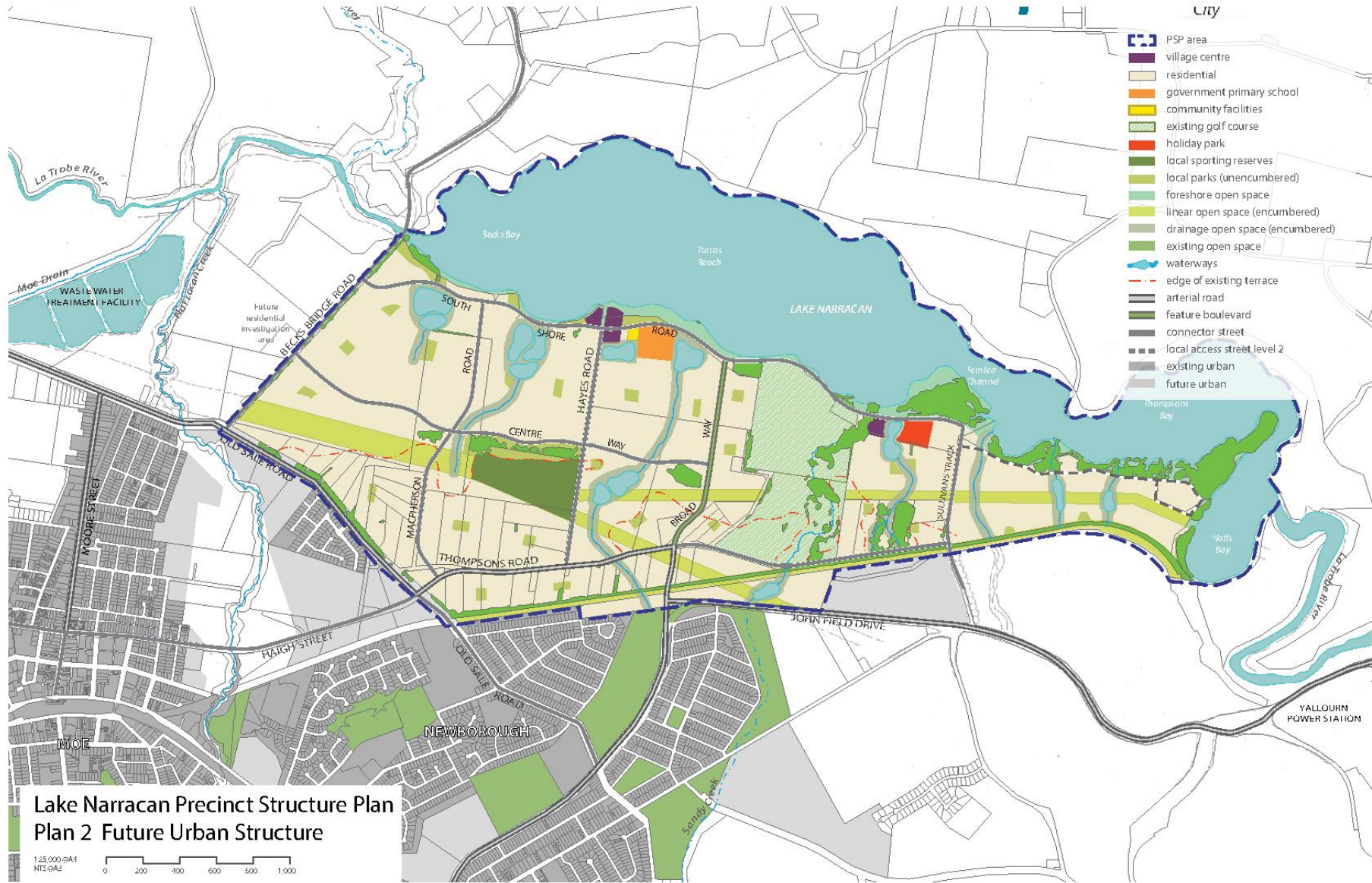
New residential neighbourhoods will be established that take their identity from the existing areas of the lake, such as Becks Bay, Turras Reach, Fernlea Channel and Thompsons Bay. The development of this area also offers the opportunity to reference the previous township of Yallourn, by using key road names from the historic town such as 'Broad Way' and 'Centre Way', and open space names such as 'Monash Square'.

Two new village centres will provide for the daily convenience shopping needs of new residents and visitors, but support the Moe town centre as the major shopping destination of the area. The new village centres also offer the opportunity to establish cafes and restaurants adjacent to the lake for the wider community to enjoy. This area is also a suitable location for a holiday park offering short stay accommodation for visitors to enjoy the amenity of the lake and the recreational activities that it offers.

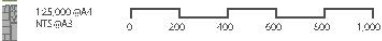
The amenity offered by the lake offers the ability to provide a range of housing types in proximity to the lake not seen in other locations in the municipality. The majority of the new residential areas away from the lake will provide for more typical housing seen in existing townships of the municipality, and will provide opportunities for larger lots to be created in key locations.

An open space network will be created that includes the foreshore parkland and a large centrally located district park offering views across the precinct and to the lake. The existing electricity easements that run through the precinct will be integrated to form part of the open space and trail network. The existing Moe golf course will be retained as a key recreation feature offered by the area. Significant biodiversity values such as prominent stands of trees, native vegetation along the foreshore and nationally significant Strzelecki Gums will be retained as important features of the area.

The development of the Lake Narracan area is one of a number of initiatives that will assist in the long term revitalisation and enhancement of the Moe and Newborough area. This project will also help reinforce Latrobe City as the regional capital of Gippsland.



Lake Narracan Precinct Structure Plan
Plan 2 Future Urban Structure

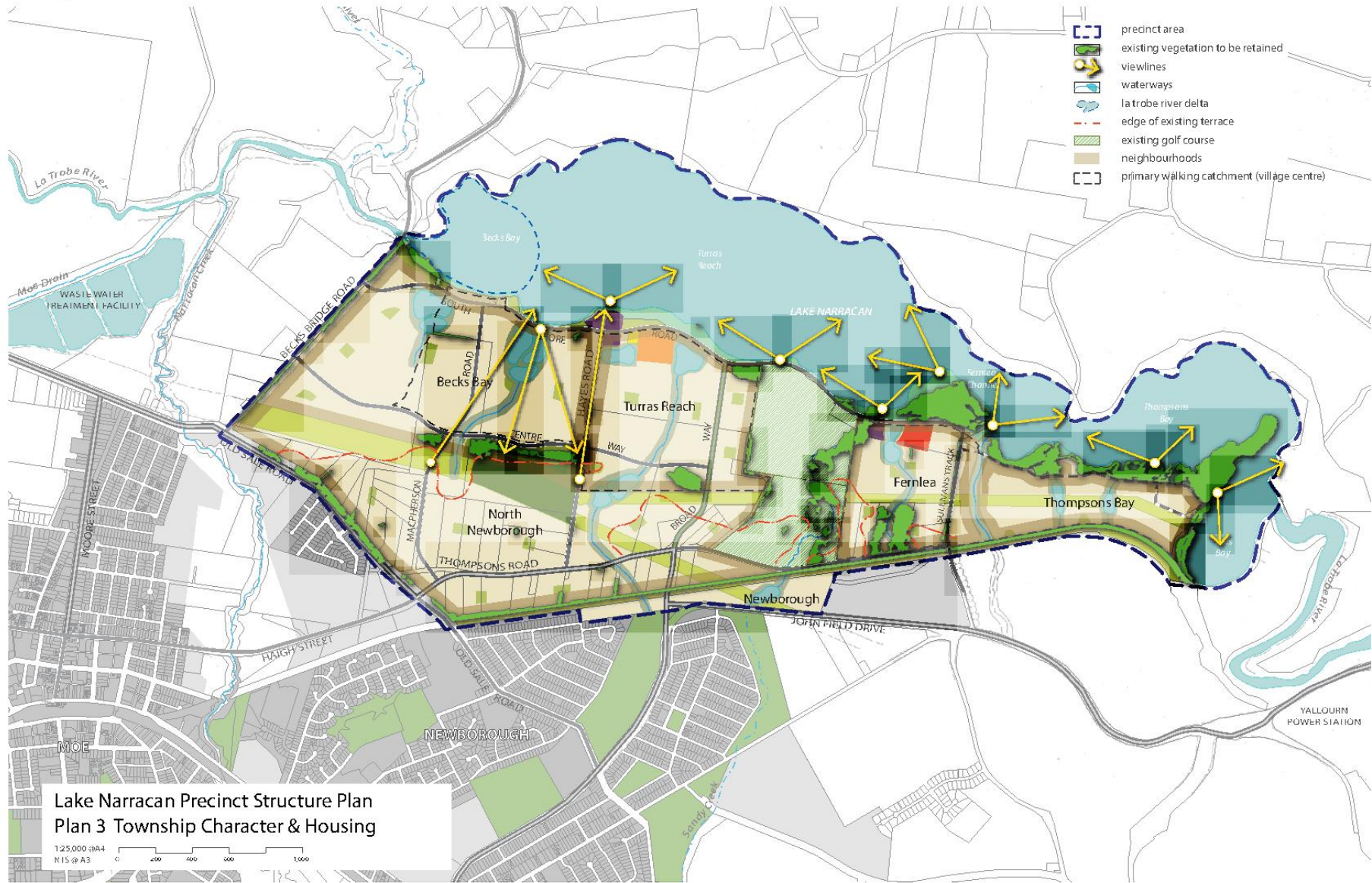


2.2 OBJECTIVES

The following points describe the desired outcomes of development of the precinct and guide the implementation of the vision.

OBJECTIVES	
01	Protect the significant natural values of the precinct and promote the rural character of Latrobe City through the protection of significant elements of the landscape.
02	Promote the enjoyment and public use of Lake Narracan and the adjacent foreshore as a significant recreation feature of the region.
03	Recognise the character and history of the area by drawing on the existing identity of the different sections of the lake and on features of the previous township of Yallourn.
04	Deliver an integrated network of local parks, sporting reserves, and community infrastructure that meets the needs and aspirations of the new community.
05	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
06	Establish a landscape of connecting canopies along streets, parks and waterways.
07	Ensure that residents do not need to cross arterial roads, railway lines or waterways to access a local park.
08	Effectively incorporate existing electricity easements into the future urban structure of the precinct and maximise the benefit they provide to the community.

09	Develop a slow-speed and permeable connector road network that links to adjacent arterial roads.
010	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling types.
011	Leverage off the amenity offered by the lake, waterways, open space and village centres to deliver medium and high density housing options.
012	Develop a series of village centres that each has a civic focus and an ability to adapt and evolve with the community.
013	Deliver sufficient residential densities within a walkable catchment to support vibrant and viable village centres, without undermining the viability of the Moe Town Centre and Newborough Neighbourhood Centre.
014	Deliver an Whole of Water Cycle management system that encourages reduced reliance on reticulated potable water, encourages the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes toward a sustainable and green urban environment.
015	Ensure that development staging is co-ordinated with the delivery of key infrastructure.
016	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
017	Allow for the transition of Moe Golf Course and larger residential properties to conventional residential densities over time if appropriate.
018	Deliver a minimum of 3,698 new homes (11 dwellings residential net developable hectare overall precinct average).



Lake Narracan Precinct Structure Plan
Plan 3 Township Character & Housing

3.0 IMPLEMENTATION

3.1 Township character & Housing

3.1.1 Township Character

REQUIREMENTS									
R1	<p>Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise approved by the Responsible Authority:</p> <table border="1"> <thead> <tr> <th>Average Interval</th> <th>Tree Size</th> </tr> </thead> <tbody> <tr> <td>8 – 10 metres</td> <td>Small trees (less than 10 metres)</td> </tr> <tr> <td>10 – 12 metres</td> <td>Medium trees (10 – 15 metres)</td> </tr> <tr> <td>10 – 15 metres</td> <td>Large trees (15 metres or greater)</td> </tr> </tbody> </table>	Average Interval	Tree Size	8 – 10 metres	Small trees (less than 10 metres)	10 – 12 metres	Medium trees (10 – 15 metres)	10 – 15 metres	Large trees (15 metres or greater)
Average Interval	Tree Size								
8 – 10 metres	Small trees (less than 10 metres)								
10 – 12 metres	Medium trees (10 – 15 metres)								
10 – 15 metres	Large trees (15 metres or greater)								
R2	Trees in parks and streets must be suitable for local conditions and planted in modified and improved soil as required to support tree longevity.								
R3	Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the Responsible Authority.								
R4	Connector roads and access streets must be aligned to create views and direct connections to the lake, waterways and open space, as shown on Plan 3.								
R5	Subdivision applications are to demonstrate how they respond to the Neighbourhood Character Statement for the relevant neighbourhood identified in Plan 3. If a Neighbourhood Character Statement has not been prepared for the neighbourhood in which a proposed development is situated, the first development proponent to lodge a permit application must prepare a Neighbourhood Character Statement to the satisfaction of the Responsible Authority.								
GUIDELINES									
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the lake, waterways, open space and village centres.								

G2	Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as hill tops, ridge lines, established vegetation, public buildings and landmarks.
G3	Retained windrows and significant trees should be located within the public domain, including parks and road reserves, unless otherwise approved by the Responsible Authority.
G4	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character.
G5	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the Responsible Authority.
G6	Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).

3.1.2 Housing

REQUIREMENTS	
R6	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R7	Residential subdivision applications must demonstrate how they will contribute to the satisfaction of minimum housing yields in broad village centre catchments as described on Plan 3 and Table 2.
R8	<p>Lots must front or side:</p> <ul style="list-style-type: none"> • Lake Narracan foreshore • Waterways and public open space • Moe Yallourn Rail Trail • Conservation areas • Connector Roads • Arterial roads • Local roads



R9	<p>Subdivision applications must include indicative concept layouts for any lots identified for the future development of medium density, high-density, or integrated housing that suitably demonstrate:</p> <ul style="list-style-type: none"> • Active interfaces with adjacent streets, open space, waterways and water bodies. • Safe and effective vehicle and pedestrian access and internal circulation, as appropriate. 	G9	<p>Specialised housing forms such as retirement living or aged care should be:</p> <ul style="list-style-type: none"> • Integrated into the wider urban structure. • Located in close proximity to village centres and community hubs. • Accessible by public transport.
R10	<p>In addition to Clause 55 or Clause 56 requirements, an application for development of land of a slope greater than 10% should be accompanied by the following information as appropriate:</p> <ul style="list-style-type: none"> • A plan of subdivision showing lot boundaries, contours, and slope. • Location and approximate depth of any proposed earthworks. • The location and approximate height for proposed retaining walls or other methods of retaining soil batters. • The location and approximate grade of any proposed roads and paths. • Indicative building envelopes. • Indicative lot access arrangements consistent with Council standards for crossover design. 	G10	<p>Lot sizes should respond to slope with larger lots on steeper land (greater than 10% slope grade) and increased densities in flatter areas (less than 10% slope grade) to avoid excessive earthworks.</p>
GUIDELINES			
G7	<p>Residential subdivision should provide across each neighbourhood a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 1.</p>	G11	<p>Proposals for development of lots on land which has a slope of greater than 10% gradient should:</p> <ul style="list-style-type: none"> • Demonstrate how the development responds to natural topography by minimising cut and fill. • Minimise the risk of land erosion. • Allow appropriate siting and construction of a dwelling without presenting any overlooking/overshadowing issues between lots. • Ensure vehicle crossover and driveway grades allow access to garages/carports.
G8	<p>Lot sizes suitable for the delivery of medium and higher density housing types should be located adjacent or in close proximity to:</p> <ul style="list-style-type: none"> • Lake Narracan foreshore • Open space • Waterways • Village centres • Community facilities • Public transport routes • Moe Golf Course 	G12	<p>Retaining walls or any other methods of retaining soil batters should be:</p> <ul style="list-style-type: none"> • Staggered, instead of one large wall. • Staggered with a minimum 1.0 metres distance between each wall to allow for landscaping between walls. • Set back at least 1.0 metres from any building envelope. • Positioned on a lot with sufficient setback from boundaries to accommodate appropriate drainage behind the wall.

Table 1 Housing type by lot size

The following table is intended to provide statutory planners with guidance on the achievement of housing diversity objectives by providing an example of how variation in lot sizes supports a diversity of housing types.

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (m ²)		
	LESS THAN 300m ²	301-700m ²	MORE THAN 700m ²
Small lot housing (including town houses and attached, semi-detached and detached houses)			
Dual occupancies, including duplex			
Detached housing			
Multi-unit housing sites (including terraces, row houses and villas)			
Stacked housing (including apartments and walk-up flats)			

Table 2 Housing delivery guide – walkable catchment areas

The following table is intended to provide statutory planners with guidance on the required lot yields across the precinct to underpin the viability of village centres and support the broader village centre objectives.

CATCHMENT	HOUSING TARGET
Beck Bay Village Centre	2,000 dwellings
Fernlea Village Centre	2,000 dwellings

3.2 Village centres & employment

3.2.1 Village Centres / Neighbourhood Centres

REQUIREMENTS	
R11	Village Centres may be developed proximate to the locations shown on Plan 2 and consistent with the guidance in Table 3, to the satisfaction of the Responsible Authority. Any Village Centre development must be located on a connector road.
R12	Land use and development within each Village Centre must respond to the relevant concept plan and key design elements shown in Figures 1 and 2.
R13	The design of any Village Centre must: <ul style="list-style-type: none"> • Provide opportunities for a mix of tenancies. • Incorporate a range of uses including retail, offices and medium and high density residential. • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
R14	The leasable retail floor area of an individual shop within a Village Centre must not exceed 600m ² (without a planning permit).
R15	Development within Village Centres must have regard to the design principles and performance criteria outlined in Appendix B.

Figure 1 - Becks Bay Village Centre

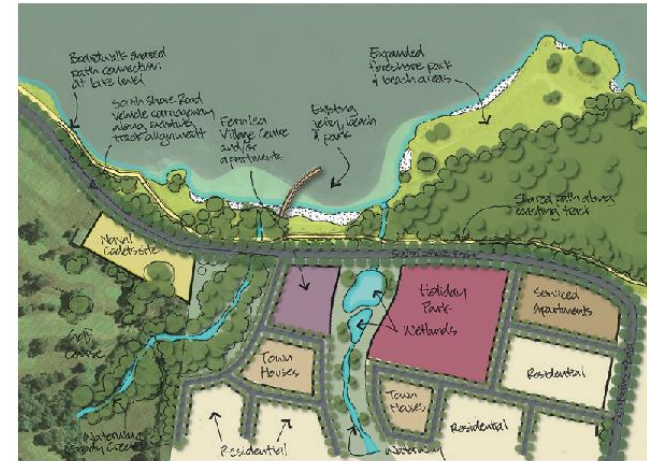


BECKS BAY VILLAGE CENTRE

Key design elements:

- Located around the intersection of Hayes Road and South Shore Road.
- Central civic space to be located on the north side of South Shore Road on the alignment of Hayes Road to provide an extension of public space and views through to the lake.
- Central civic space to be named 'Monash Square' in reference to the central civic space in the historic township of Yallourn.
- Fine grained specialty retail shops on the east side of Monash Square with off-street car parking located behind to also service the Turras Reach Foreshore Park.
- Hotel or high density residential on the west side of Monash Square.
- A future supermarket may be located on the south-east corner of intersection.
- High density residential on south-west corner of intersection with strong built form.
- South Shore Road adjacent village centre to be slow speed with pedestrian priority.

Figure 2 - Fernlea Village Centre



FERNLEA VILLAGE CENTRE

Key design elements:

- Located between two waterways opposite the existing jetty and beach.
- Potential holiday park located on the opposite side of the eastern waterway.
- Water quality treatment on eastern waterway to provide a permanent water feature to complement the village centre and holiday park.
- Fine grained specialty retail shops fronting South Shore Road with off-street car parking located behind.
- A future supermarket may be located on the south side of specialty retail with shared off-street car park between.
- South Shore Road adjacent village centre to be slow speed with designated pedestrian priority crossing between beach area and adjacent shops.

Table 3 Village Centre Hierarchy

TOWN CENTRE	LOCATION	DESCRIPTION
Beck Bay Village Centre	Located at the intersection of Hayes Road and South Shore Road.	This village centre will provide for the daily convenience shopping needs of the surrounding area.
Fernlea Village Centre	Located on the south side of South Shore Road, opposite the existing beach and jetty.	This village centre will provide for the daily convenience shopping needs of the surrounding area.

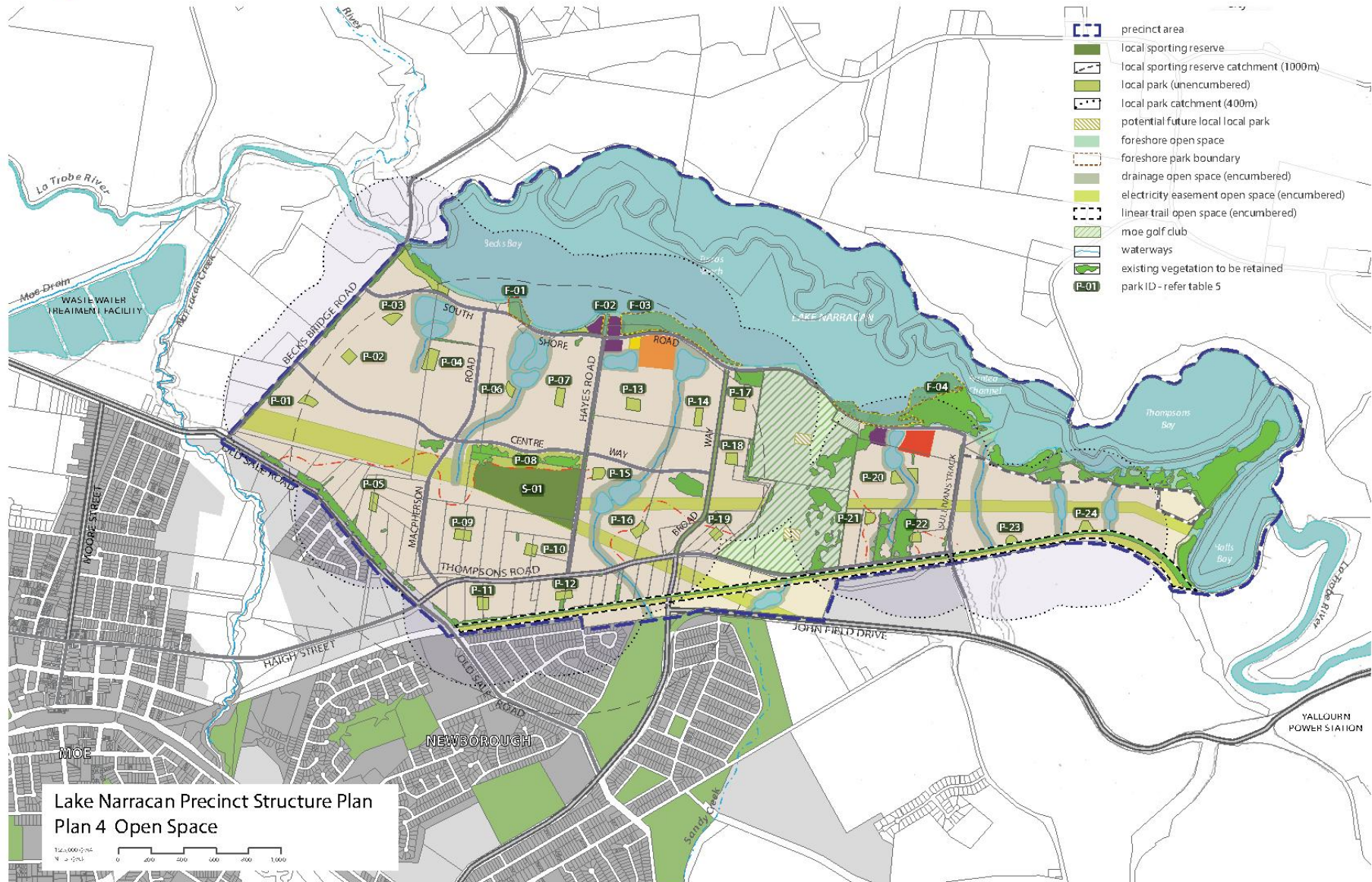
Table 4 Anticipated Employment Creation in Precinct

LAND-USE BASED EMPLOYMENT	MEASURE	JOBS	QTY. IN PRECINCT	ESTIMATED JOBS
Community centre	Jobs / centre	10	1	10
Primary school	Jobs/ school	40	1	40
Village centres (retail)	Jobs / 30 sqm	1	100	100
Home-based business	Jobs / Dwelling	0.05	3,698	185
TOTAL				335

3.3 Open space & community facilities

3.3.1 Open Space

REQUIREMENTS	
R16	All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.
R17	All parks must be located, designed and developed generally in accordance with the relevant description in Table 5 unless otherwise approved by the Responsible Authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must be added to another park or used to create a new park in addition to those outlined on Plan 4. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.
R18	Where a local park shown on Plan 4 spans across multiple properties, the first development proponent to lodge a permit application must prepare an indicative concept master plan for the entire park unless otherwise agreed by the Responsible Authority.
R19	Design and layout of waterway corridors and other encumbered open space must maximise the potential for the integration of recreation uses and water quality treatment, where this does not conflict with the primary function of the land.
R20	Parks and squares within village centres must be delivered via the Clause 52.01 local open space contributions, as appropriate.
R21	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.



Lake Narracan Precinct Structure Plan
Plan 4 Open Space

Table 5 Open Space Delivery Guide

The following table sets out the open space provision expected to be delivered within the PSP area.

PARK ID	AREA (Ha)	TYPE	LOCATION & OTHER ATTRIBUTES
S-01	12.82	Sporting Reserve (Equestrian)	Centrally located within wider residential catchment between Becks Bridge Road and Moe Golf Club. Located at edge of prominent terrace, including approx 8.87Ha of encumbered land within electricity easement.
P-01	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-02	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-03	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-04	0.75	Parkland - General Use (Medium)	Located adjacent waterway, central to surrounding neighbourhood.
P-05	0.39	Parkland - General Use (Small)	Located across three properties, central to surrounding neighbourhood.
P-06	0.27	Parkland - General Use (Small)	Located adjacent waterway, central to surrounding neighbourhood.
P-07	0.46	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-08	6.06	Parkland - General Use (Large)	Located between edge of existing terrace and new connector street (Centre Way).
P-09	0.51	Parkland - General Use (Medium)	Located across two properties, central to surrounding neighbourhood.
P-10	0.40	Parkland - General Use (Small)	Located across two properties, central to surrounding neighbourhood.
P-11	0.40	Parkland - General Use (Small)	Located across two properties, central to surrounding neighbourhood.
P-12	0.40	Parkland - General Use (Small)	Located across two properties, central to surrounding neighbourhood.
P-13	0.55	Parkland - General Use (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-14	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.

PARK ID	AREA	TYPE	LOCATION & OTHER ATTRIBUTES
P-15	0.40	Parkland - General Use (Small)	Located at edge of existing terrace, central to surrounding neighbourhood.
P-16	0.47	Parkland - General Use (Small)	Located at edge of existing terrace, central to surrounding neighbourhood.
P-17	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-18	0.40	Parkland - General Use (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.
P-19	0.30	Parkland - General Use (Small)	Located at edge of existing terrace across two properties, central to surrounding neighbourhood.
P-20	0.55	Parkland - General Use (Medium)	Located adjacent waterway (on two sides), central to surrounding neighbourhood.
P-21	0.32	Parkland - General Use (Small)	Located at edge of existing terrace, central to surrounding neighbourhood.
P-22	0.25	Parkland - General Use (Small)	Located at edge of existing terrace, central to surrounding neighbourhood.
P-23	0.23	Parkland - General Use (Small)	Located at high point adjacent Moe-Yallourn Rail Trail, central to surrounding neighbourhood.
P-24	0.33	Parkland - General Use (Small)	Located at high point adjacent Moe-Yallourn Rail Trail, central to surrounding neighbourhood.
F-01	0.84	Parkland - Special Use (Foreshore)	Generally located as shown on Plan 4, this park will provide access to the Becks Bay boardwalk.
F-02	0.38	Parkland - Special Use (Civic Square)	Located at the end of Hayes Road and central to the Becks Bay Village Centre. To be named 'Monash Square' in reference to civic space at centre of the original township of Yallourn.
F-03	4.40	Parkland - Special Use (Foreshore)	Generally located as shown on Plan 4, opposite state primary school and community centre. To be named 'Turras Reach Foreshore Park' and will provide district level playground and viewing area at high point overlooking the lake.
F-04	4.05	Parkland - Special Use (Foreshore)	Existing foreshore, including existing jetty and beach.

Small = 0.25 – 0.50Ha, Medium = 0.5 – 1.2Ha, Large = 1.2 + Ha

GUIDELINES	
G13	Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary.
CONDITIONS	
C1	<p>Conditions for subdivision or building and works permits where land is required for public open space</p> <p>Land required for open space, as set out in the <i>Lake Narracan Precinct Structure Plan</i> or the <i>Lake Narracan Development Contributions Plan</i>, must be transferred to or vested in Council at no cost to Council unless the land is funded by the <i>Lake Narracan Development Contributions Plan</i> or contributes to satisfaction of required provision under Clause 52.01.</p>

3.3.2 Community Facilities & Education

REQUIREMENTS	
R22	Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located away from the main entry (except for disability car parking).
GUIDELINES	
G14	School sites should be provided with three street frontages where practicable.
G15	Any educational or community use not shown on Plan 2 should be located within or proximate to a village centre, school or community facility as appropriate.
G16	Any private childcare, medical, or similar facility should be located proximate to a village centre, school or community facility as appropriate.

G17	Community facilities which are located in a village centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking.
G18	Community facilities, schools and district parks which are co located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.

3.4 Biodiversity & bushfire management

3.4.1 Biodiversity & Natural Systems

REQUIREMENTS	
R23	A buffer zone of at least twice the canopy diameter (measured at the widest point) is to be provided around all Strzelecki Gums within the precinct. This buffer zone is to be provided within open space and is to exclude buildings, roads, paths, drainage infrastructure and any underground services, to the satisfaction of the Responsible Authority.
R24	Any public infrastructure or trails located adjacent to the Lake Narracan foreshore must be designed to minimise disturbance to existing native vegetation and be placed generally in locations shown on Plan 7.
GUIDELINES	
G19	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.
G20	Landscaping adjacent to retained indigenous vegetation, the lake and waterways should be complementary to conservation objectives and should use indigenous planting where appropriate.
G21	Where located adjacent or nearby each other, maximise the integration of linear and conservation open space with local parks.

3.4.2 Bushfire Management

REQUIREMENTS	
	<p>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> - A minimum of 5.4m in trafficable width where cars may park on one side only. - A minimum of 3.5m trafficable width, with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart.
R25	<ul style="list-style-type: none"> Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 10m (including roll over curbs if they are provided).
R26	<p>Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The Construction Management Plan must specify, amongst other things:</p> <ul style="list-style-type: none"> Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.



Lake Narracan Precinct Structure Plan
Plan 5 Biodiversity

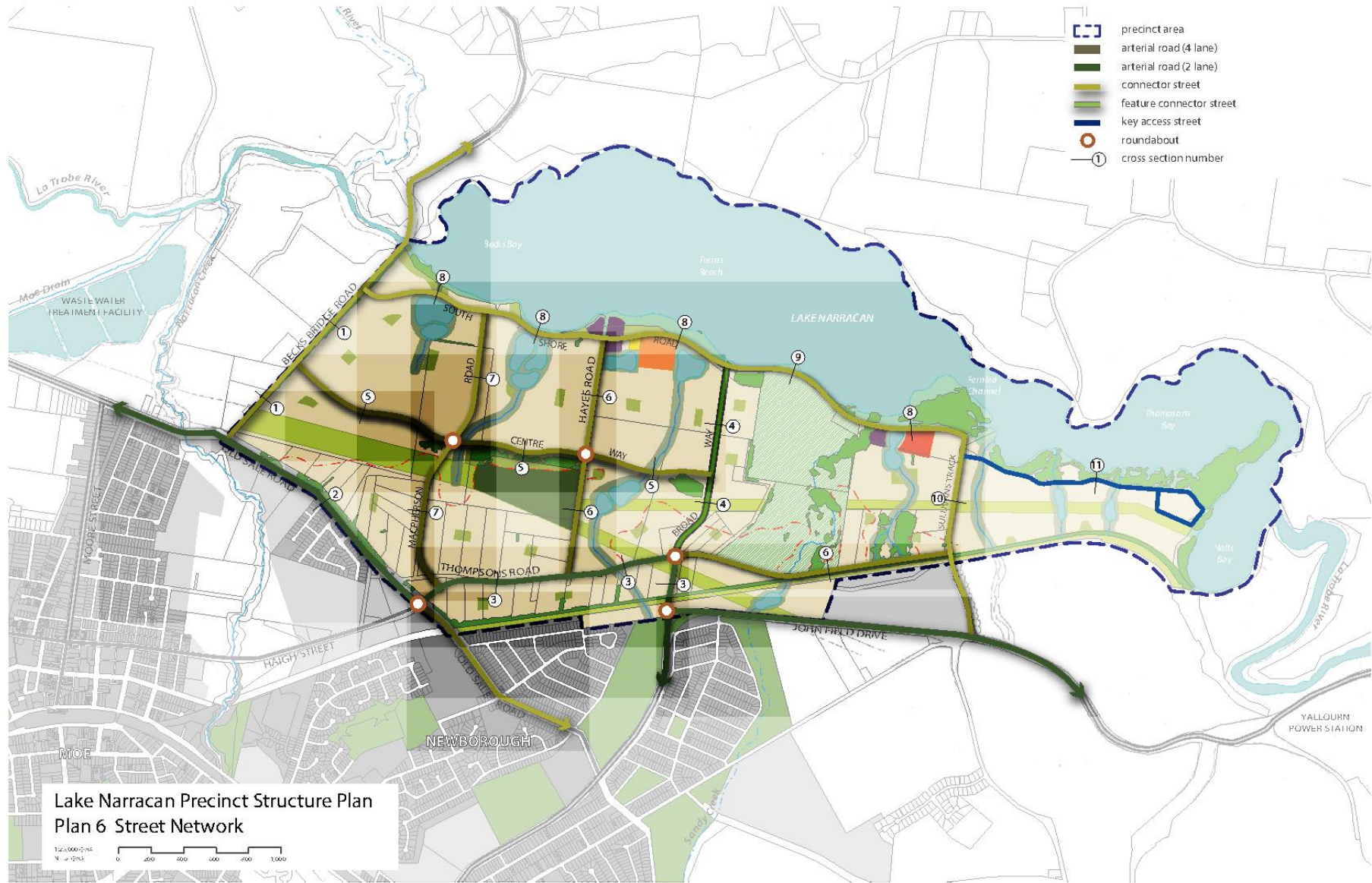
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0 200 400 600 800 1000

3.5 Transport & movement

3.5.1 Street Network

REQUIREMENTS	
R27	<p>Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties.</p>
R28	<p>Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix C.</p> <p>Examples of potential variations are provided in Appendix D, however others are encouraged including but not limited to:</p> <ul style="list-style-type: none"> • Varied street tree placement, • Varied footpath or carriageway placement, • Introduction of elements to create a boulevard effect, • Varied carriageway or parking bay pavement and • Differing tree outstand treatments <p>For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation.</p> <p>Alternative cross sections must ensure that:</p> <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix C) are maintained, unless otherwise approved by the Responsible Authority.

R29	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed between each section. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R30	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or controlled access to the arterial road network, as appropriate.
R31	Vehicle access to lots fronting arterial roads must be provided from a service road, local road or rear lane only, to the satisfaction of the coordinating road authority.
R32	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
R33	Vehicle access to a lot that is six metres or less in width must be via rear laneway, unless otherwise approved by the Responsible Authority.
R34	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage, to the Catchment Management Authority and the Responsible Authority.
R35	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the Responsible Authority.
R36	Subdivision or properties adjacent the Moe Golf Course are to provide road connections to the boundary of the golf course to ensure any future development for the site can integrate with the surrounding road network.



Lake Narracan Precinct Structure Plan
Plan 6 Street Network

1:25,000 (Scale)
N 0° 0' 0" (North Arrow)
0 400 800 1,200 1,600 (Scale Bar)



GUIDELINES	
G22	Street layouts should provide multiple convenient routes to major destinations such as the lake foreshore, village centres, holiday park and the arterial road network.
G23	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G24	Cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G25	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.
G26	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) or verges containing retained vegetation should be minimised through the use of a combination of: <ul style="list-style-type: none"> • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
G27	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to enable pedestrian and service vehicle access, to the satisfaction of the Catchment Management Authority and the Responsible Authority.
CONDITIONS	
C2	Conditions for subdivision or building and works permits where land is required for road widening Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Lake Narracan Development Contributions Plan.

Table 6 Feature Streets

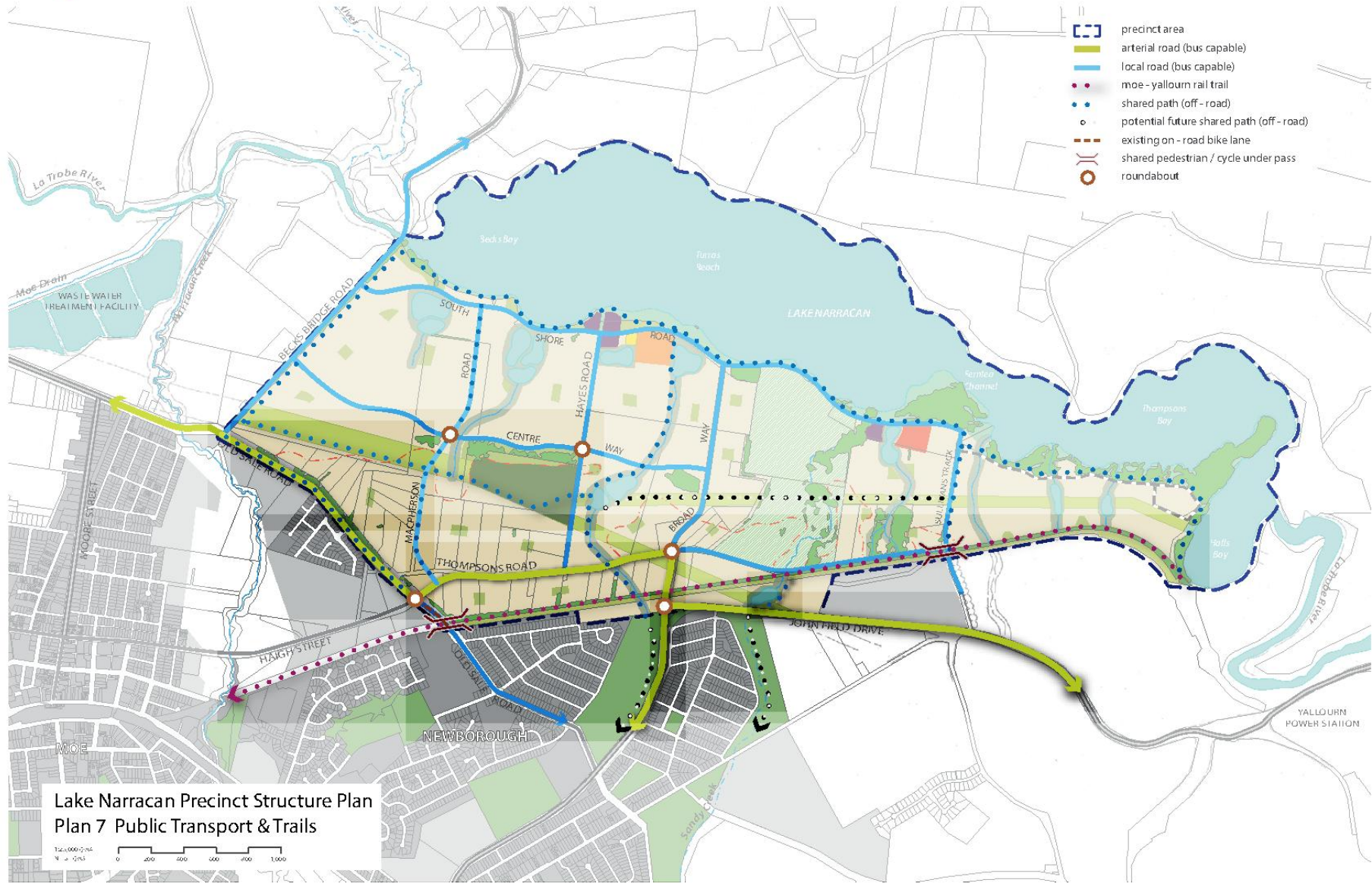
The following table provides an overview of the intended outcomes for the feature streets identified on Plan 6. The form of a relevant feature street in any given subdivision must comply with the description below. Final decisions on planting outcomes may however be made at detailed design stage.

DESCRIPTION	CROSS SECTION	WIDTH	PLANTING
Broad Way (from Thompsons Road to South Shore Road) – connector boulevard with 6.0m wide median. Street to be named 'Broad Way' in reference to a key street in the historic township of Yallourn.	4	27.6m	Large canopy trees

Note: Central east-west connector street shown in Plan 6 is to be named 'Centre Way' also in reference to a key street in the historic township of Yallourn.

3.5.2 Public Transport

REQUIREMENTS	
R37	Any roundabouts on roads shown as 'bus capable' on Plan 7 must be constructed to accommodate ultra-low-floor buses in accordance with the Public Transport Guidelines for Land Use and Development.
R38	Bus stop facilities must be designed as an integral part of village centres and activity generating land uses such as schools and holiday parks.
CONDITIONS	
C3	Unless otherwise agreed by Public Transport Victoria (PTV), prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe access to a pedestrian path must be constructed: <ul style="list-style-type: none"> • In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002. • At locations approved by PTV, at no cost to PTV, and to the satisfaction of PTV.

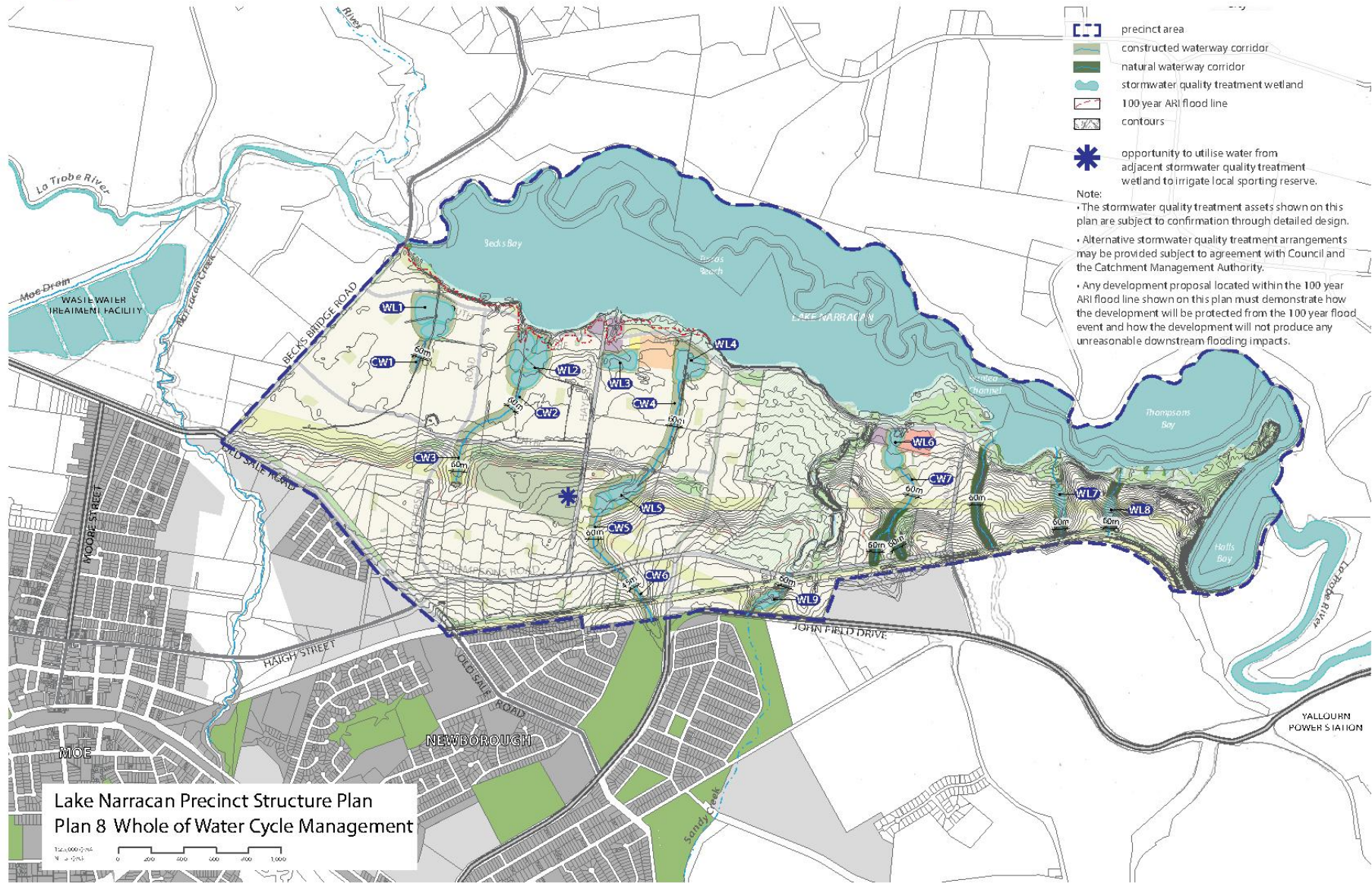


Lake Narracan Precinct Structure Plan
Plan 7 Public Transport & Trails

3.5.3 Walking & Cycling

REQUIREMENTS	
R39	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths where shown on Plan 7 or specified by another requirement in the PSP. • Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. <p>All to the satisfaction of the coordinating roads authority and the Responsible Authority.</p>
R40	<p>Shared paths shown on Plan 7 adjacent waterways and the lake foreshore must be provided either within a road reserve or within open space.</p>
R41	<p>Shared and pedestrian paths along waterways must:</p> <ul style="list-style-type: none"> • Be delivered by development proponents consistent with the network shown on Plan 7. • Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of the Catchment Management Authority. • Where a shared path is to be delivered on one side of a waterway as outlined in Plan 7, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard, such as granitic gravel or similar granular material. <p>All to the satisfaction of the Catchment Management Authority and the Responsible Authority.</p>

R42	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and village centres.
R43	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs.
GUIDELINES	
G28	Lighting should be installed along shared, pedestrian, and cycle paths linking key destinations, unless otherwise approved by the Responsible Authority.



Lake Narracan Precinct Structure Plan
Plan 8 Whole of Water Cycle Management

3.6 Whole of Water Cycle Management & Utilities

3.6.1 Whole Water Cycle Management

REQUIREMENTS	
R44	Consistent with Clause 56.01-2 and Clause 56.07 of the Latrobe Planning Scheme, VPP Practice Note 39, and any requirements and guidelines in this PSP, a subdivision application of 60 or more lots must include a Whole of Water Cycle Management Plan.
R45	Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways as outlined on Plan 8, unless otherwise approved by Catchment Management Authority and the Responsible Authority.
R46	Where a waterway is shown as 'natural' on Plan 8, development works must: <ul style="list-style-type: none"> • Not encroach past the waterway corridor defined in this PSP, unless otherwise agreed by the Catchment Management Authority and the Responsible Authority. • Minimise earthworks and impact on the existing landform of the waterway. • Retain existing vegetation as part of waterway landscaping. All to the satisfaction of the Catchment Management Authority and the Responsible Authority.
R47	Final design and boundary of constructed waterways, waterway corridors, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be consistent with Plan 8 unless otherwise approved by the Catchment Management Authority and the Responsible Authority.
R48	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Catchment Management Authority and the Responsible Authority.

R49	Subdivision applications must demonstrate how: <ul style="list-style-type: none"> • Waterways and whole of water cycle management design enables land to be used for multiple recreation and environmental purposes. • Overland flow paths and piping within road reserves will be connected and integrated across property / parcel boundaries. • Catchment Management Authority freeboard requirements for overland flow paths will be adequately contained within road reserves.
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GUIDELINES	
G29	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of WSUD initiatives.
G30	Where practical, development should include whole of water cycle management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water, contributing to a sustainable and green urban environment.
G31	Development should have regard to relevant policies and strategies being implemented by the Responsible Authority, Catchment Management Authority and Gippsland Water, including any approved Whole of Water Cycle / Integrated Water Management Plan.
G32	Where practical, whole of water cycle management systems should be designed to: <ul style="list-style-type: none"> • Maximise habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined in Plan 8.
G33	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for whole of water cycle management initiatives (such as stormwater harvesting, aquifer storage and recharge or sewer mining) should be incorporated within the precinct open space system as depicted on Plan 4, to the satisfaction of the Responsible Authority.

Table 7 Drainage Assets

The stormwater quality treatment areas and waterway corridor widths identified in this table are subject to change during detailed design, to the satisfaction of the Catchment Management Authority and the Responsible Authority.

ID	DESCRIPTION	LOCATION	AREA/WIDTHS
WL-01	Stormwater quality treatment wetland	As shown on Plan 8	5.5Ha
WL-02	Stormwater quality treatment wetland	As shown on Plan 8	6.6Ha
WL-03	Stormwater quality treatment wetland	As shown on Plan 8	2.1Ha
WL-04	Stormwater quality treatment wetland	As shown on Plan 8	3.5Ha
WL-05	Stormwater quality treatment wetland	As shown on Plan 8	4.6Ha
WL-06	Stormwater quality treatment wetland	As shown on Plan 8	2.3Ha
WL-07	Stormwater quality treatment wetland	As shown on Plan 8	1.4Ha
WL-08	Stormwater quality treatment wetland	As shown on Plan 8	1.2Ha
WL-09	Stormwater quality treatment wetland	As shown on Plan 8	1.5Ha
CW-01	Constructed waterway corridor	As shown on Plan 8	60m
CW-02	Constructed waterway corridor	As shown on Plan 8	60m
CW-03	Constructed waterway corridor	As shown on Plan 8	60m
CW-04	Constructed waterway corridor	As shown on Plan 8	60m
CW-05	Constructed waterway corridor	As shown on Plan 8	60m
CW-06	Constructed waterway corridor	As shown on Plan 8	45m
CW-07	Constructed waterway corridor	As shown on Plan 8	60m

3.6.2 Utilities

REQUIREMENTS

	<p>Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> • Underground services • Driveways/crossovers • Street lights • Street trees <p>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.</p>
R50	
R51	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R52	All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads.
R53	All new electricity supply infrastructure (excluding substations and cables of a voltage of 66kv or greater) must be provided underground.
R54	Where existing above ground electricity cables of 66kv voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.

R55	Above-ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the Lake Narracan DCP.
R56	Utilities must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing native vegetation, significant landform features (eg rock outcrops) and heritage sites, to the satisfaction of Catchment Management Authority and the Responsible Authority.
R57	Any road crossings, pathways, wetlands, constructed waterways or open space proposed to be located within an electricity easement shall be to the satisfaction of SP Ausnet.
GUIDELINES	
G34	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G35	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix E.
G36	Utility easements to the rear of lots should only be provided where there is no practical alternative.

3.7 Infrastructure delivery & staging

3.7.1 Subdivision Works by Developers

REQUIREMENTS	
R58	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure (unless funded by the DCP):</p> <ul style="list-style-type: none"> • Local streets. • Bus stop infrastructure (as agreed by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets. • Council approved fencing and landscaping (where required) along arterial roads. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points. • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and open space. • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage, electricity, gas, and telecommunications.

R59	<p>All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, levelled, topsoiled and grassed (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. Sewer, gas, and electricity connection points must also be provided to land identified as a district-level open space. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points where necessary. • Fencing of allotment boundaries which abut open space.
R60	<p>Any heritage site or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</p> <ul style="list-style-type: none"> • Clearing of rubbish and weeds. • Essential repairs to and stabilisation of any structures. • Any fencing required to ensure the safety of the public. <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>

3.7.2 Provisions of Passive Open Space

REQUIREMENTS

R61	<p>With respect to the public open space contribution required by Clause 52.01 of the Latrobe Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a public open space contribution equal to 5.07% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> • Where land is required for unencumbered local parks as shown on Plan 9 and specified in Table 10 and is equal to 5.07% of NDA that land is to be transferred to Council at no cost. • Where no land or less than 5.07% of NDA is shown on Plan 9 and specified in Table 10, as required for unencumbered local parks a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 5.07% of NDA of that site. • Where land required for unencumbered local parks as shown on Plan 9 and specified in Table 10 is more than 5.07% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.</p>
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3.7.3 Development Staging

REQUIREMENTS	
R62	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Arterial road reservations. • Connector streets and connector waterway crossings. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network.
R63	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP, by any date or stage of development required or approved by the Responsible Authority.</p>
GUIDELINES	
G37	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved:</p> <ul style="list-style-type: none"> • Development staging should, to the extent practicable, be integrated with adjoining developments through the timely provision of connecting roads and walking/cycling paths. • Where development does not directly adjoin the urban edge, local open space should be provided in the early stages to provide new residents with amenity. • Access to each new lot must be via a sealed road.

3.7.4 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 8 sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers.
- Agreement under Section 173 of the Act.
- Utility service provider requirements.
- The Lake Narracan Development Contributions Plan.
- Relevant development contributions from adjoining areas.
- Capital works projects by Council, State government agencies and non-government organisations.
- Works In Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Table 8 Precinct Infrastructure Plan

TITLE	DESCRIPTION	DELIVERY	TIMING
Intersection Projects			
Land for connector road intersections	Provision of land for connector road intersections	Developer works	S-M
Land for arterial road intersections	Provision of land for arterial road intersections	DCP	S-M
Intersection of South Shore Road and Becks Bridge Road	Construction of unsignalised T intersection	DCP	M
Intersection of South Shore Road and Mcpherson Road extension	Construction of unsignalised T intersection	DCP	M
Intersection of South Shore Road and Hayes Road	Construction of unsignalised T intersection	DCP	M
Intersection of South Shore Road and Broad Way	Construction of unsignalised T intersection	DCP	M
Intersection of South Shore Road and Sullivans Track	Construction of unsignalised 2-way intersection	DCP	M
Intersection of Centre Way and Becks Bridge Road	Construction of unsignalised T intersection	DCP	M
Intersection of Centre Way and Mcpherson Road extension	Construction of unsignalised 4-way intersection	DCP	M
Intersection of Centre Way and Hayes Road	Construction of unsignalised 4-way intersection	DCP	M
Intersection of Centre Way and Broad Way	Construction of unsignalised T intersection	DCP	M
Intersection of Sullivans Track and local access level 2 road	Construction of unsignalised T intersection	DCP	M
Intersection of Becks Bridge Road and Old Sale Road	Construction of unsignalised T intersection	DCP	M
Intersection of Thompsons Road, Old Sale Road and Haigh Street	Construction of unsignalised 4-way intersection	DCP	S
Intersection of Thompsons Road and Mcpherson Road	Construction of unsignalised T intersection	DCP	S
Intersection of Thompsons Road and Hayes Road	Construction of unsignalised T intersection	DCP	M
Intersection of Thompsons Road and Broad Way	Construction of unsignalised 4-way intersection	DCP	S
Intersection of Thompsons Road and Sullivans Track	Construction of unsignalised T intersection	DCP	M
Intersection of John Field Drive and Broad Way	Construction of unsignalised T intersection	DCP	S
Intersection of John Field Drive and Old Sale Road	Upgrade of existing signalised intersection	DCP & VicRoads	M-L

TITLE	DESCRIPTION	DELIVERY	TIMING
Road Projects			
Land for connector roads	Provision of land for connector roads (beyond existing road reserves)	Developer works	S-M
Land for arterial roads	Provision of land for arterial roads (beyond existing road reserves)	DCP	S-M
South Shore Road (Becks Bridge Road to Mcpherson Road extension)	Construction of 2 lane connector road	DCP	M
South Shore Road (Mcpherson Road extension to Hayes Road)	Construction of 2 lane connector road	DCP	M
South Shore Road (Hayes Road to Broad Way)	Construction of 2 lane connector road	DCP	M
South Shore Road (Broad Way to Golf Club eastern boundary)	Construction of 2 lane connector road	DCP	M
South Shore Road (Golf Club eastern boundary to Sullivans Track)	Construction of 2 lane connector road	DCP	M
Centre Way (Becks Bridge Road to Mcpherson Road extension)	Construction of 2 lane connector road	DCP	M
Centre Way (Mcpherson Road extension to Hayes Road)	Construction of 2 lane connector road	DCP	M
Centre Way (Hayes Road to Broad Way)	Construction of 2 lane connector road	DCP	M
Mcpherson Road extension (South Shore Road to Centre Way)	Construction of 2 lane connector road	DCP	M
Mcpherson Road extension (Centre Way to Thompons Road)	Construction of 2 lane connector road	DCP	M
Hayes Road (South Shore Road to Centre Way)	Construction of 2 lane connector road	DCP	M
Hayes Road (Centre Way to Thompons Road)	Construction of 2 lane connector road	DCP	M
Broad Way (South Shore Road to Centre Way)	Construction of 2 lane connector boulevard	DCP	M
Broad Way (Centre Way to Thompons Road)	Construction of 2 lane connector boulevard	DCP	M
Broad Way (Thompons Road to John Field Drive)	Construction of 2 lane arterial boulevard	DCP	S
Sullivans Track (South Shore Road to Thompons Road)	Construction of 2 lane connector road	DCP	M
Thompons Road (Old Sale Road to Mcpherson Road)	Construction of 4 lane arterial road	DCP	S
Thompons Road (Mcpherson Road to Hayes Road)	Construction of 2 lane arterial boulevard	DCP	M
Thompons Road (Hayes Road to Broad Way)	Construction of 2 lane arterial boulevard	DCP	M
Thompons Road (Broad Way to Sullivans Track)	Construction of 2 lane connector road	DCP	M

TITLE	DESCRIPTION	DELIVERY	TIMING
Culvert projects			
South Shore Road (between Becks Bridge Road and Mcpherson Road extension)	Construction of basic culvert crossing of waterway	DCP	M
South Shore Road (between Mcpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	DCP	M
South Shore Road (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	DCP	M
South Shore Road (at Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	DCP	M
South Shore Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	DCP	M
Centre Way (between Mcpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	DCP	M
Centre Way (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	DCP	M
Thompsons Road (between Hayes Road to Broad Way)	Construction of basic culvert crossing of waterway	DCP	M
Thompsons Road (between Broad Way and Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	DCP	M
Thompsons Road (between Golf Club eastern boundary and Sullivans Track)	Construction of 2 x basic culvert crossings of waterway	DCP	M
Recreation Projects			
Open space facilities	Construction of open space facilities	DCP	M
Shared path network	Construction of off-road shared paths	DCP	M
Foreshore environmental improvements	Construction of weed management and bank stabilisation	DCP & Council	M
Boardwalks	Construction of Becks Bay and Turras Reach to Fernlea boardwalks	DCP & Council	M

TITLE	DESCRIPTION	DELIVERY	TIMING
Community Projects			
Turras Reach Community Centre	Land and construction of community centre	DCP	M
Lake Narracan user groups	Relocation of user groups and improvements to facilities	DCP & Council	M
Turras Reach Government Primary School	Land and construction of school	DEECD	L
Drainage Projects			
Land for waterway corridors	Provision of land for natural and constructed waterways	Developer works	S-L
Land for stormwater quality treatment wetlands	Provision of land for wetlands (beyond waterway corridors)	DCP	S-L
Constructed waterways	Construction of waterways and associated landscaping	DCP	S-L
Stormwater quality treatment wetlands	Construction of stormwater quality treatment wetlands	DCP	S-L
Other infrastructure			
Delivery of bus services	Bus services to and within the precinct	PTV	L

DCP = Funded by Lake Narracan Development Contributions Plan, delivered by Council or as Works in Kind by developers/land owners

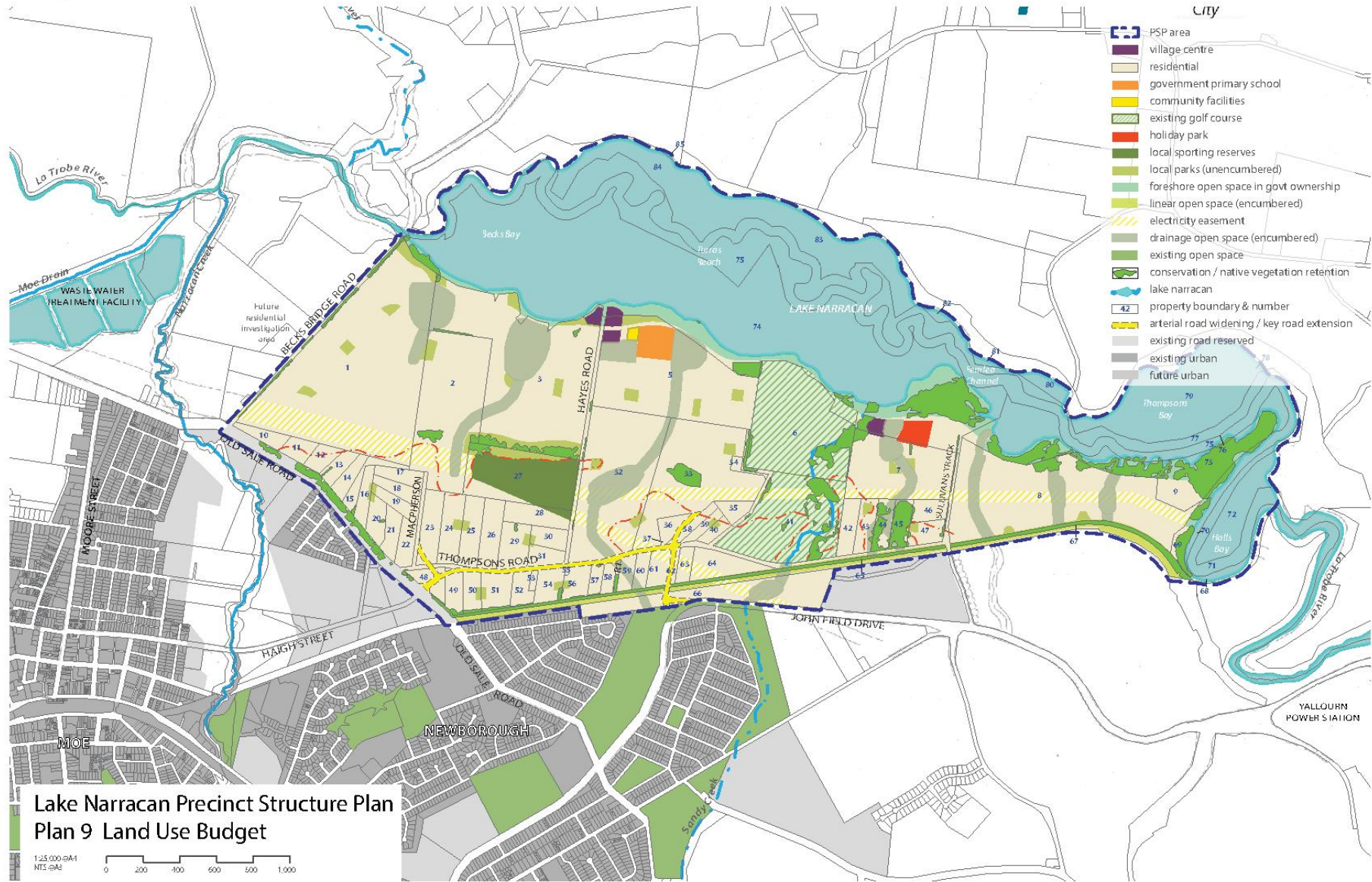
Developer works = Funded by land owners/developers and delivered as part of subdivision works

Council = Funded and delivered by Latrobe City Council

VicRoads = Funded and delivered by VicRoads

DEECD = Funded and delivered by Department of Education and Early Childhood Development

Project timing indication: S = 0-5 years, M = 5-10 years, L= 10 years+



Lake Narracan Precinct Structure Plan
Plan 9 Land Use Budget

4.0 APPENDICES

4.1 APPENDIX A - Land Budget

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial and connector roads, and open space from the Gross Developable Area (GDA). The NDA for the Lake Narracan Precinct is 335 hectares which equates to approximately 37% of the PSP area.

The land budget shows that the PSP will yield approximately 3,698 lots with an average density of approximately 11 dwellings per Net Developable Hectare.

An average household size of 2.4 persons for conventional density housing (based on Victoria in Future 2012), is used to estimate the future population of the PSP area. On this basis the future population of the PSP is estimated at approximately 8,875 residents.

The PSP is also expected to yield more than 335 jobs for future residents.

See Plan 9: Land Use Budget, Table 9 Summary Land Use Budget and Table 10 Property Specific Land Use Budget.

Notes:

- The detailed land budget included in this Appendix clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process, unless agreed to by Responsible Authority.
- The land budget has been prepared to reflect current advice on land required for drainage assets as part of the preparation of the Lake Narracan Development Contributions Plan. The land required for drainage assets may be subject to minor refinement through the subdivision process.
- The land budget has been prepared to allow for best practice water quality treatment. Alternative water quality treatment solutions may be possible, subject to the approval of the Catchment Management Authority and the Responsible Authority.

Table 9 Summary Land Use Budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	908.93	100%	
TRANSPORT			
Arterial Road widening / realignment	3.32	0.36%	0.99%
Existing road reserves	18.63	2.05%	5.56%
SUB-TOTAL	21.95	2.41%	6.55%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Lake Narracan*	304.56	33.51%	90.90%
Foreshore open space in government ownership	17.83	1.96%	5.32%
Waterways & drainage	46.57	5.12%	13.90%
Conservation / native vegetation retention	54.93	6.04%	16.39%
Electricity easements	46.98	5.17%	14.02%
Moe-Yallourn Rail Trail reserve	10.26	1.13%	3.06%
Moe Golf Course	46.32	5.10%	13.83%
SUB-TOTAL	527.46	58.03%	157.43%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Local sporting reserves	3.59	0.39%	1.07%
Local parks**	16.98	1.87%	5.07%
SUB-TOTAL	20.57	2.26%	6.14%
SUB-TOTAL ALL OPEN SPACE	548.03	60.29%	163.56%
EDUCATION & COMMUNITY			
Schools - government	3.50	0.39%	1.04%
Community centres	0.40	0.04%	0.12%
SUB-TOTAL	3.90	0.43%	1.16%
TOTAL	573.88	63.14%	171.28%
TOTAL NET DEVELOPABLE AREA (NDA) Ha	335.06	36.86%	100.00%
* Area occupied by lake water body at normal water level			
** Includes foreshore open space not in government ownership			
DESCRIPTION	HECTARES	DWELL/Ha	DWELLINGS
RESIDENTIAL & VILLAGE CENTRES			
Village centres	3.11	15.00	47
Residential	331.95	11.00	3651
TOTAL AGAINST NET DEVELOPABLE AREA (NDA)	335.06	11.04	3698



Table 10 Property-specific Land Use Budget

PSP Property ID	TOTAL AREA (Ha)	Transport		Encumbered Land Available for Recreation							Unencumbered Land Available for Recreation		Education & Community		Total Net Developable Area (Hectares)
		Arterial Road widening / realignment	Existing road reserves	Lake Narracan*	Foreshore open space in government ownership	Waterways & drainage	Conservation / native vegetation retention	Electricity easements	Moe - Yallourn Rail Trail reserve	Moe Golf Course	Local sporting reserves	Local parks**	Schools - government	Community centres	
PROPERTIES															
1	68.948					3.942	0.298	11.726				2.538			50.444
2	28.050					2.393	0.755	3.047				1.005			20.850
3	51.487					10.774	2.253					3.999			34.461
4	0.766						0.135								0.632
5	37.665					6.900						2.159	3.500	0.400	24.707
6	28.056						2.210			25.847					0.000
7	18.218					2.298	0.459	2.695				0.550			12.215
8	44.394					7.118	1.073	6.465				0.560			29.178
9	3.255						0.142								3.113
10	1.849														1.849
11	1.861														1.861
12	1.866														1.866
13	1.850						0.060								1.790
14	1.908														1.908
15	2.023						0.073								1.950
16	2.053											0.142			1.911
17	2.046														2.046
18	2.016														2.016
19	2.004											0.134			1.869
20	2.311						0.039					0.114			2.158
21	2.223														2.223
22	2.288														2.288
23	4.394	0.306													4.088
24	4.438											0.292			4.147
25	4.133	0.003										0.222			3.908
26	4.221	0.039													4.182
27	17.049						0.478	9.023				3.590	1.929		2.030

PSP Property ID	TOTAL AREA (Ha)	Transport		Encumbered Land Available for Recreation							Unencumbered Land Available for Recreation		Education & Community		Total Net Developable Area (Hectares)	
		Arterial Road widening / realignment	Existing road reserves	Lake Narracan*	Foreshore open space in government ownership	Waterways & drainage	Conservation / native vegetation retention	Electricity easements	Moe - Yallourn Rail Trail reserve	Moe Golf Course	Local sporting reserves	Local parks**	Schools - government	Community centres		
PROPERTIES																
28	4.010							0.599								3.411
29	4.076	0.061					0.063						0.229			3.723
30	2.212												0.136			2.076
31	2.009	0.082											0.035			1.892
32	31.175	0.069				6.684		3.123					0.768			20.532
33	25.696	0.062				0.517	1.440	4.351					0.500			18.827
34	0.629															0.629
35	1.626															1.626
36	1.948	0.455														1.493
37	0.045	0.006														0.039
38	1.435	0.189														1.246
39	1.235	0.002											0.150			1.083
40	1.205												0.150			1.055
41	23.769						2.961	1.869		18.939						0.000
42	2.839							0.050								2.789
43	2.842					0.270	0.096	0.047					0.317			2.113
44	2.599					0.807	1.194	0.031								0.567
45	2.636					0.218	2.192	0.014								0.213
46	2.262						0.063	0.061								2.138
47	2.405						0.138						0.248			2.019
48	2.412	0.618					0.069									1.725
49	2.340	0.203					0.146									1.991
50	2.205	0.032					0.158						0.205			1.811
51	3.246						0.192						0.196			2.859
52	2.012						0.122									1.891
53	0.396															0.396
54	2.628						0.124						0.223			2.281



PSP Property ID	TOTAL AREA (Ha)	Transport		Encumbered Land Available for Recreation							Unencumbered Land Available for Recreation		Education & Community		Total Net Developable Area (Hectares)
		Arterial Road widening / realignment	Existing road reserves	Lake Narracan*	Foreshore open space in government ownership	Waterways & drainage	Conservation / native vegetation retention	Electricity easements	Moe - Yallourn Rail Trail reserve	Moe Golf Course	Local sporting reserves	Local parks**	Schools - government	Community centres	
PROPERTIES															
55	0.090														0.090
56	2.362						0.093					0.177			2.092
57	1.153						0.069								1.084
58	1.110					0.058									1.052
59	1.553					0.501									1.052
60	1.503					0.261		0.053							1.189
61	1.528	0.007						0.357							1.165
62	1.566	0.533						0.552							0.482
63	1.507							0.546							0.961
64	4.731							1.038							3.693
65	10.757	0.108					4.273		6.377						0.000
66	13.988	0.541				2.245		1.337							9.865
67	7.055						3.171		3.885						0.000
68	1.313			1.313											0.000
69	3.011			0.034	0.499		1.958								0.519
70	2.472			2.428			0.043								0.000
71	7.985			7.985											0.000
72	8.847			8.847											0.000
73	27.738			11.288	3.504	0.490	12.087								0.370
74	154.320			119.800	13.441	1.100	9.539			1.538					8.902
75	40.869			39.770	0.388		0.712								0.000
76	10.313			10.313											0.000
77	34.825			34.825											0.000
78	0.568			0.568											0.000
79	29.292			29.292											0.000
80	1.959			1.959											0.000
81	0.474			0.474											0.000

PSP Property ID	TOTAL AREA (Ha)	Transport		Encumbered Land Available for Recreation							Unencumbered Land Available for Recreation		Education & Community		Total Net Developable Area (Hectares)
		Arterial Road widening / realignment	Existing road reserves	Lake Narracan*	Foreshore open space in government ownership	Waterways & drainage	Conservation / native vegetation retention	Electricity easements	Moe - Yallourn Rail Trail reserve	Moe Golf Course	Local sporting reserves	Local parks**	Schools - government	Community centres	
PROPERTIES															
82	0.692			0.692											0.000
83	26.280			26.280											0.000
84	8.642			8.642											0.000
85	0.054			0.054											0.000
SUB-TOTAL	881.815	3.316	0.000	304.561	17.832	46.574	48.874	46.980	10.262	46.323	3.590	16.976	3.500	0.400	332.627
ROAD RESERVES															
BECKS BRIDGE ROAD	2.843		1.039				1.804								0.000
OLD SALE ROAD	10.142		6.968				3.174								0.000
THOMPSONS ROAD	6.555		5.837				0.059								0.660
HAYES ROAD	3.093		2.910				0.183								0.000
SULLIVANS TRACK	1.200		0.989				0.211								0.000
MACPHERSON ROAD	1.096		0.886												0.210
LINKS ROAD	1.835						0.442								1.393
R1	0.354					0.100	0.187								0.067
SUB-TOTAL	27.117		18.629				6.058								2.430
PSP-TOTAL	908.933	3.316	18.629	304.561	17.832	46.574	54.932	46.980	10.262	46.323	3.590	16.976	3.500	0.400	335.057

* Area occupied by lake water body at normal water level

** Includes foreshore open space not in government ownership

4.2 APPENDIX B - Village Centre Design Principles

LOCAL TOWN CENTRES	
<p>Principle 1</p> <p>Locate Village Centres in attractive settings and as the focus of the surrounding neighbourhood.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> Locate Village Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. The design of the Village Centre should respect existing views and vistas to and from the Village Centre location.
<p>Principle 2</p> <p>Focus on a public space as the centre of community life.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> A public space which acts as the central meeting place within the Village Centre must be provided. This public space may take the form of a civic square, town park, foreshore park, public plaza space, public market place or a similar locally responsive option. The public space should be located in a position where the key uses of the Village Centre are directly focused on this public space to ensure that it is a dynamic and activated space. The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Village Centre and the broader residential catchment. The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. The public space should be well integrated with pedestrian and cycle links around and through the Village Centre. The main public space or town square within the Village Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.
<p>Principle 3</p> <p>Provide a range of retail, local community and other facilities within Village Centres.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> Land uses should be located generally in accordance with the locations and general land use terms identified in Figure 1 and 2. The design of the Village Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. The design of the Village Centre should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunities for local businesses. Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Village Centre. Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Village Centre. Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Village Centre and at the edge of the Village Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. Public toilets should be provided in locations which are safe and accessible and within the managed area of the property
<p>Principle 4</p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> A variety of employment and business opportunities should be planned through the provision of a mix of land uses and commercial activities. Options for office based businesses should be provided within the Village Centre. Services and facilities to support home based and smaller businesses are encouraged within the Village Centre. Appropriate locations for small office/home office (SOHO) housing options which maximise the access and exposure to the activity of the Village Centre should be considered as part of the design process.

<p>Principle 5</p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Village Centre.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> • Medium and high density housing in and around the Village Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Village Centre and be connected to the activity of the Village Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Village Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Village Centres with strong pedestrian and cycle links to the central activity area of the Village Centre. • The Village Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square/public space and locating residential uses predominantly at the edge of the Village Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Village Centres.
<p>Principle 6</p> <p>Design the Village Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<p>PERFORMANCE CRITERIA</p> <ul style="list-style-type: none"> • The Village Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Village Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Village Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarkets and other 'large format' buildings should not impede on the movement of people around the Village Centre. • Key buildings within the Village Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Village Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles.

Principle 7

Create a sense of place with high quality engaging urban design.

PERFORMANCE CRITERIA

- Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Village Centre location and its surrounds.
- The Village Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.
- The design of each building should contribute to a cohesive and legible character for the Village Centre as a whole.
- Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.
- The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
- The built form should define the main street and be aligned with the property boundary.
- Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Village Centre.
- Corner sites, where the main street meets an intersecting connector street / arterial road should:
 - Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
 - Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
 - Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
 - Not be developed for standard single storey fast food outcomes.
- Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
- Any supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.
- Any supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or false walls offset from the glazing).
- Secondary access to any supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of primary access from the main street or town square.
- The design and siting of any supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
- Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
- Retail and commercial buildings within the Village Centre should generally be built to the property line.
- Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
- Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
- Urban art should be incorporated into the design of the public realm.
- Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Village Centre.
- Wrapping of car parking edges with built form, to improve street interface, should be maximised.
- Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
- Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
- Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.
- Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

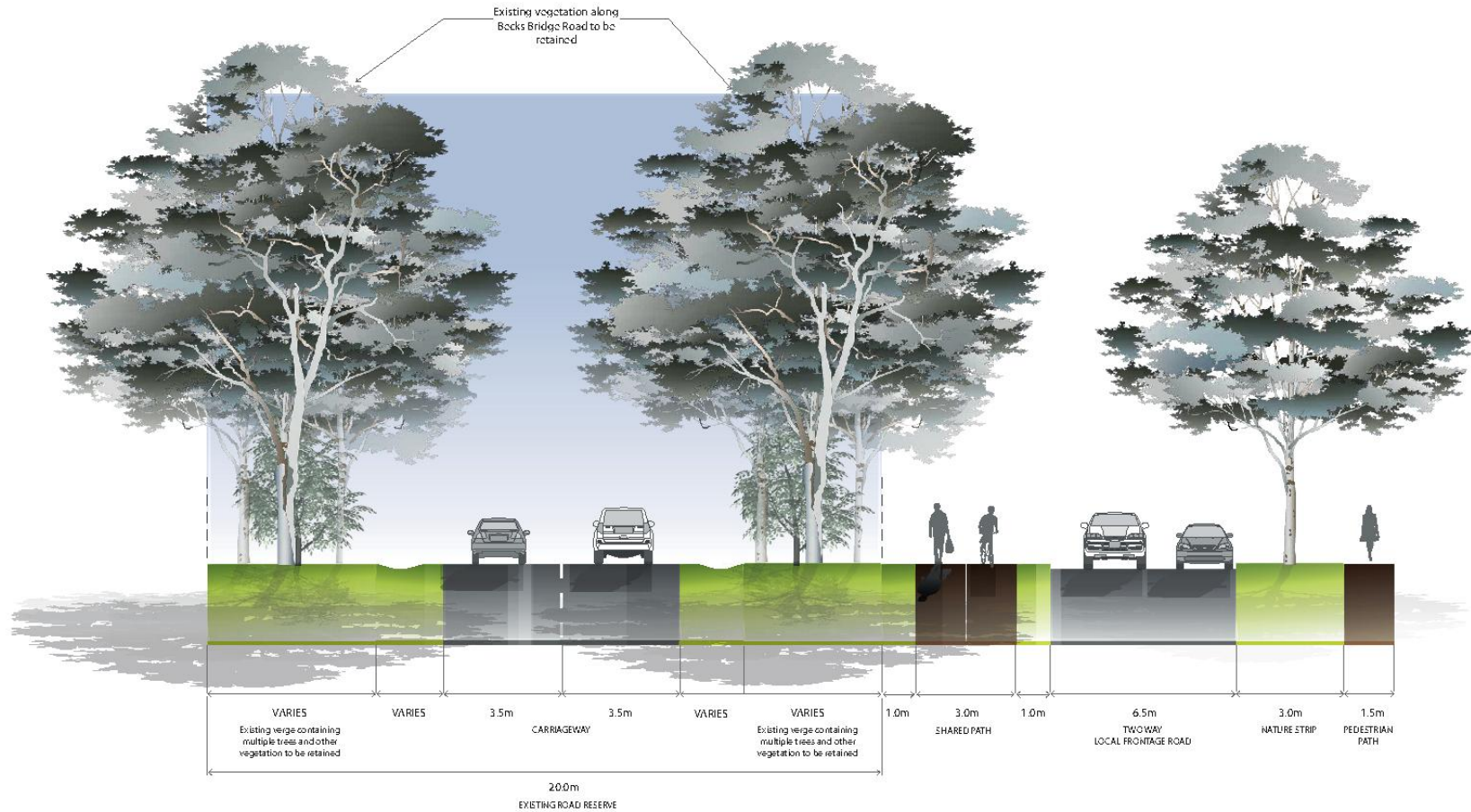
Principle 8

Promote localisation, sustainability and adaptability.

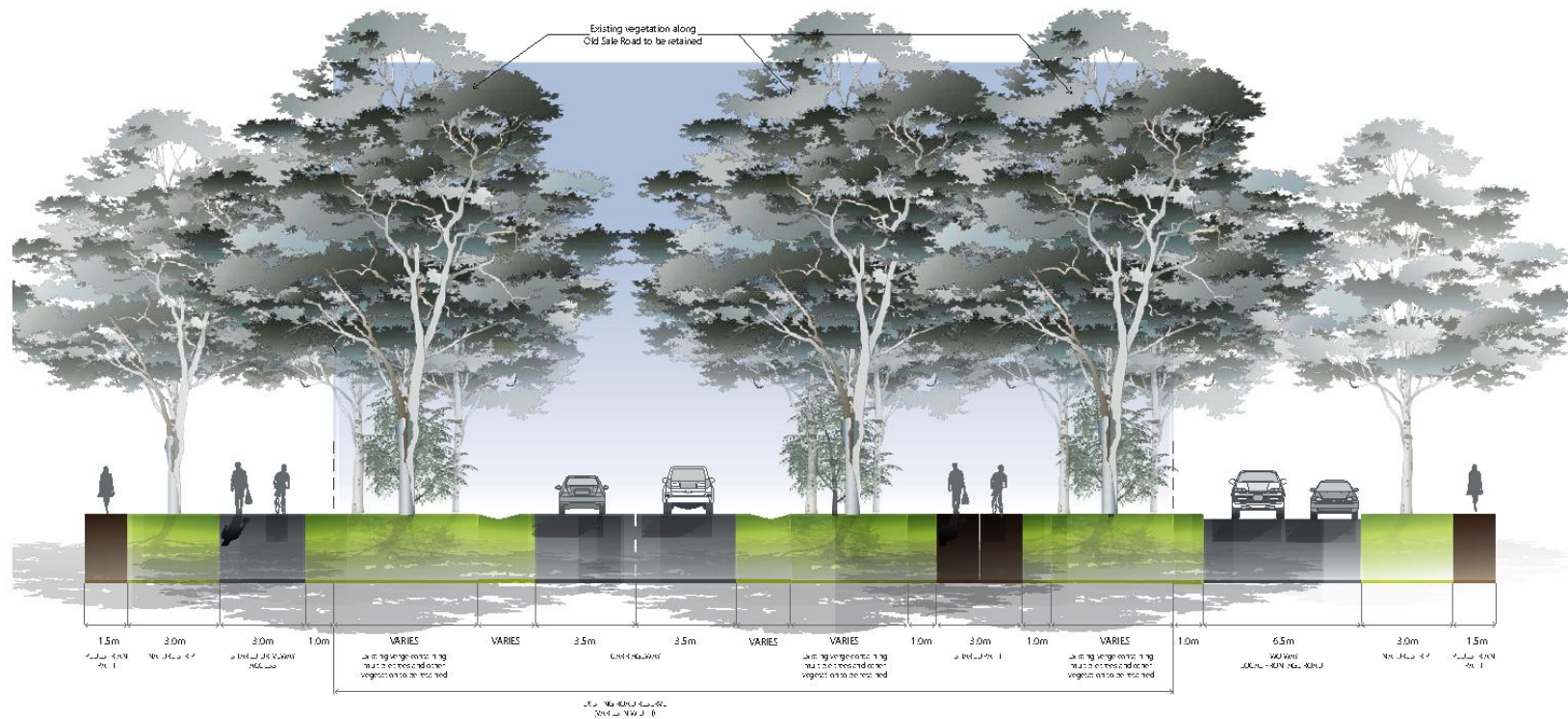
PERFORMANCE CRITERIA

- The Village Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
- The Village Centre should be designed to be sympathetic to its natural surrounds by:
 - Investigating the use of energy efficient design and construction methods for all buildings;
 - Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);
 - Promoting safe and direct accessibility and mobility within and to and from the Village Centre;
 - Including options for shade and shelter through a combination of landscape and built form treatments;
 - Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
 - Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
 - Grouping waste collection points to maximise opportunities for recycling and reuse;
 - Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
 - Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
 - Including suitable locally indigenous plant species in landscape treatments (particularly in the Fernlea Village Centre).
- Encourage building design which can be adapted to accommodate a variety of uses over time.
- Ensure the Village Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

4.3 APPENDIX C - Street Cross Sections



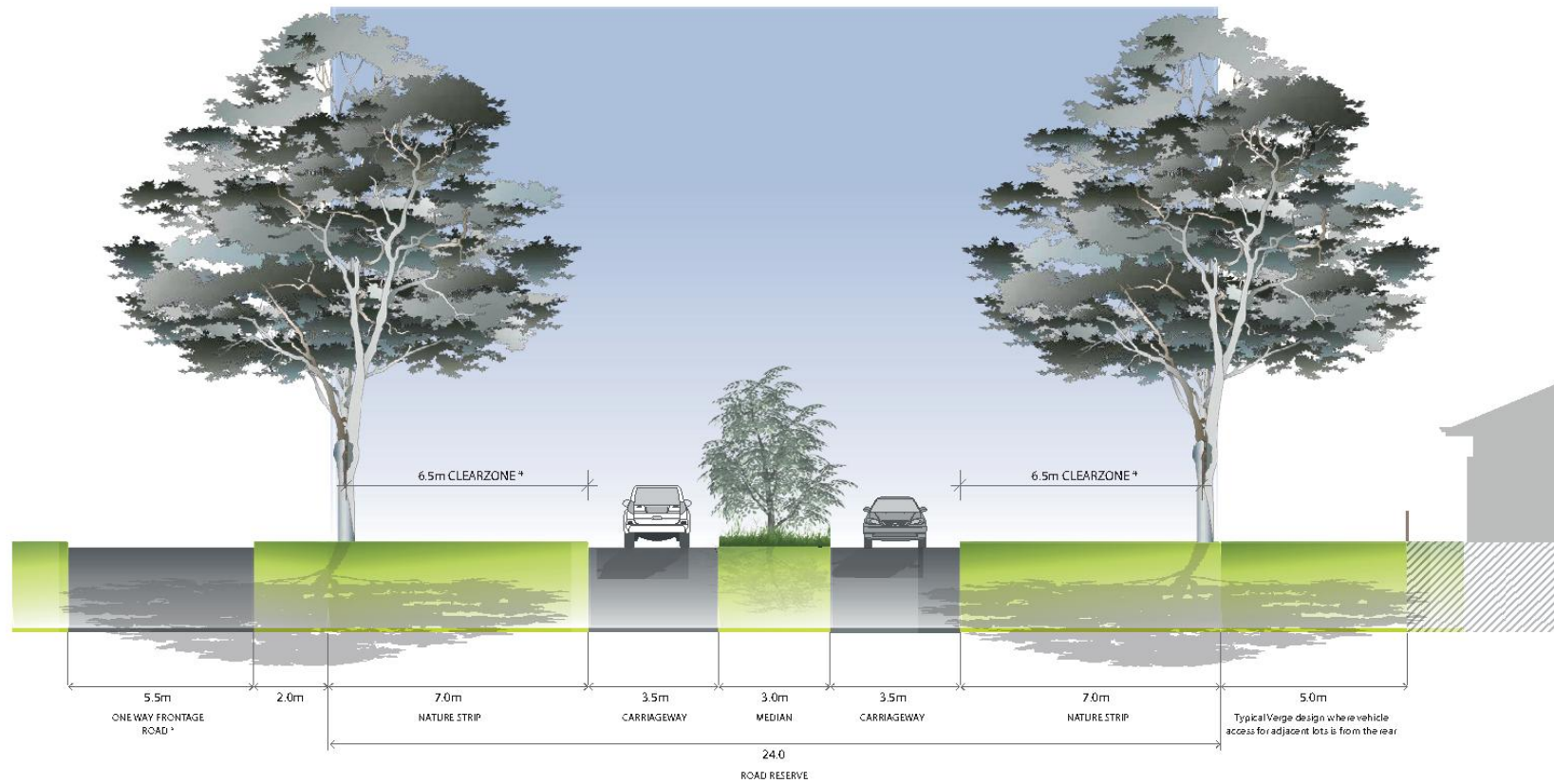
Cross Section 1 - Becks Bridge Road
Connector Street (20m)
Vegetation retained in verges



Cross Section 2 - Old Sale Road
Arterial Road
Vegetation retained in verges

NOTES:

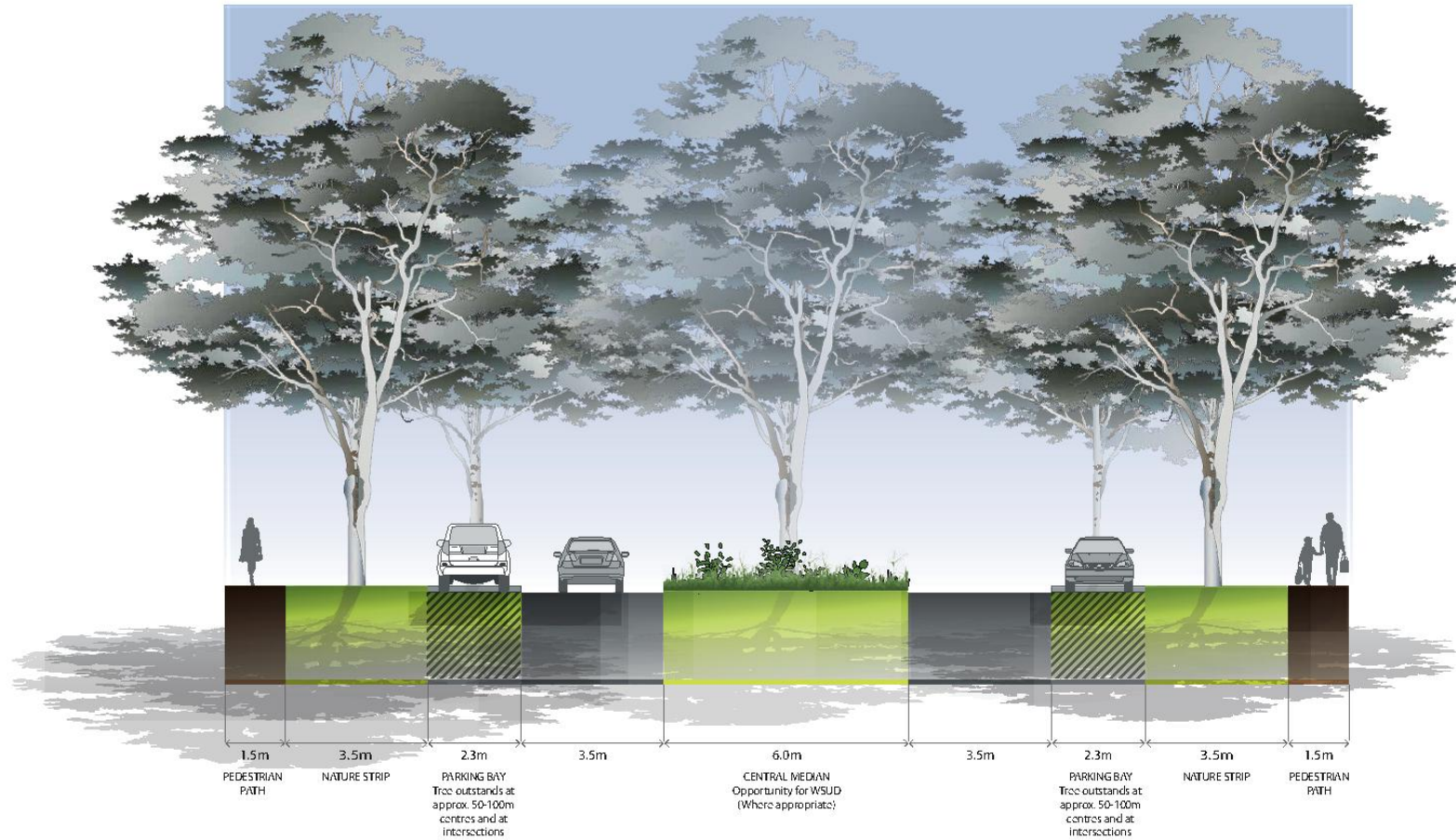
- Two options are shown for interface treatment with existing road reserve.
- Shared driveway access (left) - a limited number of driveways may be provided between breaks in vegetation along the verge with each driveway providing access to multiple allotments. (subject to Section 173 agreement outlining land ownership & maintenance arrangements).
- Frontage road (right) - a frontage road may be provided adjacent the existing road reserve which provides access to adjacent allotments.



Cross Section 3
Arterial Road (24m)

NOTES:

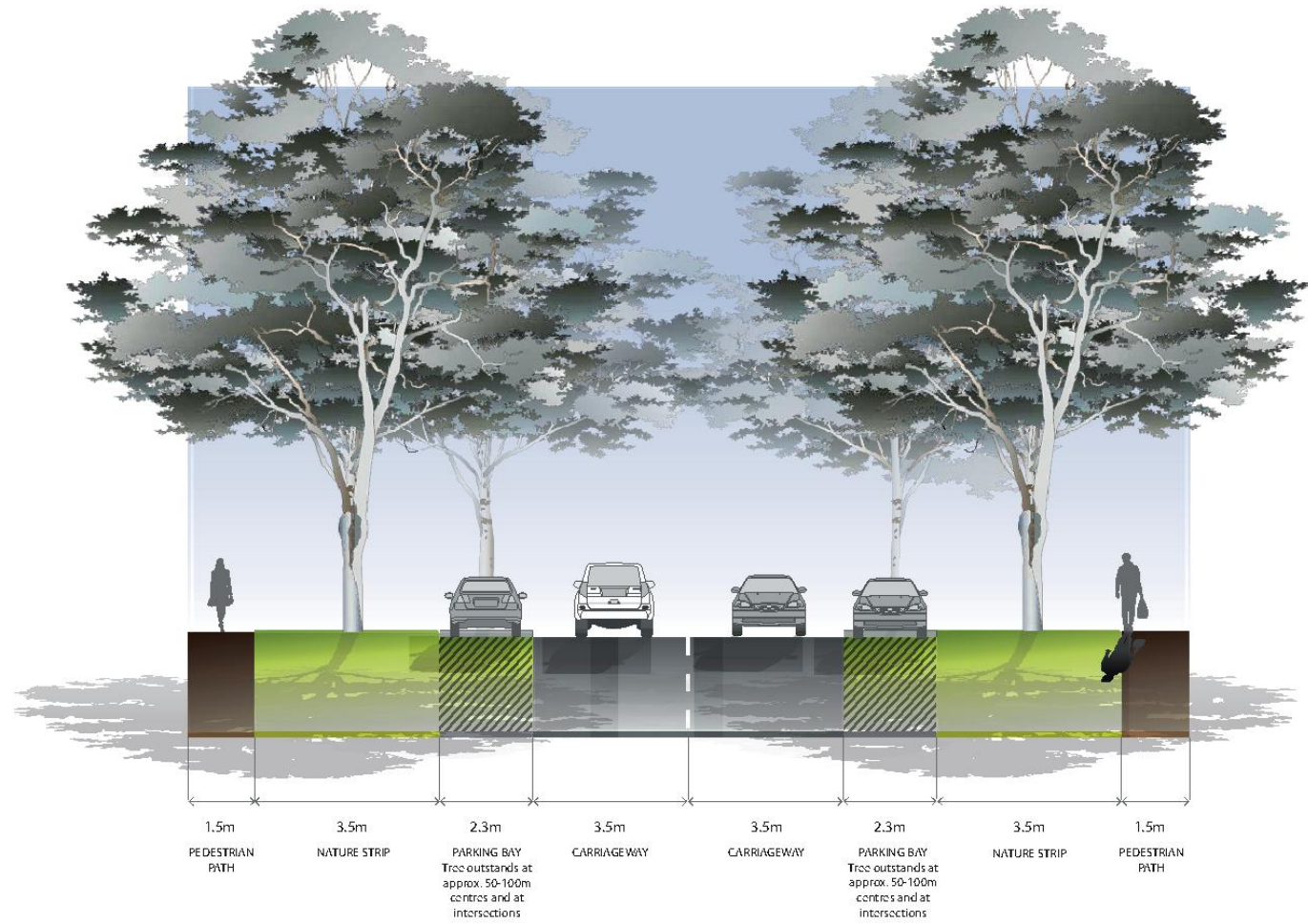
- Under a future 'Safe System' approach to road management, one of the following treatments may be applied to Thompsons Road between Old Sale Road and Broad Way:
 - o Installation of a barrier between the road carriageway and adjacent tree planting
 - o Reduction in the speed limit to 60km/hr
- A minimum 0.5m clearance is to be provided to structures on either side of road carriageways, with passing bays located at a maximum of 200m apart which are a minimum of 6m wide and 20m long.



Cross Section 4
Broad Way Connector Boulevard (27.6m)

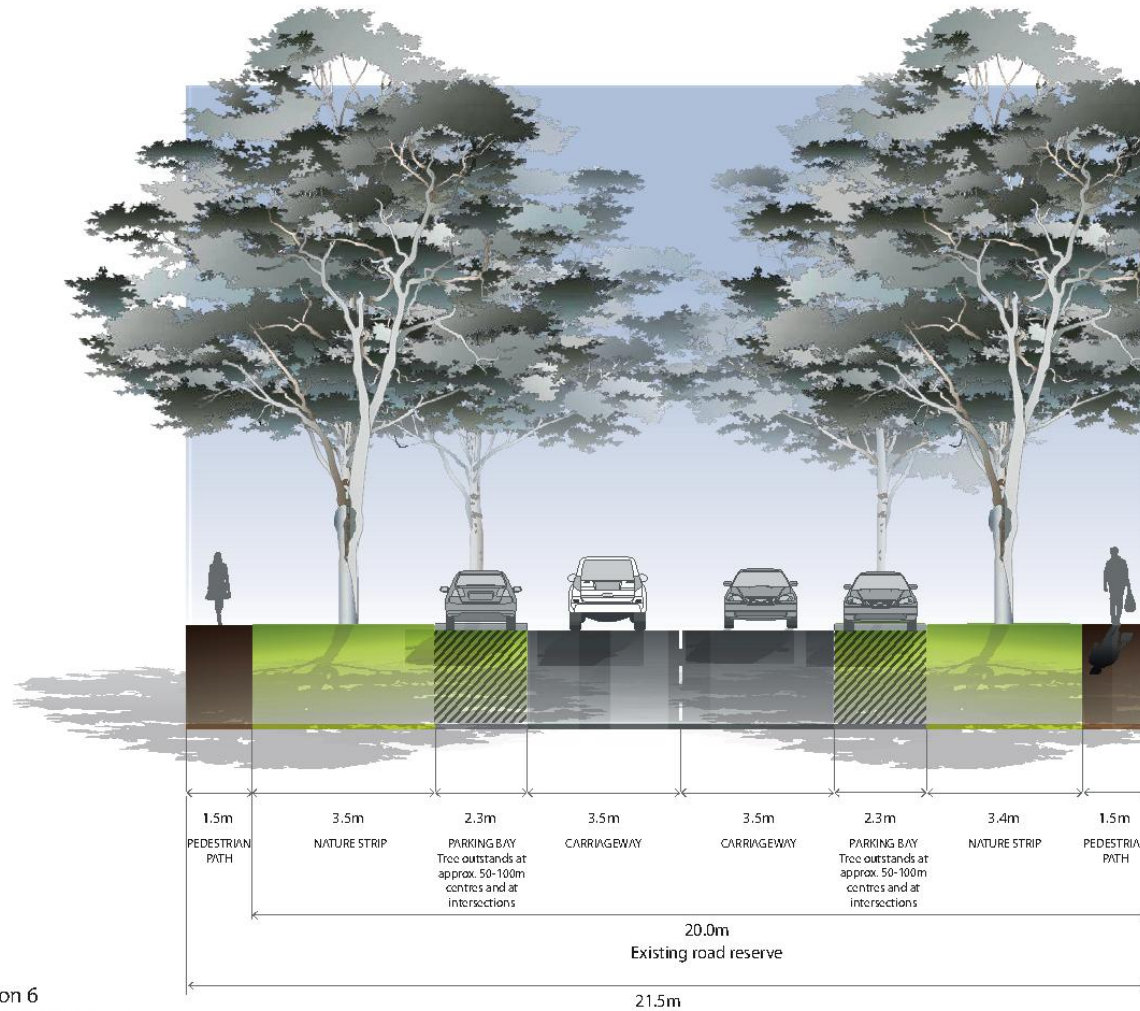
NOTES:

- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.



Cross Section 5
Connector Street (21.6m)

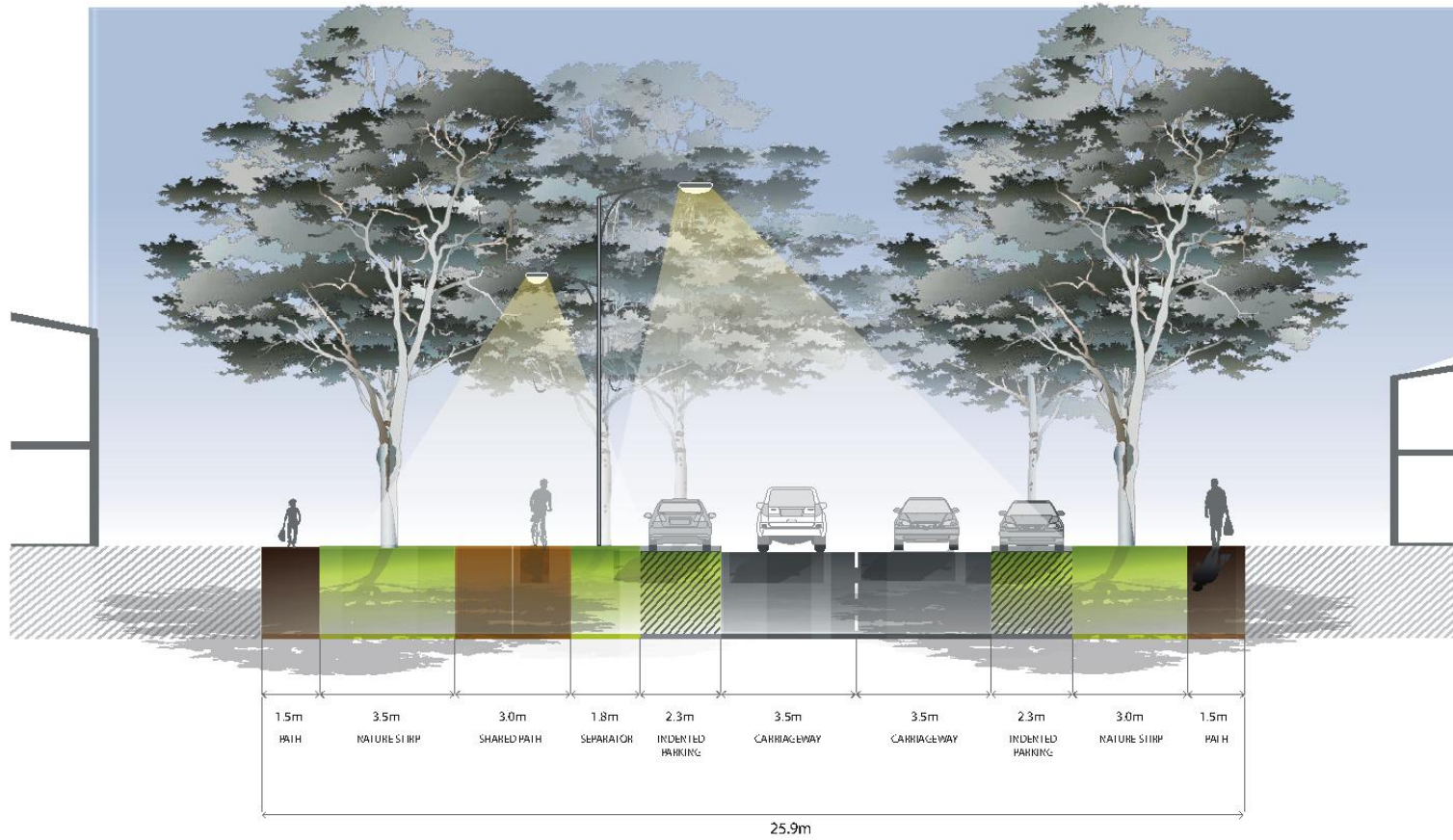
- NOTES:**
- Minimum street tree mature height 15 meters.



Cross Section 6
Connector Street (21.5m)
Existing road reserve

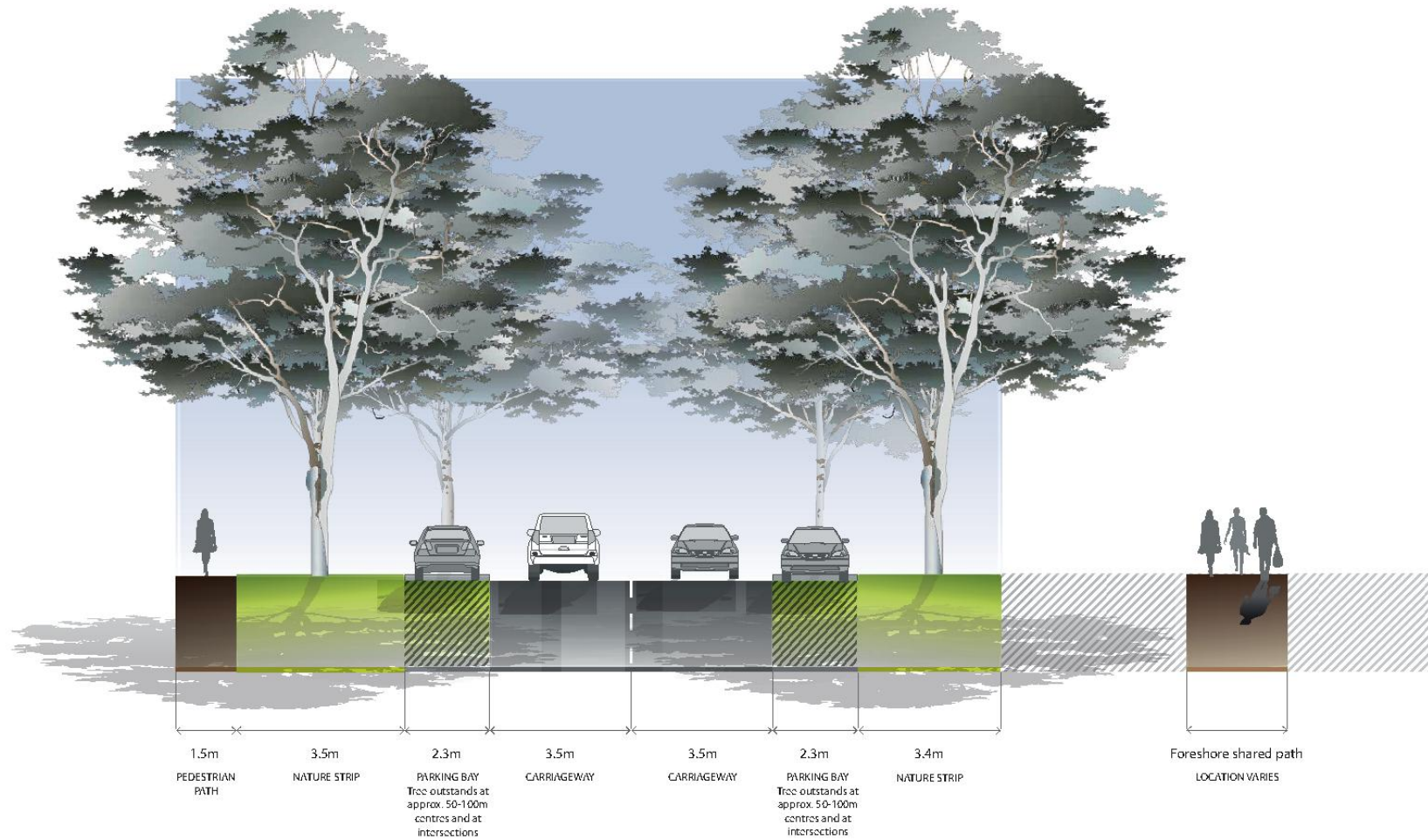
NOTES:

- This cross section applies to existing road reserves which are to be upgraded to connector street standard.
- Where development occurs on one side of the existing road reserve, this development is to construct the adjacent verge (including kerb, channel and drainage) and both carriageways as shown. When development occurs on the opposite side of the existing road reserve, this development is to provide 1.5m of additional land to achieve the ultimate 21.5m cross section shown and is to construct the adjacent verge (including kerb, channel and drainage) to match in with the previously constructed carriageways.
- The responsible authority will co-ordinate road construction and provision of additional land to achieve this cross section between properties along an existing road reserve and may vary the construction and land requirements of each land owner as needed to achieve a practical and co-ordinated result.
- In implementing this cross section, existing native vegetation on the southern side of Thompsons Road east of Broad Way should be retained if possible. This may involve providing a pedestrian path on the north side only of this section of Thompsons Road



Cross Section 7
Connector Street (25.9m)
Shared path

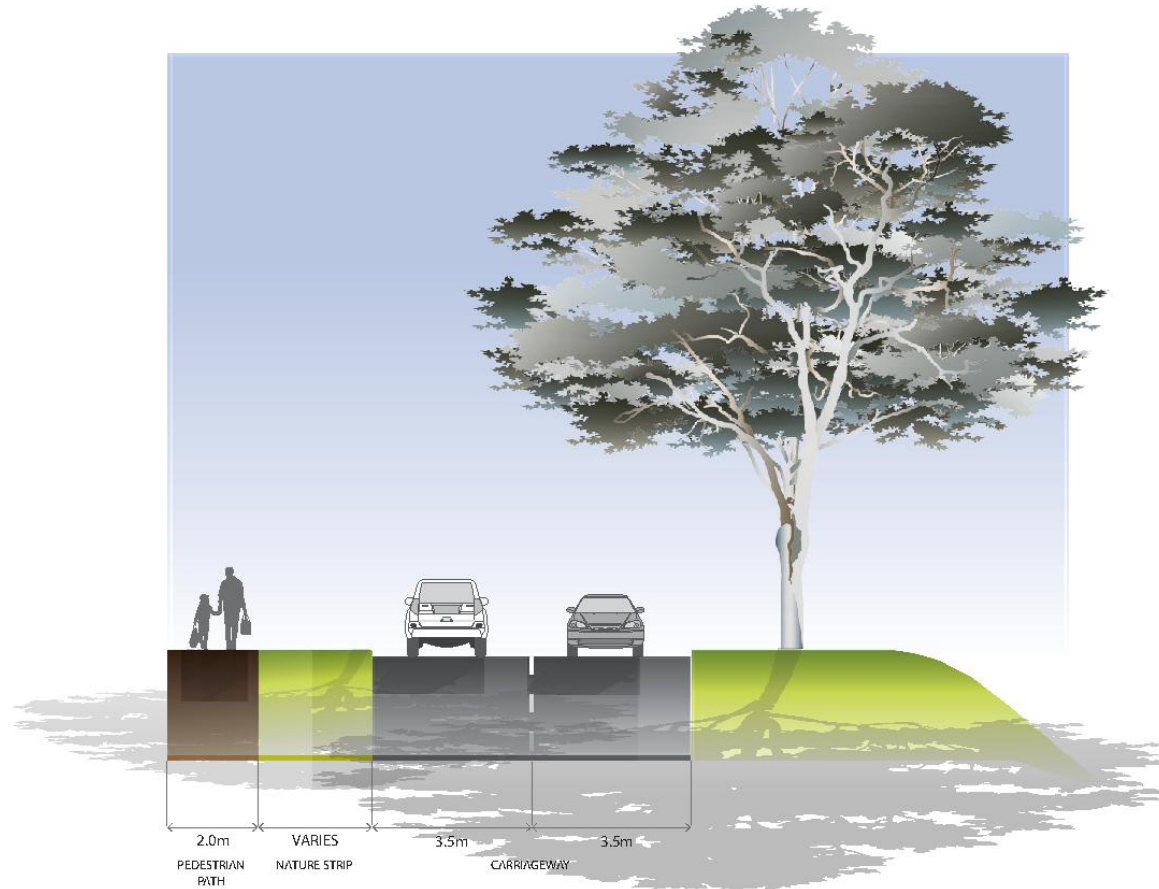
- NOTES:**
- Street lighting design to consider illumination of shared path - indicative street light arrangement shown.



Cross Section 8 - Foreshore Connector Street (20m)

NOTES:

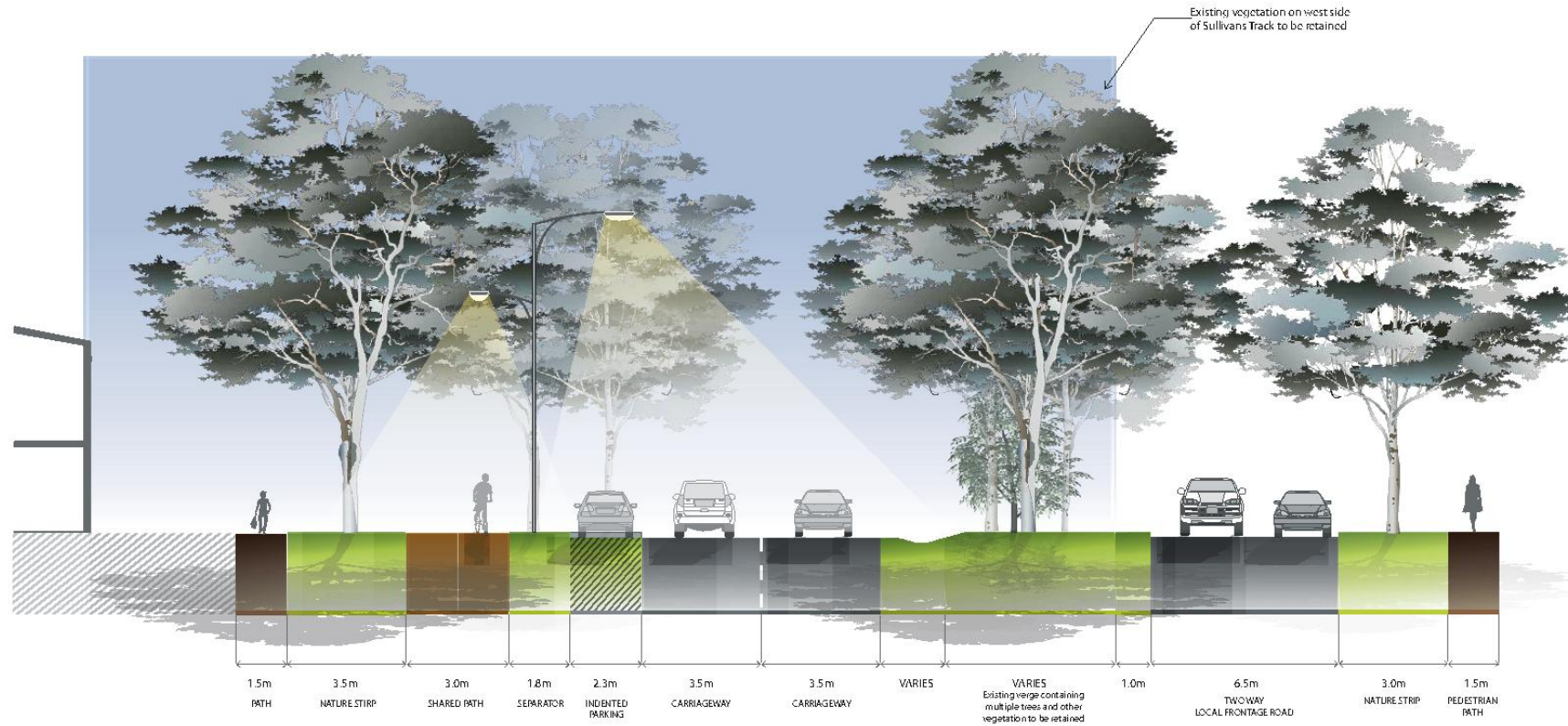
- Minimum street tree mature height 15 metres.



Cross Section 9
Foreshore Connector (Constrained)

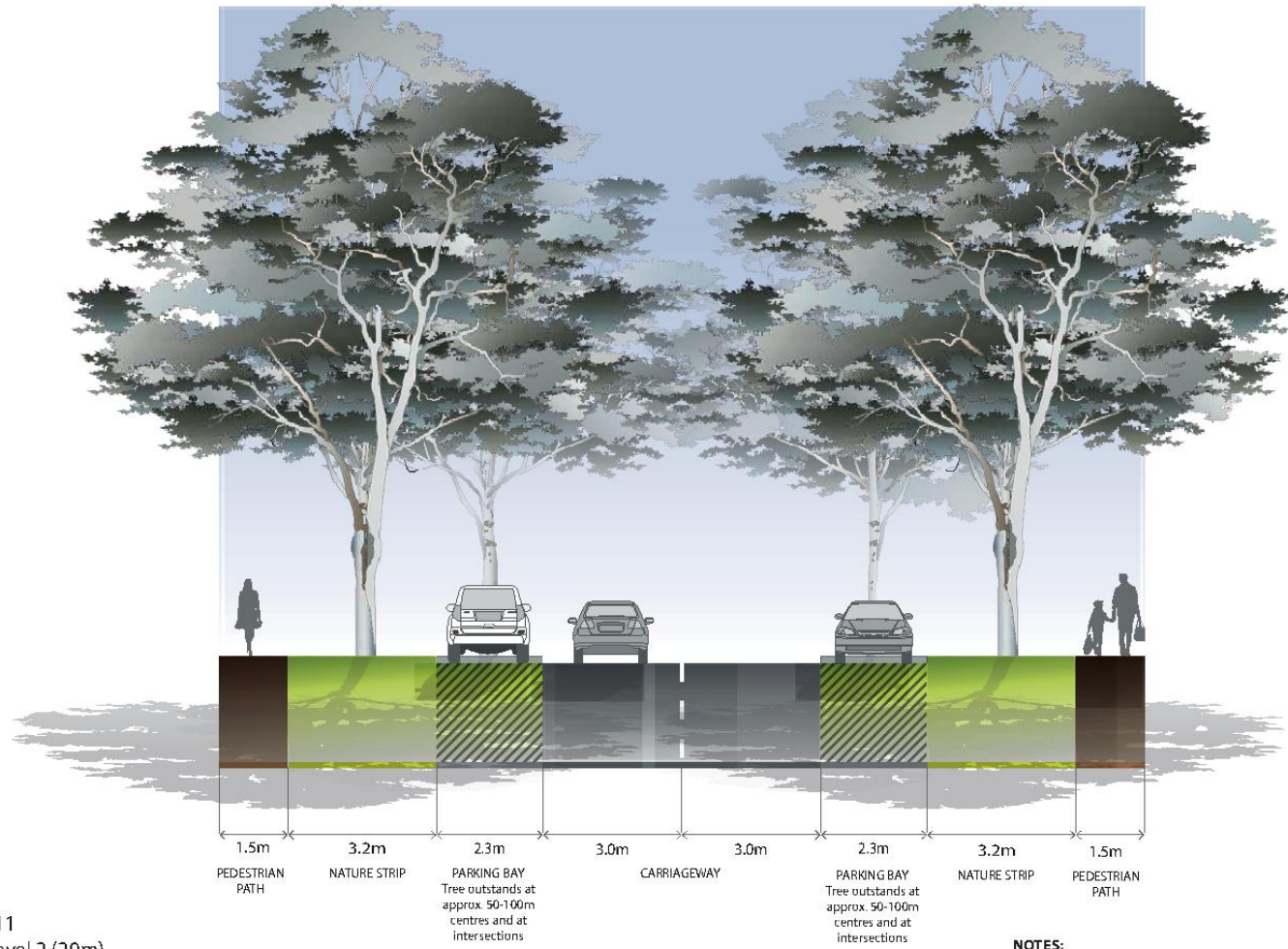
NOTES:

- This cross section applies to the constrained area between the Moe Golf Course and the top of the embankment adjacent the lake. The width of the nature strip adjacent the pedestrian path will vary depending on space available.
- Road design is to ensure passage of emergency vehicles is accommodated.



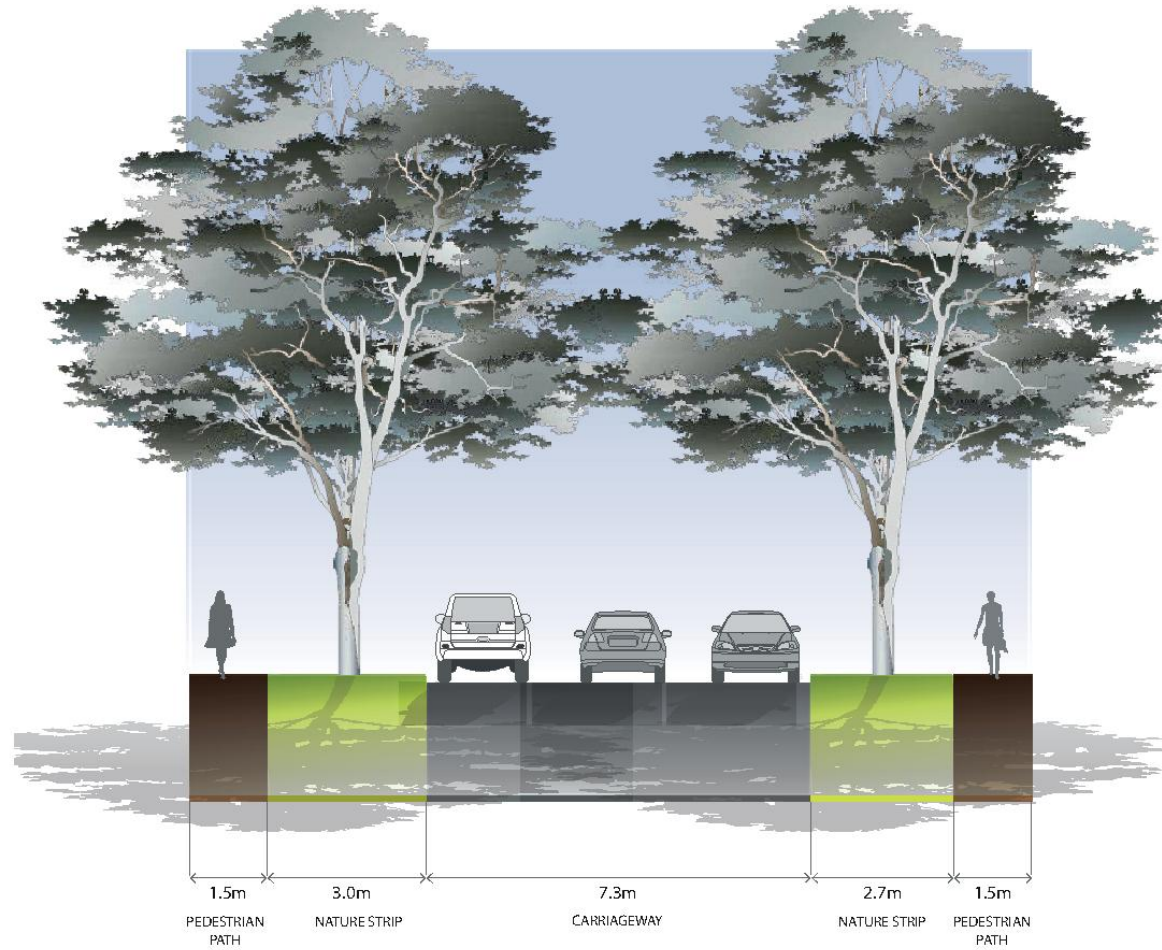
Cross Section 10 - Sullivan's Track
Connector Street
Shared path

- NOTES:**
- Street lighting design to consider illumination of shared path - indicative street light arrangement shown.



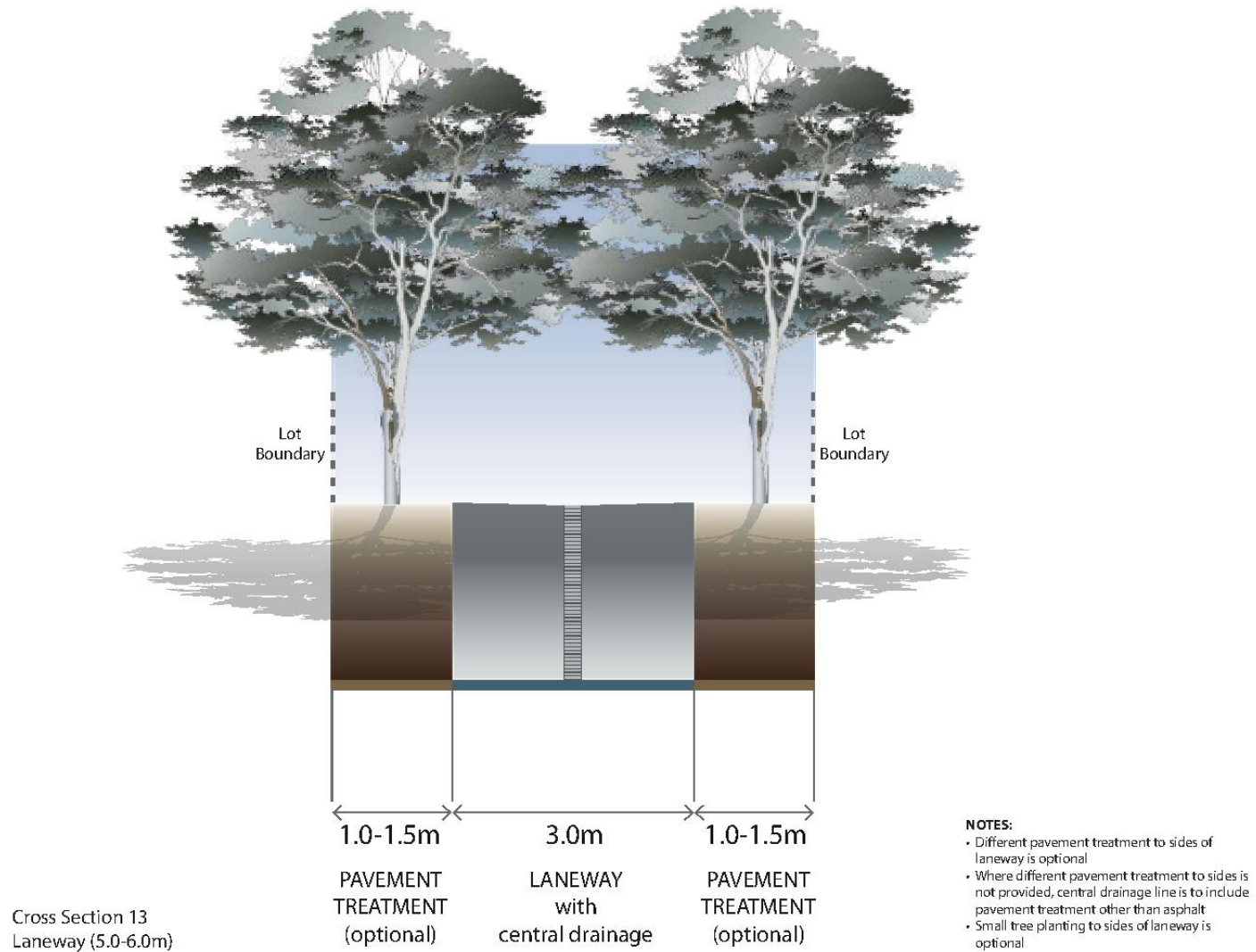
Cross Section 11
Local Access Level 2 (20m)

NOTES:
• Minimum street tree mature height 12 metres

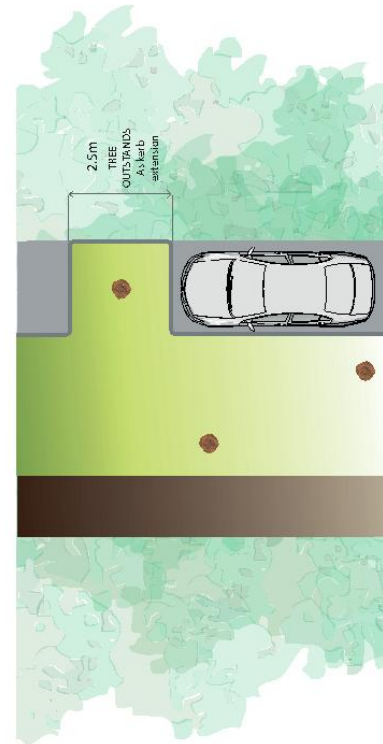
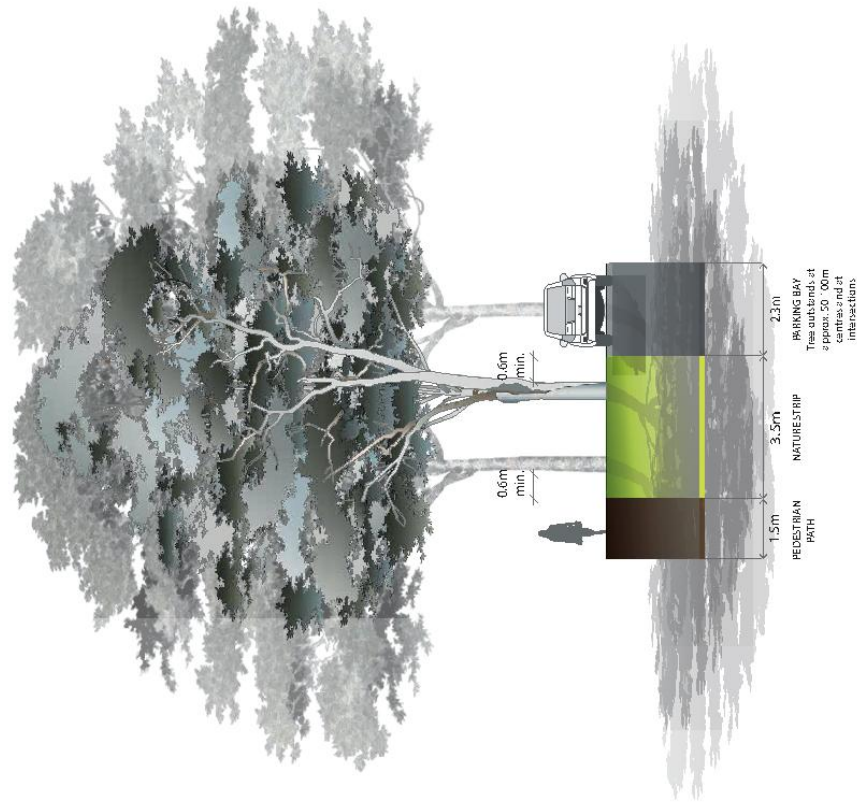


Cross Section 12
Local Access Level 1 (16m)

NOTES:
• Minimum street tree mature height 12 metres



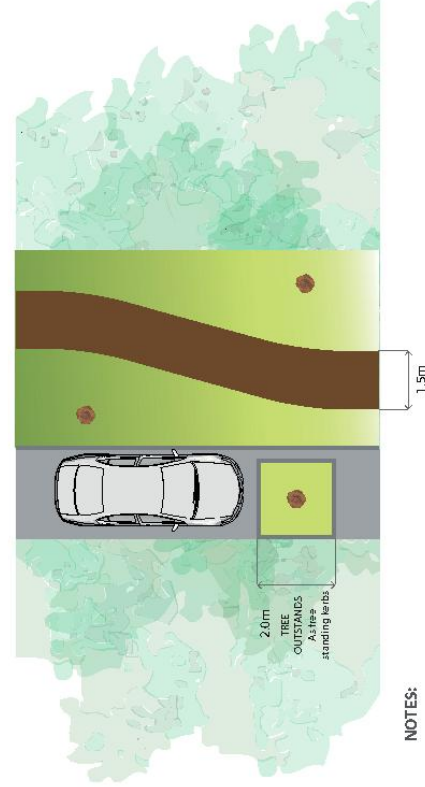
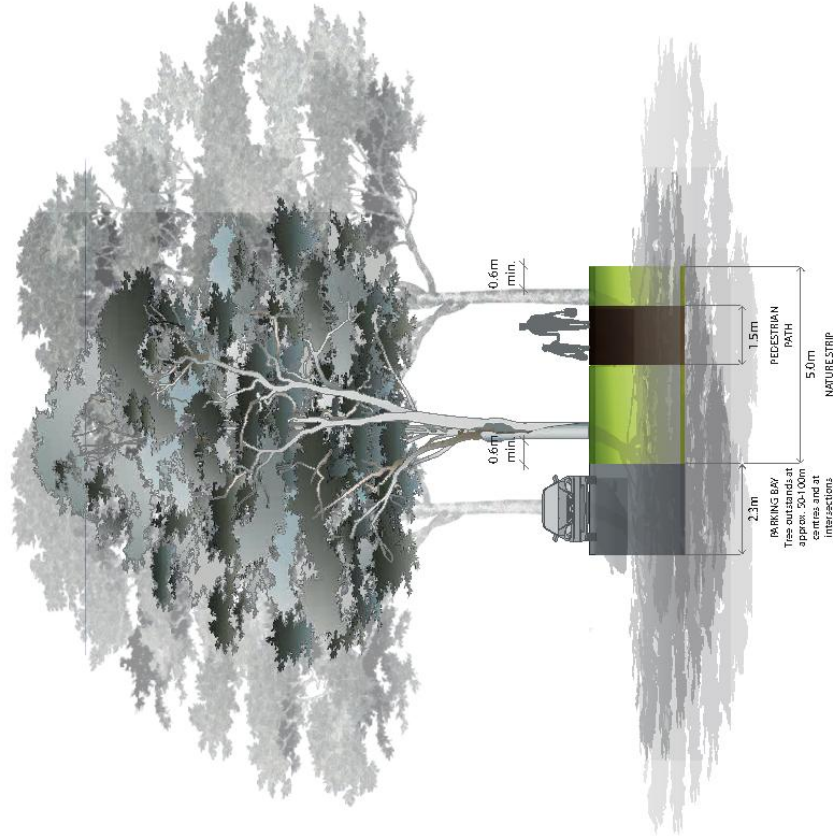
4.4 APPENDIX D - Street Cross Sections Variation Examples



NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Tree outstand with continuous extension of kerb shown

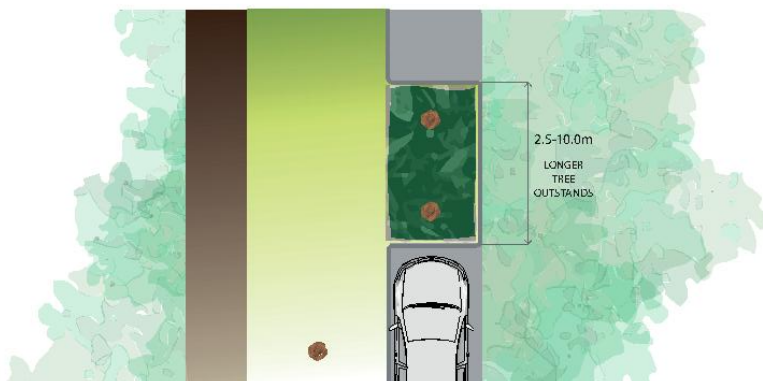
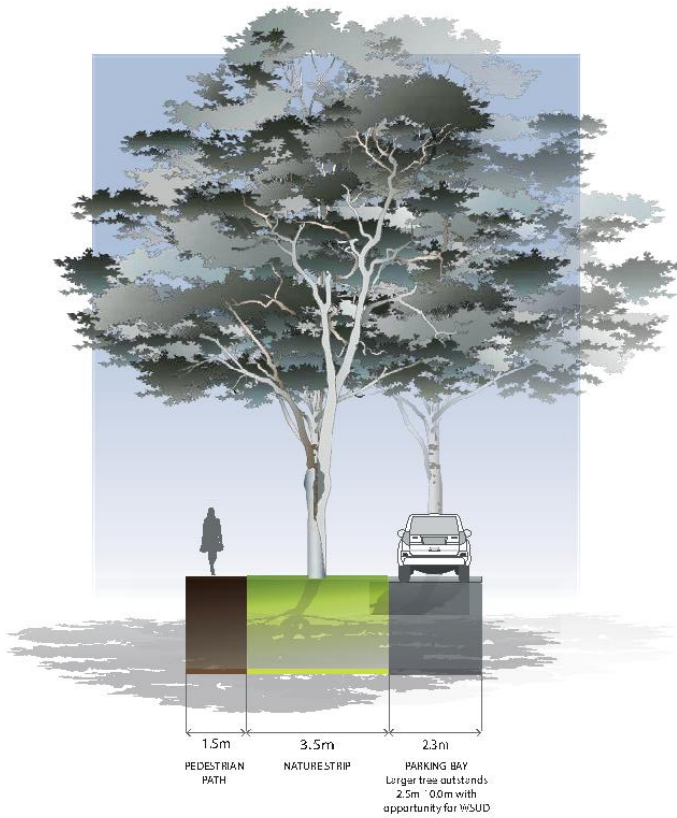
Connector Street (21.6m)
Variation 1 - Varying tree placement in nature strip



NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips; access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops
- Tree outstand with separate kerb surround shown

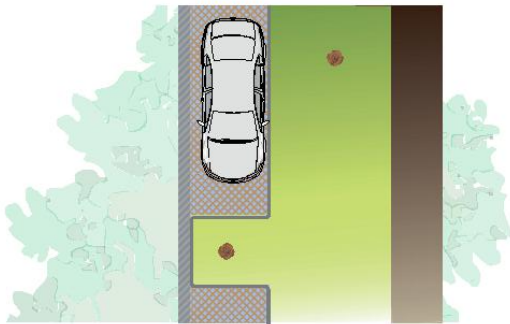
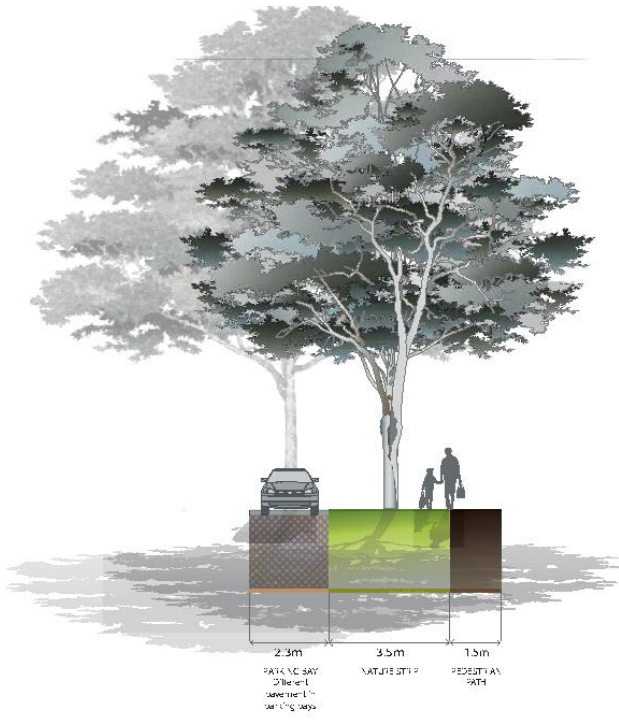
Connector Street (21.6m) Variation 2 - Meandering footpath in nature strip



NOTES:

- For allotments with frontages of 13m or greater tree outstand lengths can be increased to accommodate more trees, garden bed planting and WSUD treatments (where appropriate)
- Provide a minimum distance of 6.0m between outstands and adjacent driveways

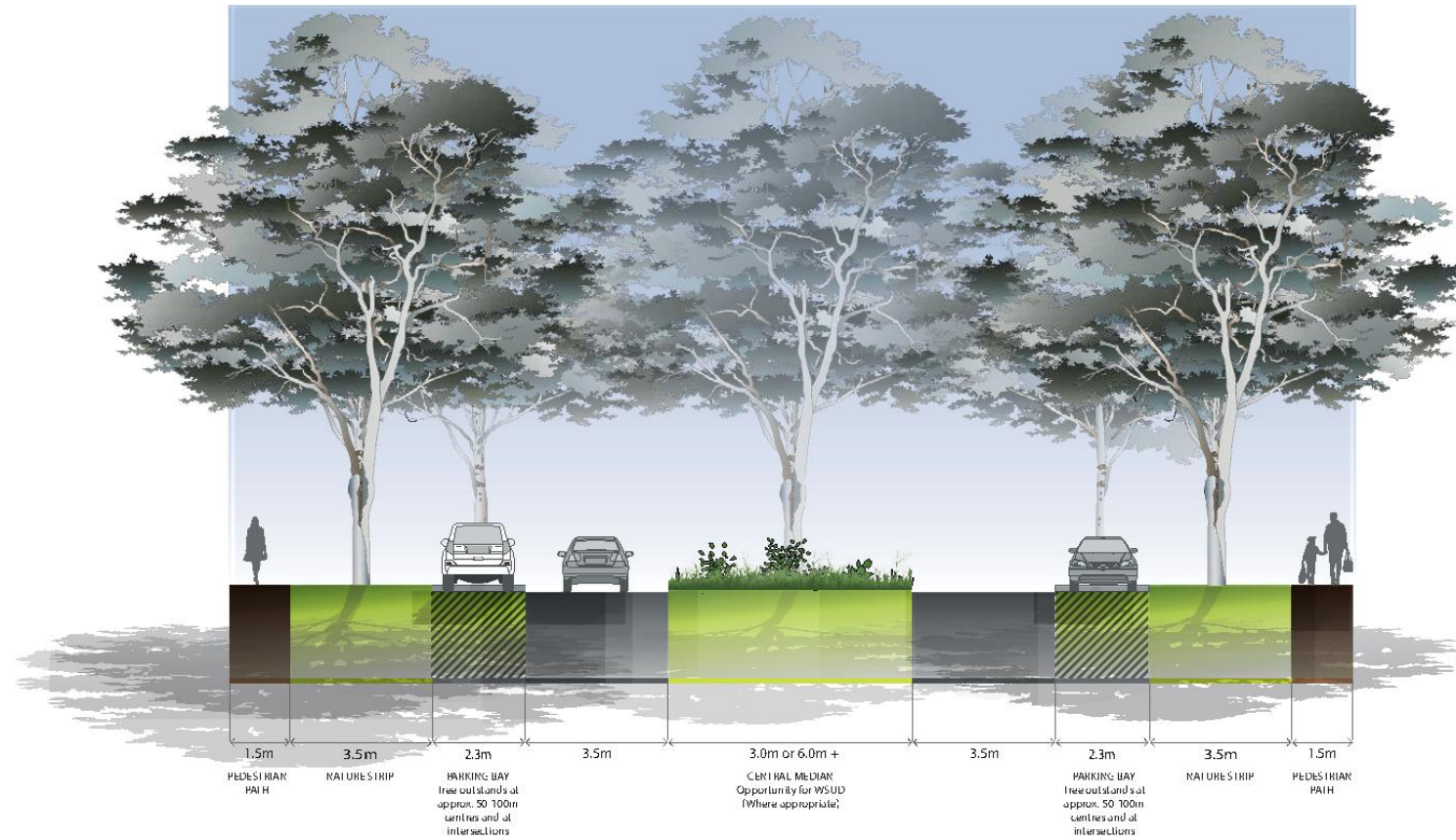
Connector Street (21.6m)
Variation 3 - Larger tree outstands



NOTES:

- A pavement treatment other than asphalt applied to parking bays
- Spoon drain between carriageway and parking bay shown as an alternative drainage treatment

Connector Street (21.6m)
Variation 4 - Different pavement in parking bays

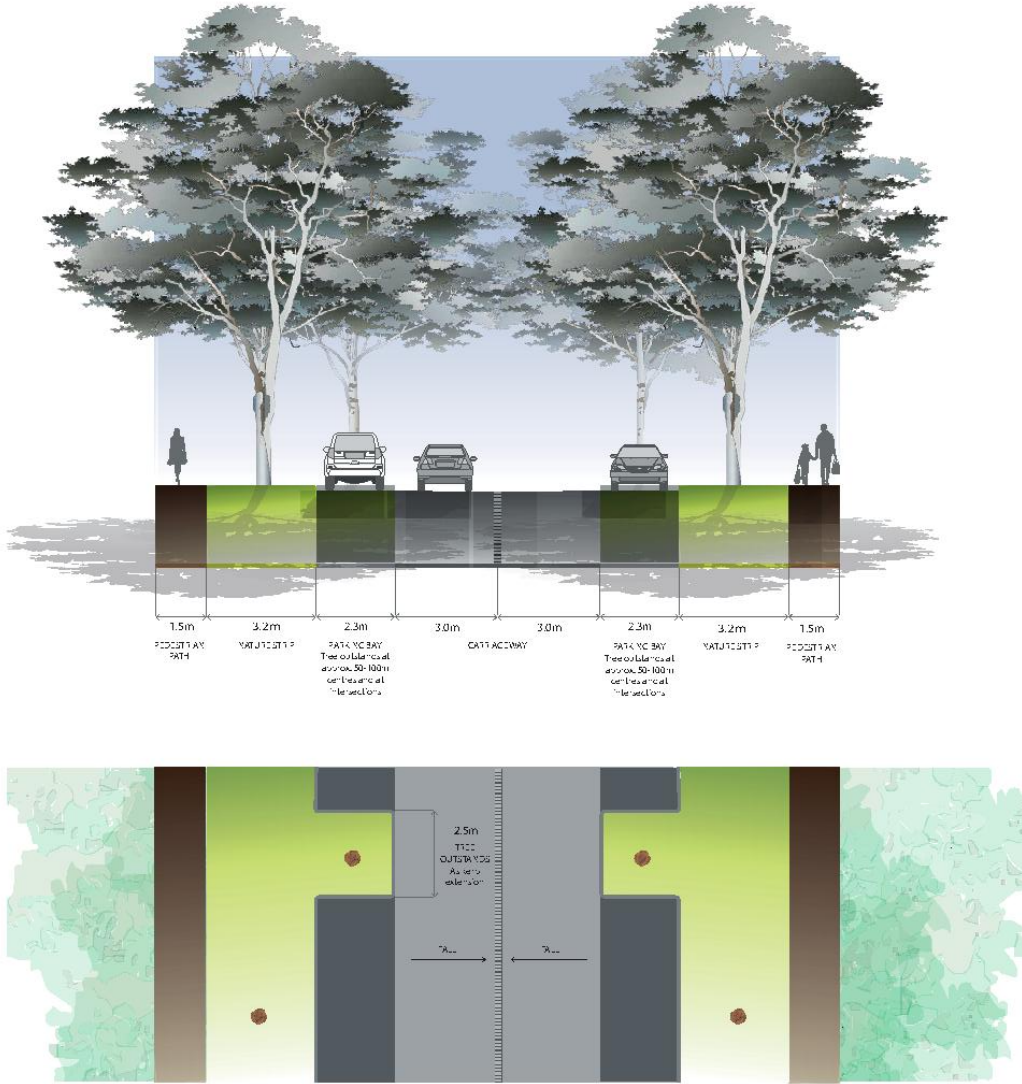


Connector Street (24.6 - 27.6m)
Variation 5 - Boulevard

NOTES:

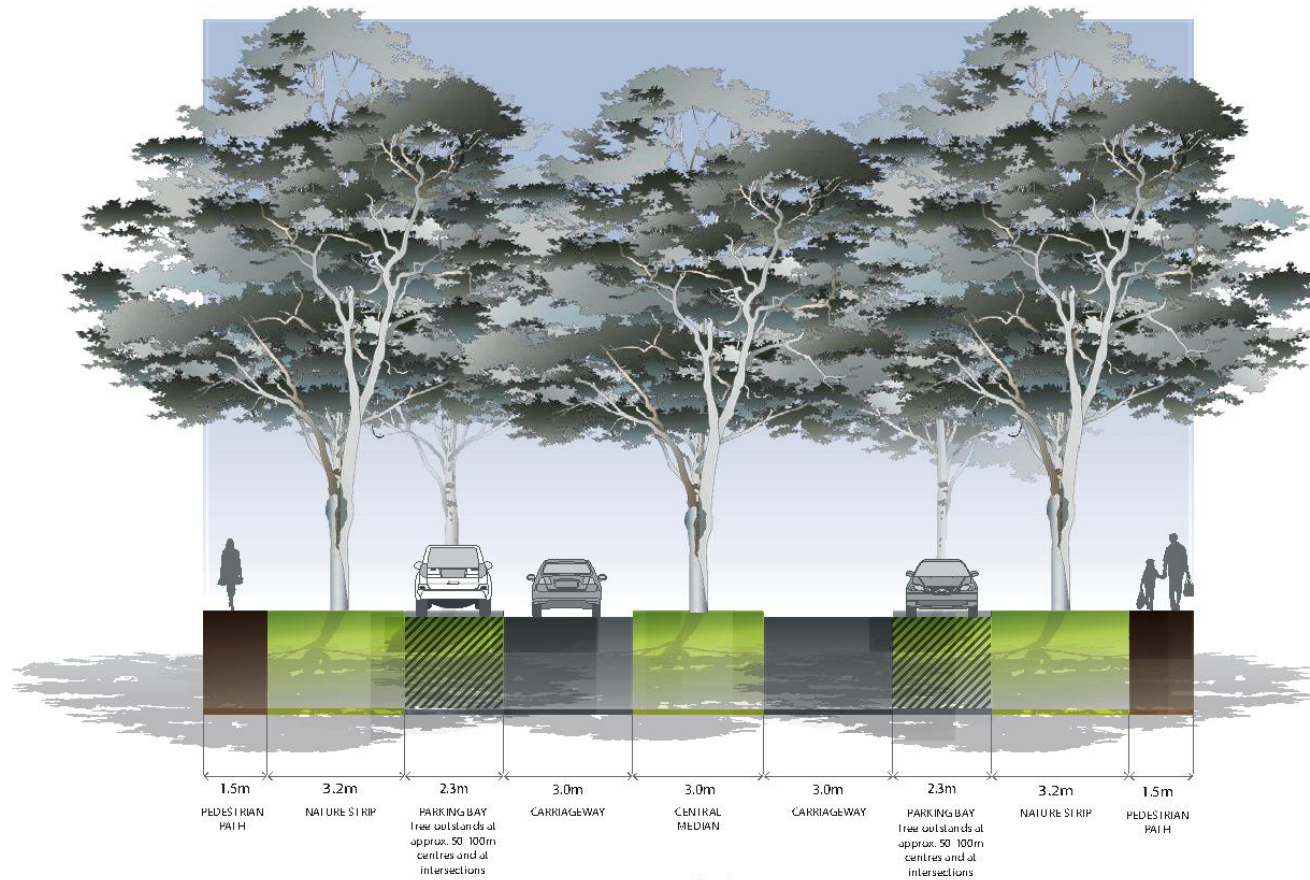
- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.

Local Access Level 2 Variation 1, 2, 3 and 4 - as per connector street variation 1, 2, 3 and 4 with nature strip width of 3.2m



- NOTES:**
- Carriageway drains to central drainage line rather than sides (when appropriate)
 - Central drainage line to include pavement treatment other than asphalt
 - Kerbs are to be B1 Barrier Kerb

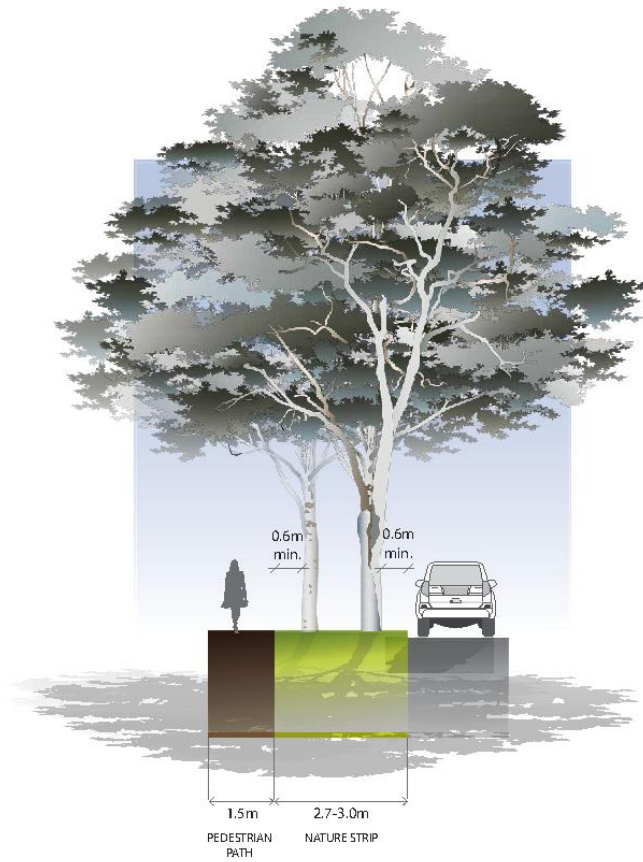
Local Access Level 2 (20m)
Variation 5 - Central Drainage



Local Access Level 2 (23m)
Variation 6 - Boulevard

NOTES:

- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees

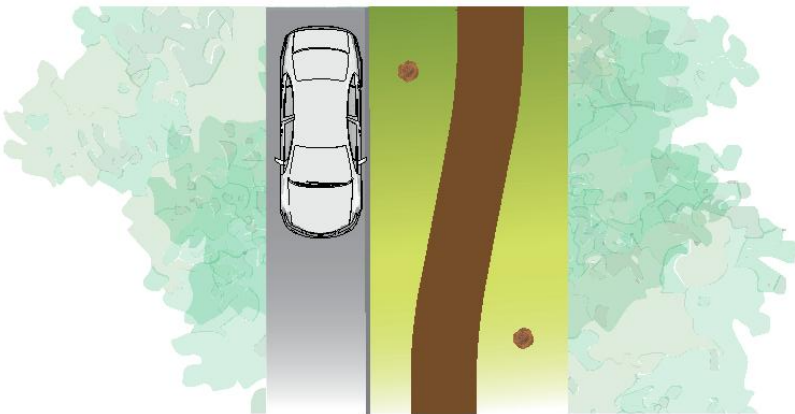


NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge

Local Access Level 1 (16m)

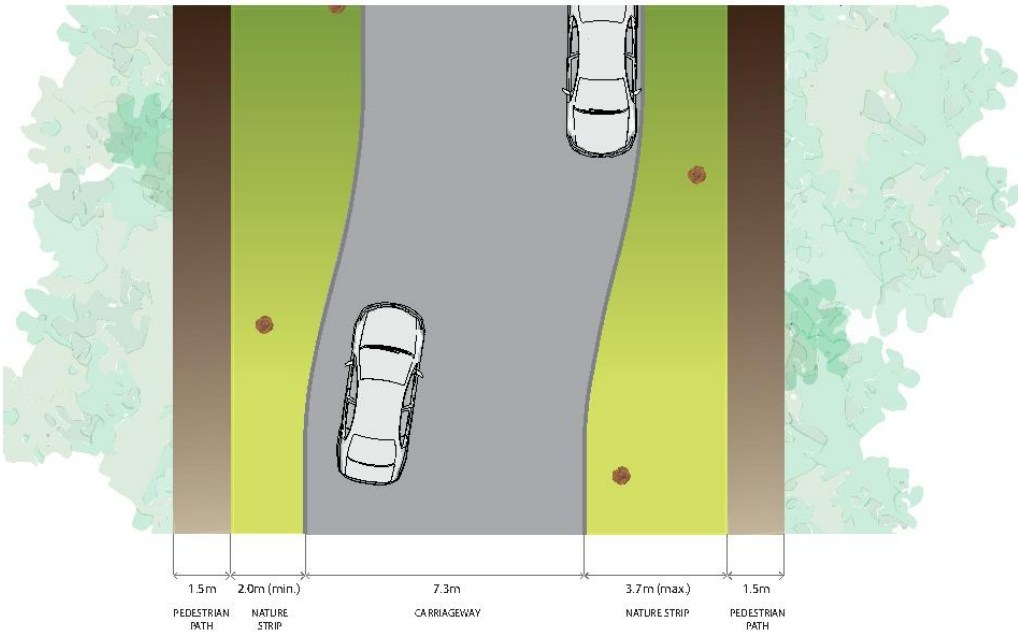
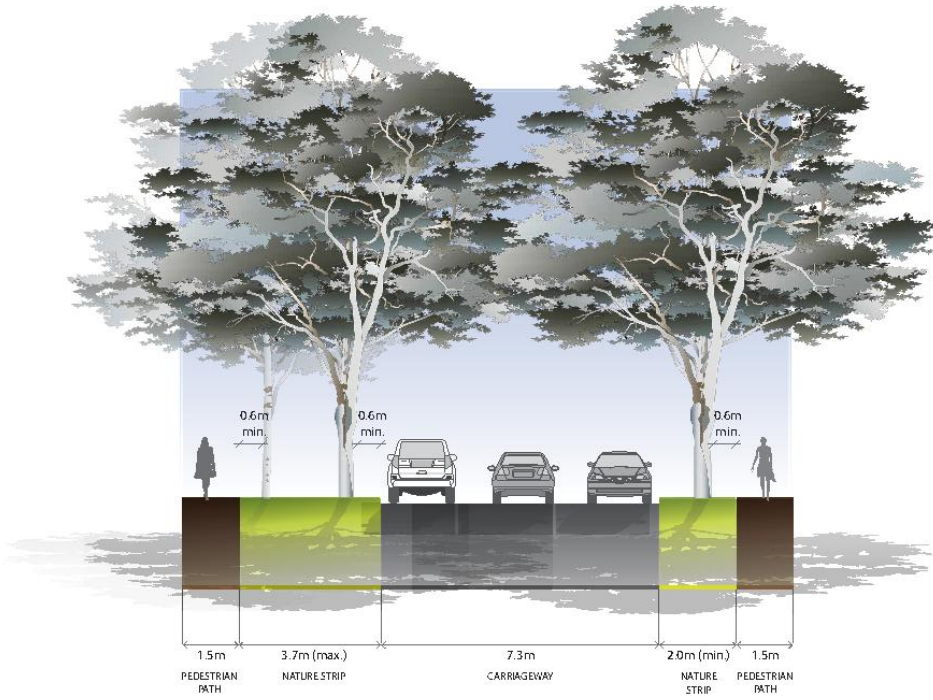
Variation 1 - Varying tree placement in nature strip



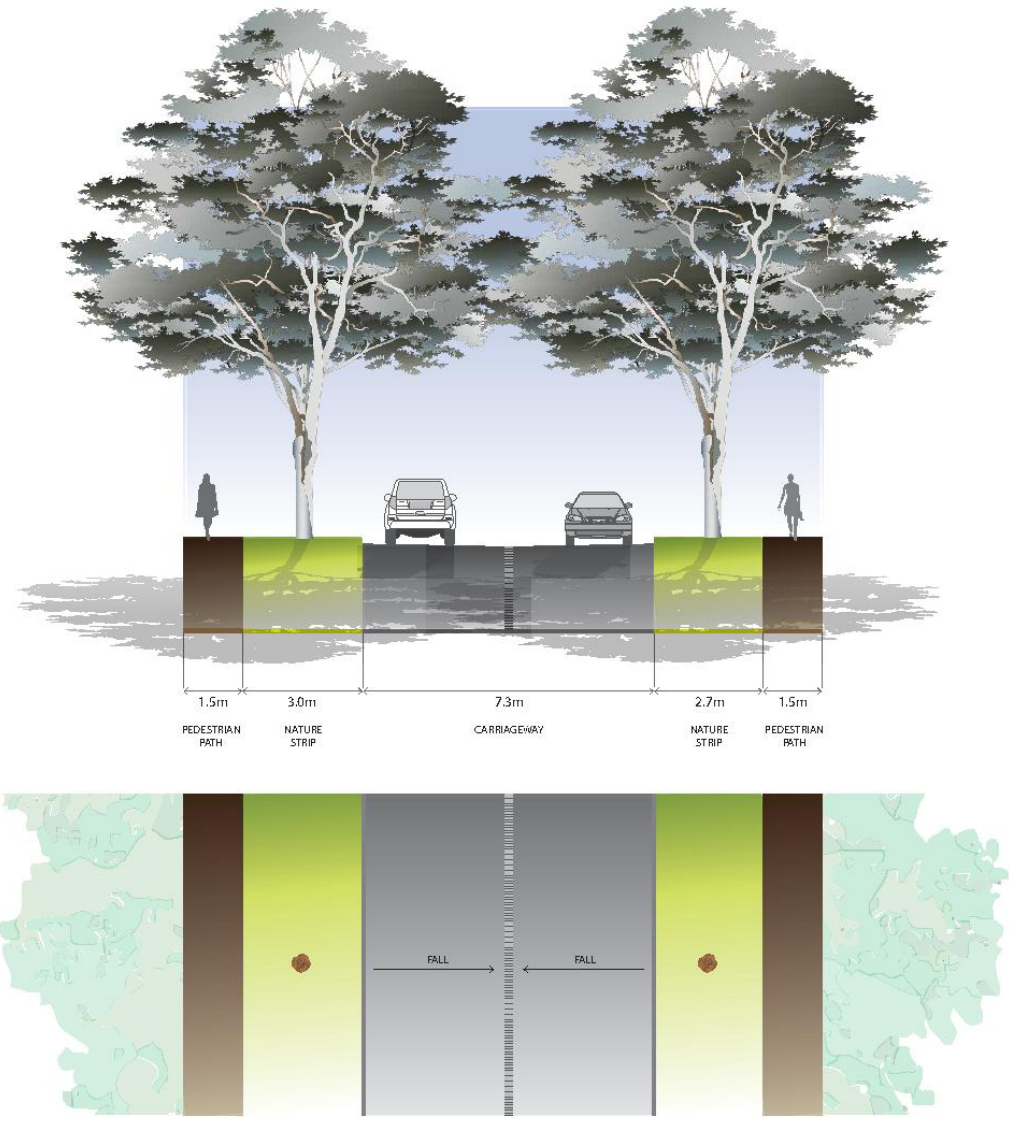
NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops.

Local Access Level 1 (16m)
Variation 2 - Meandering footpath in nature strip



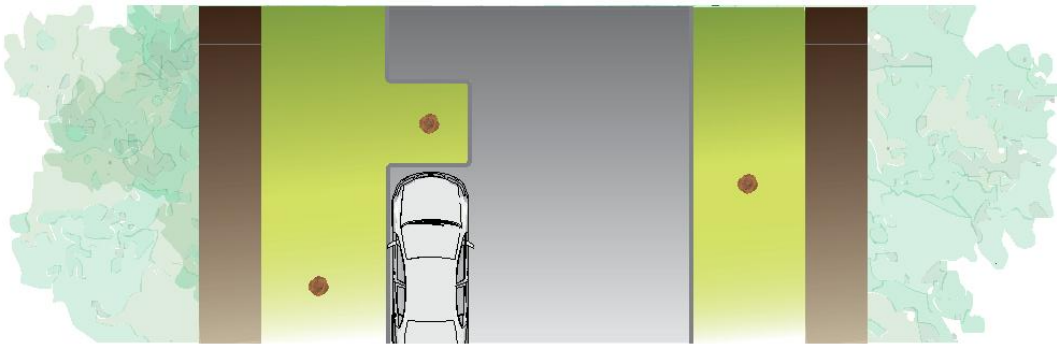
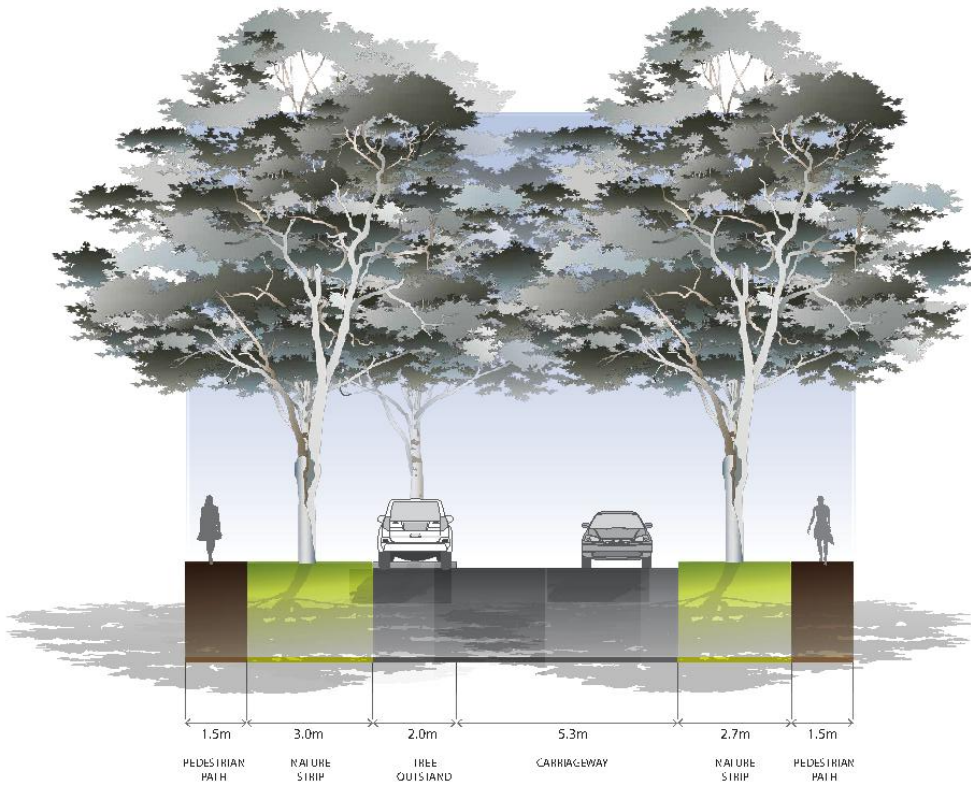
Local Access Level 1 (16m)
 Variation 3 - Varying nature strip widths / meandering carriageway



NOTES:

- Carriageway drains to central drainage line rather than sides (where appropriate)
- Central drainage line to include pavement treatment other than asphalt
- Appropriate for short streets (less than 60m) with minimal through traffic or for frontage roads

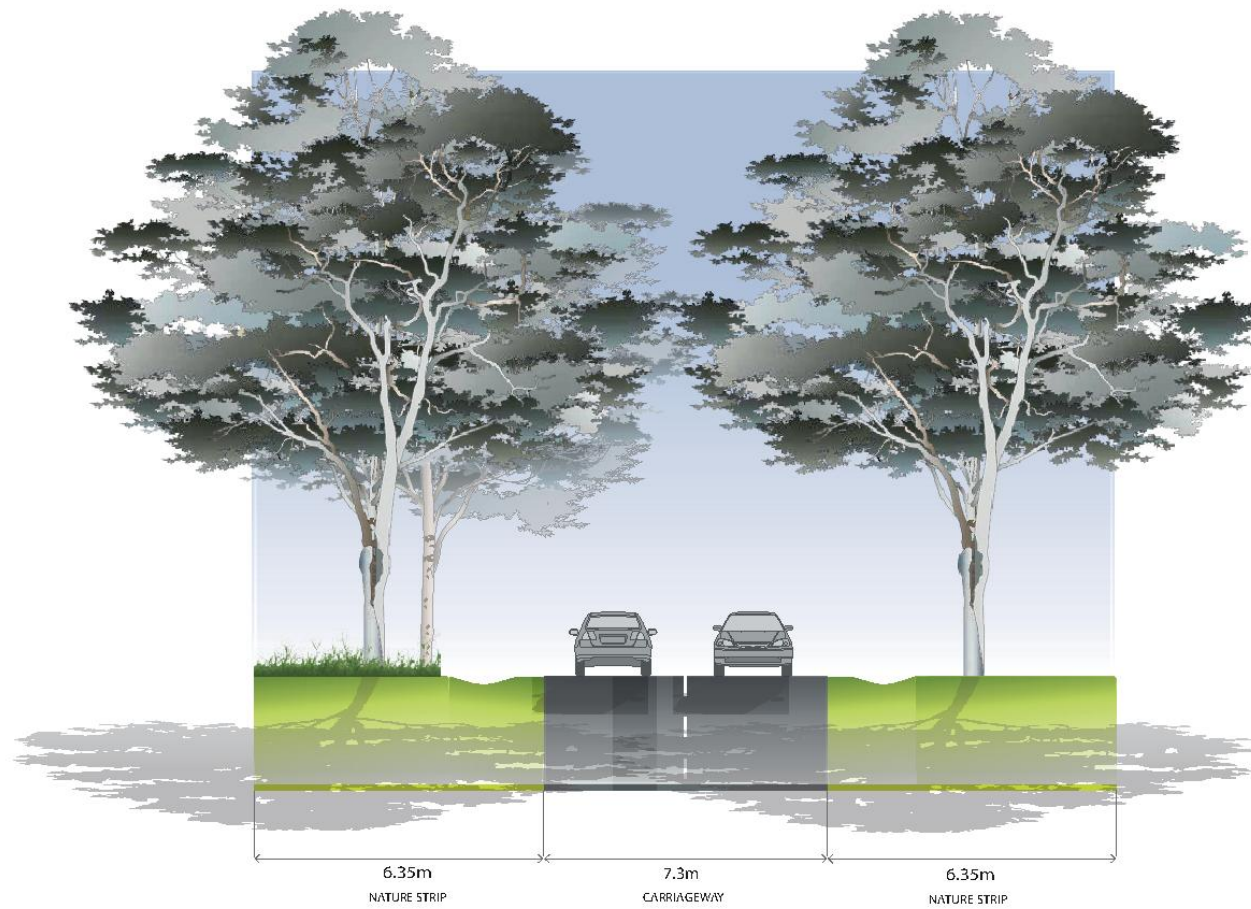
Local Access Level 1 (16m)
Variation 4 - Central drainage



NOTES:

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated

Local Access Level 1 (16m)
Variation 5 - Tree Outstands



Local Access Level 1 (20m)
Variation 6 - Rural style

NOTES:

- This variation provides a rural style local road option for low volume streets with larger allotments. Swales adjacent the road pavement cater for drainage rather than kerb and channel.
- Two options are shown for nature strip treatment – variable tree placement and ground storey vegetation (left) and more typical mown grass and central tree planting (right).



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4.5 Appendix E - Service Placement Guidelines

Standard road cross sections

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix C containing grassed nature strips, footpaths and road pavements.

Non-standard road cross sections

To achieve greater diversity of streetscape outcomes, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections in Appendix D, however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) is not applicable, the following service placement guidelines will apply.

TABLE NOTES

1. Trees are not to be placed directly over property service connections
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes
3. Where allotment size/frontage width allows adequate room to access and work on a pipe
4. Where connections to properties are within a pit in the pedestrian pavement/footpath

	Under pedestrian pavement	Under nature strips	Directly under trees ¹	Under kerb	Under road pavement ²	Within allotments	Notes
Sewer	Possible	Preferred	Possible	No	Possible	Possible ³	
Potable Water	Possible ⁴	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
Recycled Water	Possible ⁴	Preferred	Preferred	No	Possible	No	
Gas	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
Electricity	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/Telco	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
Drainage	Possible	Possible	Possible	Preferred	Preferred	Possible ³	
Trunk Services	Possible	Possible	Possible	Possible	Preferred	No	

General principles for service placement

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.





LAKE NARRACAN

DEVELOPMENT CONTRIBUTIONS PLAN
DRAFT - JUNE 2014



LatrobeCity
a new energy



MPA METROPOLITAN
PLANNING
AUTHORITY

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DEVELOPMENT INFRASTRUCTURE LEVY (DIL) PROJECTS			
		TOTAL	PER NET DEVELOPABLE HECTARE RATE
Intersections	Land	\$751,745	\$2,244
	Construction	\$15,039,644	\$44,887
	Total	\$15,791,390	\$47,130
Roads	Land	\$6,095	\$18
	Construction	\$24,570,692	\$73,333
	Total	\$24,576,787	\$73,351
Culverts	Land	\$0	\$0
	Construction	\$4,013,000	\$11,977
	Total	\$4,013,000	\$11,977
Open Space	Land	\$466,000	\$1,391
	Construction	\$12,152,208	\$36,269
	Total	\$12,618,208	\$37,660
Shared Paths	Land	\$0	\$0
	Construction	\$3,921,900	\$11,705
	Total	\$3,921,900	\$11,705
Community Facilities	Land	\$39,474	\$118
	Construction	\$3,500,000	\$10,446
	Total	\$3,539,474	\$10,564
Wetlands	Land	\$1,577,686	\$4,709
	Construction	\$10,852,000	\$32,388
	Total	\$12,429,686	\$37,097
Waterways	Land	\$0	\$0
	Construction	\$9,153,000	\$27,318
	Total	\$9,153,000	\$27,318
TOTAL	Land	\$2,841,000	\$8,479
	Construction	\$83,202,444	\$248,323
	Total	\$86,043,444	\$256,802

COMMUNITY INFRASTRUCTURE LEVY (CIL) PROJECTS		
	ESTIMATED DWELLINGS	ESTIMATED TOTAL CONTRIBUTION
Capped at \$887 per dwelling	3,698	\$3,280,000

Table 1 Summary of Charges

The above table provides an overview of the project categories and charges included within this DCP. A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document.

1.0 INTRODUCTION

The Lake Narracan Development Contributions Plan (the 'DCP') has been prepared by Latrobe City Council with the assistance of the Metropolitan Planning Authority, service authorities and other major stakeholders.

The Lake Narracan DCP (the DCP):

- Outlines projects required to ensure that future residents, visitors and workers in the area can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle.
- Establishes a framework for development proponents to make a financial contribution towards the cost of the identified infrastructure projects. It ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community.
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects. In this way, it provides developers, investors and local communities with certainty about development contributions requirements and how these will be administered.

1.1 Report structure

This document comprises six parts:

PART 1 - Strategic Basis

Part 1 clearly explains the strategic basis for the Development Contributions Plan

PART 2 - Justification

Part 2 sets out the justification for the various infrastructure projects included in the Development Contributions Plan.

PART 3 - Calculation of Contributions

Part 3 sets out how the development contributions are calculated and costs apportioned.

PART 4 - Administration

Part 4 focuses on administration of the Development Contributions Plan

PART 5 - Implementation

Part 5 focuses on implementation of the Development Contributions Plan.

PART 6 - Other Information

Part 6 provides other supporting information.

1.2 Strategic basis

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the Latrobe Planning Scheme. The key documents are the:

- Municipal Strategic Statement
- *Gippsland Regional Growth Plan (2014)*
- *Plan Melbourne: Metropolitan Planning Strategy (2014)*
- *Moe and Newborough Structure Plan (updated 2014)*
- *Lake Narracan Precinct Structure Plan*
- Relevant Precinct Structure Plan supporting documents.

These documents set out a broad, long term vision for the sustainable development of the DCP area and its surrounds.

The Moe and Newborough Structure Plan (updated 2014) illustrates the planned extent of residential, employment and other development associated with the townships of Moe and Newborough.

1.3 Planning & Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the Planning and Environment Act 1987 (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Latrobe Planning Scheme. It is consistent with the Minister for Planning's Direction on Development Contributions made under section 46M(1) of the Act and has had regards to the Victorian Government's Development Contributions Guidelines (the 'DCP Guidelines').

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act towards works, services and facilities. It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act as some items are classified as community infrastructure by reference to the Act, the Minister's Direction on Development Contributions and the DCP guidelines.

The DCP forms part of the Latrobe Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Latrobe Planning Scheme.

The DCP is implemented in the Latrobe Planning Scheme through Schedule 1 to the Development Contributions Plan Overlay which applies to the 'DCP area' shown in Plan 1.



Lake Narracan Development Contributions Plan
Plan 1 Future Urban Structure

1.4 Strategic planning for Lake Narracan

The Lake Narracan area includes around 909 hectares of land which will be zoned to Urban Growth Zone at the time of the approval of this DCP.

The need for the infrastructure included within the DCP has been determined according to the anticipated development of the Lake Narracan area. The DCP has been prepared in conjunction with the Lake Narracan Precinct Structure Plan as it provides the rationale and justification for infrastructure items that have been included. Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

The Lake Narracan Background Report provides an overview of the planning process.

1.5 Lake Narracan Precinct Structure Plan

The Lake Narracan Precinct Structure Plan (the PSP) set out the vision for how land should be developed, illustrates the future urban structure and describe the objectives to be achieved by the future development. It also outlines projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality affordable lifestyle.

The PSP enables urban development and the future urban structure of the new community is depicted through a number of networks, including transport, open space and sporting reserves, social infrastructure, village centres, housing and places for local employment.

The Lake Narracan PSP will ultimately accommodate approximately 8,875 people and 3,698 dwellings.

1.6 The area to which the Development Contributions Plan applies

In accordance with section 46K(1)(a) of the *Planning and Environment Act 1987* the DCP applies to land shown in Plan 1. The area is also shown on Development Contributions Plan Overlay Schedule 1 in the Latrobe Planning Scheme.

The DCP applies to approximately 335 Net Developable Hectares of land and is covered by one charge area (residential).

The DCP clearly demonstrates the infrastructure required to service the Lake Narracan area. The charge area also defines the Main Catchment Area ('MCA') for the various infrastructure projects. The MCA is the geographic area from which a given item of infrastructure will draw most of its use.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement of the Lake Narracan PSP, an existing local development contributions plan, an agreement under Section 173 of the Act or as a condition on an existing planning permit. Identified overlap in funding has been addressed, for example by adjusting other relevant development contributions plans or other suitable means provided for in the *Planning and Environment Act*.

The Lake Narracan area includes highly fragmented land ownership. This fragmentation will require additional infrastructure projects to ensure a more equitable outcome for landowners. These additional infrastructure projects would usually be considered developer works and include connector roads and associated waterway crossings, local parks and primary links in the shared trail network.

1.7 Related infrastructure agreements

There are no existing infrastructure agreements that relate to the Lake Narracan DCP area.



1.8 Project & property identification

1.8.1 Project identification

The project identification system used in the DCP has been designed to assist in understanding of and navigation through the document. Road, bridge, intersection, and community facility projects use the identification system of project category and a sequential project number. As an example, a road project will have the project identifier similar to RD-01.

The project categories are summarised as:

- IN – Intersections
- RD – Roads
- CV – Culverts
- OS – Open space
- SP – Shared paths
- CF – Community facilities
- WL – Stormwater quality treatment wetlands
- CW – Constructed waterways

1.8.2 Property identification

Each of the properties across the Lake Narracan area has been given a unique property identification number that reflects the property numbers included in the PSP.

2.0 INFRASTRUCTURE PROJECT JUSTIFICATION

The need for infrastructure included in the DCP has been determined according to the anticipated development of the Lake Narracan area.

Items can be included in a development contributions plan if they will be used by the future community of an area. New development does not have to trigger the need for new items in its own right. The development is charged in line with its projected share of use. An item can be included in a development contributions plan regardless of whether it is within or outside the DCP area.

Before inclusion in the DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the DCP area. The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if its future residents or employees are expected to make use of that item.

A summary of how each item is related to proposed development within the DCP area is set out below and individual item apportionments are identified in Table 10a and 10b.

The items that have been included in the DCP all have the following characteristics:

- They are essential to the health, safety and well being of the community.
- They will be used by a broad cross-section of the community.
- They reflect the vision and objectives expressed in the Lake Narracan PSP.
- They are not recurrent items.
- They are the basis for the future development of an integrated network.

2.1 Items not included in the Development Contributions Plan

The following items are not included in the DCP, as they are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP and must be provided by developers as a matter of course and in implementing the PSPs:

- Internal streets including creek and drainage line crossings and associated traffic management measures (except where nominated in this DCP).
- Waterway management works and drainage systems (except where nominated in this DCP).
- Intersections connecting the development to the existing road network (except where nominated in this DCP).
- Water, sewerage, underground power, gas and telecommunications services.
- Local pathways and connections to the regional and / or district pathway network.
- Basic levelling and water tapping of local parks.
- Preparation of local park master plans and any associated works required by the PSP.
- Council's plan checking and supervision.
- Bus stops.

These items may be further addressed and defined by an agreement under s173 of the Act and / or conditions in planning permits.

Construction of the following items has not been included within the DCP as they are determined to be State Infrastructure items:

- Government primary schools.

The delivery of the State Infrastructure items will be provided as warranted and as funds become available.

2.2 Infrastructure projects

The following four types of projects are included in the DCP:

- Transport
- Recreation
- Community
- Drainage

2.2.1 Transport projects

The transport related projects in the DCP are based on the transport network depicted in Plan 1 which is supported by the Lake Narracan PSP. The transport projects include a combination of:

- Construction of controlled intersections and associated works
- Road construction
- Construction of waterway crossings

Land required for widening and realignment of arterial roads and associated intersections have been included in the DCP.

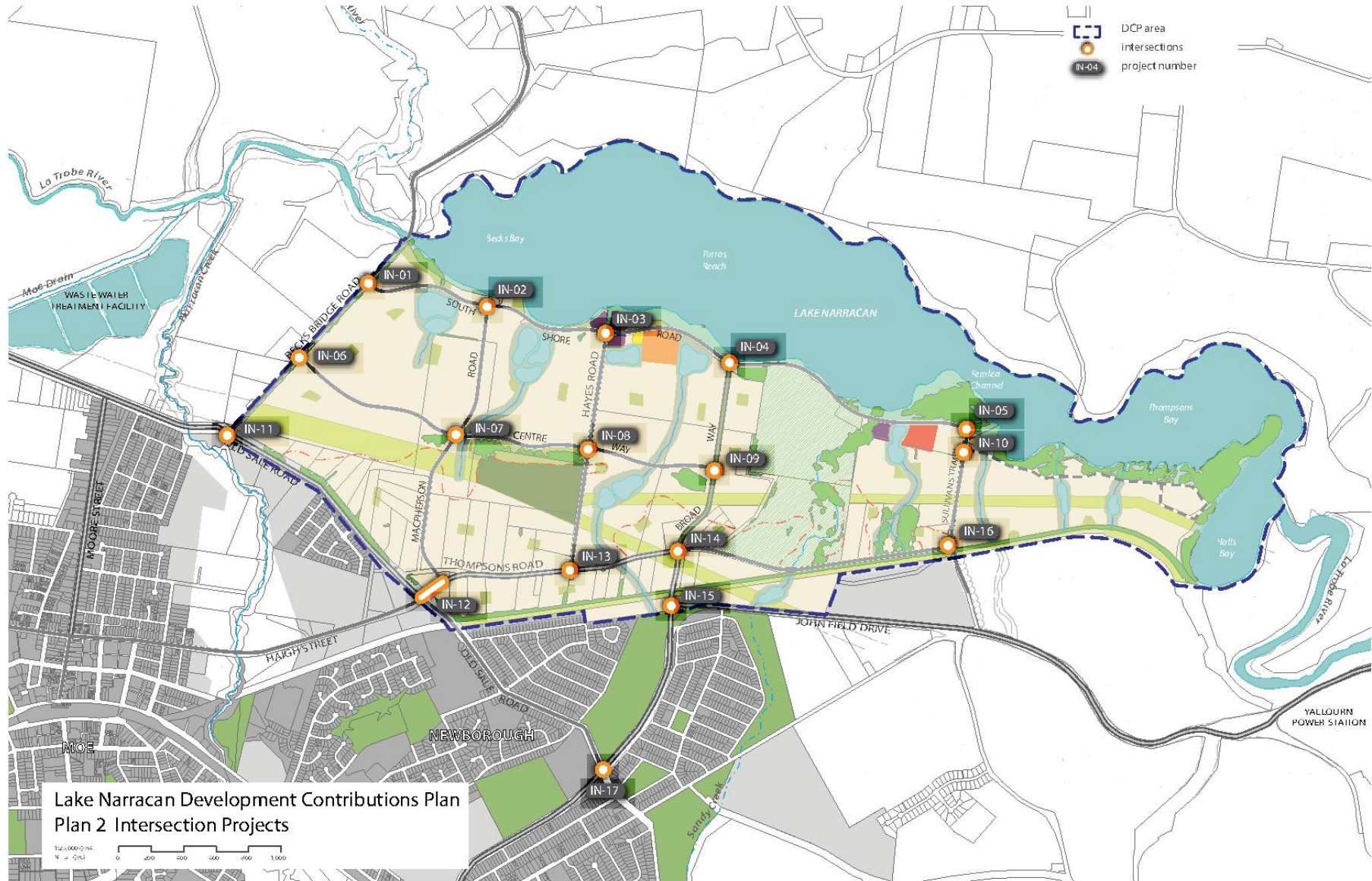
Due to the fragmented nature of land ownership in the DCP area, construction of connector roads and associated intersections and crossings of waterways have been included in this DCP.

Given provision of land for connector roads is typically provided by development, land for connector roads has only been included in the DCP where they pass through smaller properties. These are properties 23, 36, 38 and 48 (refer to Land Budget Plan in the Lake Narracan PSP for property numbers).

The intersection projects funded by the DCP are shown in Plan 2 and described in Table 2.

The road projects funded by the DCP are shown in Plan 3 and described in Table 3.

The culvert projects funded by the DCP are shown in Plan 4 and described in Table 4.



Lake Narracan Development Contributions Plan
Plan 2 Intersection Projects

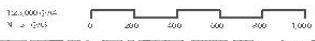
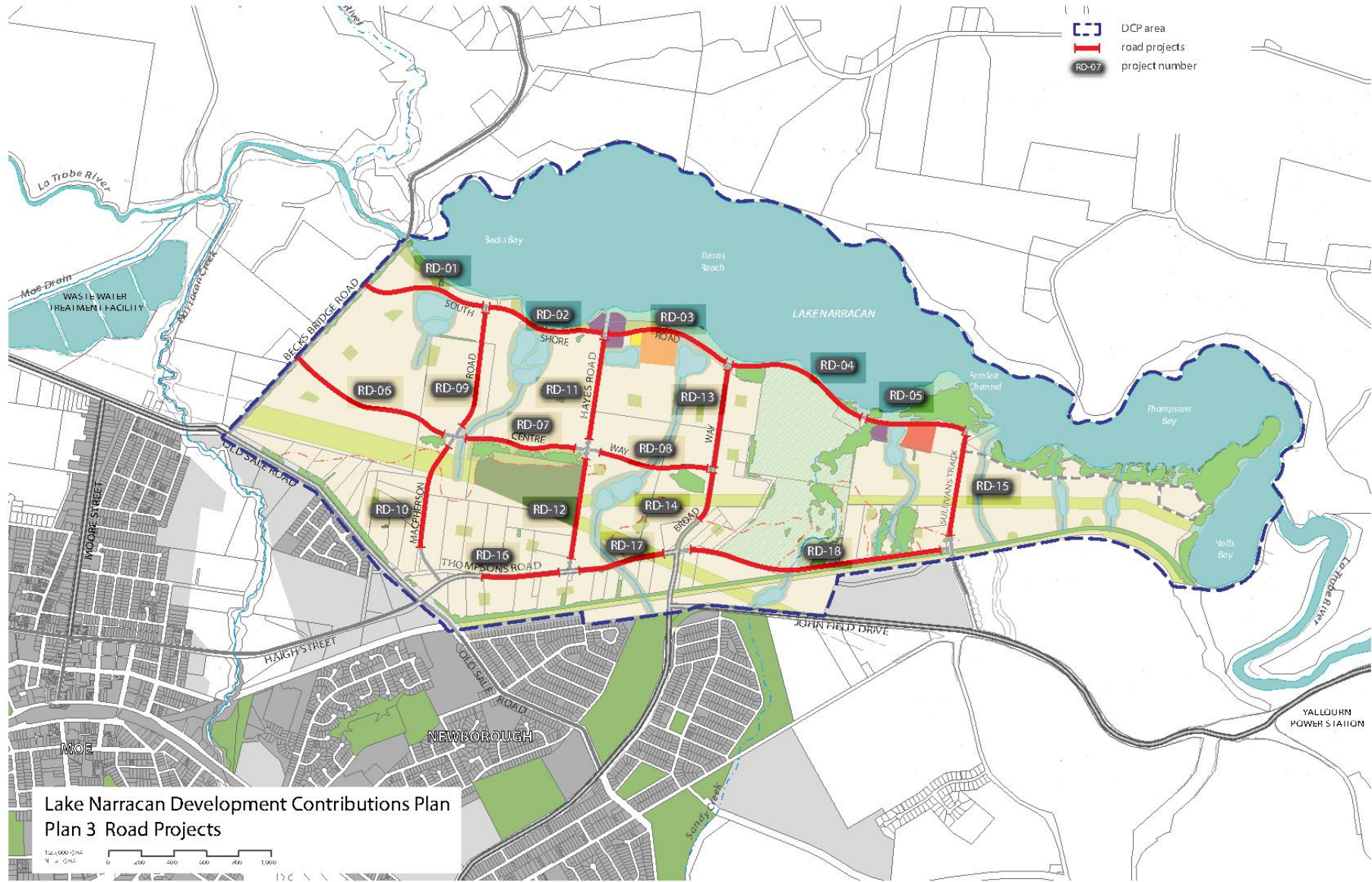


Table 2 Intersection Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Intersection projects				
IN-01	South Shore Road and Becks Bridge Road	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-02	South Shore Road and Mcpherson Road extension	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-03	South Shore Road and Hayes Road	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-04	South Shore Road and Broad Way	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-05	South Shore Road and Sullivans Track	Construction of unsignalised 2-way intersection	Residential	At time of subdivision
IN-06	Centre Way and Becks Bridge Road	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-07	Centre Way and Mcpherson Road extension	Construction of standard roundabout	Residential	At time of subdivision
IN-08	Centre Way and Hayes Road	Construction of standard roundabout	Residential	At time of subdivision
IN-09	Centre Way and Broad Way	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-10	Sullivans Track and local access level 2 road	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-11	Becks Bridge Road and Old Sale Road	Construction of standard unsignalised T intersection	Residential	At time of subdivision
IN-12	Old Sale Road, Thompsons Road and Macphersons Road	Purchase of land from property 23, 48 and 49 and construction realigned Thompsons Road to link to existing Old Sale Road roundabout and construction of unsignalised T intersection at Macphersons Road	Residential	At time of subdivision
IN-13	Thompsons Road and Hayes Road	Construction of unsignalised T intersection with protected right hand turn lane	Residential	At time of subdivision
IN-14	Thompsons Road and Broad Way	Purchase of land from properties 36, 37, 38, 61 and 62 and construction of arterial standard roundabout and Broad Way approach	Residential	At time of subdivision
IN-15	John Field Drive and Broad Way	Purchase of land from property 66 and construction of arterial standard roundabout, connections to existing John Field Drive and Broad Way approach	Residential	At time of subdivision
IN-16	Thompsons Road and Sullivans Track	Construction of standard unsignalised T intersection including lifting level of intersection to improve sightlines	Residential	At time of subdivision
IN-17	Old Sale Road and John Field Drive	Construction of intersection upgrade to accommodate additional traffic volumes associated with the Lake Narracan area	Residential	At time of subdivision



Lake Narracan Development Contributions Plan
Plan 3 Road Projects

Table 3 Road Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Road projects				
RD-01	South Shore Road (Becks Bridge Road to Mcpherson Road extension)	Construction of 20.0m wide 2 lane connector road (as per Cross Section 8 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-02	South Shore Road (Mcpherson Road extension to Hayes Road)	Construction of 20.0m wide 2 lane connector road (as per Cross Section 8 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-03	South Shore Road (Hayes Road to Broad Way)	Construction of 20.0m wide 2 lane connector road (as per Cross Section 8 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-04	South Shore Road (Broad Way to Golf Club eastern boundary)	Construction of 2 lane connector road (as per Cross Section 9 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-05	South Shore Road (Golf Club eastern boundary to Sullivans Track)	Construction of 20.0m wide 2 lane connector road (as per Cross Section 8 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-06	Centre Way (Becks Bridge Road to Mcpherson Road extension)	Construction of 21.6m wide 2 lane connector road (as per Cross Section 5 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-07	Centre Way (Mcpherson Road extension to Hayes Road)	Construction of 21.6m wide 2 lane connector road (as per Cross Section 5 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-08	Centre Way (Hayes Road to Broad Way)	Construction of 21.6m wide 2 lane connector road (as per Cross Section 5 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-09	Mcpherson Road extension (South Shore Road to Centre Way)	Construction of 25.9m wide 2 lane connector road (as per Cross Section 7 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-10	Mcpherson Road extension (Centre Way to Thompsons Road)	Construction of 25.9m wide 2 lane connector road (as per Cross Section 7 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-11	Hayes Road (South Shore Road to Centre Way)	Construction of 21.5m wide 2 lane connector road (as per Cross Section 6 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-12	Hayes Road (Centre Way to Thompsons Road)	Construction of 21.5m wide 2 lane connector road (as per Cross Section 6 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-13	Broad Way (South Shore Road to Centre Way)	Construction of 27.6m wide 2 lane connector boulevard (as per Cross Section 4 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-14	Broad Way (Centre Way to Thompsons Road)	Construction of 27.6m wide 2 lane connector boulevard (as per Cross Section 4 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-15	Sullivans Track (South Shore Road to Thompsons Road)	Construction of 2 lane connector road (as per Cross Section 10 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-16	Thompsons Road (Mcpherson Road to Hayes Road)	Construction of 24.0m wide 2 lane arterial boulevard (as per Cross Section 3 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-17	Thompsons Road (Hayes Road to Broad Way)	Purchase of land from property 32 and 37 and construction of 24.0m wide 2 lane arterial boulevard (as per Cross Section 3 of the Lake Narracan PSP)	Residential	At time of subdivision
RD-18	Thompsons Road (Broad Way to Sullivans Track)	Construction of 21.5m wide 2 lane connector road (as per Cross Section 6 of the Lake Narracan PSP)	Residential	At time of subdivision



Lake Narracan Development Contributions Plan
Plan 4 Culvert Projects



Table 4 Culvert Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Culvert projects				
CV-01	South Shore Road (between Becks Bridge Road and Mcpherson Road extension)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-02	South Shore Road (between Mcpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-03	South Shore Road (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-04	South Shore Road (at Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-05	South Shore Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-06	Centre Way (between Mcpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-07	Centre Way (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-08	Thompsons Road (between Hayes Road to Broad Way)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-09	Thompsons Road (between Broad Way and Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-10	Thompsons Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision
CV-11	Thompsons Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Residential	At time of subdivision



2.2.2 Recreation projects

The recreation contributions include:

- Contribution towards construction of facilities in local parks and sporting reserves.
- Contribution towards environmental improvements to Lake Narracan.
- Construction of boardwalks to provided improved recreation access to Lake Narracan.
- Construction of primary links in the shared trail network.

All land owners must provide a public open space contribution equal to 5.07% of the Net Developable Area (NDA) upon subdivision of land in accordance with Clause 52.01 of the Latrobe Planning Scheme (as outlined in the Lake Narracan PSP). Purchase of land for local open space reserves has therefore not been included in the DCP.

The DCP provides a separate contribution per hectare for basic construction, surfacing and landscaping of local parks and sporting reserves outlined in the Lake Narracan PSP. The calculation of these rates is explained in the Lake Narracan Background Report.

Council will have the ability to determine how the DCP funds collected are allocated to each local park and sporting reserve. In determining the scope of DCP funded projects within each local park and sporting reserve, Council will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters.

The recreation projects funded by the DCP are shown in Plan 5 and described in Table 5.

2.2.3 Community facility projects

The community projects include:

- Land and construction of a community centre incorporating a double kindergarten.

The community projects are based on the population projections determined through the planning process. The community facilities defined in these projects are the best estimates of the future requirements and specifications of the future Lake Narracan community.

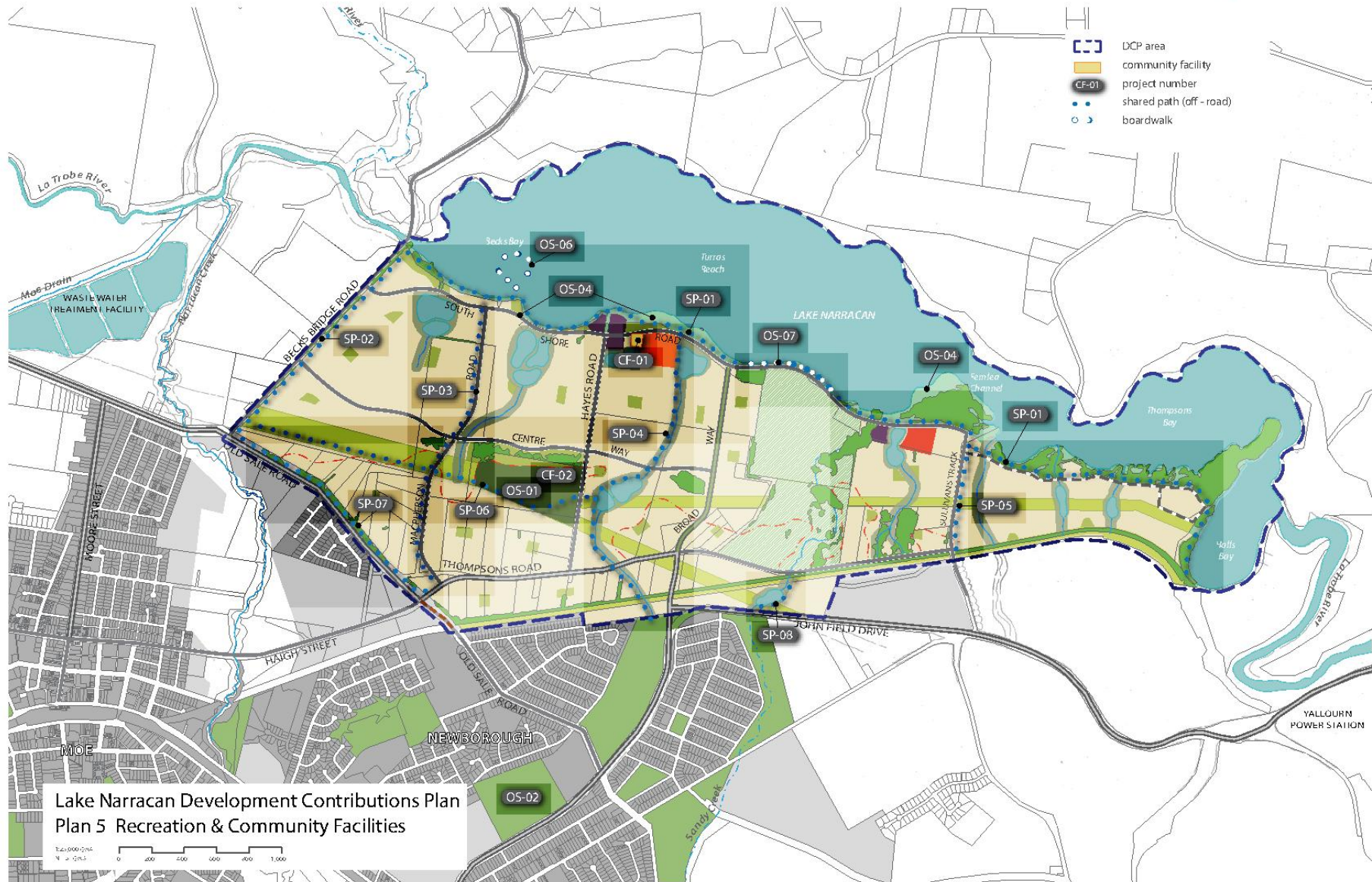
The detailed design and scope (as defined in Table 6) of each of the community projects will be reviewed by the Development Agency closer to the time that they are constructed.

In reviewing the scope of the facility, the Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may adjust and refine the scope of the facility to respond to these matters.

The Development Agency may also adjust and refine the scope of a facility to reflect the capacity of any non-DCP funds that can be made available (for example from a grant or other funding streams).

In adjusting and refining any final project scope the Development Agency must ensure that the funds levied from developers/land owners do not exceed the value nominated in this DCP (inclusive of any indexing provisions as allowed for by the DCP).

The community facility projects funded by the DCP are shown in Plan 5 and described in Table 6.



Lake Narracan Development Contributions Plan
Plan 5 Recreation & Community Facilities

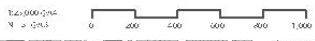




Table 5 Recreation Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Open space projects				
OS-01	Local sports reserve (within precinct)	Purchase of land from property 27 and 28 for local sports reserve S-01 (including 9.23Ha of land within existing electricity easement) and a per hectare allowance for construction of sporting facilities in the reserve (refer to Lake Narracan PSP for reserve location and size).	Residential	At time of subdivision
OS-02	Local sports reserve improvements (external to precinct)	Contribution to upgrade of facilities in existing sporting reserves in Newborough, equivalent to the value of 12.94Ha of land (using per hectare valuation rate of \$200,000). As only 6.14% of NDA within the Lake Narracan PSP/DCP area will be provided as unencumbered open space, to make up a total of 10% of NDA provided as unencumbered open space, the remaining 3.86% (12.94Ha) will be collected as a cash equivalent to improve existing sporting facilities within Newborough.	Residential	At time of subdivision
OS-03	Local park improvements	Per hectare allowance for construction of basic improvements to local parks P-01 to P-24 (15.44Ha in total - refer to Lake Narracan PSP for park location and size)	Residential	At time of subdivision
OS-04	Forshore park improvements	Per hectare allowance for construction of basic improvements to foreshore parks F-01 to F-04 (9.67Ha in total - refer to Lake Narracan PSP for park location and size)	Residential	At time of subdivision
OS-05	Foreshore environmental improvements	Weed removal and bank stabilisation along lake foreshore	Residential	At time of subdivision
OS-06	Becks Bay boardwalk	Construction of 750m of 2.5m wide boardwalk providing access to LaTrobe River delta area	Residential	At time of subdivision
OS-07	Turras Reach to Fernlea boardwalk	Construction of 750m of 3.5m wide boardwalk providing shared path access along edge of lake where shared path cannot be provided along foreshore due to space constraints	Residential	At time of subdivision
Shared path projects				
SP-01	Lake foreshore shared path	Construction of 3.0m wide off-road shared path along lake foreshore between Becks Bridge Road and Moe-Yallourn Rail Trail	Residential	At time of subdivision
SP-02	Becks Bridge Road shared path	Construction of 3.0m wide off-road shared path east side of Becks Bridge Road between LaTrobe River and Old Sale Road	Residential	At time of subdivision
SP-03	Macpherson Road shared path	Construction of 3.0m wide off-road shared path along Macpherson Road between South Shore Road and Thompsons Road	Residential	At time of subdivision
SP-04	Central waterway shared path	Construction of 3.0m wide off-road shared path along waterway located between Hayes Road and Broad Way between South Shore Road and southern precinct boundary	Residential	At time of subdivision
SP-05	Sullivans Track shared path	Construction of 3.0m wide off-road shared path along eastern side of Sullivans Track between lake foreshore shared path and Moe-Yallourn Rail Trail	Residential	At time of subdivision
SP-06	Electricity easement shared path	Construction of 3.0m wide off-road shared path along electricity easement between Becks Bridge Road and central waterway shared path	Residential	At time of subdivision
SP-07	Old Sale Road shared path	Construction of 3.0m wide off-road shared path along northern side of Old Sale Road between Becks Bridge Road and Thompsons Road	Residential	At time of subdivision
SP-08	Sandy Creek shared path	Construction of 3.0m wide off-road shared path along Sandy Creek connecting Moe-Yallourn Rail Trail with John Field Drive	Residential	At time of subdivision

Table 6 Community Facility Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Community Facilities				
CF-01	Turras Reach Community Centre	Land and construction of community centre	Residential	At time of subdivision

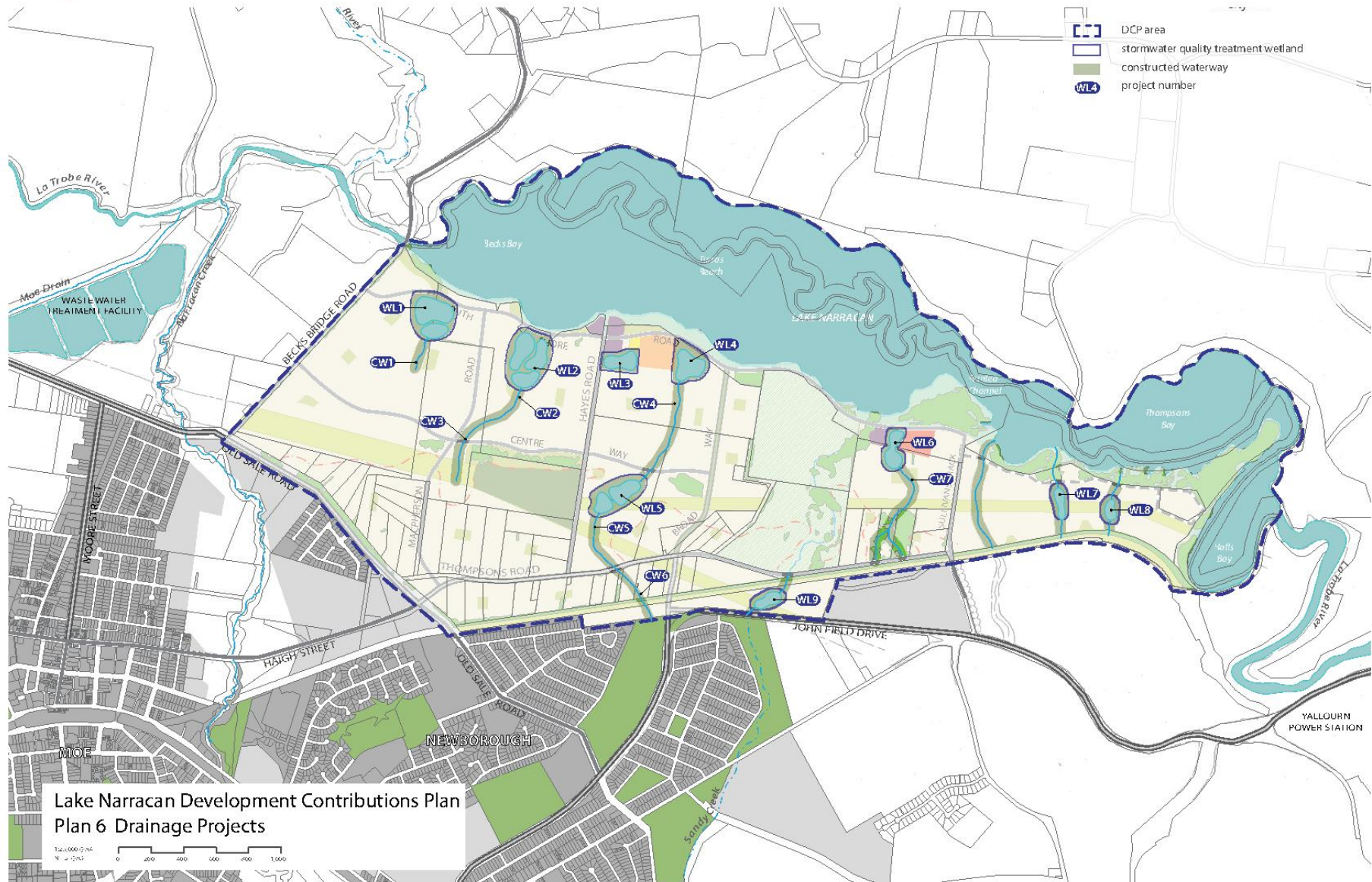
2.2.4 Drainage projects

The drainage related projects included in the DCP comprise:

- Stormwater quality treatment wetlands
- Constructed waterways

The stormwater quality treatment wetlands will treat stormwater generated from the development area to best practice standards prior to discharge to Lake Narracan. Constructed waterways are required in certain areas where no defined waterway exists, to convey water in a flood event to Lake Narracan.

The drainage projects funded by the DCP are shown in Plan 6 and described in Table 7.



Lake Narracan Development Contributions Plan
Plan 6 Drainage Projects

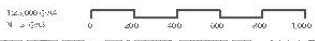


Table 7 Drainage Projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Wetlands				
WL-01	Stormwater quality treatment wetland	Purchase of land from property 1 and 3 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-02	Stormwater quality treatment wetland	Purchase of land from property 3 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-03	Stormwater quality treatment wetland	Purchase of land from property 5 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-04	Stormwater quality treatment wetland	Purchase of land from property 5 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-05	Stormwater quality treatment wetland	Purchase of land from property 32 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-06	Stormwater quality treatment wetland	Purchase of land from property 7 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-07	Stormwater quality treatment wetland	Purchase of land from property 8 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-08	Stormwater quality treatment wetland	Purchase of land from property 8 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
WL-09	Stormwater quality treatment wetland	Purchase of land from property 66 (beyond 60m waterway corridor) and construction of stormwater quality treatment wetland	Residential	At time of subdivision
Waterways				
CW-01	Constructed waterway	Construction of waterway and associated landscaping	Residential	At time of subdivision
CW-02	Constructed waterway	Construction of waterway (north of Centre Road) and associated landscaping	Residential	At time of subdivision
CW-03	Constructed waterway	Construction of waterway (south of Centre Road) and associated landscaping	Residential	At time of subdivision
CW-04	Constructed waterway	Construction of waterway (north of Centre Road) and associated landscaping	Residential	At time of subdivision
CW-05	Constructed waterway	Construction of waterway (between Thompsons Road and Centre Road) and associated landscaping	Residential	At time of subdivision
CW-06	Constructed waterway	Construction of waterway (south of Thompsons Road) and associated landscaping	Residential	At time of subdivision
CW-07	Constructed waterway	Construction of waterway (within Property 7) and associated landscaping	Residential	At time of subdivision



2.3 Project Timing

Each item in the DCP has an assumed indicative provision trigger specified in Table 2 to 7. The timing of the provision of the items is consistent with information available at the time that the DCP was prepared. The Council, as Development Agency will monitor and assess the required timing for individual items and have regard to its capital works program, the staging of the PSP and areas external to the DCP Area and the indicative provision trigger within Table 2 to 7. The Development Agency may seek an amendment to the Latrobe Planning Scheme to adjust indicative provision triggers as part of the five year DCP review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under Section 173 of the *Planning and Environment Act 1987*.

Indicative provision triggers are provided in Table 2 to 7. Despite the indicative trigger, the Collecting Agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency.
- Network priorities require the delivery of works or land to facilitate broader road network connections.
- Community needs determine the delivery of works or land for community facilities or open space.

All items in this DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.3 and acknowledging the Development Agency's capacities to provide the balance of funds not recovered by this DCP.

All items included in the DCP will be provided within 30 years from the date upon which this DCP was first incorporated into the Latrobe Planning Scheme.

2.4 Distinction between Development and Community Infrastructure

In accordance with the *Planning and Environment Act 1987* and the Ministerial Direction on Development Contributions, the DCP makes a distinction between 'development' and 'community' infrastructure.

The timing of payment of contributions is linked to the type of infrastructure in question.

The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the collecting agency and a development proponent). Community infrastructure levy contributions will be paid for at a 'per-dwelling' rate. The *Planning and Environment Act 1987* currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$900 per dwelling. The Governor in Council may from time to time by Order published in the Government Gazette vary the maximum amount that may be collected by the Community Infrastructure Levy. If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of the remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

The projects listed in Table 8 are deemed to be community infrastructure levy projects.

All other infrastructure projects are considered to be development infrastructure projects.

Contributions relating to development infrastructure are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction works.

Table 8 Community Infrastructure Levy (CIL) projects

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	CHARGE AREAS CONTRIBUTING	INDICATIVE PROVISION TRIGGER
Community Infrastructure Levy projects				
CF-02	Sporting pavilion	Construction of pavilion within sporting open space S-01 (refer to Lake Narracan PSP for reserve location and size)	Residential	At time of subdivision
CF-03	User group relocation and facility improvements	Relocation of the Latrobe Valley Model Aero Club and Latrobe Valley Hovercraft Club and the construction of multipurpose facility to provide club rooms/meeting rooms and storage. Landscaping improvements to Latrobe Valley Naval Cadets site.	Residential	At time of subdivision
CF-04	Newborough Northern Reserve	Junior sports oval improvement works	Residential	At time of subdivision
CF-05	Newborough Northern Reserve	Netball court improvement works	Residential	At time of subdivision
CF-06	Joe Carmody Reserve	Athletics track improvement works	Residential	At time of subdivision

3.0 CALCULATION OF CONTRIBUTIONS

The general cost apportionment method includes the following steps:

- Calculation of the Net Developable Area ('NDA') and demand units (refer Table 9).
- Calculation of project costs (refer Table 10a and 10b).
- Identification and allowance for external use (refer Table 10a and 10b).
- Cost apportionment and catchments (refer Table 10a and 10b).
- Identification of development types required to pay the levy (refer Table 10a and 10b).
- Summary of costs payable for each infrastructure project (refer Table 10a and 10b).
- The development infrastructure charge per hectare for each development type (refer Table 10a) and the community infrastructure levy per dwelling (refer Table 10b).

3.1 Calculation of Net Developable Area and Demand Units

The following section sets out how NDA is calculated and outlines the development projections anticipated for the area. Calculations of NDA for each individual property is outlined in the property specific land budget included within the Lake Narracan PSP.

3.1.1 Net Developable Area

In this DCP, all development infrastructure contributions are payable on the net developable area of land on any given development site.

For the purposes of this DCP the NDA is defined as the total amount of land within the precinct that is made available for development of housing and employment buildings, including lots and all local streets. It is the total precinct area minus community facilities, educational facilities, open space, encumbered land, existing road reserves and arterial roads. Any additional small local parks defined at the subdivision stage are included in the NDA.

It is important to note that the number of Net Developable Hectares in each charge area is based on the land budget outlined in Table 9. The 'per Net

Table 9 Summary Land Use Budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	908.93	100%	
TRANSPORT			
Arterial Road widening / realignment	3.32	0.36%	0.99%
Existing road reserves	18.63	2.05%	5.56%
SUB-TOTAL	21.95	2.41%	6.55%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Lake Narracan*	304.56	33.51%	90.90%
Foreshore open space in government ownership	17.83	1.96%	5.32%
Waterways & drainage	46.57	5.12%	13.90%
Conservation / native vegetation retention	54.93	6.04%	16.39%
Electricity easements	46.98	5.17%	14.02%
Moe-Yallourn Rail Trail reserve	10.26	1.13%	3.06%
Moe Golf Course	46.32	5.10%	13.83%
SUB-TOTAL	527.46	58.03%	157.43%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Local sporting reserves	3.59	0.39%	1.07%
Local parks**	16.98	1.87%	5.07%
SUB-TOTAL	20.57	2.26%	6.14%
SUB-TOTAL ALL OPEN SPACE	548.03	60.29%	163.56%
EDUCATION & COMMUNITY			
Schools - government	3.50	0.39%	1.04%
Community centres	0.40	0.04%	0.12%
SUB-TOTAL	3.90	0.43%	1.16%
TOTAL	573.88	63.14%	171.28%
TOTAL NET DEVELOPABLE AREA (NDA) Ha	335.06	36.86%	100.00%

* Area occupied by lake water body at normal water level

** Includes foreshore open space not in government ownership



Developable Hectare' contributions will not and must not be amended to respond to minor changes in land budgets that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of Net Developable Area set out in Table 9.

The property specific land budget included in the Lake Narracan PSP is to be used to determine the number of Net Developable Hectares (for DCP purposes) on individual properties.

3.1.2 Land Budget and Demand Units

Net Developable Hectare is the demand unit for this DCP.

Based on the Lake Narracan PSP, there is one development type included in this DCP: Urban Development. Urban Development is defined broadly to include all forms of development, including residential subdivision, development within town/village centres and employment areas. Urban Development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, child care centre, medical centre or convenience store or any other approved use. There is a total of 335 Net Developable Hectares in the DCP area.

3.2 Calculation of Contribution Charges

3.2.1 Calculation of Costs

Each project has been assigned a land and / or construction cost. These costs are listed in Table 10a and 10b. The costs are expressed in 2014 dollars and will be indexed in accordance with the indexation method specified in Section 4.5.

3.2.2 Road Construction and Intersection Works

The scope for arterial intersection projects was established by Latrobe City Council, VicRoads and the MPA. The design and costing of these intersections was undertaken by GTA Consultants.

A number of standardised intersections were also developed for local roads by Council and the MPA for use in this DCP. The design and costing of these intersections was undertaken by GHD and the MPA.

Reserves required for arterial and connector roads have been calculated consistent with the road cross sections provided in the Lake Narracan PSP. Per metre road construction rates were developed by GHD and were used to calculate road construction costs.

Rates for the works have been established by using current road construction estimation rates as of May 2014.

The intersection layout was agreed with the relevant road authority as were the scope of works. The general assumptions used were:

- No land acquisition costs have been allowed for unless stated (these are separately identified in each DCP project costing in Table 10a).
- No trunk services have been allowed for.
- Drainage allowance is for 'road reserve or project land' areas i.e. no external catchments. However, major drainage such as culverts or bridges consistent with the Lake Narracan PSPs have been included as separate projects.
- A standard excavation depth has been allowed for. Final pavement requirements will be determined at construction stage responding to actual ground conditions.
- Where required an allowance has been made for existing services adjustment or relocation (e.g. electricity poles, water fittings, manholes etc)

Additional percentage based costs tailored to each individual project have been included for:

- Traffic Management
- Site Establishment
- Survey and Design
- Supervision and Project Management
- Council and VicRoads Fees
- Contingency.

The level of contingency for each project reflects the level of design resolution achieved at the time the DCP was prepared.

With respect to road / intersection construction:

- Design generally follows natural terrain.
- Existing service alterations have been included and would be minimal.
- Major cost items such as drainage culverts have been allowed for as separate items.

3.2.3 Culvert works

Where there is a road crossing of a waterway the cost estimated for the culverts required has been prepared on a site by site basis.

3.2.4 Recreation works

Open space recreation cost estimates have been prepared on a per hectare basis instead of itemised cost estimates. The per hectare rate has been derived from an analysis of previous recreation project cost estimates. The use of a per hectare rate allows Council a greater degree of flexibility to meet the needs of the future community.

Shared path and boardwalk cost estimates have been prepared on a per linear metre basis.

Costs for environmental works to Lake Narracan (weed management and bank stabilisation) have been calculated by Latrobe City Council based on previous experience with such works.

3.2.5 Community Centre Projects

The costing of the facility is based on cost estimates prepared by CDCE for the Wyndham West DCP and applied to the Lake Narracan DCP.

3.2.6 Temporary works

Temporary works are not allowed as costs against this DCP unless expressly listed in the DCP, unless to the satisfaction of the Collecting Agency.

3.2.7 Valuation of Land

The area of land to be acquired for each DCP project on each property was identified based on information drawn from the Lake Narracan PSP. A description of the area of land was provided to Lee Property Valuers and Advisors as a registered valuer to prepare a valuation which determined the value for each area of land required by the DCP.

Each parcel where land is required for a DCP project was individually assessed using a 'before and after' methodology to ensure fair compensation for each affected land owner. These values have then been used to calculate the cost of the land component for all relevant projects included in this DCP.

3.3 Cost Apportionment

The DCP apportions a charge to new development according to its projected share of use of identified infrastructure items. Since development contribution charges are levied 'up-front', a measure of actual use by individual development sites is not possible. Therefore costs must be shared in accordance with the estimated share of use.

This is expressed as a percentage in Table 10a and 10b. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area. Projects that are less than 100% apportioned to the DCP are shared with other areas and funding sources.

3.3.1 Charge Areas

The DCP contains one charge area shown as the 'DCP area' in Plan 1.

3.3.2 Non-Government Schools

The development of land for a non government school is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under this Development Contribution Plan.

3.3.3 Schedule of Costs

Tables 10a and 10b calculate the amount of contributions payable by each charge area for each infrastructure category.

3.3.4 Summary of Charges per Hectare

Tables 10a and 10b shows the quantum of funds to be contributed by each charge area towards each infrastructure project. This adds up to the total amount of funds recoverable under the DCP.

Table 10a and 10b sets out a summary of costs for each charge area.



Table 10a Calculation of Costs – Development Infrastructure Levy (DIL)

DCP ID	PROJECT	WORKS DESCRIPTION	INFRASTRUCTURE CATEGORY	LAND AREA	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST	APPORTIONMENT TO DCP	TOTAL COST RECOVERED BY DCP
INTERSECTION PROJECTS									
IN-01	South Shore Road and Becks Bridge Road	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-02	South Shore Road and Mcpherson Road extension	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-03	South Shore Road and Hayes Road	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-04	South Shore Road and Broad Way	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-05	South Shore Road and Sullivans Track	Construction of unsignalised 2-way intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-06	Centre Way and Becks Bridge Road	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-07	Centre Way and Mcpherson Road extension	Construction of standard roundabout	Development	0.00	-	\$500,000	\$500,000	100%	\$500,000
IN-08	Centre Way and Hayes Road	Construction of standard roundabout	Development	0.00	-	\$500,000	\$500,000	100%	\$500,000
IN-09	Centre Way and Broad Way	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-10	Sullivans Track and local access level 2 road	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-11	Becks Bridge Road and Old Sale Road	Construction of standard unsignalised T intersection	Development	0.00	-	\$15,000	\$15,000	100%	\$15,000
IN-12	Old Sale Road, Thompsons Road and Mcphersons Road	Purchase of land from property 22, 45 and 49 and construction of realigned Thompsons Road to link to existing Old Sale Road roundabout and construction of unsignalised T intersection at Mcphersons Road	Development	1.50	\$275,000	\$2,658,091	\$4,064,091	100%	\$4,064,091
IN-13	Thompsons Road and Hayes Road	Construction of unsignalised T intersection with protected right hand turn lane	Development	0.00	-	\$500,000	\$500,000	100%	\$500,000
IN-14	Thompsons Road and Broad Way	Purchase of land from properties 26, 27, 35, 61 and 62 and construction of arterial standard roundabout and Broad Way approach	Development	1.22	\$227,000	\$2,590,017	\$2,827,017	100%	\$2,827,017
IN-15	John Field Drive and Broad Way	Purchase of land from property 66 and construction of arterial standard roundabout, connections to existing John Field Drive and Broad Way approach	Development	0.61	\$129,715	\$2,500,694	\$2,630,439	100%	\$2,630,439
IN-16	Thompsons Road and Sullivans Track	Construction of standard unsignalised T intersection including lifting level of intersection to improve sightlines	Development	0.00	-	\$601,072	\$601,072	100%	\$601,072
IN-17	Old Sale Road and John Field Drive	Construction of intersection upgrade to accommodate additional traffic volumes associated with the Lake Narracan area	Development	0.00	-	\$1,950,270	\$1,950,270	72%	\$1,423,770
SUB-TOTAL				3.21	\$751,715	\$15,566,241	\$16,217,969		\$13,791,290
ROAD PROJECTS									
RD-01	South Shore Road, Becks Bridge Road to Mcpherson Road extension	Construction of 20.0m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,242,215	\$1,242,215	100%	\$1,242,215
RD-02	South Shore Road, Mcpherson Road extension to Hayes Road	Construction of 20.0m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,252,261	\$1,252,261	100%	\$1,252,261
RD-03	South Shore Road, Hayes Road to Broad Way	Construction of 20.0m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,452,922	\$1,452,922	100%	\$1,452,922
RD-04	South Shore Road, Broad Way to Golf Club (eastern boundary)	Construction of 2 lane connector road; as per Cross Section 9 of the Lake Narracan PSP	Development	0.00	-	\$1,219,525	\$1,219,525	100%	\$1,219,525
RD-05	South Shore Road, Golf Club (eastern boundary to Sullivans Track)	Construction of 20.0m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,161,946	\$1,161,946	100%	\$1,161,946
RD-06	Centre Way, Becks Bridge Road to Mcpherson Road extension	Construction of 21.6m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,915,511	\$1,915,511	100%	\$1,915,511
RD-07	Centre Way, Mcpherson Road extension to Hayes Road	Construction of 21.6m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,247,721	\$1,247,721	100%	\$1,247,721
RD-08	Centre Way, Hayes Road to Broad Way	Construction of 21.6m wide 2 lane connector road; as per Cross Section 5 of the Lake Narracan PSP	Development	0.00	-	\$1,252,076	\$1,252,076	100%	\$1,252,076
RD-09	Mcpherson Road extension, South Shore Road to Centre Way	Construction of 25.9m wide 2 lane connector road; as per Cross Section 7 of the Lake Narracan PSP	Development	0.00	-	\$1,596,620	\$1,596,620	100%	\$1,596,620
RD-10	Mcpherson Road extension, Centre Way to Thompsons Road	Construction of 25.9m wide 2 lane connector road; as per Cross Section 7 of the Lake Narracan PSP	Development	0.00	-	\$1,202,514	\$1,202,514	100%	\$1,202,514
RD-11	Hayes Road, South Shore Road to Centre Way	Construction of 21.5m wide 2 lane connector road; as per Cross Section 6 of the Lake Narracan PSP	Development	0.00	-	\$1,252,050	\$1,252,050	100%	\$1,252,050
RD-12	Hayes Road, Centre Way to Thompsons Road	Construction of 21.5m wide 2 lane connector road; as per Cross Section 6 of the Lake Narracan PSP	Development	0.00	-	\$1,155,456	\$1,155,456	100%	\$1,155,456
RD-13	Broad Way, South Shore Road to Centre Way	Construction of 27.6m wide 2 lane connector to boulevard; as per Cross Section 4 of the Lake Narracan PSP	Development	0.00	-	\$1,422,555	\$1,422,555	100%	\$1,422,555
RD-14	Broad Way, Centre Way to Thompsons Road	Construction of 27.6m wide 2 lane connector to boulevard; as per Cross Section 4 of the Lake Narracan PSP	Development	0.00	-	\$656,902	\$656,902	100%	\$656,902
RD-15	Sullivans Track, South Shore Road to Thompsons Road	Construction of 2 lane connector road; as per Cross Section 10 of the Lake Narracan PSP	Development	0.00	-	\$1,222,227	\$1,222,227	100%	\$1,222,227
RD-16	Thompsons Road, Mcpherson Road to Hayes Road	Construction of 21.0m wide 2 lane arterial; as per Cross Section 2 of the Lake Narracan PSP	Development	0.00	-	\$567,791	\$567,791	100%	\$567,791
RD-17	Thompsons Road, Hayes Road to Broad Way	Purchase of land from property 32 and 37 and construction of 21.0m wide 2 lane arterial to boulevard; as per Cross Section 2 of the Lake Narracan PSP	Development	0.12	\$6,095	\$975,240	\$981,414	100%	\$981,414
RD-18	Thompsons Road, Broad Way to Sullivans Track	Construction of 21.5m wide 2 lane connector road; as per Cross Section 6 of the Lake Narracan PSP	Development	0.00	-	\$2,515,152	\$2,515,152	100%	\$2,515,152
SUB-TOTAL				0.12	\$6,095	\$24,570,602	\$24,576,757		\$24,576,757



DCP ID	PROJECT	WORKS DESCRIPTION	INFRASTRUCTURE CATEGORY	LAND AREA	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST	APPORTIONMENT TO DCP	TOTAL COST RECOVERED BY DCP
CULVERT PROJECTS									
CV-01	South Shore Road (between Becks Bridge Road and Macpherson Road extension)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$375,000	\$375,000	100%	\$375,000
CV-02	South Shore Road (between Macpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$459,000	\$459,000	100%	\$459,000
CV-03	South Shore Road (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$721,000	\$721,000	100%	\$721,000
CV-04	South Shore Road (at Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$269,000	\$269,000	100%	\$269,000
CV-05	South Shore Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$269,000	\$269,000	100%	\$269,000
CV-06	Centre Way (between Macpherson Road extension and Hayes Road)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$269,000	\$269,000	100%	\$269,000
CV-07	Centre Way (between Hayes Road and Broad Way)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$649,000	\$649,000	100%	\$649,000
CV-08	Thompsons Road (between Hayes Road to Broad Way)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$459,000	\$459,000	100%	\$459,000
CV-09	Thompsons Road (between Broad Way and Golf Club eastern boundary)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$269,000	\$269,000	100%	\$269,000
CV-10	Thompsons Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$152,000	\$152,000	100%	\$152,000
CV-11	Thompsons Road (between Golf Club eastern boundary and Sullivans Track)	Construction of basic culvert crossing of waterway	Development	0.00	-	\$119,000	\$119,000	100%	\$119,000
SUB-TOTAL				0.00	-	\$4,013,000	\$4,013,000		\$4,013,000
OPEN SPACE PROJECTS									
OS-01	Local sports reserve (within precinct)	Purchase of land from property 27 and 25 for local sports reserve S-01 (including 9.23Ha of land within existing electricity easement) and a per hectare allowance for construction of sporting facilities in the reserve (refer to Lake Narracan PSP for reserve location and size)	Development	12.52	\$466,000	\$5,565,516	\$6,351,516	100%	\$6,351,516
OS-02	Local sports reserve improvements (external to precinct)	Contribution to upgrade of facilities in existing sporting reserves in Newborough, equivalent to the value of 12.94Ha of land (using per hectare valuation rate of \$200,000). As only 6.11% of NDA within the Lake Narracan PSP/DCP area will be provided as unencumbered open space to make up a total of 19% of NDA provided as unencumbered open space, the remaining 3.56% (12.94Ha) will be collected as a cash equivalent to improve existing sporting facilities within Newborough.	Development	0.00	-	\$2,557,945	\$2,557,945	100%	\$2,557,945
OS-03	Local park improvements	Per hectare allowance for construction of basic improvements to local parks P-01 to P-21 (15.14Ha in total - refer to Lake Narracan PSP for park location and size)	Development	0.00	-	\$971,617	\$971,617	100%	\$971,617
OS-04	Foreshore park improvements	Per hectare allowance for construction of basic improvements to foreshore parks F-01 to F-01 (0.67Ha in total - refer to Lake Narracan PSP for park location and size)	Development	0.00	-	\$610,296	\$610,296	100%	\$610,296
OS-05	Foreshore environmental improvements	Weed removal and bank stabilisation along lake foreshore	Development	0.00	-	\$1,456,620	\$1,456,620	50%	\$741,310
OS-06	Becks Bay boardwalk	Construction of 750m of 2.5m wide boardwalk providing access to LaTrobe River delta area	Development	0.00	-	\$710,063	\$710,063	50%	\$355,021
OS-07	Turra Reach to Fenliea boardwalk	Construction of 750m of 2.5m wide boardwalk providing shared path access along edge of lake where shared path cannot be provided along foreshore due to space constraints	Development	0.00	-	\$991,066	\$991,066	100%	\$991,066
SUB-TOTAL				12.52	\$466,000	\$13,251,519	\$13,717,519		\$12,616,206
SHARED PATH PROJECTS									
SP-01	Lake foreshore shared path	Construction of 3.0m wide off-road shared path along lake foreshore between Becks Bridge Road and Moe-Yalburn Rail Trail	Development	0.00	-	\$1,350,000	\$1,350,000	100%	\$1,350,000
SP-02	Becks Bridge Road shared path	Construction of 3.0m wide off-road shared path east side of Becks Bridge Road between LaTrobe River and Old Sale Road	Development	0.00	-	\$420,000	\$420,000	100%	\$420,000
SP-03	Macpherson Road shared path	Construction of 3.0m wide off-road shared path along Macpherson Road between South Shore Road and Thompsons Road	Development	0.00	-	\$450,000	\$450,000	100%	\$450,000
SP-04	Central waterway shared path	Construction of 3.0m wide off-road shared path along waterway located between Hayes Road and Broad Way between South Shore Road and southern precinct boundary	Development	0.00	-	\$510,000	\$510,000	100%	\$510,000
SP-05	Sullivans Track shared path	Construction of 3.0m wide off-road shared path along eastern side of Sullivans Track between lake foreshore shared path and Moe-Yalburn Rail Trail	Development	0.00	-	\$135,000	\$135,000	100%	\$135,000
SP-06	Electricity easement shared path	Construction of 3.0m wide off-road shared path along electricity easement between Becks Bridge Road and central waterway shared path	Development	0.00	-	\$55,000	\$55,000	100%	\$55,000
SP-07	Old Sale Road shared path	Construction of 3.0m wide off-road shared path along north side of Old Sale Road between Becks Bridge Road and Thompsons Road	Development	0.00	-	\$375,000	\$375,000	100%	\$375,000
SP-08	Sandy Creek shared path	Construction of 3.0m wide off-road shared path along Sandy Creek connecting Moe-Yalburn Rail Trail with John Field Drive	Development	0.00	-	\$66,900	\$66,900	100%	\$66,900
SUB-TOTAL				0.00	-	\$3,921,900	\$3,921,900		\$3,921,900



DCP ID	PROJECT	WORKS DESCRIPTION	INFRASTRUCTURE CATEGORY	LAND AREA	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST	APPORTIONMENT TO DCP	TOTAL COST RECOVERED BY DCP
COMMUNITY FACILITY PROJECTS									
CF-01	Turra Reach Community Centre	Land and construction of community centre	Development	0.40	\$39,471	\$2,500,000	\$2,539,471	100%	\$2,539,471
SUB-TOTAL				0.40	\$39,471	\$2,500,000	\$2,539,471		\$2,539,471
WETLAND PROJECTS									
WL-01	Stormwater quality treatment wetland	Purchase of land from property 1 and 2, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	3.55	\$379,337	\$2,099,000	\$2,469,337	100%	\$2,469,337
WL-02	Stormwater quality treatment wetland	Purchase of land from property 3, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	4.19	\$401,663	\$2,192,000	\$2,593,663	100%	\$2,593,663
WL-03	Stormwater quality treatment wetland	Purchase of land from property 5, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	2.10	\$207,237	\$767,000	\$994,237	100%	\$994,237
WL-04	Stormwater quality treatment wetland	Purchase of land from property 5, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	2.05	\$202,259	\$1,312,000	\$1,515,259	100%	\$1,515,259
WL-05	Stormwater quality treatment wetland	Purchase of land from property 32, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	2.50	\$176,905	\$1,749,000	\$1,925,905	100%	\$1,925,905
WL-06	Stormwater quality treatment wetland	Purchase of land from property 7, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	0.60	\$50,000	\$924,000	\$974,000	100%	\$974,000
WL-07	Stormwater quality treatment wetland	Purchase of land from property 5, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	0.21	\$26,500	\$525,000	\$551,500	100%	\$551,500
WL-08	Stormwater quality treatment wetland	Purchase of land from property 5, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	0.21	\$26,500	\$437,000	\$463,500	100%	\$463,500
WL-09	Stormwater quality treatment wetland	Purchase of land from property 56, beyond 60m waterway corridor and construction of stormwater quality treatment wetland	Development	0.49	\$112,255	\$577,000	\$689,255	100%	\$689,255
SUB-TOTAL				16.50	\$1,577,656	\$10,552,000	\$12,129,656		\$12,129,656
WATERWAY PROJECTS									
CW-01	Constructed waterway	Construction of waterway and associated landscaping	Development	0.00	-	\$734,000	\$734,000	100%	\$734,000
CW-02	Constructed waterway	Construction of waterway, north of Centre Road and associated landscaping	Development	0.00	-	\$1,315,351	\$1,315,351	100%	\$1,315,351
CW-03	Constructed waterway	Construction of waterway, south of Centre Road and associated landscaping	Development	0.00	-	\$627,649	\$627,649	100%	\$627,649
CW-04	Constructed waterway	Construction of waterway, north of Centre Road and associated landscaping	Development	0.00	-	\$2,261,765	\$2,261,765	100%	\$2,261,765
CW-05	Constructed waterway	Construction of waterway, between Thompsons Road and Centre Road and associated landscaping	Development	0.00	-	\$1,552,235	\$1,552,235	100%	\$1,552,235
CW-06	Constructed waterway	Construction of waterway, south of Thompsons Road and associated landscaping	Development	0.00	-	\$1,435,000	\$1,435,000	100%	\$1,435,000
CW-07	Constructed waterway	Construction of waterway, within Property 71 and associated landscaping	Development	0.00	-	\$990,000	\$990,000	100%	\$990,000
SUB-TOTAL				0.00	-	\$9,152,000	\$9,152,000		\$9,152,000
SUMMARY									
TOTAL COST Development Infrastructure Levy (DIL) projects									\$56,042,444
TOTAL Net Developable Hectares									235.06
TOTAL Development Infrastructure Levy (DIL) rate per Net Developable Hectare									\$236,802



Table 10b Calculation of Costs – Community Infrastructure Levy (CIL)

DCP ID	PROJECT	WORKS DESCRIPTION	INFRASTRUCTURE CATEGORY	LAND AREA	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST	APPORTIONMENT TO DCP	TOTAL COST ATTRIBUTABLE TO DCP
Community facility projects									
CF-02	Sporting pavilion	Construction of pavilion within sporting open space S-01 (refer to Lake Narracan PSP for reserve location and size)	Community	0.00	-	\$1,760,000	\$1,760,000	100%	\$1,760,000
CF-03	User group relocation and facility improvements	Relocation of the Latrobe Valley Model Aero Club and Latrobe Valley Hovercraft Club and the construction of multipurpose facility to provide club rooms/meeting rooms and storage. Landscaping improvements to Latrobe Valley Naval Cadets site.	Community	0.00	-	\$500,000	\$500,000	100%	\$500,000
CF-04	Newborough Northern Reserve	Junior sports oval improvement works	Community	0.00	-	\$400,000	\$400,000	60%	\$240,000
CF-05	Newborough Northern Reserve	Netball court improvement works	Community	0.00	-	\$1,000,000	\$1,000,000	60%	\$600,000
CF-06	Joe Carmody Reserve	Athletics track improvement works	Community	0.00	-	\$300,000	\$300,000	60%	\$180,000
SUB-TOTAL				0.00	-	\$3,960,000	\$3,960,000		\$3,280,000
SUMMARY									

TOTAL Community Infrastructure Levy (CIL) per dwelling	\$887
TOTAL estimated dwellings	3,698
TOTAL Community Infrastructure Levy (CIL) estimated to be collected by DCP	\$3,280,000



4.0 ADMINISTRATION

This section sets out how this DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by this DCP will be managed in terms of reporting, indexation and review periods.

The DCP Development Infrastructure Levy applies to subdivision and / or development of land.

The DCP Community Infrastructure Levy applies to the construction of dwellings and must be paid prior to the issue of a Building Permit.

4.1 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

Latrobe City Council is the Collecting Agency pursuant to section 46K(1)(fa) of the *Planning and Environment Act 1987* which means that it is the public authority to whom all levies are payable. As the Collecting Agency, Latrobe City Council is also responsible for the administration of this DCP and also its enforcement pursuant to Section 46QC of the Act.

4.2 Development Agency (Agency Responsible for Works)

Latrobe City Council is the Development Agency and is responsible for the provision of all of the DCP projects identified in this DCP.

4.3 Payment of Contribution Levies and Payment Timing

4.3.1 Development Infrastructure

For subdivision of Land

- A development infrastructure levy must be paid to Council for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance with respect to that plan under the Subdivision Act 1988.
- Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to Council within 21 days prior to the issue of a Statement of Compliance for that stage provided

that a Schedule of Development Contributions is submitted with each stage of plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions for prior stages to the satisfaction of Council.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* in respect of the proposed works or provision of land in lieu to specific requirements.

For development of land where no subdivision is proposed

- Provided a development infrastructure levy has not already been paid on subject land, an infrastructure levy must be paid to Council in accordance with the provisions of the approved DCP for each demand unit (Net Developable Hectare) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways landscaping and ancillary components). Council may require that contributions be made at either the planning or building permit stage for Development Infrastructure.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement or other suitable arrangement under Section 173 of the *Planning and Environment Act 1987* in relation to the proposed works or land in lieu.

Where no planning permit is required

The following requirements apply where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Unless otherwise agreed to by Council in a Section 173 agreement, a development infrastructure levy must be paid to Council prior to the commencement of any development in accordance with the provision of this approved Development Contributions Plan for the land.

If Council agrees to works or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* in respect of the proposed works or provision of land in lieu.

4.3.2 Community Infrastructure Levy

Contributions relating to community infrastructure are to be made by the home builder prior to the issue of a building permit. However, development proponents are encouraged to pay the levy prior to the issue of a statement of compliance to reduce the administrative burden of collection from individual home builders.

Levies for 'residential buildings' will be calculated at the rate for a single dwelling. In all other forms of accommodation, the dwelling is the individual unit (such as each dwelling in a residential village, retirement village, serviced apartment complexes and so on). Corrective institutions are exempt.

A community infrastructure levy is not payable for a dwelling on a lot which was created prior to the date that this DCP was first incorporated into the Latrobe Planning Scheme.

4.3.3 Works in Kind

Under Section 46P of the Act, Council as the Collecting Agency may accept the provision of land, works, services or facilities by the applicant in part, or in full, in lieu of the amount of levy payable. This can be agreed with Council before or after the application for the permit is made or before the development is carried out. The agreement must include a list of the DCP infrastructure which Council has agreed in writing to allow to be provided as works in lieu providing that:

- The works constitute project(s) funded by this DCP.
- Council agrees that the timing of the works would be consistent with priorities in this DCP.
- The works are defined and agreed in a Section 173 agreement.
- Works must be provided to a standard that accords with this DCP to the satisfaction of Council, unless an alternative is agreed by Council.
- Detailed design must be approved by Council and must generally accord with the expectations outlined in this DCP unless an alternative is agreed by Council.
- The construction of works must be completed to the satisfaction of Council.
- There should be no negative financial impact on this DCP to the satisfaction of Council.

- In particular, the works will only be accepted in lieu of a financial contribution required by this DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to Council's satisfaction. Temporary works will not be accepted as works in kind.

Where Council agrees that works are to be provided by a development proponent in lieu of cash contributions (subject to the arrangements specified above):

- The credit for the works (unless an alternative approach is agreed with Council) provided shall equal the value identified in the Development Contributions Plan, taking into account the impact of indexation.
- The value of the works provided in accordance with the principle outlined above, will be off-set against the development contributions liable to be paid by the development proponent.
- Credit for the provision of works in kind shall be at a time to be negotiated between the development proponent and Council.

4.3.4 Credit for Over Provision

Where Council agrees that a development proponent can provide works in kind (either works and/or land) the situation may arise where the developer makes a contribution that exceeds that required by the Development Contributions Plan for the individual development.

In such a case the developer is entitled to a cash reimbursement for that amount that has been over contributed.

The details of credits and reimbursements will need to be negotiated with, and agreed to by Council.

4.3.5 Non Government Schools

Where land is subdivided or developed for the purpose of a government school, non government school or any other use that is partly or wholly exempt from development contributions and the land is subsequently used for a purpose other than as one of those exempt uses, the owner of that land must pay to Council development contributions in accordance with the provisions of the DCP. The development infrastructure levy and where applicable, the community infrastructure levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.



4.4 Funds Administration

The administration of the contributions made under this DCP will be transparent and development contributions will be held in accounts for each class of infrastructure until required for provision of items in that class. Details of funds received and expenditures will be held by Council in accordance with the provisions of the *Local Government Act 1989* and the *Planning and Environment Act 1987*.

The administration of contributions made under this DCP will be transparent and demonstrate:

- The amount and timing of funds collected.
- The sources of the funds collected.
- The amount and timing of expenditure on specific projects.
- The project on which the expenditure was made.
- The account classes or individual project classes.
- Details of any works-in-kind arrangements for project provision.
- Any pooling or quarantining of funds to deliver specific projects where applicable.

Council will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

Council will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as specified in this DCP.

Should Council achieve savings on any project, or resolve not to proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for alternative works in the same infrastructure class as specified by this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the *Planning and Environment Act*, or will be refunded to developers and / or owners of land subject to these infrastructure charges.

4.5 Construction and Land Value Costs Indexation

Capital costs of all infrastructure items are in 2014 dollars and will be indexed by Council annually to take account of inflation. The costs of infrastructure items will be adjusted by applying the Building Price Index, as published in the latest edition of Rawlinsons Australian Construction Handbook.

The per hectare value of Native vegetation offsets associated with any infrastructure items will be reviewed every two years by the Department of Environment and Primary Industries.

Land values will be re-valued annually by a registered valuer based on a 'before and after' methodology for each lot that includes land for a DCP project.

Within 14 days of the adjustments being made, Council will publish the amended capital costs for each infrastructure item on Council's website.

The Community Infrastructure Levy projects are not indexed as the value of the contribution is set by the *Planning and Environment Act 1987*.

If in the future the Community Infrastructure Levy is amended, then the levy applicable to the release of any remaining dwellings may be adjusted in accordance with the revised legislative and regulatory approach as directed by the Minister for Planning.

4.6 Development Contributions Plan Review Period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the Lake Narracan precinct. A 'full development' horizon of land within Lake Narracan area within 30 years of gazettal of this DCP has been adopted.

This DCP commences on the date of incorporation into the Latrobe Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 30 years after gazettal, or when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every 5 years (or more frequently if required). This will require an amendment to the Latrobe Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (for example an agreement under s173 of the Act) for the implementation of this DCP.

This review is anticipated to include:

- Updates to any aspect of the plan as required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;
- Review of estimated net developable area (this will also be required if the Precinct Structure Plan is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

4.7 Adjustment to Infrastructure Scope

During the implementation of the DCP a development proponent may propose material changes to the use and development of land from that contemplated in the PSP, leading to increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requiring the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or by a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where Council or another agency seeks to change the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation, the net cost increases resulting from the changes should normally be met by the agency requesting the change.

5.0 IMPLEMENTATION

This section provides further details regarding how Council intends to implement this DCP.

The implementation strategy has been formulated by:

- Assessing the Lake Narracan PSP.
- Having regard to the development context.
- Assessing the need for finance requirements – up front financing and pooling of funds.
- Agreeing the land value and indexing it appropriately (where possible).
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.
- Provision of adequate resources to administer this DCP.

5.1 Infrastructure delivery priorities

The following table provides an indication of DCP project priority, to assist in supporting development across the Lake Narracan area. These projects are considered a priority as they increase the capacity on the existing road network, improve access to land within the area and improve road safety.

The purpose of the table is to provide Council and development proponents with a clear understanding of which projects should be prioritised for works-in-kind agreements. Council has the ability to enter into works-in-kind agreements for projects not listed in Table 11.

The list in Table 11 does not bind Council to the delivery of any particular project within a particular time period or in the order set out in Table 11. Council may at any time, subject to its own Capital Works priorities, change the priority by introducing new items or deleting items at its complete discretion. The table is provided so as to be indicative only. Council will from time to time publish its priorities for the infrastructure projects to be provided so as to be consistent with the facilitation of an orderly sequencing of development in the Lake Narracan area.

Table 11 Infrastructure Delivery Priorities

PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION
IN-12	Old Sale Road, Thompsons Road and Macphersons Road	Purchase of land from property 23, 48 and 49 and construction realigned Thompsons Road to link to existing Old Sale Road roundabout and construction of unsignalised T intersection at Macphersons Road
IN-14	Thompsons Road and Broad Way	Purchase of land from properties 36, 37, 38, 61 and 62 and construction of arterial standard roundabout and Broad Way approach
IN-15	John Field Drive and Broad Way	Purchase of land from property 66 and construction of arterial standard roundabout, connections to existing John Field Drive and Broad Way approach

6.0 OTHER INFORMATION

6.1 Acronyms

'the Act'	Planning and Environment Act 1987
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DEECD	Department of Education & Early Childhood Development
DIL	Development Infrastructure Levy
GDA	Gross Developable Area
Ha	Hectare
MCA	Main Catchment Area
MCH	Maternal & Child Health
MSS	Municipal Strategic Statement
NDA	Net Developable Area
NDHa	Net Developable Hectare
PSP	Precinct Structure Plan
Sqm	Square Metres
UGZ	Urban Growth Zone

6.2 Glossary

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for journeys between towns and linking to freeways, and identified under the Road Management Act 2004. All declared arterials are managed by the State Government.

Co-Location

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and open space.

Community Facilities

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (eg. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

Connector Street

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network Managed by the relevant local council. (See Table C1 in clause 56)

Conventional Density Housing

Housing with an average density of 10 to 15 dwellings per net developable hectare.

Development Contributions Plan

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the *Planning and Environment Act 1987*.

Encumbered Land

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, landfill, conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields).

Freeway

A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.

High Density Housing

Housing with an average density of more than 30 dwellings per net developable hectare.

Housing Density (Net)

The number of houses divided by net developable area

Linear Open Space Network

Corridors of open space, mainly along waterways that link together, forming a network.

Land Budget Table

A table setting out the total precinct area, net developable area and constituent land uses proposed within the precinct.

Local Open Space

Open space that is set aside for local parks and gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

Lower Density Housing

Housing with an average density of less than 10 dwellings per hectare.

Medium Density Housing

Housing with an average density of 16 to 30 dwellings per net developable hectare.

Native Vegetation

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

Net Developable Area

Total amount of land within the precinct that is made available for development of housing and employment buildings, including lots and local streets. Total precinct area minus community facilities, schools and educational facilities, open space, existing road reserves, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

Net Residential Area

As per net developable area but excluding neighbourhood activity centres, non-government schools and golf course sites.

Precinct Structure Plan

A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.

Public Open Space

Land that is set aside in the precinct structure plan for public recreation or public sport, or as parklands, or for similar purposes. Incorporates sporting and local open space.

Sporting Reserve

Land set aside for the specific purpose of formal/organised club based sports.

Urban Growth Zone

Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.





LAKE NARRACAN

NATIVE VEGETATION PRECINCT PLAN
DRAFT - JUNE 2014



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Lake Narracan Native Vegetation Precinct Plan
Map 1 Native Vegetation Precinct Plan Area



The Lake Narracan Native Vegetation Precinct Plan is listed in the Schedule to Clause 52.16 of the Latrobe Planning Scheme. The native vegetation identified for removal, destruction or lopping in this Native Vegetation Precinct Plan will not require a planning permit, provided the conditions and requirements specified in this plan are met.

The Lake Narracan Native Vegetation Precinct Plan applies to all land shown in Map 1.

1.0 PURPOSE

The purpose of the Lake Narracan Native Vegetation Precinct Plan (NVPP) is to:

- specify the native vegetation to be retained and the native vegetation that can be removed, destroyed or lopped within the precinct area
- apply a landscape approach to ensure that areas of high biodiversity value native vegetation are retained, protected and are managed to conserve ecological values in accordance with the plan
- ensure that any permitted removal, destruction or lopping of native vegetation identified in this plan meets the no net loss and offset objectives defined in *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013)
- describe the offset requirements for any permitted removal, destruction or lopping of native vegetation as identified in this plan, and
- streamline the planning approvals process for the permitted clearing of native vegetation as specified in this plan.

1.1 Native Vegetation Objectives

The objectives of this Native Vegetation Precinct Plan are:

- retain, protect and manage high biodiversity value areas of native vegetation, including threatened species and habitats listed under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* and the *Victorian Flora and Fauna Guarantee Act 1988*, and
- to include appropriate areas for passive recreation within the precinct enhanced by the conservation of significant ecological values.

2.0 NATIVE VEGETATION PERMITTED CLEARING REGULATIONS

Clause 72 of the Victoria Planning Provisions defines native vegetation as ‘Plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses.’

Clause 52.17 of the Latrobe Planning Scheme requires a planning permit to remove, lop or destroy native vegetation, unless:

- The native vegetation is exempt from requiring a planning permit under the Clause 52.17-7 Exemptions, or
- The native vegetation is identified for removal on land identified within a Native Vegetation Precinct Plan incorporated in the Schedule to Clause 52.16 of the Latrobe Planning Scheme.
- The native vegetation permitted to be removed and retained under this NVPP has been classified and assessed as either remnant patches or scattered trees for the purpose of assessment of the biodiversity values at a statewide level. The definitions and assessment process used in the development of this plan accords with *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013). These guidelines are an incorporated document in all Victorian planning schemes under Clause 82 of the Victoria Planning Provisions.

Native vegetation that is defined under the guidelines as either remnant patches or scattered trees has been identified throughout the precinct area, and assessed in accordance with the statutory requirements of the guidelines.

It is important to note that native vegetation that does not meet the definition of either a remnant patch or scattered tree has not been considered in this NVPP. Any native vegetation not identified for retention or removal within this NVPP may require a planning permit under Clause 52.17 of the Latrobe Planning Scheme. Persons wanting to remove, lop or destroy native vegetation that has not been considered and assessed as part of this NVPP should seek the written advice of the responsible authority to determine if a planning permit is required.

3.0 NATIVE VEGETATION VALUES WITHIN THE PRECINCT

Past agricultural and farming practices have had a marked effect on the quality and extent of native vegetation within the NVPP area. Despite this, the area still supports a number of pre 1750 Ecological Vegetation Classes (EVCs), comprising Plains Grassy Forest, Riparian Forest, Swamp Scrub, Lowland Forest and Floodplain Riparian Woodland.

The largest areas of remnant native vegetation are found along the lake foreshore at the eastern end of the precinct. This vegetation has been protected as a priority as it comprises the most significant area of habitat for Strzelecki Gum (*Eucalyptus strzeleckii*). This threatened species is present within the precinct, and is protected under both the EPBC and FFG Acts.

Other significant areas of native vegetation will be protected within the Moe Yallourn Rail Trail reserve, the Moe Golf Course, through the centre of the western section of the precinct, and along Becks Bridge and Old Sale Roads.

4.0 NATIVE VEGETATION TO BE RETAINED

The native vegetation to be retained is described in Tables 1 and 2, and shown in Map 2 of this Plan. This native vegetation should not be removed, and should be managed for conservation values into the future.

A landscape approach has been adopted in the preparation of this plan to identify and protect the most significant biodiversity and ecological values and habitat linkages. This holistic approach provides surety around future development within the precinct.

5.0 NATIVE VEGETATION THAT CAN BE REMOVED, DESTROYED OR LOPPED

The native vegetation described in Tables 3 and 4 and shown in Map 2 can be removed, destroyed or lopped, subject to the provision of offsets in accordance with this plan, which is incorporated in the Schedule to Clause 52.16 of the Latrobe Planning Scheme.

5.1 Other statutory considerations and approvals

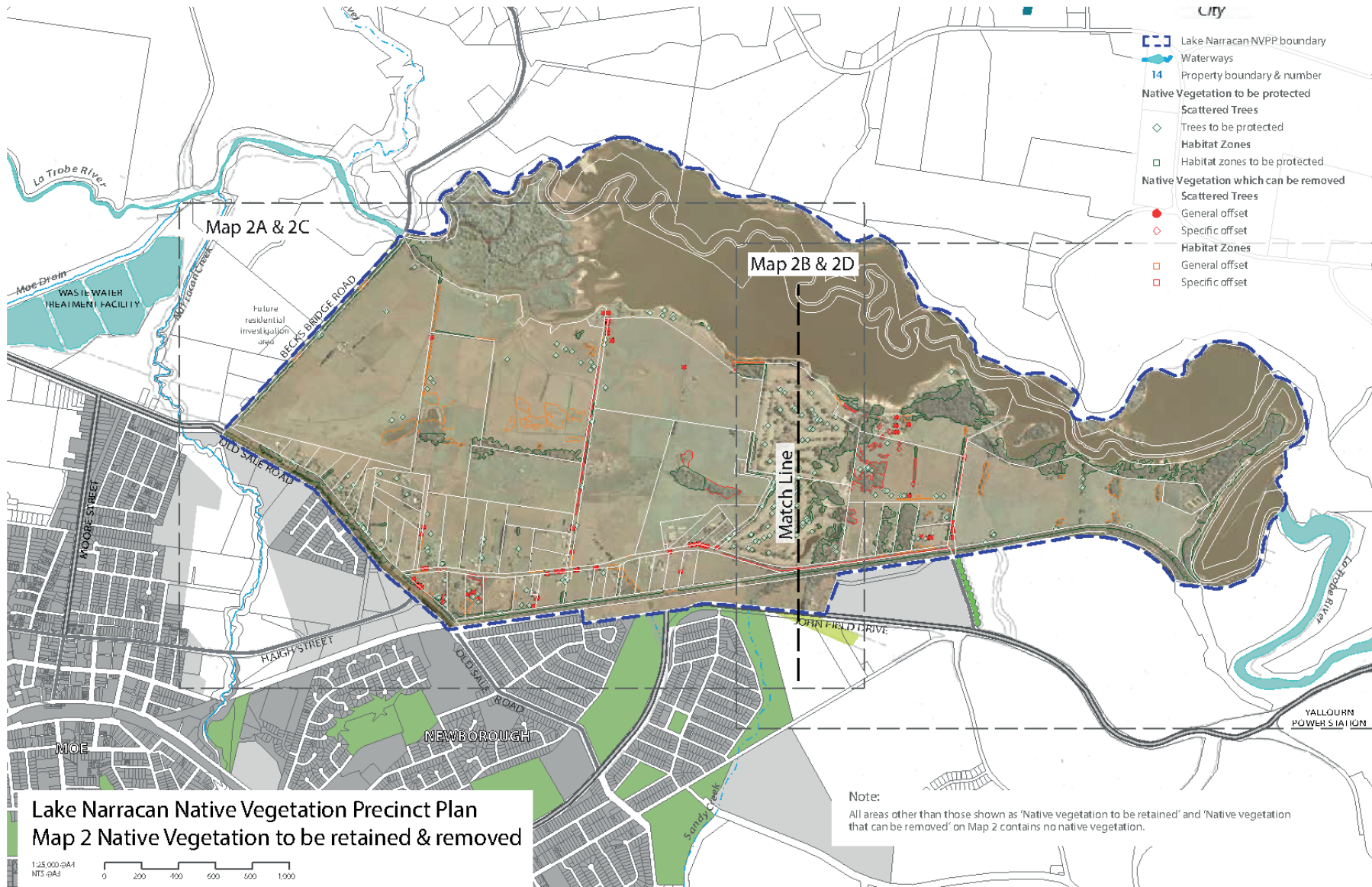
The native vegetation permitted to be cleared under this NVPP may be subject to statutory approvals other than the Planning and Environment Act 1987.

Proponents should ensure that there are no other statutory approvals required for protected species and communities under the EPBC Act (all land tenures), or the FFG Act (land owned or managed by a public authority, including roadsides and Crown land).

Further information about protected species and communities can be found on the following websites:

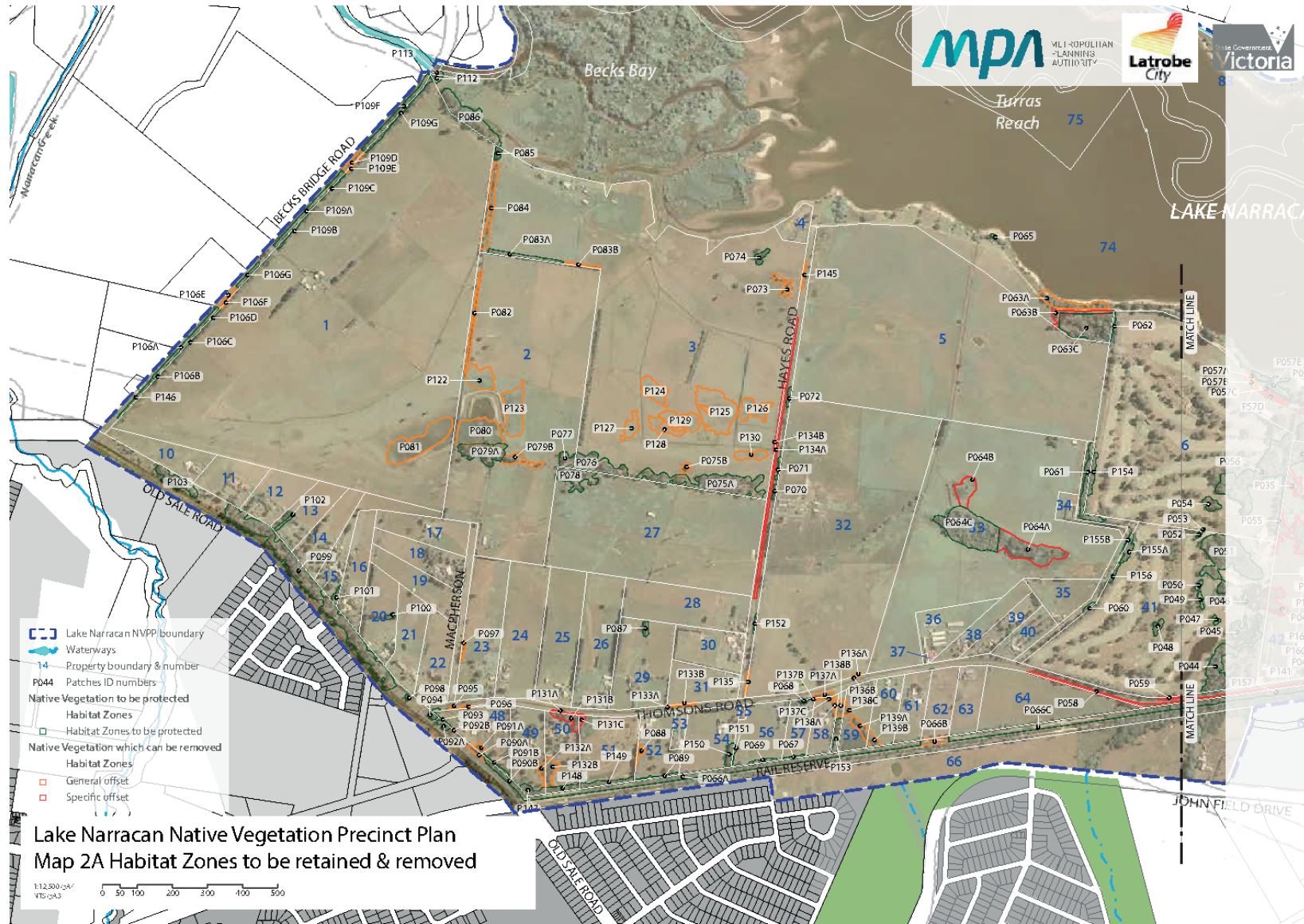
<http://www.environment.gov.au/topics/environment-protection/environment-assessments/assessment-and-approval-process>

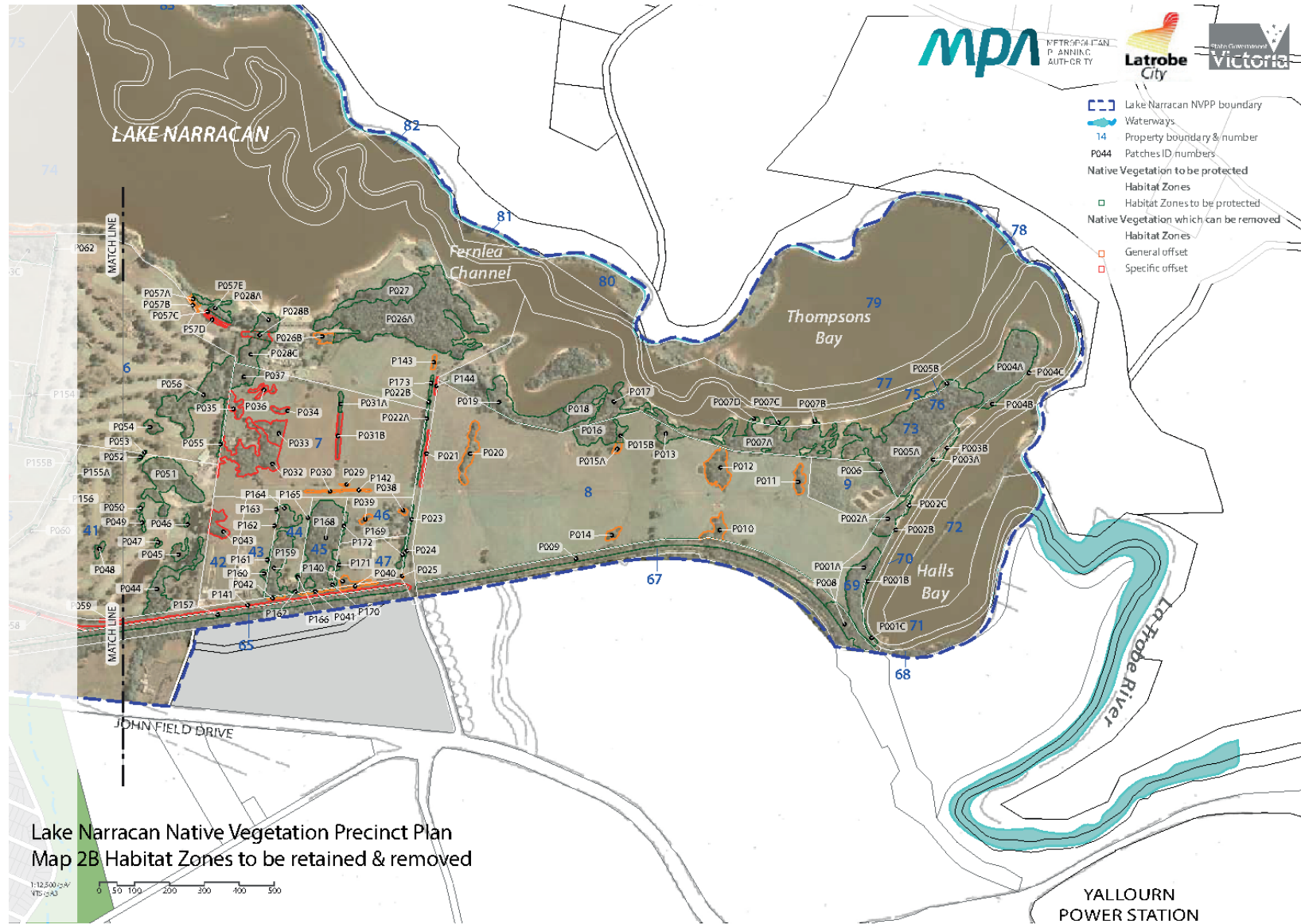
<http://www.depi.vic.gov.au/environment-and-wildlife/threatened-species-and-communities/flora-and-fauna-guarantee-act-1988/protected-flora-controls>



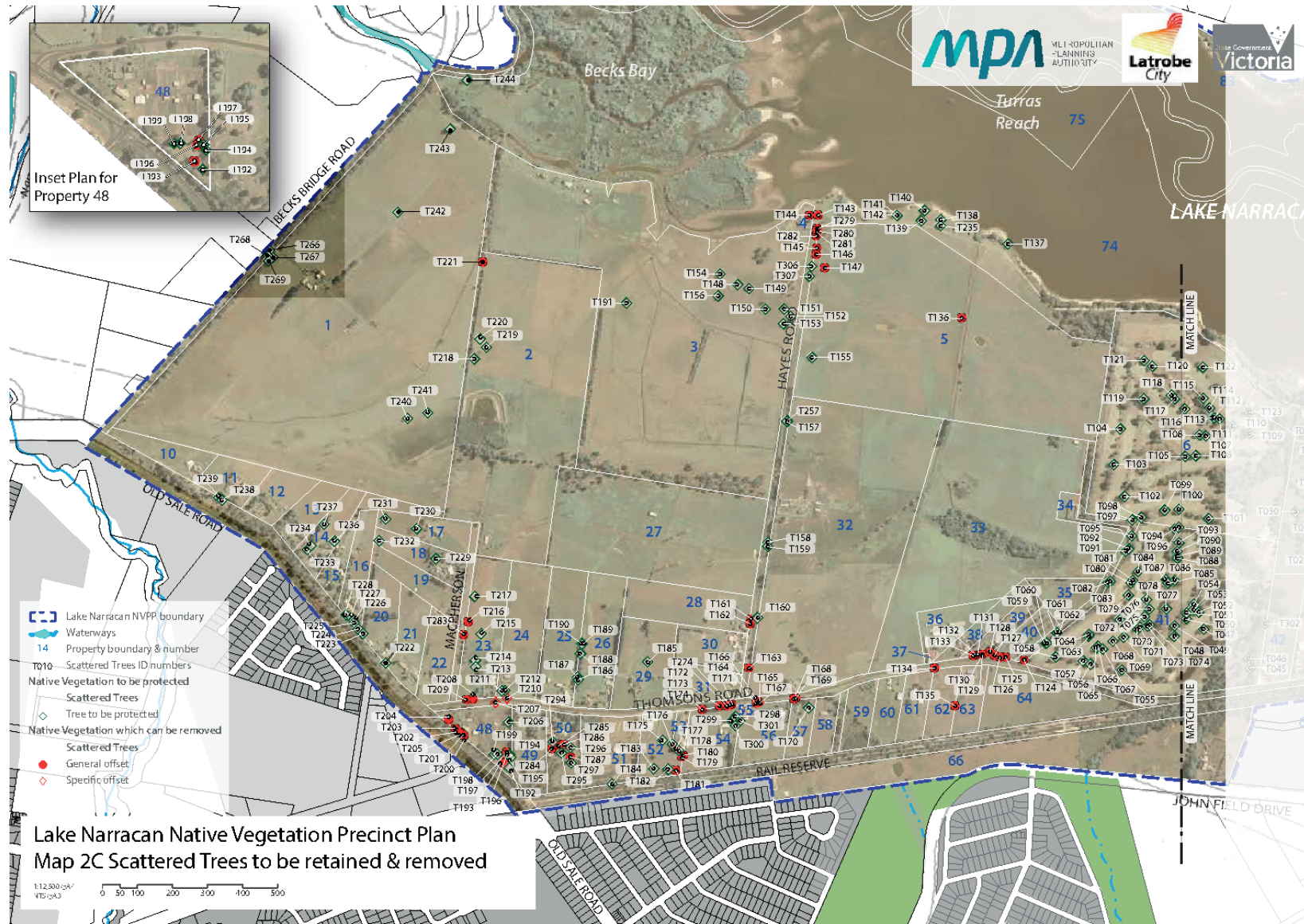
Lake Narracan Native Vegetation Precinct Plan
Map 2 Native Vegetation to be retained & removed

Note:
 All areas other than those shown as 'Native vegetation to be retained' and 'Native vegetation that can be removed' on Map 2 contains no native vegetation.





Lake Narracan Native Vegetation Precinct Plan
Map 2B Habitat Zones to be retained & removed



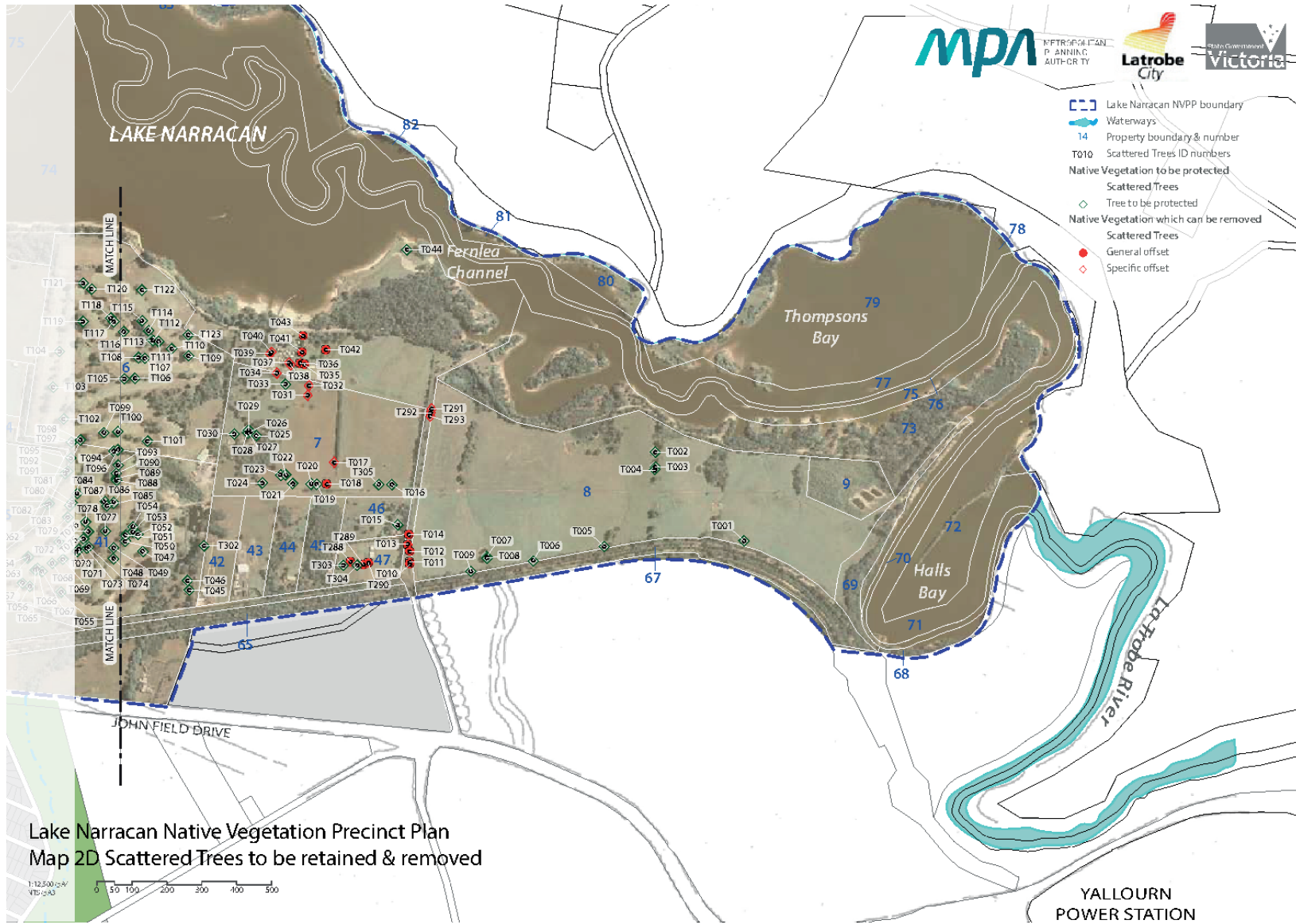


Table 1 Remnant Patches of Native Vegetation to be Retained

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)
69	HAYES ROAD YALLOURN 3825	2030\PP3273	P001A	16 Lowland Forest	Gippsland Plain	1.088
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P001B	16 Lowland Forest	Gippsland Plain	0.091
70	HAYES ROAD YALLOURN 3825	2032\PP3273	P001C	16 Lowland Forest	Gippsland Plain	0.043
69	HAYES ROAD YALLOURN 3825	2030\PP3273	P002A	16 Lowland Forest	Gippsland Plain	0.464
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P002B	16 Lowland Forest	Gippsland Plain	0.006
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P002C	16 Lowland Forest	Gippsland Plain	0.048
69	HAYES ROAD YALLOURN 3825	2030\PP3273	P003A	18 Riparian Forest	Gippsland Plain	0.406
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P003B	18 Riparian Forest	Gippsland Plain	0.089
73	HAYES ROAD YALLOURN 3825	8\PP3273	P004A	29 Damp Forest	Gippsland Plain	1.914
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P004B	29 Damp Forest	Gippsland Plain	0.15
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P004C	29 Damp Forest	Gippsland Plain	0.001
73	HAYES ROAD YALLOURN 3825	8\PP3273	P005A	18 Riparian Forest	Gippsland Plain	5.046
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P005B	18 Riparian Forest	Gippsland Plain	0.122
9	HAYES ROAD YALLOURN 3825	1\TP119559	P006	18 Riparian Forest	Gippsland Plain	0.142
73	HAYES ROAD YALLOURN 3825	8\PP3273	P007A	18 Riparian Forest	Gippsland Plain	2.566
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P007B	18 Riparian Forest	Gippsland Plain	0.023
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P007C	18 Riparian Forest	Gippsland Plain	0.118
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P007D	18 Riparian Forest	Gippsland Plain	0.032
67	SMoe-Yallourn Rail Trail	9U\PP3273	P008	16 Lowland Forest	Gippsland Plain	0.593
67	SMoe-Yallourn Rail Trail	9U\PP3273	P009	151 Plains Grassy Forest	Gippsland Plain	2.573
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	P013	151 Plains Grassy Forest	Gippsland Plain	0.279
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	P015B	18 Riparian Forest	Gippsland Plain	0.127
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	P016	53 Swamp Scrub	Gippsland Plain	0.667
73	HAYES ROAD YALLOURN 3825	8\PP3273	P017	18 Riparian Forest	Gippsland Plain	0.635
73	HAYES ROAD YALLOURN 3825	8\PP3273	P018	151 Plains Grassy Forest	Gippsland Plain	0.751
73	HAYES ROAD YALLOURN 3825	8\PP3273	P019	151 Plains Grassy Forest	Gippsland Plain	1.176
Road	Thompsons Road	Road	P022A	151 Plains Grassy Forest	Gippsland Plain	0.121
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P022B	151 Plains Grassy Forest	Gippsland Plain	0.022
Road	Thompsons Road	Road	P023	151 Plains Grassy Forest	Gippsland Plain	0.045
Road	Thompsons Road	Road	P024	151 Plains Grassy Forest	Gippsland Plain	0.036



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P026A	151 Plains Grassy Forest	Gippsland Plain	5.478
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P027	53 Swamp Scrub	Gippsland Plain	1.05
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P028A	18 Riparian Forest	Gippsland Plain	0.32
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P028C	18 Riparian Forest	Gippsland Plain	0.449
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P031A	53 Swamp Scrub	Gippsland Plain	0.064
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P037	18 Riparian Forest	Gippsland Plain	0.395
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P044	18 Riparian Forest	Gippsland Plain	0.843
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P045	18 Riparian Forest	Gippsland Plain	0.181
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P046	18 Riparian Forest	Gippsland Plain	0.042
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P047	18 Riparian Forest	Gippsland Plain	0.036
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P048	151 Plains Grassy Forest	Gippsland Plain	0.084
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P049	151 Plains Grassy Forest	Gippsland Plain	0.052
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P050	151 Plains Grassy Forest	Gippsland Plain	0.04
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P051	151 Plains Grassy Forest	Gippsland Plain	1.463
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P052	151 Plains Grassy Forest	Gippsland Plain	0.024
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P053	151 Plains Grassy Forest	Gippsland Plain	0.01
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P054	18 Riparian Forest	Gippsland Plain	0.139
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P055	151 Plains Grassy Forest	Gippsland Plain	0.11
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P056	18 Riparian Forest	Gippsland Plain	1.737
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P057E	151 Plains Grassy Forest	Gippsland Plain	0.297
Road	Links Road	Road	P060	151 Plains Grassy Forest	Gippsland Plain	0.039
Road	Links Road	Road	P061	151 Plains Grassy Forest	Gippsland Plain	0.374
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P062	151 Plains Grassy Forest	Gippsland Plain	0.051
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P063C	151 Plains Grassy Forest	Gippsland Plain	1.048
33	LINKS ROAD NEWBOROUGH 3825	2\PS636142	P064C	53 Swamp Scrub	Gippsland Plain	1.44
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P065	151 Plains Grassy Forest	Gippsland Plain	0.019
65	Moe-Yallourn Rail Trail	3K\PP3273	P066A	151 Plains Grassy Forest	Gippsland Plain	1.658
65	Moe-Yallourn Rail Trail	3K\PP3273	P066C	151 Plains Grassy Forest	Gippsland Plain	1.07
57	19 THOMPSONS ROAD NEWBOROUGH 3825	1\PS409507	P067	151 Plains Grassy Forest	Gippsland Plain	0.033
57	19 THOMPSONS ROAD NEWBOROUGH 3825	1\PS409507	P068	151 Plains Grassy Forest	Gippsland Plain	0.036

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)
56	17 THOMPSONS ROAD NEWBOROUGH 3825	1\LP112813	P069	151 Plains Grassy Forest	Gippsland Plain	0.063
Road	Hayes Road	Road	P070	151 Plains Grassy Forest	Gippsland Plain	0.04
Road	Hayes Road	Road	P071	151 Plains Grassy Forest	Gippsland Plain	0.053
Road	Hayes Road	Road	P072	151 Plains Grassy Forest	Gippsland Plain	0.06
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P074	151 Plains Grassy Forest	Gippsland Plain	0.091
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P075A	151 Plains Grassy Forest	Gippsland Plain	1.31
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P076	151 Plains Grassy Forest	Gippsland Plain	0.581
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P077	151 Plains Grassy Forest	Gippsland Plain	0.172
27	HAYES ROAD NEWBOROUGH 3825	1\TP88274	P078	151 Plains Grassy Forest	Gippsland Plain	0.478
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P079A	151 Plains Grassy Forest	Gippsland Plain	0.583
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P083A	151 Plains Grassy Forest	Gippsland Plain	0.21
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P085	151 Plains Grassy Forest	Gippsland Plain	0.06
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P086	56 Floodplain Riparian Woodland	Gippsland Plain	0.808
29	10 THOMPSONS ROAD NEWBOROUGH 3825	6\LP15724	P087	151 Plains Grassy Forest	Gippsland Plain	0.063
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	P089	151 Plains Grassy Forest	Gippsland Plain	0.059
Road	Old Sale Road	Road	P090B	151 Plains Grassy Forest	Gippsland Plain	0.221
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	P091B	151 Plains Grassy Forest	Gippsland Plain	0.051
Road	Old Sale Road	Road	P092A	151 Plains Grassy Forest	Gippsland Plain	0.064
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	P093	151 Plains Grassy Forest	Gippsland Plain	0.018
Road	Old Sale Road	Road	P094	151 Plains Grassy Forest	Gippsland Plain	0.063
Road	Old Sale Road	Road	P098	151 Plains Grassy Forest	Gippsland Plain	0.019
Road	Old Sale Road	Road	P099	151 Plains Grassy Forest	Gippsland Plain	2.498
20	171 OLD SALE ROAD NEWBOROUGH 3825	1\LP206462	P100	151 Plains Grassy Forest	Gippsland Plain	0.039
15	149 OLD SALE ROAD NEWBOROUGH 3825	6\LP135892	P101	151 Plains Grassy Forest	Gippsland Plain	0.073
13	135 OLD SALE ROAD NEWBOROUGH 3825	4\LP135892	P102	151 Plains Grassy Forest	Gippsland Plain	0.06
Road	Old Sale Road	Road	P103	151 Plains Grassy Forest	Gippsland Plain	0.326
Road	Becks Bridge Road	Road	P106A	151 Plains Grassy Forest	Gippsland Plain	0.261
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P106B	151 Plains Grassy Forest	Gippsland Plain	0.002
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P106C	151 Plains Grassy Forest	Gippsland Plain	0.016



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P106D	151 Plains Grassy Forest	Gippsland Plain	0.012
Road	Becks Bridge Road	Road	P106G	151 Plains Grassy Forest	Gippsland Plain	0.081
Road	Becks Bridge Road	Road	P109A	151 Plains Grassy Forest	Gippsland Plain	0.315
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P109B	151 Plains Grassy Forest	Gippsland Plain	0.066
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P109C	151 Plains Grassy Forest	Gippsland Plain	0.031
Road	Becks Bridge Road	Road	P109F	151 Plains Grassy Forest	Gippsland Plain	0.32
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P109G	151 Plains Grassy Forest	Gippsland Plain	0.169
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P112	151 Plains Grassy Forest	Gippsland Plain	0.059
75	HAYES ROAD YALLOURN 3825	2031\PP3273	P113	151 Plains Grassy Forest	Gippsland Plain	0.032
Road	Becks Bridge Road	Road	P146	151 Plains Grassy Forest	Gippsland Plain	0.093
49	3 THOMPSONS ROAD NEWBOROUGH 3825	2\LP142353	P147	151 Plains Grassy Forest	Gippsland Plain	0.146
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	P148	151 Plains Grassy Forest	Gippsland Plain	0.158
51	7 THOMPSONS ROAD NEWBOROUGH 3825	1\LP70376	P149	151 Plains Grassy Forest	Gippsland Plain	0.192
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	P150	151 Plains Grassy Forest	Gippsland Plain	0.124
56	17 THOMPSONS ROAD NEWBOROUGH 3825	1\LP112813	P151	151 Plains Grassy Forest	Gippsland Plain	0.029
Road	Hayes Road	Road	P152	151 Plains Grassy Forest	Gippsland Plain	0.03
Easement	Easement	Road	P153	151 Plains Grassy Forest	Gippsland Plain	0.187
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	P154	151 Plains Grassy Forest	Gippsland Plain	0.172
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P155A	151 Plains Grassy Forest	Gippsland Plain	0.131
Road	Links Road	Road	P155B	151 Plains Grassy Forest	Gippsland Plain	0.029
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	P156	151 Plains Grassy Forest	Gippsland Plain	0.066
65	Moe-Yallourn Rail Trail	3\K\PP3273	P157	151 Plains Grassy Forest	Gippsland Plain	1.374
43	30 THOMPSONS ROAD NEWBOROUGH 3825	5\LP93886	P158	151 Plains Grassy Forest	Gippsland Plain	0.004
44	32 THOMPSONS ROAD NEWBOROUGH 3825	6\LP93886	P159	151 Plains Grassy Forest	Gippsland Plain	0.834
43	30 THOMPSONS ROAD NEWBOROUGH 3825	5\LP93886	P160	151 Plains Grassy Forest	Gippsland Plain	0.052
43	30 THOMPSONS ROAD NEWBOROUGH 3825	5\LP93886	P161	151 Plains Grassy Forest	Gippsland Plain	0.023
43	30 THOMPSONS ROAD NEWBOROUGH 3825	5\LP93886	P162	151 Plains Grassy Forest	Gippsland Plain	0.004
43	30 THOMPSONS ROAD NEWBOROUGH 3825	5\LP93886	P163	151 Plains Grassy Forest	Gippsland Plain	0.013
44	32 THOMPSONS ROAD NEWBOROUGH 3825	6\LP93886	P164	151 Plains Grassy Forest	Gippsland Plain	0.323
44	32 THOMPSONS ROAD NEWBOROUGH 3825	6\LP93886	P165	151 Plains Grassy Forest	Gippsland Plain	0.004

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)
44	32 THOMPSONS ROAD NEWBOROUGH 3825	6LP93886	P166	151 Plains Grassy Forest	Gippsland Plain	0.018
44	32 THOMPSONS ROAD NEWBOROUGH 3825	6LP93886	P167	151 Plains Grassy Forest	Gippsland Plain	0.015
45	34 THOMPSONS ROAD NEWBOROUGH 3825	7LP93886	P168	151 Plains Grassy Forest	Gippsland Plain	2.192
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	P169	151 Plains Grassy Forest	Gippsland Plain	0.079
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	P170	151 Plains Grassy Forest	Gippsland Plain	0.025
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	P171	151 Plains Grassy Forest	Gippsland Plain	0.033
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2LP80593	P172	151 Plains Grassy Forest	Gippsland Plain	0.063
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P173	151 Plains Grassy Forest	Gippsland Plain	0.048

Table 2 Scattered Trees to be Retained

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y – LONGITUDE
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T001	Eucalyptus ovata	146.327	-38.1682
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T002	Eucalyptus ovata	146.325	-38.1659
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T003	Eucalyptus ovata	146.325	-38.1663
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T004	Eucalyptus ovata	146.325	-38.1663
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T005	Eucalyptus macrorhyncha	146.323	-38.1683
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T006	Eucalyptus ovata	146.321	-38.1687
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T007	Eucalyptus bridgesiana	146.319	-38.1685
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T008	Eucalyptus bridgesiana	146.319	-38.1686
8	SULLIVANS TRACK YALLOURN 3825	1\PS412576	Gippsland Plain	T009	Eucalyptus radiata	146.319	-38.1689
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2\LP80593	Gippsland Plain	T015	Eucalyptus globulus ssp globulus	146.316	-38.1677
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T016	Eucalyptus macrorhyncha	146.316	-38.1667
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T019	Eucalyptus macrorhyncha	146.314	-38.1666
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T020	Eucalyptus macrorhyncha	146.313	-38.1666
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T021	Eucalyptus macrorhyncha	146.313	-38.1666
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T022	Eucalyptus macrorhyncha	146.313	-38.1664
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T023	Eucalyptus macrorhyncha	146.312	-38.1664
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T024	Eucalyptus ovata	146.312	-38.1666
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T025	Eucalyptus macrorhyncha	146.312	-38.1654
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T026	Eucalyptus macrorhyncha	146.311	-38.1653
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T027	Eucalyptus macrorhyncha	146.311	-38.1653
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T028	Eucalyptus macrorhyncha	146.311	-38.1653
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T029	Dead tree	146.311	-38.1652
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T030	Eucalyptus macrorhyncha	146.311	-38.1653
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T033	Dead tree	146.313	-38.1641
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T044	Eucalyptus strzeleckii	146.317	-38.1606
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T045	Eucalyptus viminalis ssp pryoriana	146.309	-38.1693
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T046	Eucalyptus viminalis ssp pryoriana	146.309	-38.1691
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T047	Eucalyptus globulus ssp globulus	146.308	-38.1684
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T048	Acacia melanoxylon	146.307	-38.1685
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T049	Eucalyptus radiata	146.307	-38.1683

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y – LONGITUDE
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T050	<i>Eucalyptus viminalis</i>	146.307	-38.1681
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T051	<i>Eucalyptus globulus ssp globulus</i>	146.307	-38.1679
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T052	<i>Eucalyptus muellerana</i>	146.308	-38.1679
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T053	<i>Eucalyptus muellerana</i>	146.308	-38.1678
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T054	<i>Eucalyptus viminalis</i>	146.308	-38.1677
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T055	<i>Eucalyptus globulus ssp globulus</i>	146.305	-38.1694
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T056	<i>Eucalyptus dives</i>	146.304	-38.1692
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T057	<i>Eucalyptus dives</i>	146.304	-38.1691
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T058	<i>Eucalyptus viminalis</i>	146.303	-38.169
Road	Links Road	Road	Gippsland Plain	T059	<i>Eucalyptus cinerea ssp cephalocarpa</i>	146.303	-38.1687
Road	Links Road	Road	Gippsland Plain	T060	<i>Eucalyptus dives</i>	146.303	-38.1687
Road	Links Road	Road	Gippsland Plain	T061	<i>Eucalyptus radiata</i>	146.303	-38.1684
Road	Links Road	Road	Gippsland Plain	T062	<i>Eucalyptus dives</i>	146.303	-38.1684
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T063	<i>Eucalyptus camaldulensis</i>	146.304	-38.1685
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T064	<i>Eucalyptus camaldulensis</i>	146.304	-38.1685
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T065	<i>Eucalyptus cinerea ssp cephalocarpa</i>	146.304	-38.1688
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T066	<i>Eucalyptus camaldulensis</i>	146.304	-38.1688
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T067	<i>Eucalyptus viminalis</i>	146.305	-38.1688
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T068	<i>Acacia melanoxyton</i>	146.305	-38.1686
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T069	<i>Eucalyptus radiata</i>	146.305	-38.1685
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T070	<i>Eucalyptus radiata</i>	146.306	-38.1683
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T071	<i>Eucalyptus radiata</i>	146.306	-38.1683
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T072	<i>Eucalyptus macrorhyncha</i>	146.305	-38.1681
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T073	<i>Eucalyptus radiata</i>	146.306	-38.1683
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T074	<i>Eucalyptus radiata</i>	146.306	-38.1682
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T075	<i>Eucalyptus macrorhyncha</i>	146.306	-38.168
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T076	<i>Eucalyptus radiata</i>	146.306	-38.1678
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T077	<i>Eucalyptus muellerana</i>	146.307	-38.1678
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T078	<i>Eucalyptus cinerea ssp cephalocarpa</i>	146.306	-38.1676
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T079	<i>Eucalyptus radiata</i>	146.305	-38.1674



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y- LONGITUDE
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T080	Eucalyptus camaldulensis	146.305	-38.1671
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T081	Eucalyptus camaldulensis	146.306	-38.1671
Road	Links Road	Road	Gippsland Plain	T082	Eucalyptus cinerea ssp cephalocarpa	146.305	-38.1671
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T083	Eucalyptus cinerea ssp cephalocarpa	146.305	-38.1671
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T084	Eucalyptus camaldulensis	146.306	-38.1668
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T085	Eucalyptus cinerea ssp cephalocarpa	146.307	-38.1672
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T086	Eucalyptus cinerea ssp cephalocarpa	146.307	-38.1671
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T087	Eucalyptus viminalis	146.307	-38.1671
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T088	Eucalyptus macrorhyncha	146.307	-38.1665
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T089	Eucalyptus macrorhyncha	146.307	-38.1665
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T090	Eucalyptus cinerea ssp cephalocarpa	146.307	-38.1663
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T091	Eucalyptus viminalis	146.305	-38.1663
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T092	Dead tree	146.305	-38.1663
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T093	Eucalyptus melliodora	146.307	-38.1661
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T094	Eucalyptus globulus ssp globulus	146.307	-38.1658
Road	Links Road	Road	Gippsland Plain	T095	Eucalyptus cinerea ssp cephalocarpa	146.305	-38.1659
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T096	Eucalyptus macrorhyncha	146.307	-38.1657
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T097	Eucalyptus viminalis	146.306	-38.1655
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T098	Acacia melanoxylon	146.306	-38.1655
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T099	Eucalyptus globulus ssp globulus	146.307	-38.1653
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T100	Eucalyptus globulus ssp globulus	146.307	-38.1653
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T101	Eucalyptus viminalis	146.308	-38.1655
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T102	Eucalyptus viminalis	146.305	-38.1649
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T103	Eucalyptus melliodora	146.305	-38.1641
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T104	Eucalyptus viminalis	146.305	-38.1632
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T105	Eucalyptus elata	146.307	-38.1639
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T106	Eucalyptus elata	146.308	-38.1639
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T107	Acacia melanoxylon	146.308	-38.1634
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T108	Eucalyptus ovata	146.308	-38.1633
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T109	Acacia melanoxylon	146.309	-38.1633

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y – LONGITUDE
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T110	Eucalyptus globulus ssp globulus	146.309	-38.1631
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T111	Eucalyptus dives	146.308	-38.1629
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T112	Eucalyptus globulus ssp globulus	146.308	-38.1629
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T113	Eucalyptus globulus ssp globulus	146.308	-38.1629
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T114	Eucalyptus globulus ssp globulus	146.308	-38.1627
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T115	Eucalyptus dives	146.308	-38.1624
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T116	Eucalyptus ovata	146.307	-38.1627
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T117	Eucalyptus dives	146.307	-38.1624
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T118	Eucalyptus camaldulensis	146.307	-38.1623
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T119	Eucalyptus viminalis	146.306	-38.1624
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T120	Eucalyptus viminalis	146.306	-38.1616
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T121	Acacia melanoxylon	146.306	-38.1614
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T122	Eucalyptus ovata	146.308	-38.1616
6	26 THOMPSONS ROAD NEWBOROUGH 3825	1\PS319131	Gippsland Plain	T123	Acacia melanoxylon	146.309	-38.1628
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T137	Eucalyptus viminalis	146.302	-38.1584
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T138	Eucalyptus globulus ssp globulus	146.299	-38.1578
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T139	Eucalyptus globulus ssp globulus	146.299	-38.1578
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T140	Eucalyptus ovata	146.299	-38.1575
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T141	Eucalyptus viminalis	146.298	-38.1576
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T142	Eucalyptus viminalis	146.298	-38.1576
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T148	Eucalyptus bridgesiana	146.293	-38.1594
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T149	Eucalyptus bridgesiana	146.293	-38.1595
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T150	Eucalyptus viminalis ssp pryoriana	146.294	-38.16
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T151	Eucalyptus macrorhyncha	146.294	-38.16
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T152	Eucalyptus viminalis ssp pryoriana	146.294	-38.1602
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T153	Eucalyptus viminalis ssp pryoriana	146.294	-38.1604
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T154	Eucalyptus bridgesiana	146.292	-38.1591
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	Gippsland Plain	T155	Eucalyptus camaldulensis	146.295	-38.1613
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T156	Eucalyptus macrorhyncha	146.292	-38.1597
Road	Hayes Road	Road	Gippsland Plain	T157	Eucalyptus ovata	146.294	-38.1629



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y- LONGITUDE
Road	Hayes Road	Road	Gippsland Plain	T158	Eucalyptus bridgesiana	146.294	-38.166
Road	Hayes Road	Road	Gippsland Plain	T159	Eucalyptus bridgesiana	146.294	-38.1661
Road	Hayes Road	Road	Gippsland Plain	T160	Eucalyptus cinerea ssp cephalocarpa	146.293	-38.168
57	19 THOMPSONS ROAD NEWBOROUGH 3825	1\PS409507	Gippsland Plain	T170	Eucalyptus dives	146.295	-38.1703
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T175	Eucalyptus dives	146.29	-38.1711
53	11A THOMPSONS ROAD NEWBOROUGH 3825	1\TP540346	Gippsland Plain	T176	Eucalyptus dives	146.29	-38.1712
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T178	Eucalyptus dives	146.291	-38.1714
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T182	Eucalyptus macrohyncha	146.29	-38.1718
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T183	Eucalyptus macrohyncha	146.29	-38.1718
51	7 THOMPSONS ROAD NEWBOROUGH 3825	1\LP70376	Gippsland Plain	T184	Eucalyptus macrohyncha	146.288	-38.1722
29	10 THOMPSONS ROAD NEWBOROUGH 3825	6\LP15724	Gippsland Plain	T185	Eucalyptus strzeleckii	146.29	-38.1691
26	8 THOMPSONS ROAD NEWBOROUGH 3825	5\LP15724	Gippsland Plain	T186	Eucalyptus globulus ssp globulus	146.287	-38.1695
26	8 THOMPSONS ROAD NEWBOROUGH 3825	5\LP15724	Gippsland Plain	T187	Eucalyptus globulus ssp globulus	146.287	-38.1695
26	8 THOMPSONS ROAD NEWBOROUGH 3825	5\LP15724	Gippsland Plain	T188	Eucalyptus cinerea ssp cephalocarpa	146.287	-38.1689
26	8 THOMPSONS ROAD NEWBOROUGH 3825	5\LP15724	Gippsland Plain	T189	Eucalyptus cinerea ssp cephalocarpa	146.288	-38.1686
26	8 THOMPSONS ROAD NEWBOROUGH 3825	5\LP15724	Gippsland Plain	T190	Eucalyptus cinerea ssp cephalocarpa	146.288	-38.1686
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	Gippsland Plain	T191	Eucalyptus viminalis ssp pryoriana	146.289	-38.1598
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T192	Eucalyptus macrohyncha	146.285	-38.1718
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T194	Eucalyptus dives	146.285	-38.1715
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T195	Eucalyptus dives	146.285	-38.1714
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T198	Eucalyptus radiata	146.285	-38.1714
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T199	Eucalyptus dives	146.285	-38.1714
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T206	Eucalyptus cinerea ssp cephalocarpa	146.285	-38.1706
24	4 THOMPSONS ROAD NEWBOROUGH 3825	CP150861	Gippsland Plain	T211	Eucalyptus globulus ssp globulus	146.285	-38.1698
24	4 THOMPSONS ROAD NEWBOROUGH 3825	CP150861	Gippsland Plain	T212	Eucalyptus globulus ssp globulus	146.285	-38.1698
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	Gippsland Plain	T213	Eucalyptus globulus ssp globulus	146.284	-38.1692
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	Gippsland Plain	T214	Eucalyptus ovata	146.284	-38.169
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	Gippsland Plain	T215	Eucalyptus cinerea ssp cephalocarpa	146.284	-38.1683
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	Gippsland Plain	T217	Eucalyptus viminalis ssp pryoriana	146.284	-38.1674
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	Gippsland Plain	T218	Eucalyptus ovata	146.284	-38.1612

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y – LONGITUDE
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	Gippsland Plain	T219	<i>Eucalyptus ovata</i>	146.285	-38.1609
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	Gippsland Plain	T220	<i>Eucalyptus ovata</i>	146.284	-38.1607
20	171 OLD SALE ROAD NEWBOROUGH 3825	1\LP206462	Gippsland Plain	T222	<i>Eucalyptus viminalis</i>	146.281	-38.1691
20	171 OLD SALE ROAD NEWBOROUGH 3825	1\LP206462	Gippsland Plain	T223	<i>Eucalyptus macrohyncha</i>	146.28	-38.1683
16	155 OLD SALE ROAD NEWBOROUGH 3825	7\LP135892	Gippsland Plain	T224	<i>Eucalyptus dives</i>	146.28	-38.1682
16	155 OLD SALE ROAD NEWBOROUGH 3825	7\LP135892	Gippsland Plain	T225	<i>Eucalyptus dives</i>	146.28	-38.168
16	155 OLD SALE ROAD NEWBOROUGH 3825	7\LP135892	Gippsland Plain	T226	<i>Eucalyptus dives</i>	146.28	-38.168
16	155 OLD SALE ROAD NEWBOROUGH 3825	7\LP135892	Gippsland Plain	T227	<i>Eucalyptus dives</i>	146.28	-38.1679
16	155 OLD SALE ROAD NEWBOROUGH 3825	7\LP135892	Gippsland Plain	T228	<i>Eucalyptus dives</i>	146.28	-38.1678
18	35 MCPHERSON ROAD NEWBOROUGH 3825	5\LP206462	Gippsland Plain	T229	<i>Eucalyptus elata</i>	146.283	-38.1664
17	45 MCPHERSON ROAD NEWBOROUGH 3825	6\LP206462	Gippsland Plain	T230	<i>Eucalyptus macrohyncha</i>	146.282	-38.1656
17	45 MCPHERSON ROAD NEWBOROUGH 3825	6\LP206462	Gippsland Plain	T231	<i>Eucalyptus viminalis ssp pryoriana</i>	146.281	-38.1654
18	35 MCPHERSON ROAD NEWBOROUGH 3825	5\LP206462	Gippsland Plain	T232	<i>Eucalyptus viminalis ssp pryoriana</i>	146.281	-38.1659
14	145 OLD SALE ROAD NEWBOROUGH 3825	5\LP135892	Gippsland Plain	T233	<i>Eucalyptus cinerea ssp cephalocarpa</i>	146.279	-38.1661
14	145 OLD SALE ROAD NEWBOROUGH 3825	5\LP135892	Gippsland Plain	T234	<i>Eucalyptus viminalis</i>	146.279	-38.166
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T235	<i>Eucalyptus ovata</i>	146.299	-38.1579
14	145 OLD SALE ROAD NEWBOROUGH 3825	5\LP135892	Gippsland Plain	T236	<i>Eucalyptus viminalis</i>	146.279	-38.1659
14	145 OLD SALE ROAD NEWBOROUGH 3825	5\LP135892	Gippsland Plain	T237	<i>Eucalyptus viminalis</i>	146.279	-38.1655
Road	Old Sale Road	Road	Gippsland Plain	T238	<i>Eucalyptus dives</i>	146.276	-38.1648
Road	Old Sale Road	Road	Gippsland Plain	T239	<i>Eucalyptus viminalis</i>	146.276	-38.1648
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T240	<i>Eucalyptus ovata</i>	146.282	-38.1628
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T241	<i>Eucalyptus ovata</i>	146.283	-38.1626
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T242	<i>Eucalyptus globulus ssp globulus</i>	146.282	-38.1575
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T243	<i>Eucalyptus bridgesiana</i>	146.283	-38.1553
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T244	<i>Eucalyptus viminalis</i>	146.284	-38.1541
Road	Hayes Road	Road	Gippsland Plain	T257	<i>Eucalyptus ovata</i>	146.294	-38.1629
Road	Becks Bridge Road	Road	Gippsland Plain	T266	<i>Eucalyptus viminalis</i>	146.277	-38.1584
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T267	<i>Eucalyptus ovata</i>	146.278	-38.1586
Road	Becks Bridge Road	Road	Gippsland Plain	T268	<i>Eucalyptus strzeleckii</i>	146.277	-38.1585
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	Gippsland Plain	T269	<i>Eucalyptus ovata</i>	146.277	-38.1587



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	CO-ORDINATES	
						X – LATITUDE	Y- LONGITUDE
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T294	Eucalyptus species	Refer Map	Refer Map
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T295	Eucalyptus species	Refer Map	Refer Map
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T296	Eucalyptus species	Refer Map	Refer Map
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T297	Eucalyptus species	Refer Map	Refer Map
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	Gippsland Plain	T298	Eucalyptus species	Refer Map	Refer Map
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	Gippsland Plain	T299	Eucalyptus species	Refer Map	Refer Map
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	Gippsland Plain	T300	Eucalyptus species	Refer Map	Refer Map
56	17 THOMPSONS ROAD NEWBOROUGH 3825	1\LP112813	Gippsland Plain	T301	Eucalyptus species	Refer Map	Refer Map
41	26 THOMPSONS ROAD NEWBOROUGH 3825	1\TP168948	Gippsland Plain	T302	Eucalyptus species	Refer Map	Refer Map
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	Gippsland Plain	T303	Eucalyptus species	Refer Map	Refer Map
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	Gippsland Plain	T304	Eucalyptus species	Refer Map	Refer Map
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	Gippsland Plain	T305	Melaleuca ericifolia	Refer Map	Refer Map
Road	Hayes Road	Road	Gippsland Plain	T306	Acacia melanoxylon	Refer Map	Refer Map
Road	Hayes Road	Road	Gippsland Plain	T307	Eucalyptus species	Refer Map	Refer Map

Table 3 Remnant Patches of Native Vegetation that can be Removed

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)	SPECIFIC HABITAT REQUIREMENT	HABITAT HECTARES	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P010	16 Lowland Forest	Gippsland Plain	0.292	NA	0.079	0.114	NA	0.009
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P011	18 Riparian Forest	Gippsland Plain	0.210	NA	0.042	0.174	NA	0.007
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P012	18 Riparian Forest	Gippsland Plain	0.595	NA	0.25	0.189	NA	0.047
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P014	151 Plains Grassy Forest	Gippsland Plain	0.107	NA	0.033	0.130	NA	0.004
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P015A	18 Riparian Forest	Gippsland Plain	0.061	NA	0.018	0.232	NA	0.004
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P020	18 Riparian Forest	Gippsland Plain	0.442	NA	0.115	0.188	NA	0.022
Road	Sullivans Track	Road	P021	151 Plains Grassy Forest	Gippsland Plain	0.105	Leafy Greenhood	0.021	NA	0.689	0.014
Road	Thompsons Road	Road	P025	151 Plains Grassy Forest	Gippsland Plain	0.009	NA	0.001	0.103	NA	0
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P026B	151 Plains Grassy Forest	Gippsland Plain	0.141	NA	0.076	0.335	NA	0.025
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P028B	18 Riparian Forest	Gippsland Plain	0.158	Leafy Greenhood	0.068	NA	0.787	0.053
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P029	53 Swamp Scrub	Gippsland Plain	0.015	NA	0.003	0.212	NA	0.001
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P030	53 Swamp Scrub	Gippsland Plain	0.065	NA	0.016	0.208	NA	0.003
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P031B	53 Swamp Scrub	Gippsland Plain	0.167	Leafy Greenhood Strzelecki Gum	0.047	NA NA	0.628 1	0.029 0.047
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P032	151 Plains Grassy Forest	Gippsland Plain	1.241	Leafy Greenhood Strzelecki Gum	0.509	NA NA	0.701 1	0.357 0.509
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P033	53 Swamp Scrub	Gippsland Plain	0.398	Leafy Greenhood	0.159	NA	0.728	0.116
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P034	53 Swamp Scrub	Gippsland Plain	0.067	Leafy Greenhood	0.018	NA	0.700	0.013
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P035	151 Plains Grassy Forest	Gippsland Plain	0.198	Leafy Greenhood	0.044	NA	0.723	0.031
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P036	151 Plains Grassy Forest	Gippsland Plain	0.122	Leafy Greenhood	0.037	NA	0.743	0.027
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2LP80593	P038	151 Plains Grassy Forest	Gippsland Plain	0.032	NA	0.005	0.145	NA	0.001
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2LP80593	P039	151 Plains Grassy Forest	Gippsland Plain	0.056	NA	0.020	0.173	NA	0.004
Road	Thompsons Road	Road	P040	151 Plains Grassy Forest	Gippsland Plain	0.083	NA	0.032	0.135	NA	0.004
Road	Thompsons Road	Road	P041	151 Plains Grassy Forest	Gippsland Plain	0.062	NA	0.013	0.159	NA	0.002
Road	Thompsons Road	Road	P042	53 Swamp Scrub	Gippsland Plain	0.035	NA	0.013	0.173	NA	0.002
42	28 THOMPSONS ROAD NEWBOROUGH 3825	4LP93886	P043	151 Plains Grassy Forest	Gippsland Plain	0.304	Leafy Greenhood Strzelecki Gum	0.07	NA NA	0.69 1	0.048 0.07
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P57A	151 Plains Grassy Forest	Gippsland Plain	0.042	NA	0.010	0.302	NA	0.003
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P57C	151 Plains Grassy Forest	Gippsland Plain	0.070	Leafy Greenhood	0.018	NA	0.770	0.013



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	SIZE (HA)	SPECIFIC HABITAT REQUIREMENT	HABITAT HECTARES	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P57D	151 Plains Grassy Forest	Gippsland Plain	0.041	Leafy Greenhood	0.010	NA	0.770	0.008
Road	Thompsons Road	Road	P058	151 Plains Grassy Forest	Gippsland Plain	0.279	Leafy Greenhood	0.142	NA	0.734	0.105
Road	Thompsons Road	Road	P059	151 Plains Grassy Forest	Gippsland Plain	0.044	Leafy Greenhood	0.027	NA	0.740	0.020
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P63A	151 Plains Grassy Forest	Gippsland Plain	0.400	NA	0.220	0.248	NA	0.055
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P63B	151 Plains Grassy Forest	Gippsland Plain	0.208	Strzelecki Gum	0.114	NA	1.000	0.114
33	LINKS ROAD NEWBOROUGH 3825	2PS636142	P64A	53 Swamp Scrub	Gippsland Plain	0.963	Strzelecki Gum	0.510	NA	1.000	0.510
33	LINKS ROAD NEWBOROUGH 3825	2PS636142	P64B	53 Swamp Scrub	Gippsland Plain	0.345	Strzelecki Gum	0.183	NA	1.000	0.183
65	Moe-Yallourn Rail Trail	3KPP3273	P066B	151 Plains Grassy Forest	Gippsland Plain	0.127	NA	0.053	0.121	NA	0.006
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P073	151 Plains Grassy Forest	Gippsland Plain	0.161	NA	0.031	0.297	NA	0.009
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P075B	151 Plains Grassy Forest	Gippsland Plain	0.059	NA	0.017	0.236	NA	0.004
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	P079B	151 Plains Grassy Forest	Gippsland Plain	0.217	NA	0.061	0.265	NA	0.016
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	P080	53 Swamp Scrub	Gippsland Plain	0.847	NA	0.381	0.303	NA	0.115
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8LP135892	P081	151 Plains Grassy Forest	Gippsland Plain	1.094	NA	0.296	0.278	NA	0.082
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	P082	151 Plains Grassy Forest	Gippsland Plain	0.203	NA	0.055	0.273	NA	0.015
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P083B	151 Plains Grassy Forest	Gippsland Plain	0.071	NA	0.011	0.100	NA	0.001
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P084	151 Plains Grassy Forest	Gippsland Plain	0.366	NA	0.172	0.301	NA	0.052
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1TP427216	P088	151 Plains Grassy Forest	Gippsland Plain	0.062	NA	0.018	0.173	NA	0.003
Road	Old Sale Road	Road	P090A	151 Plains Grassy Forest	Gippsland Plain	0.075	NA	0.029	0.152	NA	0.004
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1LP142353	P091A	151 Plains Grassy Forest	Gippsland Plain	0.052	NA	0.011	0.158	NA	0.002
Road	Old Sale Road	Road	P092B	151 Plains Grassy Forest	Gippsland Plain	0.007	NA	0.003	0.167	NA	0.000
Road	Thompsons Road	Road	P095	151 Plains Grassy Forest	Gippsland Plain	0.017	NA	0.004	0.182	NA	0.001
Road	Thompsons Road	Road	P096	151 Plains Grassy Forest	Gippsland Plain	0.025	NA	0.003	0.182	NA	0.001
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	P097	151 Plains Grassy Forest	Gippsland Plain	0.053	NA	0.008	0.206	NA	0.002
Road	Becks Bridge Road	Road	P106E	151 Plains Grassy Forest	Gippsland Plain	0.075	NA	0.038	0.316	NA	0.012
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8LP135892	P106F	151 Plains Grassy Forest	Gippsland Plain	0.016	NA	0.008	0.316	NA	0.003
Road	Becks Bridge Road	Road	P109D	151 Plains Grassy Forest	Gippsland Plain	0.091	NA	0.044	0.316	NA	0.014
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	P122	151 Plains Grassy Forest	Gippsland Plain	0.452	NA	0.100	0.347	NA	0.035
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	P123	151 Plains Grassy Forest	Gippsland Plain	0.713	NA	0.157	0.318	NA	0.050
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P124	151 Plains Grassy Forest	Gippsland Plain	0.371	NA	0.074	0.106	NA	0.008
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2PS438118	P125	151 Plains Grassy Forest	Gippsland Plain	1.074	NA	0.215	0.154	NA	0.033

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NAME AND NO.	BIOREGION	SIZE (HA)	SPECIFIC HABITAT REQUIREMENT	HABITAT HECTARES	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P126	151 Plains Grassy Forest	Gippsland Plain	0.372	NA	0.074	0.209	NA	0.016
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P127	151 Plains Grassy Forest	Gippsland Plain	0.227	NA	0.045	0.140	NA	0.006
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P128	151 Plains Grassy Forest	Gippsland Plain	0.225	NA	0.045	0.114	NA	0.005
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P129	151 Plains Grassy Forest	Gippsland Plain	0.422	NA	0.084	0.100	NA	0.008
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P130	151 Plains Grassy Forest	Gippsland Plain	0.202	NA	0.040	0.231	NA	0.009
Road	Thompsons Road	Road	P131A	151 Plains Grassy Forest	Gippsland Plain	0.039	Leafy Greenhood	0.012	NA	0.480	0.006
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	P131B	151 Plains Grassy Forest	Gippsland Plain	0.194	Leafy Greenhood	0.062	NA	0.480	0.030
51	7 THOMPSONS ROAD NEWBOROUGH 3825	1\LP70376	P131C	151 Plains Grassy Forest	Gippsland Plain	0.039	Leafy Greenhood	0.012	NA	0.480	0.006
49	3 THOMPSONS ROAD NEWBOROUGH 3825	2\LP142353	P132A	151 Plains Grassy Forest	Gippsland Plain	0.087	NA	0.028	0.136	NA	0.004
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	P132B	151 Plains Grassy Forest	Gippsland Plain	0.213	NA	0.068	0.136	NA	0.009
Road	Thompsons Road	Road	P133A	151 Plains Grassy Forest	Gippsland Plain	0.038	NA	0.008	0.212	NA	0.002
31	5 HAYES ROAD NEWBOROUGH 3825	1\LP126050	P133B	151 Plains Grassy Forest	Gippsland Plain	0.008	NA	0.002	0.212	NA	0.0003
Road	Hayes Road	Road	P134A	151 Plains Grassy Forest	Gippsland Plain	0.573	Leafy Greenhood	0.195	NA	0.567	0.110
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P134B	151 Plains Grassy Forest	Gippsland Plain	0.061	Leafy Greenhood	0.021	NA	0.567	0.012
Road	Hayes Road	Road	P135	151 Plains Grassy Forest	Gippsland Plain	0.035	NA	0.007	0.201	NA	0.001
32	14 THOMPSONS ROAD NEWBOROUGH 3825	1\LP116154	P136A	151 Plains Grassy Forest	Gippsland Plain	0.009	NA	0.002	0.172	NA	0.0004
Road	Thompsons Road	Road	P136B	151 Plains Grassy Forest	Gippsland Plain	0.009	NA	0.002	0.172	NA	0.0004
Road	Thompsons Road	Road	P137A	151 Plains Grassy Forest	Gippsland Plain	0.067	NA	0.016	0.169	NA	0.003
57	19 THOMPSONS ROAD NEWBOROUGH 3825	1\PS409507	P137B	151 Plains Grassy Forest	Gippsland Plain	0.002	NA	0.000	0.169	NA	0.0001
58	19A THOMPSONS ROAD NEWBOROUGH 3825	2\PS409507	P137C	151 Plains Grassy Forest	Gippsland Plain	0.050	NA	0.012	0.169	NA	0.002
58	19A THOMPSONS ROAD NEWBOROUGH 3825	2\PS409507	P138A	151 Plains Grassy Forest	Gippsland Plain	0.030	NA	0.007	0.164	NA	0.001
Easement	Easement	Road	P138B	151 Plains Grassy Forest	Gippsland Plain	0.095	NA	0.023	0.164	NA	0.004
59	21 THOMPSONS ROAD NEWBOROUGH 3825	1\TP339075	P138C	151 Plains Grassy Forest	Gippsland Plain	0.058	NA	0.014	0.164	NA	0.002
60	23 THOMPSONS ROAD NEWBOROUGH 3825	1\TP633648	P139B	151 Plains Grassy Forest	Gippsland Plain	0.100	NA	0.024	0.133	NA	0.003
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	P140	151 Plains Grassy Forest	Gippsland Plain	0.134	NA	0.084	0.142	NA	0.012
Road	Thompsons Road	Road	P141	151 Plains Grassy Forest	Gippsland Plain	0.508	Leafy Greenhood	0.295	NA	0.740	0.218
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P142	53 Swamp Scrub	Gippsland Plain	0.042	NA	0.008	0.197	NA	0.002
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P143	151 Plains Grassy Forest	Gippsland Plain	0.050	NA	0.012	0.310	NA	0.004
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P144	151 Plains Grassy Forest	Gippsland Plain	0.036	Leafy Greenhood	0.009	NA	0.640	0.006
Road	Hayes Road	Road	P145	151 Plains Grassy Forest	Gippsland Plain	0.052	NA	0.010	0.289	NA	0.003

Table 4 Scattered Trees that can be Removed

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	SPECIFIC HABITAT REQUIREMENT	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	CO-ORDINATES	
										X – LATITUDE	Y- LONGITUDE
Road	Sullivans Track	Road	Gippsland Plain	T010	<i>Eucalyptus viminalis ssp pryoriana</i>	NA	0.104	NA	0.001	146.317	-38.169
Road	Sullivans Track	Road	Gippsland Plain	T011	<i>Eucalyptus viminalis ssp pryoriana</i>	NA	0.104	NA	0.001	146.317	-38.169
Road	Sullivans Track	Road	Gippsland Plain	T012	<i>Eucalyptus viminalis ssp pryoriana</i>	NA	0.104	NA	0.001	146.317	-38.168
Road	Sullivans Track	Road	Gippsland Plain	T013	<i>Eucalyptus bridgesiana</i>	NA	0.116	NA	0.002	146.316	-38.168
Road	Sullivans Track	Road	Gippsland Plain	T014	<i>Eucalyptus bridgesiana</i>	NA	0.124	NA	0.002	146.317	-38.168
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	Gippsland Plain	T017	<i>Eucalyptus macrohyncha</i>	Leafy Greenhood	NA	0.610	0.009	146.314	-38.1661
						Strzelecki Gum		1.000	0.014		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	Gippsland Plain	T018	<i>Eucalyptus macrohyncha</i>	NA	0.214	NA	0.003	146.314	-38.167
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	Gippsland Plain	T031	<i>Eucalyptus macrohyncha</i>	Leafy Greenhood	NA	0.630	0.009	146.313	-38.1644
						Strzelecki Gum		1.000	0.014		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	Gippsland Plain	T032	<i>Eucalyptus macrohyncha</i>	Leafy Greenhood	NA	0.630	0.009	146.313	-38.164
						Strzelecki Gum		1.000	0.014		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	Gippsland Plain	T034	<i>Eucalyptus macrohyncha</i>	Leafy Greenhood	NA	0.710	0.010	146.312	-38.164
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T035	<i>Eucalyptus ovata</i>	NA	0.279	NA	0.004	146.313	-38.164
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T036	<i>Eucalyptus globulus ssp globulus</i>	NA	0.284	NA	0.004	146.313	-38.164
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T037	<i>Eucalyptus ovata</i>	Leafy Greenhood	NA	0.736	0.010	146.313	-38.164
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T038	<i>Eucalyptus ovata</i>	Leafy Greenhood	NA	0.734	0.010	146.313	-38.164
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T039	<i>Eucalyptus ovata</i>	Leafy Greenhood	NA	0.750	0.011	146.312	-38.163
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2P5515862	Gippsland Plain	T040	<i>Eucalyptus ovata</i>	Leafy Greenhood	NA	0.750	0.011	146.312	-38.163

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	SPECIFIC HABITAT REQUIREMENT	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	CO-ORDINATES	
										X - LATITUDE	Y - LONGITUDE
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T041	<i>Eucalyptus globulus ssp globulus</i>	NA	0.299	NA	0.004	146.313	-38.163
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T042	<i>Eucalyptus ovata</i>	NA	0.296	NA	0.004	146.314	-38.163
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T043	<i>Eucalyptus globulus ssp globulus</i>	NA	0.346	NA	0.005	146.313	-38.163
Road	Links Road	Road	Gippsland Plain	T124	<i>Eucalyptus fulgens</i>	NA	0.138	NA	0.002	146.302	-38.169
40	24 THOMPSONS ROAD NEWBOROUGH 3825	3D\PP3273	Gippsland Plain	T125	<i>Eucalyptus cinerea ssp cephalocarpa</i>	NA	0.144	NA	0.002	146.301	-38.169
Road	Thompsons Road	Road	Gippsland Plain	T126	<i>Eucalyptus dives</i>	NA	0.144	NA	0.002	146.301	-38.169
Road	Thompsons Road	Road	Gippsland Plain	T127	<i>Eucalyptus cinerea ssp cephalocarpa</i>	NA	0.146	NA	0.002	146.301	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T128	<i>Eucalyptus dives</i>	NA	0.147	NA	0.002	146.301	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T129	<i>Eucalyptus viminalis ssp pryoriana</i>	NA	0.148	NA	0.002	146.301	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T130	<i>Eucalyptus dives</i>	NA	0.148	NA	0.002	146.301	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T131	<i>Eucalyptus dives</i>	NA	0.148	NA	0.002	146.300	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T132	<i>Eucalyptus dives</i>	NA	0.148	NA	0.002	146.300	-38.169
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	Gippsland Plain	T133	<i>Eucalyptus viminalis ssp pryoriana</i>	NA	0.148	NA	0.002	146.300	-38.169
Road	Thompsons Road	Road	Gippsland Plain	T134	<i>Eucalyptus dives</i>	NA	0.140	NA	0.002	146.299	-38.169
62	25 THOMPSONS ROAD NEWBOROUGH 3825	2\TP582048	Gippsland Plain	T135	<i>Eucalyptus cinerea ssp cephalocarpa</i>	NA	0.130	NA	0.002	146.300	-38.170
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	Gippsland Plain	T136	<i>Eucalyptus macrorhyncha</i>	NA	0.100	NA	0.001	146.300	-38.160



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	SPECIFIC HABITAT REQUIREMENT	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	CO-ORDINATES	
										X - LATITUDE	Y - LONGITUDE
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	Gippsland Plain	T143	Eucalyptus bridgesiana	NA	0.334	NA	0.005	146.295	-38.158
4	135 HAYES ROAD NEWBOROUGH 3825	1\PS438118	Gippsland Plain	T144	Eucalyptus bridgesiana	NA	0.335	NA	0.005	146.295	-38.158
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	Gippsland Plain	T145	Eucalyptus camaldulensis	NA	0.291	NA	0.004	146.295	-38.159
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	Gippsland Plain	T146	Eucalyptus camaldulensis	NA	0.291	NA	0.004	146.295	-38.159
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	Gippsland Plain	T147	Eucalyptus camaldulensis	NA	0.285	NA	0.004	146.296	-38.159
Road	Hayes Road	Road	Gippsland Plain	T161	Eucalyptus cinerea ssp cephalocarpa	NA	0.217	NA	0.003	146.293	-38.168
Road	Hayes Road	Road	Gippsland Plain	T162	Eucalyptus dives	NA	0.217	NA	0.003	146.293	-38.168
Road	Hayes Road	Road	Gippsland Plain	T163	Stag	NA	0.203	NA	0.003	146.293	-38.169
Road	Thompsons Road	Road	Gippsland Plain	T164	Eucalyptus cinerea ssp cephalocarpa	NA	0.186	NA	0.003	146.293	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T165	Eucalyptus dives	NA	0.183	NA	0.003	146.293	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T166	Eucalyptus dives	NA	0.184	NA	0.003	146.293	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T167	Eucalyptus cinerea ssp cephalocarpa	NA	0.183	NA	0.003	146.293	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T168	Eucalyptus cinerea ssp cephalocarpa	NA	0.176	NA	0.002	146.294	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T169	Eucalyptus cinerea ssp cephalocarpa	NA	0.176	NA	0.002	146.295	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T171	Eucalyptus dives	NA	0.194	NA	0.003	146.292	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T172	Eucalyptus cinerea ssp cephalocarpa	NA	0.200	NA	0.003	146.292	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T173	Stag	NA	0.202	NA	0.003	146.292	-38.170
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	Gippsland Plain	T174	Eucalyptus dives	NA	0.210	NA	0.003	146.291	-38.170
53	11A THOMPSONS ROAD NEWBOROUGH 3825	1\TP540346	Gippsland Plain	T177	Eucalyptus dives	NA	0.180	NA	0.003	146.291	-38.171
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T179	Eucalyptus macrorhyncha	NA	0.182	NA	0.003	146.291	-38.172

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	SPECIFIC HABITAT REQUIREMENT	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	CO-ORDINATES	
										X – LATITUDE	Y – LONGITUDE
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	Gippsland Plain	T180	<i>Eucalyptus dives</i>	NA	0.182	NA	0.003	146.291	-38.172
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	Gippsland Plain	T181	<i>Eucalyptus dives</i>	NA	0.173	NA	0.002	146.291	-38.172
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T193	<i>Eucalyptus radiata</i>	NA	0.139	NA	0.002	146.285	-38.172
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T196	<i>Eucalyptus dives</i>	NA	0.139	NA	0.002	146.285	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T197	<i>Eucalyptus dives</i>	NA	0.142	NA	0.002	146.285	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T200	Stag	NA	0.167	NA	0.002	146.284	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T201	Stag	NA	0.167	NA	0.002	146.284	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T202	Stag	NA	0.167	NA	0.002	146.284	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T203	<i>Eucalyptus dives</i>	NA	0.167	NA	0.002	146.283	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T204	Stag	NA	0.182	NA	0.003	146.283	-38.171
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	Gippsland Plain	T205	Stag	NA	0.167	NA	0.002	146.284	-38.171
Road	Thompsons Road	Road	Gippsland Plain	T207	<i>Eucalyptus viminalis</i> ssp <i>pryoriana</i>	Leafy Greenhood	NA	0.540	0.008	146.285	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T208	<i>Eucalyptus dives</i>	NA	0.184	NA	0.003	146.284	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T209	<i>Eucalyptus dives</i>	NA	0.184	NA	0.003	146.284	-38.170
Road	Thompsons Road	Road	Gippsland Plain	T210	<i>Eucalyptus dives</i>	Leafy Greenhood	NA	0.540	0.008	146.285	-38.170
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	Gippsland Plain	T216	<i>Eucalyptus cinerea</i> ssp <i>cephalocarpa</i>	NA	0.208	NA	0.003	146.284	-38.168
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	Gippsland Plain	T221	<i>Eucalyptus ovata</i>	NA	0.311	NA	0.004	146.284	-38.159



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	BIOREGION	TREE ID NO.	SPECIES	SPECIFIC HABITAT REQUIREMENT	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	CO-ORDINATES	
										X- LATITUDE,	Y- LONGITUDE
Road	Thompsons Road	Road	Gippsland Plain	T274	Eucalyptus dives	NA	0.197	NA	0.003	146.292	-38.170
Road	Hayes Road	Road	Gippsland Plain	T279	Eucalyptus species	NA	0.293	NA	0.004	Refer Plan	Refer Plan
Road	Hayes Road	Road	Gippsland Plain	T280	Eucalyptus species	NA	0.293	NA	0.004	Refer Plan	Refer Plan
Road	Hayes Road	Road	Gippsland Plain	T281	Eucalyptus species	NA	0.293	NA	0.004	Refer Plan	Refer Plan
Road	Hayes Road	Road	Gippsland Plain	T282	Eucalyptus species	NA	0.293	NA	0.004	Refer Plan	Refer Plan
Road	McPherson Road	Road	Gippsland Plain	T283	Eucalyptus species	NA	0.213	NA	0.003	Refer Plan	Refer Plan
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T284	Eucalyptus species	NA	0.152	NA	0.002	Refer Plan	Refer Plan
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T285	Eucalyptus species	NA	0.157	NA	0.002	Refer Plan	Refer Plan
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T286	Eucalyptus species	NA	0.160	NA	0.002	Refer Plan	Refer Plan
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	Gippsland Plain	T287	Eucalyptus species	NA	0.146	NA	0.002	Refer Plan	Refer Plan
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	Gippsland Plain	T288	Eucalyptus species	NA	0.149	NA	0.002	Refer Plan	Refer Plan
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	Gippsland Plain	T289	Eucalyptus species	NA	0.141	NA	0.002	Refer Plan	Refer Plan
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	Gippsland Plain	T290	Eucalyptus species	NA	0.141	NA	0.002	Refer Plan	Refer Plan
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PSS15862	Gippsland Plain	T291	Eucalyptus species	Leafy Greenhood	NA	0.640	0.009	Refer Plan	Refer Plan
Road	Sullivans Track	Road	Gippsland Plain	T292	Eucalyptus species	Leafy Greenhood	NA	0.653	0.009	Refer Plan	Refer Plan
Road	Sullivans Track	Road	Gippsland Plain	T293	Eucalyptus species	Leafy Greenhood	NA	0.672	0.009	Refer Plan	Refer Plan

6.0 OFFSETS FOR PERMITTED CLEARING

6.1 Offsets to be achieved before permitted clearing starts

The two type of offsets that are required for the permitted clearing of native vegetation are:

- General Biodiversity Equivalence Units (GBEUs), and
- Specific Biodiversity Equivalence Units (SBEUs).

General offsets

When a general offset is required, the offset secured must have the following attributes:

- the Strategic Biodiversity Score of a secured offset site must be at least 80% of the Strategic Biodiversity Score of the native vegetation to be removed, and
- the offset must be located within the same Catchment Management Authority area or municipal district of the native vegetation to be removed.

Specific offsets

When a specific offset is required, the offset must provide habitat for all species that require a specific offset. The location of a species habitat is determined by the Habitat importance map for that species. This requirements ensures offsets are located in areas that provide habitat for the species impacted by the removal of native vegetation.

The general and specific offset requirements for the native vegetation that can be removed (as described in Tables 3 and 4 and Map 2) are outlined in Tables 5 and 6.

6.2 Responsibility for provision of offsets

The person wanting to remove, lop or destroy the native vegetation identified for removal as part of this plan is responsible for ensuring that the required general and specific offsets have been secured before any permitted clearing starts. The provision of offsets must accord with the conditions and any permit notes specified on any permit granted, and the conditions and permit note in section 7 of this NVPP.

7.0 CONDITIONS

The following conditions apply from the gazettal of the Native Vegetation Precinct Plan.

- All earthworks must be undertaken in a manner that will soil erosion and adhere to *Construction Techniques minimise for Sediment Pollution Control* (EPA, 1991).
- Only indigenous plants of local provenance can be used in revegetation works within areas of native vegetation identified in the Native Vegetation Precinct Plan to be retained for conservation.
- Water run-off and drainage must not adversely impact areas of native vegetation to be retained.
- Any native vegetation to be removed (in accordance with this Native Vegetation Precinct Plan) must be clearly marked on site to the satisfaction of the responsible authority before any works start.
- Before any permitted removal, destruction or lopping of native vegetation on any property or land identified in Map 1 of the Native Vegetation Precinct Plan, offsets and evidence of offset security must be provided to the responsible authority and the Department of Environment and Primary Industries in accordance with *Permitted clearing of native vegetation – Biodiversity assessment guidelines* (DEPI 2013) and *Native vegetation gain scoring manual* (DEPI 2013), to the satisfaction of the Department of Environment and Primary Industries and the responsible authority.
- Before the permitted felling of any native tree, the tree must be examined by a qualified zoologist for the presence of fauna in hollows or nests. Any native fauna found must be salvaged and relocated in accordance with all statutory requirements to the closest suitable habitat, in consultation with the Gippsland regional office of the Department of Environment and Primary Industries.
- Before any works start, including permitted vegetation removal, a native vegetation protection fence must be erected around all native vegetation to be retained on site, to the satisfaction of the responsible authority, including the tree protection zones of all native trees to be retained. All tree protection zones must comply with *AS 4970-2009 Protection of Trees on Development Sites*, to the satisfaction of the responsible authority.
- Any permitted use and development must not cause or result in the removal, loss or destruction of any native vegetation identified to be

retained in the Native Vegetation Precinct Plan, without the written consent of the responsible authority.

- Within the area of native vegetation to be retained and any tree protection zone associated with any permitted use and/or development, the following is prohibited:
 - a. any vehicle or pedestrian access, trenching or soil excavation, and
 - b. storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products, and
 - c. entry or exit pits for underground services or utilities, and
 - d. any other use or activity that would result in the removal, destruction or lopping of native vegetation.

PERMIT NOTE

- Habitat for Dwarf Galaxias (*Galaxiella pusilla*) and Growling Grass Frogs (*Litoria raniformis*) has been identified within the Lake Narracan Native Vegetation Precinct area. Both species are protected under the *Environment Protection and Biodiversity Conservation Act 1999* and the *Flora and Fauna Guarantee Act 1998*. In the event that any Dwarf Galaxias or Growling Grass Frogs are found to be present during any permitted works or activities within the precinct area, works must stop immediately and advice sought from the Environment, Natural Resources and Fisheries business at the Gippsland regional DEPI office in Traralgon. There is to be no handling, translocation or other activities that may impact adversely on the species without the written consent of the relevant statutory authorities.

8.0 REFERENCE DOCUMENTS

WSP Environmental, 2013, *Biodiversity Assessment Report, Lake Narracan Precinct, Moe*

Department of Environment and Primary Industries, 2014, *Biodiversity Precinct Structure Planning Kit*

Department of Environment and Primary Industries, 2014, *Biodiversity impacts and offsets report: LakeNarracan_PropVegRemoval*

Department of Environment and Primary Industries, 2013, *Permitted clearing of native vegetation –Biodiversity assessment guidelines*

Department of Environment and Primary Industries, 2013, *Native vegetation gain scoring manual, Version 1*

Table 5 Offset Requirements for Remnant Patches of Native Vegetation

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	LOSS (Ha)	LOSS (HABITAT HECTARES PATCH)	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	SPECIFIC OFFSET REQUIREMENT	OFFSET MULTIPLIER	SPECIFIC OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: MINIMUM STRATEGIC BIODIVERSITY SCORE TO BE ACHIEVED
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P010	16 Lowland Forest	Gippsland Plain	0.292	0.079	0.114	NA	0.009	NA	1.5	NA	0.014	0.091
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P011	18 Riparian Forest	Gippsland Plain	0.210	0.042	0.174	NA	0.007	NA	1.5	NA	0.011	0.139
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P012	18 Riparian Forest	Gippsland Plain	0.595	0.25	0.189	NA	0.047	NA	1.5	NA	0.071	0.151
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P014	151 Plains Grassy Forest	Gippsland Plain	0.107	0.033	0.130	NA	0.004	NA	1.5	NA	0.006	0.104
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P015A	18 Riparian Forest	Gippsland Plain	0.061	0.018	0.232	NA	0.004	NA	1.5	NA	0.006	0.186
8	SULLIVANS TRACK YALLOURN 3825	1PS412576	P020	18 Riparian Forest	Gippsland Plain	0.442	0.115	0.188	NA	0.022	NA	1.5	NA	0.033	0.150
Road	Sullivans Track	Road	P021	151 Plains Grassy Forest	Gippsland Plain	0.105	0.021	NA	0.689	0.014	Leafy Greenhood	2	0.028	NA	NA
Road	Thompsons Road	Road	P025	151 Plains Grassy Forest	Gippsland Plain	0.009	0.001	0.103	NA	0	NA	1.5	NA	0.000	0.082
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P026B	151 Plains Grassy Forest	Gippsland Plain	0.141	0.076	0.335	NA	0.025	NA	1.5	NA	0.038	0.268
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PS515862	P028B	18 Riparian Forest	Gippsland Plain	0.158	0.068	NA	0.787	0.053	Leafy Greenhood	2	0.106	NA	NA
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P029	53 Swamp Scrub	Gippsland Plain	0.015	0.003	0.212	NA	0.001	NA	1.5	NA	0.002	0.170
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P030	53 Swamp Scrub	Gippsland Plain	0.065	0.016	0.208	NA	0.003	NA	1.5	NA	0.005	0.166
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P031B	53 Swamp Scrub	Gippsland Plain	0.167	0.047	NA	0.628	0.029	Leafy Greenhood	2	0.058	NA	NA
								NA	1	0.047	Strzelecki Gum	2	0.094		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P032	151 Plains Grassy Forest	Gippsland Plain	1.241	0.509	NA	0.701	0.357	Leafy Greenhood	2	0.714	NA	NA
								NA	1	0.509	Strzelecki Gum	2	1.018		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P033	53 Swamp Scrub	Gippsland Plain	0.398	0.159	NA	0.728	0.116	Leafy Greenhood	2	0.232	NA	NA
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	P034	53 Swamp Scrub	Gippsland Plain	0.067	0.018	NA	0.700	0.013	Leafy Greenhood	2	0.026	NA	NA



PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	HABITAT ZONE	EVC NUMBER AND NAME	BIOREGION	LOSS (Ha)	LOSS (HABITAT HECTARES PATCH)	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	SPECIFIC OFFSET REQUIREMENT	OFFSET MULTIPLIER	SPECIFIC OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: MINIMUM STRATEGIC BIODIVERSITY SCORE TO BE ACHIEVED
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P035	151 Plains Grassy Forest	Gippsland Plain	0.198	0.044	NA	0.723	0.031	Leafy Greenhood	2	0.062	NA	NA
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P036	151 Plains Grassy Forest	Gippsland Plain	0.122	0.037	NA	0.743	0.027	Leafy Greenhood	2	0.054	NA	NA
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2\LP80593	P038	151 Plains Grassy Forest	Gippsland Plain	0.032	0.005	0.145	NA	0.001	NA	1.5	NA	0.002	0.116
46	55 SULLIVANS TRACK NEWBOROUGH 3825	2\LP80593	P039	151 Plains Grassy Forest	Gippsland Plain	0.056	0.020	0.173	NA	0.004	NA	1.5	NA	0.006	0.138
Road	Thompsons Road	Road	P040	151 Plains Grassy Forest	Gippsland Plain	0.083	0.032	0.135	NA	0.004	NA	1.5	NA	0.006	0.108
Road	Thompsons Road	Road	P041	151 Plains Grassy Forest	Gippsland Plain	0.062	0.013	0.159	NA	0.002	NA	1.5	NA	0.003	0.127
Road	Thompsons Road	Road	P042	53 Swamp Scrub	Gippsland Plain	0.035	0.013	0.173	NA	0.002	NA	1.5	NA	0.003	0.138
42	28 THOMPSONS ROAD NEWBOROUGH 3825	4\LP93886	P043	151 Plains Grassy Forest	Gippsland Plain	0.304	0.07	NA	0.69	0.048	Leafy Greenhood	2	0.096	NA	NA
								NA	1	0.07	Strzelecki Gum	2	0.140		
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P57A	151 Plains Grassy Forest	Gippsland Plain	0.042	0.010	0.302	NA	0.003	NA	1.5	NA	0.005	0.242
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P57B	151 Plains Grassy Forest	Gippsland Plain	0.022	0.006	0.301	NA	0.002	NA	1.5	NA	0.003	0.241
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P57C	151 Plains Grassy Forest	Gippsland Plain	0.070	0.018	NA	0.770	0.013	Leafy Greenhood	2	0.026	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P57D	151 Plains Grassy Forest	Gippsland Plain	0.041	0.010	NA	0.770	0.008	Leafy Greenhood	2	0.016	NA	NA
Road	Thompsons Road	Road	P058	151 Plains Grassy Forest	Gippsland Plain	0.279	0.142	NA	0.734	0.105	Leafy Greenhood	2	0.210	NA	NA
Road	Thompsons Road	Road	P059	151 Plains Grassy Forest	Gippsland Plain	0.044	0.027	NA	0.740	0.020	Leafy Greenhood	2	0.040	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P63A	151 Plains Grassy Forest	Gippsland Plain	0.400	0.220	0.248	NA	0.055	NA	1.5	NA	0.083	0.198
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P63B	151 Plains Grassy Forest	Gippsland Plain	0.208	0.114	NA	1.000	0.114	Strzelecki Gum	2	0.228	NA	NA
33	LINKS ROAD NEWBOROUGH 3825	2\PS636142	P64A	53 Swamp Scrub	Gippsland Plain	0.963	0.510	NA	1.000	0.510	Strzelecki Gum	2	1.020	NA	NA

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33	LINKS ROAD NEWBOROUGH 3825	2\PS636142	P64B	53 Swamp Scrub	Gippsland Plain	0.345	0.183	NA	1.000	0.183	Strzelecki Gum	2	0.366	NA	NA
65	Moe-Yallourn Rail Trail	3\KPP3273	P066B	151 Plains Grassy Forest	Gippsland Plain	0.127	0.053	0.121	NA	0.006	NA	1.5	NA	0.009	0.097
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P073	151 Plains Grassy Forest	Gippsland Plain	0.161	0.031	0.297	NA	0.009	NA	1.5	NA	0.014	0.238
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P075B	151 Plains Grassy Forest	Gippsland Plain	0.059	0.017	0.236	NA	0.004	NA	1.5	NA	0.006	0.189
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P079B	151 Plains Grassy Forest	Gippsland Plain	0.217	0.061	0.265	NA	0.016	NA	1.5	NA	0.024	0.212
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P080	53 Swamp Scrub	Gippsland Plain	0.847	0.381	0.303	NA	0.115	NA	1.5	NA	0.173	0.242
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P081	151 Plains Grassy Forest	Gippsland Plain	1.094	0.296	0.278	NA	0.082	NA	1.5	NA	0.123	0.222
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P082	151 Plains Grassy Forest	Gippsland Plain	0.203	0.055	0.273	NA	0.015	NA	1.5	NA	0.023	0.218
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P083B	151 Plains Grassy Forest	Gippsland Plain	0.071	0.011	0.100	NA	0.001	NA	1.5	NA	0.002	0.080
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P084	151 Plains Grassy Forest	Gippsland Plain	0.366	0.172	0.301	NA	0.052	NA	1.5	NA	0.078	0.241
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	P088	151 Plains Grassy Forest	Gippsland Plain	0.062	0.018	0.173	NA	0.003	NA	1.5	NA	0.005	0.138
Road	Old Sale Road	Road	P090A	151 Plains Grassy Forest	Gippsland Plain	0.075	0.029	0.152	NA	0.004	NA	1.5	NA	0.006	0.122
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	P091A	151 Plains Grassy Forest	Gippsland Plain	0.052	0.011	0.158	NA	0.002	NA	1.5	NA	0.003	0.126
Road	Old Sale Road	Road	P092B	151 Plains Grassy Forest	Gippsland Plain	0.007	0.003	0.167	NA	0.000	NA	1.5	NA	0.000	0.134
Road	Thompsons Road	Road	P095	151 Plains Grassy Forest	Gippsland Plain	0.017	0.004	0.182	NA	0.001	NA	1.5	NA	0.002	0.146
Road	Thompsons Road	Road	P096	151 Plains Grassy Forest	Gippsland Plain	0.025	0.003	0.182	NA	0.001	NA	1.5	NA	0.002	0.146
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	P097	151 Plains Grassy Forest	Gippsland Plain	0.053	0.008	0.206	NA	0.002	NA	1.5	NA	0.003	0.165
Road	Becks Bridge Road	Road	P106E	151 Plains Grassy Forest	Gippsland Plain	0.075	0.038	0.316	NA	0.012	NA	1.5	NA	0.018	0.253
1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P106F	151 Plains Grassy Forest	Gippsland Plain	0.016	0.008	0.316	NA	0.003	NA	1.5	NA	0.004	0.253
Road	Becks Bridge Road	Road	P109D	151 Plains Grassy Forest	Gippsland Plain	0.091	0.044	0.316	NA	0.014	NA	1.5	NA	0.021	0.253



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1	70 BECKS BRIDGE ROAD NEWBOROUGH 3825	8\LP135892	P109E	151 Plains Grassy Forest	Gippsland Plain	0.033	0.016	0.316	NA	0.005	NA	1.5	NA	0.008	0.253
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P122	151 Plains Grassy Forest	Gippsland Plain	0.452	0.100	0.347	NA	0.035	NA	1.5	NA	0.053	0.278
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7\LP206462	P123	151 Plains Grassy Forest	Gippsland Plain	0.713	0.157	0.318	NA	0.050	NA	1.5	NA	0.075	0.254
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P124	151 Plains Grassy Forest	Gippsland Plain	0.371	0.074	0.105	NA	0.008	NA	1.5	NA	0.012	0.085
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P125	151 Plains Grassy Forest	Gippsland Plain	1.074	0.215	0.154	NA	0.033	NA	1.5	NA	0.050	0.123
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P126	151 Plains Grassy Forest	Gippsland Plain	0.372	0.074	0.209	NA	0.016	NA	1.5	NA	0.024	0.167
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P127	151 Plains Grassy Forest	Gippsland Plain	0.227	0.045	0.140	NA	0.006	NA	1.5	NA	0.009	0.112
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P128	151 Plains Grassy Forest	Gippsland Plain	0.225	0.045	0.114	NA	0.005	NA	1.5	NA	0.008	0.091
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P129	151 Plains Grassy Forest	Gippsland Plain	0.422	0.084	0.100	NA	0.008	NA	1.5	NA	0.012	0.080
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS438118	P130	151 Plains Grassy Forest	Gippsland Plain	0.202	0.040	0.231	NA	0.009	NA	1.5	NA	0.014	0.185
Road	Thompsons Road	Road	P131A	151 Plains Grassy Forest	Gippsland Plain	0.039	0.012	NA	0.480	0.006	Leafy Greenhood	2	0.012	NA	NA
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	P131B	151 Plains Grassy Forest	Gippsland Plain	0.194	0.062	NA	0.480	0.030	Leafy Greenhood	2	0.060	NA	NA
51	7 THOMPSONS ROAD NEWBOROUGH 3825	1\LP70376	P131C	151 Plains Grassy Forest	Gippsland Plain	0.039	0.012	NA	0.480	0.006	Leafy Greenhood	2	0.012	NA	NA
49	3 THOMPSONS ROAD NEWBOROUGH 3825	2\LP142353	P132A	151 Plains Grassy Forest	Gippsland Plain	0.087	0.028	0.136	NA	0.004	NA	1.5	NA	0.006	0.109
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3\LP142353	P132B	151 Plains Grassy Forest	Gippsland Plain	0.213	0.068	0.136	NA	0.009	NA	1.5	NA	0.014	0.109
Road	Thompsons Road	Road	P133A	151 Plains Grassy Forest	Gippsland Plain	0.038	0.008	0.212	NA	0.002	NA	1.5	NA	0.002	0.170



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31	5 HAYES ROAD NEWBOROUGH 3825	1\LP126050	P133B	151 Plains Grassy Forest	Gippsland Plain	0.008	0.002	0.212	NA	0.0003	NA	1.5	NA	0.001	0.170
Road	Hayes Road	Road	P134A	151 Plains Grassy Forest	Gippsland Plain	0.573	0.195	NA	0.567	0.110	Leafy Greenhood	2	0.221	NA	NA
3	140 BECKS BRIDGE ROAD NEWBOROUGH 3825	2\PS43811B	P134B	151 Plains Grassy Forest	Gippsland Plain	0.061	0.021	NA	0.567	0.012	Leafy Greenhood	2	0.024	NA	NA
Road	Hayes Road	Road	P135	151 Plains Grassy Forest	Gippsland Plain	0.035	0.007	0.201	NA	0.001	NA	1.5	NA	0.002	0.161
32	14 THOMPSONS ROAD NEWBOROUGH 3825	1\LP116154	P136A	151 Plains Grassy Forest	Gippsland Plain	0.009	0.002	0.172	NA	0.0004	NA	1.5	NA	0.001	0.138
Road	Thompsons Road	Road	P136B	151 Plains Grassy Forest	Gippsland Plain	0.009	0.002	0.172	NA	0.0004	NA	1.5	NA	0.001	0.138
Road	Thompsons Road	Road	P137A	151 Plains Grassy Forest	Gippsland Plain	0.067	0.016	0.169	NA	0.003	NA	1.5	NA	0.004	0.135
57	19 THOMPSONS ROAD NEWBOROUGH 3825	1\PS409507	P137B	151 Plains Grassy Forest	Gippsland Plain	0.002	0.000	0.169	NA	0.0001	NA	1.5	NA	0.000	0.135
58	19A THOMPSONS ROAD NEWBOROUGH 3825	2\PS409507	P137C	151 Plains Grassy Forest	Gippsland Plain	0.050	0.012	0.169	NA	0.002	NA	1.5	NA	0.003	0.135
58	19A THOMPSONS ROAD NEWBOROUGH 3825	2\PS409507	P138A	151 Plains Grassy Forest	Gippsland Plain	0.030	0.007	0.164	NA	0.001	NA	1.5	NA	0.002	0.131
	Easement	Road	P138B	151 Plains Grassy Forest	Gippsland Plain	0.095	0.023	0.164	NA	0.004	NA	1.5	NA	0.006	0.131
59	21 THOMPSONS ROAD NEWBOROUGH 3825	1\TP339075	P138C	151 Plains Grassy Forest	Gippsland Plain	0.058	0.014	0.164	NA	0.002	NA	1.5	NA	0.003	0.131
59	21 THOMPSONS ROAD NEWBOROUGH 3825	1\TP339075	P139A	151 Plains Grassy Forest	Gippsland Plain	0.146	0.035	0.133	NA	0.005	NA	1.5	NA	0.007	0.106
60	23 THOMPSONS ROAD NEWBOROUGH 3825	1\TP633648	P139B	151 Plains Grassy Forest	Gippsland Plain	0.100	0.024	0.133	NA	0.003	NA	1.5	NA	0.005	0.106
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1\LP80593	P140	151 Plains Grassy Forest	Gippsland Plain	0.134	0.084	0.142	NA	0.012	NA	1.5	NA	0.018	0.114
Road	Thompsons Road	Road	P141	151 Plains Grassy Forest	Gippsland Plain	0.508	0.295	NA	0.740	0.218	Leafy Greenhood	2	0.436	NA	NA
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8\LP93886	P142	53 Swamp Scrub	Gippsland Plain	0.042	0.008	0.197	NA	0.002	NA	1.5	NA	0.003	0.158
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P143	151 Plains Grassy Forest	Gippsland Plain	0.050	0.012	0.310	NA	0.004	NA	1.5	NA	0.006	0.248
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	P144	151 Plains Grassy Forest	Gippsland Plain	0.036	0.009	NA	0.640	0.006	Leafy Greenhood	2	0.012	NA	NA
Road	Hayes Road	Road	P145	151 Plains Grassy Forest	Gippsland Plain	0.052	0.010	0.289	NA	0.003	NA	1.5	NA	0.005	0.231



SUMMARY OF OFFSETS TO BE ACHIEVED			
OFFSET TYPE	BIOREGION	SPECIFIC OFFSET REQUIREMENT	BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED
Specific Offset	Gippsland Plain	Leafy Greenhood	2.444
Specific Offset	Gippsland Plain	Strzelecki Gum	2.866
General Offset	Gippsland Plain	NA	1.153



Table 6 Offset Requirements for Scattered Trees

PSP PROPERTY NUMBER	PROPERTY ADDRESS	FORMAL LAND DESCRIPTION	EVC NUMBER AND NAME	LOSS: CANOPY TREES	SPECIES	HABITAT HECTARES (SCATTERED TREES)	STRATEGIC BIODIVERSITY SCORE	HABITAT IMPORTANCE SCORE	BIODIVERSITY EQUIVALENCE SCORE	SPECIFIC OFFSET REQUIREMENT	OFFSET MULTIPLIER	SPECIFIC OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED	GENERAL OFFSETS: MINIMUM STRATEGIC BIODIVERSITY SCORE TO BE ACHIEVED
Road	Sullivans Track	Road	151 Plains Grassy Forest	T010	<i>Eucalyptus viminalis</i> ssp <i>pyroriana</i>	0.014	0.104	NA	0.001	NA	1.5	NA	0.002	0.063
Road	Sullivans Track	Road	151 Plains Grassy Forest	T011	<i>Eucalyptus viminalis</i> ssp <i>pyroriana</i>	0.014	0.104	NA	0.001	NA	1.5	NA	0.002	0.063
Road	Sullivans Track	Road	151 Plains Grassy Forest	T012	<i>Eucalyptus viminalis</i> ssp <i>pyroriana</i>	0.014	0.104	NA	0.001	NA	1.5	NA	0.002	0.063
Road	Sullivans Track	Road	151 Plains Grassy Forest	T013	<i>Eucalyptus bridgesiana</i>	0.014	0.116	NA	0.002	NA	1.5	NA	0.003	0.093
Road	Sullivans Track	Road	151 Plains Grassy Forest	T014	<i>Eucalyptus bridgesiana</i>	0.014	0.124	NA	0.002	NA	1.5	NA	0.003	0.099
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	53 Swamp Scrub	T017	<i>Eucalyptus macrorhyncha</i>	0.014	NA	0.610	0.009	Leafy Greenhood	2.0	0.018	NA	NA
						0.014		1.000	0.014	Strzelecki Gum	2.0	0.026		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	53 Swamp Scrub	T018	<i>Eucalyptus macrorhyncha</i>	0.014	0.214	NA	0.003	NA	1.5	NA	0.005	0.171
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	53 Swamp Scrub	T031	<i>Eucalyptus macrorhyncha</i>	0.014	NA	0.630	0.009	Leafy Greenhood	2.0	0.018	NA	NA
						0.014		1.000	0.014	Strzelecki Gum	2.0	0.026		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	53 Swamp Scrub	T032	<i>Eucalyptus macrorhyncha</i>	0.014	NA	0.630	0.009	Leafy Greenhood	2.0	0.018	NA	NA
						0.014		1.000	0.014	Strzelecki Gum	2.0	0.026		
7	75 SULLIVANS TRACK NEWBOROUGH 3825	8LP93886	53 Swamp Scrub	T034	<i>Eucalyptus macrorhyncha</i>	0.014	NA	0.710	0.010	Leafy Greenhood	2.0	0.020	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T035	<i>Eucalyptus ovata</i>	0.014	0.279	NA	0.004	NA	1.5	NA	0.006	0.223
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T036	<i>Eucalyptus globulus</i> ssp <i>globulus</i>	0.014	0.284	NA	0.004	NA	1.5	NA	0.006	0.227
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T037	<i>Eucalyptus ovata</i>	0.014	NA	0.736	0.010	Leafy Greenhood	2.0	0.020	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T038	<i>Eucalyptus ovata</i>	0.014	NA	0.734	0.010	Leafy Greenhood	2.0	0.020	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T039	<i>Eucalyptus ovata</i>	0.014	NA	0.750	0.011	Leafy Greenhood	2.0	0.022	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T040	<i>Eucalyptus ovata</i>	0.014	NA	0.750	0.011	Leafy Greenhood	2.0	0.022	NA	NA
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T041	<i>Eucalyptus globulus</i> ssp <i>globulus</i>	0.014	0.299	NA	0.004	NA	1.5	NA	0.006	0.239
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T042	<i>Eucalyptus ovata</i>	0.014	0.296	NA	0.004	NA	1.5	NA	0.006	0.237
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	53 Swamp Scrub	T043	<i>Eucalyptus globulus</i> ssp <i>globulus</i>	0.014	0.346	NA	0.005	NA	1.5	NA	0.008	0.277
Road	Links Road	Road	151 Plains Grassy Forest	T124	<i>Eucalyptus fulgens</i>	0.014	0.138	NA	0.002	NA	1.5	NA	0.003	0.110



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40	24 THOMPSONS ROAD NEWBOROUGH 3825	3D\PP3273	151 Plains Grassy Forest	T125	Eucalyptus cinerea ssp cephalocarpa	0.014	0.144	NA	0.002	NA	1.5	NA	0.003	0.115
Road	Thompsons Road	Road	151 Plains Grassy Forest	T126	Eucalyptus dives	0.014	0.144	NA	0.002	NA	1.5	NA	0.003	0.115
Road	Thompsons Road	Road	151 Plains Grassy Forest	T127	Eucalyptus cinerea ssp cephalocarpa	0.014	0.146	NA	0.002	NA	1.5	NA	0.003	0.117
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T128	Eucalyptus dives	0.014	0.147	NA	0.002	NA	1.5	NA	0.003	0.118
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T129	Eucalyptus viminalis ssp pryoriana	0.014	0.148	NA	0.002	NA	1.5	NA	0.003	0.118
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T130	Eucalyptus dives	0.014	0.148	NA	0.002	NA	1.5	NA	0.003	0.118
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T131	Eucalyptus dives	0.014	0.148	NA	0.002	NA	1.5	NA	0.003	0.118
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T132	Eucalyptus dives	0.014	0.148	NA	0.002	NA	1.5	NA	0.003	0.118
39	22 THOMPSONS ROAD NEWBOROUGH 3825	3H\PP3273	151 Plains Grassy Forest	T133	Eucalyptus viminalis ssp pryoriana	0.014	0.148	NA	0.002	NA	1.5	NA	0.003	0.118
Road	Thompsons Road	Road	151 Plains Grassy Forest	T134	Eucalyptus dives	0.014	0.140	NA	0.002	NA	1.5	NA	0.003	0.112
62	25 THOMPSONS ROAD NEWBOROUGH 3825	2\TP562048	151 Plains Grassy Forest	T135	Eucalyptus cinerea ssp cephalocarpa	0.014	0.130	NA	0.002	NA	1.5	NA	0.003	0.104
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	53 Swamp Scrub	T136	Eucalyptus macrohyncha	0.014	0.100	NA	0.001	NA	1.5	NA	0.002	0.080
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2\PS515862	56 Floodplain Riparian Woodland	T143	Eucalyptus bridgesiana	0.014	0.334	NA	0.005	NA	1.5	NA	0.008	0.267
4	135 HAYES ROAD NEWBOROUGH 3825	1\PS438118	56 Floodplain Riparian Woodland	T144	Eucalyptus bridgesiana	0.014	0.335	NA	0.005	NA	1.5	NA	0.008	0.268
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	53 Swamp Scrub	T145	Eucalyptus camaldulensis	0.014	0.291	NA	0.004	NA	1.5	NA	0.006	0.233
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	53 Swamp Scrub	T146	Eucalyptus camaldulensis	0.014	0.291	NA	0.004	NA	1.5	NA	0.006	0.233
5	HAYES ROAD NEWBOROUGH 3825	1\PS515862	53 Swamp Scrub	T147	Eucalyptus camaldulensis	0.014	0.285	NA	0.004	NA	1.5	NA	0.006	0.228
Road	Hayes Road	Road	151 Plains Grassy Forest	T161	Eucalyptus cinerea ssp cephalocarpa	0.014	0.217	NA	0.003	NA	1.5	NA	0.005	0.174
Road	Hayes Road	Road	151 Plains Grassy Forest	T162	Eucalyptus dives	0.014	0.217	NA	0.003	NA	1.5	NA	0.005	0.174
Road	Hayes Road	Road	151 Plains Grassy Forest	T163	Dead tree	0.014	0.203	NA	0.003	NA	1.5	NA	0.005	0.162
Road	Thompsons Road	Road	151 Plains Grassy Forest	T164	Eucalyptus cinerea ssp cephalocarpa	0.014	0.186	NA	0.003	NA	1.5	NA	0.005	0.149

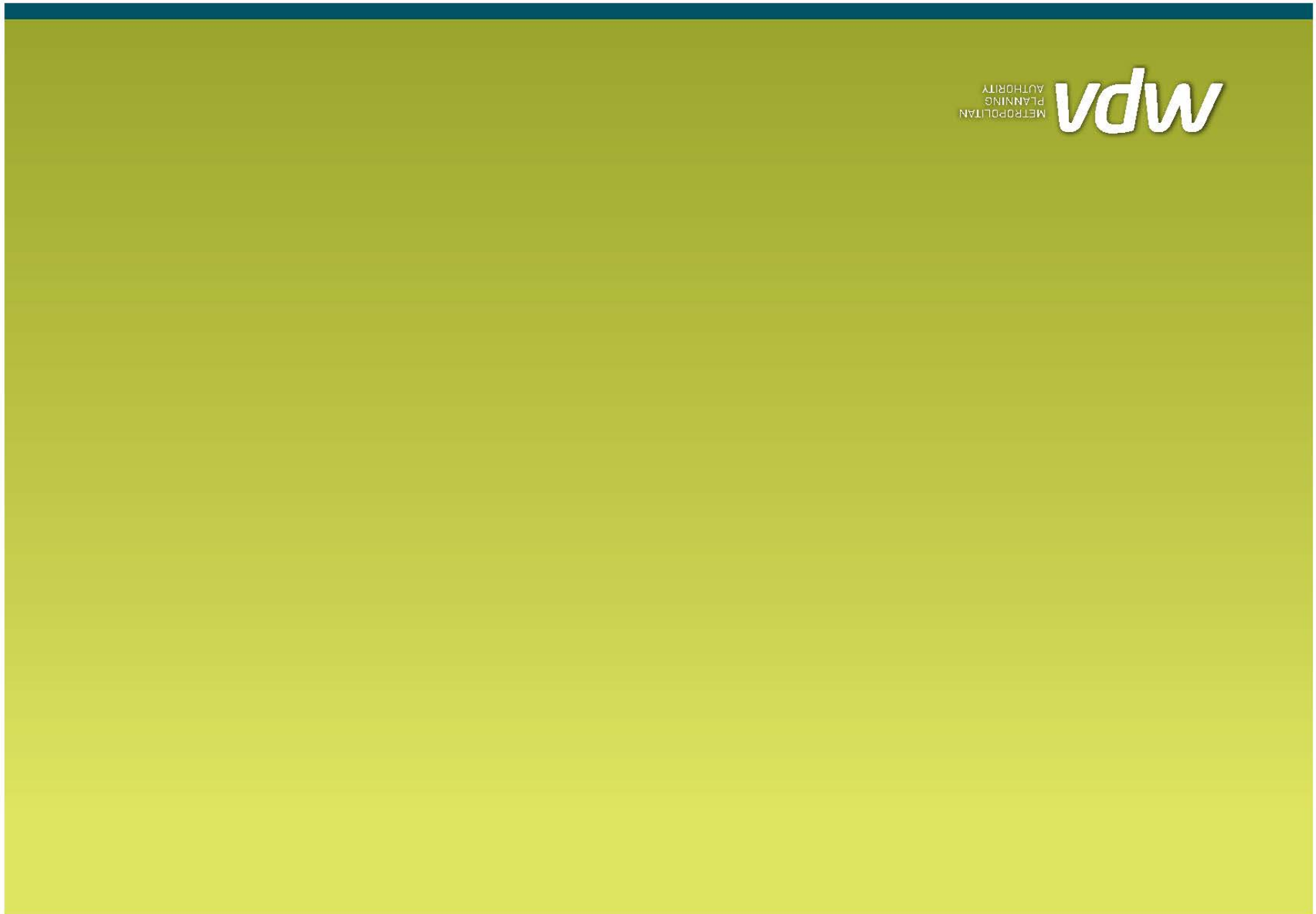


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Road	Thompsons Road	Road	151 Plains Grassy Forest	T165	Eucalyptus dives	0.014	0.183	NA	0.003	NA	1.5	NA	0.005	0.146
Road	Thompsons Road	Road	151 Plains Grassy Forest	T166	Eucalyptus dives	0.014	0.184	NA	0.003	NA	1.5	NA	0.005	0.147
Road	Thompsons Road	Road	151 Plains Grassy Forest	T167	Eucalyptus cinerea ssp cephalocarpa	0.014	0.183	NA	0.003	NA	1.5	NA	0.005	0.146
Road	Thompsons Road	Road	53 Swamp Scrub	T168	Eucalyptus cinerea ssp cephalocarpa	0.014	0.176	NA	0.002	NA	1.5	NA	0.003	0.141
Road	Thompsons Road	Road	53 Swamp Scrub	T169	Eucalyptus cinerea ssp cephalocarpa	0.014	0.176	NA	0.002	NA	1.5	NA	0.003	0.141
Road	Thompsons Road	Road	151 Plains Grassy Forest	T171	Eucalyptus dives	0.014	0.194	NA	0.003	NA	1.5	NA	0.005	0.155
Road	Thompsons Road	Road	151 Plains Grassy Forest	T172	Eucalyptus cinerea ssp cephalocarpa	0.014	0.200	NA	0.003	NA	1.5	NA	0.005	0.160
Road	Thompsons Road	Road	151 Plains Grassy Forest	T173	Dead tree	0.014	0.202	NA	0.003	NA	1.5	NA	0.005	0.162
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	151 Plains Grassy Forest	T174	Eucalyptus dives	0.014	0.210	NA	0.003	NA	1.5	NA	0.005	0.168
53	11A THOMPSONS ROAD NEWBOROUGH 3825	1\TP540346	151 Plains Grassy Forest	T177	Eucalyptus dives	0.014	0.180	NA	0.003	NA	1.5	NA	0.005	0.144
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	151 Plains Grassy Forest	T179	Eucalyptus macrorhyncha	0.014	0.182	NA	0.003	NA	1.5	NA	0.005	0.146
54	13 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427305	151 Plains Grassy Forest	T180	Eucalyptus dives	0.014	0.182	NA	0.003	NA	1.5	NA	0.005	0.146
52	9 THOMPSONS ROAD NEWBOROUGH 3825	1\TP427216	151 Plains Grassy Forest	T181	Eucalyptus dives	0.014	0.173	NA	0.002	NA	1.5	NA	0.003	0.138
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T193	Eucalyptus radiata	0.014	0.139	NA	0.002	NA	1.5	NA	0.003	0.111
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T196	Eucalyptus dives	0.014	0.139	NA	0.002	NA	1.5	NA	0.003	0.111
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T197	Eucalyptus dives	0.014	0.142	NA	0.002	NA	1.5	NA	0.003	0.114
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T200	Dead tree	0.014	0.167	NA	0.002	NA	1.5	NA	0.003	0.134
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T201	Dead tree	0.014	0.167	NA	0.002	NA	1.5	NA	0.003	0.134
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T202	Dead tree	0.014	0.167	NA	0.002	NA	1.5	NA	0.003	0.134
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T203	Eucalyptus dives	0.014	0.167	NA	0.002	NA	1.5	NA	0.003	0.134
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T204	Dead tree	0.014	0.182	NA	0.003	NA	1.5	NA	0.005	0.146
48	1 THOMPSONS ROAD NEWBOROUGH 3825	1\LP142353	151 Plains Grassy Forest	T205	Dead tree	0.014	0.167	NA	0.002	NA	1.5	NA	0.003	0.134
Road	Thompsons Road	Road	151 Plains Grassy Forest	T207	Eucalyptus viminalis ssp pryoriana	0.014	NA	0.540	0.008	Leafy Greenhood	2.0	0.016	NA	NA
Road	Thompsons Road	Road	151 Plains Grassy Forest	T208	Eucalyptus dives	0.014	0.184	NA	0.003	NA	1.5	NA	0.005	0.147



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Road	Thompsons Road	Road	151 Plains Grassy Forest	T209	Eucalyptus dives	0.014	0.184	NA	0.003	NA	1.5	NA	0.005	0.147
Road	Thompsons Road	Road	151 Plains Grassy Forest	T210	Eucalyptus dives	0.014	NA	0.540	0.008	Leafy Greenhood	2.0	0.016	NA	NA
23	2 THOMPSONS ROAD NEWBOROUGH 3825	CP150979	151 Plains Grassy Forest	T216	Eucalyptus cinerea ssp cephalocarpa	0.014	0.208	NA	0.003	NA	1.5	NA	0.005	0.166
2	50 MCPHERSON ROAD NEWBOROUGH 3825	7LP206462	151 Plains Grassy Forest	T221	Eucalyptus ovata	0.014	0.311	NA	0.004	NA	1.5	NA	0.006	0.249
Road	Thompsons Road	Road	151 Plains Grassy Forest	T274	Eucalyptus dives	0.014	0.197	NA	0.003	NA	1.5	NA	0.005	0.158
Road	Hayes Road	Road	151 Plains Grassy Forest	T279	Eucalyptus species	0.014	0.293	NA	0.004	NA	1.5	NA	0.006	0.234
Road	Hayes Road	Road	151 Plains Grassy Forest	T280	Eucalyptus species	0.014	0.293	NA	0.004	NA	1.5	NA	0.006	0.234
Road	Hayes Road	Road	151 Plains Grassy Forest	T281	Eucalyptus species	0.014	0.293	NA	0.004	NA	1.5	NA	0.006	0.234
Road	Hayes Road	Road	151 Plains Grassy Forest	T282	Eucalyptus species	0.014	0.293	NA	0.004	NA	1.5	NA	0.006	0.234
Road	McPherson Road	Road	151 Plains Grassy Forest	T283	Eucalyptus species	0.014	0.213	NA	0.003	NA	1.5	NA	0.005	0.170
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3LP142353	151 Plains Grassy Forest	T284	Eucalyptus species	0.014	0.152	NA	0.002	NA	1.5	NA	0.003	0.122
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3LP142353	151 Plains Grassy Forest	T285	Eucalyptus species	0.014	0.157	NA	0.002	NA	1.5	NA	0.003	0.126
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3LP142353	151 Plains Grassy Forest	T286	Eucalyptus species	0.014	0.160	NA	0.002	NA	1.5	NA	0.003	0.128
50	5 THOMPSONS ROAD NEWBOROUGH 3825	3LP142353	151 Plains Grassy Forest	T287	Eucalyptus species	0.014	0.146	NA	0.002	NA	1.5	NA	0.003	0.117
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	151 Plains Grassy Forest	T288	Eucalyptus species	0.014	0.149	NA	0.002	NA	1.5	NA	0.003	0.119
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	151 Plains Grassy Forest	T289	Eucalyptus species	0.014	0.141	NA	0.002	NA	1.5	NA	0.003	0.113
47	36 THOMPSONS ROAD NEWBOROUGH 3825	1LP80593	151 Plains Grassy Forest	T290	Eucalyptus species	0.014	0.141	NA	0.002	NA	1.5	NA	0.003	0.113
74	53 SOUTH SHORE ROAD NEWBOROUGH 3825	2PSS15862	151 Plains Grassy Forest	T291	Eucalyptus species	0.014	NA	0.640	0.009	Leafy Greenhood	2.0	0.018	NA	NA
Road	Sullivans Track	Road	151 Plains Grassy Forest	T292	Eucalyptus species	0.014	NA	0.653	0.009	Leafy Greenhood	2.0	0.018	NA	NA
Road	Sullivans Track	Road	151 Plains Grassy Forest	T293	Eucalyptus species	0.014	NA	0.672	0.009	Leafy Greenhood	2.0	0.018	NA	NA

SUMMARY OF OFFSETS TO BE ACHIEVED			
OFFSET TYPE	BIOREGION	SPECIFIC OFFSET REQUIREMENT	BIODIVERSITY EQUIVALENCE UNITS TO BE ACHIEVED
Specific Offset	Gippsland Plain	Leafy Greenhood	0.244
Specific Offset	Gippsland Plain	Strzelecki Gum	0.084
General Offset	Gippsland Plain	NA	0.291



Moe - Newborough Structure Plan

Updated June 2014

Latrobe Structure Plans - Moe and Newborough

DRAFT Updated June 2014

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1 Introduction

The Moe - Newborough Structure Plan will provide for growth and change in a planned and managed manner over a 30-year period. The plan is intended to provide clear direction to the community, government, and the development industry about appropriate development.

The Moe - Newborough Structure Plan was first written in consultation with Council, stakeholders and the community as part of the Latrobe Structure Plans Review in 2007, which comprised four Structure Plans for Traralgon, Morwell, Churchill, and Moe - Newborough.

The Structure Plan was then updated in 2014 to reflect the planning of the area between Moe - Newborough and Lake Narracan to the north, to provide a logical extension to the existing township to accommodate future population growth.

2 Background

Moe - Newborough are adjacent to one another and create one urban settlement. They are nestled together within a valley and boast a picturesque landscape with rolling hills to the south and views to the north of Mount Baw Baw. Located to the northeast is Yallourn Power Station, the rolling hills however screen it from view. Narracan Creek runs through Moe - Newborough and Lake Narracan lies to the north of the township.

Moe - Newborough is on a key tourist route to Mount Baw Baw and Walhalla. Relative to Melbourne, Moe - Newborough is the first of the four major towns within the Latrobe Valley and consequently are identified as the 'Gateway to Latrobe'.

Council has also been seeking to establish Moe as a service centre and to attract new business and office developments on sites within or adjacent to the Central Activities District.

It is important to note:

- Moe - Newborough has a population of 15447 people (based on the Moe Newborough Structure Plan area). The current household size is 2.30 people and based on forecast.id.com.au, the household size is expected to drop from 2.17 to 2.14 in 2031 for Moe.
- Moe - Newborough has mostly sub-regional functions to service local community needs and some regional service functions to serve the wider municipality;
- Given its geographical location, Moe has a pivotal location for regional tourism; and
- Private vehicle is by far the most popular mode of transport to work.

2.1 Significant Land Uses

The following section provides a brief outline of the land use patterns in Moe - Newborough.

Residential

Moe - Newborough form a single urban settlement, split by the Narracan Creek. Residential development in recent years has been slow, with some development in more recent years in the south-west and west.

Commercial

The Moe Central Activity District (CAD) is the main retail and commercial centre of Moe - Newborough. There are several smaller retail centres located within Moe - Newborough.

Industrial

The majority of industrial uses are located in the northwest of Moe. There are however, old industrial areas in the west that are surrounded by housing.

Public Open Space

Moe has many public open space areas and corridors including Edward Hunter Heritage Reserve, the Botanical Gardens, a number of reserves scattered throughout the town and a green corridor that runs parallel to Narracan Creek and another parallel to John Field Drive.

Major Infrastructure

The Yallourn coal field is situated to the east of the township. Land previously set aside for overburden adjacent to the eastern town boundary has been declared surplus to requirements as part of Latrobe Valley Coal Resources Project 2100. An existing Environmental Significance Overlay covering this area was subsequently adjusted in 2011 to remove land adjacent the eastern side of Newborough to enable this land to be developed for residential purposes.

2.2 Issues, Opportunities and Constraints

The consultation process undertaken during the preparation of the 2007 Moe - Newborough Structure Plan and the 2014 review is outlined in Appendix 1.

The key issues, values and constraints identified through the 2007 process are still relevant in 2014, and comprise:

1. Housing
2. Urban Growth
3. Transport and Mobility
4. Amenity
5. Industry
6. Neighbourhood Clusters
7. Town Centre

2.2.1 Housing - Existing Opportunities

There are several large land holdings within the existing town boundary that are zoned residential, but are either undeveloped or in the process of being developed for residential purposes. These locations are (refer to Plan 1 for numbered locations):

- In the northern part of Moe - Newborough, the area bordered by Old Sale Road to the north-east, Haigh Street to the south and existing urban development along Bennett Street to the west (Area 10);
- In the southern part of Moe - Newborough, the area bordered by Coalville Rd to the east, Borrmans Street to the south and parkland to the north and west;
- In the south-western part of Moe - Newborough, the area south of Randall Crescent and east of Watsons Road South (Area 15);
- In the west of Moe - Newborough, the area bordered by Waterloo Road to the south, Mitchells Drive Road to the east, the town boundary to the west and the existing farming zone to the north (Area 13); and
- In the east of Moe - Newborough, the area bordered by the Moe-Yallourn Rail Trail, Narracan Drive, John Field Drive and existing urban development (Area 7).

Within the town boundary there are several opportunities where brownfield redevelopment could be pursued, including industrial zoned land in the west of Moe - Newborough, within the area bordered by Mitchells Road to the east and the town boundary to the west (Area 3).

2.2.2 Urban Growth

The 2007 Moe - Newborough Structure Plan recommended a number of new areas for residential development, to increase the land available for residential growth.

As recommended by the Structure Plan, three areas were rezoned to Residential 1 Zone in 2011, which were:

- Land on the western side of Moe, north of the train line, between the Moe drain, Moe Racecourse and Lloyd Street (Area 13)
- Land on the western side of Moe, south of the train line, between the Princes Freeway and Watsons Road (Area 5)
- Land on the eastern side of Newborough, between Monash Road, Golf Links Road and Coach Road. A corresponding adjustment to an existing Environmental Significance Overlay associated with the coal area east of the town was also removed to enable residential development in this area (Area 8).

In 2012 the State Government made a commitment in *The Latrobe Valley Industry and Employment Roadmap* policy document that the Growth Areas Authority (now the Metropolitan Planning Authority) would provide assistance to the City of Latrobe in the planning of its priority growth areas.

The area between the existing Moe - Newborough township and Lake Narracan was identified by Council as a potential future growth area that could offer additional housing options to the local housing market (including higher amenity housing). The development of this area also offered the opportunity to provide improved access and enjoyment of the lake foreshore for existing residents and the wider community.

In 2013, following discussions with Council regarding the lake Narracan area, the Growth Areas Authority prepared the *Strategic Outlook for Moe – Newborough and Lake Narracan* which:

- Provided an overview of recent and future population growth in the Moe - Newborough area and estimate the future demand for dwellings;
- Summarised current land supply in the township and the area covered by the Moe - Newborough Structure Plan and estimate the number of dwellings these sites could provide;
- Estimated how many years of residential land supply is available in the Moe - Newborough area;
- Considered the strategic justification for planning of the area between Lake Narracan and Moe - Newborough for residential development on the basis of the above analysis; and
- Analysed other factors that may influence the future demand for dwellings in the Moe - Newborough area

The Strategic Outlook concluded that the planning of the Lake Narracan area was justified in terms of:

- Long term housing supply
- Healthy housing market
- Reinvestment in the community

These are discussed in detail below.

Long term housing supply

The State Planning Policy Framework includes a clause outlining the need to plan for at least 15 years supply of residential land. The land identified in the 2007 Structure Plan for residential growth currently meets this policy, however under a conservative estimate this would soon drop below the 15 year level. Planning of the Lake Narracan area would ensure the continued long term supply of future residential land for Moe - Newborough, and wider Latrobe City area.

The *Draft Gippsland Regional Growth Plan* released in 2013, identified Moe - Newborough, Traralgon, Morwell and Churchill as collectively forming a future Regional City in the Gippsland region. As part of this plan, Moe - Newborough has been nominated as an area to “proactively encourage and facilitate opportunities for major-scale development in areas identified for significant growth” (page 65).

A strong focus of the Draft Gippsland Regional Growth Plan was also future economic development of the region. In the Plan, Latrobe City has been identified as an area that should encourage or strive for (page 21):

- “diverse commercial centres supporting healthcare, retail, manufacturing and professional services
- focus on low carbon energy industry propelling innovation and investment across the region; and
- food manufacturing hubs that add value to local agricultural products”

Should the economic development of the region be successful there will be significant job growth. Increased job opportunities will lead to increased demand for housing, which Moe - Newborough is well situated to supply.

Healthy housing market

One of the key aspects of a healthy housing market is for there to be multiple development fronts. Having multiple development fronts creates competition, not only in price but also built form, giving buyers and future residents more housing options.

In addition to this, a number of sites identified for residential development in the 2007 structure plan had shown no interest in developing. These sites may never develop, and could lead to gaps in the market and supply. Having multiple development fronts reduces the possibility of a tight housing market if some sites are not developed.

The first key objective of the 2007 Moe - Newborough Structure Plan, is to ‘provide for high amenity housing choice’. High amenity lifestyle housing choice is a product that is not generally supplied in the Latrobe housing market. The amenity offered by Lake Narracan however offers the ability to provide a range of housing types in proximity to the lake not seen in other locations in Moe - Newborough, and in the wider municipality.

Beyond Moe-Newborough, other towns within the City of Latrobe are constrained due to a range of factors include coal, flood plains and land use buffers. These constraints will limit the amount of growth able to occur elsewhere and may direct additional growth towards Moe-Newborough.

Reinvestment in the community

The planning and development of Lake Narracan has the potential to provide significant benefit to the existing Moe - Newborough community in a number of ways.

Firstly, development along Lake Narracan will create a connection to the lake that will be available to all members of the community. Key road and open space links will be created to more directly link the centre of both Moe - Newborough with the lake. An extensive network of pedestrian and cyclist paths will be established throughout the precinct, linking to the heart of existing Moe - Newborough.

The connection to the lake will provide significant community benefit through the enhancement of recreation opportunities, both along the banks of the lake and in or on the lake itself.

Increasing access to the lake can also lead to increased economic activity through tourism. Enhancing the lake experience for tourists has the potential to increase local economic activity and create jobs for residents.

Increased economic activity initiated by enhancing the connection to Lake Narracan can potentially act as a spring board to revitalising the existing Moe-Newborough area. This could lead to redevelopment in the town centre and again create local job opportunities. There are currently a number of projects funded by Council, Federal and State Governments, including the Moe Activity Centre Plan project and an affordable housing project that are likely to start this process.

Conclusions

The 2014 update to the Moe - Newborough Structure Plan has therefore included the Lake Narracan area within the township boundary, with the majority of the land included being designated for future residential.

Long-term future urban growth should be encouraged in the east (refer to location 12 on Plan 1). Land holdings in this area need to be protected from land fragmentation, and therefore should be protected from being developed as rural living or low-density residential. These areas should be retained as farming until such time that all of the residential areas with the town boundary have been developed.

The Rural Living areas to the south and southeast of Moe - Newborough offer a semi-rural lifestyle and are important in diversifying residential opportunities

2.2.3 Transport and Mobility

It is important that strong links are provided to and from key community facilities. Whilst all modes should be catered to, the following hierarchy of modes should set the framework for planning (with 1 as the highest priority and 4 as the lowest):

1. Pedestrian
2. Cyclists
3. Public Transport
4. Private Vehicles

Pedestrians and Cyclists

As the residential area in the south-west grows and additional neighbourhood facilities are added, pedestrian connections over the Princes Freeway and the railway line to the local community services will need to be established to encourage a pedestrian friendly environment and reduce reliance on private vehicles.

Clear and well-networked bicycle on-road routes need to be provided in all areas. Several off-road paths are also needed in key areas to inter-link the pedestrian and cycling paths.

Through the future development of the Lake Narracan area, there is an opportunity to establish an extensive network of pedestrian and cyclist paths throughout the precinct, including improved connection to and along the southern foreshore of the lake and improved connections between existing Moe – Newborough and the lake.

Public Transport

The Moe town centre needs to be established as the central transport hub. Whilst all modes should have access to the hub, access for pedestrian, cyclist, train, bus and taxi should be given higher priority than private vehicles. In addition facilities should accommodate for all modes of transport.

Bus services will need to be extended to provide coverage to future residential areas.

Private Vehicles

Dinwoodie Drive in Newborough services thirteen cul-de-sacs containing over 300 houses. Residents have only one entry/exit at Narracan Drive. Safety concerns have been raised due to the limited access opportunities for emergency vehicles and exiting at the Narracan Drive intersection in periods of peak traffic. Access for vehicles to/from Dinwoodie Drive could be improved by creating an additional access point to the north.

2.2.4 Amenity

Creating an interesting and attractive entrance is important to raise perceptions and the town profile. As Moe - Newborough is seen as the 'Gateway to the Latrobe Valley' the entrance to the town is especially important. In particular the following entrances should be improved:

- The western gateway to the Latrobe City (being the western entry to Moe on Lloyd Street) – improvements could include addition canopy tree planting and amenity improvements; and
- The northern Moe Town Centre entrance via Moore Street, between Old Sale Road and Hennesey Street – the northern section of Moore Street has industrial uses on either side of the road. As a key tourism route, the visual appearance of this area will need to be improved.

Narracan Creek and the surrounding parklands, tennis courts and botanical gardens are also areas of particular amenity value in Moe - Newborough. Much of this area is visually obscured by industrial uses. Industrial uses in this area should be discouraged. Land uses that complement the botanical gardens should be encouraged. For example a conference centre or recreational facility.

There is also a number of sites in public and private ownership in both Moe and Newborough that are currently vacant, run down or under-utilised. There is an opportunity to explore short and long term

options for these sites, to increase the contribution these sites make to the local economy and image of the township.

2.2.5 Industry

Industrial development is mostly located along the western border of Moe - Newborough, stretching from Waterloo Road in the southwest to Old Sale Road in the north-west. There are several dispersed pockets of industry in the southwest that have been enveloped by residential development.

In the northwest there is a large supply of undeveloped industrial zoned land, and farming land that could be used for future industry. Industry should be discouraged from locating in the southwest. As opportunities arise industrial sites in the southwest should be redeveloped as residential.

2.2.6 Town Centres

The Moe - Newborough Structure Plan recognises the Moe Town Centre as the primary retail destination within the wider township and needs to be protected.

In Moe - Newborough, given the current over supply of retail floorspace, new retail, office and mixed-use, residential developments need to be encouraged within the Moe Town Centre.

As Moe - Newborough grows, new village/neighbourhood centres should be established to enable residents to walk or cycle to access daily retail needs. These centres should be encouraged in the north, north-east and west but they should not undermine the primacy and viability of the Moe Town Centre.

In terms of retail planning of the Lake Narracan area, SGS Economics and Planning were engaged to complete a Retail Advice report. The SGS Economics and Planning report concluded that the Lake Narracan area can accommodate one or two village/neighbourhood centres whilst reinforcing the primacy of the Moe Town Centre (SGS, 2013). Given the east-west dimension of the Lake Narracan area, two centres are ultimately considered the most favourable solution as this will help maximise their walking catchments (SGS, 2013).

There is also the opportunity to continue to improve the public realm and community facilities within the Moe Town Centre, to further enhance this area as the primary retail and civic destination of the wider township.

3 Moe – Newborough Structure Plan

3.1 Strategic Objectives for Moe - Newborough

Moe, Newborough and Lake Narracan have significant capacity to achieve a number of sub- regional and regional outcomes, in particular:

- To provide for future housing growth;
- To utilise undeveloped/underdeveloped land within the town boundary and within close proximity to the town centre;
- To provide a town structure that improves amenity for residents and maximises land use relationships for industry, commerce and retail;
- To provide an urban area that enables a high level of connectivity and accessible for all modes of transport;
- To enhance Moe - Newborough's role as a tourism gateway and as an attractive location for new and existing businesses; and
- To continue to perform sub-regional and some regional service functions.

3.1.1 Strategic Objectives

The Structure Plan aims to achieve seven major objectives in relation to the concepts identified within the Issues, Values and Constraints section:

1. Provide for high amenity housing choice.
2. Protect areas for future urban growth.
3. Improve transport routes and ease of movement.
4. Improve and protect visual amenity.
5. Decrease residential-industrial interface conflicts.
6. Establish neighbourhood and local centres in growth areas.
7. Create a vibrant and active town centre.

3.2 Achieving the Objectives

The Structure Plan defines different areas within Moe - Newborough according to the strategies and the different treatment required by different areas. The following table provides a description of each of these areas (as identified on Plan 1).

Area	Description of Area
Area 1	Industrial area around Moore Street, Old Sale Road, Saxtons Drive, Bell Street and town boundary
Area 2	Area north of the Racecourse between Saviges Road and the township boundary
Area 3	Land currently zoned industrial, bordered by Waterloo Road, Mitchell Road and the township boundary
Area 4	Municipal and township gateway on Lloyd Street
Area 5	Area south of Princes Highway and east of Watson Road South - existing residential opportunity
Area 6	Industrial site bordered by Narracan Drive, Moe - Newborough-Yallourn Rail Trail and the botanical gardens – site for potential landmark use
Area 7	Area bordered by the Moe-Yallourn Rail Trail, Narracan Drive, John Field Drive and existing urban development - existing residential opportunity
Area 8	Yallourn Golf Course site - existing residential opportunity
Area 9	Northern end of Dinwoodie Drive
Area 10	Area bordered by Moe-Yallourn railway easement, Old Sale Road and Narracan Creek - existing residential opportunity
Area 11	Moe Town Centre
Area 12	Area south of Yallourn Golf Course – potential future residential opportunity
Area 13	Area north of Waterloo Road and west of Mitchells Road – existing
Area 14	Lake Narracan precinct – future residential
Area 15	Area south of Randall Crescent and east of Watsons Road South – existing residential opportunity

Each of the following objectives identify which area they relate to. The Objectives and strategies for achieving these objectives should be read in conjunction Plans 1 and 2.

3.2.1 OBJECTIVE 1: Provide for High Amenity Housing Choice

Transition industrial sites to Residential, west of the Moe racecourse (Area 3)

- Review existing land-uses and identify opportunities to rezone existing industrial to residential uses.
- Discourage further development of industrial uses in the area, but protect the ongoing operation of existing industry until such time as they choose to relocate.

Consolidate and expand the residential neighbourhood in the area north of Narracan Drive (Area 7)

- Encourage new residential development in the area.
- Retain, but not expand, existing business uses around the Old Moe - Newborough Regional Hospital.
- Continue the open space link that runs north-south between John Field Drive and Southwell Avenue/Rita Court/Venice Street.

Facilitate the development of a life-style residential neighbourhood centered on the Yallourn Golf Course to diversify overall residential market within the township (Area 8)

- Encourage new residential development.

- Provide logical and direct pedestrian and vehicle connections to existing community facilities.

Facilitate development of a residential neighbourhood in the area east of Narracan Creek and north of the Moe-Yallourn railway easement, using the Creek as a key feature (Areas 10 & 16)

- Encourage new residential development in the area.
- Encourage a subdivision design that is sensitive and reflective of Narracan Creek. Development should address the Creek by fronting lots onto the creek, preferably with a road interface. Any public open space should be provided adjacent to and be designed to integrate with the Narracan Creek Public Conservation and Recreation Zone.
- Encourage the development of a walkable neighbourhood centre to service local residents.

Facilitate development of a residential neighbourhood in the area south of Princes Highway and west of Watsons Road South (Area 5)

- Encourage new residential development;
- Provide logical and direct pedestrian and vehicle connections to existing community facilities.

Facilitate development of a residential neighbourhood in the area north of Waterloo Road and west of Mitchells Road (Area 13)

- Encourage new residential development;
- Provide logical and direct pedestrian and vehicle connections to existing community facilities.
- Improve pedestrian linkages over Lloyd Street to South Moe, with the intent to provide access to existing community facilities.

Facilitate development of residential neighbourhoods within the Lake Narracan precinct (Area 14):

- Prepare a Precinct Structure Plan for this area that outlines future residential areas, village centres, open space and community facilities.
- Prepare a Development Contributions Plan to provide for co-ordinated and efficient delivery of infrastructure required to support development of the Lake Narracan area.
- Rezone the area to Urban Growth Zone to facilitate the land uses outlined in the Precinct Structure Plan.

3.2.2 OBJECTIVE 2: Protect Areas for Future Urban Growth

Protect future residential growth areas and facilitate rezoning and development following development of areas within the Township Boundary (Area 12)

- Earmark land for future residential development.
- Protect land from subdivision in the short-to-mid term.
- Encourage other land parcels identified in this plan to be developed prior to urban growth occurring in this direction.

3.2.3 OBJECTIVE 3: Improve Transport Access and Mobility

Complete the transport network for all modes of transport within the existing urban area, in order to provide a continuous and seamless network (refer to Plan 2)

- Introduce bus services to area north of Waterloo Road and west of Moore Street.
- Significantly expand the network of on-road bike paths throughout all areas of Moe - Newborough, and clearly mark lanes for this purpose.

- Complete off-road paths to connect on-road bike paths and/or residents to bus routes.
- Improve pedestrian connection over Princes highway and railway line.

Complete the transport network for all modes of transport to new growth areas, in order to provide a continuous and seamless network (refer Plan 2)

- Introduce bus services to the new growth areas as urban development proceeds.
- Expand the network of on-road bike paths to new growth areas, and clearly mark lanes for this purpose.
- Expand key off-road paths, in particularly along Narracan Creek and through to Lake Narracan.
- Provide an off-road path along the southern foreshore of Lake Narracan and expand in the future to provide an off-road trail around the entire lake.

Provide a centralised transport hub that brings together all modes of transport (Moe Town Centre)

- Bus and train station to be co-located.
- Minimise the walking distance between train and bus services.
- Increase bicycle-parking.
- Provide an information display board detailing train, bus, cycle and pedestrian options.
- Improve accessibility to the train station/central transport hub by improving pedestrian and cycle paths to/from this location.

Provide pedestrian linkages to and from key community facilities (Area 13)

- Provide a route for pedestrian and cyclists to cross over Lloyd Street, the railway line and Waterloo Road.

Provide an alternative exit/entry for vehicles at Dinwoodie Drive from the north at Old Sale Road (Area 9)

- Improve accessibility to and from Dinwoodie Drive for residential and emergency vehicles.
- Reduce the vehicle load and risk accidents at the intersection of Dinwoodie Drive and Narracan Drive.

3.2.4 OBJECTIVE 4: Improve and Protect Visual Amenity

Encourage retention of vegetation as buffer between future industry and residential development (Area 2)

- Encourage retention of vegetation as buffer between future industry and residential development.
- Retain high quality vegetation.

Township Gateway – Further improve amenity via landscape improvements within the road reserve (Area 4)

- Improve visual appearance and sense of arrival to Latrobe City.

Moe - Newborough Link site - Amenity improvement opportunity to be created by consolidating industrial sites and development of high profile development (Area 6)

- Encourage an alternative “landmark land use” that compliments the Botanical Gardens. This will require the consolidation of sites and an appropriate use(s) to complement the high profile of

the site and provide appropriate vehicle access and egress.

- Discourage further development of industrial uses at this location.

Narracan Drive Amenity Improvement (Area 7).

- Improve this important access route by facilitating commercial and residential development of a high design standard.
- Encourage landowners to develop under-utilised land with well-designed frontages.

Improvements to vacant and under-utilised sites

- Explore both short term and long term options for existing vacant and under-utilised sites in public and private ownership, to increase the contribution these sites make to the local economy and image of the Moe and Newborough.

3.2.5 OBJECTIVE 5: Decrease Residential-Industrial Interface Conflicts

Consolidate industrial activity in the north-west of Moe - Newborough and minimise conflicts between industry and residential uses (Area 1)

- Separate industrial and residential uses, and provide a suitable buffer between these two often-conflicting uses.
- Provide sensitive interface with adjoining vegetation (Area 2) that ensures environmental values of vegetation is maintained.
- Improve visual appearance along the industrial section of Moore Street, by ensuring the maintenance of the road reserve and building setbacks.
- Protect industrial land in Area 1 from residential encroachment that may result in interface conflicts and impact on industry operations.

3.2.6 OBJECTIVE 6: Establish Walkable Neighbourhood and Local Centres in Growth Areas

Reduce the need to drive long distances for goods, services and community facilities.

- Encourage the development of local community services and facilities in accessible/walkable locations throughout the community.
- Encourage higher density housing around neighborhood centres. Neighbourhood centres are to consist of basic goods and services.
- Neighbourhood centres should not undermine the central role of the Moe Town Centre.

3.2.7 OBJECTIVE 7: Create a Vibrant and Active Town Centre

Strengthen the Moe Town Centre in accordance with Transit Cities Precinct Study (Area 11)

- Encourage the development of new retail, office and higher density residential mixed-use developments within the Moe Town Centre.
- Restrict the development of major retail and office uses outside of the Moe Town Centre.

Continue to improve the public realm and community facilities within the Moe Town Centre

- Continue to upgrade and improve the streets and car parks within the town centre, including:
 - Upgrades to Moore and George Streets
 - Upgrades to Clifton Street and Hasthorpe Place car parks
- Provide new community facilities and improved public spaces adjacent the train line within the town centre, including:
 - New civic building opposite Moore Street including library, resident service centre, maternal and child health, meeting rooms and café
 - New youth precinct and playground
 - New train station forecourt
 - Upgraded car parks on both sides of the train line

4 Implementation

4.1 Purpose

The purpose of this chapter is to provide an indicative implementation and monitoring program to effectively carry out the strategies and actions contained within the structure plan, to ultimately realise the strategic objectives for Moe - Newborough over the next 30 years.

4.2 Timing

Each action is allocated an implementation timing category to assist Council to manage its resources to best administer the structure plan and implementation program. The three terms used are defined by the following periods:

- Short term – start implementation of this action within 1 – 5 years
- Medium term – start implementation of this action within 5 - 10 years
- Long term – start implementation of this action within 10 - 30 years

The timing of implementation actions is often dependent on one or more actions having taken place or being carried out concurrently.

It is expected that the structure plan actions would be reviewed every five years, to ensure that key actions and outcomes required to move towards the future vision are achieved.

4.3 Lead Organisation

Each action includes the organization that is responsible for driving elements of the Structure Plan. Commonly the lead driver is Latrobe City Council, although in some circumstances stakeholder interests from outside of the Latrobe City Council should take the lead.

4.4 Supporting Organisations

The implementation of the Structure Plans will, at times, require a dialogue with multiple stakeholders including government organisations, business, associations, landowners and the community.

This table indicates the stakeholders that will need to be consulted in order to achieve the stated objective. This is not an exhaustive list and over the next 30 years there are likely to be changes to who needs to be consulted and why.

4.5 Structure Plan Implementation Guide

Actions from the Moe-Newborough Structure Plan are outlined in the following table.

Action #	Action and Justification	Timing	Initiative	Supporting
General				
1.	Prepare an amendment to the Latrobe Planning Scheme Municipal Strategic Statement to include references to the Structure Plan including its vision, strategies, framework plan and implementation program.	Short	Latrobe CC	DSE Community Major stakeholders
2.	Advocate the Structure Plans to investment interests.	Medium	Latrobe CC	Major property consultants DIIRD
3.	Monitor progress and review the Moe-Newborough Structure Plan at the time the Latrobe Planning Scheme is reviewed.	short	Latrobe CC	Community Landowners / Managers
4.	Prepare an amendment to the Latrobe Planning Scheme to incorporate the Lake Narracan Precinct Structure Plan, Lake Narracan Development Contributions Plan and rezone area to Urban Growth Zone.	Short	Latrobe CC	State agencies Community Major stakeholders
Provide for high amenity housing choice				
5.	Evaluate medium and long-term development opportunities and facilitate dialogue with landowners of Areas 3 and 12.	Medium	Latrobe CC and large land owners	Landowners Land developers Community

Action #	Action and Justification	Timing	Initiative	Supporting
Improve Transport Access and Mobility				
11.	Improve off-road and on-road paths to existing urban areas that are under-serviced.	Short term	Latrobe CC	DoI, VicRoads V-Line Latrobe Valley Bus Lines Community Other transport organisations
12.	Evaluate options for a northerly exit from Dinwoodie Drive.	Short	Latrobe CC	Lowanna Secondary School VicRoads Community
Improve and protect visual amenity				
13.	Acquire Area 2 and establish as Public Open Space. Rezone from Industrial to PPRZ.	Short/ Medium	Latrobe CC	Landowners
14.	In Area 7, acquire land (if necessary) to extend the PPRZ from W.H Burrage Reserve southwards to Narracan Drive for the purpose of public open space.	Short	Latrobe CC	Landowners Community
16.	Evaluate options to landscape the Latrobe City Gateway, at the western entrance to Moe - Newborough.	Medium to be confirmed	Latrobe CC	Community VicRoads
17.	Improve visual appearance of the industrial land bordered by Narracan Drive, the Moe -Yallourn Railway easement and the Botanical Gardens.	Short/ Medium	Latrobe CC, local business and industry.	Landowners Developers Community
18.	Require industrial businesses in Moore Street to maintain landscape and maintenance obligations under Clause 33.01 of the Latrobe Planning Scheme.	Ongoing	Latrobe CC, local business and industry.	Landowners Developers Community

Action #	Action and Justification	Timing	Initiative	Supporting
Establish walkable neighbourhood centres in growth areas				
20.	Evaluate where future neighbourhood clusters should be located and when these should be established.	Short/ Medium	Latrobe CC	DSE DVC Dept of Education DHS
21.	Prepare an amendment to the Latrobe Planning Scheme that encourages small-scale neighbourhood clusters to service identified areas.	Short	Latrobe CC	DSE DVC Dept of Education DHS VicRoads Latrobe Valley Bus Lines Local business Community Landowners Schools
Create a vibrant and active town centre				
22.	Encourage the development of new retail, office and residential mixed-use developments within the Transit City Area.	Short	Business, land developers	Latrobe CC
23.	Restrict the development of major retail and office uses outside of the Moe Primary Activity Centre.	Ongoing	Latrobe CC	-

5 Appendix A – Consultation

5.1 2007 Moe - Newborough Structure Plan consultation

The Moe Business Workshop was held in the evening of Wednesday 23 August 2006 at Moe Turf Side and was attended by approximately 40 people. A large number of attendees had business interests within the Town Centre. Other development interests were also represented.

Participants at the Workshop identified strongly with the role of Moe as a tourism gateway. In accordance with this, they identified a number of issues that need to be addressed in order to maximise and build tourism. The large variety of sport and recreational activities were identified as a key feature and selling point for Moe. These facilities and open spaces include: the Olympic sized pool, golf courses, Lake Narracan and associated water sports (water ski, jet ski, hovercraft, fishing facilities and open space), Motorcross, the 4WD hill climb, the proposed Motorsport complex and the town as a stop-off location for holiday makers heading from Melbourne to Walhalla and the surrounding national parks. There is a desire to protect parkland, open space and the sport, recreation and leisure facilities that bring in tourism to Moe, for the purpose of capitalising on these assets further.

Perceived as holding the town back is the lack of appropriate tourist accommodation and convention facilities. Attendees also noted that Moe had a confusing system of road linkages that are anecdotally resulting in tourists frustration and subsequent future avoidance of Moe as a preferred route. It was therefore agreed by attendees that the industrial section of Moore Street and Old Sale Road provide a poor visual gateway.

The commercial activity centre in Moe is split in two by the railway and main thoroughfares of Lloyd Street and George Street. The Transit Cities Project is focused on the Activity Centre and what needs to be done structurally to help make the town centre regain vibrancy. The Moe Structure Plan can address issues that are feeding into the success or failure of the Activity Centre and propose ways in which issues can be overcome to assist the Transit Cities project in making the town centre vibrant. The most pressing issue for the Structure Plan from the business communities point of view appears to be the impact of the road system on the shopping district, a problem that they purport has been superimposed upon the town for safety without regard for function. Whilst other issues discussed relate more to a Transit Cities scale rather than the scale being applied to this Structure Plan project, it is important to reflect that there is not a need at this point in time to expand the town centre, but rather consider the reduction of the town centre as a purely commercial area. For instance, parts of the town centre may require more mixed uses in order to infill under-utilised business uses. Some consideration needs to be given to the future of the commercial role of the town centre, north of the rail line.

A number of matters around land use and development were discussed. The area bordered by Old Sale Road, Bowmans Road, Haigh Street and Bennett Street is under-utilised land zoned for Residential 1 use, but is used for farming purposes. One shared view is to develop this land for residential purposes around a wetlands feature that incorporates Narracan Creek and its flood zone area. The area bordered by the Princes Freeway, Watson Road South and farmland is zoned Industrial 3. Given its location in the gateway and the fact that it is not developed for industrial purposes, discussion was centered around a future Residential development for this gateway site. In addition, the adjacent small pocket of farmland bordered by the Princes Freeway and its on/off ramps and Watson Road South could be rezoned to a Public Park and Recreation Zone. A more complex proposal is to discuss with the

Shire of Baw Baw what its plans are for the area to the west/north-west of Moe, the purpose of which is to ascertain whether Moe can grow in this direction.

The road system in the town is problematic. Residents and tourists travelling from one end of the town to the other are generally limited to travelling through the roundabout over the railway line at the intersection of five roads – George Street, Anzac Street, Narracan Drive, High Street and Lloyd Street. The lack of signage at the roundabout often results in tourists heading up the wrong road, getting lost and frustrated. The system results in poor legibility of the town centre and its connection to other key locations. One suggestion to address other traffic issues is to build a new road for trucks heading north through the town, in order to keep them out of the town centre and residential streets, although this does not provide for improved legibility of the town centre.

Site-specific issues include the beautification of the gateway coming off the Princes freeway and the gateway along Moore Street to the town centre. Residents at the rear of Lavalla College would like to ensure that the reserve adjacent to their land is protected from urban development.

There was a perception expressed that the town has been losing social infrastructure, government services and public utilities. Whilst the feeling among many is to forego industrial development for tourism and dormitory (residential living) purposes, there are others who argue that industry equates to jobs and that the loss of industry from Moe - Newborough could be detrimental. As such, there is a perceived need to both protect and develop Moe's employment and tourism assets, whilst also protecting and developing its existing industrial assets.

Further consultation with land development stakeholders in December 2006 raised the issue of the availability of land for future residential development. There was a perception that residential development in the town is hampered by a lack of supply and the draft Structure Plans at that time did not indicate enough new provision of land as compared to Morwell and Traralgon. Stakeholders also expressed a need for lifestyle developments to diversify housing opportunities.

5.2 Lake Narracan consultation

The City of Latrobe with assistance from the MPA prepared a Draft Concept Plan for the Lake Narracan and provided this to the community, state agencies and service authorities in late 2013 for comment.

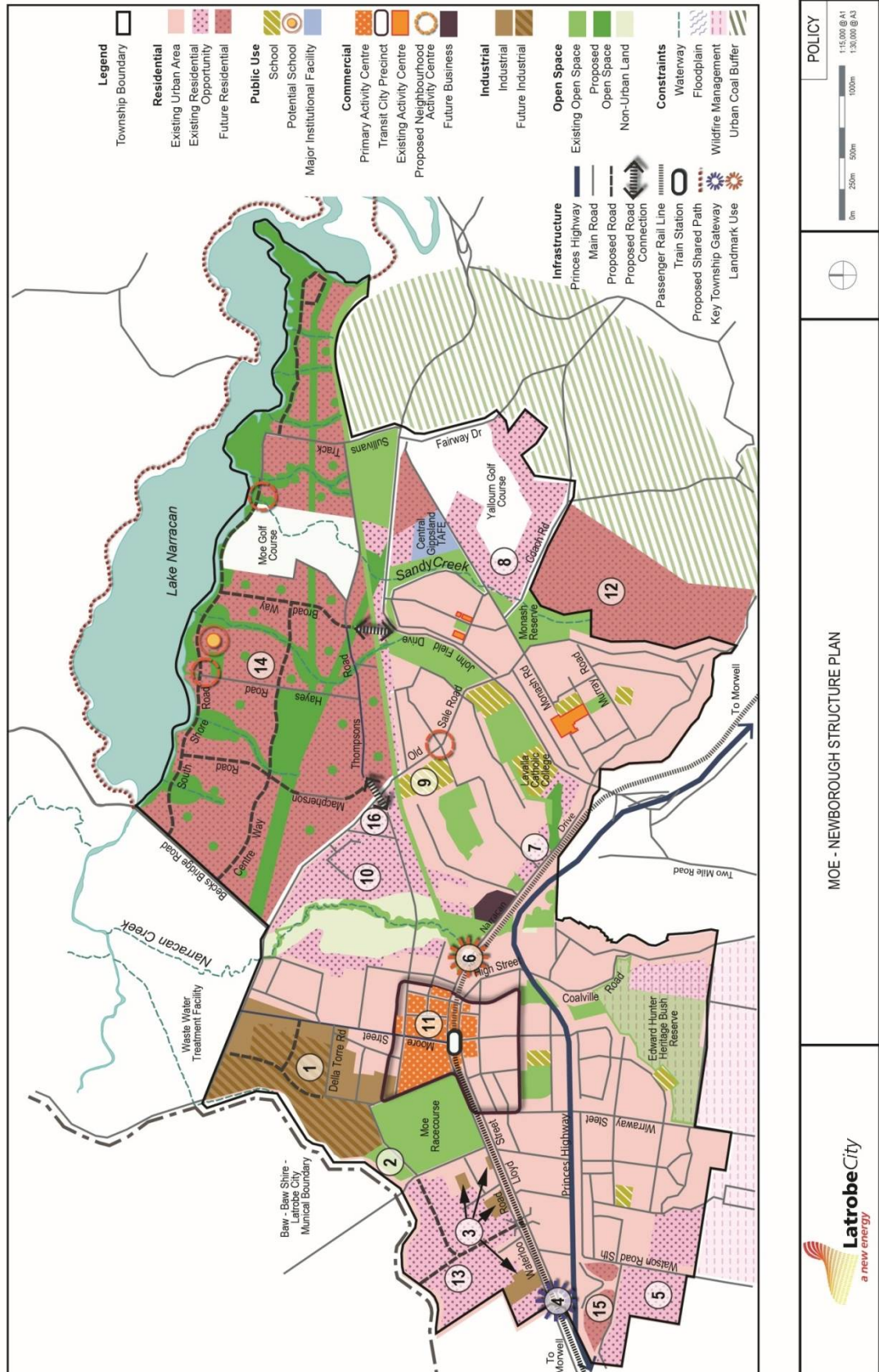
Council received 78 submission and 63 were supportive of the Draft Concept Plan, demonstrating significant support for the development of the Lake Narracan area.

The results of the consultation process and recommendations to address issues raised were outlined in a report to a Council meeting on 24 March 2014. Council resolved to support the plan and accepted the recommendations made in the report.

Council with the assistance of the MPA went on to prepare a draft Precinct Structure Plan and draft Development Contributions Plan for the Lake Narracan area. These draft documents were provided to state agencies and service authorities for comment during April and May 2014.

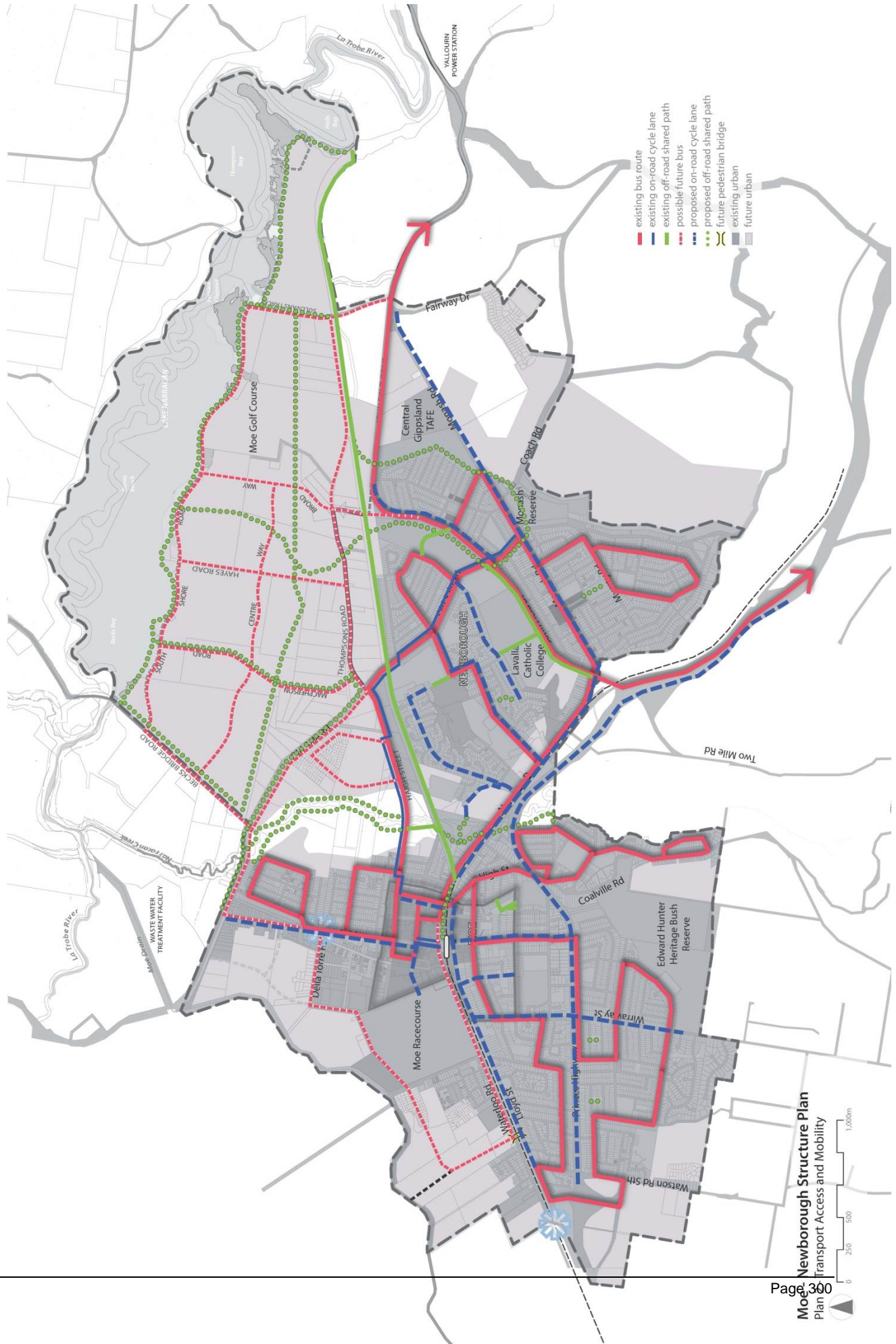
The draft Precinct Structure Plan and Development Contributions Plan were then updated in response to feedback received, before making the documents available for wider public comment along with the updated Moe - Newborough Structure Plan in mid 2014.

Plan 1: Moe-Newborough Structure Plan



MOE - NEWBOROUGH STRUCTURE PLAN





Planning and Environment Act 1987

LATROBE PLANNING SCHEME

AMENDMENT C86

EXPLANATORY REPORT

Who is the planning authority?

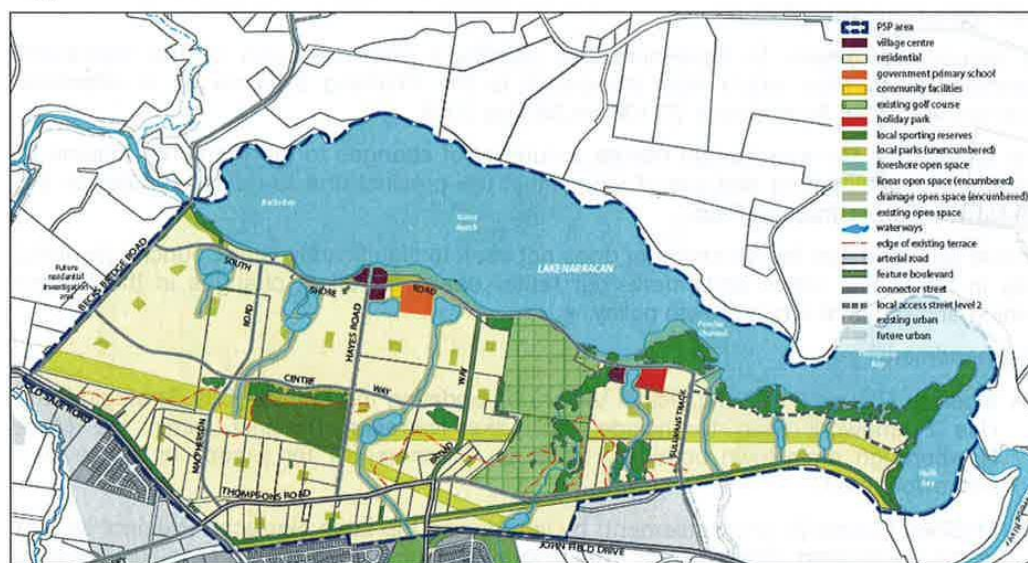
Amendment C86 (the amendment) has been prepared by Latrobe City Council (Council) with the assistance of the Growth Areas Authority (now known as the Metropolitan Planning Authority).

Pending resolution of submissions received during the consultation process¹ with all stakeholders, Council intends to request that the Minister for Planning become the planning authority for this amendment.

Land affected by the amendment

The amendment applies to land included in the Lake Narracan Precinct Structure Plan as shown on Map 1 below (the 'precinct'). The precinct area covers approximately 604 hectares of land generally defined by Lake Narracan to the north, Halls Bay to the east, John Field Drive and the Moe-Yallourn Rail Trail to the south and Old Sale Road and Becks Bridge Road to the west.

Map 1 – Lake Narracan Precinct Structure Plan



¹ Council commenced Stage 1 of community consultation process in relation to the Lake Narracan project in November 2013. As part of the Stage 1 consultation process, the project was notified to the community via the following methods:

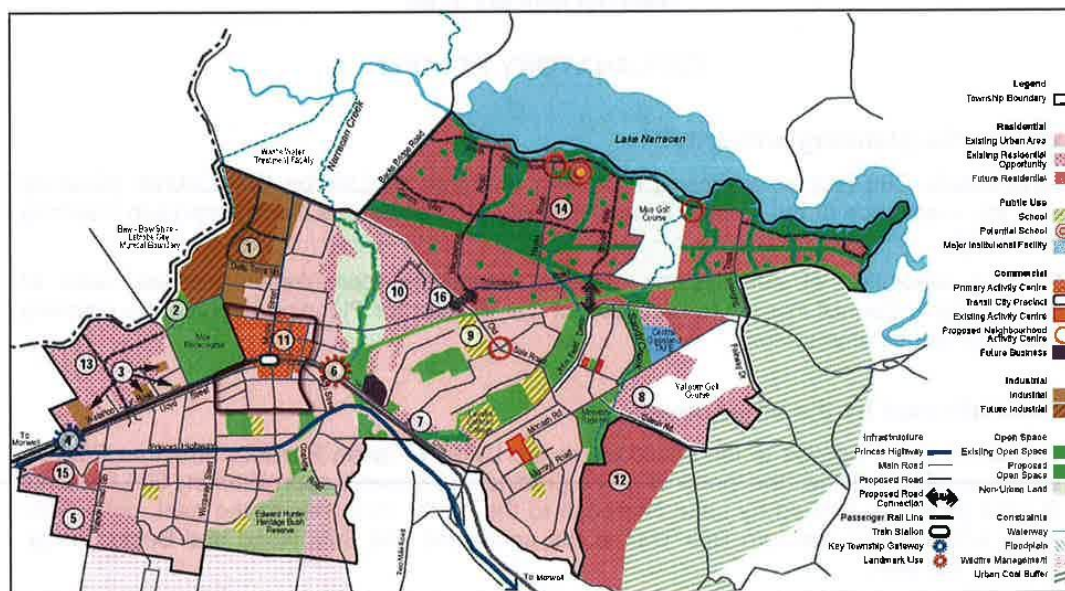
- Letter to landowners, occupiers and Lake Narracan user groups;
- Advertisements in the Latrobe Valley Express on 14, 18, 28, November 2013, and 12 December 2013;
- Information available at the Traralgon, Morwell, Moe, Churchill Services Centres and the Moe Library;
- Information placed on Council's website on the 'Have a Say,' page http://www.latrobe.vic.gov.au/Get_Involved/Engagement_Hub/Have_your_say
- Open house information evening on 21 November 2013 at the Moe Town Hall

Since November 2013, there have been ongoing communications with the community, including regular newsletter project updates, informal discussions with affected land owners and members of the public.

Stage 2 of the formal community consultation process is to commence in August 2014 and will last for a period of no less than four weeks.

In addition, the amendment also broadly applies to the Moe and Newborough township boundary area as shown in Map 2 below.

Map 2 – Moe and Newborough township boundary area



What the amendment does

The amendment seeks to implement the objectives and strategies of the Gippsland Regional Growth Plan which was introduced to the Planning Scheme as a reference document as part of Amendment VC106 on 30 May 2014.

More specifically, the amendment makes a number of changes to the Planning Scheme to facilitate the development and use of land within the precinct and to reflect updates to the Moe-Newborough Structure Plan.

It should be noted that the amendment does not seek to significantly alter Council's planning policy in relation to urban settlement, but rather seeks to reflect changes in the State's planning and regional urban growth policy.

The amendment:

- Modifies Clause 21.02 (Municipal Vision) by updating the Latrobe City Strategic Land Use Framework Plan to include the Lake Narracan Precinct within the Moe-Newborough main town boundary (refer to Attachment 1 for a copy of the revised framework plan);
- Modifies Clause 21.04 (Settlement) by introducing the Lake Narracan Precinct as part of the designated urban growth area and by including the updated Moe-Newborough Structure Plan as a reference document;
- Amends Clause 21.05 (Main Towns) by updating the Moe-Newborough Structure Plan;
- Modifies Clause 21.05 (Main towns) by acknowledging the Lake Narracan Precinct as part of the Moe/Newborough township area and amending the residential, commercial and infrastructure strategies as required in accordance with the updated Moe-Newborough Structure Plan;
- Amends Clause 21.05-8 (Main Towns – Reference Documents) to include the updated Moe-Newborough Structure Plan;

- Amends Clause 21.07 (Economic Sustainability) by updating the Lake Narracan precinct as part of the Moe/Newborough township area and by including the Retail Advice report for Lake Narracan as a reference document;
- Incorporates the Lake Narracan Precinct Structure Plan, June 2014 into the Latrobe Planning Scheme by listing it in the Schedule to Clause 81.01;
- Incorporates the Lake Narracan Development Contributions Plan, June 2014 into the Latrobe Planning Scheme by listing it in the Schedule to Clause 81.01;
- Incorporates the Lake Narracan Native Vegetation Precinct Plan, June 2014 into the Latrobe Planning Scheme by listing it in the Schedule to Clause 81.01
- Introduces the Urban Growth Zone to the Latrobe Planning Scheme
- Introduces and applies Schedule 1 to the Urban Growth Zone (UGZ1) to land (excluding Lake Narracan) in the precinct. This schedule sets out the land use and development controls for the precinct. The schedule requires land use and development to be generally in accordance with the incorporated Lake Narracan Precinct Structure Plan;
- Introduces the Development Contributions Plan Overlay (DCPO) to the Latrobe Planning Scheme;
- Introduces and applies Schedule 1 to the Development Contributions Plan Overlay (DCPO1) to the land area within the precinct to ensure contributions are provided for infrastructure and community facilities;
- Updates the Schedule to the Commercial 1 Zone to insert a maximum leasable floor area of 1,500 square metres for shop for both the neighbourhood activity centres within the precinct;
- Removes the Development Plan Overlay Schedule 5 (DPO5) between the Moe-Yallourn Rail Trail and John Field Drive where the PSP will now apply
- Updates the Schedule to Clause 52.01 to require public open space contributions in the precinct;
- Updates the Schedule to Clause 52.16 to insert the Lake Narracan Native Vegetation Precinct Plan to manage the removal and retention of native vegetation in the precinct;
- Updates the Schedule to Clause 61.03 to reflect changes to the planning Scheme maps.
- Incorporates the Small Lot Housing Code, June 2013 into the Latrobe planning scheme by listing it in the schedule to Clause 81.01;

Strategic assessment of the amendment

Why is the amendment required?

The amendment makes changes to the Scheme, including the Moe Newborough Structure Plan, as outlined earlier in this report, in order to implement the State Planning Policy Framework with regard to the growth in regional Victoria. The introduction of new zoning to the precinct and incorporation of Lake Narracan Precinct Structure Plan (PSP), Development Contributions Plan (DCP) and Native Vegetation Precinct Plan (NVPP) in the Scheme are required to facilitate new urban development and associated infrastructure provision and open space outcomes.

A planning scheme amendment is the most appropriate method for managing the proposed urban growth and associated development as the matters relate to land use and development outcomes.

The planning scheme amendment, through the introduction of a PSP, allows for urban development outcomes specific to the land resulting in more certain and efficient regulation than might otherwise occur were the general provisions of the scheme to be relied upon.

The amendment provides a balanced outcome in favour of net community benefit. This is achieved through the certainty provided by the amendment, in terms of land use, development and infrastructure outcomes, which provides for a transparent and informed investment environment while delivering a clear picture of the future of the land for the existing community. The amendment, through the introduction and subsequent implementation of the PSP and DCP, provides for the housing and servicing of new residents in a manner that minimises disruption to the existing community.

The amendment provides for the development of approximately 3,698 new homes for approximately 8,875 people. To service this new population, the amendment provides two neighbourhood activity centres, a government primary school, a community centre, a large central sports reserve and a series of local parks. Vegetation will be retained along the Moe-Yallourn Rail Trail, Old Sale Road, Becks Bridge Road, Lake Narracan foreshore and within the existing golf course.

To ensure the precinct develops in an integrated way, the PSP is to be incorporated in the Scheme as part of the amendment which provides an overall structure for the area and certainty in the development decisions. The incorporation of the PSP and DCP into the Scheme as part of the amendment also clarifies as to the cost and location of infrastructure and community facilities.

The amendment complements, and in some cases replaces, existing provisions of the scheme. In particular the amendment streamlines and integrates processes for native vegetation management, infrastructure provision, bushfire protection and housing diversity on smaller lots.

The amendment does not duplicate any management provisions for land use and development in other acts or regulations.

How does the amendment implement the objectives of planning in Victoria?

The amendment seeks to facilitate residential, retail, commercial and community development by introducing planning provisions, such as the Urban Growth Zone and Development Contributions Overlay, which will apply fairly and transparently to all affected landowners. The amendment also seeks to facilitate this Lake Narracan development in a location adjoining to existing towns where existing services and infrastructure can be easily expanded.

The amendment will facilitate the development of land within Latrobe City Council ensuring a sufficient supply of urban land is available for future growth and demand. Furthermore, the amendment will provide for the efficient and sustainable servicing of the land.

The amendment implements a number of the objectives of planning in Victoria under Section 4 of the *Planning and Environment Act 1987* (Act). In particular:

- *To provide for the fair, orderly, economic and sustainable use and development of land*

The amendment will facilitate the development of a new community with good access to services, employment and public open space. The delivery of housing makes effective use of the available land within the precinct with a required average density of at least 11 dwellings per net developable hectare, which is considered to be an appropriate density given the regional context of the site.

The amendment seeks to apply consistent controls across the precinct for urban development and sets out what development and community infrastructure is required to ensure the fair and equitable provision of works, services and facilities needed by the new community to secure a good quality of life.

- *To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.*

Past agricultural and farming practices have had a marked effect on the quality and extent of native vegetation within the Lake Narracan precinct. Despite this, the area still supports a number of pre-1750 Ecological Vegetation Classes (EVCs), comprising Plains Grassy Forest, Riparian Forest, Swamp Scrub, Lowland Forest and Floodplain Riparian Woodland.

The largest areas of remnant native vegetation are found along the lake foreshore at the eastern end of the precinct. This vegetation comprises the most significant area of habitat for Strzelecki Gum (*Eucalyptus Strzelecki*). This threatened species is present within the precinct, and is protected under both the EPBC and FFG Acts.

In parallel with the Lake Narracan PSP, a Native Vegetation Precinct Plan has been prepared for the precinct to identify significant vegetation for retention and vegetation acceptable for removal. Specifically, the Lake Narracan PSP retains large areas of vegetation on the southern banks of Lake Narracan, particularly at the eastern end of the precinct. Further vegetation is retained within the Moe Golf Course and along the existing Moe-Yallourn Rail Trail, Old Sale Road and Becks Bridge Road.

Stormwater flows will be managed through an integrated system that aims to manage flows beyond the precinct and to provide best practice stormwater quality treatment for the precinct area. A stormwater management strategy has been prepared concurrently with the PSP which has informed the location of the stormwater quality treatment wetlands and waterways.

The amendment will contribute towards increased transport choice and potential reductions in private car use. The precinct area will have a highly inter-connected road network, minimising dead-ends and containing continuous pedestrian and cycling paths. Bus capable roads are provided throughout the Lake Narracan precinct area and connect into the established neighbourhoods of Moe and Newborough.

- *To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.*

The amendment, through the incorporation of a DCP in the Scheme, supports the orderly upgrade and improvements to the existing and future arterial road network in the area. New local parks, sport facilities and natural systems will contribute to the creation of a pleasant living and recreational environment for the local community and visitors to the area.

The amendment, through the PSP, ensures that housing will have good proximity to education, convenience services, community facilities and employment opportunities and will allow residents to have a larger choice in terms of travel modes in reaching these destinations.

- *To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community.*

The amendment has been prepared to enable servicing of the new urban development over time. Detailed discussions have been had with Gippsland Water in regard to providing water and sewer to the Lake Narracan area. Both these services can currently be supplied to the area, however they will require upgrades over time to service the entire Lake Narracan precinct.

The PSP encourages transport choice and a reduction in private car use by providing a highly inter-connected road network allowing for looped bus routes interconnecting with the existing townships of Moe and Newborough and potential connections to Metropolitan Melbourne via the existing regional Moe railway station. The PSP provides for the creation of a network of pedestrian and bicycle paths across the precinct and connecting to key local assets like Lake Narracan and the Moe-Yallourn rail trail.

The PSP provides for enhancement and improvement to the Lake Narracan environs and foreshore which will play an important stormwater management role, habitat for native flora and fauna as well as providing a strong community focus through various recreation opportunities including, district playgrounds and shared trails for cycling and walking.

- *To balance the present and future interests of all Victorians*

The PSP identifies land within the precinct for arterial road upgrades, sports reserves, local parks and the provision of stormwater management assets. The new communities will contribute to the cost of this new infrastructure in accordance with the DCP and in line with the new community's use of them. Collecting funds for infrastructure up-front will also avoid the need for costly public spending in the future to 'reclaim' privately developed land for public purposes.

How does the amendment address any environmental, social and economic effects?

Environmental effects

The amendment will result in the retention of significant vegetation identified in the Lake Narracan Native Vegetation Precinct Plan along the southern banks of Lake Narracan, within the Moe Golf course and along the Moe-Yallourn rail train, Old Sale Road and Becks Bridge Road. Where possible, the PSP incorporates areas of environmental significance into the open space networks.

A stormwater study was prepared in conjunction with the preparation of the Lake Narracan Precinct Structure Plan to ensure water flows and environs are managed. Stormwater flows will be managed through an integrated system that aims to manage flows beyond the precinct and to provide best practice stormwater quality treatment for the precinct area. A stormwater management strategy has been prepared concurrently with the PSP which has informed the location of the stormwater quality treatment wetlands and waterways.

The distribution of open space within the precinct ensures that a majority of residential properties have access to a range of local parks within a walkable 400 metres. Furthermore, through the introduction and subsequent implementation of the PSP and DCP, the entire precinct will benefit from improvements and enhancements to the Lake Narracan foreshore.

A precautionary desktop environmental site assessment has been carried out for all the land to assess whether or not it meets the definition of 'potentially contaminated land'. Further investigation, testing and remediation for all land within the precinct prior to use for sensitive land uses (eg. housing, schools, and child care).

The amendment will contribute towards increased transport choice and potential reductions in private car use, as the precinct establishes. The PSP has developed a road network of arterial and local roads that are capable of accommodating bus routes throughout the precinct and connecting into the existing townships to the south. The precinct will have a highly inter-connected road network, minimising dead-ends and containing continuous shared pathways on key routes.

The amendment, via the DCP, sets out what new infrastructure including sports and community facilities, road and trail upgrades, parks and waterways are required to service the new communities. This new infrastructure will ensure that new residents do not place an unfair burden on existing community assets in the area. The infrastructure maximises opportunities for new residents to safely and efficiently access employment and everyday services, including shopping and engage in locally based social activities.

Economic effects

The amendment will establish a framework for the development of a new urban community which will have unique character whilst seamlessly integrating with the existing Moe and Newborough communities.

The Lake Narracan PSP includes two neighbourhood activity centres providing local shops, services and facilities to the new community and creating local employment opportunities within the precinct. These neighbourhood activity centres seek to complement the existing activity centres in Moe and Newborough, rather than to compete with them. This is achieved through an update to the Commercial 1 Zone Schedule in relation to maximum leasable floor area for a shop.

The amendment enables the delivery of a range of lifestyle opportunities to meet the needs of a variety of household sizes and budgets. It encourages the development of a range of house types from the conventional to medium and high density residential development. Medium to high density homes in a variety of styles are promoted near the neighbourhood activity centres, open space and abutting Lake Narracan. This will also support the viability of the centres serving the two precincts.

The location of the neighbourhood activity centres, government primary school, community facilities and passive and active open spaces will promote walking and cycling as safe and convenient modes of transport to these local amenities. This is achieved through their distribution and the street types that connect them which have dedicated space for pedestrians and cyclists.

Social Effects

The amendment is expected to generate positive social benefits for Latrobe City and the townships of Moe and Newborough through the provision of a range of residential densities that are well served by community facilities and other key infrastructure including a government primary school, retail areas, parks and other community facilities.

The amendment will provide a residential product adjoining a lake that is not currently offered in Latrobe City.

Planning for the development of community infrastructure such as sporting reserves and other community facilities, which will have a close spatial relationship with residential neighbourhoods, will assist in the creation of a 'sense of place' by fostering social interaction within the immediate and wider community.

Does the amendment address relevant bushfire risk?

All of the precinct area is currently a declared Bushfire Prone Area under the *Building Regulations 2006* due to its generally open and vegetated character. This declaration requires buildings in the area to meet minimum bushfire resistant construction standards.

The precinct is not affected by any Wildfire Management or Bushfire Management Overlays.

It is likely that the designation will not remain on the land once it is development for urban purposes. However it is likely to remain on open spaces of significant size that are not managed in a bushfire safe state.

The Country Fire Authority has been consulted as part of the PSP preparation process and there is no need for the amendment to include further provisions to address bushfire risk.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment also complies with the following relevant Ministerial Directions:

Direction No. 1 Potentially Contaminated Land

Ministerial Direction No. 1 does not strictly apply to most of the land affected by the amendment as the amendment is proposing to rezone land that has typically been used for various agricultural uses.

A precautionary desktop environment site assessment has been carried out for all of the land whether or not it meets the definition of 'potentially contaminated land'. The assessment identified areas subject to historical localised land uses that are potentially subject to contamination, these included a vehicle maintenance garage, a former poultry/broiler farm and a former piggery site. The amendment (via the UGZ schedule) requires further investigation, assessment and remediation of all land within the Precinct prior to sensitive land uses commencing (e.g. housing, junior schools and child care).

Direction No. 12 - Urban Growth Areas

Part 6 of Ministerial Direction 12 requires that when preparing an amendment to introduce or change provisions in a schedule to the UGZ, a planning authority must evaluate and include in the explanatory report a discussion about:

- *How the amendment implements any Growth Area Framework Plan applying to the land*

The Gippsland Regional Growth Plan, 2014 applies to the land and identifies Moe and surrounding hinterland as capable of accommodating additional growth. The regional growth plan seeks to proactively encourage and facilitate opportunities of development in these areas. More specifically, the regional growth plan identifies the land north of Moe and Newborough (i.e. the subject precinct) as an area of investigation for future urban growth.

The Regional Growth Plan supports the implementation of land use strategies and structure plans (in line with the amendment) for the regional cities and regional centres to accommodate growth over the next 20 to 30 years.

- *How does the amendment accord with the Precinct Structure Planning Guidelines (October 2009)?*

Objective one: To establish a sense of place and community

The topography of the precinct adjacent to Lake Narracan is generally flat land then rises to a higher terrace to the south. The rise in the land provides opportunities for views to the surrounding land. The proximity of the lake comes with drainage and flooding issues, however through careful placement of land uses in different areas of the lake in the PSP, such as Becks Bay Village Centre and Fernlea Village Centre along the foreshore, a sense of place and community will be established. The precinct also contains significant strands of trees, including the nationally significant Strezelecki gum, grassy woodlands and native grasslands.

The PSP seeks to utilise the existing land forms, lake and natural assets to build unique and individual townships. The two neighbourhood activity centres, Becks Bay Neighbourhood Activity Centre and Fernlea Neighbourhood Activity Centre will utilise and improve on existing assets along Lake Narracan to build a unique neighbourhood experience.

The Becks Bay Neighbourhood Activity centre will focus around a civic square with opportunities for neighbourhood shops and higher order retail trading. The Becks Bay Neighbourhood Activity Centre will be complemented by a future government primary school and a community centre for future residents. Improvements to the foreshore area of Lake Narracan will provide district playgrounds, wetlands and retention of significant vegetation.

The proposed Fernlea Neighbourhood Centre will leverage off the existing Holiday Park and naval cadet sites both to be retained in the precinct. Located between waterways and opposite the existing jetty and beach will provide an individual neighbourhood character. The foreshore parks and beach area are to be expanded with interconnected shared trails for passive recreation for the future community.

The location of both centres will allow for a diverse mix of housing and retail opportunities in the Lake Narracan precinct, providing for the future residents and complementing the existing retail precincts in Moe and Newborough.

School and community facility buildings have been proposed on connector streets central to catchment areas and co-located for the future residential community.

The road network will complement the existing and future road network connecting to adjoining neighbourhoods. Nature strips along roadways will be of sufficient width to support long term tree growth and contribute to the attractiveness of this new urban area.

Objective two: To create greater housing choice, diversity and affordable places to live

An important new approach to housing diversity has been developed and introduced through the PSP proposed under this amendment and other PSPs currently under preparation by MPA. The amendment seeks to introduce guidelines and requirements in the PSP as a comprehensive guide to delivering diversity that provides for a range of densities across the area. This allows for increased choice to homebuilders and purchasers to build a house of the size they desire, in the location they prefer, while meeting policy goals seeking higher dwelling densities in this regional area.

The introduction of the *Small Lot Housing Code*, to be incorporated into the Latrobe Planning Scheme, will provide developers the ability to provide diverse housing options promptly and within required design guidelines.

Objective three: To create highly accessible and vibrant activity centres

Two neighbourhood activity centres are provided to the north of the precinct with a high degree of accessibility for future residents from within the precinct. The neighbourhood activity centres will be accessible via key connector road networks within the precinct and arterial road networks connecting to Moe and Newborough.

A network of off-road shared paths are provided for both north-south and east-west travel within the precinct and connecting to the south of existing townships. This, together with the potential for connector roads capable of providing future bus routes allows future residents a variety of transport options to the neighbourhood activity centres.

The neighbourhood activity centres will provide two unique neighbourhood centre experiences, with accessibility to shops, services and facilities for the future community.

Objective four: To provide for local employment and business activity

The PSP is expected to deliver approximately 335 local jobs as shown in Table 4 of the PSP. The two neighbourhood activity centres will provide associated employment opportunities largely around, retail, office and services within and around the village centres.

The neighbourhood activity centres in conjunction with home based occupations, the government primary school and community facilities will provide a variety of local employment opportunities.

Objective five: To provide better transport choices

The road network has been designed to provide the opportunity for a comprehensive bus network that would integrate with the townships of Moe and Newborough. Future residents can also utilise the existing regional rail network (i.e. V Line) at Moe Railway Station, approximately 5 kilometres from the precinct.

The road network has been designed to provide bus capable connector and arterial roads throughout the precinct. The PSP also provides upgrades to the existing road network to ensure key transport routes are better connected and managed in residential areas. Haigh Street is connected to Thompsons Road to provide direct connection to the Moe township and to McPherson Road providing direct connection from Moe to Lake Narracan. An extension of John Field Drive north also provides for a direct link between the township of Newborough and Lake Narracan.

The existing assets of the Moe-Yallourn Rail Trail and the foreshore to Lake Narracan allow for cycling and walking connections throughout the precinct. Together with the network of off-road shared paths proposed along the road network there is also opportunity for an off-road shared path along the central electricity easement through the

precinct. The cycle and walking trail network is deliberately aimed at providing access to key local destinations including the neighbourhood activity centres, open space the government primary school and community centres.

Objective six: To respond to climate change and increased environmental sustainability

The PSP aims to locate residential lots within 400m of a potential future bus route. The guidelines and requirements in the PSP ensure that stormwater quality treatment will meet or exceed best practice and that environmental and conservation values will not be adversely affected as a result of the future urban development in the precinct.

The provision for off-road shared path facilities as specified and required in the PSP will also encourage the use of sustainable transport modes within the precinct.

All of the elements planned for the precinct, as described in the response to objectives above and below, have sustainability and climate change adaptability built into their design. They provide for:

- Access to key services and facilities for the future community resulting in reduced travel times including by means other than the currently dominant private car mode
- Management of natural systems, and the effects of development on natural systems, so as to minimise or offset detriment to those systems
- Efficient use of land for multiple purposes where practicable.

Objective seven: To deliver accessible, integrated adaptable community infrastructure

A community facility hub is proposed to be co-located with the government primary school adjacent to Lake Narracan and the proposed Becks Bay Neighbourhood Activity Centre. The co-location will provide opportunities for more efficient use of land and a vibrant public place.

The proposed connector road network, possible bus networks and off-road shared paths within the precinct will provide excellent access to the community hub.

- *How the provisions give effect to the intended outcomes of the precinct structure plan*

Most provisions in the new incorporated documents and associated ordinance changes as proposed under the amendment are designed to be implemented at the subdivision development stage. At this point requirements and guidelines are either designed into subdivision plans (e.g. spatial outcomes); implemented through permit conditions (e.g. development and biodiversity contributions); implemented through referral authority agreements (e.g. essential services) or required to be applied as restrictions on title (e.g. small lot housing code).

This provides for a single permission after approval of the PSP which is central to providing certainty and clarity and timeliness in the planning process for the precinct.

Additionally, flexible applied zones that follow the pattern of development rather than lead it, allow flexibility when the PSP is followed in the detail of subdivision and land use layouts.

The PSP remains the guiding document for neighbourhood development. Either General Residential Zone or Neighbourhood Residential Zone (to be confirmed subject to feedback from consultation and further investigation) will be applied to most of the residential areas of the PSP providing the flexibility to enable a diversity of housing options to be delivered across the precinct. The Commercial 1 Zone will be applied to the neighbourhood activity centres, complemented by as-of-right floor space limits in the UGZ schedule; this will allow for competitive development of neighbourhood activity centres in urban growth area.

- *How a translation of the provisions can be achieved, once development anticipated by the precinct structure plan is substantially complete.*

As discussed above most outcomes will be delivered through subdivision permits prior to translation of the PSP to standard provisions. Subdivision permits will implement most of the non-standard provisions.

An assessment of how development has proceeded and where public land uses have been established closer to the time of translation will provide a better guide to where zone boundaries should be settled.

Other than the UGZ, standard provisions are used to implement the plan including open space contributions through Clause 52.01 and native vegetation removal and retention through Clause 52.16. These will stay in place until all relevant contributions are collected and native vegetation is securely managed or offset.

Direction No. 11 Strategic assessment of amendments

This explanatory report addresses the requirements of this direction.

S46m(1) - Direction on Development Contributions Plan

This direction seeks to direct planning authorities in relation to the preparation and content of a development contributions plan.

The DCP has been prepared in accordance with the intent and provisions of these Directions.

The DCP sets out \$87,669,385 of local infrastructure works for the precinct. The DCP levies \$86,043,444 of this amount from developers in the precinct. The balance of funding is the responsibility of Latrobe City Council.

The proposed development contribution rates as at June 2014 are:

- *Community infrastructure levy*
This is for a limited range of proposed community facilities as at June 2014, totalling \$3,280,000. The proposed levy is set at \$887 per dwelling, being the maximum allowable charge under *the Act*, to enable additional community facilities identified in the future to be funded by this levy.
- *Development infrastructure levy: rate expressed as the cash charge per net developable hectare of land usually levied at the time of subdivision/development*

	Lake Narracan DCP
Intersections	\$47,130
Roads	\$73,351
Culverts	\$11,977
Open space	\$37,660
Shared paths	\$11,705
Community facilities	\$10,564
Wetlands	\$37,097
Waterways	\$27,318
TOTAL	\$256,802 per net developable hectare of land

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment represents an integrated decision making process that balances the conflicting objectives of the relevant State planning policies as follows:

- Clauses 11.01 Activity centres, 11.02 Urban growth, 11.03 Open space, 11.05 Regional development - The amendment incorporates the Lake Narracan precinct structure plan. The PSP sets out an orderly structure for development of the precinct taking into account the existing and planned townships of Moe and Newborough, realising the importance of the Moe town centre bringing zoned land supply to the market, providing land to allow for sustainable growth and development within regional Victoria.
- Clause 12.01 Biodiversity – The land within the PSP has found to contain significant scattered Strzelecki gum trees, listed under the EPBC Act and habitat values. A Native Vegetation Precinct Plan has been prepared in conjunction with the Lake Narracan PSP and will manage the protection and removal of native vegetation.
- Clause 16.01 Integrated housing – The Lake Narracan precinct will promote a variety of housing typology with an average density of 11 dwellings per hectare. Although the proposed density is slightly lower than the density of 15 dwellings per hectare as envisaged in the Scheme, the proposed density is considered to be appropriate given the regional context of the precinct and that a diversity of housing can be achieved based on the guidelines provided in the PSP. Housing in the precinct will be fully serviced. New residents will have access to existing services and local employment opportunities in the Lake Narracan precinct and in adjacent developed neighbourhoods.
- Clause 17.01 Commercial - The amendment provides two neighbourhood activity centres providing local shops, services and conveniences to the catchment within the PSP. These activity centres are to complement the activity centres within existing Moe and Newborough townships but are not to compete with them. This is achieved through an update to the Commercial 1 Zone Schedule in relation to maximum leasable floor area for shop.
- Clause 18.01 Land use and transport planning, 18.02 Movement networks - The precinct is strongly integrated with the existing and planned arterial and local road network. The proposed road network provides a robust structure for traffic and transport movements for walking, cycling and future bus networks within and through the precinct.
- Clause 19.02 Community infrastructure, 19.03 Development infrastructure - A comprehensive development contributions plan has been prepared for the Lake Narracan precinct and is sought to be incorporated via this planning scheme. The DCP will ensure the provision of planned infrastructure for major roads, intersections, bicycle paths, sports facilities and open space are provided for the future community. Water, sewer and drainage services are readily connectable from the adjacent townships into the precinct.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

Municipal Strategic Statement:

- Clause 21.02 – Municipal Vision. This policy provides a strategic framework and vision for Latrobe. The Latrobe Strategic Land Use Framework Plan within Clause 21.02 ensures that the vision of the Latrobe is achieved. The framework plan identifies the Moe/Newborough area as main town. The Lake Narracan precinct to the north is identified as being partly flood affected and a major waterway. However, further strategic work undertaken by Council and the MPA has identified the district as suitable for expansion of the existing townships and appropriate for accommodating new growth and demand. The precinct is now identified in the Gippsland Regional Growth Plan 2014 as an area for future urban growth. Accordingly, this amendment seeks to update the Framework Plan to reflect the latest State's planning direction. Clause 21.03 – Natural Environment Sustainability. The Latrobe region is identified as containing significant native flora and fauna. The PSP in conjunction with the Native Vegetation Precinct Plan seeks to retain significant strands of vegetation where

possible. The importance of the habitats along the Lake Narracan foreshore and existing flora and fauna values are to be maintained and impacts avoided.

- Clause 21.04 – Built Environment Sustainability. Clause 21.04 seeks to ensure that each town grows but also maintains a 10 to 15 year urban land supply. The Moe – Newborough township is identified as a key part of a networked city with Morwell, Traralgon and Churchill. The areas of Lake Narracan should be planned to ensure the area can be developed in an integrated manner. The amendment is generally consistent with this Clause as the PSP is a long term urban development plan for precinct. Clause 21.04 also seeks to do further strategic work on a development plan and development contributions plan for the Lake Narracan precinct and the amendment supports this.
- Clause 21.05 – Main Towns. In order to implement the objectives and strategies of the Gippsland Regional Growth Plan and the State Planning Policy in relation to regional urban growth in general, the amendment seeks to update this Clause, by including the precinct as part of the Moe and Newborough township and by replacing the Moe Newborough Structure Plan with an updated one. Other than including the precinct as part of the township area, there are also minor updates to the Moe and Newborough Structure Plan to reflect the recent changes to the township area, such as rezoning and development as authorized under the previously gazetted planning scheme amendments and/or planning permit approvals.
- Clause 21.07 – Economic Sustainability. The PSP includes two Village Centres which will function as neighbourhood activity centres to provide daily convenience shopping needs to the catchment within the PSP. These Village Centres are consistent with the important directive as outlined in this Clause which is to protect existing businesses, with emphasis on centres, such as Moe Central Activity District (CAD), that play a weekly shopping role. This is achieved through an update to the Commercial 1 Zone Schedule in relation to maximum leasable floor area for shop within the Village Centres.
- Clause 21.08 - Liveability. The amendment supports this policy through preparing an integrated plan with new residential communities with local parks, sports reserve, neighbourhood activity centres, a government primary school and retention of significant vegetation building a sense of place. It is envisaged in the PSP that the development will provide for a residential product adjoining a lake that is not currently offered in Latrobe City.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment meets the form and content requirements of the Victorian Planning Provisions. Importantly, the application of the UGZ is considered an appropriate tool to apply a suite of Victoria Planning Provision zones to guide future use and development of the site through the specification of conditions and requirements for permits. Furthermore, the DCP overlay is the appropriate tool to implement levies for the development of new development and community infrastructure.

How does the amendment address the views of any relevant agency?

The amendment and the Lake Narracan Precinct Structure Plan has been prepared in consultation with Latrobe City Council and affected agencies. Comments made at agency consultation have been incorporated into the draft version now available for public consultation. Continued consultation will take part during the consultation period to ensure involvement from key agencies including Latrobe City Council, Department of Transport Planning and Local Infrastructure, Public Transport Victoria, VicRoads, Gippsland Water, Department of Education and Early Childhood Development, Department of Environment and Primary Industries, Office of Living Victoria, West Gippsland Catchment Management Authority, Southern Rural Water and Country Fire Authority.

The views of agencies and key stakeholders will continue to be sought during the consultation process and modifications made as further views of parties are provided.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is likely to have a significant impact on the transport system at a local level. It will require upgrades to nearby parts of the regional road network and will allow the creation of a new local road network that will set the future pattern of development in the precinct. It will contribute to the development of the bus network in the area.

The proposed additions and changes to the existing transport system in and adjacent to the precinct will meet the transport system objectives by:

- Providing for an interconnected road system that responds to the likely level of use generated by the precinct and hence facilitating investment in housing and local retail services in the area.
- Enabling efficient access to existing and planned employment and services in and around the local area and region through connections to the arterial road network, the potential future rail station and planned extensions to bus services.
- Ensuring the road network minimises impacts on the site's topography, native vegetation and water flow regimes.
- Providing locally based sports and recreational facilities to reduce the need for extended travel.
- Designing roads that are of a suitable scale and compatible with the expected travel demand. Development infrastructure identified in the Lake Narracan Development Contributions Plan will generally be provided as sufficient demand arises for the relevant infrastructure item and provides the opportunity for the efficient construction of items concurrent with subdivisional development.
- Integrating the construction of bus stop facilities with the development process to minimise construction costs and provide the opportunity to optimise the location of bus stops and design of roads in relation to bus routes and associated facilities.
- Involving relevant government bodies in the provision of transport infrastructure and services in the decision making process of the amendment.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment may have some impact on the resources and administrative costs of the responsible authority, as there will be ongoing implementation and maintenance of the PSP

Otherwise, the incorporation of the PSP into the Planning Scheme will facilitate the future orderly and proper planning of the area and in most cases, a single subdivision permit will capture all of the development requirements for a particular site.

Further, the UGZ Schedule 1 has been structured in such a way that the ultimate translation to conventional Victorian Planning Provision zones can occur in a timely and efficient manner once the land has been substantially developed. Hence, there will not be any severe financial burden on the responsible authority.

Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

Metropolitan Planning Authority

Level 29, 35 Collins Street
Melbourne VIC 3000
www.mpa.vic.gov.au

Latrobe City Council

Corporate Headquarters
141 Commercial Road
Morwell VIC 3840
www.latrobe.vic.gov.au

Moe Service Centre
44 Albert Street
Moe VIC 3825

Churchill Service Centre
9-11 Phillip Parade
Churchill VI 3842

Traralgon Service Centre
34-38 Kay Street
Traralgon VIC 3844

Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by **29 August 2014**.

A submission must be sent to Latrobe City Council at or via post to the following address:

Urban Growth Department
Latrobe City Council
PO Box 264
141 Commercial Road
Morwell VIC 3840

Planning and Environment Act 1987

LATROBE PLANNING SCHEME

AMENDMENT C86

INSTRUCTION SHEET

The planning authority for this amendment is the Minister for Planning.

The Latrobe Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 8 map sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos. 23, 24, 25, 29, 30, 31, 37, 38 in the manner shown on the attached map marked "Latrobe Planning Scheme, Amendment C86".

Overlay Maps

2. Insert Planning Scheme Map Nos. 23, 24, 25, 29, 30, 31, 37, 38 DCPO in the manner shown on the attached map marked "Latrobe Planning Scheme, Amendment C86".
3. Delete Planning Scheme Map Nos. 25, 30, 31, 37 DPO in the manner shown on the attached map marked "Latrobe Planning Scheme, Amendment C86".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

4. In Local Planning Policy Framework – insert new Clause 21.02 in the form of the attached document
5. In Local Planning Policy Framework – insert new Clause 21.04 in the form of the attached document
6. In Local Planning Policy Framework – insert new Clause 21.05 in the form of the attached document
7. In Local Planning Policy Framework – insert new Clause 21.07 in the form of the attached document
8. In Zones - insert Clause 37.07 in the form of the attached document.
9. In Zones –Clause 37.07, insert a new Schedule 1 in the form of the attached document.
10. In Zones – Clause 34.01, insert a new Schedule in the form of the attached document.
11. In Overlays – insert Clause 45.06 in the form of the attached document.
12. In Overlays – Clause 45.06, insert a new Schedule 1 in the form of the attached document.

-
13. In Particular Provisions – Clause 52.01, replace the Schedule with a new Schedule in the form of the attached document.
 14. In Particular Provision – Clause 52.16, replace the Schedule with a new Schedule in the form of the attached document.
 15. In General Provisions – Clause 61.03, replace the schedule with a new Schedule in the form of the attached document.
 16. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

DRAFT

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21.02 MUNICIPAL VISION###/2014
C86

The adopted Council and Community Vision is contained in *Latrobe 2021- The Vision for Latrobe Valley* and is of:

- *A vibrant region*
- *A caring and enterprising community*
- *A harmonious community*
- *A sustainable, safe, secure region*

The directions, initiatives and actions presented in *Latrobe 2021* are framed by four strategic objectives that will contribute to Latrobe City Council and the community remaining focussed on the actions that need to be taken to make *Latrobe 2021* a reality. Integral to Council being focussed on achieving the above *Latrobe 2021* 'Vision' is the commitment of Council to its stated values of:

Sustainability:

- To promote the responsible and sustainable care of our built and natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.
- To provide leadership and to facilitate a well connected, interactive economic environment in which to do business.

Liveability:

- To promote and support social, recreational, cultural and community life by providing both essential and innovative amenities, services and facilities within the municipality.

Community Capacity Building:

- To empower the community through enhancing community advocacy, leadership, partnerships, inclusiveness and participation.

Governance:

- To ensure governance and leadership through a strong commitment and adherence to democratic processes and legislative requirements.

Of these, it is the 'Sustainability' and 'Liveability' issues of *Latrobe 2021* which have the clearest relationship with the planning scheme and these two themes are addressed in the **Municipal Strategic Statement** at Clauses 21.03 to 21.07 (inclusive) under the following headings:

- Natural Environment Sustainability.
- Built Environment Sustainability.
- Main Towns
- Economic Sustainability.
- Liveability.

Latrobe City Council has also developed an 'Integrated Planning Framework' to ensure that all of the actions Council undertakes, and the policies and strategies that are developed, work towards the achievement of the vision for Latrobe expressed in the *Latrobe 2021* Vision. The 'Integrated Planning Framework' comprises a series of corporate and strategic planning tools to implement the Vision being:

Latrobe 2021 provides the broad future directions for Latrobe. It is Council's most important strategic document which contains directions, objectives and indicators by which Council will monitor progress for the community as a whole.

Latrobe City Council Plan which contains four-year strategies, indicators and a strategic resource plan that contributes to achieving the key objectives of the *Latrobe 2021* Vision.

Latrobe City Council Annual Business Plan and Budget which identifies the allocation of resources to Latrobe City Council's services and projects, to be delivered over the financial year.

This **Municipal Strategic Statement** links the above elements of the 'Integrated Planning Framework' and provides the objectives and strategies for land use planning in the municipality focussing on 'sustainability' and 'liveability'.

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21.04 BUILT ENVIRONMENT SUSTAINABILITY##21/##06/20142
C8626**21.04-1 Council Vision**14/01/2010
C62

Council will consider planning applications and make decisions in accordance with the following vision:

- 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.

21.04-2 Settlement Overview##21/##06/20142
C8626

The towns of Moe, Morwell, Traralgon and Churchill are recognised as being part of a 'networked city' as well as being places with unique characteristics which contribute to the local sense of place and provide diversity. Each town has developed its own role and function with Moe as a service centre; Morwell as a centre for government offices and industry; Traralgon as a commercial centre; and Churchill as a university town. Notwithstanding the 'networked city concept' it remains Latrobe City Council policy that each town grow in its own right and maintain a 10 to 15 year urban land supply within them.

Central to the concept of the networked city is acceptance by the community that higher order services and facilities (such as an art gallery or civic centre) that are provided in only one location can benefit the whole community and not just the town in which they are located. This should continue as the roles of towns evolve over time in response to changing social and economic influences.

Structure Plans for the 'Main Towns' of Churchill, Moe, Morwell and Traralgon have now been developed and these are included at Clause 21.05.

The role of the smaller settlements is to provide important diversity of housing and lifestyle as well as to be rural service centres. Local structure plans have been prepared for Boolarra, Glengarry and Tyers. Local structure plans will be prepared for Toongabbie, Traralgon South, Yallourn North and Yinnar. They will guide future land use decisions in these settlements. Commercial and community facilities and services for the townships and surrounding hinterlands should continue to be centralised to provide a focus for each town centre. This development pattern and the social community it engenders are qualities to be pursued and reinforced.

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. The priorities in all the main urban settlements are on realising opportunities for infill development, diversity of housing types, upgrading areas of public housing, improving residential amenity, while maximising existing infrastructure and community facilities. Housing stock in some of the larger towns will require urban renewal initiatives to improve the quality and capacity of housing stock throughout the municipality. Future housing growth should be encouraged in future residential areas as designated in the relevant local structure plans.

Given the land use constraints around the major towns there is an increasing need to reduce average residential property sizes so the remaining land is consumed at a more sustainable rate. The location of medium density housing close to activity centres in the main towns and Transit Cities should assist in strengthening and reinforcing those centres.

Corridors form one of the key elements of the networked city concept. The Moe-Morwell, Traralgon-Churchill, Morwell-Churchill, and Morwell-Traralgon corridors provide transport links facilitating the movement of people and goods within as well as to and from the municipality. The future of the Morwell-Traralgon corridor will be influenced by the location of the proposed Traralgon Bypass. The state government confirmed 'northern route' provides only limited development opportunities within the corridor on the south

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side of the highway. While future development is likely to be restricted to the northern side of the highway, there remain development opportunities for residential, industrial, health and airport related activities on this northern side.

Objective 1 - Settlement

- To build upon the existing structure of the towns and settlements to create an integrated network of urban areas.

Strategies

- Consolidate development within and around the existing towns and avoid unnecessary urban expansion and rural subdivision.
- Protect the effectiveness of the transport corridors between the towns.
- Ensure that current and forecast Latrobe Regional Airport operations are taken into account in planning for the use and development of land within the Morwell-Traralgon Corridor.
- Strongly encourage developments within close proximity to the Latrobe Regional Airport to be designed and constructed to avoid potential adverse impacts resulting from and to airport operations.

Objective 2 - Settlement

- To contain urban development within distinct boundaries.

Strategies

- Maintain a clear separation between urban settlements facilitating the self-containment and individual identity of each town, except for the northern side of the Morwell-Traralgon Corridor.

Objective 3 - Settlement

- To encourage a wider variety of housing types, especially smaller and more compact housing, to meet the changing housing needs of the community.

Strategies

- Encourage diversity of dwelling type to provide greater choice and affordability.
- Encourage infill and renewal at a variety of housing densities.
- Provide continuing opportunities for new residential development in small towns subject to land capability, infrastructure and environmental considerations, demonstrated demand and local community aspirations.

21.04-314/01/2010
C82**Rural Living Overview**

Rural residential living has been a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. However, given the land use constraints around the major towns, a more sustainable approach to the consumption of limited developable land is now required. The main urban settlements have zone boundaries that serve to contain urban development and use. Low density residential development on the periphery of urban areas provides a relatively compatible transition in the land use pattern to the rural areas and non-urban corridors.

Each of the main towns of Moe, Morwell, Traralgon and Churchill have adjacent or nearby complementary rural living communities. The smaller villages of Boolarra, Traralgon South, Glengarry, Toongabbie and Tyers also have complementary nearby rural living communities. Isolated subdivisions are another form of rural living found in the

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municipality. An emerging issue in the rural living area relates to amenity concerns associated with animal husbandry and other agricultural pursuits.

Objective 1 – Rural Living

- To identify appropriate locations for rural residential activity.

Strategies

- Support rural living or low density residential development in appropriate locations, taking into account current supply and demand for these types of subdivisions.
- Encourage facilities and services required by rural residents to locate in existing townships.
- Discourage further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.

Objective 2 – Rural Living

- To minimise conflict between agricultural activities and rural lifestyle.

Strategies

- Discourage animal keeping facilities in rural living areas.

21.04-421/10/2010
C14**Heritage Overview**

Latrobe City has a rich and diverse cultural heritage that illustrates how the landscape has been changed by indigenous and non-indigenous peoples. Gippsland was occupied by the Gunai Kurnai peoples for many thousands of years prior to European exploration and settlement. The first non-indigenous people to visit Gippsland were explorers, such as Paul de Strzelecki. Pastoralists followed, occupying vast cattle runs, which were later broken up and sold as the land was opened up for selection. This in turn led to the development of agricultural industries such as grazing and dairying. Transport improvements such as the 1865 coach road and the Gippsland Railway in 1879 connected the region to markets and established the pattern of settlements around railway stations which endured well into the twentieth century.

The greatest change to the cultural landscape was to come in the twentieth century with the exploitation of the vast brown coal reserves, which led to the creation of the industrial empire of the State Electricity Commission and the rise of major industries such as the Australian Paper Mills. In the space of 30 years – less than a generation - whole towns were born, while some disappeared and others were changed forever.

The diverse history of the area is reflected in the heritage places that have been identified by the *Latrobe City Heritage Study 2010*, which incorporates the findings of two previous studies; *Traralgon Heritage Study 1992* and the *Latrobe Heritage Study 1991*. The heritage places include archaeological sites, township precincts, buildings, memorials, gardens, factories and trees.

Objective 1 – Heritage

- To ensure that the heritage of Latrobe City is protected and conserved.

Strategies

- Ensure that all heritage places and precincts of local or state significance receive appropriate statutory protection.

Objective 2 – Heritage

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- To ensure that the management of heritage places will reveal rather than diminish the significance of the place.

Strategies

- Nominate heritage places, precincts and archaeological sites of potential state significance for inclusion on the Victorian Heritage Register.
- Provide assistance and support to owners and custodians of heritage places in the conservation and management of these places.

21.04-514/01/2010
C82**Urban Design Overview**

The community is increasingly demanding high quality architectural and urban design outcomes for built form and open spaces. The appearance of rural, industrial, retail and residential areas and main road approaches to urban centres is considered important in maintaining a strong level of civic pride. A consistent landscaping treatment of private land and road reserves can also have a significant effect on the appearance and visual amenity of an area. In addition, the siting of buildings can have a critical impact on visual appearance within both urban streetscapes and rural landscapes.

Latrobe City Council is also keen to ensure that sustainability principles strongly influence the design, siting and servicing of dwellings and this will be achieved through the encouragement of adapting and reusing of existing buildings, retention and reuse of storm water, and the promotion of solar and energy efficient designs.

Objective 1 – Urban Design

- To provide a visually attractive urban environment which displays a high level of civic pride and community satisfaction, and creates a positive image.

Strategies

- Promote and support high quality urban design within the built environment.
- Continue to improve the urban design elements of urban areas throughout the municipality and to upgrade degraded areas.
- Improve and maintain visual appearance along key transport routes.
- Implement any Council adopted Urban Design Guidelines.

21.04-621/06/2012
C26**Infrastructure Overview**

Latrobe City's built environment is constantly changing, with new developments and redevelopments affecting the physical environment and public realm. To maintain and enrich the built environment, it is important to achieve positive outcomes in areas including the design of private developments and public spaces, parks and gardens, infrastructure provision and the maintenance of civil infrastructure.

Latrobe City has significant infrastructure that is vital to the on-going economic development of Victoria. Central to this are the four power generators that produce 85% of Victoria's power. Other regionally significant infrastructure includes education facilities; health facilities; the Latrobe Regional Airport; cultural and arts infrastructure; electricity, gas and oil infrastructure; and telecommunications network.

Council has adopted asset management plans (and standards) for a range of infrastructure items including roads, footpaths, drains, culverts, signs, trees, street lights; and community services such as children and aged services which will be considered in the assessment of all planning applications particularly for new subdivision.

Objective– 1 – Infrastructure

- To maximise the use of existing infrastructure.

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Strategies

- Develop flexibility in facilities to cater for changing demands of the community.
- Ensure integration of roads, bike paths, footpaths and public transport options.
- Promote and support the infrastructure and development of small town communities.
- Ensure all proposed developments enhance the liveability and sustainability of the community.

Objective– 2 – Infrastructure

- To provide clear guidelines for developers regarding engineering requirements ensuring that minimum design standards are achieved.

Strategies

- Implement Latrobe City Council's Asset Management Strategy and associated guidelines.
- Ensure public infrastructure is maintained to meet community aspirations.

21.04-7

Implementation##10##02/201444
C8624(Part-2)

The objectives and strategies identified in this Clause will be implemented by:

Using zones and overlays

- Apply Residential 1 Zone to existing residential areas.
- Apply Mixed Use Zone to areas close to town centres with potential for complementary residential, commercial and industrial activities.
- Apply Township Zone to smaller settlements.
- Apply the Low Density Residential Zone to larger residential lots on the fringes of the main towns that are not within urban growth corridors.
- Apply the Farming Zone (with schedule) to agricultural areas.
- Apply Rural Living Zone to areas committed to rural residential type use.
- Apply Development Plans to undeveloped residential land which incorporate Urban Design Good Practice principals and the provision of infrastructure and community services through developer contribution plans if required.
- Apply Urban Growth Zone to land where a precinct structure plan has been prepared or where a strategy has been prepared which clearly identifies that the land is suitable for future urban development

Further Strategic Work

- Prepare small town structure plans for Toongabbie, Traralgon South, Tyers, Yallourn North and Yinnar.
- ~~Prepare a Development Plan and Development Contribution Plan for Lake Narracan Precinct.~~
- Prepare a Development Plan and Development Contribution Plan for remaining rural residential land in the northern corridor west of Traralgon.
- Determine Residential Land Supply and Demand in all towns.
- Undertake Medium Density Housing Strategy.
- Undertake Rural Living/Low Density Residential Study.
- Prepare Urban Design Guidelines for small towns.
- Revise the Morwell-Traralgon Corridor Concept Plan and investigate opportunities for the co-ordinated redevelopment of farming, rural living and low density residential land

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to the north of Princes Highway taking into account and not conflict with the activities of the Latrobe Regional Airport and Latrobe Regional Hospital.

- Undertake further studies to document places of potential local significance that were identified but not assessed in detail by the Latrobe City Heritage Study 2010.
- Prepare Conservation Management Plans for Latrobe City Council owned or managed properties, where this is identified as a desirable action by the Latrobe City Heritage Study 2010.
- Identify, assess and document places of indigenous cultural heritage significance, where this is considered appropriate, in conjunction with indigenous communities or custodians.

21.04-8 Reference Documents

##401##02/2014#
C8624(Part-2)

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only.

- Latrobe Structure Plans Volumes 1-5 (2007).
- Latrobe City Statistical Profile (2007).
- Morwell-Traralgon Residential Land Supply Analysis (2007).
- Latrobe City Council Residential and Rural Residential Land Assessment (2009).
- Latrobe City Heritage Study 2010, comprising:
 - Volume 1: Thematic Environmental History
 - Volume 2: Key Findings and Recommendations
 - Volume 3: Heritage Place and Precinct Citations (an Incorporated Document)
- Small Town Structure Plans: Boolarra, Glengarry & Tyers Background Report 2010 (revised edition).
- *The Heritage Overlay: Guidelines for Assessing Planning Permit Applications* (Public Draft February 2007).
- *Australia ICOMOS Charter for Places of Cultural Heritage Significance 1999 (the Burra Charter)*
- Latrobe City Heritage Overlay – Planning Permit Exemptions & Application Requirements Incorporated Plan , July 2010 (an Incorporated Document)
- Moe and Newborough Structure Plan, 2014

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21.05 MAIN TOWNS##21/##02/2014
C6676**21.05-1 Council Vision**14/01/2010
C62

Council will consider planning applications and make decisions in accordance with the following vision:

- 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.

21.05-2 Main Towns Overview##14/##04/2014
C8662

The urban areas of Churchill, Moe, Morwell and Traralgon are the most populated towns in the municipality. Overall, Latrobe City has experienced some population growth, particularly in Traralgon and some rural areas but this has been offset with some decline in Churchill, Moe and Morwell. However the population losses in Churchill, Moe and Morwell are much slower than previously experienced and indicate possible future positive in-migration for these areas. All these towns are enveloped by a variety of constraints including coal and stone mining activities and associated buffers, land subject to inundation, industry, inter-town corridors and land that is fragmented into small rural allotments. ~~Estimates of current residential land supply as included on the attached 2008 Structure Plans suggest that in Morwell there is a five year supply (excluding Morwell North West); in Traralgon there is only a four year supply; while in Moe/Newborough there is an eight year supply. There is an adequate supply of residential land in Churchill.~~

Structure plans for Churchill, Moe, Morwell and Traralgon have now been developed which are reflective of development constraints including the coal mining buffers that border them. The structure plans for all four towns provide for sustainable housing growth; growth of central activity areas and the small neighbourhood centres; the expansion of industrial precincts in Moe, Morwell and Traralgon; and the renewal of underutilised industrial sites for residential use in Moe, Morwell and Traralgon. The Town Boundaries on the Structure Plans of Moe, Morwell and Traralgon have been expanded in key areas to provide opportunities for greenfield urban residential and industrial development. The Transit City Boundary and neighbourhood clusters on these plans highlight areas for increased mixed use urban development.

Objective 1 - Main Towns

- To provide the flexibility for development to occur in each town to accommodate the needs of its population as well as to contribute to the municipal networked city.

Strategies

- Encourage well designed, infill residential development throughout the existing urban area, especially in locations close to activity centres, areas of open space and areas with good public transport accessibility.
- Encourage walkable neighbourhood centres and increased densities around Transit City areas and neighbourhood clusters.
- Retain clear boundaries between urban areas and the surrounding rural environment.
- Protect areas for future urban growth, particularly the fragmentation of rural land on the urban fringe of major towns.
- Protect the effectiveness of the transport corridors between the towns.

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Objective 2 - Main Towns

- To facilitate development in accordance with the specific Town Structure Plan attached to this clause.

Strategies

- Encourage consolidation of urban settlement within the urban zoned boundaries in accordance with the adopted structure plans.
- Discourage urban growth outside the urban development boundaries designated in the relevant local structure plan.
- Encourage medium density housing within the Transit City areas of the major town centres and neighbourhood clusters.
- Contain new residential subdivision within residential areas shown on the local structure plans.
- Maintain and enhance town and gateway entrances.

Objective 3 - Main Towns

- To reduce industrial-residential land use conflicts.

Strategies

- Review existing smaller pockets of industrial areas and isolated industrial areas.
- Confirm the role and viability of these small and isolated industrial areas for service industrial development, isolated larger industrial development, or conversion to residential development.
- Provide buffers between industrial and existing (and potential) sensitive use areas.

21.05-3

21/02/2013
C76**Specific Main Town Strategies - Churchill****Residential**

- Encourage medium density residential development in Area 4.
- Encourage mixed use residential developments along the proposed east-west connection (activity spine) between Churchill Town Centre and Monash University.
- Encourage residential development of Area 5, 6, 8 and 11.
- Encourage development of Area 10 for residential or research/education purposes.
- Where available retain large farming lots along the eastern town boundary (Area 7) to enable future residential growth with sufficient lot density that can further the township objective to increase the intensity of land development around the inner core of the township.
- The future township boundary around Area 7 be reviewed upon detailed consideration when rezoning Area 7 for future residential development.

Commercial

- Encourage the development of new retail and office developments within Churchill Town Centre and new retail and office developments and residential mixed use along

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the east-west link (activity spine) between Churchill Town Centre and Monash University.

- Implement the Churchill Town Centre Concept Plan and the recommendations of the Churchill Town Centre Plan, including encouraging the consolidation of existing and future commercial uses; and a strengthened east-west link between the existing Churchill commercial precinct and the Monash University Gippsland Campus.
- Encourage all new retail or commercial development in the Churchill Town Centre to be consolidated within the existing centre.

Industrial

- Encourage new industry to locate within the underutilised industrial precinct in the north-west of Churchill.
- Protect industry in Area 12 from the encroachment of sensitive uses that may result in conflicts and impact on industry operations.

21.05-4 Specific Main Town Strategies – Moe/Newborough

##14/##01/20140
C8662

Residential

- ~~Resolve Environmental Significance Overlay Buffer (Yallourn Coalfield Buffer) issues over eastern Newborough (Coal Resource Investigation Areas 8 and 12).~~
- ~~Subject to the Coal Resource Investigation findings, encourage redevelopment of Yallourn Golf Course in Coal Resource Investigation Area 8 for future life-style residential neighbourhood purposes.~~
- ~~Subject to the Coal Resource Investigation findings, encourage Coal Resource Investigation Area 12 for possible future residential purposes.~~
- Encourage residential development along Narracan Drive (Area 7).
- Encourage residential development to the east of Narracan Creek (Area 10) which is to be sensitive to the Narracan Creek environment.
- Future land uses and zoning in Area 3 should be investigated subsequent to a detailed assessment of industrial land requirements for Moe/ Newborough as part of an industrial strategy.
- ~~a detailed assessment of industrial land requirements for Moe/ Newborough as part of an industrial strategy.~~
- Encourage higher density housing around within the transit city precinct and town centre and neighbourhood clusters around activity centres in Moe.
- Encourage residential development in Areas 5, 8, 13 and 16 in accordance with the relevant Development Plan Overlay
- Encourage residential development in Area 14 in accordance with the Lake Narracan Precinct Structure Plan 2014
- The future township boundary around Area 12 be reviewed upon detailed consideration when rezoning Area 12 for future residential development

Commercial

- Establish Neighbourhood Clusters in key locations as outlined in the Moe Structure Plan and the Lake Narracan Precinct Structure Plan 2014. ~~Only~~ encourage basic goods, services, community services and facilities in these clusters.

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- Encourage new retail, office and residential mixed use developments within Moe Primary Activity Centre (Area 11).
- Restrict the development of new retail, and office use outside of the Primary Activity Centre, other than the redevelopment of the former Moe Hospital site.
- Implement the following aspects of the Moe Activity Centre Plan:
 - The Moe Station Precinct Revitalisation.
 - The Moe Integrated Bus Interchange.
 - The Moore Street upgrade as the primary shopping centre in the town.
 - The Clifton Street car park inclusive of facilitating new development which fronts it.
 - The Hasthorpe Place Precinct inclusive of high amenity pedestrian access.
 - Improve pedestrian, cycle movements, and visual landscape character at and around the Roundabout Overpass.
 - The development of higher density housing to the south of ~~Primary Activity Centre~~ ~~the town centre~~ and rail station.
- Implement the Clifton Street Precinct Urban Design Guidelines.

Industrial

- Review the existing industrial Area 3, with a view to confirming the role and viability of these areas as service industrial development or conversion to residential development.
- Facilitate the transfer of Area 2 to public ownership for public open space in order to provide a green link and visual corridor from Moe Racecourse to neighbouring hills as ~~part of the rezoning of Area 1 for industrial purposes.~~
- Implement Area 2 as the buffer along the southern edge of Moe's industrial precinct, separating it from ~~existing and future residential uses in Area 13.~~
- Protect industry in Area 1 from residential encroachment that may result in interface conflicts and impact on industry operations.
- Investigate flooding impact upon land designated as having industrial opportunities.

Rural

- Retain large farming lots along the eastern and north-western sides of the town boundary.
- Encourage Baw Baw Shire Council to retain land adjacent to the township of Moe as farming to enable future westerly township boundary extensions.

Infrastructure

- Expand the network of on and off road cycling paths across Moe.
- Encourage an alternative 'landmark use', such as a convention centre, at Area 6 which compliments the Botanical Gardens.
- Maintain and enhance the ~~township gateways~~ ~~town and gateway entrances~~, with a particular emphasis on the western entrance to Moe (Area 4).
- Provide for public open space connections from Narracan Drive through Area 7 and connecting to John Field Reserve.

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- Ensure the delivery of planned infrastructure for major roads, intersections, bicycle paths, sports facilities through implementation of the Lake Narracan Development Contributions Plan 2014

21.05-5 Specific Main Town Strategies - Morwell23/02/2012
C39(Part 2)**Residential**

- Resolve the Maryvale Coalfield Environmental Significance Overlay Buffer along the western border of Morwell and Area 1.
- Facilitate the orderly planning of Area 1 generally bounded by Maryvale Road, Latrobe Road, Crinigan Road and Holmes Road for residential development.
- Encourage the development of Area 1 in accordance with the North-West Development Plan Overlay.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Where appropriate mitigate flooding and encourage residential development within Areas 4 and 7.
- Future land uses and zoning in Areas 8a, 8b, and 8c should be investigated subsequent to a detailed assessment of industrial land requirements for Morwell as part of an industrial strategy.
- Encourage higher density housing around the town centre within the Transit City Precinct and neighbourhood clusters.
- Retain large farming lots along the north eastern town boundary of Morwell to provide for long-term industrial growth.

Commercial

- Discourage further development and/or replacement of existing businesses within Area 2.
- Encourage neighbourhood clusters in key locations as outlined in the Morwell Structure Plan and only encourage basic goods, services, community services and facilities in these clusters.
- Encourage new retail, office and residential mixed use developments within Morwell Primary Activity Centre (Area 3) and Mid-Valley (Area 5)
- Discourage new retail, office development outside of the Morwell Primary Activity Centre (Area 3), Mid-Valley (Area 5) and Princes Drive, Morwell (Area 10).
- Encourage Restricted Retailing to locate within Mid-Valley (Area 5) and Princes Drive, Morwell (Area 10).

Industrial

- 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.
- Provide a buffer along the western edges and eastern edge of the industrial precinct in Area 6.
- Explore options in Areas 6 and 9 for Industrial 2 uses along the eastern boundary and Industrial 3 uses along the western boundaries of the industrial precinct and for open

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space and vegetation to screen industry from proposed and potential future residential areas.

- Protect industry in Area 6 and 9 from residential encroachment that may result in interface conflicts and impact on industry operations.
- Investigate flooding impact upon land designated as having existing or future industrial opportunities in Areas 6 and 9.
- Where appropriate, encourage the development of new industry within Area 6 and 9 that is sensitive to existing creeks.

Infrastructure

- Investigate opportunities to provide a new railway station at Mid-Valley Shopping Centre.
- Investigate rail connections to the proposed Gippsland Intermodal Freight Terminal south of Mid-Valley.
- Expand the network of on and off road cycling paths across Morwell.
- Maintain and enhance the town and gateway entrances, with a particular emphasis on the western entrance to Morwell (Area 2).

21.05-6

30/06/2011
C39(Part 1)

Specific Main Town Strategies - Traralgon

Residential

- Resolve any Environmental Significance Overlay Buffer conflicts along the southern boundary of Traralgon and assess its impact on the southern area of Traralgon.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Where appropriate, mitigate flooding and encourage residential development within Areas 1, 11, and 12.
- Within Area 13 investigate and allow for an appropriate buffer from the Gippsland Water emergency storage facility at Marshalls Road.
- Encourage higher density housing in the Transit City Precinct and existing and future neighbourhood clusters in Traralgon.
- Engage landowners to work towards developing a Development Plan for Area 2 and encourage residential intensification of this area.
- Future land uses and zoning in Areas 3a and 3b should be investigated subsequent to a detailed assessment of industrial land requirements for Traralgon as part of an industrial strategy.
- Engage with landholders on the western border of Traralgon to work towards a Development Plan for the area.

Commercial

- Establish neighbourhood clusters in key locations as outlined in the Traralgon Structure Plan and encourage basic goods, services, community services and facilities in these clusters.
- Encourage neighbourhood clusters within Areas 8 and 11.
- Encourage the development of new retail, office and residential mixed use developments within Traralgon Primary Activity Centre (Area 4) and Argyle Street.

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- Discourage significant new retail and office development outside of areas Area 4, Argyle Street and Princes Highway and Stammers Road (Area 14).
- Encourage Restricted Retailing to locate within Argyle Street and Princes Highway and Stammers Road (Area 14).
- Encourage increased densities and vertical growth of Traralgon's town centre to support the growth of the office sector.
- Discourage dispersion of the office sector.
- Support the development of the land generally bounded by Grey Street, Franklin Street and the Traralgon Creek for mixed use purposes.

Industrial

- Encourage the early transition of industrial land uses in the southern parts of the Transit City Precinct to enable the conversion of land to residential uses.
- Review the existing industrial area of Janette Street/ Dunbar Road (Area 3a), with a view to confirming the role and viability of this area as service industrial development or conversion to residential development.
- As part of a detailed design of Area 10 establish an appropriate edge between the industrial area adjoining rural living areas by using existing land use constraints such as service lines and drainage courses as the logical buffers between rural living areas and the Area 10 industrial area.
- Explore options in Area 10 for Industrial 3 uses along the northern boundary of the industrial precinct and for open space and vegetation to screen industry from existing rural living uses.
- Protect industry in Area 10 from encroachment of sensitive uses that may result in conflicts and impact on industry operations.

Rural

- Where available, retain large farming lots along the western and eastern town boundary unless land is required for expansion of the township boundary.
- Investigate opportunities for long-term urban growth to the south-east of Traralgon once the Loy Yang mining licence has ceased (approximately 2040-2050).

Infrastructure

- Inter-connect Traralgon's network of on and off road cycling paths.
- Extend east-west road links over Traralgon Creek in Area 5 and 12.
- Protect the designated alignment for the Traralgon Bypass. Investigate route options for traffic, especially large vehicles, entering Traralgon from the south en route to the town centre and industrial precinct in the north-east.
- Maintain and enhance the town and gateway entrances (Areas 6 and 9). In particular the enhancement of Traralgon's southern entrance (Area 6), which should be designed with consideration to the implications of the Traralgon Bypass Route.

21.05-7 Implementation

##44/##01/20190
C8662

The objectives and strategies identified in this Clause will be implemented by:

Using zones and overlays

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- Apply Residential 1 Zone to existing residential areas.
- Apply Mixed Use Zone to areas close to town centres with potential for complementary residential, commercial and industrial activities.
- Apply Industrial 1 Zone to main industrial estates.
- Apply Industrial 3 Zone to light industrial and service industrial areas.
- Apply Business 1 Zone to principal shopping areas.
- Apply Business 2 Zone to the principal office areas.
- Apply Business 4 Zone to peripheral sales areas.
- Apply the Mixed Use Zone to land bounded by Grey and Franklin Streets and by Traralgon Creek
- Apply the Land Subject to Inundation and the Floodway Overlay (with modified schedules) to flood prone areas as identified by the West Gippsland Catchment Management Authority.
- Apply Development Plans to undeveloped residential land which incorporate Urban Design Good Practice principals and the provision of infrastructure and community services through developer contribution plans if required.
- Apply the Design and Development Overlay to commercial and industrial areas.
- Apply Urban Growth Zone to the Lake Narracan Precinct
- Apply Development Contributions Overlay to the Lake Narracan Precinct

Further Strategic Work

- Revise and update existing main town structure plans.
- Prepare a Development Plan and Development Contribution Plan for Traralgon West low density residential precinct.
- Determine Residential Land Supply and Demand in all towns.
- Undertake Medium Density Housing Strategy.
- Prepare Traralgon Activity Centre Plan.
- Prepare Urban Design Guidelines for main towns.
- Monitor and review planning controls in areas of residential/industrial conflict.
- Prepare an industrial strategy to identify demand, supply and location needs of both service and larger scale industrial uses in Moe, Morwell, Traralgon and Churchill.

21.05-8 Reference Documents

##21##02/20143
C8676

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only.

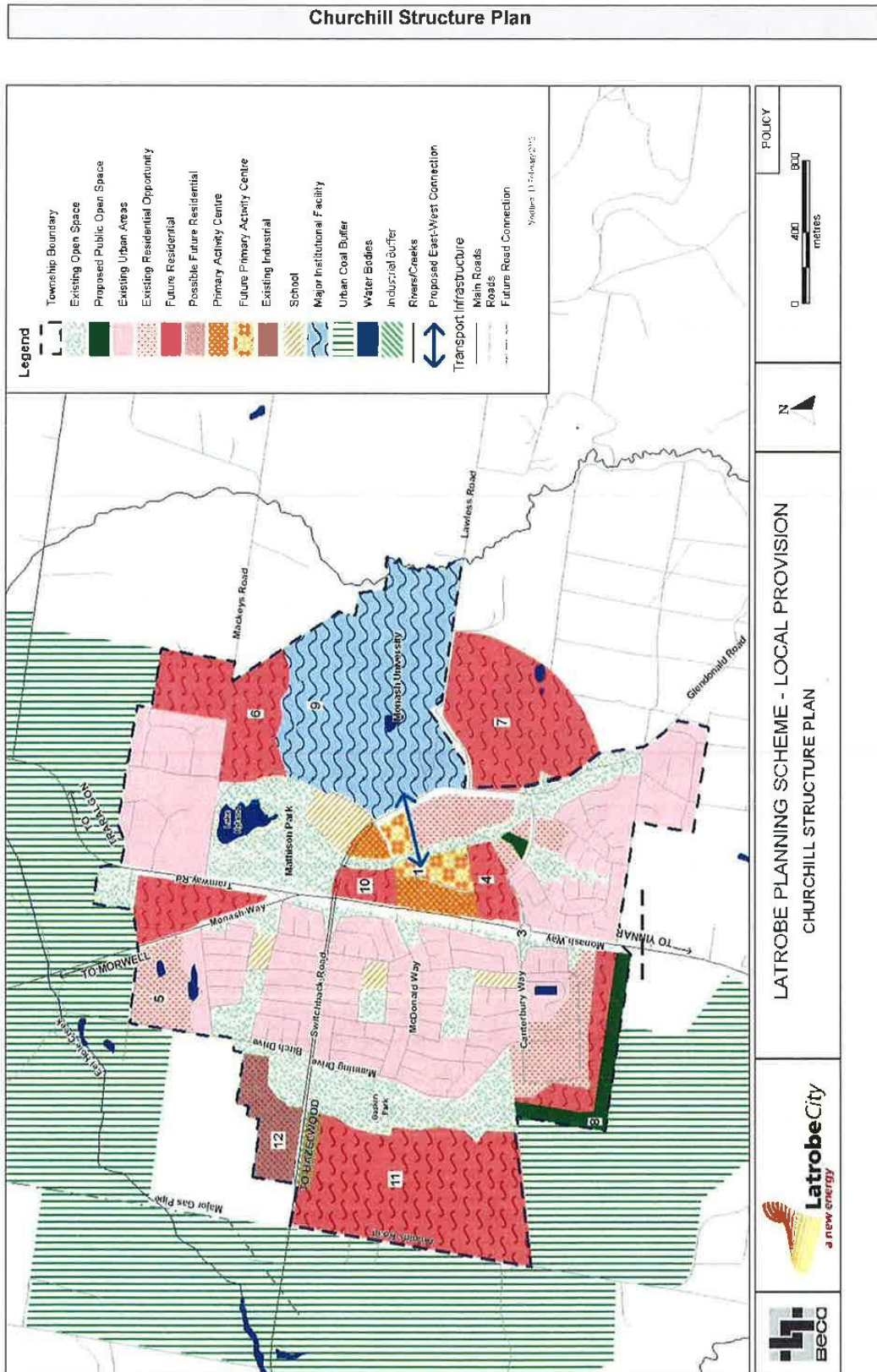
- Latrobe Structure Plans Volumes 1-5 (2007).
- Latrobe City Statistical Profile (2007).
- Morwell-Traralgon Residential Land Supply Analysis (2007).
- Latrobe City Council Residential and Rural Residential Land Assessment (2009).
- Latrobe City Council Bulky Goods Retail Sustainability Assessment (2009).
- Clifton Street Precinct Urban Design Guidelines (2009).

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- Moe and Newborough Structure Plan (2014 or as amended)

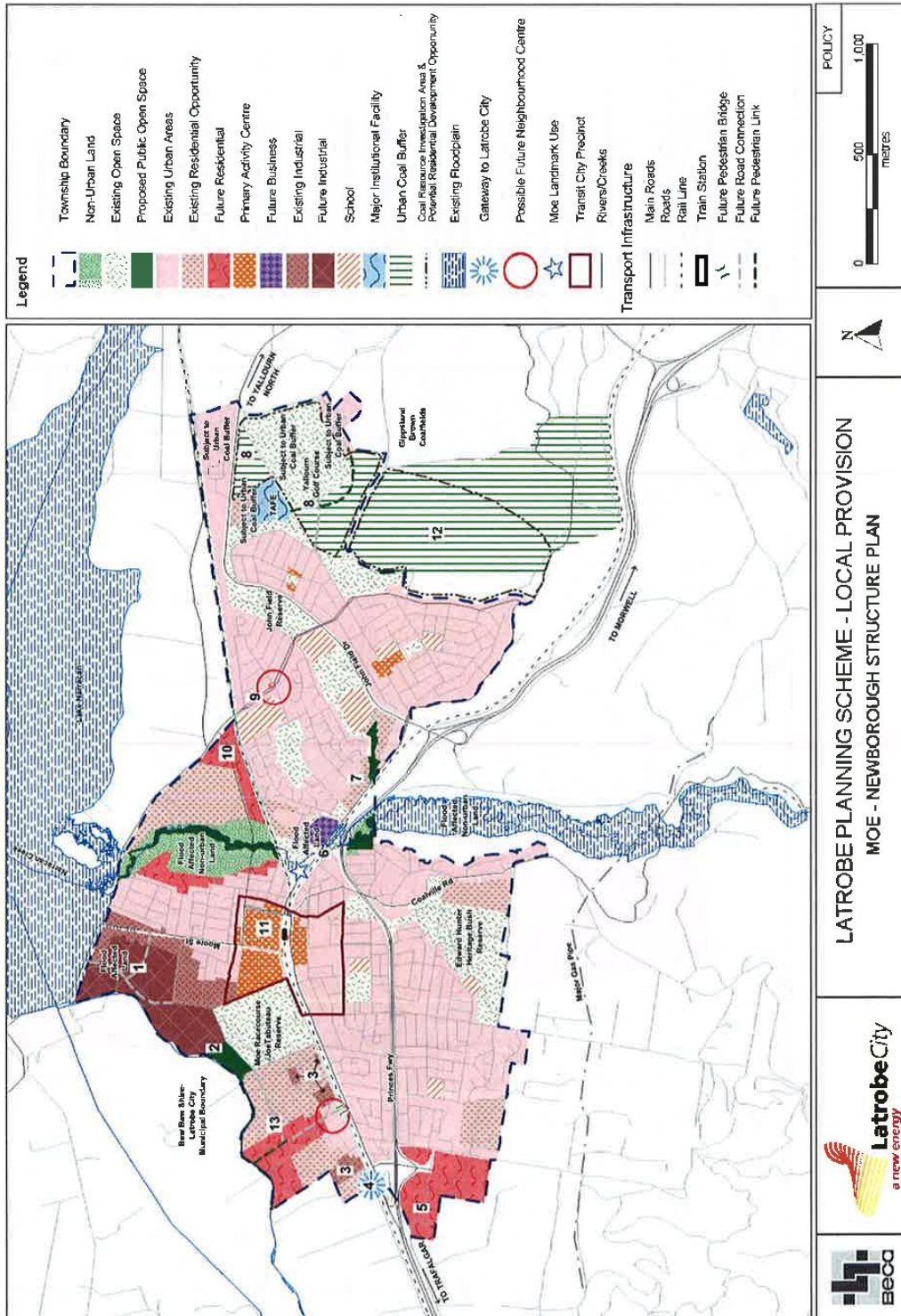
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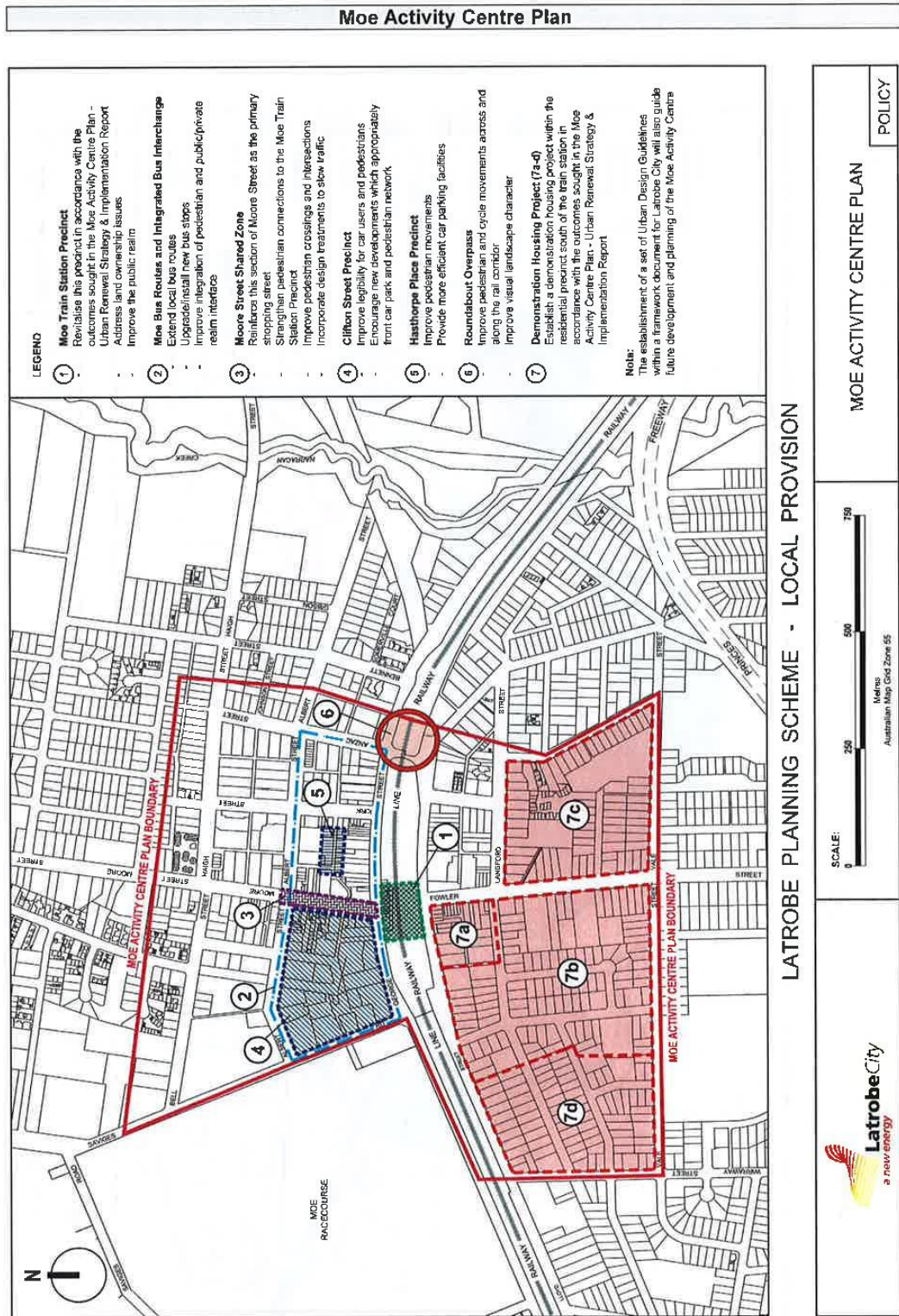


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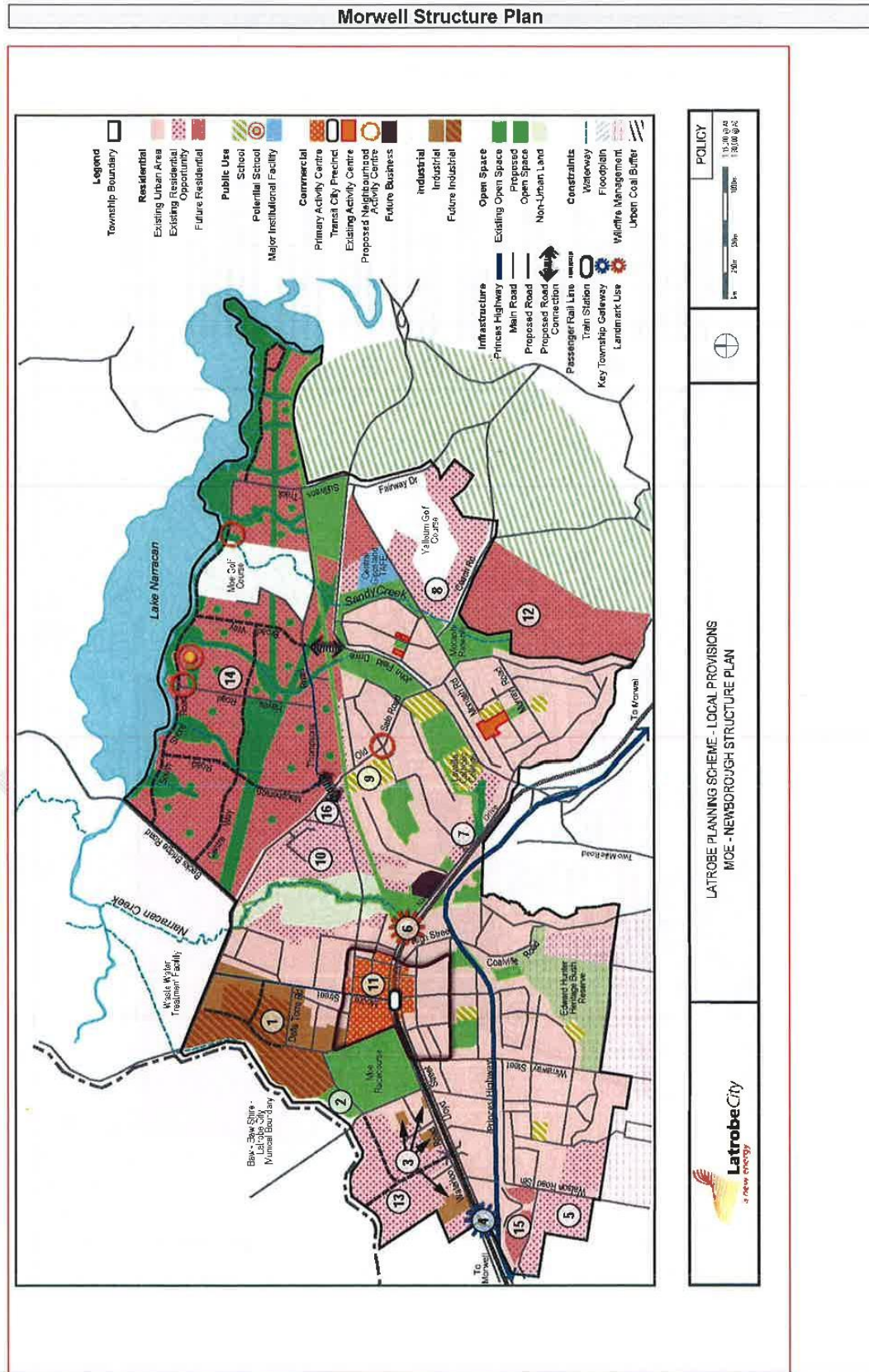
Moe – Newborough Structure Plan



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LATROBE PLANNING SCHEME



LATROBE PLANNING SCHEME

21.07 ECONOMIC SUSTAINABILITY26/04/2013
C75**21.07-1 Council Vision**14/01/2010
C62

Council will consider planning applications and make decisions in accordance with the following vision:

- To provide leadership and to facilitate a well connected, inter-active economic environment in which to do business.
- To facilitate a vibrant and dynamic economic environment.

21.07-2 Economic Sustainability Overview14/01/2010
C62

Latrobe City Council acknowledges the linkages between the natural environment and economic sustainability. The natural environment provides resources such as coal, timber and farmland that help drive the economy. The natural environment is also where the waste from economic activity is put by way of emissions to air, water and land. Council acknowledges the need for an approach which balances economic, social and environmental values.

Latrobe City Council has prepared an Economic Development Strategy (revised 2007) which notes that the area is rich in natural resources and is the centrepiece of the Gippsland economy. The municipality operates as a service centre for the region and draws from its natural resources to add value in the manufacturing processes. The strategy focuses on facilitating investment in six target areas of energy; forestry, timber and paper; food and agribusiness; advanced manufacturing and aviation; services, tourism and events; and new and emerging industries.

Latrobe City is one of Victoria's strongest regional economies. Despite its obvious assets and talents, Latrobe still faces challenges to maintain its transformation and create opportunities that will continue to consolidate its future growth and prosperity. The City's extensive supplies of brown coal, access to natural gas and secure water supply will continue to ensure economic stability in the years ahead, provided they are well managed.

Latrobe City's economic stability is founded equally on its abundant natural resources, and innovation, which continue to attract new investment, businesses and industries. Already, Latrobe City has a number of well-established industry sectors (electricity generation, food processing, pulp and paper, engineering, research and development, agriculture and education) and, increasingly, high value adding and knowledge based industries are situating themselves in Latrobe City. Latrobe City has an annual output of \$9.3 billion with an economy similar in output to that of Bendigo. The annual exports from the municipality are \$4.7 billion and import total of \$3.3 billion. While energy and manufacturing have been the dominant sectors, employment is now more widespread with the service sectors now being more dominant. Industry sectors such as health, education, hospitality and finance are also beginning to emerge as vital employers in the local economy. Latrobe City's labour force now totals more than 38,000 persons. The research and education sector also plays an important role in contributing to Latrobe City's economy, particularly in Churchill.

At present, Latrobe City has a combined committed scheduled generation capacity of 7,050 megawatts. Opportunities exist for businesses to locate close to the generators and connect directly to them, thereby enabling cheaper power prices. For supply security, back-up connection to transmission is also possible. The Gippsland Basin is a major source of natural gas and is readily available in Latrobe Valley. Australia's largest paper-making complex, Australian Paper Maryvale Mill can produce more than 500,000 tonnes of paper every year. It is also an industry leader in environmental sustainability - it recycles large amounts of water, uses waste products as energy sources, and has some of the best effluent treatment processes in Australia. With three pulp mills, five paper

LATROBE PLANNING SCHEME

making machines and a waste processing plant, more than 900 people work at Maryvale Mill and the surrounding Australian Paper Plantations. An additional 2,500 people are indirectly employed by the mill in support industries. The Gippsland timber industry is also a prominent employer in the Latrobe City area.

Objective 1 – Economic Development

- To facilitate a vibrant and dynamic economic environment. (from Vision)

Strategies

- Provide a balanced approach to economic development taking into account economic, social and environmental values.

21.07-328/04/2013
C75**Coal Resources Overview**

The coal resource in the Latrobe Valley is an asset of national and state importance and is a significant component in the economy of the municipality. The following key issues are relevant to the development of the coal resource:

- The significance of the Gippsland Coalfields Policy Area in providing, directly or indirectly, the major proportion of Victoria's energy supplies, in the form of brown coal.
- The presence of established communities, including the urban settlements of Latrobe City, as a networked urban system.
- The significance of fire as a major hazard to people, plant and equipment employed in the winning and utilisation of brown coal and of the major consequences of interruption of the electricity supply system.
- The importance of established agricultural activity.
- The water resource, both surface and underground, to the quality of the regional water catchment.
- The profound effect of major industries on the physical and social environment of the municipality.
- The need for co-operation between all levels of government, the private sector and the community and the importance of the adequate recognition of all sectors in decision making for the region.

The Gippsland Coalfields provide, directly or indirectly, the major proportion of Victoria's energy supplies, in the form of brown coal. There are two separate issues with the development of the Gippsland Coalfields being; the resource itself, and the buffer area from the resource. The boundaries of the coal resource area are shown on the attached Gippsland Coalfields Map. The boundaries identify:

- Category A coalfields - development possible within 10-30 years.
- Category B coalfields - development possible within 30-60 years.
- Category C coalfields - Other coal areas – development more than 60 years off.

In the coal resource area, the extraction and use of coal is the primary consideration.

Objective 1 – Coal Resources

- To facilitate orderly coal development so that the resource is utilised in a way which is integrated with state and local strategic planning.

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Strategies

- Ensure that coal excavations, overburden dumps and other associated development are planned, managed and progressively rehabilitated to the highest practicable future use.
- Ensure that coal resource development and use takes into account the interests of the existing and future Victorian community, the needs and views of the local community, equity in the provision and distribution of employment, housing and community services and the likely social and environmental impacts of development.
- Encourage when practicable and cost effective, the use of quarry and other materials recovered from coal development.
- Ensure that transport corridors are protected and maintained.

Objective 2 – Coal Resources

- To provide a clear understanding within the regional community of the implications of designating land for future coal resource development or for buffer areas on the future use of land.

Strategies

- Ensure that planning for coal resource development and use takes into account areas and features of recognised value for nature conservation, recreation, tourism, and landscape quality.
- Ensure that the catchments of the river systems and underground waters are planned and managed to ensure adequate water supply and quality for development, management and use of water resources complementing and integrating with coal resource planning in the local and regional catchment.

Objective 3 – Coal Resources

- To ensure that new development is not undertaken in such a way as to compromise the effective and efficient use of existing or future infrastructure or resources such as the airport, coal resources, timber production, and high quality agricultural land.

Strategies

- Ensure that development and use of coal resources ameliorates adverse effects and promotes the positive benefits of developments.
- Ensure that timber production is planned in a manner which will complement the orderly development of the coal resource.
- Ensure that timber production takes into account the need for effective fire protection for the coal resource.
- Encourage land uses in the coal resource area prior to coal development which are productive and minimise the social and financial cost of coal development.
- Encourage extensive animal husbandry and other rural land uses in areas of potential coal production.
- Discourage 'incompatible uses' such as residential, rural living, commercial or non coal related industrial land use and development in areas of potential coal production.

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Objective 4 – Coal Resources

- To ensure that the use and development of land overlying the coal resources recognises the need to conserve and utilise the coal resource in the context of overall resources, having regard to social, environmental, physical and economic considerations in order to ensure a high quality of life for residents.

Strategies

- Encourage existing uses on land identified as required for coal exploitation to continue until such time as the land is required for brown coal winning or processing.
- Consider alternative uses on a temporary basis if it can be demonstrated that they would not adversely affect the future development of the coal.

Objective 5 – Coal Resources

- To maximise the protection of the coal resource to ensure resource security in the future.

Strategies

- Ensure that environmental quality and protection against pollution are primary considerations in coal resource planning.

Objective 6 – Coal Resources

- To ensure that the use, development and management of land in the coal resource areas mutually protect urban amenity and coal resource development as well as the continued social and economic productive use of land.

Strategies

- Encourage uses of land which maintain and enhance land use capability, productivity and quality of the landscape and minimise fire and soil erosion hazards.
- In making decisions, ensure that if strategies relating to land use conflict with one another then:
 - In the coal resource area, the extraction and use of coal should be the primary consideration. At every stage of development of that coal due account should be taken of the other principal resources of the coal resource area. Land uses which do not impede that objective may be considered in that policy area.
 - In the identified coal related buffer areas, the mutual protection of urban amenity and coal development areas are to be primary considerations.
 - In existing urban areas and land identified for urban purposes, urban land uses should be the primary considerations.
 - In high quality agricultural areas, the use of land for rural activities is to be the primary consideration. However, coal development remains the primary consideration in relation to those identified coal areas or for land required for facilities for or associated with the use of that coal.
 - Timber production has a lesser priority than the extraction of coal and agricultural land use activity unless a proper economic assessment shows it to be viable.

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- Within zoned urban areas and areas identified for future urban use, low density residential and rural living use and development has a lower priority than timber production, the extraction of coal, high quality agricultural activity and urban land uses.

21.07-428/04/2013
C75**Coal Buffers Overview**

Buffers to the coal resource protect areas such as urban settlements from the impact of the coal industry. The urban (coal) buffers identified are:

- Areas between urban development and existing or future coal resource development based on the known impacts of earth subsidence, noise, dust, fire hazard and visual intrusion. Buffer areas extend for a distance of 750(±75) metres from any urban settlement boundary to the perimeter of a 250 metre wide coal operational area. The total separation area between an urban settlement boundary and the crest of any future open cut development should not be less than 1 kilometre in width.
- An area 1 kilometre wide has also been identified on the western end of the Australian Paper Mill site at Maryvale so as to protect the mill from coal operations in the Yallourn mine as well as providing for future expansion.
- An area to protect the Morwell - Traralgon, Morwell - Moe, and Morwell - Churchill transport corridors from the potential conflict between settlement and urban functions and the exploitation of the coal resource.

In the identified coal related buffer areas, the mutual protection of urban amenity and coal development areas are the primary considerations. In existing urban areas and land identified for urban purposes, urban land uses are the primary considerations.

It is acknowledged that a state government review has been initiated (e.g. *Developing the Latrobe Valley Resources Future: Coal Resources Planning Provisions Review*) to assess the effectiveness of current planning policy and provisions to manage future access to the brown coal resource. The outcomes of this review are likely to result in changes to the current planning policy regime

Objective 1 – Coal Buffers

- To minimise the land use conflict between the coal resource development and other development and use in the municipality.

Strategies

- Discourage proposals for residential, rural living, commercial or non-coal related industrial land use and development within the buffer.
- Discourage the subdivision of land to create allotments of less than one hectare.
- Discourage the subdivision of land which would create average allotment densities of more than one allotment per 10 hectares.
- Discourage the construction of a house on an allotment of less than one hectare created prior to 13 April 1988.
- Discourage the construction of a house on land more than 200 metres from the nearest urban side of the urban buffer boundary unless the land; is vacant; is not capable of having a house erected within 200 metres of the nearest urban side of the urban buffer boundary; and existed as a separate lot prior to 13 April 1988.
- Ensure that rural living is at least 200 metres from the nearest urban side of the buffer area boundary.

Objective 2 – Coal Buffers

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- To ensure that adequate spatial separation is provided between existing and proposed urban and industrial uses and existing or proposed coal development so as to reduce the likely effects of earth subsidence, the emission of noise, dust, fire hazard and visual intrusion.

Strategies

- Provide separation between coal development (and associated areas) and residential or other sensitive areas to alleviate the adverse effects of one upon the other.

Objective 3 – Coal Buffers

- To provide for uses and developments which are compatible to coal development and ancillary services within the buffer area.

Strategies

- Encourage high amenity and low intensity uses of land such as farming and broad scale recreation uses.
- Ensure that any use or development in a buffer area is undertaken in a manner which minimises the potential impacts from sources, including, earth subsidence, noise, dust, fire hazard and visual intrusion associated with open cut mining.
- Ensure that the management, use or development of land in all buffer areas minimises the potential fire risk to open cut mining.

21.07-514/01/2010
C62**Agriculture Overview**

Agriculture, in rural areas, is important to the economic, social and physical development of the municipality. There is a considerable area of rural land within the municipality and the municipality has multiple roles in managing and sustaining that land. In 2001 there were some 22,500 beef cattle, 34,000 dairy cattle and 42,000 sheep on 454 agricultural properties in Latrobe City.

However, the protection of rural land for agriculture is not a primary issue for the municipality compared with the protection of coal and plantation resources including access to them. Nevertheless there remains a need to improve dairy industry efficiency, protect the agricultural land resource base and encourage new sustainable enterprises amid ongoing structural changes in rural industries. Moreover, because of its naturally high rainfall, Latrobe is well placed to supply food production given dry conditions in other parts of the state. Pressure for rural residential development is acknowledged as a legitimate land use however high value rural land and natural resources need to be protected.

Objective 1 – Agriculture

- To protect high quality agricultural land.

Strategies

- Encourage high quality agricultural land to be used primarily for farming purposes except where the land supports significant vegetation of local provenance.
- Limit subdivision, use or development of land that should be incompatible with the utilisation of the land for sustainable resource use.
- Improve the landscape and environment of the rural resources of the municipality.

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21.07-6 Retailing Overview##23/##02/201412
C8639(Part-2)

The main activity centres in Latrobe City are the Moe Central Activity District (CAD), Morwell CAD, Mid Valley Shopping Centre and Traralgon CAD. There has also recently been a substantial increase in new retail floor space in Churchill. The strategic direction is to support the existing neighbourhood and smaller town retail centres. No new centres should be supported unless demand can be demonstrated as well as substantial assessment and statement that existing centres should not be detrimentally affected. Town centres in Latrobe City must grow and innovate their retail offer to cater for increased demand and to remain competitive. Changing socio demographics, in particular increasing levels of wealth and a marginal increase in dwelling requirement (households) for a given population, will result in a 1-2% growth in expenditure on retail above underlying population levels and real growth. In addition, the competitive retail environment has resulted in innovative retail concepts to enliven the retail market beyond Latrobe City and opens the potential for Latrobe City to develop fresh retail concepts (such as dedicated bulky goods centre) to remain competitive.

The rate of household and population development in Latrobe City has accelerated in the past five years, with a stabilising of the long term population decline compared to the previous ten years. Modelling suggests that an additional 32,000 sq.m of convenience, supermarket and specialty floor space will be available until 2021. This floor space should be provided with a focus on increasing the vibrancy of town centres of Morwell and Traralgon, to continue their role to complement each other in the retail hierarchy. Growth should occur in light of this, with Morwell contributing the majority of traditional retail format, with Traralgon servicing a market with some higher levels of disposable income, with a higher percentage of white collar workers.

Potential emerging growth areas in Morwell and Traralgon will require additional neighbourhood shopping facilities, with discrete allocation in accordance with population and household growth patterns. These centres require a consolidation of retail floor space in the order of 3,000 – 5,000 sq.m to best service these areas. An important directive with regard to the Moe, Newborough and Lake Narracan area in the short term is to protect existing businesses, with particular emphasis on the Moe Primary Activity Centres which plays a weekly shopping role. In the long term, with emphasis on the development of Transit Cities Principles and investment by Latrobe City Council, there is potential for the creation of private investment opportunities to improve current retail formats and attract new retail development to fulfil market gaps.

With regard to bulky goods retailing, in order to remain competitive with centres located beyond Latrobe City, there is a requirement for new format floor space and innovation, for example the development of two dedicated bulky goods centres, in order to decrease expenditure leakage. Currently bulky goods expenditure is in the order of \$280 million, resulting in the requirement for two bulky goods centres in the order of 15,000 – 20,000 sq.m each. In addition to the 15,000 – 20,000 sq.m per site, additional land on the two bulky goods sites at Princes Drive, Morwell and Princes Highway and Stammers Road, Traralgon should also be set aside for any future expansion of the bulky goods centres.

Objective 1 – Retail

- To identify appropriate locations for retailing activities.

Strategies

- Encourage neighbourhood shops providing local convenience goods and services in locations accessible to local communities.
- Encourage shops that do not significantly detract from the function of the existing major retail centres.

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- Encourage increased residential densities around neighbourhood centres.
- Encourage strong pedestrian and public transport connectivity to and between the neighbourhood clusters.
- Encourage the distribution of new bulky goods retailing to occur in Princes Drive, Morwell and Princes Highway and Stammers Road, Traralgon East in accordance with the Morwell and Traralgon Structure Plans.
- Discourage 'out of centre' retail developments.
- Provide for localised convenience retailing.

21.07-7 Industry Overview21/06/2012
C26

The industrial sector in Latrobe City has been recognised as having three main dimensions.

The first is the heavy industrial complex which is currently sustained by the coal and timber resources. The main location of this industrial complex is in the south Morwell area and within the Special Use - Brown Coal zoned areas in association with the power stations and mines.

The second is the emerging industries, for example, those establishing in the Churchill urban settlement taking advantage of proximity to Monash University or east of Morwell with advantages such as the outfall sewer and other key infrastructure. The third sector is local servicing industry providing for local community needs.

In all industrial areas the strategic direction is to encourage and support emerging types of industry. The strategic direction is to support the development and use of new industry in identified locations in the Morwell urban area and the Morwell South area and to encourage new large, high amenity, low density manufacturing industry to the area east of Alexander Road and north of the Princes Highway. The strategic direction for industry in Churchill is to support the development and use of industry which would benefit from locating in close proximity to the existing or future institutions.

Latrobe City Council has prepared a Master Plan for the development of a Gippsland Logistics Precinct (GLP), on land three kilometres east of Morwell. The development of the GLP will establish a centre for the efficient and cost effective movement of freight to and from the Gippsland region. The GLP site is made up of two distinct but integrated components:

- A site immediately adjacent to the main Gippsland Line between Princes Freeway and Tramway Road, Morwell known as the Gippsland Intermodal Freight Terminal (GIFT).
- A 64 hectare area of land immediately adjacent to the GIFT and also located between the Princes Freeway and Tramway Road behind the Mid Valley commercial centre.

Objective 1 – Industry

- To maximise the potential for new industry particularly that may benefit from the coal and electricity industry.

Strategies

- Promote and support the development of existing and new industry, and infrastructure to enhance the social and economic wellbeing of the Latrobe City.
- Facilitate a functional, safe and efficient rural roads system that supports the maintenance of the rural character as well as meeting the demands of both rural and urban residents.

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Objective 2 – Industry

- To promote increased rail use as a model for economic viability and sustainability.

Strategies

- Develop the Gippsland Logistics Precinct in Morwell in a manner that maximises freight being handled by rail.
- Facilitate a range of logistics activities on the Gippsland Intermodal Freight Terminal precinct in Morwell.
- Ensure the Gippsland Intermodal Freight Terminal precinct in Morwell delivers additional employment opportunities.

Objective 3 – Industry

- To ensure that industry and sensitive uses are planned and designed to minimise any potential detriment or loss of amenity.

Strategies

- Encourage land development and use that are compatible with agricultural activity.
- Encourage uses compatible with the physical capability of the land.
- Maintain the land resource for agriculture, conservation and timber production purposes.
- Ensure that new use and development does not compromise the effective and efficient use of existing and future infrastructure.

Objective 4 – Industry

- To ensure that sufficient supply and adequate choice of industrial land exists to accommodate the varying needs of the different types of industry likely to emerge in the future.

Strategies

- Maximise the potential of the high amenity location to the north of Princes Drive and east of Tramway Road in Morwell to attract large, low density, high amenity industries.
- Ensure that each urban settlement has convenient and accessible industrial areas to provide local employment and self-sufficiency of sustainable urban form.
- Retain the potential of the Morwell South Industrial Area and land within the Special Use - Brown Coal Area to function as important locations which are suited to major heavy industry.

21.07-814/01/2010
C82**Timber Overview**

Gippsland is one of the premier regions in Australia for growing commercial timber. There are currently two major industrial plantation growers and approximately 180 private growers in the region. The large areas of land suitable for commercial plantations in the municipality and established timber processing facilities combine as a substantial industry sector. In accordance with the state strategic direction for plantations, the establishment of softwood and hardwood plantations on predominantly

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cleared lands is promoted. Farm forestry for environmental improvement as well as a future resource for the timber industry is recognised as an emerging sector. Expansion of plantation uses may occur particularly in the Strzelecki Ranges, south of the Princes Highway and in response to the Maryvale Mill expansion.

It is acknowledged that there is some infrastructure and rural amenity issues associated with timber and these will need to be carefully managed. In particular, a challenge for Latrobe City Council is balancing the needs of timber operators accessing their coups with the increasing numbers of residents who are concerned with logging trucks near their properties.

Objective– 1 – Timber

- To encourage environmentally sustainable timber production.

Strategies

- Support and encourage timber processing and value-adding industries.
- Strategically plan for road and rail haulage in conjunction with the industry.

21.07-9 Tourism Overview

14/01/2010
C62

The municipality and the wider Gippsland region enjoy an abundance of natural and heritage assets but a relatively undeveloped tourism infrastructure. Latrobe City has existing infrastructure and the capacity to further develop infrastructure to consolidate a role as the hub of regional tourism. The Moe urban settlement has been identified as a focal point for tourists to the Latrobe City and as a gateway to other attractions in the wider Gippsland region. Lake Narracan and Hazelwood Pondage are other key tourism assets. Proximity to Melbourne and the diverse local and regional environment provides an opportunity to attract a greater share of tourism, including the conference market.

Objective 1 – Tourism

- To encourage environmentally sustainable tourism opportunities.

Strategies

- Support the development of a new direction for existing tourism assets.
- Strengthen the attraction of Latrobe City as a conference and major events destination.

21.07-10 Stone Resources Overview

14/01/2010
C62

Latrobe City contains significant stone resources including basalt, gravels and sands and limestone. There are significant resources in the extractive industry, including mineral sands north of Morwell and Traralgon that need to be protected. The State Planning Policy Framework sets out objectives for the identification and protection of stone resources through the concept of Extractive Industry Interest Areas. The purpose of these Interest Areas is to provide a basis for the long-term protection of stone resources, assist councils in long term strategic planning and to create awareness that extractive industry is a possible land use in these areas. An 'Extractive Industry Interest Area' does not imply that future extractive industry operations will be confined to these areas, or that they will be automatically approved. Nor does it imply that other uses will be precluded from these areas. Extractive Industry Interest Areas are identified on the attached policy map and consideration will be given to protection of stone resources within these areas when considering applications for development and use.

LATROBE PLANNING SCHEME

Objective 1 – Stone Resources

- To protect significant stone resources to ensure an adequate supply of stone in future years.

Strategies

- Ensure the protection, development and use of stone resources are integrated with the management of other natural and human resources.
- Ensure that the long term protection of stone resources is in accordance with strategic provisions and recommendations which are to be set out in the Latrobe Supply Area Extractive Industry Interest Areas Strategy 1999 which should be developed.

21.07-11 Basslink Electricity Overview14/01/2010
C62

The Basslink Interconnector Project has significant benefits for Victoria in addition to its role in enabling Tasmania to participate in the national electricity market. Following completion of the environmental assessment process and identification of measures to minimise environmental, economic and social impacts, the *Basslink – Land Use and Development Controls 2002* has been incorporated into the scheme at Clause 81 and referenced at Clause 52.03 with the Minister as the responsible authority.

Objective 1 – Basslink Electricity

- To link Tasmania to the national electricity grid.

Strategies

- Provide Victoria with a more flexible and cost effective response to meeting peak electricity load demands and provide larger reserves of electricity supply capacity.

21.07-12 Implementation26/04/2013
C75

The objectives and strategies identified in this Clause will be implemented by:

Using zones and overlays

- Apply Industrial 1 Zone to main industrial estates.
- Apply Industrial 3 Zone to light industrial and service industrial areas.
- Apply Business 1 Zone to principal shopping areas.
- Apply Business 2 Zone to the principal office areas.
- Apply Business 4 Zone to peripheral sales areas.
- Apply the Farming Zone (with schedule) to agricultural areas.
- Apply the Special Use Zone – Schedule 1 Brown Coal over Category A coalfields.
- Apply the Environmental Significance Overlay – Schedule 1 Urban Buffers to provide reciprocal protection for urban areas and the mines and their associated activities.
- Apply the State Resource Overlay – Schedule 1 Gippsland Brown Coalfields to Category B and C areas to identify the balance of the Gippsland coalfields located within the municipality.

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- Apply the Design and Development Overlay to commercial and industrial areas.

Further Strategic Work

- Update the Retail Strategy Review.
- Implement agreed actions arising from the State Coal Provisions Review.
- Prepare a Rural Land Use Strategy.
- Undertake a Car Parking Policy Review.
- Conduct focussed feasibility studies to determine potential major public infrastructure with significant economic benefits.

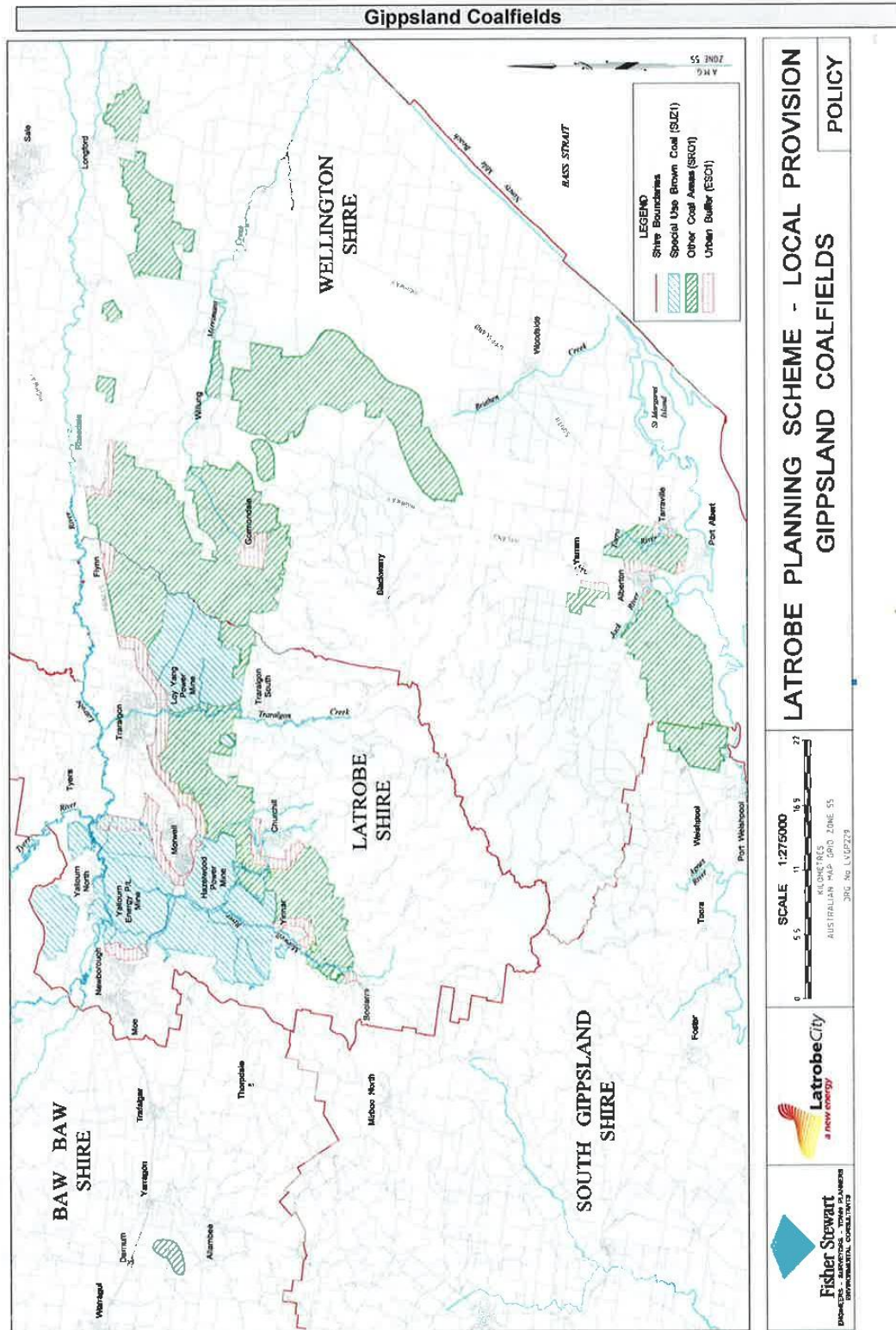
21.07-13 Reference Documents

##26/##04/20
1443
C8676

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only.

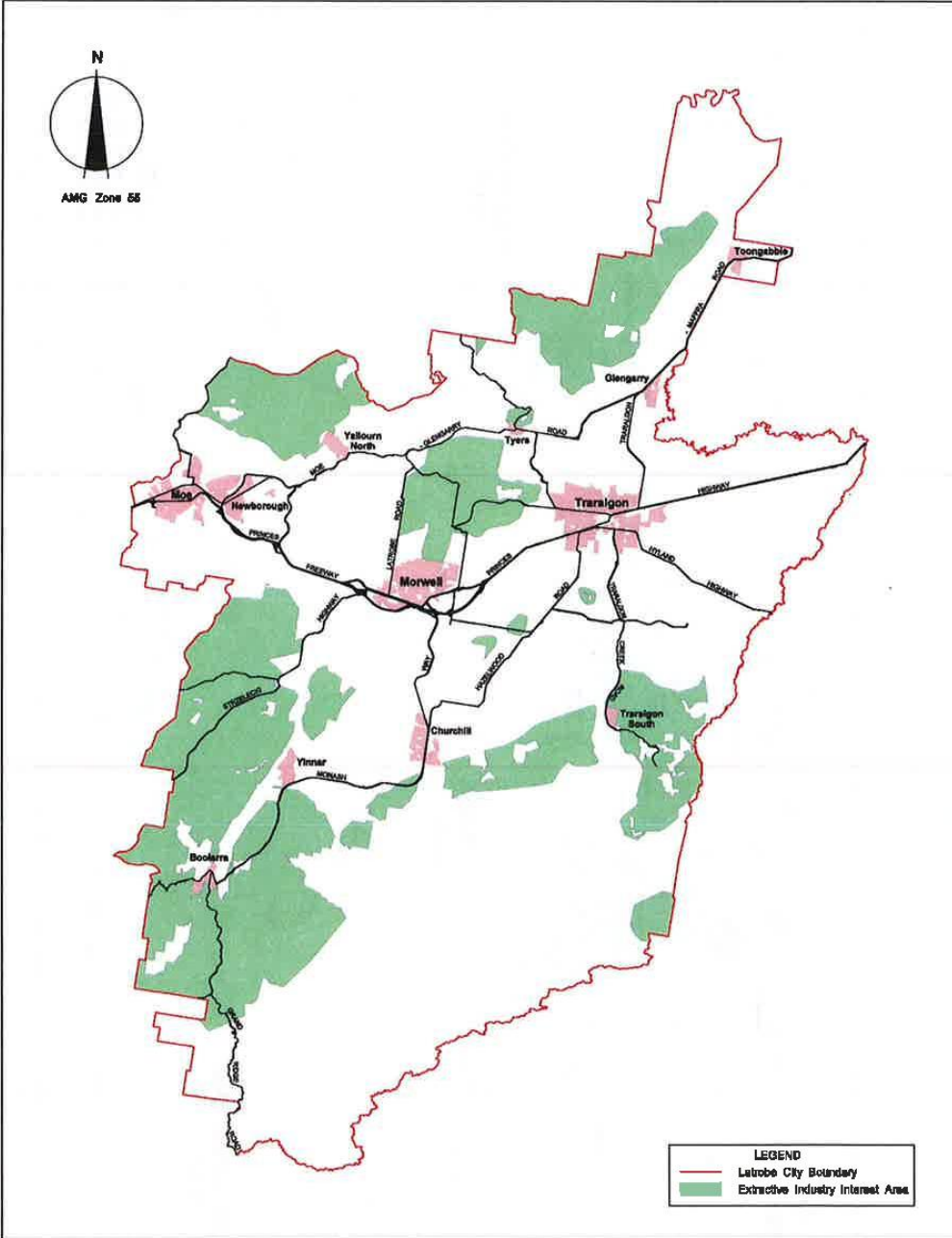
- Economic Development Strategy (2004-2008).
- Retail Strategy Review (2007).
- Transit City Master Plans (Town Summary) (2006).
- Neighbourhood Environment Improvement Plan Morwell River (2007).
- Traralgon-Morwell Corridor Social Impact Assessment (2007).
- Moe Activity Centre Plan (2007).
- Churchill Town Centre Plan and amendments (2007).
- Draft Morwell North West Residential Precinct Plan (2006).
- Lake Narracan Socio Economic Impact Development Study (2007).
- Lake Narracan Caravan Park and Environs Action Plan (2007).
- Airpark Development Plan (2005).
- Morwell Logistics Precinct Master Plan (2005).
- Lurgi Master Plan (2006).
- Telecommunications Strategy (2006).
- Municipal Domestic Waste Water Management Plan (2006).
- Latrobe City Council Bulky Goods Retail Sustainability Assessment (2009).
- Retail Advice – Lake Narracan Structure Plan (2013).

LATROBE PLANNING SCHEME





LATROBE PLANNING SCHEME

Latrobe Supply Area – Extractive Industry Interest Areas 1999



LATROBE PLANNING SCHEME - LOCAL PROVISION

 <p>Latrobe City a new energy</p> <p>EARTH TECH Survey & Spatial Solutions</p>	<p>SCALE 1:200 000</p>  <p>KILOMETRES AUSTRALIAN MAP GRID ZONE 55</p>	<p>LATROBE SUPPLY AREA - EXTRACTIVE INDUSTRY INTEREST AREAS 1999</p> <p>POLICY</p>
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37.07
16/04/2014
VC111

URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ** with a number (if shown).

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.

To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.

To contain urban use and development to areas identified for urban development in a precinct structure plan.

To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.

To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.

Application of provisions

Part A – No precinct structure plan applies

The provisions of clauses 37.07-1 to 37.07-8 apply if no precinct structure plan applies to the land.

Part B – Precinct structure plan applies

The provisions of clauses 37.07-9 to 37.07-16 apply if a precinct structure plan applies to the land.

Precinct structure plan provisions

A precinct structure plan applies to land when the precinct structure plan is incorporated in this scheme.

PART A - PROVISIONS FOR LAND WHERE NO PRECINCT STRUCTURE PLAN APPLIES

37.07-1
16/04/2014
VC111

Table of uses

Section 1 – Permit not required

Use	Condition
Agriculture (other than Animal keeping, Apiculture, Intensive animal husbandry, Rice growing and Timber production)	
Bed and breakfast	No more than 10 persons may be

Use	Condition
	<p>accommodated away from their normal place of residence.</p> <p>At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence.</p>
Dependent person's unit	<p>Must be the only dependent person's unit on the lot.</p> <p>Must meet the requirements of Clause 37.07-2.</p>
Dwelling (other than Bed and breakfast)	<p>Must be the only dwelling on the lot.</p> <p>The lot must be at least 40 hectares.</p> <p>Must meet the requirements of Clause 37.07-2.</p>
Home occupation	
Informal outdoor recreation	
Minor utility installation	
Primary produce sales	<p>Must not be within 100 metres of a dwelling in separate ownership.</p> <p>The area used for the display and sale of primary produce must not exceed 50 square metres.</p>
Railway	
Rural industry (other than Abattoir and Sawmill)	<p>Must not have a gross floor area more than 200 square metres.</p> <p>Must not be within 100 metres of a dwelling in separate ownership.</p> <p>Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 52.10.</p> <p>The land must be at least the following distances from land (not a road) which is in a residential zone or Rural Living Zone:</p> <ul style="list-style-type: none"> ▪ The threshold distance, for a purpose listed in the table to Clause 52.10. ▪ 30 metres, for a purpose not listed in the table to Clause 52.10.
Rural store	<p>Must be used in conjunction with Agriculture.</p> <p>Must be in a building, not a dwelling, and have a gross floor area of less than 100 square metres.</p> <p>Must be the only Rural store on the lot.</p>
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01
Section 2 – Permit required	
Use	Condition
Abattoir	
Animal boarding	
Animal keeping (other than Animal boarding)	Must be no more than 5 animals.

Use	Condition
Camping and caravan park	
Car park	Must be used in conjunction with another use in Section 1 or 2.
Cemetery	
Crematorium	
Dependent person's unit – if the Section 1 condition is not met	Must meet the requirements of Clause 37.07-2.
Display home	
Dwelling (other than Bed and breakfast) – if the Section 1 conditions are not met	Must be no more than two dwellings on the lot. Must meet the requirements of Clause 37.07-2.
Education centre	
Emergency services facility	
Freeway service centre	Must meet the requirements of Clause 52.30.
Industry (other than Rural Industry)	
Trade supplies	
Utility installation (other than Minor utility installation and Telecommunications facility)	
Veterinary centre	
Warehouse (other than Rural store)	
Winery	
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use
Accommodation (other than Bed and breakfast, Camping and caravan park, Dependent person's unit, Dwelling, Group accommodation, Host farm, Nursing home and Residential hotel)
Amusement parlour
Brothel
Child care centre
Cinema based entertainment facility
Intensive animal husbandry
Nightclub
Office (other than Medical centre and Real estate agency)
Renewable energy facility
Retail premises (other than Landscape gardening supplies, Manufacturing sales, Market, Primary produce sales, Restaurant and Trade supplies)
Saleyard
Timber production

37.07-2
10/06/2008
VC48

Use of land for a dwelling

A lot used for a dwelling must meet the following requirements:

- Access to the dwelling must be provided via an all-weather road with dimensions adequate to accommodate emergency vehicles.
- The dwelling must be connected to a reticulated sewerage system or if not available, the waste water must be treated and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970.
- The dwelling must be connected to a reticulated potable water supply or have an alternative potable water supply with adequate storage for domestic use as well as for fire fighting purposes.
- The dwelling must be connected to a reticulated electricity supply or have an alternative energy source.

These requirements also apply to a dependent person's unit.

37.07-3

16/04/2014
VC111

Subdivision

A permit is required to subdivide land.

Each lot must be at least 40 hectares.

A permit may be granted to create smaller lots if any of the following apply:

- The subdivision is to create a lot for an existing dwelling. The subdivision must be a two lot subdivision.
- The subdivision is the re-subdivision of existing lots and the number of lots is not increased.
- The subdivision is by a public authority or utility service provider to create a lot for a utility installation.

37.07-4

16/04/2014
VC111

Buildings and works

A permit is required to construct or carry out any of the following:

- A building or works associated with a use in Section 2 of Clause 37.07-1. This does not apply to:
 - An alteration or extension to an existing dwelling provided the floor area of the alteration or extension is no more than 100 square metres.
 - An out-building associated with an existing dwelling provided the floor area of the out-building is not more than 100 square metres.
 - An alteration or extension to an existing building used for agriculture provided the floor area of the alteration or extension is no more than 200 square metres. The building must not be used to keep, board, breed or train animals.
- Earthworks which change the rate of flow or the discharge point of water across a property boundary.
- Earthworks which increase the discharge of saline water.
- A building which is within any of the following setbacks:
 - 100 metres from a Road Zone Category 1 or land in a Public Acquisition Overlay to be acquired for a road, Category 1.
 - 40 metres from a Road Zone Category 2 or land in a Public Acquisition Overlay to be acquired for a road, Category 2.
 - 20 metres from any other road.

- 5 metres from any other boundary.
- 100 metres from a dwelling not in the same ownership.
- 100 metres from a waterway, wetlands or designated flood plain.

37.07-5 Referral of applications

16/04/2014
VC111

An application of the kind listed below must be referred in accordance with section 55 of the Act to the referral authority specified in Clause 66.03.

- An application to use or develop land for any of the following:
 - Display home
 - Education centre
 - Hospital
 - Industry
 - Medical centre
 - Nursing home
 - Place of worship
 - Real estate agency
 - Warehouse
- An application to subdivide land to create a lot smaller than 40 hectares in area.

37.07-6 Environmental audit

10/06/2008
VC48

Before a nursing home, pre-school centre or primary school commences on potentially contaminated land, or before the construction or carrying out of buildings and works in association with a nursing home, pre-school centre or primary school commences on potentially contaminated land, either:

- A certificate of environmental audit must be issued for the land in accordance with Part 1XD of the Environment Protection Act 1970, or
- An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part 1XD of that Act that the environmental conditions of the land are suitable for the sensitive use.

In this clause, “potentially contaminated land” means land used or known to have been used for industry, mining, or the storage of chemicals, gas, wastes or liquid fuel (if not ancillary to another use of the land).

37.07-7 Decision guidelines

18/04/2014
VC111

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The effect on the future urban development and use of the land, and adjacent or nearby land, having regard to:
 - Any relevant Growth Corridor Framework Plan.

- Any precinct structure plan being prepared for the area.
- Any comments or directions of the referral authority.
- Whether the proposal will prejudice the logical, efficient and orderly future urban development of the land, including the development of roads, public transport and other infrastructure.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent.
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development.
- The impact of the siting, design, height, bulk, colours and materials to be used on the natural environment, major roads, vistas and water features, future urban use of the land, and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.
- The location and design of existing and proposed infrastructure including roads, public transport, walking and cycling networks, gas, water, drainage, telecommunications and sewerage facilities.
- Whether the use and development will require new or upgraded infrastructure, including traffic management measures.

37.07-821/09/2009
VC60**Advertising signs**

Advertising sign requirements are at Clause 52.05. The zone is in Category 3.

Despite the provisions of Clause 52.05-9, a permit may be granted, for a period of not more than 5 years, to display an advertising sign that promotes the sale of land or dwellings.

PART B - PROVISIONS FOR LAND WHERE A PRECINCT STRUCTURE PLAN APPLIES**37.07-9**23/09/2011
VC77**Use of land**

Any requirement in the Table of uses and any requirement specified in the schedule to this zone must be met.

A permit granted must be generally in accordance with the precinct structure plan applying to the land.

Table of uses**Section 1 – Permit not required**

Use	Condition
Any use in Section 1 of a zone applied by the schedule to this zone	Must comply with any condition opposite the use in Section 1 of the applied zone Must comply with any condition or requirement specified in the schedule to this zone or in the precinct structure plan
Any use specified in the schedule to this zone as a use for which a permit	Must comply with any condition or requirement specified in the schedule to this zone or in the

Use	Condition
is not required	precinct structure plan

Section 2 – Permit required

Use	Condition
Any use in Section 2 of a zone applied by the schedule to this zone	Must comply with any condition opposite the use in Section 2 of the applied zone Must comply with any condition or requirement specified in the schedule to this zone or in the precinct structure plan
Any use specified in the schedule to this zone as a use for which a permit is required	Must comply with any condition or requirement specified in the schedule to this zone or in the precinct structure plan
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use
Any use in Section 3 of a zone applied by the schedule to this zone
Any use specified in the schedule to this zone

37.07-10
23/09/2011
VC77

Subdivision of land

A permit is required to subdivide land. Any requirement in the schedule to this zone or the precinct structure plan must be met.

A permit granted must:

- Be generally in accordance with the precinct structure plan applying to the land.
- Include any conditions or requirements specified in the schedule to this zone or the precinct structure plan.

37.07-11
23/09/2011
VC77

Buildings and works

If the schedule to this zone specifies:

- That the provisions of a zone apply to the development of land, the provisions of the zone apply to land in the circumstances specified in the schedule.
- Provisions relating to the development of land, those provisions apply to land in the circumstances specified in the schedule.

If the schedule to this zone specifies that a permit is required to construct a building or construct or carry out works, a permit granted must:

- Be generally in accordance with the precinct structure plan applying to the land.
- Include any conditions or requirements specified in the schedule to this zone or the precinct structure plan.

37.07-12
10/06/2008
VC46

Application requirements

An application to use or subdivide land, construct a building or construct or carry out works, must be accompanied by any information specified in the schedule to this zone.

37.07-13 Exemption from notice and review23/09/2011
VC77

An application under clause any provision of this scheme which is generally in accordance with the precinct structure plan applying to the land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act., unless the schedule to this zone specifies otherwise.

37.07-14 Decision guidelines10/06/2009
VC48

Before deciding on an application to use or subdivide land, construct a building or construct or carry out works, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Any relevant Growth Area Framework Plan.
- The precinct structure plan applying to the land, including the vision and objectives of the precinct structure plan.
- Any guidelines in the schedule to this zone.

37.07-15 Inconsistencies between specific and applied zone provisions10/06/2008
VC48

If there is an inconsistency between the specific provisions specified in the schedule to this zone and the provisions of a zone applied by the schedule to this zone, the specific provisions prevail to the extent of any inconsistency.

37.07-16 Advertising signs10/06/2008
VC48

Advertising sign requirements are at Clause 52.05. This zone is in the category specified in the schedule to this zone or, if no category is specified, Category 3.

Notes: Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.

Check whether an overlay also applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

LATROBE PLANNING SCHEME
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--/2014
C86

SCHEDULE 1 TO THE URBAN GROWTH ZONE

Shown on the planning scheme map as **UGZ1**

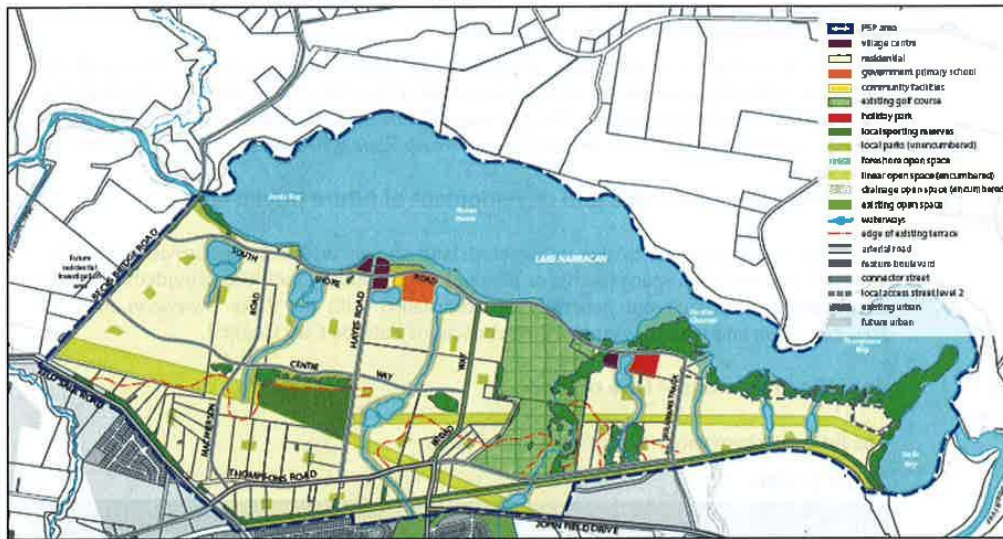
Lake Narracan Precinct Structure Plan

1.0
--/2014
C86

The Plan

Map 1 shows the future urban structure proposed in the *Lake Narracan Precinct Structure Plan*. It is a reproduction of Plan 2 in the *Lake Narracan Precinct Structure Plan 2014*.

Map 1 to Schedule 1 to Clause 37.07



2.0
--/2014
C86

Use and development

2.1
--/2014
C86

The land

The use and development provisions specified in this schedule apply to the land within the ‘PSP area’ on Map 1, excluding Lake Narracan itself and shown as UGZ1 on the planning scheme maps.

2.2
--/2014
C86

Applied zone provisions

The provisions of the following zones in this scheme apply to the use and subdivision of land, the construction of a building, and the construction or carrying out of works as set out in Table 1.

Table 1: Applied zone provisions

LAND USE/DEVELOPMENT (CARRIED OUT OR PROPOSED) GENERALLY IN ACCORDANCE WITH THE PRECINCT STRUCTURE PLAN APPLYING TO THE LAND	APPLIED ZONE PROVISIONS
Village Centre	Clause 34.01 – Commercial 1 Zone

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Arterial road	Clause 36.04 – Road Zone - Category 1
Connector street	Clause 36.04 – Road Zone - Category 2
Land or any lot wholly contained within, 200 metres distance from a village centre	Clause 32.07 – Residential Growth Zone 1
All other land	Clause 32.08s1 – General Residential Zone 1

2.3 Reference to a planning scheme zone is a reference to an applied zone--/2014
C86

A reference to a planning scheme zone in an applied zone must be read as if it were a reference to an applied zone under this schedule.

Note: e.g. *The Residential Growth Zone specifies 'Car wash' as a Section 2 Use with the condition, 'The site must adjoin, or have access to, a road in a Road Zone.' In this instance the condition should be read as, 'The site must adjoin, or have access to, a road in a Road Zone or an applied Road Zone in the Urban Growth Zone schedule applying to the land'.*

2.4 Specific provisions – Use and development of future public land--/2014
C86

A permit is not required to use or develop land shown in the *Lake Narracan Precinct Structure Plan* as open space (active or passive) or community facilities provided the use or development is carried out generally in accordance with the *Lake Narracan Precinct Structure Plan* and with the prior written consent of Latrobe City Council.

2.5 Specific provisions – Use of land--/2014
C86

The following provisions apply to the use of land.

Table 2: Use

USE	REQUIREMENT
Shop where the applied zone is Commercial 1 Zone	The leasable floor area for an individual shop premises must not exceed 600 square metres A permit is required to use land for a shop if the leasable floor of an individual shop premises exceeds 600 square metres

2.6 Specific provisions – Construction of one dwelling on a lot less than 300 square metres in area--/2014
C86

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the Small Lot Housing Code via a restriction on title, and it complies with the Small Lot Housing Code incorporated pursuant to Clause 81 of the Latrobe Planning Scheme.

3.0 Application requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

3.1 Subdivision – residential development--/2014
C86

In addition to any requirement in 56.01-2, a subdivision design response must include:

LATROBE PLANNING SCHEME
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- A land budget table in the same format and methodology as those within the precinct structure plan applying to the land, setting out the amount of land allocated to the proposed uses and expected population and dwelling yields.
- A demonstration of how the property will contribute to the achievement of the residential density outcomes in the precinct structure plan applying to the land.
- A demonstration of lot size by including a colour-coded lot size plan, reflecting the lot size categories outlined in Table 1 of the Lake Narracan Precinct Structure Plan 2014.
- A demonstration (such as indicative concept layout plans showing different building typology across different lot sizes) of how the subdivision will contribute to the delivery of a diversity of housing.

Public Infrastructure Plan

An application must be accompanied by a Public Infrastructure Plan which addresses the following:

- a stormwater management strategy that makes provision for the staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of Latrobe City Council and West Gippsland Catchment Management Authority;
- what land may be affected or required for the provision of infrastructure works;
- the provision, staging and timing of stormwater drainage works;
- the provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
- the landscaping of any land;
- what if any infrastructure set out in the Lake Narracan Development Contributions Plan is sought to be provided as "works in lieu" subject to the written consent of Latrobe City Council;
- the provision of public open space and land for any community facilities;
- any other matter relevant to the provision of public infrastructure required by the responsible authority.

Traffic Impact Assessment Report

An application that proposes to create or change access to Old Sale Road or Thompsons Road must be accompanied by a Traffic Impact Assessment Report (TIAR). The TIAR, including functional layout plans and a feasibility / concept road safety audit, must be to the satisfaction of VicRoads or Latrobe City Council, as required.

Environmental Site Assessment

An application to use or develop land must be accompanied by an environmental site assessment of the land by a suitably qualified environmental professional to the satisfaction of the responsible authority which takes account of 'Lake Narracan Precinct Structure Plan Area: Desktop Environmental, Hydrogeological and Geotechnical Assessments. Final V1' (SKM, June 2013) and provides information including:

- Further detailed assessment of potential contaminants on the relevant land.
- Clear advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit of all, or part, of the land is recommended having regard to the *Potentially Contaminated Land General Practice Note June 2005, DSE*.
- Further detailed assessment of surface and subsurface water conditions and geotechnical characteristics on the relevant land and the potential impacts on the proposed development including any measures required to mitigate the impacts of

LATROBE PLANNING SCHEME
EXHIBITION

groundwater conditions and geology on the development and the impact of the development on surface and subsurface water.

- Recommended remediation actions for any potentially contaminated land.

3.2 Lake Narracan corridor

--/2014
C86

An application on land containing or abutting Lake Narracan, Latrobe River or its tributaries and environs must be accompanied by:

A plan that shows:

- Natural features including trees and other significant vegetation, habitat for protected species, drainage lines, water courses, wetlands, ridgelines, hill tops and features of geomorphic significance; and
- Recreation facilities to be provided within public open space; and
- Storm water facilities that are compliant with the relevant approved drainage strategy; and
- The retention and removal of vegetation and any re-vegetation.

and

A Landscape and Viewshed Analysis that identifies and protects important views associated with the waterway, including views within, to and from the waterways.

3.3 Village Centres / Neighbourhood Activity Centres

--/2014
C86

Permit applications to increase retail floor space to that specified in the Table 2 of this schedule must be accompanied by an economic impact assessment detailing:

- a) the local catchment demand for the neighbourhood activity centre; and
- b) impact on existing and future activity centres within Moe, Newborough and Lake Narracan.

4.0 Conditions and requirements

--/2013
C176

See the precinct structure plan applying to the land.

5.0 Advertising signs

--/2013
C176

The advertising sign category for the land is the category specified in the zone applied to the land at Clause 2.2 of this schedule.

5.1 Land and home sales signs

--/2013
C176

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or on adjoining land in the same ownership) may be displayed without a permit provided:

- the advertisement area for each sign does not exceed 10 square metres;
- only one sign is displayed per road frontage. Where the property has a road frontage of more than 300 metres multiple signs may be erected provided there is a minimum of 300 metres distance between each sign, with a total of not more than 4 signs per frontage;
- the sign is not animated, scrolling, electronic or internally illuminated sign;
- the sign is not displayed longer than 21 days after the sale (not settlement) of the last lot; and
- the sign is setback a minimum of 750mm from the property boundary.

LATROBE PLANNING SCHEME
EXHIBITION**6.0****Decision guidelines**-1-2013
C176

Permit applications to increase the retail floor area within the a village / neighbourhood activity centre must address and be assessed against the following decision guidelines:

- The village centre catchment and catchment demand for the proposed increase of retail floor area; and
- The effect on existing and future activity centres within Moe, Newborough and Lake Narracan.

45.0619/01/2008
VC37**DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY**

Shown on the planning scheme map as **DCPO** with a number.

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

45.06-118/01/2008
VC37**Development contributions plan**

A permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.

This does not apply to the construction of a building, the construction or carrying out of works or a subdivision specifically excluded by a schedule to this overlay.

A permit granted must:

- Be consistent with the provisions of the relevant development contributions plan.
- Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.

45.06-219/01/2008
VC37**Preparation of a development contributions plan**

The development contributions plan may consist of plans or other documents and may, with the agreement of the planning authority, be prepared and implemented in stages.

The development contributions plan must:

- Specify the area to which the plan applies.
- Set out the works, services and facilities to be funded through the plan, including the staging of the provision of those works, services and facilities.
- Relate the need for the works, services or facilities to the proposed development of land in the area.
- Specify the estimated costs of each of the works, services and facilities.
- Specify the proportion of the total estimated costs of the works, services and facilities which is to be funded by a development infrastructure levy or community infrastructure levy or both.
- Specify the land in the area and the types of development in respect of which a levy is payable and the method for determining the levy payable in respect of any development of land.
- Provide for the procedures for the collection of a development infrastructure levy in respect to any development for which a permit is not required.

The development contributions plan may:

- Exempt certain land or certain types of development from payment of a development infrastructure levy or community infrastructure levy or both.
- Provide for different rates or amounts of levy to be payable in respect of different types of development of land or different parts of the area.

Notes: Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.

Check the requirements of the zone which applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

LATROBE PLANNING SCHEME

###/2014
C86**SCHEDULE 1 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY**Shown on the planning scheme map as **DCPO1**.**LAKE NARRACAN DEVELOPMENT CONTRIBUTIONS PLAN****1.0 Area covered by this development contributions plan**###/2014
C86All land within the *Lake Narracan Precinct Structure Plan* area as shown on the Planning Scheme Maps as DCPO1.**2.0 Summary of costs**###/2014
C86*All Infrastructure*

Facility	Total cost \$	Time of provision	Actual cost contribution attributable to development \$	Proportion of cost attributable to development %
Roads	\$24,576,787	Refer to DCP	\$24,576,787	100%
Intersections	\$16,317,989	Refer to DCP	\$15,791,390	96.8%
Culvert projects	\$4,013,000	Refer to DCP	\$4,013,000	100%
Open Space	\$13,717,549	Refer to DCP	\$12,618,208	92%
Shared paths	\$3,921,900	Refer to DCP	\$3,921,900	100%
Community facilities	\$3,539,474	Refer to DCP	\$3,539,474	100%
Wetland	\$12,429,686	Refer to DCP	\$12,429,686	100%
Waterways	\$9,153,000	Refer to DCP	\$9,153,000	100%
TOTAL	\$87,669,385		\$86,043,445	

3.0 Summary of contributions###/2014
C86

FACILITY	LEVIES PAYABLE BY THE DEVELOPMENT	
	Development Infrastructure All development per NDA	Community Infrastructure
Roads	\$73,351	-
Intersections	\$47,130	-
Culvert projects	\$11,977	-
Open space	\$37,660	-

LATROBE PLANNING SCHEME

Shared paths	\$11,705	-
Community facilities	\$10,564	
Wetland	\$37,097	-
Waterways	\$27,318	
TOTAL	\$256,802	\$887 per dwelling

3.1 Summary of contributions###/2014
C86

The capital cost for each infrastructure item will be adjusted by applying the Building Price Index, as publicised in the latest edition of Rawlinsons Australian Construction Handbook on 1st July each year.

The land values will be adjusted on 1 July each year following a re-valuation of properties undertaken by a registered valuer.

4.0 Land or development excluded from development contributions plan###/2014
C86

Land required for the following as set out in the *Lake Narracan Precinct Structure Plan 2014* is excluded from the Net Developable Area:

- Arterial roads and connector roads, community facilities, government and non government schools.
- Encumbered land
- Active and passive open space.

Note: This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the Lake Narracan Development Contributions Plan incorporated into the Latrobe Planning Scheme for full details.

LATROBE PLANNING SCHEME

##16##07/2014
3

SCHEDULE TO CLAUSE 34.01 COMMERCIAL 1 ZONE

Land	Maximum leasable floor area (m2) for office	Maximum leasable floor area (m2) for shop (other than restricted retail premises)
<u>None-specified Becks Bay Village Centre / Neighbourhood Activity Centre as identified in the Lake Narracan Precinct Structure Plan 2014</u>		<u>1,500 sqm</u>
<u>Fernlea Village Centre / Neighbourhood Activity Centre as identified in the Lake Narracan Precinct Structure Plan 2014</u>		<u>1,500 sqm</u>

LATROBE PLANNING SCHEME

19/01/2008
VC37
Proposed
C86

SCHEDULE TO CLAUSE 52.01

Type or location of subdivision	Amount of contribution for public open space
None specified Land shown as Urban Growth Zone 1 on the planning scheme maps (Lake Narracan Precinct Structure Plan 2014)	5.07% Land and/or cash contribution requirements must be in accordance with R61 of Section 3.7 in the Lake Narracan Precinct Structure Plan 2014

DRAFT

LATROBE PLANNING SCHEME

###/2014
C86

SCHEDULE TO CLAUSE 52.16

1.0

Native vegetation precinct plan

###/2014
C86

Name of plan

Lake Narracan Native Vegetation Precinct Plan, June 2014

DRAFT

LATROBE PLANNING SCHEME

28/03/2013
C66
Proposed
C86**SCHEDULE TO CLAUSE 81.01**

Name of document	Introduced by:
Australian Standard AS2021-2000, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia International Ltd, 2000	VC11
Basslink – Land Use and Development Controls, 2002	C20
Lake Narracan Development Contributions Plan, XXX 2014	C86
Lake Narracan Precinct Structure Plan, XXX 2014	C86
Lake Narracan Native Vegetation Precinct Plan, XXX 2014	C86
Latrobe City Heritage Overlay – Planning Permit Exemptions & Application Requirements Incorporated Plan July 2010	C14
Latrobe City Heritage Study. Volume 3: Heritage place & precinct Citations July 2010	C14
Latrobe Regional Airport Obstacle Limitation Surfaces Plan, Latrobe Airport Management Council, 3 November 1999	NPSI
NovaPower, Network Support Sub-station Incorporated Document, November 2012	C80
Princes Highway Duplication, Traralgon East to Kilmany, Incorporated Document, November 2012	C65
Rail Infrastructure Projects (comprising the Rail Gauge Standardisation Project, the Regional Fast Rail Project and the Fibre Optic Project), December 2002	VC17
The Traralgon Civic Precinct Plan, Latrobe City, 5 July 2004	C28
Small Lot Housing Code, June 2013	C86

LATROBE PLANNING SCHEME

15/08/2013
C74
Proposed
C86**SCHEDULE TO CLAUSE 61.03****Maps comprising part of this scheme**

- 1, 1WMO
- 2, 2LSIO-FO, 2WMO
- 3, 3WMO
- 4, 4WMO
- 5, 5HO, 5LSIO-FO, 5WMO
- 6, 6HO 6LSIO-FO, 6WMO
- 7, 7LSIO-FO
- 8, 8HO 8LSIO-FO
- 9, 9LSIO-FO
- 10, 10LSIO-FO
- 11, 11DDO, 11LSIO-FO, 11WMO
- 12, 12DDO, 12WMO
- 13, 13DDO, 13HO, 13WMO
- 14, 14LSIO-FO, 14WMO
- 15, 15LSIO-FO, 15WMO
- 16, 16HO, 16LSIO-FO, 16WMO
- 17, 17DPO, 17HO, 17LSIO-FO
- 18, 18HO, 18LSIO-FO
- 19, 19DPO, 19HO, 19LSIO-FO
- 20, 20HO, 20LSIO-FO, 20WMO
- 21, 21DDO, 21LSIO-FO
- 22, 22HO, 22LSIO-FO
- 23, 23HO, 23LSIO-FO, 23DCPO
- 24, 24DPO, 24LSIO-FO, 24DCPO
- 25, ~~25DPO~~, 25LSIO-FO, 25DCPO
- 26, 26DPO, 26HO
- 27, 27DPO, 27HO
- 28, 28DPO, 28HO, 28LSIO-FO
- 29, 29DPO, 29LSIO-FO, 29DCPO
- 30, 30DPO, 30DCPO
- 31, 31DPO, 31ESO, 31DCPO
- 32, 32DDO, 32DPO, 32WMO
- 33, 33DDO, 33WMO
- 34, 34DDO, 34LSIO-FO, 34WMO
- 35, 35HO, 35LSIO-FO
- 36, 36ESO, 36HO
- 37, 37DDO, ~~37DPO~~, 37ESO, 37LSIO-FO, 37WMO, 37DCPO
- 38, 38ESO, 38DDO, 38HO, 38LSIO-FO, 38WMO, 38DCPO
- 39, 39WMO
- 40, 40WMO
- 41, 41LSIO-FO, 41WMO
- 42, 42HO, 42LSIO-FO, 42WMO

LATROBE PLANNING SCHEME

- 43, 43DDO, 43ESO, 43LSIO-FO, 43WMO
- 44, 44AEO, 44DDO, 44DPO, 44HO, 44LSIO-FO, 44WMO
- 45, 45DDO, 45HO, 45WMO
- 46, 46DDO, 46WMO
- 47, 47DDO, 47DPO, 47HO, 47LSIO-FO, 47WMO
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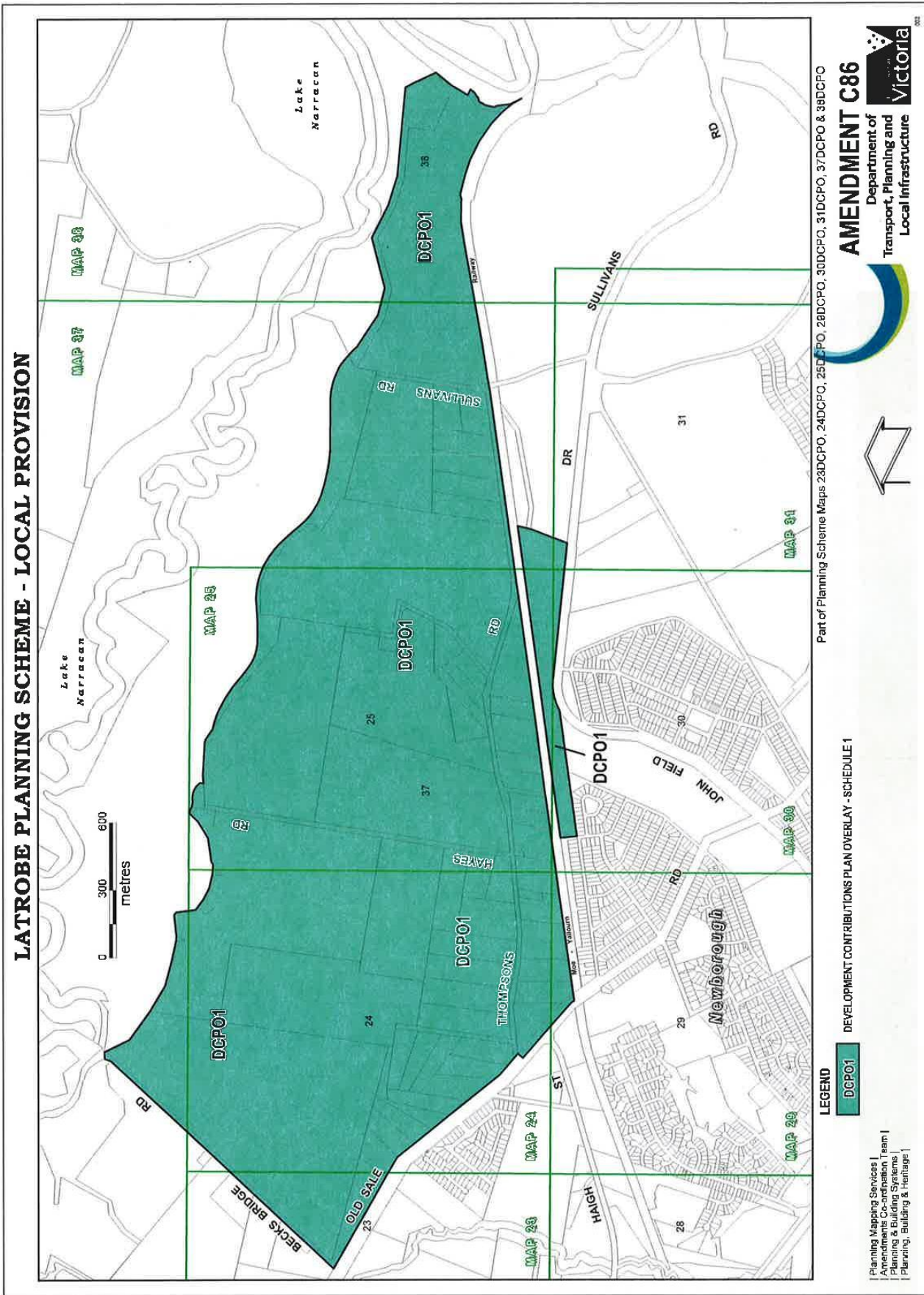
LATROBE PLANNING SCHEME

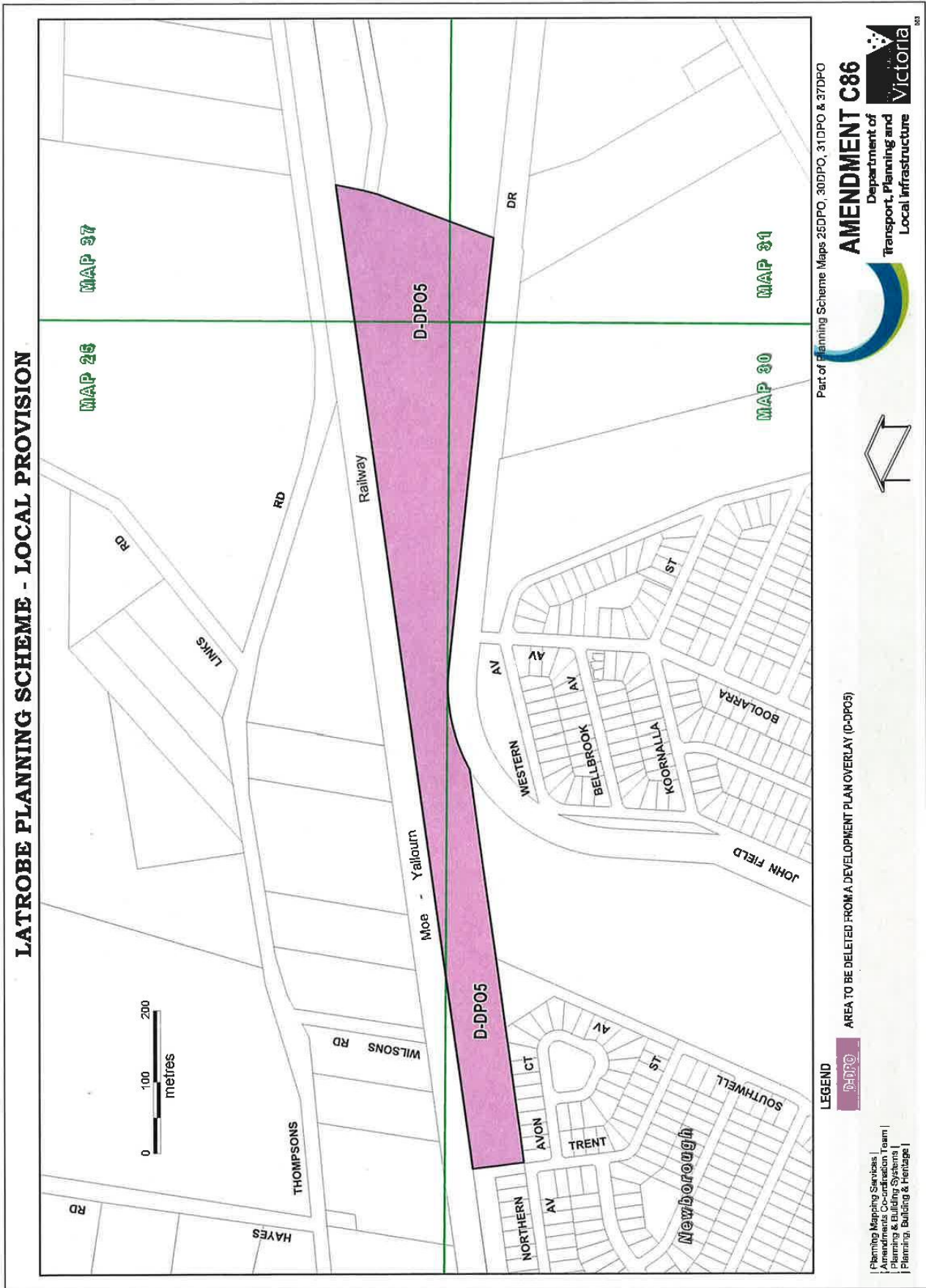
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- 127, 127ESO, 127WMO
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- 129, 129WMO
- 130, 130WMO
- 131, 131WMO
- 132, 132WMO
- 133, 133WMO
- 134, 134WMO

LATROBE PLANNING SCHEME

- 135, 135WMO

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MEETING CLOSED TO THE PUBLIC

7. 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:

7.1 PROPOSED PUBLIC HIGHWAY DECLARATION - DEAKIN LANE, TRARALGON.

Agenda item 7.1 *Proposed Public Highway Declaration - Deakin Lane, Traralgon.* is designated as confidential as it relates to legal advice (s89 2f)

7.2 MOE RAIL PRECINCT REVITALISATION PROJECT STAGE 1 TENDER REPORT

Agenda item 7.2 *Moe Rail Precinct Revitalisation Project Stage 1 Tender Report* is designated as confidential as it relates to contractual matters (s89 2d)