



LATROBE CITY COUNCIL

MINUTES FOR THE SPECIAL COUNCIL MEETING

HELD IN NAMBUR WARIGA MEETING ROOM
CORPORATE HEADQUARTERS, MORWELL
AT 7PM ON
11 FEBRUARY 2013

SM398

PRESENT:

Councillors:	Cr Sandy Kam, Mayor	East Ward
	Cr Sharon Gibson, Deputy Mayor	West Ward
	Cr Peter Gibbons	West Ward
	Cr Graeme Middlemiss	Central Ward
	Cr Kellie O'Callaghan	East Ward
	Cr Michael Rossiter	East Ward
	Cr Christine Sindt	Central Ward
	Cr Darrell White	South Ward
Officers:	Paul Buckley	Chief Executive Officer
	Michael Edgar	General Manager Community Liveability
	Carol Jeffs	General Manager Governance
	Allison Jones	General Manager Economic Sustainability
	Zemeel Saba	General Manager Organisational Excellence
	Grantley Switzer	General Manager Recreation, Culture & Community Infrastructure
	Jacinta Saxton	Manager Community Relations

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1. OPENING PRAYER

The Opening Prayer was read by the Mayor

2. ACKNOWLEDGEMENT OF THE TRADITIONAL OWNERS OF THE LAND

The Recognition of Traditional Landholders was read by the Mayor.

3. APOLOGIES AND LEAVE OF ABSENCE

Cr Harriman

4. DECLARATION OF CONFLICT OF INTEREST

Cr O'Callaghan declared a conflict of interest under section 78B of the *Local Government Act* 1989 during the hearing of submissions from the public.

GOVERNANCE

5. GOVERNANCE

**5.1 SUBMISSIONS RECEIVED FROM COMMUNITY CONSULTATION
FOR THE TRARALGON GROWTH AREAS REVIEW (TGAR)
PROJECT**

General Manager

Governance

For Decision

PURPOSE

The purpose of this report is to present to Council written submissions received from stakeholders as part of community consultation for the Traralgon Growth Areas Review (TGAR) project and to provide an update on the amended project timelines.

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 and the Latrobe City Council Plan 2012-2016.

Latrobe 2026: The Community Vision for Latrobe Valley

Strategic Objectives - Built Environment (City Planning)

In 2026, Latrobe Valley benefits from a well planned built environment that is complementary to its surroundings, and which provides for a connected and inclusive community.

Strategic Objectives – Economy

In 2026, Latrobe Valley has a strong and diverse economy built on 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 2012 - 2016

Shaping Our Future

Attract, retain, support
Enhancing opportunity, learning and lifestyles

Strategic Direction – Built Environment

Utilise place management principles in planning, developing and promoting localities within the Latrobe City.

Promote and support high quality urban design within the built environment.

Support and advocate for integrated transport solutions that improve accessibility to and within Latrobe City.

Ensure proposed developments enhance the liveability of Latrobe City, and provide for a more sustainable community.

Strategic Direction – Economy

Promote and support the development of existing and new infrastructure to enhance the social and economic well-being of the municipality.

Service Provision – Built Environment (City Planning)

Provide Statutory and Strategic Planning advice and services in accordance with the Latrobe Planning Scheme and Planning and Environment Act.

Major Initiatives - Built Environment

Finalise the Traralgon Growth Areas Review including the Traralgon West Corridor Precinct Structure Plan to identify long term growth and development opportunities.

Legislation

*Planning and Environment Act 1987
Local Government Act 1989
Transport Integration Act 2010*

Policy – Traralgon West Infrastructure Development Policy 11 POL-4

BACKGROUND

The Traralgon Growth Areas Review (TGAR) is intended to provide a growth strategy that identifies areas for future urban development (i.e. housing, retail, commercial and industrial) around Traralgon, Traralgon-Morwell Corridor, Glengarry and Tyers up to the year 2051.

The project is in response to the previous State Government's decision to adopt W1C (northernmost alignment) and E2D (eastern alignment) as the preferred alignment for the future Princes Highway – Traralgon Bypass. This decision has removed approximately 500 hectares from a future urban growth corridor that was planned by the Latrobe City Council to accommodate Traralgon's urban growth into the future.

The TGAR has been jointly funded by the Department of Planning and Community Development (DPCD) and Regional Development Victoria (RDV).

The draft TGAR Background Report, draft TGAR Framework Plan and draft Traralgon West Structure Plan reports were presented to Council for consideration at its Ordinary Council Meeting of 2 April 2012. At the Meeting Council resolved:

1. *That Council endorses the draft TGAR Background Report, draft TGAR Framework Plan and draft Traralgon West Structure Plan for community consultation for a period of 8 weeks from 9 April 2012 until 31 May 2012.*
2. *That a further report be presented to Council following the community consultation process.*

The TGAR project was placed on public exhibition in accordance with Item 1 of the above resolution.

The community consultations for the TGAR project have been extended several times in accordance with Council subsequent resolutions and the consultation period subsequently finished on 16 November 2012. These resolutions are outlined below.

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4 June 2012 Council Meeting

1. *That the CEO arranges a meeting between Australia Paper, EPA, relevant Council Officers and/or consultant and all landowners affected by the buffer as stated in the TGAR (Traralgon Growth Areas Review).*
2. *That the timeline for submissions to the TGAR be extended until two weeks after the date of the meeting.*
3. *That all affected landowners be sent a written notice inviting them to the meeting, at least 10 days prior to the meeting and in addition an ad be placed in the Council's Noticeboard in The Express.*
4. *That all Councillors be invited to this meeting.*

As a result of the Council resolution, the consultation period of the draft TGAR reports was extended until 27 August 2012.

20 August 2012 Council Meeting

That Council extends the submission deadline for the Traralgon Growth Areas Review from 27 August 2012 to 28 September 2012.

As a result of the Council resolution, the community consultation of the draft TGAR reports was extended from 27 August 2012 to 28 September 2012.

17 September 2012 Council Meeting

1. *That Council supports the extension of the time period allowing for submissions on the draft TGAR to 16 November 2012.*
2. *That the extension be advertised in the Council Noticeboard and a public notice in the Latrobe Valley Express.*

As a result of the Council resolution, the community consultation of the draft TGAR reports was extended from 28 September 2012 to 16 November 2012.

This report specifically relates to Item 2 of the 2 April 2012 resolution to present to Council a summary of written submissions received from stakeholders as part of the community consultation process for the TGAR project.

ISSUES

Community Consultation

The draft TGAR Background Report, draft TGAR Framework Plan and draft Traralgon West Structure Plan were placed on public exhibition for a period of 32 weeks from 9 April 2012 until 16 November 2012. During the community consultation period, Council officers and project consultants met with over 250 people via four targeted workshops and over 50 one-on-one meetings at the Traralgon RSL from 1 May 2012 until 3 May 2012.

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In addition, affected landowners were invited to attend Latrobe City Council facilitated information sessions between 7 August 2012 and 9 August 2012 to receive further information regarding the proposed Australian Paper (AP) buffer that forms part of the exhibited TGAR package. Council officers have met with stakeholders for one-on-one discussions at Latrobe City Council offices during the community consultation period.

Submissions received

A total of 69 written submissions were received in response to the public exhibition of the draft TGAR reports (see Attachment 1). The key themes emerged from the submissions are summarised as follows:

- Support for the development of a train station at the Traralgon - Morwell Corridor
- Support for the future rezoning and subdivision opportunity for landholders
- Questions surrounding the staging and timing of future development
- The need for food security to be identified as a constraint for urban development. Gippsland region has been identified as an important area for food production into the future under the predicted climate change modelling
- The identification of constraints that may affect future urban development
- The perceived devaluation of property values due to proposed AP odour buffer
- The proposed application of AP odour buffer in the Traralgon West area
- Concerns regarding the development of a new bulky goods store and medium density development at Hollydale
- The need for greater emphasis on biodiversity issues and bushfire risk issues in identifying areas for future urban development
- Concerns regarding residential development surrounding the golf course
- Concerns regarding the location of proposed public infrastructure on privately owned land
- The increase of rates for land rezoned to residential zone in recent ministerial rezonings (although it is noted that this issue goes beyond the scope of the study)

A detailed planning assessment of all of the written submissions and any necessary changes proposed to the draft TGAR documents will form part of a future Council report in 2013.

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A summary of written submissions is provided at Table 1.

Table 1: Summary of submissions

No.	Submitter	Summary of Feedback
1	West Gippsland Catchment Management Authority (WGCMA)	<ul style="list-style-type: none"> • Supports the draft TGAR reports which provide opportunity for floodplain, waterway and stormwater planning across the growth areas • Supports the Land Subject to Inundation Overlay and Floodway Overlay for Latrobe River, Traralgon Creek and Waterhole Creek • Provides further detail on designated waterways within the TGAR study area • Highlights the need for new stormwater infrastructure in response to future urban development
2	Gippsland Water	<ul style="list-style-type: none"> • Supports the draft TGAR reports, in particular growth to the south of Latrobe River • Suggests significant infrastructure upgrades may be required to service Glengarry beyond the small town structure plan • To service all of the land identified as potential residential and industrial in Traralgon will require significant augmentation to both the existing water and sewerage infrastructure and development based infrastructure (Gippsland Water currently does not have a way forward on how to service additional land and reduce impact on critical assets) • Large wastewater and water asset reserves will be required to allow transfer of water and sewerage. Additional information will be required by Gippsland Water when the impacts of the additional land on existing assets and systems are established • The land east of Traralgon identified for rezoning has the Regional Outfall Sewer (ROS) traversing through it. The ROS will require the easement to be converted to a Gippsland Water reserve at the timing of the subdivision • Additional monitoring and modelling of the Maryvale Emergency Storage and Traralgon Emergency Storage is required in the future and may result in an increase in the odour buffer

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3	Department of Planning and Community Development	<ul style="list-style-type: none"> • Supports the draft TGAR reports in part, however, some concerns for consideration have been raised • Suggests residential land should be developed in a logical, sequential manner, with regard to provision of services and infrastructure and a good diversity of housing to meet existing and changing household needs • Concerns with the growth prospects of the longer term development sites to the east and west of Traralgon due to constraints and isolation from existing residential development. Further investigation of these land parcels may be premature before the Gippsland Integrated Land Use Plan is complete • Land identified for future residential development and consolidation in the Traralgon West Structure Plan is highly constrained by the Airport Environs Overlay, DDO7, DDO8 and AP buffer. Careful consideration needs to be given with regards to the appropriate location of land uses within the structure plan • Concerns that the development of a Neighbourhood Activity Centre around Latrobe Regional Hospital may lead to out of centre development and consideration needs to be given to the potential implications of high densities of residential development, service facilities and shops within the area • Supports the consolidation of bulky goods development to the east of Traralgon and Morwell on recently rezoned land • Amendment C26 has been approved by the Department in regards to Latrobe Regional Airport DDO7 and DDO8. References to these DDOs in the TGAR documents will need to be amended once gazetted • References to the proposed removal of SUZ5 should be updated in the TGAR documents to reflect the outcomes of the SUZ5 Land Use Project • References to proposed Amendment C9 (Flood Controls) should be updated in the TGAR documents to reflect the current status of these controls within the Latrobe Planning Scheme
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4	Department of Sustainability and Environment	<p>Supports the draft TGAR reports in part, however, some concerns have been raised for further investigation.</p> <p>Traralgon Background Report:</p> <ul style="list-style-type: none"> • Does not describe the significant biodiversity assets at Latrobe Regional Airport within the conservation zone of the site which Council has an obligation to manage • Community sentiment regarding the value of the natural environment is not well reflected in discussions identifying existing environmental assets • The report only describes mapped native vegetation and a simplified overview of existing native vegetation. Concerns raised regarding the limitations of using EVC mapping solely • In regards to Clause 12.01 Biodiversity, the report should identify and discuss opportunities and constraints for existing biodiversity values including waterways, wetlands and terrestrial biodiversity, not just native vegetation <p>Traralgon Growth Area Framework:</p> <ul style="list-style-type: none"> • It needs to be clear how key environmental objectives have been considered in development of the framework • Bushfire prone areas, development of land near existing plantations or area of native vegetation and existing biodiversity values need to be considered and included in the report • Consideration is required in regards to biodiversity values within the Princes Highway road reserve and railway corridor to the east and west of Traralgon including potential constraints such as the presence of threatened species and communities <p>Traralgon West Structure Plan:</p> <ul style="list-style-type: none"> • Potential biodiversity impacts and values need to be considered in the Old Melbourne Road development for cycle paths and pedestrian pathways • Potential future residential development in the southern section of Latrobe Regional Airport must consider existing biodiversity constraints <p>General comments:</p> <ul style="list-style-type: none"> • None of the reports identify or discuss the presence of areas reserved as 'net gain' offset sites, sites of biological significance, significant habitat values or bushland reserves • The need to identify areas in the landscape that have significant biodiversity values, constraints and
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		<p>opportunities is recommended before finalising the report</p> <ul style="list-style-type: none"> • A list of rare and threatened species and floristic community throughout the study area from the DSE database is provided in the submission. Council should consider the implications of the impact of these flora and fauna within the study area • Bushfire Management Overlay (BMO) drafts will be provided to Council and should be considered in TGAR
5	EPA Victoria	<ul style="list-style-type: none"> • Supports the draft TGAR reports, in particular the buffer around the AP mill and preventing further intensification of residential development within the buffer. EPA is currently in discussions with Council and Australian Paper to clearly establish the buffer boundary • Opposes the possible residential area south of the Sibelco site due to unreasonably high noise emissions from the site, posing significant amenity issues on residents and substantial costs to industry to reduce noise • Supports that the Gippsland Water storage lagoon at Old Melbourne Road, Traralgon is a constraint to residential development or intensification due to odour complaints and that residential areas within proximity are not advisable • EPA has no objection to Council endorsement of the Traralgon Growth Area Framework Plan and the Traralgon West Structure Plan
6	Department of Primary Industries	<ul style="list-style-type: none"> • Supports the draft TGAR reports, in particular land use and planning activity on the growth of Traralgon as outlined in TGAR • Notes that the planning for growth in Traralgon is consistent with the proposed Traralgon Bypass and coal development

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7	VicRoads	<ul style="list-style-type: none"> • VicRoads has no objection to the principles contained in this review • The creation of a Boulevard in the CBD of Traralgon must be carefully considered in respect to the timing of implementation, in particular with respect to the Traralgon Bypass. In general, access along the arterial network should not be compromised • Consolidating growth to specific locations and the creation of infrastructure to accommodate the growth (i.e. development contribution schemes) should be developed to ensure orderly development • Consideration should be given to ensure that infill locations are identified and developed prior to sprawl occurring • Ensure that any road Network Operating Plan is incorporated into the review (ie. VicRoads SmartRoads). • Limiting access to the Princes Highway to maintain the safety and amenity of the arterial network
8	Ms R Waldrip	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports, particularly the residential component to the east
9	Mr P Walkley	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports, particularly the residential component in Glengarry
10	Mr A Schoer	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports the rezoning of their properties in the south east of Traralgon that have recently occurred • Expresses the desire to see a Development Plan prepared as soon as possible for the area which has now been rezoned • Expresses the desire to develop their land at Tristania Drive and Melrossa Road, Traralgon especially with the proposal for a school in the area • Questions the rates implications for land rezoned in recent ministerial rezonings through Amendments C47, C56 and C58
11	Mr D & Mrs P Schoer	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component • Expresses the desire to see urban residential development occur on their land at Tristania Drive and Melrossa Road, Traralgon • Questions the rates implications for land rezoned in recent ministerial rezonings through Amendments C47, C56 and C58

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12	Mr M & Mrs V Lipman	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component in Melrossa Road, Traralgon • Suggests that the Ellavale Estate in Traralgon should continue to Melaleuca Way, Traralgon
13	NBA Group on behalf of Marshall Road Developments Pty Ltd	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component in particular in the north and east of Marshalls Road, Traralgon • Provides support for a commercial facility to be provided in the north of Traralgon • The following detailed reports have been attached to the submission: <ul style="list-style-type: none"> - Preliminary Infrastructure Services Advice - Flora and Fauna Due Diligence Assessment - Hydrology Due Diligence Investigation - Transport Impact Assessment
14	NBA Group on behalf of Quartile Investments P/L	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports the land at Dunbar Road, Traralgon (Area 11) being rezoned as a future greenfields residential, however, requests that this be considered sooner rather than 'long term' in particular if the nearby industrial uses are relocated sooner than expected and considering the immediate development potential of the site
15	NBA Group on behalf of Yorksville P/L	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the Low Density Residential and Rural Living development potential identified in Tyers
16	Ms L Sutton	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component in 'Area 4' Dranes Road and Rocla Road, Traralgon
17	Mr M Sutton	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component in the south east of Traralgon
18	Mr W Gilmour	<ul style="list-style-type: none"> • Supports the recommendations of the draft TGAR reports particularly the residential component for land fronting Stammers Road and Dranes Road, Traralgon • Supports the timing for residential land to be released as stated in the draft TGAR reports, however, would like further input • Supports the progressive relocation of industrial land in the east of Traralgon to a suitable identified new industrial area • Supports the reduction of the width of the Design and Development Overlay over the gas pipeline

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19	Mr G Schoer	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports the rezoning of their properties in the south east of Traralgon that have recently occurred • Expresses the desire to see a Development Plan prepared as soon as possible for the area which has now been rezoned • Expresses the desire to develop their land at Tristania Drive and Melrossa Road, Traralgon especially with the proposal for a school in the area • Questions the rates implications for land rezoned in recent ministerial rezonings through Amendments C47, C56 and C58
20	Ms S Shanahan	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports the rezoning of their properties in the south east of Traralgon that have recently occurred • Expresses the desire to see a Development Plan prepared as soon as possible for the area which has now been rezoned • Expresses the desire to develop their land at Tristania Drive and Melrossa Road, Traralgon especially with the proposal for a school in the area • Questions the rates implications for land rezoned in recent ministerial rezonings through Amendments C47, C56 and C58
21	Mr E McCrohan	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports rezoning of land around the Latrobe Regional Hospital precinct in the Traralgon – Morwell Corridor
22	Argyle Enterprise P/L	<ul style="list-style-type: none"> • Supports the draft TGAR reports strategy for medium/long term residential growth for Traralgon and surrounds • Highlights the need for food security to be identified as a constraint for urban development • Highlights certain areas within Traralgon as an important area for food production into the future under the predicted climate change modelling • Questions why an area in the plan south of Traralgon has been designated for Community and Public Space when it is private land
23	NBA Group on behalf of Mid Gippsland Development P/L	<ul style="list-style-type: none"> • Supports the draft TGAR reports for higher density residential development on their land • Requests Council to consider further commercial activity along the Princes Highway, particularly within close proximity to existing service station, caravan park and hospital in the Traralgon – Morwell Corridor

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24	Mr K & Mrs J Martin	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Supports the planned rezoning of Traralgon West in Morwell near the Latrobe Regional Hospital
25	Beveridge Williams P/L on behalf of Mr B Nielsen of BFN Developments	<ul style="list-style-type: none"> • Supports the draft TGAR reports by opposing any bulky goods detailing on the Hollydale site given the investment to date in existing Business 4 Zone land in Traralgon East and Morwell East. • Suggests the availability of large amounts of existing vacant Business 4 zoned land in Traralgon East and Morwell East would be more suitable for new bulky goods development • Identifies that the development of new bulky goods development on the Hollydale site could have significant impacts for existing local businesses who have sought to develop in line with Council's strategic aims
26	Beveridge Williams on behalf of Mr R Diaz	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Indicates that future development of land near the hospital precinct for a medical centre may require rezoning • Supports the precinct around the hospital for employment generating uses and or residential uses
27	NBA Group on behalf of Stable Property Developments P/L	<ul style="list-style-type: none"> • Supports the draft TGAR reports in part • Supports the Hollydale site as well suited for future residential development • Does not support the findings in the current draft TGAR report and plans as they relate to this site in regard to the Business 4 Zone. Subsequently they request that their land be shown for commercial development • The following detailed reports have been attached to the submission to provide support for a commercial area being identified on their land: <ul style="list-style-type: none"> - Preliminary Infrastructure Services Report - Retail Needs Analysis – Traralgon West - Ecological Assessment - Surface Water Management Strategy
28	Traralgon Pony Club	<ul style="list-style-type: none"> • The submitter does not have a view regarding the proposed use of their land at Minniedale Drive, Traralgon in the long term. However, they are concerned regarding the land use changes increasing rates and membership costs • They are also willing to discuss with Latrobe City Council a possible alternate site for their club on public land in the future, should the increase in rates make the club no longer viable at the current site

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29	Traralgon West Nursery	<ul style="list-style-type: none"> • Supports the draft TGAR reports in part, however, has raised some concerns • Concerns regarding potential impacts of a proposed road alignment, cycle link and bus stop in front of their property at Airfield Road, Traralgon • Supports the provision of a train station and non-vehicle movement corridor between Traralgon and Morwell
30	Australian Paper	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Reiterates a 5km buffer is specified in Clause 52.10 of the planning scheme as a separation between the paper mill and a Residential Zone, Business 5 Zone or land used for a hospital or an education centre. However, it is not feasible to provide a 5km buffer as this would include much of the existing urban areas of Morwell and Traralgon • Suggests that a buffer consistent with the Australian Paper modelled 10 odour unit contour would provide an acceptable level of protection for both industry and residential. However, the buffer should be modified to exclude existing developed or residentially zoned areas. The buffer could also be adjusted to exclude land that is already zoned Residential 1 Zone or land identified within the urban growth boundary in the existing Traralgon Structure Plan that will be developed for residential purposes. The buffer should be realigned with a road or prominent feature if the adjusted buffer divides an allotment • Does not support the expansion of lower density residential development to the west of Traralgon • Does not support the expansion of lower density residential development (rural living) south of Tyers as this will impact upon Australian Paper's obligation to limit impact on residential amenity within the 10 odour unit buffer • Opposes development of new sensitive uses including residential uses, hospitals and education facilities within the proposed amenity buffer in line with EPA recommendations. Commercial or industrial uses or continued farming and agricultural uses would be appropriate within the buffer • With advances in emissions control technology the buffer may be further refined over time and Australia Paper and EPA will update the buffer requirement consistent with requirements of their licence in the future

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31	JW Planning Services on behalf of Mr Walton	<ul style="list-style-type: none"> • Objects to the draft TGAR reports • Concerns with the available land supply and future land supply within the urban growth boundary, and suggests the ultimate urban growth boundary is insufficient even in a low growth, high density housing scenario • The Traralgon Bypass divides the subject land at Walsh's Road, Traralgon and dissects it into two small rural parcels. The north parcel is incapable of practical and sustainable agricultural production • The surrounding land use and development patterns and proposed location of the Traralgon Bypass result in the land being suited for residential purposes. The recent notice to acquire part of the subject land for a drainage easement to reverse problems of overland flow to residential land to the north, which was allowed by Council without provision of appropriate drainage easements, supports the future use of the land for residential purposes and restricts the use of the land for farming • The future use of the land for residential purposes will not affect any future plans for the mining of coal and does not reasonably inhibit the future of the coal resource in the locality
32	Mr C Vacca & others	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the process that Australian Paper used for determining the adjusted buffer. Questions why the plan in the draft TGAR reports show a 5km radius • Concerns that the proposed AP odour buffer will devalue their properties • Concerns that there are potential health risks associated with the odour from Australian Paper • Concerns that the proposed bulky goods store and medium density development at Hollydale will affect the quality of life in the rural living precinct at Beau Vista Drive and Regan Road, Traralgon

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33	Traralgon Golf Club Inc	<ul style="list-style-type: none"> • Objects to the draft TGAR reports • Objects to any further proposals to increase residential development adjacent to the golf course • Opposes the strategic development sites at the golf course for residential development • Concerns that the rezoning of land to the north and west boundary of the golf club has not included requirements for building setbacks, appropriate buffer or screen fencing • Concerns regarding the lack of consultation with the club on the previous rezoning of land in Alamere Drive, Traralgon to allow higher density residential development
34	Beveridge Williams & Co P/L on behalf of R & F Brownlee	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Raises concerns over the application of the AP buffer • Requests an adjustment of the buffer boundary to align with the existing title boundaries of the Brownlee property at Alamere Drive, Traralgon. Currently the buffer boundary passes through the north western corner of the property
35a 35b 35c 35d 35e 35f	Mr I McGown	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • A total of six letters were received during the exhibition period by Mr McGown, the following points summarise concerns raised in all submissions • Objects to the Rural Living Zone to the west of Traralgon being excluded from expansion and subdivision opportunities due to AP discharge and odour • Questions whether two recent subdivisions in the 5km buffer have been approved by Council and why residents have not been notified if there is a potential health hazard by being situated in the buffer • If an odour buffer needs to be applied, it should not be an arbitrary 5km radius in all directions. There is no need or justification for an odour buffer • Objects to the imposition of an odour buffer applying to properties in Hoven Drive, Traralgon • Believes the modelling undertaken by GHD to justify the odour buffer are unscientific, unreliable and impractical

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36	Mr B & Mrs B Riddle	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Questions why residential development has already occurred within the buffer • Questions the irregular shape of the buffer and how it represents the extent of odour impact • Questions how the buffer takes into account the prevailing winds • Questions the lack of consultation with landowners • Suggests the LDRZ area in Traralgon West should be retained and not rezoned Rural Living Zone as this is not affected by prevailing winds and would significantly impact the value of the property • Suggests a modified proposed odour buffer which would allow one acre lots to be developed • Questions whether there will be financial compensation if the proposed buffer goes ahead • Supports the proposal for Old Melbourne Road and Coopers Road reserve to be developed as a key green movement
37	Mr P Kobiela	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Requests a further 90 days for consultation so all residents can respond
38	Ms L Rao	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Mentions that the buffer was proposed in 1990 and it has not changed in 22 years despite AP lowering their emissions • Suggests a gradual buffer zone • Concerns regarding the impact of the buffer on Traralgon's economic growth
39	Mr S Testa	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Has not detected any odour in the 16 years of living in the buffer. Suggests Australian Paper should continue to develop processes to minimise odours, EPA should review AP's odour management plans, and Council should exclude the buffer from TGAR
40	Mr D & Mrs J Silvester	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the application of a buffer from the AP site, in particular the impact on land values and the justification behind areas to which the buffer has been applied • Concerns regarding future development potential on their land • Believes that the odour does not cause any amenity issues and they have only ever smelt a slight odour on rare occasions

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

41	Mr J & Mrs J Wilkins	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns raised regarding the implementation of the buffer • Provided information that they have not smelt the odour on their land • Concerns were raised on the implications of the buffer and the possible impact on the value of their land
42	Ms C Smith & Mr N Findlay	<ul style="list-style-type: none"> • Objects to the proposed AP buffer, however, still supports the operation of the AP • States that the odour emissions can be smelt from their land, but does not have any amenity impacts • Concerns regarding the application of a buffer from the AP site, in particular the justification behind areas to which the buffer has been applied • Concerns were raised on the implications of the buffer and the possible impact on the value of their land
43	Dr B Panther	<ul style="list-style-type: none"> • Objects to the proposed AP buffer at the eastern end of Andrew Street, Morwell • States that they have never had issues with odour at their property • Concerns regarding the application of a buffer from the AP site • Requests that a copy of the GHD modelling report be available for public viewing
44	Mr G Thomas	<ul style="list-style-type: none"> • Objects to the draft TGAR reports and the application of the AP buffer. In particular, indicates that it would be more appropriate to include all land within the 5km radius and not exclude areas • Concerns regarding the potential development loss of their land • Indicates that they have rarely smelt the buffer at their property
45	Mr D & Mrs J Linahan	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the value of their land and loss of development potential • Concerns regarding the application of a buffer from the AP site • Indicates that there has been no complaint of odour at their property

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

46	Mr P & Mrs J Dal Pra	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the value of their land and loss of development potential • States they rarely smell the odour from AP and it causes no amenity affects • Concerns regarding the application of a buffer from the AP site. In particular, believes the buffer needs to be adjusted and not favour land holdings
47	Mr R Marino	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the loss of development potential in Morwell • States they rarely smell the odour from AP and it causes no amenity effects • Concerns regarding the application of a buffer from the AP site. In particular, they seek to re-align the boundary in Morwell
48	Mr M Ryan	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Indicates that there is no odour evident at their property • Concerns regarding the application of a buffer from the AP site. In particular suggests a change to re-align the odour buffer boundary
49a 49b	Mr D D'Angelo and others	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the possible impact on the value of their land and loss of development potential • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: -Airport Road Traralgon – Scrubby Lane Traralgon – Cemetery Drive Traralgon – Tyers Road Tyers – Yallourn North Road • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer • Concerns regarding neighbouring properties in the area being zoned differently, therefore, providing opportunities for some and not others • Questions Council's approval of subdivision of neighbouring land that is subject to the proposed odour buffer • Opposes contributing to the sealing of Wilga Crescent • Recommends Council appoint an independent consultant to review the proposed odour buffer • Recommends Council individually contact residents affected by the buffer via mail on issues such as progress of the project

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

50	Mr B & Mrs M Alesi	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns that the proposed odour buffer will negatively effect the property value, potential for development and potential for sale in the future • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer • Questions Council's approval of subdivision of neighbouring land that is subject to the proposed odour buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer zone being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns regarding the rates increase and the inability to further subdivide their land • Recommends Council appoint an independent consultant to review the proposed odour buffer
51	Mr D & Mrs C Marks	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns regarding the value of their land and loss of development potential • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

52	Mr K & Mrs J Fleming	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Indicate that they cannot smell the odour at their property • Concerns regarding the possible impact on the value of their land and loss of development potential • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer
53	Mr B & Mrs L Scott	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns regarding the value of their land and loss of development potential • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

54	TGAR Community Working Group	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • The proposed odour buffer will prevent some landholders from subdividing their land within the Traralgon West precinct • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns regarding the proposed odour buffer will negatively affect the property value, potential for development and potential for sale in the future • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer • Recommends Council appoint an independent consultant to review the proposed odour buffer • Recommends Council individually contact residents affected by the buffer via mail on issues such as progress of the project
55	Mr R & Mrs R Lorenz	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns regarding the value of their land and loss of development potential • Concerns with inconsistency in applying the proposed odour buffer, such as where a certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer
56	Mr I & Mrs G Baillie	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the possible impact on the value of their land and loss of development potential

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

57	Mr K & Mrs L Bartling	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Indicate that they have not smelt odour from AP at their property • Concerns that the proposed odour buffer will prevent future development and subdivision for residential purposes • Suggests that the proposed odour buffer issue is reviewed independently by another party other than EPA or AP • Suggests that the proposed odour buffer is applied to road boundaries
58	Mr B & Mrs L White	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Suggests one or five acre lots of residential development at the Hollydale site • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer • Concerns regarding the value of their land and loss of development potential
59	Mr J & Mrs R DiCiero	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Suggests that the proposed odour buffer is applied to road boundaries • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer
60	Mr K & Mrs L Watson	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Indicates that Council have ignored the EPA guidelines since 1990

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

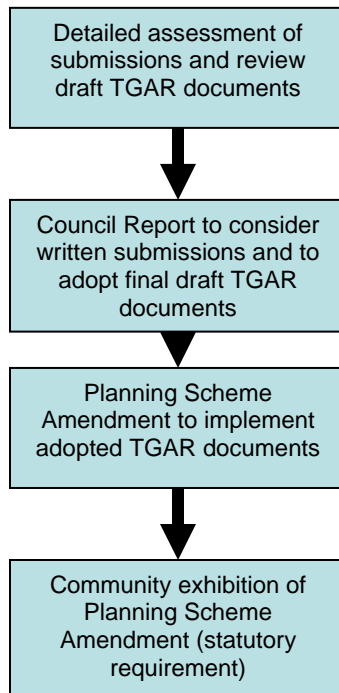
61	Reality Christian Fellowship	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns that the proposed odour buffer will negatively affect their property value, potential for development and potential for sale in the future • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer
62	Mr K & Mrs J Currie	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Recommends that the buffer follow the natural road boundaries for the proposed buffer being: - Valley Drive (excluding the Village Lifestyle and Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lane, Tyers • Concerns with inconsistency in applying the proposed odour buffer, such as where certain residential areas are situated within the 5km radius of the paper mill, but are not affected by the proposed odour buffer
63	Ms S Emons Urbis on behalf of Stable Property Group	<ul style="list-style-type: none"> • Objects to the draft TGAR reports, in particular that Bulky Goods floorspace has not been accounted for appropriately • Suggests that the Hollydale site would be an appropriate area to provide Bulky Goods retail space • The draft TGAR reports will preclude the development of a Master store within the Traralgon region • The submission provides an analysis of the Bulky Goods Floorspace Demand Analysis
64	Mr D and Mrs B Milner	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Raises concerns regarding the notification of the consultation sessions for the draft TGAR reports • Indicates that there has been no odour or complaint made regarding odour at their property • Concerns with inconsistency in applying the proposed odour buffer • Concerns over the possible impact on the value of their land and loss of development potential

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

65	Mr C Vacca	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Supports the TGAR Working Group Submission (see 54) • Concerns regarding the identification of the Hollydale site for medium density development. Suggests that landowners need to be compensated if the proposed development is to go ahead • Concerns that the proposed buffer will impact of the 'lifestyle' that 5 acre blocks provide
66	Mr D Colonnelli	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Supports the TGAR Working Group Submission (see 54) • Concerns regarding the identification of the Hollydale site for medium density development. Suggests that landowners need to be compensated if the proposed development is to go ahead • Concerns that the proposed buffer will impact of the 'lifestyle' that 5 acre blocks provide
67	Mr D Colantuono	<ul style="list-style-type: none"> • Objects to the proposed APM buffer • Supports the TGAR Working Group Submission (see 54) • Concerns regarding the identification of the Hollydale site for medium density development. Suggests that landowners need to be compensated if the proposed development is to go ahead • Concerns that the proposed buffer will impact of the 'lifestyle' that 5 acre blocks provide
68	Mr/s A and L Charalambous	<ul style="list-style-type: none"> • Objects to the proposed AP buffer • Concerns regarding the possible impact on the value of their land and loss of development potential • Concerns regarding the application of a buffer from the AP site • Suggests that the odour buffer should be re-aligned at Scrubby Lane, Traralgon
Late Submission		
69	Mr S Dunbar	<ul style="list-style-type: none"> • Supports the draft TGAR reports • Suggests their land would be suitable for development based on accessibility to town, nearby existing infrastructure and single land holding

Next steps

The following indicative process outlines the proposed next steps for the TGAR project. In summary, the next step for the TGAR project following this Council report is to commence changes to the draft TGAR reports in response to community consultation and the written submissions.



A further Council report will be provided to Council to consider submissions and make changes to the draft TGAR documents during 2013.

FINANCIAL, RISK AND RESOURCES IMPLICATIONS

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

The risks to Council relevant to this report are the shortage of land available to support long term growth of the municipality and the delay in finalising the project.

The TGAR project addresses the risk to Council by identifying areas for future urban development (housing, retail, commercial, industrial and employment) around Traralgon, Traralgon-Morwell Corridor, Glengarry, and Tyers.

SPECIAL COUNCIL MEETING MINUTES 11 FEBRUARY 2013 (SM398)

Costs to date associated with the TGAR project have been accommodated within current resource allocations for 2012/2013. Additional activities associated with the community consultation process are likely to require variations to the contract in order to complete the project – this will be largely dependent upon consideration of submissions and any necessary changes to the document.

At this time it is estimated that an additional \$20,000 (approximately) will be required to be contributed for project completion. It is intended that these additional funds (if required) will be derived from reprioritising expenditure within the City Planning budget for 2012/2013.

INTERNAL/EXTERNAL CONSULTATION

Engagement Method Used:

In accordance with the endorsed communication plan and indicative timeline for TGAR project, the draft TGAR reports were available for eight weeks of community consultation from 9 April 2012 until 31 May 2012.

As part of the community consultation process Council officers have posted approximately 950 letters to the following groups:

- Landowners that will be directly affected by the proposed recommendations of the draft TGAR reports
- Statutory agencies, referral authorities, Council officers
- Private land surveyors, development consultants, builders, and major employers

To further promote the community consultation process for the TGAR project, two public notices were published in the Latrobe Valley Express in April 2012.

Council officers and project consultants conducted four workshops and numerous one-on-one meetings with stakeholders from 1 May 2012 until 3 May 2012.

In addition, information and draft reports associated with the TGAR project are available for public viewing on Latrobe City Council's corporate website and at the Traralgon Service Centre, Glengarry General Store and Tyers General Store.

At the Ordinary Council Meeting on 4 June 2012, Council resolved to further engage with stakeholders that may be impacted by the Australian Paper buffer as identified in the draft TGAR reports.

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

Latrobe City Council in conjunction with Australian Paper and Environment Protection Agency conducted three information sessions between 7 August 2012 and 9 August 2012 to explain the Australian Paper buffer and respond to any questions from the community.

At the Ordinary Council Meeting of 20 August and 17 September 2012, Council resolved to further extend the community consultation period until 16 November 2012.

Council officers are also responding to enquiries in relation to the TGAR project throughout and post the public exhibition of the draft TGAR documents.

The recent community consultations for the TGAR project are consistent with the endorsed communication plan and Council's *Community Engagement Plan 2010-2014*.

OPTIONS

Council has the following options available:

1. Note this report or
2. Not note this report

CONCLUSION

The draft TGAR Reports intend to deliver a growth strategy that will identify areas for future urban development (housing, retail, commercial, industrial and employment) around Traralgon, Traralgon-Morwell Corridor, Glengarry, and Tyers up to the year 2051.

The recent community consultation has enabled the community and stakeholders the opportunity to consider and comment on the proposed ideas and recommendations of the draft reports prior to finalising the TGAR project.

All submitters have been acknowledged and thanked in writing for providing comments to the draft TGAR documents.

Council officers will consider all written submissions from stakeholders to the draft reports prior to presenting the final TGAR reports for Council's consideration at a future Ordinary Council Meeting in 2013.

Attachments
1. TGAR Submissions

RECOMMENDATION

- 1. That Council hear from the submitters to the Traralgon Growth Areas Review.**
- 2. That Council note this report and the attached written submissions.**
- 3. That Council note that the TGAR reports will be reviewed based on submissions received and that the final TGAR documents will be presented to Council for consideration and adoption during 2013.**

Moved: Cr Middlemiss
Seconded: Cr Gibson

That the Recommendation be adopted.

CARRIED UNANIMOUSLY

6.1

SUBMISSIONS RECEIVED FROM COMMUNITY CONSULTATION FOR THE TRARALGON GROWTH AREAS REVIEW (TGAR) PROJECT

1	TGAR Submissions	43
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TGAR Submissions

Submission 1


West Gippsland
Catchment Management Authority

CMA Application No: WG-F-2012-0209-LAT
Document No: 1
Council No: TRAR
Date: 18 May 2012

Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
Morwell Vic 3840

Dear Swee,

Application Number (CMA Ref): WG-F-2012-0209-LAT

Location Street: Traralgon, VIC 3844

Cadastral: CA 1B, Section 2, Parish of Traralgon

Regarding: Traralgon Growth Areas Review (TGAR)

Thank you for the opportunity for the West Gippsland Catchment Management Authority (WGCMA) to provide comment on the **Traralgon Growth Areas Review**.

WGCMA has an interest in assessing Councils strategic plans to ensure that a balance between satisfactory local and regional environmental outcomes, and the right for development to occur in areas zoned for development.

The TGAR has identified the existing Floodway and Land Subject to Inundation Overlays for the Latrobe River, Traralgon Creek and Waterhole Creek. The Latrobe River floodplain has been identified as a major constraint to development heading north. In addition to these identified flooding issues there are numerous smaller waterways, drainage lines and overland flow paths that are likely to be subject to flooding which have not been identified at this stage.

The Authority also has mapping (refer to Figure 1 attached) identifying a number of designated waterways within the identified Traralgon Growth area including major waterways such as the Latrobe River, Morwell River, Traralgon Creek, Tyers River and lesser waterways such as Eaglehawk Creek, Rintoul Creek, Plough Creek, Waterhole Creek as well as numerous unnamed tributaries of the above waterways. These waterways have been declared under the Water Act 1989 and will place some restriction on future growth (i.e. a 30 metre buffer along each side of these designated waterways).

Water quality and quantity is likely to be impacted due to the increased volume of stormwater associated with development. Stormwater quality infrastructure such as constructed wetlands will be required to manage the expected sediment and nutrient loads, either within or outside the TGA to ensure no adverse offsite water quality or hydraulic impacts occur to neighbouring properties and to protect downstream river health.

The issues relating to floodplain, waterway and stormwater management have historically been addressed on an ad-hoc basis at rezoning or at the planning permit application stage. However, the Authority believes that the Traralgon Growth Area Review provides the opportunity for Floodplain, Waterway and Stormwater planning to be integrated across the Growth Area. The Authority would like to work with Latrobe City to develop a strategic response to these issues and ensure these are integrated with Councils Public Open Space Strategy.

This could be done through a Development Plan for each precinct including the areas identified in the Traralgon West Structure Plan. It is noted that this coordinated development plan will be particularly important within the Traralgon West Structure Plan area as it is proposed to intensify development by moving from Low Density Residential to normal Residential densities.

In summary the Authority is supportive of both the **Traralgon Growth Areas Review** and the **Traralgon West Structure Plan** as currently proposed. The Authority looks forward to working with the Latrobe City to develop the necessary detail and incorporate it into specific Development Plans for each precinct.

Should you have any queries, please do not hesitate to contact me on 1300 094 262. To assist the CMA in handling any enquiries please quote **WG-F-2012-0209-LAT** in your correspondence with us.

Yours sincerely,



Adam Dunn
Land Planning Manager

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

Figure 1. Traralgon Growth Area with Flood Overlays and Designated Waterways



Definitions and Disclaimers

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

Please note that the 1% probability flood is not the probable maximum flood (PMF). There is always a possibility that a flood larger in height and extent than the 1% probability flood may occur in the future.
4. **AHD as Australian Height Datum** - is the adopted national height datum that generally relates to height above mean sea level. Elevation is in metres.
5. **ARI as Average Recurrence Interval** - is the likelihood of occurrence, expressed in terms of the long-term average number of years, between flood events as large as or larger than the design flood event. For example, floods with a discharge as large as or larger than the 100 year ARI flood will occur on average once every 100 years.
6. No warranty is made as to the accuracy or liability of any studies, estimates, calculations, conclusions, recommendations (which may change without notice) or other information contained in this letter and, to the maximum extent permitted by law, the Authority disclaims all liability and responsibility for any direct or indirect loss or damage which may be suffered by any recipient or other person through relying on anything contained in or omitted from this letter.
7. This letter has been prepared for the sole use by the party to whom it is addressed and no responsibility is accepted by the Authority with regard to any third party use of the whole or of any part of its contents. Neither the whole nor any part of this letter or any reference thereto may be included in any document, circular or statement without the Authority's written approval of the form and context in which it would appear.
8. The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.

Submission 2

31 May 2012

Swee Lim
Senior Strategic Planner
Latrobe City Council
P.O. Box 264
MORWELL VIC 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 1 - JUN 2012	
R/O.	Doc No:
Comments/Copies Circulated to:	
<input type="checkbox"/> Copy registered in DataWorks	<input type="checkbox"/> Invoice forwarded to accounts



GIPPSLAND
WATER

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Facsimile: (03) 5174 0103
info@gippswater.com.au
www.gippswater.com.au

Dear Swee,

RE: Traralgon Growth Areas Review

In response to the letter dated 10th April 2012 and the workshop I attended on the 2nd May 2012, Gippsland Water would like to provide the following preliminary comments;

General

Gippsland Water supports the intention to grow the areas to the south of the Latrobe River due to the infrastructure already in place and the economic efficiency to service further land.

To service Glengarry beyond the small town structure plan would require significant infrastructure upgrades to service a small number of allotments.

Servicing Traralgon

To service all of the land identified as potential residential and industrial beyond the existing zoned land will require significant augmentation to both the existing water and sewerage infrastructure and development based infrastructure to service the areas. At this stage Gippsland Water does not have a way forward on how to service the additional land identified in draft document and the impact of the critical assets.

Asset provision

Potentially large wastewater and water asset reserves will be required to allow the transfer of water and sewage. Once Gippsland Water understands further the impacts of the additional land will have on existing critical assets and the best way to run the systems, additional information will be provided.

Asset protection

Our reference:
Your reference

The land east of Traralgon that has been identified as potential land for rezoning has the Regional Outfall Sewer (ROS) traversing through it. The ROS is a critical asset to Gippsland Water and will require the easement to be converted to a Gippsland Water reserve at the timing of subdivision.

Odour Buffers

Recently Gippsland Water engaged GHD to undertake monitoring and modelling of the Maryvale Emergency Storage and the Traralgon Emergency Storage. I have emailed these two documents through to the consultant.

The Maryvale report is currently an interim report and will require additional monitoring and modelling in the near future. This may increase the required buffer as outlined in the interim report and therefore affect more land.

If there are any matters about this response that you would like to discuss, please contact myself via either email paul.young@gippswater.com.au or phone 51 774 728.

Yours sincerely

Paul Young
Senior Planning Engineer



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WATER

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PO Box 348
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Telephone: (03) 5177 4600
Facsimile: (03) 5174 0103
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www.gippswater.com.au



Department of Planning and Community Development

Submission 3

File: PL/02/1555-1

1 June 2012

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Gippsland Region
71 Hotham Street
Traralgon Victoria 3844
Telephone: (03) 5172 2533
Facsimile: (03) 5172 2100
www.dpcd.vic.gov.au
DX 219284

Dear Mr Lim

TRARALGON GROWTH AREAS REVIEW

I refer to the Traralgon Growth Area Framework and Traralgon West Structure Plan for the Traralgon Growth Areas Review that was recently placed on exhibition for public comment.

The Department's interest in this project reflects the following State Planning Policies;

- 11.02-1 Supply of Urban Land
- 11.02-4 Sequencing of Development
- 16.01-2 Location of Residential Housing
- 16.01-4 Housing Diversity

Residential development

Residential land should be developed in a logical sequential manner, having regard to the provision of services and infrastructure.

Ensuring the supply of a good diversity of housing to meet existing and changing household formation in both Greenfield and infill sites should be activity promoted.

There are some reservations with the growth prospects of the longer term development sites to the east and west of Traralgon given their constraints and that they are somewhat isolated from existing residential development. Any further investigation of these land parcels may be premature before the Gippsland Integrated Land Use Plan is complete.

Constraints

Land identified for future residential development and consolidation in the Traralgon West Structure Plan, is highly constrained. Of particular note is the location of this land in relation to the Airport Environs Overlay, DDO7 and DDO8, and the APM Buffer. Careful consideration needs to be had with regards to the appropriate location of such land uses within the Structure Plan.

Hospital Precinct

The development of a Neighbourhood Activity Centre around the Latrobe Regional Hospital, may lead to out of centre development. Careful thought needs to be given to the potential implications of high densities of residential development, service facilities and shops within this area.

Privacy Statement

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Information Privacy Act 2000. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Manager Privacy, Department of Planning and Community Development, GPO 2392, Melbourne 3001



Bulky Goods – 'Hollydale' site

The Department supports the consolidation of bulky goods development within the recently rezoned (Amendment C39) bulky goods sites to the east of Traralgon and Morwell.

Latrobe Regional Airport - Proposed DDO7 and DDO8

Amendment C26 has been approved by the Department as will be gazetted within the coming weeks. References to the proposed DDO's should be amended once this amendment is gazetted.

SUZ5 – Morwell River Diversion

References to the proposed removal of SUZ5 should be updated to reflect the outcomes of the SUZ5 Land Use Project.

Flood Controls – Amendment C9

References to 'proposed' Amendment C9 should be updated to reflect the current status of these controls within the Latrobe Planning Scheme.

Should you wish to discuss the above matters then please contact me on telephone 5172 2530.

Yours sincerely



Alan Freitag
Manager Planning and Development,
Regional Delivery Gippsland



Department of
Sustainability and Environment

Our ref: LA/03/3057 – SP443206
Your ref: TGAR

25 May 2012

Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

71 Hotham Street
Traralgon Victoria 3844
Telephone: (03) 5172 2111
Facsimile: (03) 5172 2100
ABN 90 719 052 204
DX 219284

Dear Swee

TRARALGON GROWTH AREAS REVIEW – COMMUNITY CONSULTATION

Thank you for your correspondence dated 10 April 2012 in respect of the Traralgon Growth Areas Review. The correspondence was received on 12 April 2012.

The Department of Sustainability and Environment (Department) offers the following comments:

1. Latrobe City Council wrote to the Department on 10 April 2012, requesting input and feedback into the development of the Traralgon Growth Areas Review. Council also requested participation in a workshop to assist in identifying key issues, opportunities and constraints associated with future urban development to meet the needs of the community.
2. Documents provided for review include:
 - i) *Traralgon Growth Areas Review – Traralgon Background Report DRAFT* (hansen partnership and Parsons Brinkerhoff, September 2011), which provides contextual information relating to the study area, such as opportunities, constraints and issues relevant to the future planning and development of the study site;
 - ii) *Traralgon Growth Area Framework DRAFT* (hansen partnership, September 2011), which provides a broad urban growth framework to guide the development of Traralgon and surrounding areas and identifies areas for potential growth to 2051; and
 - iii) *Traralgon West Structure Plan DRAFT* (hansen partnership, September 2011), which provides a draft structure plan for the development of the western area of Traralgon, which forms part of the Traralgon-Morwell Corridor.

Traralgon Background Report

3. **2.2.4 Latrobe Regional Airport** – Does not describe the significant biodiversity assets within the conservation zone of the site, which also has native vegetation offsets that council has an obligation to manage for conservation purposes in perpetuity (refer relevant permit conditions – Latrobe Planning Permit 06151 dated 6 June 2008).
4. **3 Community Feedback** – Discusses that *'...the community aspires for a liveable and sustainable community with a continued focus on healthy lifestyles supported by...a*

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natural environment that is nurtured and respected. The value of the natural environment is not well reflected in other discussions identifying existing environmental assets, where the focus is on coal resources and overlooks biodiversity assets within the municipality.

5. **6.1.5 Native Vegetation** – Only describes mapped native vegetation, and a simplified overview of the consideration of existing native vegetation in a planning context. Note that the report describes native vegetation as 'EVCs', which is not accurate. Ecological Vegetation Classes (EVCs) are the basic mapping units used for biodiversity planning and conservation assessment at landscape, regional and broader scales in Victoria. In a planning context, native vegetation is specifically defined as '*Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.*'
6. Clause 12.01 Biodiversity of the Latrobe Planning Scheme has the primary objective '*To assist the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.*' The report should identify and discuss opportunities and constraints for existing biodiversity values, and not just native vegetation. A landscape approach to the provision and enhancement of ecosystem services should recognise all natural values, including health and management of waterways, wetlands and terrestrial biodiversity.

Traralgon Growth Area Framework

7. While this report identifies the key environmental objectives, it is not clear how these objectives have been considered in development of the framework.
8. **5.1 Physical Constraints** – This section tables physical constraints to development that does not discuss bushfire prone areas, development of land near existing plantations or areas of native vegetation/existing biodiversity values.
9. **6.5 Transport and Movement** – There is no discussion about known biodiversity values within the Princes Highway road reserve and railway corridor both to the east and west of Traralgon. Potential constraints may include the presence of threatened species and communities listed under the Victorian *Flora and Fauna Guarantee Act 1988* and *Environment Protection and Biodiversity Conservation Act 1999*.

Traralgon West Structure Plan

10. **3.1 Key Precinct Principles** – Discusses the development of Old Melbourne Road for priority cycle paths and landscaped pedestrian pathways (such as the Traralgon-Morwell shared path), without discussing potential biodiversity/native vegetation impacts on existing very high conservation significant patches of native vegetation. Also, there is no consideration to enhancing existing biodiversity/habitat values or linkages.
11. The potential for future residential development in the southern section of Latrobe Regional Airport must consider existing biodiversity constraints, as identified in paragraph 3 above.

General Comments

12. None of the reports identify or discuss the presence of areas reserved as 'net gain' offset sites, sites of biological significance, significant habitat values or bushland reserves. The reports generally describe public open space areas as including biodiversity conservation, but it is not clear if this is achievable or sustainable, either ecologically or economically.

13. Council would benefit from further studies that look at identifying where in the landscape there are significant biodiversity values, constraints and opportunities, before finalising the reports and recommendations.
14. Council should be aware of the limitations of EVC mapping as a sole tool for identifying areas of native vegetation in the landscape, particularly grasslands and grassy woodlands that may be present but not mapped.
15. Interrogation of DSE databases indicate the presence of a number of rare and threatened species and a listed floristic community throughout the study area, including (but not exclusive of) the following:
 - *Litoria raniformis* (Growling Grass Frog)
 - *Pseudophryne dendyi* (Dendy's Toadlet)
 - *Pseudophryne semiamorata* (Southern Toadlet)
 - *Dasyurus maculatus maculatus* (Spotted-tail Quoll)
 - *Anthochaera phrygia* (Regent Honeyeater)
 - *Varanus varius* (Lace Monitor)
 - *Cinclosoma punctatum* (Spotted Quail-thrush)
 - *Prototroctes maraena* (Australian Grayling)
 - *Macquaria australasica* (Macquarie Perch)
 - *Galaxiella pusilla* (Dwarf Galaxias)
 - *Eucalyptus yarraensis* (Yarra Gum)
 - *Hypsela tridens* (Hypsela)
 - *Corymbia maculata* (Spotted Gum)
 - *Dianella amoena* (Matted flax-lily)
 - *Xanthosia leiophylla* (Parsley Xanthosia)
 - *Pomaderris vacciniifolia* (Round-leaf Pomaderris)
 - *Craspedia canens* (Grey Billy-buttons)
 - *Ranunculus papulentus* (Large River Buttercup)
 - *Euchiton umbricola* (Cliff Cudweed)
 - *Lachnagrostis punicea* ssp. *punicea* (Purple Blown-grass)
 - *Amphibromus fluitans* (River Swamp Wallaby-grass)
 - Central Gippsland Plains Grassland community (FFG)

Council may like to investigate potential statutory implications in respect of existing rare or threatened flora and fauna within the study area, particularly in context to proposed rezoning, retention/enhancement of habitat, buffer requirements, post development impacts on existing populations/habitats.

16. Amendment VC83 introduced the Bushfire Management Overlay (BMO) into the Victoria Planning Provisions and relevant planning schemes as recommended by the 2009 Victorian Bushfires Royal Commission. The BMO provisions were applied to existing WMO (Wildfire Management Overlay) areas.

Draft updated BMO maps are now being produced by DPCD in partnership with DSE, CFA and MFB. Areas of high to extreme fuel loads where there is a potential for bushfire

behaviour such as a crown fire, extreme ember attack and significant radiant heat will be included within the BMO. The updating of BMO mapping takes the most up-to-date bushfire hazard information and local conditions into account.

DPCD is providing the draft updated BMO maps to each council for a period of consultation. Following this, the mapping is verified at a meeting of the Rapid Validation Taskforce (DPCD, DSE, CFA, MFB, MAV), and then put forward for approval to the Minister for Planning.

It is recommended that Latrobe City Council review these draft maps against the recommendations outlined in the Traralgon Growth Areas Review.

All written correspondence should be sent electronically to Gippsland.Planning@dse.vic.gov.au or mailed to:

Manager, Statutory Planning Services
Department of Sustainability and Environment
71 Hotham Street
TRARALGON VIC 3844

If you have any queries regarding this matter, please contact Statutory Planning Services at the Traralgon DSE office on (03) 5172 2111.

Yours sincerely



John Brennan
Manager, Statutory Planning Services

Submission 5

Our Ref: 27582 – TGAR
Your Ref: TGAR

20 June 2012

Mr Swee Lim
Senior Statutory Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Dear Swee,

TRARALGON GROWTH AREAS REVIEW

Thank you for your invitation to the Traralgon Growth Areas Review Workshop on 2 May 2012 and I apologise for the delay in my reply.

EPA has reviewed the Traralgon Growth Areas Review documents and offers the following comments

Traralgon Growth Area Framework

- EPA supports the report identifying the Australian Paper Mill buffer an absolute constraint to the intensification of residential development. EPA is currently in discussions with council and Australian Paper with regard to clearly establishing this buffer area boundary. EPA strongly advises against any residential development or intensification of residential areas within this buffer zone.
- The report identifies an area to the south of the current Sibelco site as being a possible residential area. Sibelco currently has reasonably high noise emissions from their site. Whilst they are working to reduce the noise levels, further intensification or encroachment on this site may pose significant amenity issues on residents and substantial costs to the industry to meet noise levels.

Traralgon West Structure Plan

- As above, EPA supports the report identifying the Australian Paper Mill buffer as a constraint to residential development.
- The Gippsland Water storage lagoon has resulted in numerous odour complaints in the past. EPA supports the report identifying this as a constraint and residential development or intensification of residential areas within close proximity to this lagoon is not advisable.



7 Church Street
Traralgon
Victoria 3844
PO Box 1332
Traralgon Victoria 3844
T: 1300 EPA VIC
F: 03 5174 7851
DX 219292
www.epa.vic.gov.au

EPA has no objection to council endorsement of the Traralgon Growth Area Framework and the Traralgon West Structure Plan.

EPA will continue to work with both council and Australian Paper in finalising the buffer zone boundary.

Please contact our Planning Assessment Officer, Karen Taylor on 1300 EPA VIC (1300 372 842) if you require further information or advice.

Yours Sincerely



GARRY KAY
EPA GIPPSLAND



Submission 6

Department of Primary Industries

LATROBE CITY COUNCIL
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Mr. Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264, Morwell 3840
141 Commercial Rd, Morwell 3840

7 Aug 2012

Dear Swee,

Thank you for your prompt reply. I have been on your website and reviewed the Traralgon Growth Area Report.

This is just a brief note to confirm I have looked at the Traralgon Growth Areas Report and that we discussed the report outcomes at your office a few weeks ago.

I note the specific review of planning to account for the Government decision to determine an alignment for the Traralgon By-Pass that is clear of the potential coal development in the coal block south and west of Traralgon. Therefore the planning for growth of Traralgon is consistent and north of the proposed By-Pass alignment and coal development.

I conclude that there are no implications for the proposed coal development and coal considerations that are being analysed as part of the CCV Strategic Planning for the Coal Resource.

Clean Coal Victoria is in agreement with the proposed land use and planning activity on the growth of Traralgon as outlined in the Traralgon Growth Area Report.

Thankyou for your interest in our work and the opportunity to comment on the Growth Plan

Regards,

Charlie Speirs
Director, Clean Coal Victoria

Submission 7

Swee Lim

From: Kenn.Beer@roads.vic.gov.au
Sent: Sunday, 11 November 2012 12:13 PM
To: Swee Lim
Cc: Sebastian.Motta@roads.vic.gov.au; Stuart.Fenech@roads.vic.gov.au;
Chris.Padovan@roads.vic.gov.au; Harvey_Dinelli%VICGOV1@roads.vic.gov.au;
Pas.Monacella@roads.vic.gov.au
Subject: Traralgon Growth Area Strategy - VicRoads' comments

Hi Swee,

VicRoads has reviewed the outline and principals contained within the draft Traralgon Growth Area Review and provides the following comments:

- VicRoads has no objection to the principles contained in this review.
- The creation of a Boulevard in the CBD of Traralgon must be carefully considered in respect to the timing of implementation, in particular with respect to the Traralgon Bypass. In general, access along the arterial network should not be compromised.
- Consolidating growth to specific locations and the creation of infrastructure to accommodate the growth (ie development contribution schemes) should be developed to ensure orderly development.
- Ensuring that infill locations are identified and developed prior to sprawl occurring should also be considered.
- Ensure that any road Network Operating Plan is incorporated into the review (ie VicRoads SmartRoads). A SmartRoads session will be held with Latrobe City Council in the next few months.
- Limiting access to the Princes Highway to maintain the safety and amenity of the arterial network.

If you require clarification, or wish to discuss any of these points further, please contact Stuart Fenech on 5172 2693.

Regards,
Kenn

Kenn Beer
Manager Program Development

VicRoads Eastern Region
120 Kay Street - Traralgon Vic 3844
T 03 5172 2627
M 0477 318 808
F 03 5176 1016



DISCLAIMER

16/11/2012

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Submission 8

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Rosemary Waldrip
Trustee for the Estate of Helen Hines

Swee Lin
Senior Strategic Planner
The Latrobe City Council
The Planning Department and Councillors
141 Commercial Road
PO Box 264
Morwell 3840

14 May 2012

Re: Traralgon Growth Area Framework: Traralgon growth areas review DRAFT

Submission/ Letter of appreciation

Dear Sir

After reading the draft plan for Traralgon East and listening to the consultative meetings I am in favour of this draft plan being put into action. The plan for East Traralgon fits in with the plans we have for the future of my deceased parent's property currently on the edge of Traralgon residential area.

Yours sincerely



Rosemary Waldrip
Trustee for the Estate of Helen Hines

Submission 9

GLENGARRY 3854

14th May, 2012

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Attention Swee Lim

Senior Strategic Planner

Latrobe City

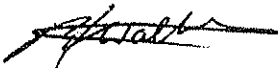
Morwell Vic. 3840

Dear Swee,

On behalf of the owners of the attached property we totally support the area marked being 1st stage greenfield.

It is great to see Council ensuring land is available when the demand arises.

Yours sincerely



Peter Walkley

Swee Lim

From: Ashley Schoer
Sent: Sunday, 20 May 2012 9:20 PM
To: Swee Lim
Subject: Re: Rezoning of land from Rural living to residential 1

Support

Hi Swee,

My name is Ashley Schoer and I recently attended the public meetings held at the RSL in Grey Street Traralgon concerning the recent rezoning of land from Rural Living to Residential 1 Zoning. I have followed this process closely over the last few years as I am a landholder within the area identified as Area 8 on the current Traralgon Structure Plan. My properties are known as Lot 2 LP99684 and Lot 1 LP125034 at [redacted] and [redacted]. I have previously contacted the planning department and spoken with yourself regarding the progress of amendment C58 and also submitted a letter in support of the amendment.

While I am extremely happy that the rezoning has now occurred I would like to express my support for a development plan to be produced to enable the land holders to start to extract some value from their properties. I realise that council needs to make provision for this in their budget and would hope that you as the Senior Strategic Planner would be able to assist in this process by providing advice to council as to the current landholders wishes. I have two other family members who also each own a property in the area. In total we have 4 properties totalling 20 acres and would be keen to proceed down the development path once the development plan was in place. We would also be interested in purchasing other landholders properties to enable an integrated and timely subdivision of much needed residential land.

This land is ideally located and can be readily serviced as it adjoins the existing Ellavale residential estate. With a new school proposed along Melrossa Rd it would be logical to open up the area for residential development asap. The development of the area adjacent to the school with not only ensure the success of this private institution but also provide a new location for families with children to settle and build their new home. Access to the school via walking and bike paths from Ellavale Estate could also be easily provided for in the new development plan.

Council has also seen fit to revalue all residents land in the area resulting in large increases in our rates even though at present we cannot realise that value through development of our land. I would hope that the current landholders rate increases would be used to fund the development plan. In summary I would like to urge the Latrobe City Planning department to strongly recommend to council that they include funding in the upcoming budget for a development plan to be conducted. If you would like to discuss this further or would like me to provide further information then I can be contacted via return email or on mobile

Yours faithfully

Ashley Schoer

In summary I would like to strongly support

Submission 11

Your Ref: Amendment C58
SL

26 May 2012-05-26
Lot 22 LP114598

Hi Swee Lim,

Myself & my 2 sons are landowners in this area which has now been rezoned from rural to residential 1 zoning attended the public meeting on the 1/5/12 & the one on one on the 3/5/12 at Traralgon R.S.L.

I also am happy that at last something might happen in this area. I have just written a letter to council stating my extreme concern that my rates have suddenly jumped from \$2187-80 to \$3650-76 per year & that is pensioner rates. That is a whopping 66.87% rise. My wife & myself have lived at [redacted] for 22 years – I am a 75 year old pensioner – so far we have managed to be able to afford to stay here – but with rates \$3650-76 I feel we are being forced out of our home. In that 22 years I cannot recall anything that council has done in this area. We have no sewerage no footpaths no natural gas.

Along with my sons I am hoping something happens here asap before I am forced off the property. When you are on a pension \$70-21 per week for rates alone is a bit hard to handle.

I can only hope that the current rate increases will be used to fund the development plan – but living here for 22 years & virtually nothing being spent in this area I just might not be here to see it happen.

Yours sincerely,

Douglas & Rexene Schoer

Received
29 May 2012 (via email)

Submission 12

Mr Swee Lim

We Mark & Vicki Lipman of

support any proposal for future sub

division in the Melrosa area.

It makes a lot of sense to develop this area for residential allotment due to structure that is already in the area.

1. The area is already broken up so there would be less work and would be more cost effective to develop roads ect
2. The land in this area is made up of 5 acre blocks which no one can make a living out of there land so their forth rather than breaking up land that people make a lively hood would be less necessary.
3. We cannot see the point in stopping the Elavale estate where it is proposed to stop and try and match it into the area at a latter date. We feel it should continue to at least melaleuca way so the area does not look like a patch work quilt

A lot of people in the area did not attend the meetings but I am sure if approached individually you would get a positive response to go forward and subdivide due to people having a lot of land around them that is getting used for nothing other than growing grass and maybe having a couple of cows or sheep.

We hope to here a response in the near future

Regards

Mark & Vicki Lipman

30 May 2012.

Submission 13



29 May 2012

Swee Lim
Latrobe City Council
(PO Box 264)
Morwell, VICTORIA 3840

Dear Swee,

Reference: TGAR – Marshalls Rd, Traralgon – Development Plan and Subdivision

I am pleased to put forward this submission to the Traralgon Growth Areas Review (TGAR) process on behalf of our clients as identified in the attached material

As you are aware, we are well advanced in preparing our clients land for development at the soonest possible opportunity. We have prepared a comprehensive 'preliminary' Development Plan for not only our clients land, but the entire 'Traralgon North Corridor' as rezoned by the Minister in early 2011 (copy attached).

We have since passed that material on to Council and its consultants with a view to the formal Development Plan for the area being completed and adopted as soon as possible and we are working actively as part of that process when invited to do so. It is our aim, on behalf of our clients, to facilitate the development of their land, which is identified as Area 1 on our Development Plan material, at the soonest possible opportunity. To this extent, we have draft subdivision plans prepared pending the formal DP being endorsed and will aim to lodge the subdivision application within weeks of the DP being endorsed. Hence, any additional support provided by the TGAR process will be greatly appreciated.

Whilst it is considered that this process is well advanced and will ultimately be processed on its merits over the coming months we wish to adhere to Council's request that all developers and land owners within the TGAR study area put forward submissions where it is considered that they may be of interest to Council and its consultants managing the TGAR process. As per our 1 on 1 session at the TGAR workshops, the attached material reinforces our commitment to the development of our clients land and we consider that the draft TGAR material supports what we are trying to achieve.

We are seeking to achieve around 380 residential lots (in the initial stages of our development of the R1Z portion of our site) as well as a commercial allotment on the south east corner of our site for the purpose of a local service centre in the form of a supermarket and a limited amount of ancillary retail space to service the Traralgon North area. In years to come it is our intention to rezone and develop the portion of our site between the gas pipeline and the Latrobe River floodway overlay area for the purpose of residential allotments to meet the longer term growth requirements of Traralgon.

It is noted that a preliminary commercial agreement has been entered into between my client and a leading national supermarket chain (pending completion of the Development Plan for the area) as a result of their independent due diligence identifying the site as being the most logical medium term alternative for such a service. This finding appears to be very much in keeping with the preliminary findings of the TGAR study which was a pleasant surprise to learn upon reviewing the first draft reports and plans and discussing such at the workshops.

Having reviewed the draft TGAR material and attended the workshops, we are generally supportive of the majority of the findings and look forward to some certainty being established in and around Traralgon and its future growth options.

NBAgroup

Planning & Implementing Success

We were particularly interested to see the proposed longer term residential growth options to the north-east of our subject site (as hereby nominated) and feel that this only strengthens our case for the commercial component identified on our Development Plan as it becomes very much central, and accessible, to the overall northern and eastern residential growth corridors for Traralgon now and well in to the future.

We look forward to any subsequent drafts of the TGAR reports and the associated plans providing further support for our Development Plan material as lodged with Council.

We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

Yours sincerely



Nick Anderson
Managing Director

18 October 2011

Chris Wightman
Manager City Planning
Latrobe City Council
PO Box 264
Morwell 3840

Dear Chris,

Traralgon North Development Plan (Marshalls Road)

I am pleased to provide the attached material as our submission to the above process.

The NBA Group Pty Ltd has been engaged by the owners of the land parcel referred to as **'Area 1'** on the draft Development Plan hereby provided for Council's consideration.

As part of that commission we have prepared a Development Plan and associated supporting reports to assist Council in completing the process which will ultimately enable our clients to lodge a Plan of Subdivision and commence development of their land at the soonest possible opportunity.

Initially, we sought advice from Council and the Ministers Office to prepare a Development Plan for our clients site (Area 1) independently of the balance of the DPO5 area for Traralgon. Based on the overall size of the Traralgon North area and the fact that our clients land sits at the eastern end of the new growth corridor (the logical starting point) this was our preferred approach to get the development underway. Our preliminary planning confirmed that 'Area 1' has the potential to yield around 300 residential lots which can be designed and serviced in such a manner that would have no negative impacts (and significant servicing provision benefits) on the adjoining land parcels within the DPO5 area.

Given that Council was not in favour of this approach the decision was made to proceed on the basis that all of the DPO5 area for Traralgon North would be addressed in order to be able to act upon the Ministers decision to rezone the land.

To that extent, my clients, in consultation with the other land owners within the Traralgon North DPO5 area rezoned by the Minister as part of the C56 Amendment process, have taken it upon themselves to address the entire area in order to assist Council in completing (and endorsing) the Development Plan triggered by DPO5.

I note that Council has outlined the process to all impacted land owners in its letter dated 8 September 2011 and we welcome this process and look forward to playing a part in the subsequent stages of the process as outlined in that letter. I also note that we have consistently advised our clients and the other 11 land owners within the subject area that it is ultimately Councils responsibility to complete the project and that our work would simply feed into that process and be considered on its merits by Councils and its consultants.

In that regard, our approach and the approach detailed in Councils letter are consistent and it is anticipated that the background material hereby provided will be of significant value to that process which is about to commence.

Fundamentally, our client is motivated to commence development of 'Area 1' at the soonest possible opportunity. We are committed to working with Council to ensure that the Development Plan is endorsed promptly in order to commence the subdivision process for 'Area 1'.

The following points summarise the process we have undertaken to get to this point in the Development Plan process;

- January 2011 – NBA Group Pty Ltd commissioned to represent 'Area 1' post C56 rezoning of the land from FZ to R1Z with DPO5;
- Commenced preparation of various working draft development plans based on high level site analysis of 'Area 1';
- Decision made in April 2011 to address the entire DPO5 area for the Traralgon North growth corridor;
- 31 May 2011 - formally advised Council and the Minister of our approach to address the entire Traralgon North growth area (C56) as our attempt to expedite the preparation of a Development Plan for the area in order for our clients site to be considered for subdivision and for development to commence as soon as possible;
- Various draft ODP's and Land Budgets prepared for the entire DPO5 area (12 separate land parcels);
- Presentation of draft ODP opportunities and indicative Land Budgets to all relevant land owners on 22 June 2011;
- July 2011 – review of working draft ODP to reflect key stakeholder and Council feedback on early drafts;
- July 2011 commission of various third party expert consultant reports to inform and guide our working draft plans and verify the site opportunities and constraints as identified;
- September 2011 complete expert reports and final draft ODP based on the findings of such reports.
- October 2011 – 'hand-over' of all final draft Plans and reports to Council to assist in completion of the Traralgon North Development Plan.

We hereby provide Council with our final draft versions of all material.

We have 'working draft' plans which address the likely requirements for shared community infrastructure and we also have various lot configuration plans looking at the likely layouts of the area under a variety of density scenarios. It was decided that such detail is best left to Council and its consultants to consider prior to consulting with the various stakeholders and ultimately referring and exhibiting your own draft documents as part of the formal process required to be undertaken. Nevertheless, if Council can ultimately see the benefit in reviewing our background work we would be prepared to make it available upon request, purely on the basis of providing a variety of options for consideration.

The design rationale behind our final draft ODP is outlined in significant detail in the *Infrastructure Services Advice* prepared on our behalf by Millar Merrigan Consultants. Where relevant and appropriate the findings and recommendations of the following third party consultants have been incorporated into the layout;

- **GTA Consultants** – Traffic Engineering Analysis;
- **Biosis Consultants** – Ecology (flora and fauna) Assessment;
- **Water Technology** – Hydrology (drainage, stormwater and WSUD) Assessment;
- **Andrew Long and Associates** – Cultural Heritage Assessment;
- **Millar Merrigan Consultants** – Infrastructure and Servicing Analysis;

It is considered that the material hereby provided to Council represents a professional expert analysis of the subject land area and should greatly assist Council in completing the Traralgon North Development Plan.

In order to assist Council further in this process I would like to make myself available to further brief your in-house team and the successful consultant commissioned to complete the project if you feel it will benefit the process. I have worked in conjunction with my team and our various expert sub-consultants on this project since January 2011 and feel that over that time I have gained a significant appreciation of the opportunities and constraints presented by the site. Such background may be considered valuable in this instance.

I reiterate that as soon as the DP format, where it relates to 'Area 1' is agreed to by all parties, we intend to prepare and lodge a subdivision application immediately, with a view to commencing Stage 1 at the soonest possible opportunity.



On behalf of my clients and the team of sub-consultants who have worked on this project up to this point I look forward to working with Council to assist in the completion, and endorsement, of the Traralgon North Development Plan at the soonest possible opportunity.

Yours sincerely,

Nick Anderson
Managing Director



**Preliminary Infrastructure Services Advice
Formation of Development Plan
Marshalls Road, Traralgon**

Prepared for: NBA Group Pty Ltd

Municipality: Latrobe City Council

Reference: 15534/8.1

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Executive Summary

Millar Merrigan have been engaged by NBA Group to provide a Preliminary Infrastructure Services Report to facilitate the formation of an appropriate development plan for a site of approximately 141.3ha north of Traralgon township and contained within Development Plan Overlay Schedule 5 (DPO5) of the Latrobe City Council Planning Scheme. A preliminary Outline Development Plan (ODP) has been prepared to guide the preparation of this and other background reports. As part of the formulation of this report, a series of meetings has been held with a number of major stakeholders and servicing authorities.

This report responds to the various provisions of the Latrobe Planning Scheme relating to physical infrastructure and in particular the applicable provisions of DPO5 and Council policies relating to environmental sustainability and liveability through best practice urban design.

Gippsland Water controls both sewer and water infrastructure in this area. Asset information from Gippsland Water suggests that the site can be provided with reticulated water. Existing infrastructure is in place to service the site. Gippsland Water has determined that the current infrastructure will require significant upgrade to supply the proposed development. Sewerage infrastructure will also require substantial upgrade to supply the proposed development. A sewer pump station will be required to replace the Marshalls Road Sewer Pump Station that currently services land to the south. EPA buffer zones will be required around this and around Gippsland Waters Traralgon Emergency Storage to the west.

The relevant electricity authority for the site is SP-AusNet. There are no anticipated issues with regard to network capacity. APA Group may be able to supply this estate with natural gas. Initial feasibility enquiries are being conducted to determine availability of supply.

Telecommunications is currently transitioning from copper wire to broadband technology. As part of the federal government's National Broadband Network initiative, Fibre to the Premises (FTTP) may be made available. NBN Co. is responsible for the delivery of broadband infrastructure which will be subject to commercial agreements between Telstra/NBN Co. and the developer.

Site stormwater works will require liaison with both West Gippsland Catchment Management Authority and Latrobe City Council. It is proposed to provide an integrated, hydraulic, water quality and landscape solution that provides an attractive element within the streetscape and reserves to achieve best practice. A due diligence Hydrology Investigation has been completed by Water Technology (August 2011).

GTA Consultans has completed a Traffic Impact Assessment (September 2011) that examines external traffic flow, internal traffic movements and proposed intersection works onto abutting roads.

Biosis have prepared a Flora and Fauna Due Diligence assessment (28 July 2011). The assessment notes that more detailed reports will be needed at the development stage however it is clear that there are no flora and fauna issues that would require an amendment to the preliminary ODP.

The site represents a viable development that can be readily serviced by the upgrade and extension of existing infrastructure. A logical sequence of works is required in order to provide for timely and cost effective infrastructure upgrades.

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Appendices

Appendix 1 - Outline Development Plan - Land Budget

Appendix 2 – Marshalls Road Upgrade Plan

1 Introduction and Background

Millar Merrigan have been engaged by NBA Group to provide a Preliminary Infrastructure Services Report for the area contained within DPO5 of the Latrobe City Council Planning Scheme at Traralgon North. In order to inform this and other background reports, Millar Merrigan worked in conjunction with the NBA Group to prepare a preliminary Outline Development Plan (ODP). DPO5 contains a number of titles and landowners, to assist in the description and identification of land parcels a plan was prepared (Figure 1) that divided the land into 12 parcels the details of which are summarised below.

Property No.	Owner	Titles	Approx. Size (ha)
1	NO Horton (PA O'Dea)	Lot 1 TP4260 Lot 1 TP4265	28.2
2	Northway Engineering PL	Lot 1 TP4167D	12.2
3	RM Marshall LW & KG Marshall	Lot 1 PS323156R Lot 2 PS323156R	16.0
4	EV Swan	Lot 2 PS329021J	14.5
5	DH Brady	Lot 1 PS329021J	6.9
6	SJ Conway & TA Ezard	CA 26F Parish of Traralgon	2.8
7	S & A Giardina	CA 26E Parish of Traralgon	8.9
8	A Agostino F & J Agostino	CA 26D Parish of Traralgon CA 26C Parish of Traralgon	18.5
9	AG & EJ Witchell	Lot 2 LP137492	2.1
10	PJ Hourigan	Lot 3 LP137492	2.1
11	MG & BJ Plant	Lot 4 LP137492	2.1
12	MK & LN Howlett SM Whittington WG Woolcock	Lot 1 PS552002D	24.3

The site has a total area of approximately 141.3ha. The ODP for the area was prepared and refined following consultation with landowners and Council officers and is shown in Figure 2.

Following consultation, the owners of property 12 decided not to be included with the balance of the site in reviewing the preliminary ODP. To a degree this makes sense given property 12 is relatively isolated from the balance land. Nevertheless, there is a degree of co-ordination, particularly for road and transport infrastructure that requires consideration. As such this, and other background reports, have focussed on the future development of parcels 1 to 11 whilst touching on the future development of parcel 12 where appropriate.

It is noted that Latrobe Council have written to landowners flagging their intent to prepare a Development Plan and Development Contributions Plan for Traralgon North.

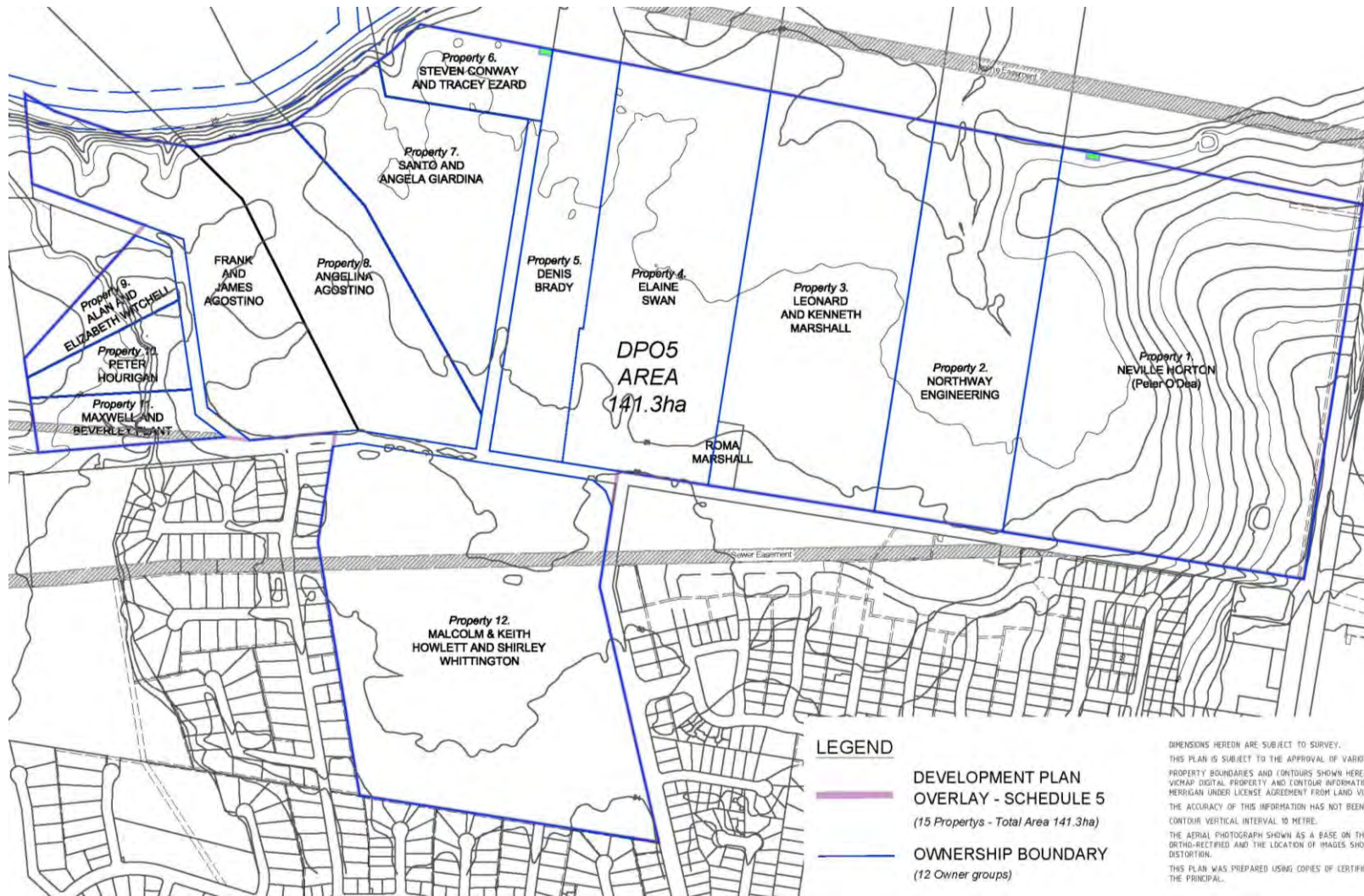


Figure 1: Ownership Plan

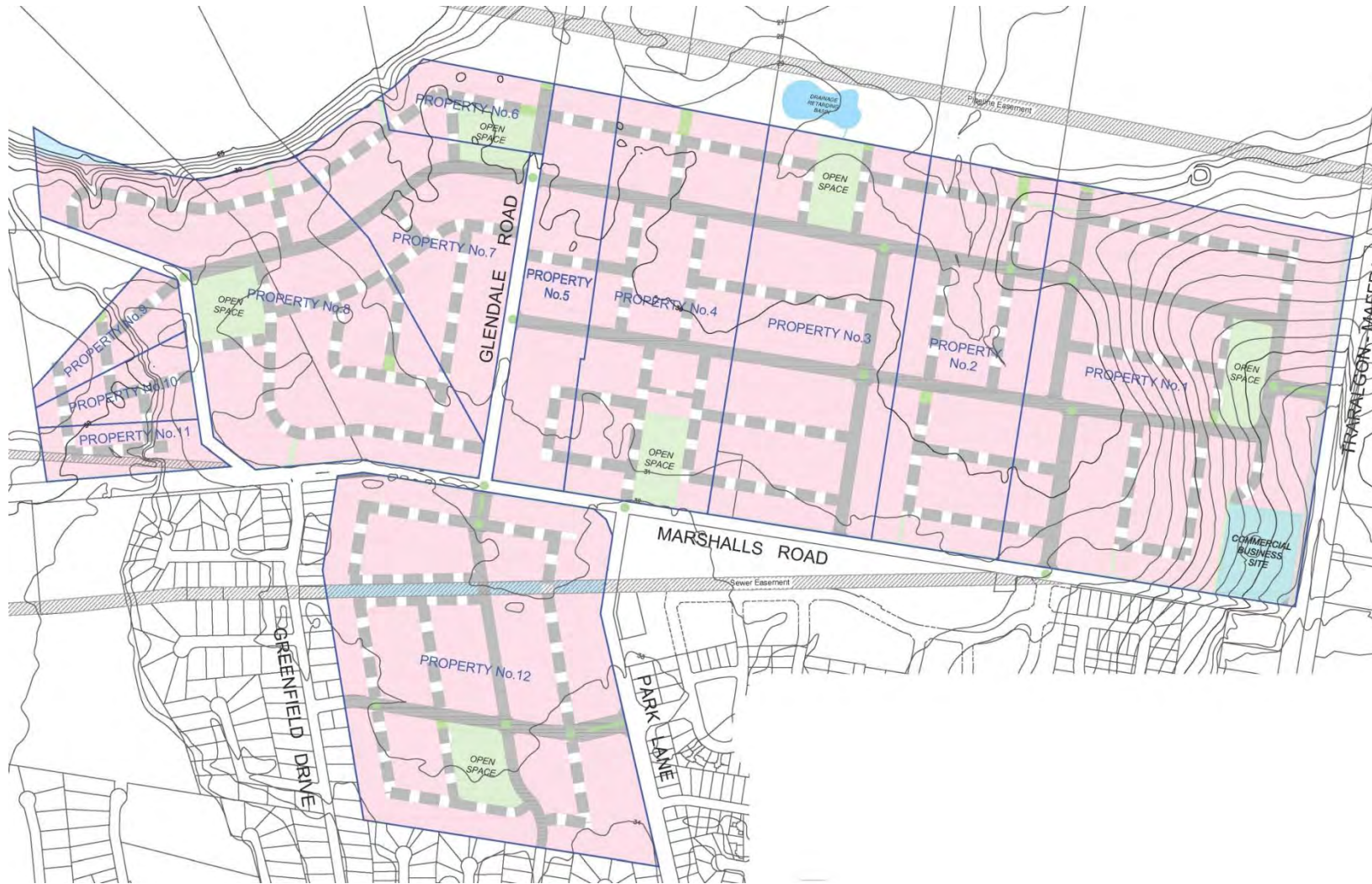


Figure 2: Preliminary Outline Development Plan

A summary of the key issues and concepts forming the basis of the ODP follows:

Residential Development

The proposal adopts a grid pattern where possible which provides the potential for the widest possible range and variety of residential lot sizes. The predominant north/south and east/west orientation provides for regular shaped lots and solar orientation considerations, with the size of lots and density to be determined by the respective owner and the Council.

The road pattern is designed to provide for connectivity and internal traffic safety. Each of the lots are within walking and cycling distance of the neighbourhood reserves, and will be capable of providing appropriate links to sporting, educational and community facilities.

Individual Development

The Outline Development Plan provides for the individual development of the existing ownerships. The shape and size of the western parcels would benefit from consideration of joint development arrangements.

An agreement between the owners, based on equity considerations, will be required with regard to the provision and development of the proposed reserves. The joint approach will result in obvious overall benefits.

Land Budget

A Land Budget has been prepared for each of the properties and is as indicated. The Land Budget indicates the Site Area, Net Developable Area, Land Uses and Standard Residential Lot/Yield (options).

Traffic Considerations

The proposal precludes residential abuttal to both major connector roads, Traralgon-Maffra and Marshalls Roads. Road connections to the external network have been limited, but direct connections with the existing and proposed development to the south have been provided, as indicated.

The proposal provides for a logical number of east/west and north/south connector roads, with internal roads being indicated to provide for well shaped, and economically constructed, future residential allotments. Roundabouts, or traffic calming measures, have been introduced to provide safety measures and form part of the streetscape beautification.

The use of the combination of the existing external roads, and the proposed major internal link roads, would result in all properties being within 200/300 metres from any future internal bus route. The design also provides for the provision of pedestrian/cyclist access to future community facilities.

Marshalls Road

The existing development to the south has resulted in the abuttal of the rear of lots adjacent to a limited plantation reservation along Marshalls Road. The established theme has been continued with the recognition of the need to upgrade the existing situation with substantial landscaping. The potential exists for the retention of the major road linkage, and for provision of pedestrian/cyclist paths linking the neighbourhood facilities, within a landscaped reservation.

It is intended that development contributions would be required for the upgrading of Marshalls Road.

Public Open Space

Provision has been made for six local neighbourhood reserves, each with an area of approximately 1 hectare, which are located so that all future lots will be within ± 300 metres of a neighbourhood facility.

Development contributions could be applied to the development of the neighbourhood parks (playground equipment, BBQ areas). The parks also offer opportunities for storm water treatment and retardation.

It will be noted that all reserves are predominantly adjacent to proposed or existing roads.

Commercial Business Site

A site has been set aside in accordance with the advice of a prospective developer. It is located on the north west corner of the main Traralgon – Maffra and Marshalls Roads. It is well located to service the local neighbourhood, and the abuttal to the major local connector roads will limit commercial traffic movements within the residential areas.

Main Sewer Easement

The easement provides logical pedestrian/cyclist connection internally with the southern parcel, and also with the existing residential development to the east and west on the south side of Marshalls Road. It is ideally located in terms of the proposed Community Centre and its proximity to the proposed sporting and educational facilities.

Retarding Basin

Requirements for retardation will be subject to detailed studies. The plan shows a possible location, outside of the R1Z land to provide maximum flexibility without impacting on development potential.

Waterway

Current mapping indicates a waterway in the NW corner of the site. The presence or location of this waterway will require further detailed studies to confirm.

Details on existing road infrastructure are included in Section 5 of this report. Other features of the site and surrounds that have an impact on the provision of services for the development of the land are shown in Figure 3. There is one internal road, Glendale Road which provides access to properties 8, 9 and 10. Part of the site abuts land housing Gippsland Water's Traralgon Emergency Storage sewer assets. Topographically speaking the majority of the site falls gradually towards the north. The eastern portion of the site rises up and part of this section of the site falls to the west.

It is noted that the information contained within this report is current at the time of writing and will need to be reviewed as development occurs and detailed design is undertaken. This report has been prepared as an adjunct to the planning process; it forms part of the rationale for determining the development plan.



Figure 3: Key Infrastructure Services and Constraints

Figure 3 provides a graphical representation of the key infrastructure services and site constraints arising from this infrastructure. It is noted that major sewerage infrastructure in the form of an outfall sewer and sewer pumping station is located to the south of part of the site and through property 12. This forms a major constraint for the development of parcel 12. An odour buffer has been indicated around a pumping station and emergency storage facility midway along Marshalls Road between Park Lane and Traralgon-Maffra Road, it is noted that a reserve has been included within the development area to the south to allow for this odour buffer, the same buffer has been replicated on the land to the north and as such the buffer distance is indicative only. An odour buffer has also been indicated over the western portion of the subject site to the Gippsland Water emergency storage facility; this buffer should be considered indicative only. This odour buffer overlaps mapping indicating land subject to inundation although it is noted within the Water Technology report that the delineation of the land subject to inundation boundary is subject to further detailed evaluation.

A major gas and oil pipeline is present to the north of the site and a 100m buffer has been provided for both sides of these pipelines, it is noted that these buffer area would be well suited to the location of infrastructure and in particular water treatment facilities and open space reserves. Preliminary discussions by the NBA Group Pty Ltd with ESSO indicate that urban development to within 50m of the actual pipeline easement may be supported and non-urban development such as infrastructure and recreational uses may be supported up to the easement.

As noted in this report the Marshalls Road pump station is virtually at capacity and will need to be replaced in the early stages of development of the DPO5 area that would feed into this system. An indicative location for a relocated pump station has been shown in Figure 3; it is located adjacent to an existing rising main near the boundary of parcels 1 and 2. A final location will be subject to detailed design but it is noted that the pump station will need to be located at a low point in the catchment, have all weather vehicle access, be capable of providing significant odour buffers and be connected to various services including electricity.

2 Applicable Latrobe City Council Planning Provisions

Schedule 5 to the **Development Plan Overlay** requires a development plan to show:

Land Use & Subdivision

- *Street networks that support building frontages with two way surveillance.*
- *An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.*
- *The provision of any commercial facilities and the extent to which these can be co-located with community and public transport facilities to provide centres with a mix of land uses and develop vibrant, active, clustered and more walkable neighbourhood destinations.*

Infrastructure Services

- *An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.*
- *The pattern and location of the major arterial road network of the area including the location and details of any required:*
 - *road widening*
 - *intersections*
 - *access points*
 - *pedestrian crossings or safe refuges*
 - *cycle lanes*
 - *bus lanes and stops*
- *The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points in accordance with Latrobe City Bicycle Plan 2007-2010, (as amended).*
- *In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.*

The **State Planning Policy Framework** provides a context for spatial planning and decision making by planning and responsible authorities, and seeks to inform integrated decision making including the economic and sustainable development of land.

Provisions particularly relevant to infrastructure include:

Settlement (Clause 11): *Planning is to contribute to energy efficiency, prevention of pollution to land, water and air, protection of environmentally sensitive areas, and land use and transport integration.*

Planning for Growth Areas (11.02-2) includes the objective of *providing efficient and effective infrastructure* and the following strategies:

- *Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.*

- *Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.*

Structure Planning (11.02-3) seeks to facilitate the orderly development of urban areas and strategies include facilitating logical and efficient provision of infrastructure and use of existing infrastructure and services.

Sequencing of Development (11.02-4) seeks to manage the sequence of development in growth areas so that services are available from early in the life of new communities, and contains the following strategies:

- *Define preferred development sequences in growth areas to better coordinate infrastructure planning and funding.*
- *Ensure that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.*
- *Require new development to make a financial contribution to the provision of infrastructure such as community facilities, public transport and roads.*
- *Improve the coordination and timing of the installation of services and infrastructure in new development areas.*
- *Support opportunities to co-locate facilities.*
- *Ensure that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.*

Significant environments and landscapes (12.04) seeks to protect and conserve environmentally sensitive areas.

Floodplains (13.02) outlines the requirements for Floodplain Management.

Water (14.02) deals with the appropriate management of water catchments.

Neighbourhood and Subdivision Design (15.01-3) and Design for Safety (15.01-4) emphasises the importance of safe and convenient road networks, particularly for pedestrians and cyclists, it also emphasises the importance of improved energy efficiency and water conservation as does Sustainable Development (15.02)

Transport (Clause 18) outlines measures to ensure an integrated and sustainable transport system including taking advantage of all modes of transport and improving access to public transport, walking and cycling networks.

Infrastructure (Clause 19) seeks to ensure that physical infrastructure is provided in a way that is *efficient, equitable, accessible and timely*.

Water Supply, Sewerage and Drainage (19.03-2) has the following objective: *To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.* The following strategies are particularly relevant:

- *Provide for sewerage at the time of subdivision, or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Plan urban stormwater drainage systems to:*
 - *Coordinate with adjacent municipalities and take into account the catchment context.*

- *Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.*
- *Prevent, where practicable, the intrusion of litter.*

Stormwater (19.03-3) seeks to minimise the impact of stormwater in bays and catchments.

Telecommunications (19.03-4) seeks to facilitate the orderly development and extension of telecommunications infrastructure.

The **Municipal Strategic Statement** contains a number of policies relating to infrastructure provision that reinforce and emphasise a number of State Policies including encouragement of environmentally sensitive development and modes of transport other than private vehicles.

Environmental Sustainability Overview (21.03-2) outlines Latrobe City Council's overarching policy of 'Ecological Sustainable Development' which includes improving the ecological integrity of urban areas.

Greenhouse & Climate Change Overview (21.03-4) seeks to limit the impact of greenhouse gases and climate change including through the promotion of walking, cycling and public transport use.

Water Quality & Quantity (21.03-5) seeks improvement to river health and encourages Water Sensitive Urban Design.

Built Environmental Sustainability (21.04) contains the following vision statement:

Council will consider planning applications and make decisions in accordance with the following vision:

- *To promote the responsible and sustainable care of our built environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.*
- *To develop clear directions and strategies through consultation with the community ensuring sustainable and balanced development.*

The importance of high quality urban design is emphasised in 21.04-5.

Infrastructure Overview (21.04-6) notes that Council has adopted asset management plans (and standards) for a range of infrastructure items including roads, footpaths, drains, culverts, signs, trees, streetlights as well as for community services.

Objectives include:

- *Ensure integration of roads, bike paths, footpaths and public transport options.*
- *To provide guidelines for developers regarding engineering requirements ensuring that minimum design standards are achieved.*

Strategies include:

- *Implement Latrobe City Council's Asset Management Strategy and associated guidelines.*

Specific Main Town Strategies - Traralgon (21.05-6) references the Traralgon Structure Plan and the subject site is shown as future residential areas 11 & 13, see Figure 4 below.

Policies for **Residential** areas include:

- 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.

Policies for **Commercial** development include establishing a 'neighbourhood cluster' within Area 11.

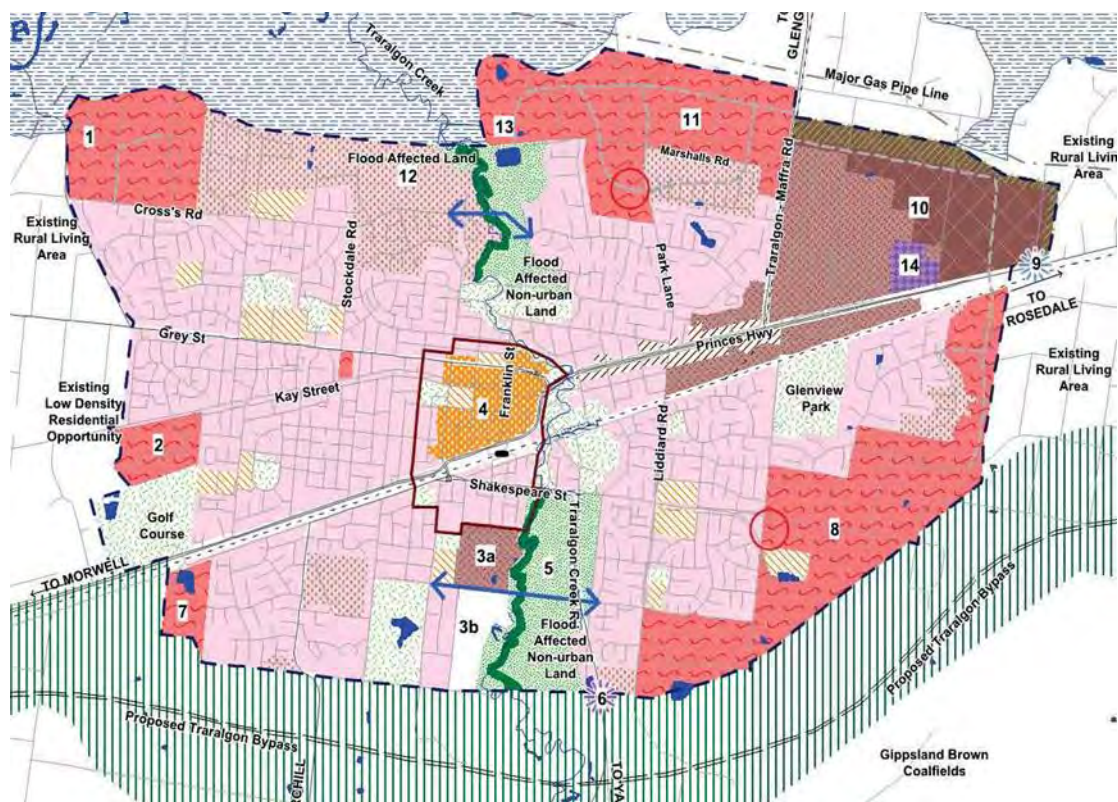


Figure 4: Traralgon Structure Plan

Liveability (21.08) outlines Councils vision to enhance quality of life through the provision of integrated services.

Healthy Urban Design Overview (21.08-3) states:

Healthy Urban Design Good Practice Guideline – Meeting Healthy by Design Objectives is an initiative of Latrobe City Council which aims to accommodate the community, pedestrians and cyclists as a first priority in street, building and open space design. The Healthy Urban Design Good Practice Guideline has been developed for guidance in designing and developing healthy lifestyles for the community. The Healthy Urban Design Good Practice Guideline supports state government initiatives such as Melbourne 2030 and it encourages:

- Walkable neighbourhoods, including safe and attractive pedestrian and cycle routes to all key local destinations.
- Design of legible street networks that are clear and easy to navigate.

- *Open space that incorporates a range of shade, shelter, seating and signage opportunities.*
- *Building design that maximises natural surveillance and active street frontages.*
- *Maximised public transport options and connections to all key destinations.*
- *Community spaces or buildings that incorporate a variety of uses.*
- *Avoiding opportunities for concealment and entrapment along paths and in community spaces.*
- *Minimal fencing and walls, with maximum lighting, windows, doors, articulation to facades and use of low walls and transparent fencing.*

*Issues associated with liveability and **residential** development include:*

- *The main towns of Latrobe City are experiencing growth. As these towns continue to grow, new residential development is located further from town centres, and therefore access to services and community facilities is reduced.*
- *Residents of Latrobe City have a lower average life expectancy due to higher incidences of cancer, cardiovascular disease and mental disorders. Council therefore recognises the need to influence health outcomes through the built environment by encouraging active living and social interaction for residents.*

*Issues associated with liveability and **community centres** include:*

- *New residential development on the fringe of expanding main towns within Latrobe City are at risk of being disconnected from community services and facilities without walkable access to local hubs.*
- *Street lighting, particularly in laneways, needs to be improved within Latrobe City to increase safety and amenity of community areas at night.*

*Issues associated with liveability and **open space** and path networks include:*

- *Public transport opportunities, walking and cycling paths, and linkages between small and main towns in Latrobe City are not always available.*
- *Currently Latrobe City lacks appropriate alternatives for walking/cycle paths that provide both leisurely and direct routes. Providing paths that allow both recreational opportunities and destination based routes would benefit residents and visitors by enabling journey choice.*

The objectives of this clause include: *to provide for walkable neighbourhoods, ensuring public transport, shops, public open space and mixed use community centres are close to all dwellings.*

Residential Subdivision (Clause 56) seeks in part to ensure residential subdivision design deals appropriately with access and mobility (56.06), integrated water management (56.07) and utilities (56.09).

The *Decision Guidelines (65.01)* requires consideration of:

- *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction.*
- *Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*
- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*

3 Utilities

Millar Merrigan has made enquiries of the following service authorities to determine the current location and capacity of existing infrastructure assets and the potential for these to cater for the development of the site for residential purposes as proposed:

- Sewerage: Gippsland Water
- Water: Gippsland Water
- Electricity: SP Ausnet
- Gas: Envestra/APA Group
- Telecommunications: NBN Co.

At the development design phase all utilities will need to be designed in accordance with the requirements of the relevant supply authorities shown above.

3.1 Sewerage

The relevant service authority for sewer in the area is Gippsland Water. The following advice has been provided by Paul Young of Gippsland Water:

Sewerage

- *The land to the south of Marshalls Road can be serviced by the existing sewerage system via simple main extensions.*
- *The land to the north of Marshalls Road will require one or two major pump stations located to the northern extent of this area.*

The land to the western extent of this area has the Gippsland Water's sewerage asset 'Traralgon Emergency Storage' within it, which will require an odour buffer in line with EPA guidelines. No development will be allowed within this odour buffer. Gippsland Water will establish the buffer distance with the EPA and provide a formal letter in coming months. This will now be via a planning amendment.

The land to the eastern extent of this area has the Gippsland Water's sewerage assets 'Regional Outfall Sewer Booster Pump Station' and the 'Marshalls Road Sewer Pump Station' within it, which will require odour buffers in line with EPA Guidelines. No development will be allowed within these odour buffers. Gippsland Water will establish the buffer distance with the EPA and provide a formal letter in the coming months.

The land north of Marshalls Road would be considered to be out of sequence under the ESC guidelines. Therefore the developers would need to contribute to the major sewerage pump stations and associated infrastructure and the conditions will be confirmed at the time of the planning permit application.

The land to the south of Marshalls Road has the Regional Outfall Sewer traversing through it. This is a significant asset that must be protected. When development occurs the existing 20 metre easement will need to be converted to a Gippsland Water reserve.

Gippsland Water maintained sewerage assets will be reticulated throughout the development/subdivision and design will need to accommodate appropriate outfall.

3.2 Water

Preliminary information from Gippsland Water suggests that the site could be provided with reticulated water. Existing infrastructure exists servicing the site. Gippsland Water has determined that the current infrastructure will require significant upgrade to supply the proposed development. The following advice has been provided by Paul Young of Gippsland Water:

- *Simple water main extensions required throughout development.*
- *Upsize existing water mains in Park Lane to 300mm from Princes Highway to Marshalls Road. Gippsland Water will do.*
- *New 300mm water main in Marshalls Road from Greenfield Drive to Traralgon-Maffra Road. Funding in line with ESC guidelines.*
- *Upsize existing water mains from Peterkin Street to Park Lane from 225mm to 300mm.*
- *Existing water mains will be upsized/extended at appropriate timeframe.*

Gippsland Water maintained water assets will be required to be reticulated throughout the development/subdivision. There are no reticulated recycled water sources within this area but opportunity exists for rainwater capture and re-use.

3.3 Electricity

The relevant electricity supplier for the site is SP-AusNet. There are no anticipated issues with regard to network capacity. Substations will be required within the development as an SP-AusNet maintained asset.

SP-AusNet has existing 66kV/22kV overhead powerlines crossing through the south west corner of the site. There are 22kV overhead powerlines crossing through the central part of the site on the north side of Marshalls Road. There are a mix of 66kV/22kV lines along Park Lane, Marshalls Road and Traralgon Maffra Road bounding the site.

Based on advice from SP-AusNet's Network Planner – the 22kV lines bounding the site – can, at present, support future development based on 4kVA per lot. There are two 22kV feeders in the area – TGN 11 which runs along Park Lane and Marshalls Road and TGN 31 feeder which runs along Traralgon Maffra Road.

3.4 Gas

APA Group may be able to supply this estate with natural gas. Initial feasibility enquiries are being conducted to determine availability of supply. These works could be subject to contributions from the developer. Detailed costs can be provided only at the time of formal application.

A major gas (and oil) pipeline exists within an easement to the north of the development plan area, a 100m buffer has been applied to the pipeline.

3.5 Telecommunications

Telecommunications is currently transitioning from copper wire to broadband technology. Currently Telstra are responsible for any infrastructure upgrades required to bring

standard service to the proposed subdivision. Pit and pipe infrastructure will be required to be provided by the developer within the subdivision in accordance with the usual requirements of Telstra and NBN Co. If deemed viable by Telstra/NBN Co, Fibre to the Premises (FTTP) may be required, instead of copper service, as part of the National Broadband Network. NBN Co. requirements will be based on whether the proposed development is within their current broadband footprint as the development meets the size trigger point currently in use.

The technology and services required would be determined closer to the time of development commencement, depending on Telstra/NBN Co. deployment of FTTP policy and any negotiations based on a commercial agreement.

4 Urban Run-off

From the Hydrology Report (Water Technology, August 2011):

The WGCMA is the referral authority for any drainage issues on site. As there are recognised impacts from the Latrobe River and Traralgon Creek (land subject to inundation overlays), the WGCMA will need to be consulted during the planning process. For any new subdivision the WGCMA and LCC will typically require the developer to demonstrate the following:

- *Maintenance of pre-development peak flows;*
- *Maintenance of conveyance/storage on site;*
- *No negative impacts on flood levels for the upstream and downstream properties;*
- *Consideration of water quality requirements; and*
- *A 'net gain' for the waterway through the development.*

Additional requirements as a result of the LSIO boundary include:

- *Works or buildings must not affect floodwater flow capacity;*
- *Works or buildings must not reduce floodwater storage capacity;*
- *Minimum freeboard of 0.3m will be required for lots;*
- *Development shall not occur where depth and flow of floodwater will be hazardous; and*
- *The depth and flow of floodwater affecting access to a property must not be hazardous.*

Following an analysis of the site and likely development Water Technology divided the site into 9 principal sub catchments as shown in Figure 5 below:

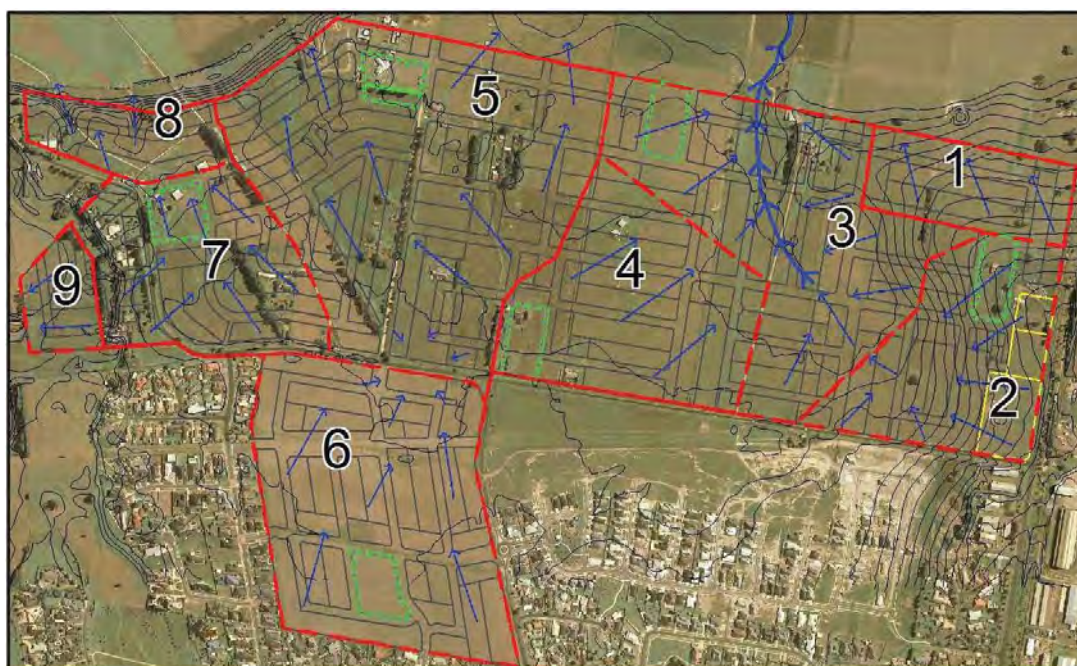


Figure 3-1 Existing (undeveloped) drainage characteristics

Figure 5: Reproduced from Water Technology Report

The Water Technology report then provides recommendations for dealing with stormwater runoff within each of these sub-catchments noting that there is a significant degree of flexibility for directing flows to water treatment features given the relatively flat topography. A summary of design suggestions for the sub catchments follows and is shown in Figure 6.

Sub catchment 1 – A catchment swale outside of the development area catering for storage of 1060m³.

Sub catchment 2 – Water Technology recommends relocating the reserve to a location that could incorporate a water treatment element catering for a storage volume of 2650m³.

Sub catchment 3 – This catchment has a defined drainage line that could be incorporated as part of a design though this is not essential from a surface water management perspective. Flows from this catchment could be included in the pipeline reserve outside of the development area; it would need to cater for 5900m³.

Sub catchment 4 – Is quite flat and drainage solutions have a degree of flexibility. A solution could involve utilising an open space area allowing for a storage volume of 4210m³.

Sub catchment 5 – Similar to sub catchment 4 this area is quite flat and drainage solutions are flexible. This catchment is comparatively large and as a consequence the incorporation of full storage requirement (10,600m³) would require a substantial portion of an open space reserve. The suggested solution is to situate a basin within the pipeline reserve.

Sub catchment 6 - Relates to property 12 and recommends a relocated reserve and storage of 6,200m³.

Sub catchment 7 – Again relatively flat and storage can be accommodated within a reserve and allows for a storage volume of 3,200m³.

Sub catchments 8 & 9 – These sub catchments are relatively small. Ultimately catchment 8 will discharge into the Latrobe River Floodplain and catchment 9 will enter the Traralgon Creek Floodplain.

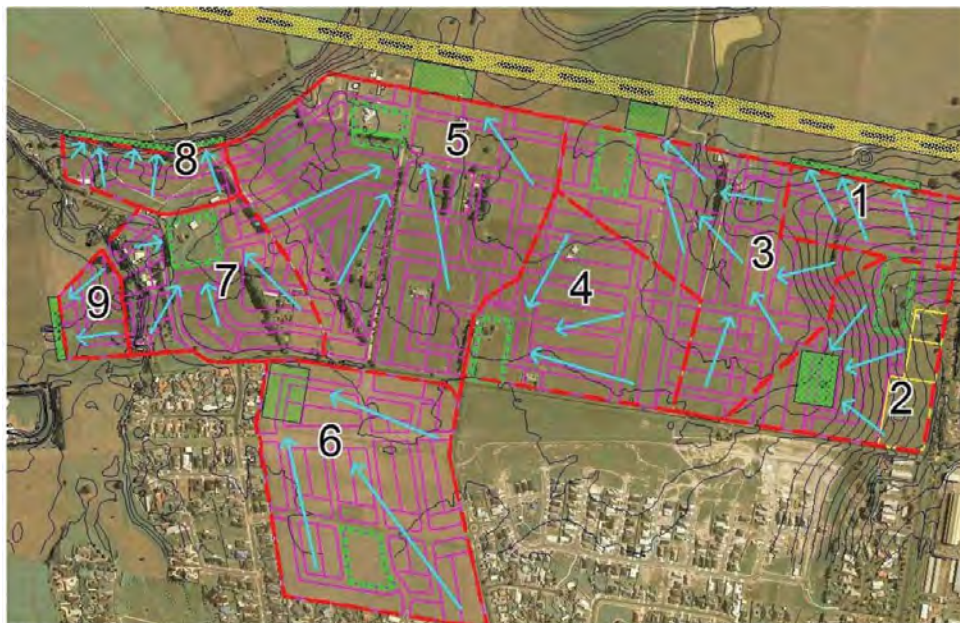


Figure 3-2 Likely developed conditions drainage characteristics and proposed features
Figure 6: Reproduced from Water Technology Report

4.1 Water Quality

The Water Technology report provides the following commentary on water quality issues:

Latrobe River and Traralgon Creek are the respective receiving water bodies for all sub catchments within the development. Both waterways are considered to have high environmental, amenity, cultural, stormwater and economic values to the local community. Data available for the respective waterways indicates nutrients and sediments are current water quality issues.

The report notes that's WSUD features will be required through the development area and recommends the storage and re-use of stormwater for irrigation and toilet flushing. Millar Merrigan endorse these recommendations and have successfully implemented such techniques on a variety of projects.

4.2 Latrobe City Council

The Water Technology report includes the following observations and comments from Council following consultation:

Pipe line easements
Siting retarding basin features within the gas pipe line easement was discussed with LCC. It appeared that if the owner of the asset (ESSO) was amenable to development of the land inside the 100m buffer the LCC would not object.
LCC also noted that if the proponent opted to pipe water from sub-catchment 6 open space reserve, they would need to consider the sewer pipeline easement.

Overland flow paths

Options of major overland flow paths were discussed with the LCC (as shown in Figure 3-3), the key path being sub-catchment 6 flowing across Marshalls road in a 100 year event. The LCC made no objection to this design concept so long as site access could be maintained.

Sanctuary Lake Estate

Constructed in the 1990's, Sanctuary Lakes is a large residential estate to the south of the subject site (upstream). Discussions with the LCC identified that a large (1500mm) pipe associated with the outlet structure of a basin / wetland feature (Sanctuary Lake) runs through the subject site. It is buried approximately 3m below the natural surface so as to not impact the sewer pipe line. The pipe discharges into the large dam north of sub-catchment 3 (the dam is a designated waterway feature).

To the knowledge of the LCC the basin / wetland feature in the Sanctuary Lake Estate has not been designed with any hydrology focused analysis. Consequently it is currently not known if the 1500mm pipe running through the Marshalls road site has the capacity to handle all flows from the 100 year ARI event. While not a direct concern for the proponent (LCC is responsible for surface water management within Sanctuary Lake Estate), it is important to note this in this due diligence investigation, as the LCC will necessarily consider impacts on Sanctuary Estate of any drainage proposals for Marshalls Road.

Current Development – Directly South of Marshalls Road

Discussions with LCC suggested that while development of the land directly south of Marshalls Road (north of Sanctuary Lakes and east of sub-catchment 6) has begun, surface water quantity and quality features were still being finalised. Attenuation and Water Sensitive Urban Design features from this development may need to be considered by the LCC in conjunction with the Marshalls Road development. As noted for sub-catchment 6, while this is not a direct concern for the proponent (LCC and relevant developers are responsible for surface water management at this location), it is important to note this in this due diligence investigation, as the LCC will necessarily consider impacts on current development areas of any drainage proposals for Marshalls Road.

Existing Storm Water Infrastructure

Within the immediate surrounds of the proposed development two major stormwater outfalls were identified (shown in Figure 3-3):

- 1. 1500mm pipe from the Sanctuary Lake into the designated waterway north of sub-catchment 3; and*
- 2. 1500mm pipe north of the Gippsland Water - Water Treatment Plant discharging into the Traralgon Creek.*

These features could only be considered for incorporation into the development with appropriate hydrologic/hydraulic capacity analysis completed and with approval from the LCC.

Millar Merrigan's discussions with Council have supported this and also raised the possibility of utilising the existing dam on property 2 for water quality outcomes.

5 Land Subject to Inundation

Adam Dunn, Land Planning Manager, WGCMA has advised Millar Merrigan as follows:

Flood levels for the 1% Annual Exceedance Probability (AEP3) flood event have not been declared for this area under the Water Act 1989. The closest flood level available is 31.4m AHD4 which is located 200 metres to the south of the property in Figure 2 and was obtained from the Traralgon Creek Flood Study (2000). Also a flood level of 31.6m AHD was recorded during the 1993 floods within the vicinity of the area. The 1993 flood event was estimated to be a 50 year ARI event (i.e. 2% AEP) on Traralgon Creek and a 20 year ARI (i.e. 5% AEP) on the Latrobe River.

Information available to the Authority indicates that a significant portion along the western boundary of the above Urban Growth Zone is located within the floodplain and is subject to flooding from the Traralgon Creek and Latrobe River floodplains. Specifically, flooding appears to occur on property number 9, 10 and 11 in the proposed subdivision budget layout. The Authority requires that this portion of flood affected land not be included as it is in the vicinity of the Traralgon Creek and Latrobe River floodplain.

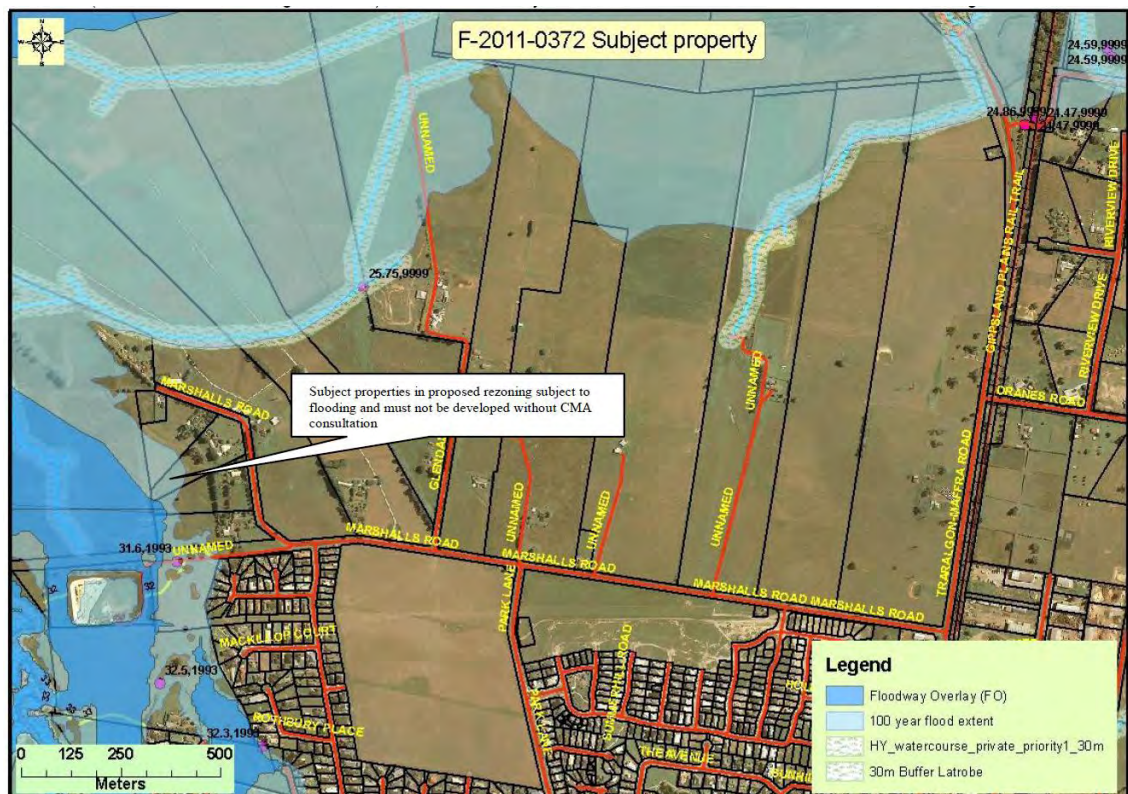


Figure 7: 100 Year Flood Extent

As shown in Figure 7 above the 100 year flood extent is represented by a light blue overlay and the Flood Overlay (FO) is represented by a darker blue line. Development in the Flood Overlay areas is not supported by the Authority. A blue line represents designated waterways under the Water Act 1989. The Authority would require appropriate buffer zones of 30 metres each side be set aside (as shown be hatched green area) for each waterway in accordance with Section 14.02-1 of the Planning Scheme.

From the Hydrology Report (Water technology, August 2011)

The site is not impacted by any designated waterways or Floodways. The site is however found on the boundary of one currently gazetted Land Subject to Inundation overlay (LSIO) (shown in Figure 4-1 as a thick blue line) and inside the 100 year flood extent currently in the process of being implemented as the LSIO for the Traralgon Creek (light blue shading in Figure 4-1).

Latrobe River LSIO

The north-west boundary of the proposed development shows some overlap with the current Latrobe River LSIO; however the exact overlap is unclear. Data interpreted by Water Technology suggests that the current LSIO and property boundary are common whereas analysis undertaken by Miller Merrigan suggests some minor overlap. Either way the impact is negligible and not likely to significantly impact the developable land in that portion of the site. It should be noted that there has been no definitive flood study to confirm the actual boundary of the LSIO in this portion of the Latrobe River catchment. Furthermore it is understood that this portion of the system will have a flood study completed within the next 12-18 months (subject to WGCMA funding). The outcome of this flood study may involve realignment of the LSIO boundaries in the area of this development.

Traralgon Creek LSIO

Approximately 1.2ha of catchment 9 (43% by area) is impacted by the 100 year flood extent adopted by the WGCMA for the Traralgon Creek. This area is associated with the lower portion of the sub-catchment (below the fluvial terrace). This flood extent is currently in the process of being adopted as the LSIO planning overlay. Discussions with Adam Dunn of the WGCMA suggest that the new LSIO could be implemented as soon as the end of the year. The Latrobe City Council are aware of the flood study extent and have suggested in a recent meeting that they would likely involve the WGCMA in this development based on the extent from the proposed LSIO.

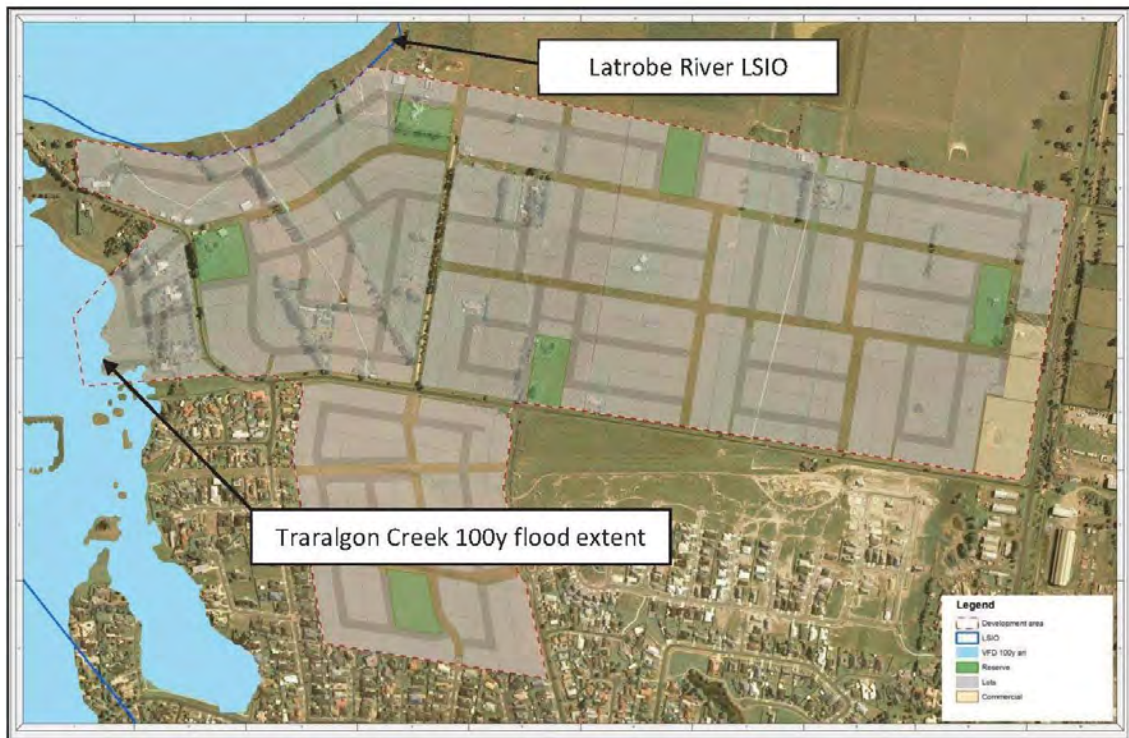


Figure 4-1 Designated water features (overlays and extents)
Figure 8: Reproduced from Water Technology Report

6 Access and Mobility Management

GTA Traffic Engineers were engaged by NBA Group to provide traffic and transport input into the preparation of an Outline Development Plan for DPO5. Their report has factored in the plans for the area prepared by Millar Merrigan. Their report concluded:

- *Following the full development of the area, it is expected to generate up to 1,250 and 12,500 vehicle movements in any peak hour and daily respectively.*
- *There is adequate capacity in the surrounding road network to cater for the traffic generated by the area subject to Marshalls Road being reconstructed to a 'Connector Street - Level 2' standard.*
- *The internal road network is expected to be able to accommodate the projected daily traffic volumes.*
- *Provision should be made for potential future public transport services, particularly along Marshalls Road.*
- *Footpaths should be provided along both sides of each of the roads within the development area, and appropriate bicycle facilities also provided.*

6.1 Road Network

The GTA Report provides the following commentary on the surrounding road network:

Marshalls Road

Marshalls Road functions as a local access road. It is a two way road aligned in and east-west direction and configured with a two lane, 6.2 metre wide carriageway set within a 20 metre wide road reserve (approx.) Marshalls Road carries approximately 700 vehicles per day near Traralgon Maffra Road.

Traralgon Maffra Road

Traralgon Maffra Road functions as a secondary state arterial road (controlled by VicRoads) which is aligned in north-south direction. It is configured with a two-lane, 7.1 metre wide carriageway set within a 54 metre wide road reserve (approx.). Traralgon Maffra Road carries approximately 3,500 vehicles per day near Marshalls Road.

Park Lane

Park Lane functions as a connector street. It is a two way road aligned in a north south direction and configured with a two lane, 12 metre wide carriageway set within a 25 metre wide road reserve (approx.) Park Lane carries approximately 1,900 vehicles per day north of Franklin Street.

Franklin Street

Franklin Street functions as a connector street. It is a two way road aligned in an east west direction and configured with a two lane, 11.05m wide carriageway set within a 20 metre wide road reserve (approx.). Franklin Street carries approximately 1,900 vehicles per day west of Park Lane.

Morgan Drive

Morgan Drive functions as a connector street. It is a two way road aligned in an east-west direction and configured with a two lane, 9.85 metre wide carriageway set within a 20 metre wide road reserve (approx.). Morgan Drive carries approximately 1,400 vehicles per day east of Park Lane.

Greenfield Drive

Greenfield Drive functions as a connector street. It is a two way road aligned in a north south direction and configured with a two lane, 9.7m wide carriageway set within a 20m wide road reserve (approx.).

And provides the following commentary at section 3.2 Road Access:

Vehicle access to the area is proposed via Traralgon Maffra Road, Marshalls Road, Park Lane and Greenfield Drive. Marshalls Road will be reconstructed and upgraded to a connector street standard and provide the main east west link through the area. There will also be a secondary east west road links to the north and south of Marshalls Road, with a new intersection at Traralgon Maffra Road.

Mitchell Drive will be extended to the north to connect to Glendale Road, which will be reconstructed and upgraded. There will also be secondary north south road links to the west and east of Glendale Road.

A network of local streets will link to the connector streets.

The estimated post development AM & PM peak flow traffic movements (figures 4.3 and 4.4 GTA Report) are reproduced below.

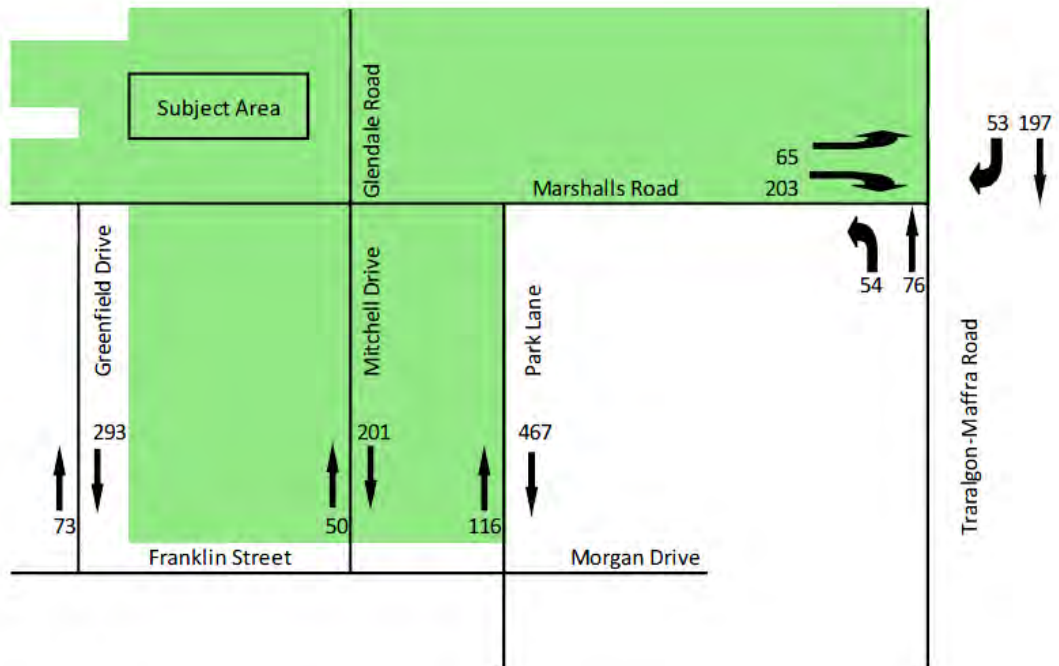


Figure 9: Estimated Post Development AM Peak Hour Traffic Movements

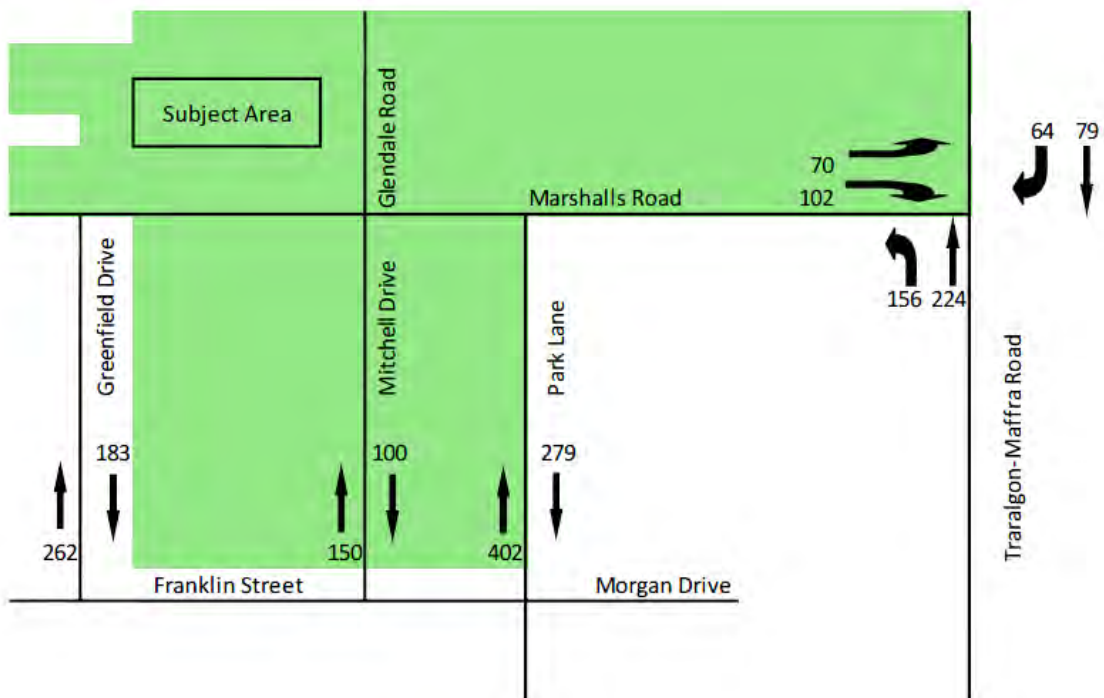


Figure 10: Estimated Post Development PM Peak Hour Traffic Movements

At section 4.2 of the GTA Report, External Traffic Impact:

Park Lane, Greenfield Drive and Franklin Street are currently constructed to a standard generally in accordance with the requirements of a 'Connector Street – Level 2' in Clause 56.06-8 of the Latrobe Planning Scheme. This clause indicates that such roads have a capacity for traffic volumes of up to 7000veh/day. Therefore, following the full development of the site, it is anticipated that these

roads will operate within their capacity, albeit volumes will significantly increase when compared with the existing situation.

Mitchell Drive is currently constructed to a standard generally in accordance with the requirements of an "access Street – Level 2" in Clause 56.06-8 of the Latrobe Planning Scheme., This clause indicates that such roads have a capacity for traffic volumes of up to 3000veh/day. Therefore following the full development of the site, it is anticipated that Mitchell Drive will operate within its capacity, albeit volumes will significantly increase when compared with the existing situation, given that the road currently terminates at the site boundary.

Marshalls Road will need to be re-constructed in accordance with the requirements of a 'Connector Street – Level 2' in Clause 56.06-8 of the Latrobe Planning Scheme to accommodate the expected future traffic volumes.

Whilst traffic volumes on Traralgon Maffra Road will notably increase, they will still be well within the capacity of the road and be notable lower than many other arterial roads.

6.2 Public Transport

The GTA Report comments on public transport infrastructure:

There are currently no public transport services which operate within or adjacent to the subject area. The nearest bus service is the #3 route which operates along Park Lane, south of Franklin Street. The connector streets within the area should be designed to accommodate potential future bus services. If a bus services operated along Marshalls Road all properties within the development area would be within approximately 600m of the bus route.

Council policies and the provisions of DPO5 support the provision of public transport. The ODP provides for a road network that would result in all properties being within 200/300 metres from any future internal bus link.

6.3 Neighbourhood Street Network

Future development applications will be require to provide for an appropriate street hierarchy and provide for road pavements and overall road widths that accord with the provisions of Clause 56.06-8 and the applicable Council Standards.

It is noted that Latrobe City Council may have regard to the Infrastructure Design Manual which has been adopted by many regional Councils as the basis for engineering standards.

Millar Merrigan supports the potential road hierarchy contained in Figure 5,1 of the GTA report reproduced as Figure 11 below.

It is clear that Marshalls Road will be a significant connector street and will require upgrading to cater for additional traffic flows. Millar Merrigan have prepared a concept (Appendix 2) showing a possible upgrade within the existing road reserve of 20m and incorporating a shared pedestrian and cycling path.



Figure 11: Potential Road Hierarchy

Council are currently taking developer contributions from The Strand to the south for provision of a roundabout at the intersection of Park lane and Marshalls Road. Millar Merrigan support this proposal and it will be incorporated into this ODP.

6.4 Shared Path Network

Council policies particularly clause 21.08 and the provisions of DPO5, place particular emphasis on the need to provide appropriate pedestrian and cycling paths and connections.

The GTA Report comments on shared paths:

The roads within the development area should have footpaths on both sides to encourage walking. The proposed road network is relatively linear which allows direct pedestrian connections. In addition, consideration should be given to providing bicycle facilities in the form of on-road cycle lands and/or shared paths along the connector streets, including Marshalls Road.

Millar Merrigan has prepared a concept for the upgrade of the Marshalls Road reserve (Appendix 2) incorporating a shared path, similar provision should be made along the connector streets within the development plan area.

7 Development Sequencing and Staging

The ODP has been prepared such that individual titles will be able to be developed separately in most cases. The shape and size of the western parcels means that these parcels would benefit from consideration of joint development arrangements.

It is acknowledged that Latrobe City Council are commencing work to prepare a development contribution plan for the development plan area and that this will likely provide for some community infrastructure as well as physical infrastructure including the upgrade of Marshalls Road. Council has also discussed plans to construct a roundabout at the intersection of Park Lane and Marshalls Road.

It is noted that provision of reticulated sewerage will require the design and construction of a sewer pump station and/or a series of pump stations. There is currently only very limited capacity within the existing sewerage system and therefore augmentation of sewerage infrastructure will need to occur at a very early stage of development. An indicative location for a new pump station has been shown in Figure 3, the final location will need to respond to authority requirements and will need to provide appropriate buffering, access and provision of services. The location as shown requires the crossing of the gas/oil pipeline and a location south of this may be appropriate subject to buffer considerations. It is noted that trunk sewer mains will need to be located in logical areas, such as along future road reserves to ensure that the development potential is not impeded as such it will be important for a detailed design plan, including road locations, to be developed to inform the location of these trunk mains early in the development of the site.

For some properties the co-ordination of outfall drainage may require co-operation between adjacent land owners.

8 Summary and Conclusion

The subject site is approximately 141.3ha and is located north of the Traralgon Township. It is contained within Development Plan Overlay Schedule 5 (DPO5) of the Latrobe City Council Planning Scheme. A preliminary Outline Development Plan (ODP) has been prepared to guide the preparation of this and other background reports. As part of the formulation of this report, a series of meetings has been held with a number of key stakeholders and servicing authorities.

Gippsland Water has determined that current sewerage and water infrastructure will require substantial upgrade to supply the proposed development. A sewer pump station will be required to replace the Marshalls Road Sewer Pump Station that currently services land to the south. EPA buffer zones will be required around this and around Gippsland Waters Traralgon Emergency Storage to the west.

The relevant electricity authority for the site is SP-AusNet. There are no anticipated issues with regard to network capacity. APA Group may be able to supply this estate with natural gas. Initial feasibility enquiries are being conducted to determine availability of supply. It must also be noted that existing gas and oil pipelines will need to be catered for during the development process.

Telecommunications is currently transitioning from copper wire to broadband technology. As part of the federal government's National Broadband Network initiative, Fibre to the Premises (FTTP) may be made available. NBN Co. is responsible for the delivery of broadband infrastructure which will be subject to commercial agreements between Telstra/NBN Co. and the developer.

Site stormwater works will require liaison with both West Gippsland Catchment Management Authority and Latrobe City Council. It is proposed to provide an integrated, hydraulic, water quality and landscape solution that provides an attractive element within the streetscape and reserves to achieve best practice. A due diligence Hydrology Investigation has been completed by Water Technology (August 2011).

GTA Consultants has completed a Traffic Impact Assessment (September 2011) that examines external traffic flow, internal traffic movements and proposed intersection works onto abutting roads. Council has also discussed plans to construct a roundabout at the intersection of Park Lane and Marshalls Road.

Millar Merrigan endorse the recommendations of both these reports.

Biosis have prepared a Flora and Fauna Due Diligence assessment (28 July 2011). The assessment notes that more detailed reports will be needed at the development stage however it is clear that there are no flora and fauna issues that would require an amendment to the preliminary ODP.

Preliminary feasibility enquiries have returned largely positive responses. However, detailed work will be required as part of the detailed design phase. The upgrade of Marshalls Road and construction of new sewer pump stations will be a key factor for the appropriate sequencing of future development, otherwise individual parcels are capable of being independently developed and serviced subject to appropriate outcomes for stormwater treatment being achieved.

Appendix 1 - Outline Development Plan - Land Budget

LAND BUDGET - PROPERTY No.8			
SITE AREA	18.5ha	AREA	% SITE
ENCUMBERED LAND			
CMA DRAINAGE RESERVE	0.3ha		1.4%
TOTAL	0.3ha		
NET DEVELOPABLE AREA	18.2ha		
LAND USES			
COLLECTOR ROADS - 273m length	0.6ha		3%
LOCAL ROADS - 1800m length	3.4ha		19%
OPEN SPACE - Passive & Tree Res.	1.3ha		7%
STANDARD RESIDENTIAL LOTS	13.0ha		71%
TOTAL AREA	18.2ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			204

LAND BUDGET - PROPERTY No.7			
SITE AREA	8.9ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	8.9ha		
LAND USES			
COLLECTOR ROADS - 296m length	0.6ha		7%
LOCAL ROADS - 705m length	1.3ha		15%
OPEN SPACE - Passive & Tree Res.	0.4ha		4%
STANDARD RESIDENTIAL LOTS	6.6ha		75%
TOTAL AREA	8.9ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			102

LAND BUDGET - PROPERTY No.6			
SITE AREA	2.8ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	2.8ha		
LAND USES			
COLLECTOR ROADS - 112m length	0.2ha		8.2%
LOCAL ROADS - 288m length	0.5ha		18.2%
OPEN SPACE - Passive & Tree Res.	0.7ha		25%
STANDARD RESIDENTIAL LOTS	1.4ha		49%
TOTAL AREA	2.8ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			26

LAND BUDGET - PROPERTY No.5			
SITE AREA	6.9ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	6.9ha		
LAND USES			
COLLECTOR ROADS - 223m length	0.9ha		7%
LOCAL ROADS - 300m length	0.7ha		10%
OPEN SPACE - Tree Reserve	0.03ha		0.5%
STANDARD RESIDENTIAL LOTS	5.8ha		83%
TOTAL AREA	6.9ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			83

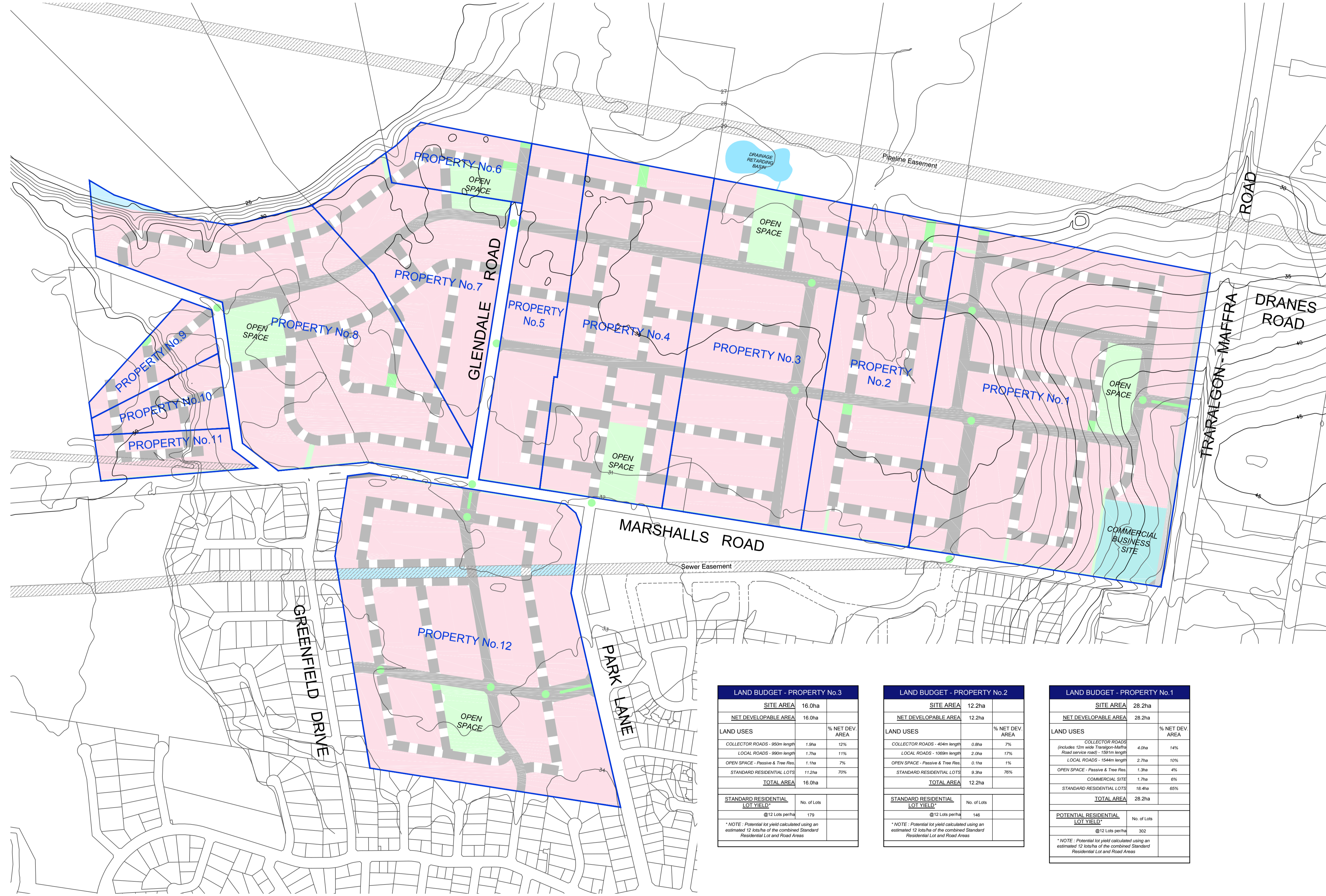
LAND BUDGET - PROPERTY No.4			
SITE AREA	14.5ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	14.5ha		
LAND USES			
COLLECTOR ROADS - 464m length	0.9ha		6%
LOCAL ROADS - 1591m length	2.9ha		20%
OPEN SPACE - Passive & Tree Res.	1.0ha		7%
STANDARD RESIDENTIAL LOTS	9.6ha		66%
TOTAL AREA	14.5ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			161

LAND BUDGET - PROPERTY No.9			
SITE AREA	2.1ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	2.1ha		
LAND USES			
LOCAL ROADS - 266m length	0.5ha		24%
STANDARD RESIDENTIAL LOTS	1.6ha		76%
TOTAL AREA	2.1ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			25

LAND BUDGET - PROPERTY No.10			
SITE AREA	2.1ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	2.1ha		
LAND USES			
LOCAL ROADS - 266m length	0.5ha		22%
STANDARD RESIDENTIAL LOTS	1.7ha		79%
TOTAL AREA	2.1ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			26

LAND BUDGET - PROPERTY No.11			
SITE AREA	2.1ha	AREA	% NET DEV. AREA
ENCUMBERED LAND			
NET DEVELOPABLE AREA	2.1ha		
LAND USES			
LOCAL ROADS - 227m length	0.4ha		19%
OPEN SPACE - Passive & Tree Res.	0.1ha		4%
STANDARD RESIDENTIAL LOTS	1.6ha		76%
TOTAL AREA	2.1ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			24

LAND BUDGET - PROPERTY No.12			
SITE AREA	24.3ha	AREA	% SITE
ENCUMBERED LAND			
SEWER EASEMENT	0.8ha		3.3%
TOTAL	0.8ha		
NET DEVELOPABLE AREA	23.5ha		
LAND USES			
COLLECTOR ROADS - 1005m length	2.1ha		9%
LOCAL ROADS - 2038m length	3.6ha		15%
OPEN SPACE - Passive & Tree Res.	1.1ha		5%
STANDARD RESIDENTIAL LOTS	16.6ha		71%
TOTAL AREA	23.5ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			208



LEGEND

- DEVELOPMENT PLAN OVERLAY - SCHEDULE 5 (15 Properties - Total Area 141.3ha)
- OWNERSHIP BOUNDARY (12 Owner groups)

NOTES

- Proposed Subdivision is preliminary only and subject to detailed Survey and investigation into potential encumbrances.
- This plan is subject to the approval of various statutory authorities.
- All Potential Lot Yields are indicative only.
- Internal Easements have not been included in this design on the assumption that services can be relocated. This is to be confirmed upon further detailed investigation.
- It is acknowledged that the Latrobe City Council reserves the right to nominate areas of shared community infrastructure prior to the completion of the final Development Plan.

LAND BUDGET - ALL PROPERTIES			
SITE AREA	138.6ha	AREA	% SITE
ENCUMBERED LAND			
SEWER EASEMENT	0.8ha		0.6%
CMA DRAINAGE RESERVE	0.3ha		0.2%
TOTAL	1.1ha		0.8%
NET DEVELOPABLE AREA	137.5ha		
LAND USES			
COLLECTOR ROADS (includes 12m wide Traralgon-Maffra Road service road) - 5307m length	11.6ha		8%
LOCAL ROADS - 11235m length	20.3ha		15%
OPEN SPACE - Passive & Tree Res.	7.1ha		5%
COMMERCIAL SITE - with Tree Res.	1.7ha		1%
STANDARD RESIDENTIAL LOTS	96.8ha		70%
TOTAL AREA	137.5ha		
STANDARD RESIDENTIAL LOT YIELD*			
No. of Lots			
@12 Lots per/ha			1545

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FOR DISCUSSION

No.	Revision Description	Drawn	App'd	Date
1	Amendments R&L and Budget adjustments	BGC		16.06.2011
2	Remove Secondary School	BGC		27.06.2011
3	Remove School & Active Reserve	BGC		14.07.2011
4	Remove Community Centre	BGC		19.07.2011
5	Mount Open Space & adjust L.Budgets	BGC		25.07.2011
6	Adjust lots per/ha	BGC		26.07.2011
7	Amend Commercial Site	BGC		28.08.2011

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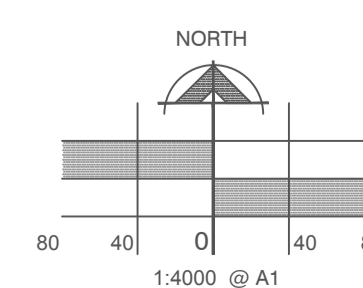


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LAND DEVELOPMENT CONSULTANTS

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PROPOSED SUBDIVISION
LAND BUDGET
145 TRARALGON - MAFFRA ROAD, TRARALGON 3844
LABTROPHE CITY COUNCIL
15534T1
VERSION 1
SHEET 1 OF 1

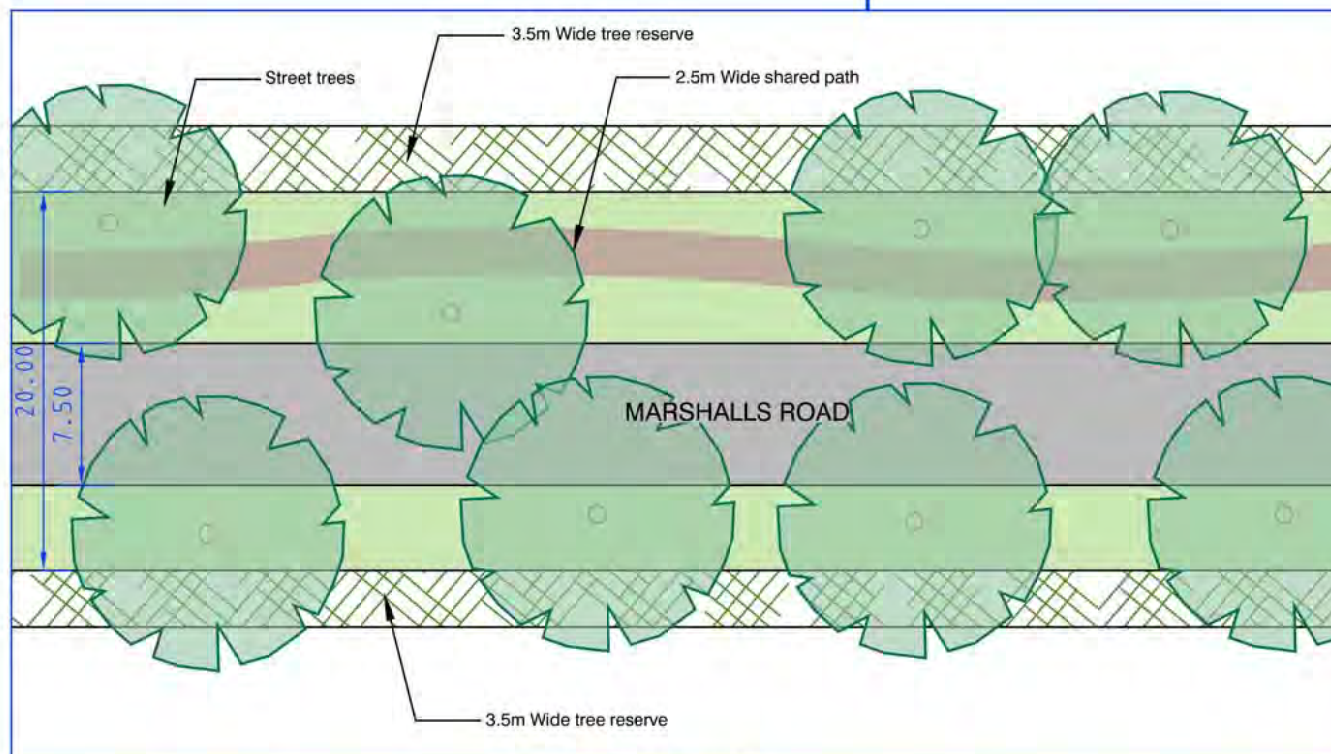
Appendix 2 – Marshalls Road Upgrade Plan



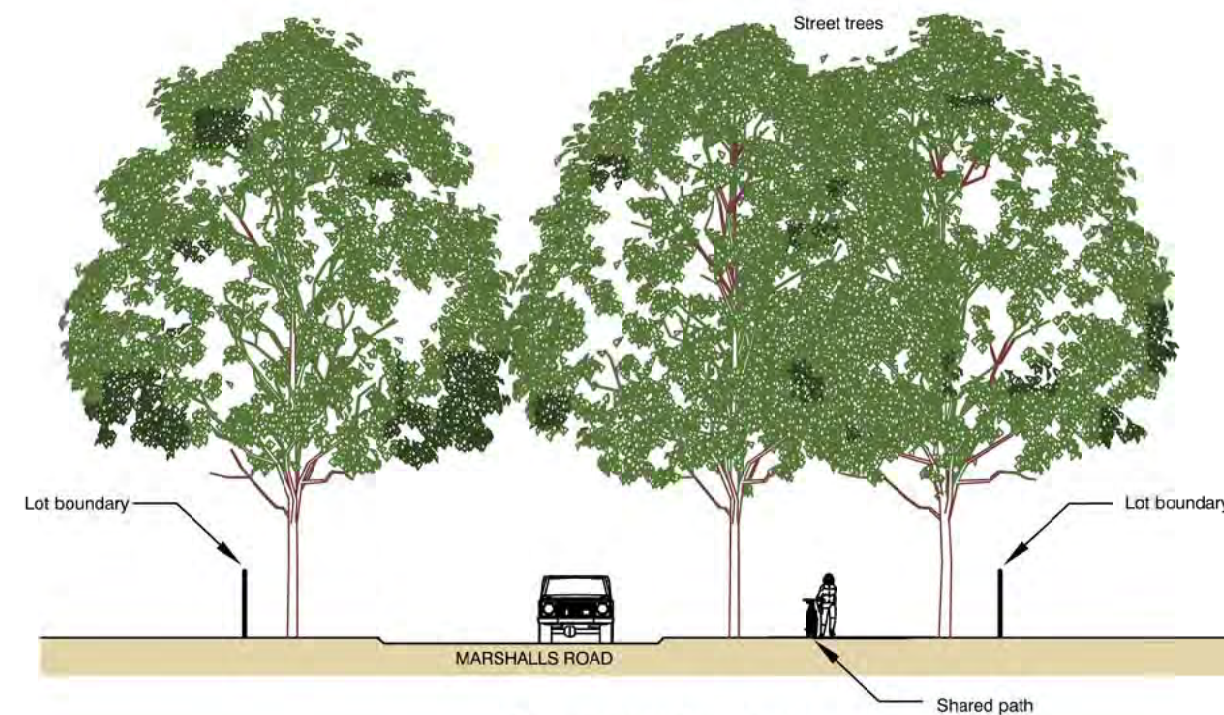
Site Plan (Scale 1:20,000)



Existing Marshalls Road



Detail Plan (Scale 1:400)



Cross Section (Scale 1:200)

PRELIMINARY

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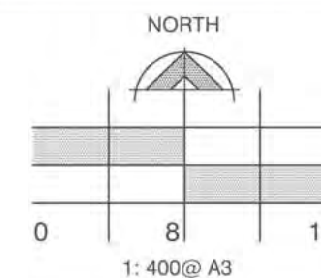


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**MARSHALLS ROAD
 ROAD UPGRADE**
15534 DP2_V6
 Marshalls Road, Traralgon
 Latrobe City Council

Marshalls Road Development Plan, Traralgon

Aboriginal Heritage Due Diligence Study and Implications for Development

Andrew Long

Andrew Long & Associates Pty Ltd

19th July 2011

Introduction

The following report presents a desktop study of known and predicted Aboriginal heritage values for the proposed residential subdivision of land ('the activity') at the corner of Marshalls Road and Traralgon-Maffra Road, Traralgon, Gippsland ('the activity area'). The proposed subdivision includes 15 properties totalling 141.3 ha., and occupies land on the north side of Marshalls Road between the junction of Traralgon-Maffra Road to a group of three small properties immediately west of Greenfield Drive.

The study has been commissioned at the Development Plan stage as a tool to advise the planning process by NBA Group Pty Ltd on behalf of a consortium of land owners, who are seeking to have the land rezoned for future residential development.

Note that a single property within the proposed Development Plan area located to the south of Marshalls Road is excluded from this assessment, as it will be subject to a separate assessment commissioned by the land owner.

The exclusive purpose of this desktop study is to assess the mandatory requirements of the *Aboriginal Heritage Act 2006* ('the Act') and the *Aboriginal Heritage Regulations 2007* ('the Regulations') with respect to the proposed activity (Appendix 1), in particular the need for a Cultural Heritage Management Plan (CHMP), as may be required in accordance with Section 46 of the Act.

This study has involved a search of the Victorian Aboriginal Heritage Register (VAHR) (19th July 2011) and other background material to determine whether any triggers for a mandatory CHMP exist for the proposed activity. No field assessment was undertaken.

Previous Cultural Heritage Assessment

There has been no prior cultural heritage assessment of the activity area.

The Victorian Aboriginal Heritage Register (VAHR)

There are no Aboriginal cultural places listed on the VAHR in relation to the activity area.

The *Aboriginal Heritage Act 2006*

All Aboriginal cultural places in Victoria are protected by the State *Aboriginal Heritage Act 2006* (Appendix 1). A key component of this Act is a statutory report termed a 'Cultural

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Heritage Management Plan' (CHMP), which is required under proscribed circumstances for high impact activities that require statutory approval (see Appendix 1).

It is my professional opinion that the Regulations do not require a mandatory CHMP in this instance. The following reviews the wording of the Aboriginal Heritage Regulations 2007 to explain the reasoning behind this opinion.

When is a cultural heritage management plan required?

A CHMP is required for an activity if (Regulation 6)-

- (a) all or part of the activity area for the activity is an area of cultural heritage sensitivity; and
- (b) all or part of the activity is a high impact activity.

Is the activity area an area of cultural heritage sensitivity?

The activity area is not an area of cultural heritage sensitivity in accordance with either the Regulations or the AAV 1:100,000 Map - Areas of Cultural Heritage Sensitivity in Victoria 8221 – Traralgon.

Is the activity a high impact activity?

Rezoning is not defined as a high impact activity, however the proposed future use of the land after rezoning is considered a high impact activity, as follows:

Regulation 46 – Subdivisions

- (1) The subdivision of land into three or more lots is a high impact activity if-
 - (a) the planning scheme that applies to the activity area in which the land to be subdivided is located provides that at least three of the lots may be used for a dwelling subject to the grant of a permit
 - (b) the area of each of at least three of the lots is less than eight hectares.

The proposed activity is thus a high impact activity, as defined in Division 5 of the Regulations.

Do any Exemptions or other Arrangements as outlined in the Aboriginal Heritage Regulations 2007 apply?

No exemptions or other arrangements apply in this instance.

Will a cultural heritage management plan be required for the Activity?

It is my expert opinion that a CHMP, as defined in the Aboriginal Heritage Act 2006, need not be lodged as part of an application for planning approval for the proposed residential development of the activity area. Furthermore, it is also my professional view the progress of such an application cannot be suspended in accordance with Section 52 of the Act.

This opinion is based on the understanding that the activity area is not an area of cultural heritage sensitivity.

It should be noted that this opinion does not imply that Aboriginal cultural places are not present within the activity area, or are not at risk of impact from the proposed activity. It is simply stated that the Aboriginal Heritage Regulations 2007 do not require a mandatory CHMP in this instance.

Any further measures to ensure compliance with the blanket protection provisions of the Aboriginal Heritage Act 2006 (Sections 27-29) are at the discretion of the proponent of any future development of the land. The minimum reporting requirements may be met by implementing with the attached procedure during any ground disturbing works (Appendix 2), which is compliant with the current provisions of the Act.

Andrew Long (BA Hons.; M. Litt. Archaeology) is a qualified Aboriginal heritage practitioner of high standing in Victoria with 25 years professional experience, and recognised as a cultural heritage advisor under the *Aboriginal Heritage Act 2006*.

Aboriginal Affairs Victoria (AAV) generally do not provide written support for such determinations, however are generally confident in accepting the judgement of recognised cultural heritage advisors. For further information, please speak to Liz Kilpatrick (Co-ordinator, Heritage Assessments, AAV) on 03 9208 3268.

This desktop study does not constitute a CHMP as defined in Division 1 of the *Aboriginal Heritage Act 2006*.

APPENDIX 1

STATUTORY REGULATIONS

ABORIGINAL CULTURAL HERITAGE LEGISLATION

The *Aboriginal Heritage Act 2006*

It should be noted that new Victorian legislation for Aboriginal heritage protection (the *Aboriginal Heritage Act 2006*) commenced operation on May 28th 2007.

This act provides blanket protection for all Aboriginal heritage sites, places or items in Victoria.

The main aspects of the Act in relation to the development process are as follows:

- An *Aboriginal Heritage Council* (AHC) has been appointed by the Minister, Aboriginal Affairs Victoria, made up of 11 Victorian Aboriginal people.
- Aboriginal community groups with traditional interests in cultural heritage are to apply to the AHC for registration as a *Registered Aboriginal Party* (RAP). RAPs will have the role of endorsing *Cultural Heritage Management Plans* (CHMP) within a given area of interest. There may be two or more RAPs for an area, provided it does not hinder the operation of the legislation.
- Under Section 48, a developer ('sponsor') may be required to submit a CHMP before the issue of a statutory authority by local government or other agency ('decision maker'). A CHMP must be registered with the Secretary, Victorian Communities (AAV), and all relevant RAPs notified in writing. If an RAP does not respond, AAV will act in lieu. A CHMP will contain details of research, field evaluation, consultation and management provisions in regard to the Aboriginal heritage of an area at risk from a development. A *Cultural Heritage Advisor* must be appointed to assist in the preparation of a CHMP. It is the role of an RAP to approve a CHMP if it meets prescribed standards.
- A CHMP will not be considered approved unless it has been approved by all relevant RAPs.

The regulations accompanying the Act specify when a CHMP will be required by law, and prescribe minimum standards for the preparation of a CHMP (Section 53). The approved form for CHMPs specifies the format in which a CHMP should be prepared by a sponsor in order to comply with the Act and the Regulations, and is an approved form under section 190 of the Act. The regulations have not been finalised to date, but their draft content has not been issued to stakeholders.

Other provisions of the Act include *Cultural Heritage Permits* (Section 36), as required for other works affecting Aboriginal heritage sites, *Cultural Heritage Agreements* (Section 68), in respect to land containing an Aboriginal heritage site, *Inspectors* (Part 11) appointed to enforce the Act, *Cultural Heritage Audits* (Section 80) to be ordered by the Secretary in relation to compliance with a CHMP and a VCAT appeals procedure.

APPENDIX 2

SUGGESTED PROCEDURE

IN THE EVENT

AN ABORIGINAL CULTURAL PLACE

IS IDENTIFIED

DURING CONSTRUCTION

A. Management of Aboriginal Cultural Heritage Found During Works

If Aboriginal places or objects found during works the following steps must be applied:

- The person who identified the find will immediately notify the person in charge of the activity.
- The person in charge of the activity must then suspend any relevant works at the location of the discovery and within 5 m of the relevant site extent and isolate the find via the installation of safety webbing, or other suitable barrier and the material to remain *in situ*.
- Works may continue outside of the 5 m barrier.
- The person in charge of works must notify the Cultural Heritage Advisor (CHA) and the Secretary (AAV) of the find within 24 hours of the discovery.
- The CHA must notify the RAP(s) or other agreed Aboriginal stakeholder(s) within 24 hours of the discovery and invite RAP(s) or other agreed Aboriginal stakeholder(s) to inspect the find.
- Within 24 hours of notification, a CHA is to attend the site and evaluate the find to determine if it is part of an already known site or should be registered as a new site and to update and/or complete site records as appropriate and advise on possible management strategies.
- Enable RAP(s) or other agreed Aboriginal stakeholder(s) to inspect site within 24 hours of notification and remove/rebury any cultural heritage material found.
- Within a period not exceeding three (3) working days the Sponsor, in consultation with the CHA, RAP or other agreed Aboriginal stakeholder, shall, if necessary, apply for a Cultural Heritage Permit (CHP) in accordance with Section 36 of the *Aboriginal Heritage Act 2006*.
- If a CHP application is lodged, works may only recommence within the area of exclusion following the issue of a CHP and compliance with any conditions.
 - When the appropriate protective measures have been taken;
 - Where the relevant Aboriginal cultural heritage records have been updated and/or completed;

In the case of the discovery of human remains, separate procedures relating to the discovery of human skeletal remains must be adhered to (see below).

B. Custody and Management of Aboriginal Cultural Heritage Recovered

- Any Aboriginal cultural heritage recovered or salvaged from the activity area remains the property of the RAP(s) or other agreed Aboriginal stakeholder(s). Any such recovery or salvage will be agreed to and overseen by a RAP(s) or other agreed Aboriginal stakeholder representative(s). In any such instance it will be the responsibility of the Cultural Heritage Advisor to:
 - Catalogue the Aboriginal cultural heritage;
 - Label and package the Aboriginal cultural heritage with reference to provenance; and

- With the RAP(s) or other agreed Aboriginal stakeholder(s), arrange storage of the Aboriginal cultural heritage in a secure location together with copies of the catalogue and assessment documentation.

C. The Management of the Discovery of Human Remains

Although this evaluation has determined that there is only a low risk of impacting an Aboriginal burial during the implementation of the activity, given the nature of the landforms and archaeological deposits within the activity area, it is nevertheless an extremely important consideration of any development.

The following steps must be taken if any suspected human remains are found in the activity area:

1. Discovery:

- If suspected human remains are discovered, all activity in the vicinity must ***cease immediately*** to ensure minimal damage is caused to the remains; and,
- The remains must be left in place, and ***protected*** from harm or damage.

2. Notification:

- Once suspected human skeletal remains have been found, the Coroners Office and the Victoria Police must be notified immediately;
- If there is reasonable grounds to believe that the remains could be Aboriginal, the DSE Emergency Co-ordination Centre must be immediately notified on 1300 888 544; and
- All details of the location and nature of the human remains must be provided to the relevant authorities.
- If it is confirmed by these authorities that the discovered remains are Aboriginal skeletal remains, the person responsible for the activity must report the existence of the human remains to the Secretary, Department of Victorian Communities in accordance with s.17 of the *Aboriginal Heritage Act 2006*.

3. Impact Mitigation or Salvage:

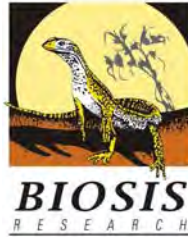
- The Secretary, after taking reasonable steps to consult with any Aboriginal person or body with an interest in the Aboriginal human remains, will determine the appropriate course of action as required by s.18(2)(b) of the Act.
- An appropriate impact mitigation or salvage strategy as determined by the Secretary must be implemented (this will depend on the circumstances in which the remains were found, the number of burials found and the type of burials and the outcome of consultation with any Aboriginal person or body).
- While opportunities to avoid impacting on a burial that may be discovered during the activity may be limited, it is important to explore opportunities to minimise disturbance to the remains through unnecessary exposure or disinterment.

4. Curation and further analysis:

- The treatment of salvaged Aboriginal human remains must be in accordance with the direction of the Secretary.

5. Reburial:

- Any reburial site(s) must be fully documented by an experienced and qualified archaeologist, clearly marked and all details provided to AAV;
- Appropriate management measures must be implemented to ensure that the remains are not disturbed in the future.



Nick Anderson
Managing Director
NBA Group Pty Ltd
93 Macalister Street
Sale VIC 3850

28 July 2011

Re: Flora and fauna due diligence assessment of the proposed Marshalls Road development in Traralgon, Victoria.

Our Ref: 13520

Dear Nick,

Please find attached our flora and fauna due diligence assessment of the proposed Marshalls Road development in Traralgon, Victoria.

If you have any further enquiries please do not hesitate to contact me on the number below.

Kind regards,

A handwritten signature in black ink, appearing to be "CC", written in a cursive style.

Catherine Clowes

Consultant Botanist

Marshalls Road
Flora and Fauna Due Diligence Assessment

Catherine Clowes

18 July 2011

Introduction

Biosis Research Pty. Ltd. (Biosis Research) was commissioned by NBA Group to complete a flora and fauna due diligence assessment of the proposed Marshalls Road development in Traralgon, Victoria (the study area). The study area is approximately 141.3 ha and is bounded by a housing subdivision and Marshalls Road to the south, Park Lane and Traralgon-Maffra Road to the east and farmland to the west and north (Figure 1). The purpose of this letter report is to provide a summary of the flora and fauna due diligence assessment for the study area including recommendations related to preliminary flora and fauna values identified as part of this assessment.

Method

Database Searches

Database searches of a 5 km radius around the study area including the Victorian Biodiversity Atlas (VBA 2010), *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Protected Matters Search Tool (PMST) and Department of Sustainability and Environment (DSE) Interactive Maps (The State of Victoria 1996-2011) were completed on 13 July 2011.

Site Inspections

On 11 July 2011 the study area was inspected by a zoologist and on 15 July 2011 a botanist; to determine the ecological values of the study area. The majority of the inspection was completed along property boundaries from road reserves. The boundaries of native vegetation patches observed during the site inspection were approximated. Detailed species data were not collected however vegetation composition and condition were noted.

Results

Flora and Communities

Database Searches

No flora species of national or state significance have been recorded within the study area according to the results from database searches. Eight flora species of national significance and three of state significance have previously been recorded within 5 km of the site (Appendix 1). These include River Swamp Wallaby-grass *Amphibromus fluitans* found in wetland communities and Matted Flax-lily *Dianella amoena* found in grassland communities; both of national significance.

Site Inspection

No flora species of national or state significance were recorded during the site inspection although some areas of potential habitat were observed (described within the EVC section below).

The majority of the site appeared to constitute Degraded Treeless Vegetation (DTV) dominated by pasture grasses and other herbs including Sweet Vernal-grass *Anthoxanthum odoratum*, Prairie Grass *Bromus catharticus*, Soft Brome *Bromus hordeaceus* subsp. *hordeaceus*, Cocksfoot *Dactylis glomerata*, Panic Veldt-grass *Ehrharta erecta* var. *erecta*, Paspalum *Paspalum dilatatum*, Toowoomba Canary-grass *Phalaris aquatic* and Ribwort *Plantago lanceolata*.

One Ecological Vegetation Class (EVC) was recorded within the study area during the inspection; Plains Grassy Wetland (Figure 2). This community has the potential to meet the requirements of the Flora and Fauna Act 1988 listed community Herb-rich Plains Grassy Wetland (West Gippsland), however a detailed assessment would be required to determine this. The two patches located along the boundary fence between the far eastern property and its neighbour (north of Marshall Road) were both dominated by Common Spike-sedge *Eleocharis acuta* interspersed by other indigenous herbs including Common Swamp Wallaby-grass *Amphibromus nervosus*, Rush *Juncus* sp., Australian Sweet-grass *Glyceria australis* and Small Loosestrife *Lythrum hyssopifolia*. Introduced species observed within this community during the site inspection included Curled Dock *Rumex crispus* and Common Water-starwort *Callitriche stagnalis*. A third potential patch is located adjacent to Traralgon-Maffra Road and appears to be dominated by Rush. This potential patch requires further investigation to determine if it meets the requirements of a native vegetation patch for this EVC.

A number of Gippsland Red-gums *Eucalyptus tereticornis* subsp. *mediana* were noted within the far eastern property during the site inspection. A detailed survey of this area would be required to determine if these Gippsland Red-gums constitute scattered trees or form patches of the EPBC Act listed community Gippsland Red Gum (*Eucalyptus tereticornis* subsp. *medianus*) Grassy Woodland and Associated Grassland.

An area of potentially indigenous *Eucalyptus* sp. was also noted west of Glendale Road. A survey of this area would be required to determine the species and (if indigenous) whether the area constitutes scattered trees or a patch of native vegetation.

Fauna habitats

Database searches

No fauna species of national or state significance have been recorded within the study area according to the results from database searches. Two fauna species of national significance and ten fauna species of state significance have previously been recorded within 5 km of the study area (Appendix 2). The PMST predicts the occurrence of an additional 11 fauna species of national significance, based on distributional range and the presence of suitable habitat.

Site inspection

Fauna habitats identified within the study area include exotic pasture, planted non-indigenous trees and shrubs, scattered remnant trees, farm dams and low-lying ephemeral wetlands. Fauna habitats within the study area are highly modified and therefore provide limited resources for threatened fauna species that have been previously recorded within the surrounding area.

Exotic pasture habitat makes up the majority of the study area. This habitat type has been used primarily for agricultural purposes, such as the grazing of domestic stock. These areas are dominated by introduced grasses and contain little value to most native fauna species. Planted non-indigenous trees and shrubs occur within the study area as planted windbreaks as well as garden plantings around residences. Due to their modified nature, planted non-indigenous trees and shrubs within the study area typically only provide habitat for common native and introduced bird species, such as Willie Wagtail *Rhipidura leucophrys* and Common Starling *Sturnus vulgaris*. Several scattered remnant trees and standing dead trees occur throughout the study area. These trees contain a variety of different sized hollows and provide nesting and roosting resources for a range of fauna species including common hollow-nesting birds and insectivorous micro bats.

A small number of dams and low-lying areas prone to inundation occur throughout the study area. At the time of the site inspection, dams within the study area contained little to no aquatic vegetation or surrounding terrestrial refuge and therefore provide limited value to most fauna species. Dams and ephemeral wetlands provide marginal foraging habitat for some state significant water birds such as Eastern Great Egret *Ardea modesta* and Royal Spoonbill *Platalea regia*. Further detailed assessment of aquatic habitats within the study area would be required in order to determine the fauna habitat values of these areas.

Recommendations

Following the database review and site inspections and with regards for Schedule 5 of the Latrobe Planning Scheme (The State of Victoria 2010) we recommend a detailed flora, fauna and net gain assessment for the site as part of the planning process. This assessment should:

- Describe the flora and fauna values within the study area;
- Map native vegetation with a focus on determining the presence/extend of wetland and woodland communities within the study area;
- Determine and map other habitat features (including aquatic habitats);
- Include a vegetation quality assessment;
- Review the implications of relevant biodiversity legislation and policy, including Victorias Native vegetation management: A Framework for Action (NRE 2002) and West Gippsland Native Vegetation Plan (WGCMA 2008);

- Assess the potential impacts of the proposed development (with consideration to fragmentation issues within the Strzelecki Bioregion);
- Identify potential mitigation measures; and
- Recommend any further assessments of the site that may be required (such as targeted searches for significant species potentially including Growling Grass Frog and Dwarf Galaxias).

References

NRE 2002. *Victoria's Native Vegetation Management: A Framework for Action*. Department of Natural Resources and Environment, Victoria.

The State of Victoria 1996-2011. *Biodiversity Interactive Map - 3.1*. Department of Sustainability and Environment, Melbourne.

The State of Victoria 2010. Latrobe Planning Scheme: Schedule 5: Development Plan Overlay (DPO5). Accessed on 20/07/11 from <http://planningschemes.dpcd.vic.gov.au/latrobe/home.html>.

VBA (2010) 'VBA_FAUNA25, FAUNA100 & FAUNARestricted, FLORA25, FLORA100 & FLORARestricted' August 2010 © The State of Victoria, Department of Sustainability and Environment. The contribution of the Royal Botanical Gardens Melbourne to the database is acknowledged.

WGCMA 2008. *West Gippsland Native Vegetation Plan*. West Gippsland Catchment Management Authority, Victoria.

APPENDICES

APPENDIX 1: SIGNIFICANT FLORA SPECIES

Includes national and state significant species from the following sources:

- Victorian Biodiversity Atlas 2010 (refer to Section **Error! Reference source not found.**)
- DSEWPC database (PMST accessed on 13.07.11)
- Current survey

Search area is 5 km radius.

Australian status:

EX	Extinct (EPBC Act)
CR	Critically Endangered (EPBC Act)
EN	Endangered (EPBC Act)
VU	Vulnerable (EPBC Act)
R	Rare (Walsh & Stajsic 2007)

Victorian status:

x	extinct (VBA, 2010)
e	endangered (VBA, 2010)
v	vulnerable (VBA, 2010)
r	rare (VBA, 2010)
k	poorly known (VBA, 2010)
L	listed as threatened under FFG Act
p	protected flora under the FFG Act (permit to take required on public land)

Most recent record:

#	species predicted to occur by the PMST (not recorded on VBA unless dated)
Year	recorded on the VBA
2010	recorded during current survey

Likelihood of occurrence: – refer to section **Error! Reference source not found.**

Table 1: Flora of national or state significance recorded or predicted to occur within 5 km of the study area

Scientific name	Common name	Aust. status	Vic. status	Most recent record
National significance:				
<i>Amphibromus fluitans</i>	River Swamp Wallaby-grass	VU		2004/#
<i>Dianella amoena</i>	Matted Flax-lily	EN	e,L	2005
<i>Eucalyptus yarraensis</i>	Yarra Gum	R	r	2003
<i>Lachnagrostis punicea</i> subsp. <i>punicea</i>	Purple Blown-grass	R	r	2000
<i>Prasophyllum frenchii</i>	Maroon Leek-orchid	EN	e,L	#
<i>Thelymitra epipactoides</i>	Metallic Sun-orchid	EN	e,L	#
<i>Thelymitra matthewsii</i>	Spiral Sun-orchid	VU	v,L	#
<i>Xerochrysum palustre</i>	Swamp Everlasting	VU	v,L	#
State significance:				
<i>Corymbia maculata</i>	Spotted Gum		v	2002
<i>Craspedia canens</i>	Grey Billy-buttons		e,L	2003
<i>Hypsela tridens</i>	Hypsela		k	2003

Appendix 2: Significant fauna species

Includes national and state significant species from the following sources:

- Victorian Biodiversity Atlas 2010
- DSEWPaC database (PMST accessed on 13.07.11)

Search area is 5 km radius.

Australian status:

CR	Critically Endangered (EPBC Act)
EN	Endangered (EPBC Act)
VU	Vulnerable (EPBC Act)

Victorian status:

cr	critically endangered (DSE 2007a)
en	endangered (DSE 2007a)
vu	vulnerable (DSE 2007a)
nt	near threatened (DSE 2007a)
dd	data deficient (DSE 2007a)
L	listed as threatened under FFG Act

Most recent record:

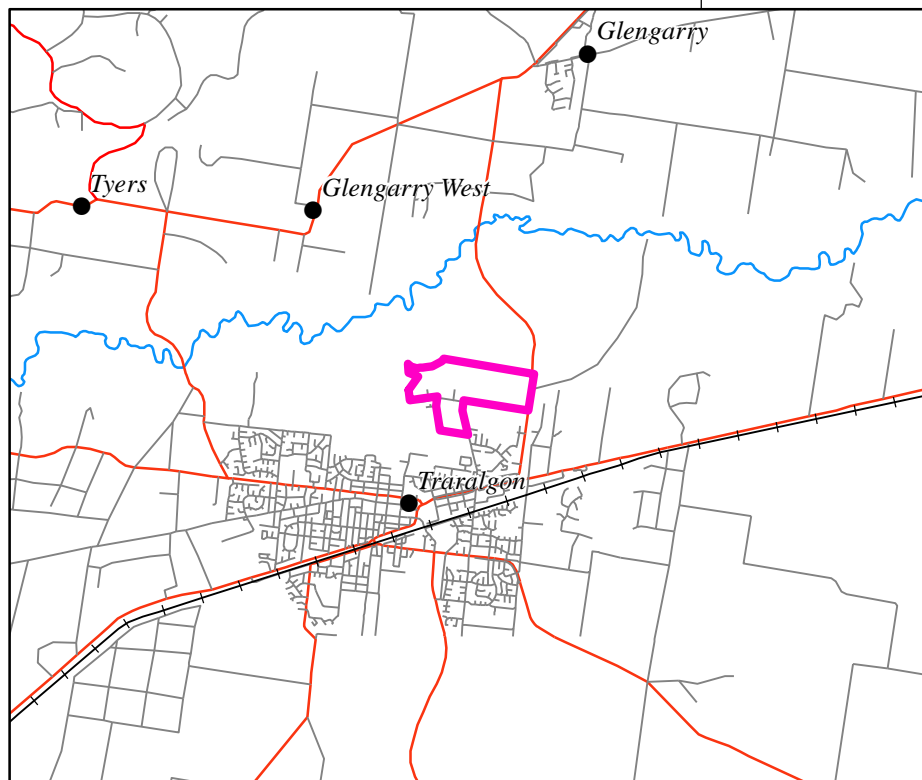
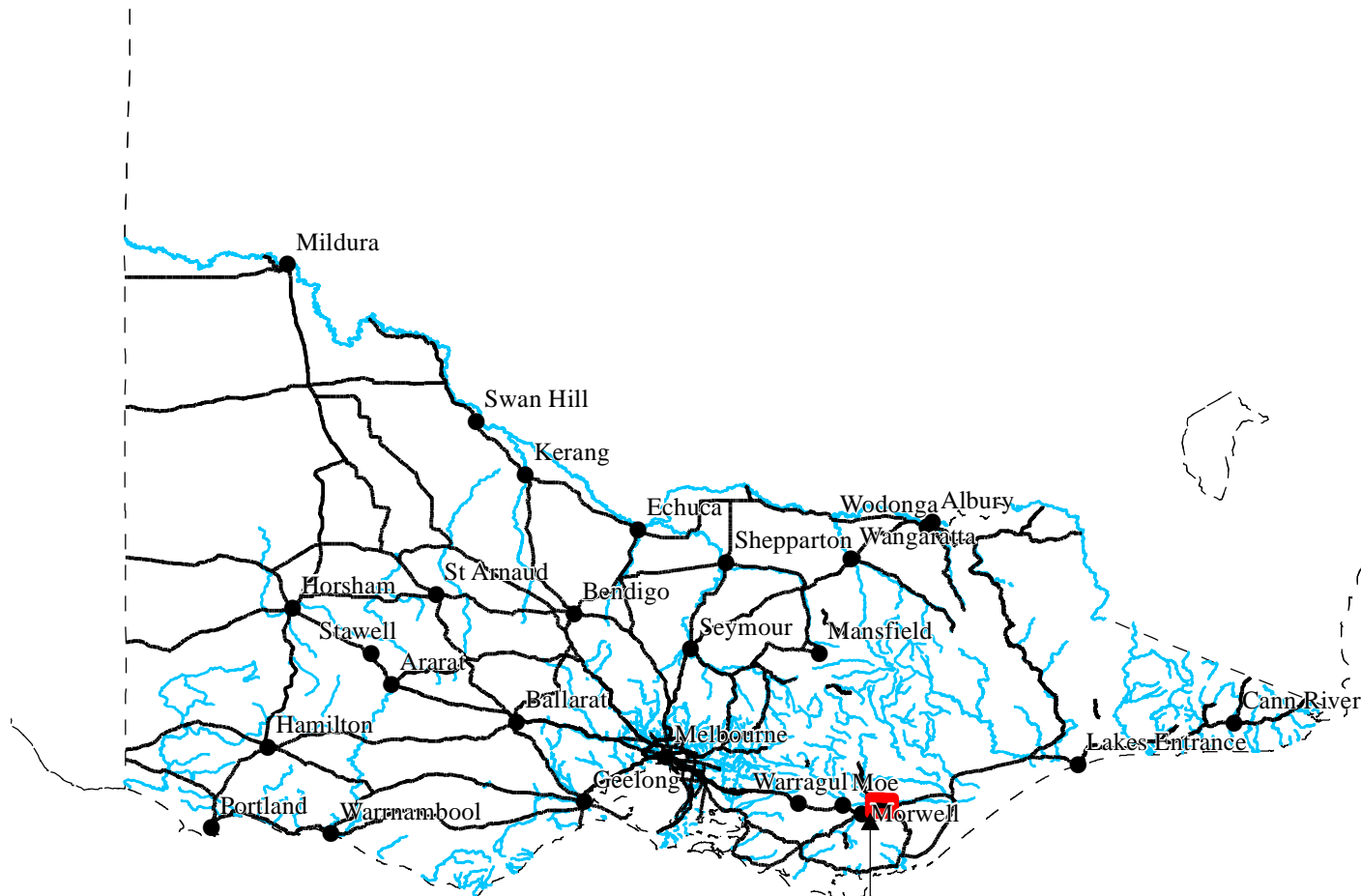
#	species predicted to occur by the PMST (not recorded on other databases unless dated)
Year	recorded on databases listed above

Table 2. Fauna of national or state significance recorded or predicted to occur within 5 km of the study area



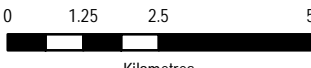
Scientific Name	Common Name	Aust. Status	Vic. Status	Most recent record
National Significance				
<i>Rostratula australis</i>	Australian Painted Snipe	VU	cr,L	#
<i>Lathamus discolor</i>	Swift Parrot	EN	en,L	#
<i>Anthochaera phrygia</i>	Regent Honeyeater	EN	cr,L	#
<i>Dasyurus maculatus</i>	Spot-tailed Quoll	EN	en,L	#
<i>Isodon obesulus obesulus</i>	Southern Brown Bandicoot	EN	nt	#
<i>Potorous tridactylus</i>	Long-nosed Potoroo	VU	en,L	#
<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	VU	vu,L	#
<i>Pseudomys novaehollandiae</i>	New Holland Mouse	VU	vu,L	#
<i>Heleioporus australiacus</i>	Giant Burrowing Frog	VU	vu,L	#
<i>Litoria raniformis</i>	Growling Grass Frog	VU	en,L	#/1968
<i>Prototroctes maraena</i>	Australian Grayling	VU	vu,L	#/1979
<i>Galaxiella pusilla</i>	Dwarf Galaxias	VU	vu,L	#
<i>Synemon plana</i>	Golden Sun Moth	CR	cr,L	#
State Significance				
<i>Platalea regia</i>	Royal Spoonbill		vu	1973
<i>Ardea modesta</i>	Eastern Great Egret		vu,L	2001/#
<i>Aythya australis</i>	Hardhead vu			2001
<i>Biziura lobata</i>	Musk Duck		vu	1977
<i>Accipiter novaehollandiae</i>	Grey Goshawk		vu,L	2004
<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle		vu,L	2001/#
<i>Falco subniger</i>	Black Falcon		vu	1999
<i>Melanodryas cucullata</i>	Hooded Robin		nt,L	1973

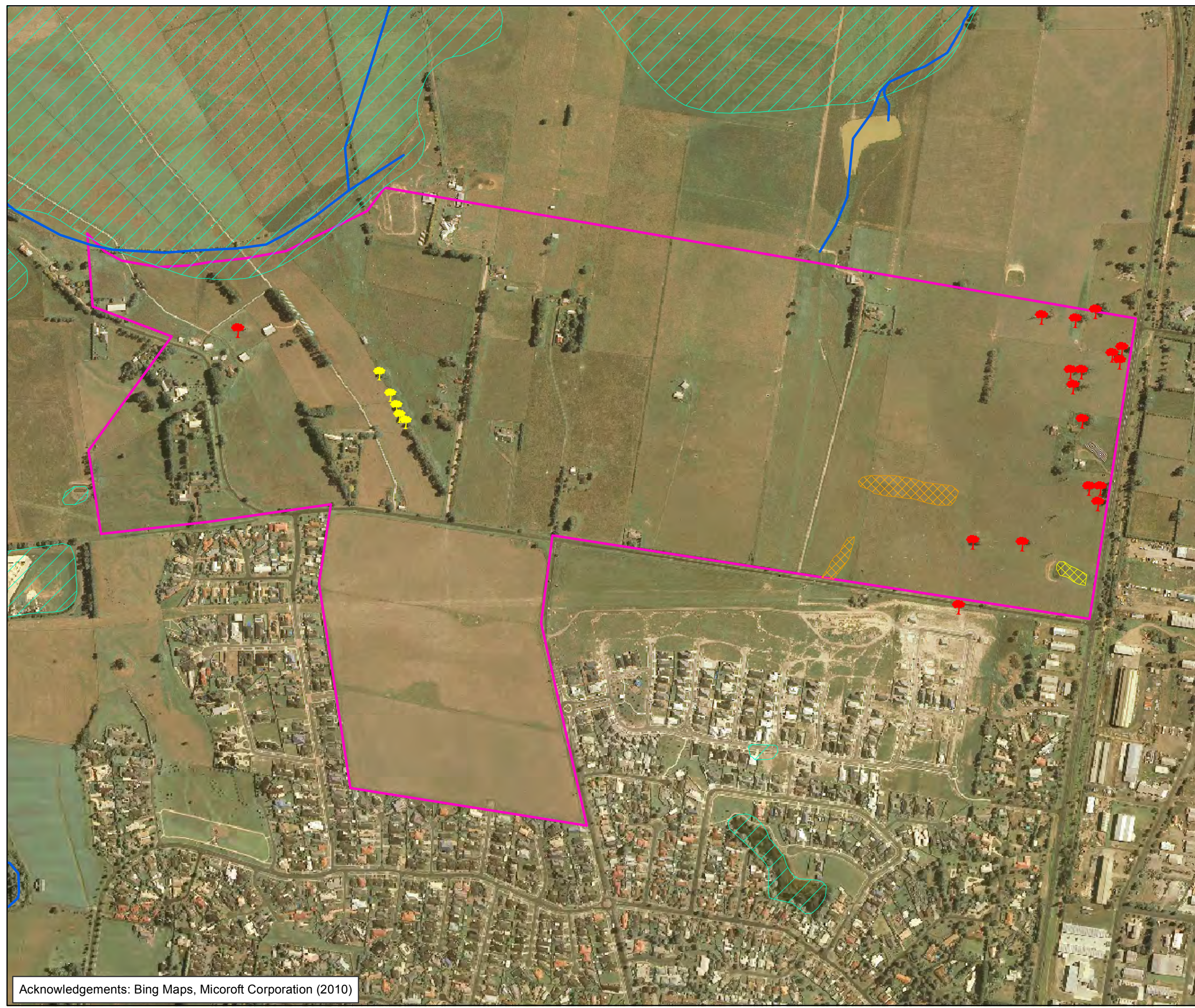
Scientific Name	Common Name	Aust. Status	Vic. Status	Most recent record
<i>Varanus varius</i>	Lace Goanna		vu	1989
<i>Pseudophryne semimarmorata</i>	Southern Toadlet		vu	1962
Other conservation categories (near threatened and data deficient)				
<i>Gallinago hardwickii</i>	Latham's Snipe		nt	2000/#
<i>Nycticorax caledonicus</i>	Nankeen Night Heron		nt	1973
<i>Alcedo azurea</i>	Azure Kingfisher		nt	1973
<i>Cinclosoma punctatum</i>	Spotted Quail-thrush		nt	1975
<i>Pseudophryne dendyi</i>	Dendy's Toadlet		dd	1973

FIGURES



Acknowledgement: VicRoads
 © State of Victoria, Department of Sustainability and Environment, 2007
 © Copyright Commonwealth of Australia (Geoscience Australia), 2006


 Biosis Research Pty. Ltd. 38 Bertie Street Port Melbourne Victoria 3207	Figure 1: Location of the Study Area within a regional context			
	Date: 25 July 2011	Drawn By: JMS		
	File ID: 13520	Checked By: CJC		
	Location: P:\13500s\13520\Mapping\Figures\13520_F1_Locality.mxd			




- Legend**
- Potential Scattered Trees/Patch
 - Scattered Trees
- EVCs
- Community
- Potential Plains Grassy Wetland
 - Plains Grassy Wetland
- Water courses VicMap Data (DSE 2007)
 - Lakes/Floodplain VicMap Data (DSE 2007)
 - Study Area

Figure 2: EVCs and Scattered Trees Located in the Study Area During the Site Inspection

0 70 140 210 280 350
 Metres
 Scale: 1:7,000 @ A3
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22nd August 2011

Nick Anderson
Managing Director, NBA Group Pty Ltd
93 Macalister Street
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Our Ref: J2002_HYDROLOGY_DUE_DILIGENCE_R01_V01.DOCX

Dear Nick,

HYDROLOGY DUE DILIGENCE INVESTIGATION - MARSHALLS ROAD TRARALGON

Please find attached our scoping assessment report documenting the drainage and stormwater issues related to the proposed development at Marshalls Road Traralgon. Recommendations for further work in order to meet Latrobe City Council and West Gippsland CMA requirements have been outlined including:

- *Maintenance of adequate flood conveyance on site*
- *No negative impacts on flood levels on upstream and downstream properties*
- *Management of construction and operation stormwater quantity and quality*

It is considered that these issues can be addressed within the development concept framework and are unlikely to be significant constraints to development proceeding. Of significance is the Draft LSI0 boundary, which potentially creates an impediment to the development plan and will require future consideration.

A number of additional surface water related assessments will also be required to demonstrate that the proposal meets environmental objectives, as suggested in the detailed investigations.

If you have any questions or require additional information, please contact me to discuss.

Yours faithfully

Water Technology Pty Ltd



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Marshalls Road - Traralgon, Hydrology Due Diligence Investigation



August 2011



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Cover Photo: Water Technology Site Photo – view south west across proposed development area from eastern portion of site

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1. INTRODUCTION

Water Technology understands that a parcel of land (approximately 141.3 hectares) bound by the Traralgon-Maffra Road to the east and Marshalls Road to the south and west, is proposed for residential development. This area has been recently rezoned from Farming zone to Residential 1, and NBA Group is in the process of preparing a Development Plan for the total development area. One aspect of the development plan is to undertake a high level analysis of the hydrology implications of developing this site generally.

Initial investigations undertaken on site by NBA Group in conjunction with Millar Merrigan, have suggested that the Draft Outline Development Plan prepared by the NBA Group has the potential to accommodate all of the drainage and hydrological requirements of the site, however the NBA group requires this to be verified by a third party with specific expertise in surface water quantity and quality analysis.



Figure 1-1 Site Location (Google Earth 2011)

The land identified for development is located to the north east of the Traralgon city centre on the boundary between the current developed residential suburbs, and historic farming land adjacent to the Latrobe River floodplain.

2. DEVELOPMENT PROPOSAL

The current overall development plan as supplied to Water Technology (15534 DPI_V5), shows the development will consist of a significant portion of residential development coupled with a number of large open space reserves and a small business / commercial area along the eastern boundary of the development (proposed land budget is shown in Table 2-1).

The development is traversed by a sewer pipeline in the southern most portion of the site and a gas pipeline directly north of the development. Both infrastructure features have gazetted buffer areas which limit the area available for development. In the case of the gas pipeline it is understood that the owner ESSO (Exxon-Mobil) is amenable to development within the 100m buffer area along the pipeline provided no development occurs inside a 24m easement zone from the infrastructure assets.

A total of 6 open space reserves have been allocated in the current development plan. It is assumed that any development of water quality features will be integrated into these areas. In addition to the defined reserve areas available for surface water features (water quality and quantity) within the development, Water Technology understands the some surface water features may be able to be located inside the pipeline buffer area along the northern boundary of the development.

Table 2-1 Development Land Budget – Derived from Millar Merrigan (2011)

Land Budget – Millar Merrigan (2011)		
Developable Land Type	Area (Ha)	Percentage %
Open Space	7.1	5
Standard Residential Lots	95.8	70
Commercial Site	2.9	2
Roads (Local + Collector)	31.7	23
Total	137.5	100

Under existing catchment conditions the site drains west from the Traralgon-Maffra road before moving from the south to the north. Flows associated with the proposed development are likely drain to the Latrobe River found north of the site or the Traralgon Creek west of the site.

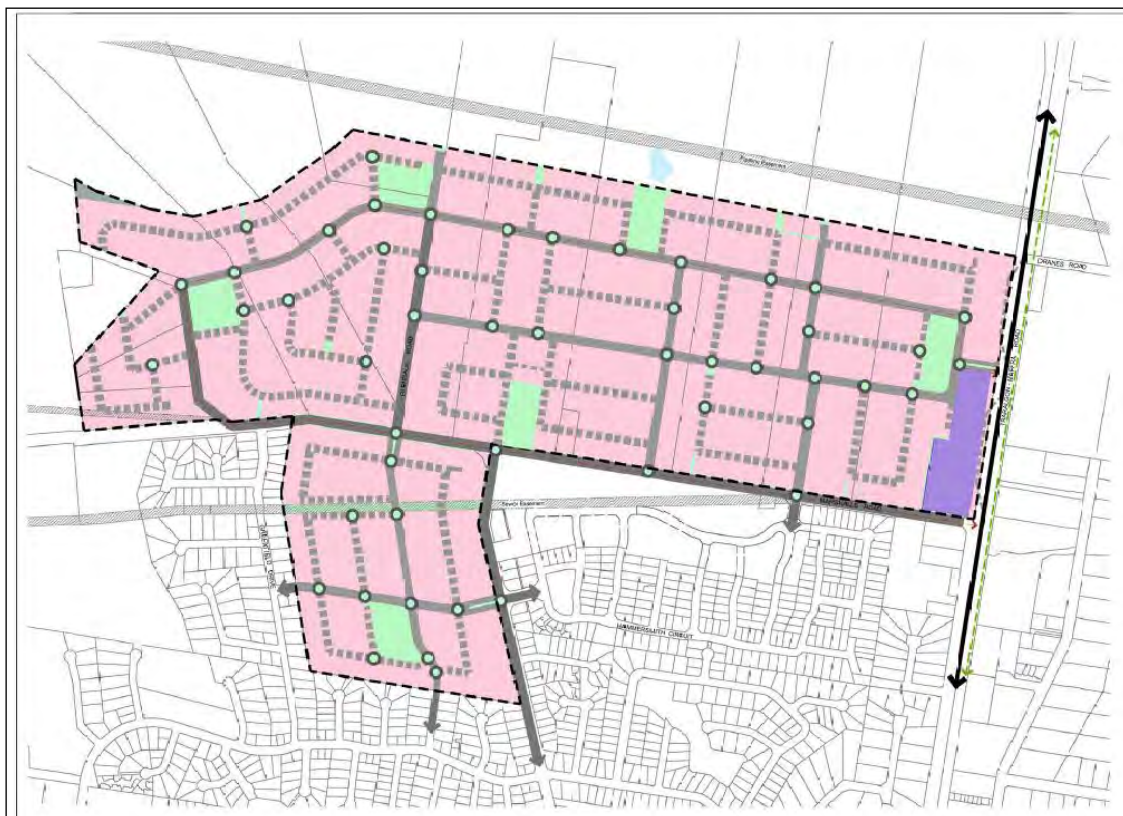


Figure 2-1 Concept development plan (Source: NBA Group Pty Ltd)

3. PRELIMINARY ASSESSMENT

A preliminary assessment has been undertaken to ascertain any flooding, water quality or quantity issues as a result of the development. These initial studies will then provide a more comprehensive understanding of further studies required to meet requirements from Latrobe City Council (LCC) and West Gippsland Catchment Management Authority (WGCMA).

3.1 Drainage Issues

The WGCMA is the referral authority for any drainage issues on site. As there are recognised impacts from the Latrobe River and Traralgon Creek (land subject to inundation overlays), the WGCMA will need to be consulted during the planning process. For any new subdivision the WGCMA and LCCC will typically require the developer to demonstrate the following:

- Maintenance of pre-development peak flows;
- Maintenance of conveyance/storage on site;
- No negative impacts on flood levels for the upstream and downstream properties;
- Consideration of water quality requirements; and
- A 'net gain' for the waterway through the development.

Additional requirements as a result of the LSIO boundary include:

- Works or buildings must not affect floodwater flow capacity;
- Works or buildings must not reduce floodwater storage capacity;
- Minimum freeboard of 0.3m will be required for lots;
- Development shall not occur where depth and flow of floodwater will be hazardous; and
- The depth and flow of floodwater affecting access to a property must not be hazardous.

A site visit was conducted on the 11th of August 2011. The purpose of the visit was to develop an understanding of the site including drainage under existing conditions, likely drainage conditions under proposed development conditions and any significant site constraints which could present drainage / stormwater issues for the proposed development. A photographic log of the site visit is included in Appendix A.

3.2 Preliminary Drainage Analysis

3.2.1 Existing Conditions

Based on site contours (1m resolution) supplied by the LCC, and observations made during the site visit, with reference to Figure 3-1 the following general drainage conditions were observed.

Generally, water flows north across the site towards the Latrobe River floodplain. The most easterly portion of the site (shown as sub-catchments 1 and 2 in Figure 3-1) and most

westerly portions (sub-catchments 9 and 8) show moderate grades of 3-5% while the remainder of the subject site is relatively flat with grades of less than 1%. Due to the flat nature of most of the site many localised low points were identified during the site visit. Although no designated waterways are found within the boundary of the development, one clear (channelised) waterway / drain was noted during the site visit. This flow path is located within sub catchment 3 (depicted with blue arrows in Figure 3-1). Flows from sub-catchments 2 and 3 appeared to collect and follow this channelised feature, ultimately discharging into an existing farm dam north of the site. The farm dam and its outflow channel are recognised as a designated waterway (outside of the subject site boundary).



Figure 3-1 Existing (undeveloped) drainage characteristics

To determine the magnitude of site flows across the development, the area was split into sub-catchments that account for both existing drainage conditions, and the likely drainage conditions of the proposed development plan as supplied to Water Technology.

The subject site was split into 9 principal sub catchments. Sub-catchment areas, slopes and peak flows were determined using spatial mapping software and Rational Method estimates.

Pre development hydrology was determined using the Rational Method in accordance with recommended procedures outlined in Australian Rainfall & Runoff (AR&R, 1987). 100 year ARI peak flow estimates for the 9 sub-catchments across the site are shown in Table 3-1.

Figure 3-1 shows the drainage paths of the various catchments of the subject site under existing (undeveloped) conditions.

Table 3-1 Rational Method Calculations for 100 Year ARI event - Existing Conditions

100 year ARI Storm Event			
Catchment	Area (Ha)	Approx. Slope (%)	Existing Peak Q ₁₀₀ (m ³ /s)
1	6.5	2.7	0.9
2	13.3	4.7	1.5
3	22.8	0.6	1.9
4	16.3	0.3	1.4
5	35.8	0.3	2.5
6	24.1	0.7	2.0
7	13.8	0.7	1.3
8	4.8	2.8	0.6
9	2.8	5.3	0.4
Total Site	140		

3.2.2 Developed Conditions

Although the development plan is in preliminary form, a concept development layout was supplied to Water Technology for discussion and review. The appropriateness of the location and size of open space reserves was considered against the existing topography and appropriate rule of thumb calculations for flood storage. Where the reserve locations were sub optimal, alternate locations have been proposed that take advantage of natural low points and existing drainage paths within the development.

The increase in peak flow under developed conditions is a direct function of the change in fraction of impervious area within the site. For the developed catchment hydrology estimations a weighted average of developed fraction impervious was applied to each catchment. This assumes that each catchment has the same relative ratios of open space to residential lots and roads. This approach is considered appropriate for the high level overview in this due-diligence investigation.

Post development hydrology was determined using the Rational Method in accordance with recommended procedures outlined in Australian Rainfall & Runoff (AR&R, 1987); peak flow estimates for the 9 sub-catchments across the site are shown in Table 3-2. Figure 3-1 shows the drainage paths of the various sections of the subject site.

Table 3-2 Rational Method Calculations for 100 Year ARI event - Developed Conditions

100 year ARI Storm Event			
Catchment	Area (Ha)	Developed Peak Q ₁₀₀ (m ³ /s)	Q ₁₀₀ Increase (%)
1	6.5	2.2	144%
2	13.3	3.7	147%
3	22.8	4.8	153%
4	16.3	3.5	150%
5	35.8	6.4	156%
6	24.1	5.1	155%
7	13.8	3.3	154%
8	4.8	1.6	167%
9	2.8	1.0	150%
Total Site	140		

3.2.3 Site Storage

Likely 100 year ARI storm storage volumes were determined using the Rational Method estimates of peak flow (m^3/s), sub-catchment time of concentration values (t_c) and a storage relationship developed by Boyd (1989). The Boyd (1989) relationship aims to reduce the peak flow from developed conditions back to that of existing conditions. Ultimately the proposed basin designs will need to be hydraulically modelled using suitable modelling software that will consider site specific conditions. Boyd's method estimates of storage volumes are shown in Table 3-3.

Table 3-3 Boyd's method storage volume estimates

100 year ARI Storm Event				
Catchment	Area (Ha)	Existing Peak Q_{100} (m^3/s)	Developed Peak Q_{100} (m^3/s)	Boyd's Method Storage (m^3)
1	6.5	0.9	2.2	1,040
2	13.3	1.5	3.7	2,640
3	22.8	1.9	4.8	5,800
4	16.3	1.4	3.5	4,200
5	35.8	2.5	6.4	10,608
6	24.1	2.0	5.1	6,200
7	13.8	1.3	3.3	3,200
8	4.8	0.6	1.6	800
9	2.8	0.4	1.0	480
Total Site	140			

Analysis of existing and developed flows for the proposed development show that site flows increase by approximately 150% under developed conditions. This result is consistent with Water Technology's experience with developments of this nature. It also found that approximately $160m^3 - 300m^3$ of storage per developed hectare was required to attenuate developed flows back to existing conditions.

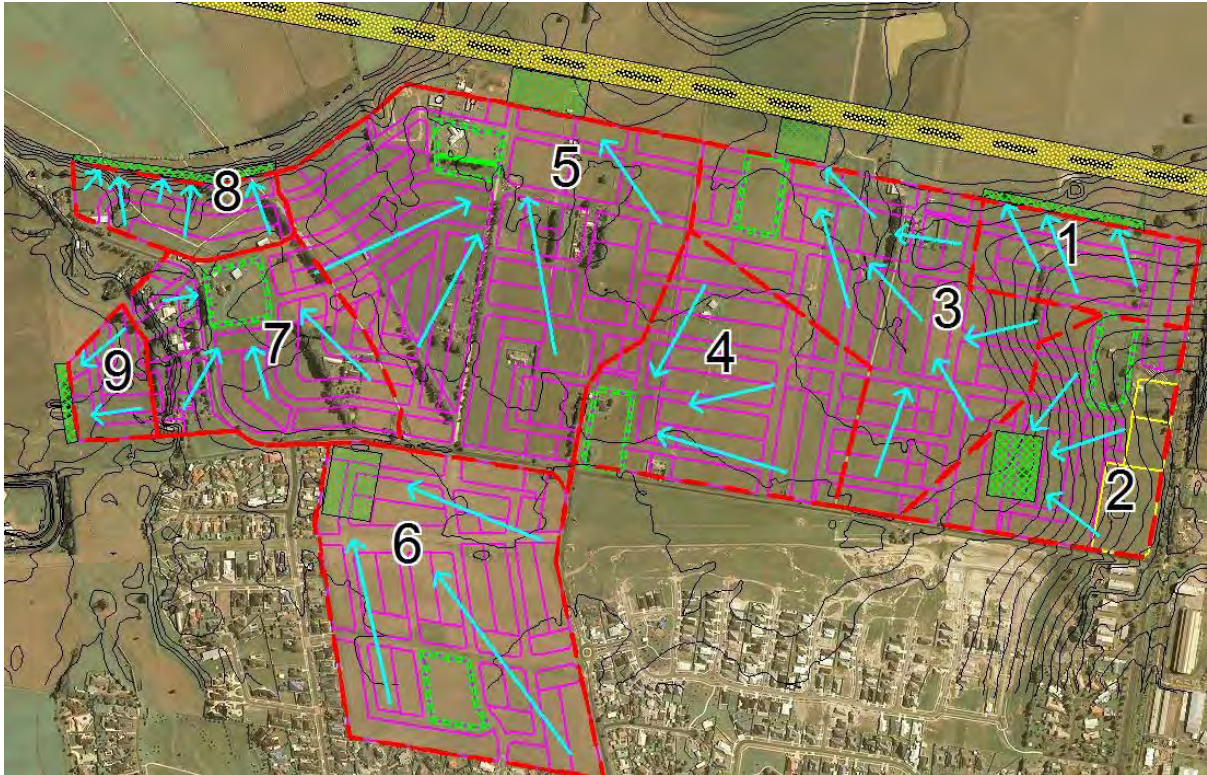


Figure 3-2 Likely developed conditions drainage characteristics and proposed features

3.2.4 Storage Features

Due to the generally flat nature of the development (with the exception of sub-catchments 1, 2, 8 and 9) a significant degree of flexibility is available for directing flows from storm events to water treatment features within the development. Minor changes in finished development contours will have the potential to substantially alter the post development catchment boundaries for significant portions of the subject site.

Likely storage feature location and size have depicted in Figure 3-2. The following design notes are presented:

Sub-catchment 1

Due to the small size and relatively steep nature of the sub-catchment a catchment swale running along the northern boundary (draining east to west) was considered the most appropriate surface water flow attenuation feature. As this feature could be located outside the existing development, it offers potential to maximise the developable land for this sub catchment.

A storage volume of at least 1,060m³ would need to be captured. It is proposed that this be achieved by a swale with approximate dimensions as shown in Table 3-4 and depicted in Figure 3-2.

Table 3-4 Sub-catchment 1 - Proposed Storage Feature Geometry

Sub-catchment 1 – Catchment Swale	
Volume (m ³)	1,060
Base Length (m)	300
Top Length (m)	306
Base width (m)	4
Top width (m)	10
Depth (m)	0.5
Side Slope	1 in 6

Sub-catchment 2

Sub-catchment 2 was one of two locations which had a sub-optimal location for open space reserve with respect to surface water capture and treatment. The open space reserve identified for sub-catchment 2 was found on high ground associated with an existing dwelling on the Traralgon-Maffra Road. As the natural site drainage is east to west from Traralgon-Maffra Road and south to north from Marshalls road a storage feature found approximately 200m west from Traralgon-Maffra Road and 70m North from Marshalls Road would appear most appropriate (refer Figure 3-2). If this reserve relocation option was adopted, a retarding basin with the geometry listed in Table 3-5 would be suitable.

Table 3-5 Sub-catchment 2 - Proposed Storage Feature Geometry

Sub-catchment 2 – Trapezoidal Retarding Basin	
Volume (m ³)	2,650
Base Length (m)	54
Top Length (m)	66
Base width (m)	38
Top width (m)	66
Depth (m)	1.0
Side Slope	1 in 6

Sub-catchment 3

Sub-catchment 3 is one of the three larger catchments within the development. Sub-catchment 3 differs from other areas in the subject site in having a clearly defined waterway feature within the sub-catchment. This feature is not listed as a designated waterway. The future development of this site may wish to take advantage of this feature but is not essential from a surface water management perspective. Design of the basin for sub-catchment 3 will also need to consider outflows from sub-catchment 2 into the system. Calculating outflows from the storage basin in sub-catchment 2 will require more detailed

hydraulic modelling and has not been considered in the storage volumes or basin geometry presented for sub-catchment 3 in this due diligence report.

It is suggested that flows from sub-catchment 3 could be attenuated in the pipeline reserve outside the current development boundary, this would potentially maximise land area available for development. For sub-catchment 3, a retarding basin with the geometry listed in Table 3-6 would be appropriate.

Table 3-6 Sub-catchment 3 - Proposed Storage Feature Geometry

Sub-catchment 3 – Trapezoidal Retarding Basin	
Volume (m ³)	5,800
Base Length (m)	74
Top Length (m)	88
Base width (m)	52
Top width (m)	66
Depth (m)	1.2
Side Slope	1 in 6

Sub-catchment 4

Sub-catchment 4 is one of the flatter sub-catchments in the subject site. While under existing conditions the area drains to the north east, due to the flat nature of the sub-catchment it is conceivable that site flows could be engineered to report to the open space reserve as shown in the current concept plan supplied to Water Technology. If this were the case a retarding basin with the geometry listed in Table 3-7 would be appropriate.

Table 3-7 Sub-catchment 4 - Proposed Storage Feature Geometry

Sub-catchment 4 – Trapezoidal Retarding Basin	
Volume (m ³)	4,210
Base Length (m)	69
Top Length (m)	81
Base width (m)	50
Top width (m)	62
Depth (m)	1.0
Side Slope	1 in 6
Approx. percentage of open space used	50%

Sub-catchment 5

Sub-catchment 5 is the largest discrete catchment area within the development. Consequently if the current drainage flow paths are to be retained it will need to have the largest basin capacity in the development. Similar to sub-catchment 4 it is generally flat giving a degree of flexibility to manage surface water under developed conditions. Under existing conditions site flows generally move north, exiting the sub-catchment at various points along the northern boundary. Under developed conditions grades may need to be modified to ensure that site flows report to a single basin.

Currently the open space reserve is found in the central portion of the northern most boundary of the sub-catchment and is associated with an existing homestead location. If flows were to report to this open space the topography would need to be modified to make the western flows move more north east towards the open space. However using the Boyd's method storage estimation of 10,600m³, this open space would need to be completely converted to basin area i.e. 90m x 90m at 1.5m deep to accommodate the storage.

A more feasible option would be to site a storage basin in the pipeline reserve outside the northern boundary of the catchment. Given the conditions suggested by ESSO a retarding basin with the dimensions listed in Table 3-8 would provide a solution. To obtain an appreciation of how this feature would look in the context of the development, it has been included in Figure 3-2.

Table 3-8 Sub-catchment 5 - Proposed Storage Feature Geometry

Sub-catchment 5 – Trapezoidal Retarding Basin	
Volume (m ³)	10,600
Base Length (m)	132
Top Length (m)	146
Base width (m)	56
Top width (m)	10
Depth (m)	1.2
Side Slope	1 in 6

Sub-catchment 6

Sub-catchment 6 is effectively an infill development area into currently developed land. Under existing conditions water drains north towards Marshalls Road. However as the portion of land is flat drainage could feasibly be modified to flow to the currently nominated open space reserve in the southern portion of the sub-catchment. This option would however present problems for very large storm events in excess of the 100 year ARI, as once the basin capacity is exceeded; excess flows will not have a suitable defined overland flow path towards the Traralgon Creek floodplain, and could cause some flooding of lots in the immediate vicinity of the basin.

It is therefore suggested that the open reserve area in sub-catchment 6 be shifted north towards Marshalls Road as depicted in Figure 3-2.

Stormwater volumes in excess of the basin capacity would then naturally flow east along Marshalls Road to join the major flow path shown in Figure 3-3. If this recommendation to relocate the open space was adopted, a retarding basin with the geometry listed in Table 3-9 would be appropriate.

Table 3-9 Sub-catchment 6 - Proposed Storage Feature Geometry

Sub-catchment 6 – Trapezoidal Retarding Basin	
Volume (m ³)	6,200
Base Length (m)	85
Top Length (m)	99
Base width (m)	49
Top width (m)	63
Depth (m)	1.2
Side Slope	1 in 6

Sub-catchment 7

Sub-catchment 7 is another relatively flat sub-catchment and as such, finished contours in this area could easily be modified such that all site flows would report to the identified open space reserve. Based on this assumption, a retarding basin with the dimensions listed in Table 3-10 would be suitable.

Table 3-10 Sub-catchment 7 - Proposed Storage Feature Geometry

Sub-catchment 7 – Trapezoidal Retarding Basin	
Volume (m ³)	3,200
Base Length (m)	48
Top Length (m)	62
Base width (m)	41
Top width (m)	55
Depth (m)	1.2
Side Slope	1 in 6

Sub-catchments 8 and 9

Sub-catchments 8 and 9 are relatively similar in nature, both being small and somewhat steeper than the remainder of the development. Basin 8 will ultimately discharge into the Latrobe River floodplain while Basin 9 will enter the Traralgon Creek floodplain. It is also noted that sub-catchment 8 could be subject to additional inflows from sub-catchment 7.

Modelling of outflows from sub-catchment 7 will need to be considered in the detailed design phase, and has not been considered in the storage basin volume calculations for this due diligence study.

Storage features for sub-catchments 8 and 9 could be similar in form to sub-catchment 1, consisting of a catchment swale running along the boundary of the northern section of sub-catchment 8 and the western section of sub-catchment 9. As the pipe line easement is some distance from the sub-catchment both features would need to be incorporated into the site design. The above proposal could be effected by a swale with approximate dimensions as listed in Table 3-11.

Table 3-11 Sub-catchments 8 & 9 - Proposed Storage Feature Geometries

Sub-catchment 8 & 9 – Catchment Swales		
	Sub-Catchment 8	Sub-Catchment 9
Volume (m ³)	800	480
Base Length (m)	225	135
Top Length (m)	231	141
Base width (m)	4	4
Top width (m)	10	10
Depth (m)	0.5	0.5
Side Slope	1 in 6	1 in 6

3.2.5 Declared waterways

As depicted in Figure 4-1, no declared waterways exist on the site. The nearest designated waterway features are found north of the development. One is associated with the farm dam (north of sub-catchment 3) and the other borders sub-catchments 5 and 8. The absence of declared waterway features within the development gives more freedom to modify existing drainage paths and optimise developable land.

3.2.6 Observations and comments from Latrobe City Council

A meeting was held with Latrobe City Council (LCC) representatives on the 11th of August 2011, the general development layout and likely surface water challenges were discussed. The following comments were noted:

Pipe line easements

Siting retarding basin features within the gas pipe line easement was discussed with LCC. It appeared that if the owner of the asset (ESSO) was amenable to development of the land inside the 100m buffer the LCC would not object.

LCC also noted that if the proponent opted to pipe water from sub-catchment 6 open space reserve, they would need to consider the sewer pipeline easement.

Overland flow paths

Options of major overland flow paths were discussed with the LCC (as shown in Figure 3-3), the key path being sub-catchment 6 flowing across Marshalls road in a 100 year event. The LCC made no objection to this design concept so long as site access could be maintained.

Sanctuary Lake Estate

Constructed in the 1990's, Sanctuary Lakes is a large residential estate to the south of the subject site (upstream). Discussions with the LCC identified that a large (1500mm) pipe associated with the outlet structure of a basin / wetland feature (Sanctuary Lake) runs through the subject site. It is buried approximately 3m below the natural surface so as to not impact the sewer pipe line. The pipe discharges into the large dam north of sub-catchment 3 (the dam is a designated waterway feature).

To the knowledge of the LCC the basin / wetland feature in the Sanctuary Lake Estate has not been designed with any hydrology focused analysis. Consequently it is currently not known if the 1500mm pipe running through the Marshalls road site has the capacity to handle all flows from the 100 year ARI event. While not a direct concern for the proponent (LCC is responsible for surface water management within Sanctuary Lake Estate), it is important to note this in this due diligence investigation, as the LCC will necessarily consider impacts on Sanctuary Estate of any drainage proposals for Marshalls Road.

Current Development – Directly South of Marshalls Road

Discussions with LCC suggested that while development of the land directly south of Marshalls Road (north of Sanctuary Lakes and east of sub-catchment 6) has begun, surface water quantity and quality features were still being finalised. Attenuation and Water Sensitive Urban Design features from this development may need to be considered by the LCC in conjunction with the Marshalls Road development. As noted for sub-catchment 6, while this is not a direct concern for the proponent (LCC and relevant developers are responsible for surface water management at this location), it is important to note this in this due diligence investigation, as the LCC will necessarily consider impacts on current development areas of any drainage proposals for Marshalls Road.

Existing Storm Water Infrastructure

Within the immediate surrounds of the proposed development two major stormwater outfalls were identified (shown in Figure 3-3):

1. 1500mm pipe from the Sanctuary Lake into the designated waterway north of sub-catchment 3; and
2. 1500mm pipe north of the Gippsland Water - Water Treatment Plant discharging into the Traralgon Creek.

These features could only be considered for incorporation into the development with appropriate hydrologic/hydraulic capacity analysis completed and with approval from the LCC.

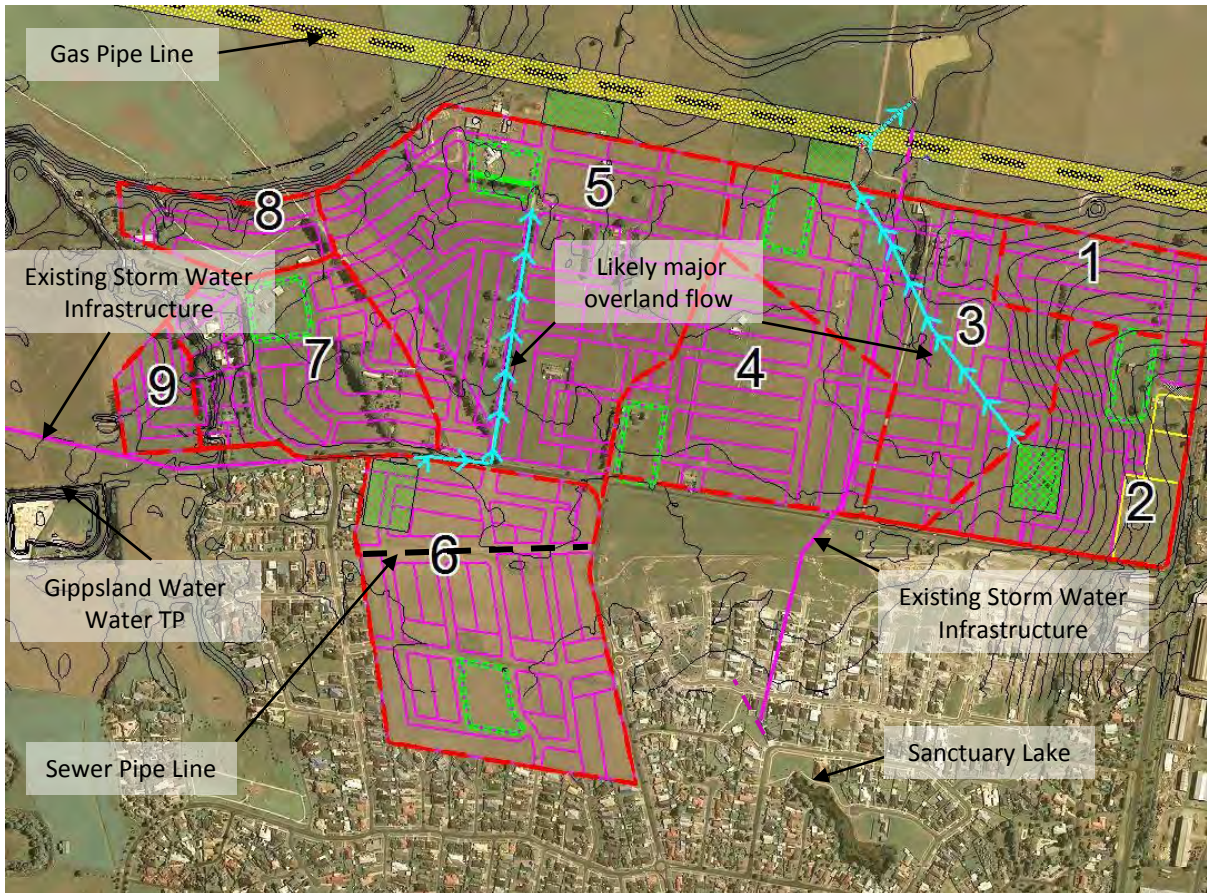


Figure 3-3 Major flow pathways & site features discussed with LCC

4. FLOODING ISSUES

4.1 Land Subject to Inundation

The site is not impacted by any designated waterways or Floodways. The site is however found on the boundary of one currently gazetted Land Subject to Inundation overlay (LSIO) (shown in Figure 4-1 as a thick blue line) and inside the 100 year flood extent currently in the process of being implemented as the LSIO for the Traralgon Creek (light blue shading in Figure 4-1).

Latrobe River LSIO

The north-west boundary of the proposed development shows some overlap with the current Latrobe River LSIO; however the exact overlap is unclear. Data interpreted by Water Technology suggests that the current LSIO and property boundary are common whereas analysis undertaken by Miller Merrigan suggests some minor overlap. Either way the impact is negligible and not likely to significantly impact the developable land in that portion of the site. It should be noted that there has been no definitive flood study to confirm the actual boundary of the LSIO in this portion of the Latrobe River catchment. Furthermore it is understood that this portion of the system will have a flood study completed within the next 12-18 months (subject to WGCMA funding). The outcome of this flood study may involve realignment of the LSIO boundaries in the area of this development.

Traralgon Creek LSIO

Approximately 1.2ha of catchment 9 (43% by area) is impacted by the 100 year flood extent adopted by the WGCMA for the Traralgon Creek. This area is associated with the lower portion of the sub-catchment (below the fluvial terrace). This flood extent is currently in the process of being adopted as the LSIO planning overlay.

Discussions with Adam Dunn of the WGCMA suggest that the new LSIO could be implemented as soon as the end of the year. The Latrobe City Council are aware of the flood study extent and have suggested in a recent meeting that they would likely involve the WGCMA in this development based on the extent from the proposed LSIO.

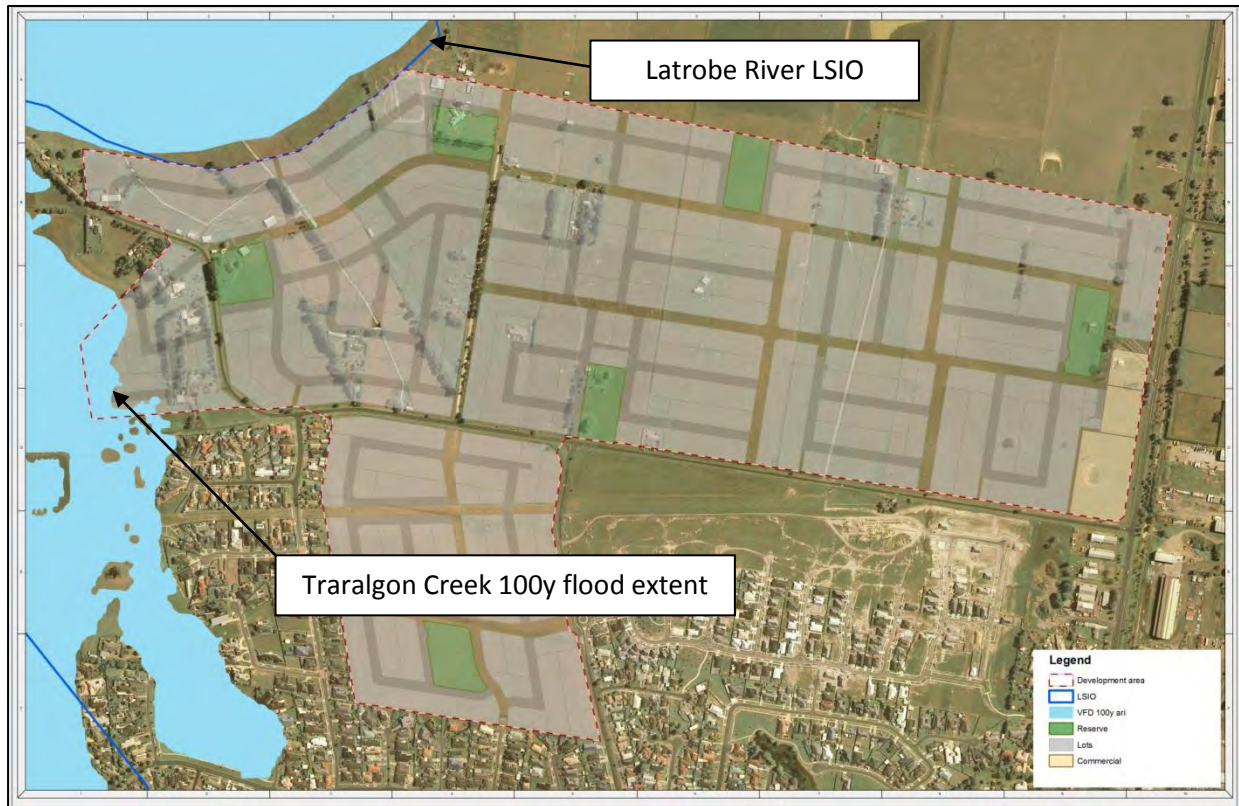


Figure 4-1 Designated water features (overlays and extents)

5. WATER QUALITY ISSUES

Latrobe River and Traralgon Creek are the respective receiving water bodies for all sub catchments within the development. Both waterways are considered to have high environmental, amenity, cultural, stormwater and economic values to the local community. Data available for the respective waterways indicates nutrients and sediments are current water quality issues.

The Marshalls Road development will need to be designed to protect the values of waterways it discharges into. The achievement of Best Practice Stormwater management will enable the development to achieve these objectives. The main water quality issues that will need to be addressed for the proposed development are:

1. Likely development runoff water quality characteristics; and
2. Stormwater management for construction and operational phases of the development.

5.1 Development Conditions Pollutant Loads

Runoff generated from residential areas tends to be contaminated through increased nutrient loads. This is typical in an urbanised setting given the greater proportions of impervious area and stormwater contamination. In residential areas, stormwater treatment systems and management plans are typically mandatory to protect the quality of the receiving waters. Key issues to be addressed include:

- Assessment of stormwater threats;
- Size and location of treatment measures;
- MUSIC modelling to demonstrate water quality objectives can be met; and
- Stormwater Management Plan developed for construction and operational phases.

Preliminary MUSIC modelling of the site, as shown in Figure 5-1, provided the following overall indicative loads generated within the catchment (refer Table 5-1). Without any stormwater treatment features these loads would ultimately enter the Latrobe River system. Given the conceptual nature of the current development plan, MUSIC modelling for individual catchments is not appropriate at this due diligence phase of the investigation and an 'overall' concept MUSIC assessment has been considered.



Figure 5-1 Preliminary MUSIC model layout

Table 5-1 Catchment loads derived in MUSIC

	Sources (without treatment)
Flow	666 ML/yr
Total Suspended Solids	115,000 kg/yr
Total Phosphorus	248 kg/yr
Total Nitrogen	1,840 kg/yr
Gross Pollutants	188,000 kg/yr

It is a planning requirement for any residential subdivision to meet Clause 56 of the planning provisions, ensuring best practice stormwater management is achieved. Best practice stormwater management requirements include:

- 80% reduction in Total Suspended Solid loads;
- 45% reduction in Total Phosphorus loads;
- 45% reduction in Total Nitrogen loads; and
- 70% reduction in Gross Pollutant loads.

As such Water Sensitive Urban Design (WSUD) features will be required for the development to meet these objectives. Due to the size and topography of the site, features will be required across the site to treat flows from each drainage line within the development. Selection and design of these features will need to be undertaken during the future detailed design phase of this investigation.

5.2 Stormwater Reuse

Opportunities exist throughout the development to store and reuse stormwater for irrigation and/or toilet flushing purposes. This has benefits not only for water conservation, but also in terms of meeting some of the water storage and water quality improvement requirements.

Potential applications of the reused water on the site include:

- Irrigation of landscaped areas within the development;
- Toilet flushing within communal facilities; and
- Rainwater tanks on individual properties for toilet flushing and/or garden watering.

Any reuse strategy would be subject to the developer's requirements for the site and whether rainwater / storage tanks would be on a development scale or on individual lots. Compliance with any reuse strategy would need to be incorporated into a Section 173 agreement for the development.

6. FURTHER ASSESSMENTS REQUIRED

Based on this preliminary investigation Water Technology recommends a number of further studies are required to meet LCC and WGCMA requirements. This is likely to include a Flood Assessment, Surface Water Drainage Design and a Stormwater Management Plan. These studies will encompass all of the points addressed in this scoping study and gain 'in-principle' approval of the development from the LCC and the WGCMA.

The following components are required to undertake these assessments:

6.1 Site Survey (~\$10,000)

To accurately model the site a survey with at least 0.25 m contour intervals is required to determine flow paths. Locations of conveyance and water treatment features will be based on this information.

Nearby flood and terrain studies with detailed ALS have been assessed to determine if terrain extents cover the study site. Unfortunately it is believed that the site falls outside of the range of the Narracan Creek terrain and recent LiDAR data flown for WGCMA. The WGCMA are further checking this information and may have additional LiDAR, and as such the site survey requirements may be reduced. It is also expected that the site will be feature surveyed for development plans, and this could be tied in with the existing information to fulfil this requirement. Currently only 1m LCC contours cover the site.

6.2 Latrobe River Flood Study (\$NA)

Consultation with the WGCMA is recommended regarding the extent of the LSIO extent for the Latrobe River. It is Water Technology's understanding that the WGCMA plan to undertake a flood study on the Latrobe River encompassing the subject site within the next 12-18 months. This would confirm the boundary of the LSIO impacting the north-west corner of the site. Likely components of this study (to be funded by the WGCMA) include:

- Purchase of survey data for the site;
- Development of a digital terrain model;
- Determination of catchment hydrology;
- Hydraulic modelling of flood levels under various ARI events; and
- Flood Mapping.

The cost of this study will be dependent on the availability of data, particularly terrain information, it is not anticipated that the proponent will be required to fund a Latrobe River flood study based on the impacts identified in this due diligence report.

6.3 Surface Water Management Strategy (~\$15,000)

A Surface Water Management Strategy (SWMS) will be required for the subject site that details individual stormwater quantity and quality management features for the development. This study should refer to a detailed concept development plan that provides an accurate assessment of lot, POS and road layouts. Individual sub-catchment storage and

WSUD features will be detailed and benchmarked with LCC and WGCMA requirements. Key elements of this study include:

6.3.1 Hydrologic Assessment

A detailed hydrologic analysis of the site flows is required. This can be achieved by developing a hydrologic model (such as XP-Storm or equivalent) to define design event flows. A range of average recurrence interval (ARI) event hydrographs would be determined for existing and post-development conditions. This information will then be used to size conveyance and storage measures to meet LCC / WGCMA conditions.

6.3.2 Water Quality

An assessment of storm water management requirements including design of appropriate water quality treatment measures will need to be completed. This is to ensure Best Practice in meeting any receiving water requirements. This will design and documentation of conceptual treatment components (detailed design would occur at a later stage in liaison with civil designers). This will however provide a conceptual design with sized areas and batter slopes etc.

In general, the SWMS will involve the following:

1. Review of the surface water management issues for the site as a whole which may impact on function and sustainability of water bodies and drainage paths including consideration of Water Sensitive Urban Design (WSUD) principles in the proposed development;
2. Concept design of proposed stormwater water management system options and assessment of their suitability and effectiveness using Best Practice Management tools (stormwater treatment modelling tool MUSIC);
3. Feasibility assessment evaluating size and location of proposed treatment options; and
4. Preparation of a report detailing the concept design and analysis of the WSUD components of the development.

We believe there is significant scope within the development to derive an attractive and functional stormwater system, with multiple water quality and aesthetic values associated with the design.

6.4 Detailed Design WSUD Features (~\$6,000 - \$10,000/feature)

Water Technology has the capability to undertake detailed design of any proposed Water Sensitive Urban Design (WSUD) features for the development. This phase of the study is undertaken once conceptual layouts are approved in the drainage design planning application.

6.5 Reuse Strategy (~\$5,500)

If reuse of stormwater is considered a viable and attractive option for the development, Water Technology could develop a reuse strategy which encompasses the following:

1. Demand analysis for various potential users in the development;
2. Water storage design – whether this is within reservoirs, underground storages or rainwater tanks;
3. Consideration of any water quality requirements associated with reuse; and
4. Water balance analysis.

6.6 Consultation with relevant authorities (~\$3,500)

As the LCC and WGCMA are important referral authorities for the development, additional meetings will be required to discuss drainage, flooding and water quality related issues. Any such meetings required would be charged on an hourly rates basis.

6.7 Water Technology Capability

Water Technology has the required resources and experience to conduct the further studies indicated above. The above assessments would be carried out under Mr Stephen Reynolds, Bairnsdale Office Manager. Stephen has extensive experience in this type of work and is passionate about waterway improvement through development. Stephen would be assisted by Simon Hof and Aaron Vendargon, our specialist water quality engineers. Full CVs for these staff can be provided on request. These works will be overseen by Mr Chris Beardshaw, Team Leader Storm Water – Water Technology.

APPENDIX A SITE VISIT PHOTOS



Centre of Sub-Catchment 2 - looking north to open space reserve



Centre of Sub-Catchment 2 - south west to recommended open space reserve



Sub-Catchment 2 - looking north to boundary of Sub-catchments 1 and 3



Sub-Catchment 2 - looking north to currently nominated open space reserve



Sub-catchment 3 - Natural low point on Marshalls Road



Sub-Catchment 3 - Downstream section of channelised flow path



Sub-Catchment 3 - Upstream section of channelised flow path



Sub-Catchment 4 - Location of Open Space Reserve, Looking north



Sub-Catchment 6 – Looking south, low point noted along Marshall's Road



Sub-Catchment 8 – Western boundary looking north west



Sub-Catchment 7 – Western boundary looking north east



Sub-Catchment 7 – Looking south east towards sub-catchment 6



Sub Catchment 9 – Looking west, area impacted by Draft Traralgon Creek LSIO



Sub Catchment 9 – Looking north, area impacted by Draft Traralgon Creek LSIO



Sub-Catchment 1 – looking north, Traralgon Maffra Road to immediate right.



Sub-Catchment 1 – Looking north west, Latrobe River floodplain at rear of image.



Outline Development Plan
Marshalls Road
Traralgon
Transport Impact Assessment

transportation planning, design and delivery

Outline Development Plan Marshalls Road, Traralgon Transport Impact Assessment

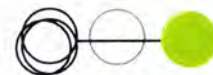
Issue: A 13/10/11

Client: NBA Group Pty Ltd
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1. Introduction

1.1 Background

Approval of an Outline Development Plan is currently being sought for land located in the vicinity of Marshalls Road in Traralgon.

GTA Consultants was engaged by NBA Group Pty Ltd in July 2011 to provide traffic and transport input into the preparation an Outline Development Plan for the area in accordance with the requirements of Schedule 5 to the Development Plan Overlay in the Latrobe Planning Scheme.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated traffic implications of the development of the land, including consideration of the:

- i existing traffic conditions in the area
- ii traffic generation characteristics of the likely future development
- iii access arrangements for the area
- iv transport impact of the proposal on the internal and surrounding road network.

1.3 Referenced Documents

In preparing this report, reference has been made to a number of background documents, including:

- Latrobe Planning Scheme
- various plans prepared by Millar Merrigan
- traffic surveys undertaken by GTA Consultants as referenced in the context of this report
- an inspection of the site and its surrounds.

2. Existing Conditions

2.1 Subject Area

The subject area includes 15 properties in the vicinity of Marshalls Road in Traralgon. The area of approximately 141.3ha has frontages of 600m to Traralgon-Maffra Road, 2km to Marshalls Road and 570m to Park Lane.

The area has recently been rezoned within a Residential 1 Zone (R1Z) and currently comprises a mixture of farm uses, rural residential living and vacant lots.

The surrounding properties include a mix of residential and rural land uses.

The location of the subject area and the surrounding environs is shown in Figure 2.1, and the land zoning is shown in Figure 2.2.

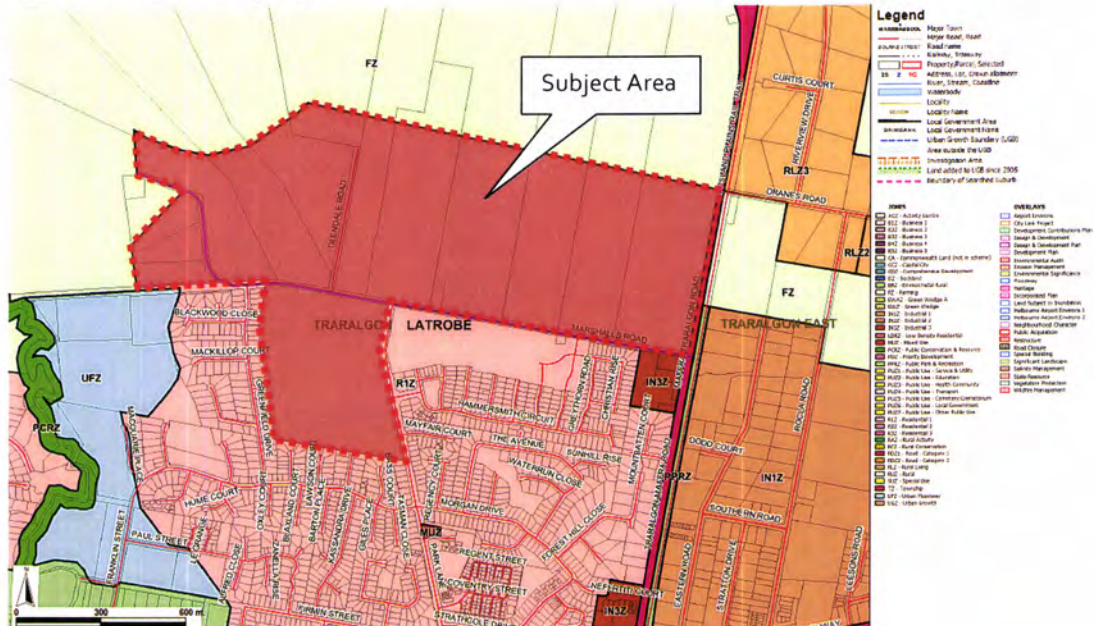
Figure 2.1: Subject Area and its Environs



(Reproduced from maps.google.com.au)

Existing Conditions

Figure 2.2: Land Zoning Map



(Reproduced from Land Channel web site)

2.2 Road Network

2.2.1 Adjoining Roads

Marshalls Road

Marshalls Road functions as a local access road. It is a two-way road aligned in an east-west direction and configured with a two-lane, 6.2 metre wide carriageway set within a 20 metre wide road reserve (approx.).

Marshalls Road carries approximately 700¹ vehicles per day near Traralgon-Maffra Road and is shown in Figure 2.3 and 2.4.

Figure 2.3: Marshalls Road Looking East



Figure 2.4: Marshalls Road Looking West



¹ Based on the peak hour traffic counts undertaken by GTA in July 2011 and assuming a peak-to-daily ratio of 8% for arterial roads and 10% for local roads.

Traralgon - Maffra Road

Traralgon-Maffra Road functions as a secondary state arterial road (controlled by VicRoads) which is aligned in north-south direction. It is configured with a two-lane, 7.1 metre wide carriageway set within a 54 metre wide road reserve (approx.).

Traralgon-Maffra Road carries approximately 3,500² vehicles per day near Marshalls Road and is shown in Figure 2.5 and 2.6.

Figure 2.5: Traralgon – Maffra Road Looking North



Figure 2.6: Traralgon – Maffra Road Looking South



Park Lane

Park Lane functions as a connector street. It is a two-way road aligned in a north-south direction and configured with a two-lane, 12.0 metre wide carriageway set within a 25 metre wide road reserve (approx.).

Park Lane carries approximately 1,900³ vehicles per day north of Franklin Street and is shown in Figures 2.7 to 2.10.

Figure 2.7: Park Lane (North of Mayfair Court) Looking North



Figure 2.8: Park Lane (North of Mayfair Court) Looking South



² Based on the peak hour traffic counts undertaken by GTA in July 2011 and assuming a peak-to-daily ratio of 8% for arterial roads and 10% for local roads.

³ Based on the peak hour traffic counts undertaken by GTA in July 2011 and assuming a peak-to-daily ratio of 8% for arterial roads and 10% for local roads.

Existing Conditions

Figure 2.9: Park Lane (South of Mayfair Court)
Looking North



Figure 2.10: Park Lane (South of Mayfair Court)
Looking South



Franklin Street

Franklin Street functions as a connector street. It is a two-way road aligned in an east-west direction and configured with a two-lane, 11.05 metre wide carriageway set within a 20 metre wide road reserve (approx.).

Franklin Street carries approximately 1,900⁴ vehicles per day west of Park Lane and is shown in Figures 2.11 and 2.12.

Figure 2.11: Franklin Street Looking East



Figure 2.12: Franklin Street Looking West



Morgan Drive

Morgan Drive functions as a connector street. It is a two-way road aligned in an east-west direction and configured with a two-lane, 9.85 metre wide carriageway set within a 20 metre wide road reserve (approx.).

Morgan Drive carries approximately 1,400⁵ vehicles per day east of Park Lane and is shown in Figures 2.13 and 2.14.

⁴ Based on the peak hour traffic counts undertaken by GTA in July 2011 and assuming a peak-to-daily ratio of 8% for arterial roads and 10% for local roads.

⁵ Based on the peak hour traffic counts undertaken by GTA in July 2011 and assuming a peak-to-daily ratio of 8% for arterial roads and 10% for local roads.

Figure 2.13: Morgan Drive Looking East



Figure 2.14: Morgan Drive Looking West



Greenfield Drive

Greenfield Drive functions as a connector street. It is a two-way road aligned in a north-south direction and configured with a two-lane, 9.7 metre wide carriageway set within a 20 metre wide road reserve (approx.).

Greenfield Drive is shown in Figures 2.15 and 2.16.

Figure 2.15: Greenfield Drive Looking North



Figure 2.16: Greenfield Drive Looking South



2.2.2 Surrounding Intersections

The following intersections exist in the vicinity of the area:

- Traralgon-Maffra Road / Marshalls Road (unsignalised T-intersection)
- Marshalls Road / Park Lane (unsignalised T-intersection)
- Park Lane / Mayfair Court (roundabout)
- Park Lane / Morgan Drive / Franklin Drive (roundabout)
- Marshalls Road / Glendale Road (unsignalised T-intersection)
- Marshalls Road / Greenfield Drive (unsignalised T-intersection).

2.2.3 Traffic Volumes

GTA Consultants undertook traffic movement counts at the intersections of Traralgon-Maffra Road / Marshalls Road and Park Lane / Morgan Drive / Franklin Street on 20 July 2011 during the PM peak period and on 21 July 2011 during the AM peak period. The AM and PM peak hour traffic volumes are shown in Figure 2.17 to Figure 2.20.

Existing Conditions

Figure 2.17: Existing AM Peak Hour Traffic Volumes – Park Lane / Morgan Drive / Franklin Street

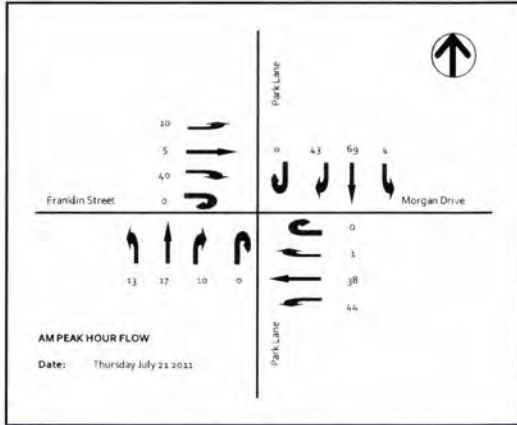


Figure 2.18: Existing PM Peak Hour Traffic Volumes – Park Lane / Morgan Drive / Franklin Street

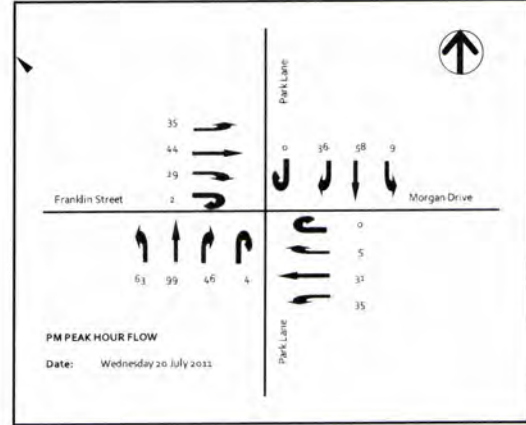


Figure 2.19: Existing AM Peak Hour Traffic Volumes – Traralgon-Maffra Road / Marshalls Road

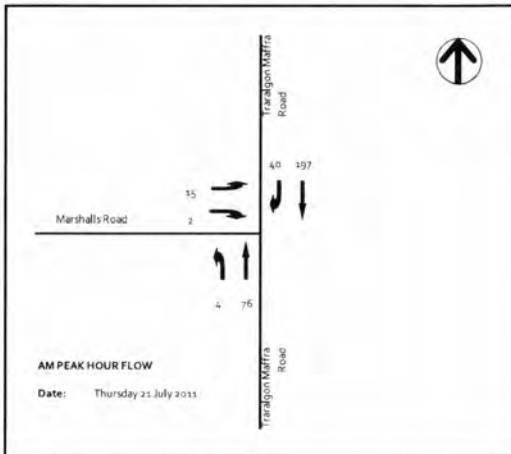
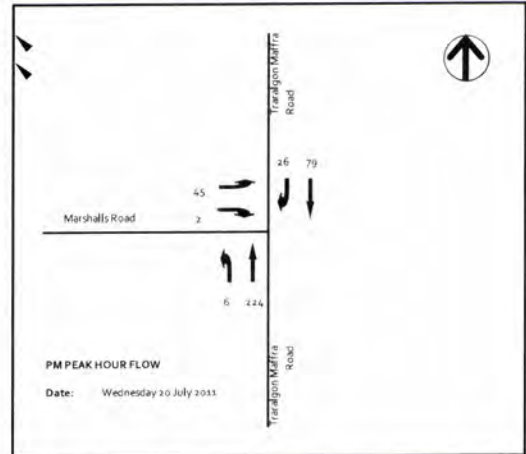


Figure 2.20: Existing PM Peak Hour Traffic Volumes – Traralgon-Maffra Road / Marshalls Road



2.2.4 Accident Statistics

A review of the reported casualty accident history for the roads and intersections in the vicinity of the subject area has been sourced from VicRoads accident database. The 'CrashStats' database includes all reported casualty accidents since 1987.

A summary of the reported accidents causing injury for the last available five year period (January 2006 to December 2010) is presented in Table 2.1.

Table 2.1: Casualty Accident History

Location	Crash No.		
	Fatality	Serious Injury	Other Injury
Marshalls Road	0	1	0

Source: VicRoads

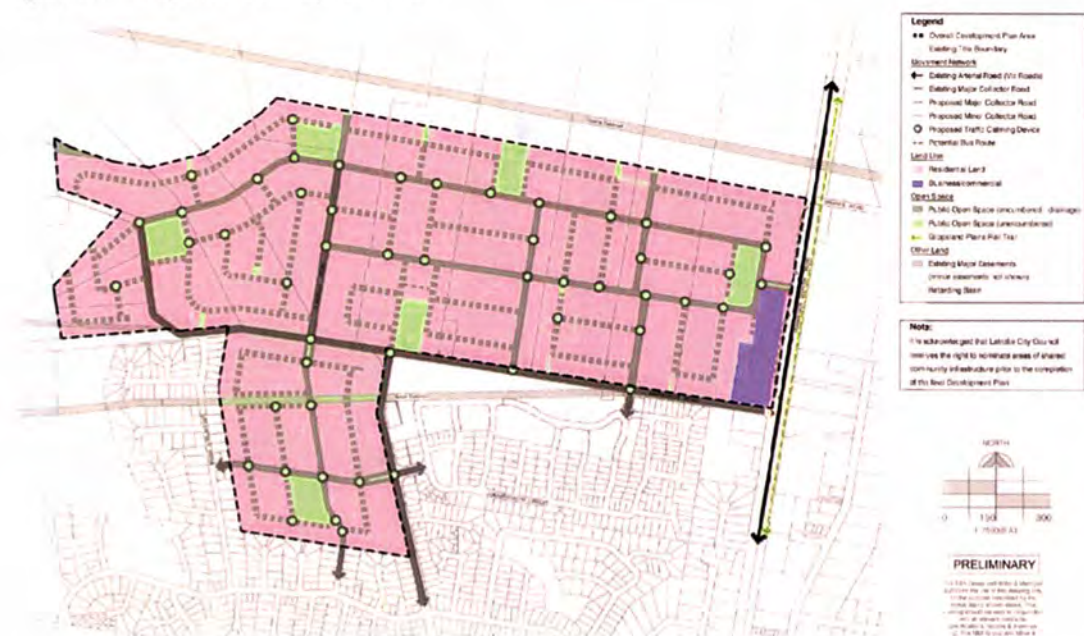
Table 2.1 indicates that one recorded accident occurred within the vicinity of the site during the nominated period. This accident involved a vehicle hitting a pedestrian.

3. Development Proposal

3.1 Land Uses

The development plan anticipates the subdivision of the subject area for the purposes of providing approximately 1,530 residential lots (assuming an estimate of 12 lots per hectare) and a business/commercial area of 2.9 hectares. An indicative plan of the proposed development is shown in Figure 3.1.

Figure 3.1 Proposed Development Plan



3.2 Road Access

Vehicular access to the area is proposed via Traralgon-Maffra Road, Marshalls Road, Park Lane and Greenfield Drive. Marshalls Road will be reconstructed and upgraded to a connector street standard and provide the main east-west link through the area. There will also be secondary east-west road links to the north and south of Marshalls Road, with a new intersection at Traralgon-Maffra Road.

Mitchell Drive will be extended to the north to connect to Glendale Road, which will be reconstructed and upgraded. There will also be secondary north-south road links to the west and east of Glendale Road.

A network of local streets will link to the connector streets.

4. Traffic Impact Assessment

4.1 Traffic Generation

4.1.1 Design Rates

Houses on standard lots will typically generate an average of up to 0.8 trips in a peak hour and 8 trips per day. Traffic generation rates for the commercial/business area will depend on the type and density of the future use. However, for the purposes of this assessment, empirical rates for a typical light industrial use have been assumed.

Therefore Table 4.1 sets out traffic generation estimates for the full development of the area for both peak hour and daily periods.

Table 4.1: Estimated Development Traffic Generation

Access	Size	Design Generation Rates		Traffic Generation Estimates	
		Peak Hour	Daily	Peak Hour	Daily
Residential	1531 lots	0.8 mvts/ lot	8 mvts / lot	1,225 mvts / hour	12,248 mvts / day
Commercial/ Business	1.45 ha GFA [1]	20 mvts / ha	200 mvts / ha	29 mvts / hour	290 mvts / day
Total				1,254 mvts / hour	12,538 mvts / day

[1] Assuming that 50% of the area is developed as gross floor area.

Table 4.1 indicates that the area could be expected to generate up to 1,250 vehicle movements during a peak hour and 12,500 vehicle movements per day on a typical weekday following the full development of the area.

4.1.2 Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- i configuration of the arterial road network in the immediate vicinity of the area
- ii existing operation of intersections providing access between the local and arterial road network
- iii surrounding employment centres, retail centres and schools in relation to the area
- iv configuration of access points to the area.

In addition, the following directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) has been assumed for the area:

- AM peak hour: 20% in / 80% out
- PM peak hour: 60% in / 40% out.

Having consideration to the above, for the purposes of estimating vehicle movements, the assumed AM and PM directional distributions are shown in Figure 4.1 and Figure 4.2 respectively.

Traffic Impact Assessment

Figure 4.1: Assumed AM Peak Hour Traffic Distribution

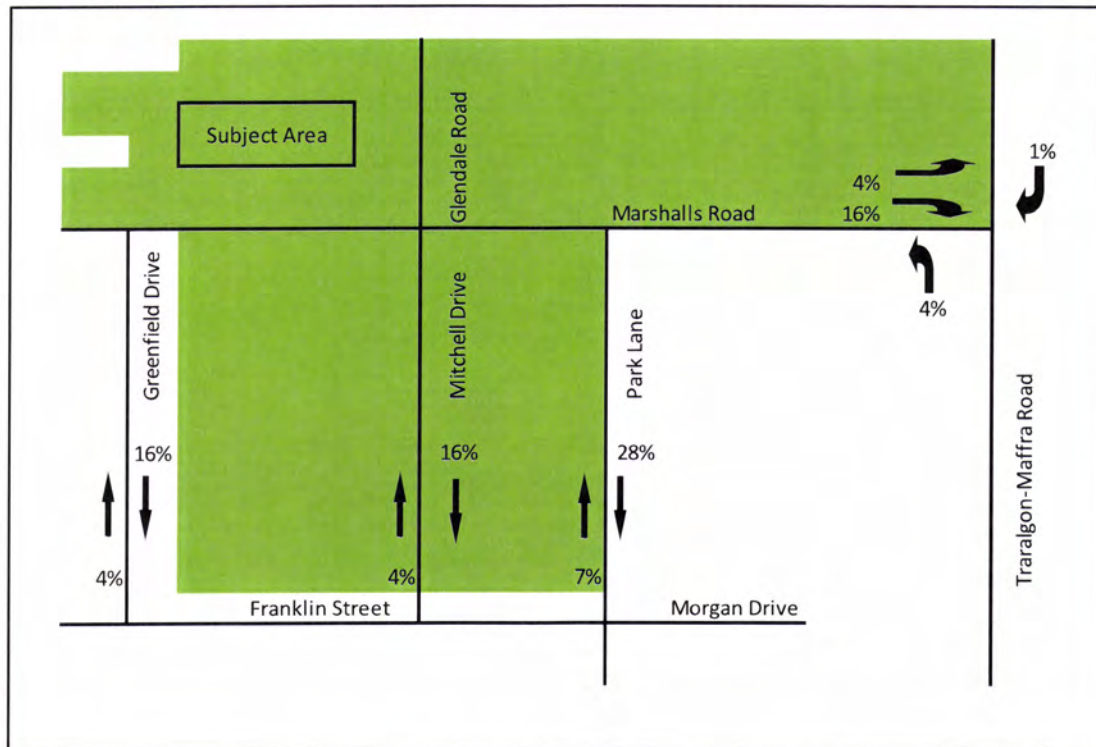


Figure 4.2: Assumed PM Peak Hour Traffic Distribution



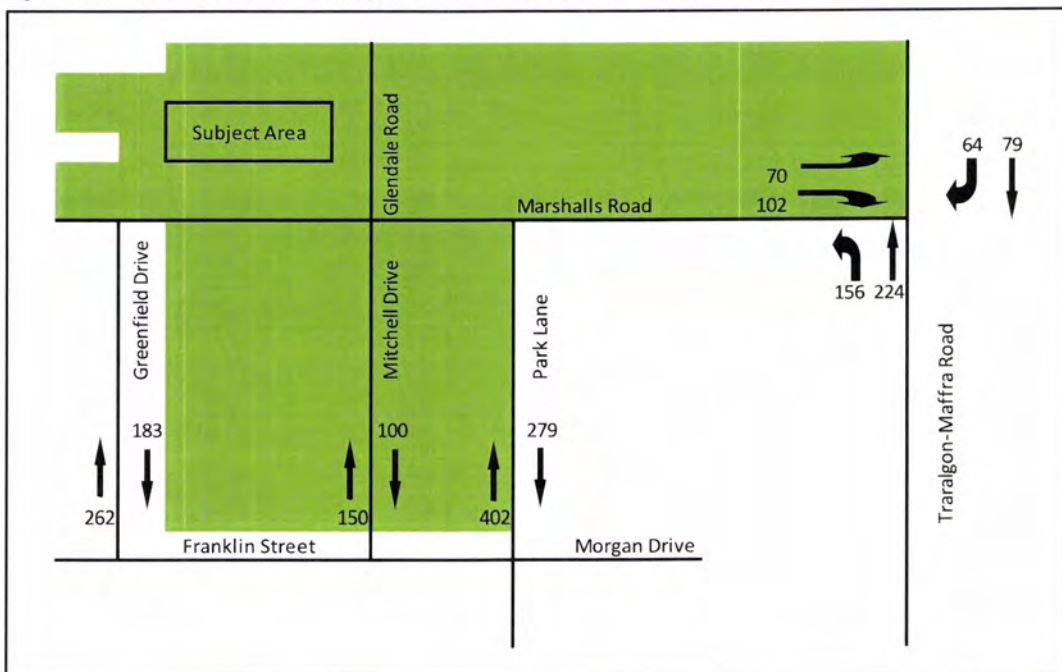
Based on the above distribution, and adding the existing traffic volumes, Figure 4.3 and Figure 4.4 have been prepared to show the anticipated post development AM and PM peak hour traffic volumes in the vicinity of the site.

Traffic Impact Assessment

Figure 4.3: Estimated Post-Development AM Peak Hour Traffic Movements



Figure 4.4: Estimated Post-Development PM Peak Hour Traffic Movements



4.2 External Traffic Impact

From the results of the analysis undertaken in Section 4.1, Table 4.2 has been prepared to summarise the likely post-development traffic on critical road links in the vicinity of the site.

Table 4.2: Midblock Capacity Analysis

Location	Daily Two-way Flows	
	Existing (veh/day)	Post Development (veh/day)
Traralgon-Maffra Road	3,000	5,500
Marshalls Road	700	3,800
Park Lane	1,900	6,300
Mitchell Drive	Minimal	2,500
Greenfield Drive	1,500	4,000
Franklin Street	2,000	6,500

Park Lane, Greenfield Drive and Franklin Street are currently constructed to a standard generally in accordance with the requirements of a 'Connector Street – Level 2' in Clause 56.06-8 of the Latrobe Planning Scheme. This clause indicates that such roads have a capacity for traffic volumes of up to 7,000 veh/day. Therefore, following the full development of the site, it is anticipated that these roads will operate within their capacity, albeit volumes will significantly increase when compared with the existing situation.

Mitchell Drive is currently constructed to a standard generally in accordance with the requirements of an 'Access Street – Level 2' in Clause 56.06-8 of the Latrobe Planning Scheme. This clause indicates that such roads have a capacity for traffic volumes of up to 3,000 veh/day. Therefore, following the full development of the site, it is anticipated that Mitchell Drive will operate within its capacity, albeit volumes will significantly increase when compared with the existing situation, given that the road currently terminates at the site boundary.

Marshalls Road will need to be re-constructed in accordance with the requirements of a 'Connector Street – Level 2' in Clause 56.06-8 of the Latrobe Planning Scheme to accommodate the expected future traffic volumes.

Whilst traffic volumes on Traralgon-Maffra Road will notably increase, they will still be well within the capacity of the road and be notably lower than many other arterial roads.

5. Internal Road Layout

In addition to the reconstruction of Marshalls Road as noted in Section 4.2 of this report, it is envisaged that the internal road network will include a combination of access streets and access places, in accordance with the requirements of Clause 56.06-8 of the Latrobe Planning Scheme. A potential road hierarchy is shown in Figure 5.1 below.

Figure 5.1: Potential Road Hierarchy



Based on the hierarchy shown in Figure 5.1, the proposed road network will be capable of accommodating the traffic volumes expected to be generated by the development area.

In order to maximise the safety and operation of the road network it is recommended that consideration be given to providing roundabouts at key locations within the proposed road network including the following intersections:

- Marshalls Road & Park Lane
- Marshalls Road & Glendale Road / Mitchell Street
- Glendale Road & northern east-west access street

6. Sustainable Transport Infrastructure

6.1 Public Transport

There are currently no public transport services which operate within or adjacent to the subject area. The nearest bus service is the #3 route which operates along Park Lane south of Franklin Street. The connector streets within the area should be designed to accommodate potential future bus services. If a bus service operated along Marshalls Road all properties within the development area would be within approximately 600m of the bus route.

6.2 Walking and Cycling

The roads within the development area should have footpaths on both sides to encourage walking. The proposed road network is relatively linear which allows direct pedestrian connections. In addition, consideration should be given to providing bicycle facilities in the form of on-road cycle lanes and/or shared paths along the connector streets, including Marshalls Road.

7. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i Following the full development of the area, it is expected to generate up to 1,250 and 12,500 vehicle movements in any peak hour and daily respectively.
- ii There is adequate capacity in the surrounding road network to cater for the traffic generated by the area, subject to Marshalls Road being reconstructed to a 'Connector Street – Level 2' standard.
- iii The internal road network is expected to be able to accommodate the projected daily traffic volumes.
- iv Provision should be made for potential future public transport services, particularly along Marshalls Road.
- v Footpaths should be provided on both sides of each of the roads within the development area, and appropriate bicycle facilities also provided.

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4 June 2012

Swee Lim
Latrobe City Council
(PO Box 264)
Morwell, VICTORIA 3840

Dear Swee,

Reference: TGAR – Dunbar Road, Traralgon – Lot 2 P5526926

I am pleased to put forward this submission to the Traralgon Growth Areas Review (TGAR) process on behalf of the owners of the above property.

As per the attached DPCD property report the property is currently zoned Farming Zone with part PCRZ and part Floodway Overlay impacting the site. It contains a rural dwelling and has never been developed for any purpose apart from grazing and passive agricultural pursuits.

The property is nominated in the draft TGAR plans and reports as 'Area 11 – Future Greenfield Residential (Long Term)'.

My clients are pleased that the site has finally been recognised as having residential development potential after many years of trying to mount the case for such. However, it is hereby requested that the land be considered for development 'sooner than later' as it appears to have been put into the same category as the other 'light blue' areas to the far north and far east of the Traralgon Framework boundary. Given that these areas would appear to be 10+ years away from being considered this is not desirable for what is a comparatively small area of Traralgon South (and the only 'long term' area nominated, presumably to ensure that no pressure is placed on the industrial land uses to the north to relocate to a more modern and practical site).

My clients are aware that significant industrial land use to the north of their site has hindered their ability to rezone and develop their land in the past and they fully support the benefit that those industrial businesses bring to the region and to the local economy. However, given that TGAR is a short, medium and long term strategic overview and will guide development of Traralgon from the day it is adopted by Council it is hereby sought that some provisions be made in the TGAR reports and plans to ensure that my clients land can be rezoned and developed as a matter of priority if the status quo changes in relation to the nearby industrial land uses.

We understand the planning history of this area and the apparent constraints placed on my client's ability to fast-track the development process as a result of the nearby industrial land uses, but we think it reasonable to request some provisions in the TGAR strategic policy document to accommodate their desires if the industrial land uses do relocate sooner than expected. If this was to happen, or if the Council was to acknowledge that my clients land can be developed for residential purposes without prejudice to the nearby industrial land uses, my clients want/need the strategic justification to rezone their land and realise its nominated residential potential sooner than later.



In summary, my clients are very keen to develop their land now and do not want it nominated as 'long term' residential when it clearly has immediate development potential. It adjoins developed R1Z land and could be easily serviced and developed if Council was comfortable that buffers from nearby industrial land uses could be satisfied. Given the fact that the industrial land is surrounded to the north, west and to a lesser extent the east, it is apparent that the two land uses can co-exist without prejudice to each other so it may be possible for my clients to develop their land sooner than later?

To that extent, it is hereby requested that Council and its TGAR team consider the possibility revisiting the mapping and commentary in this regard in the knowledge the land owners are motivated to develop at the soonest possible opportunity.

Having reviewed the draft TGAR material, we are generally supportive of the majority of the findings and look forward to some certainty being established in and around Traralgon and its future growth options.

We look forward to any subsequent drafts of the TGAR reports and the associated plans providing further support and strategic justification for our submission hereby lodged with Council.

We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

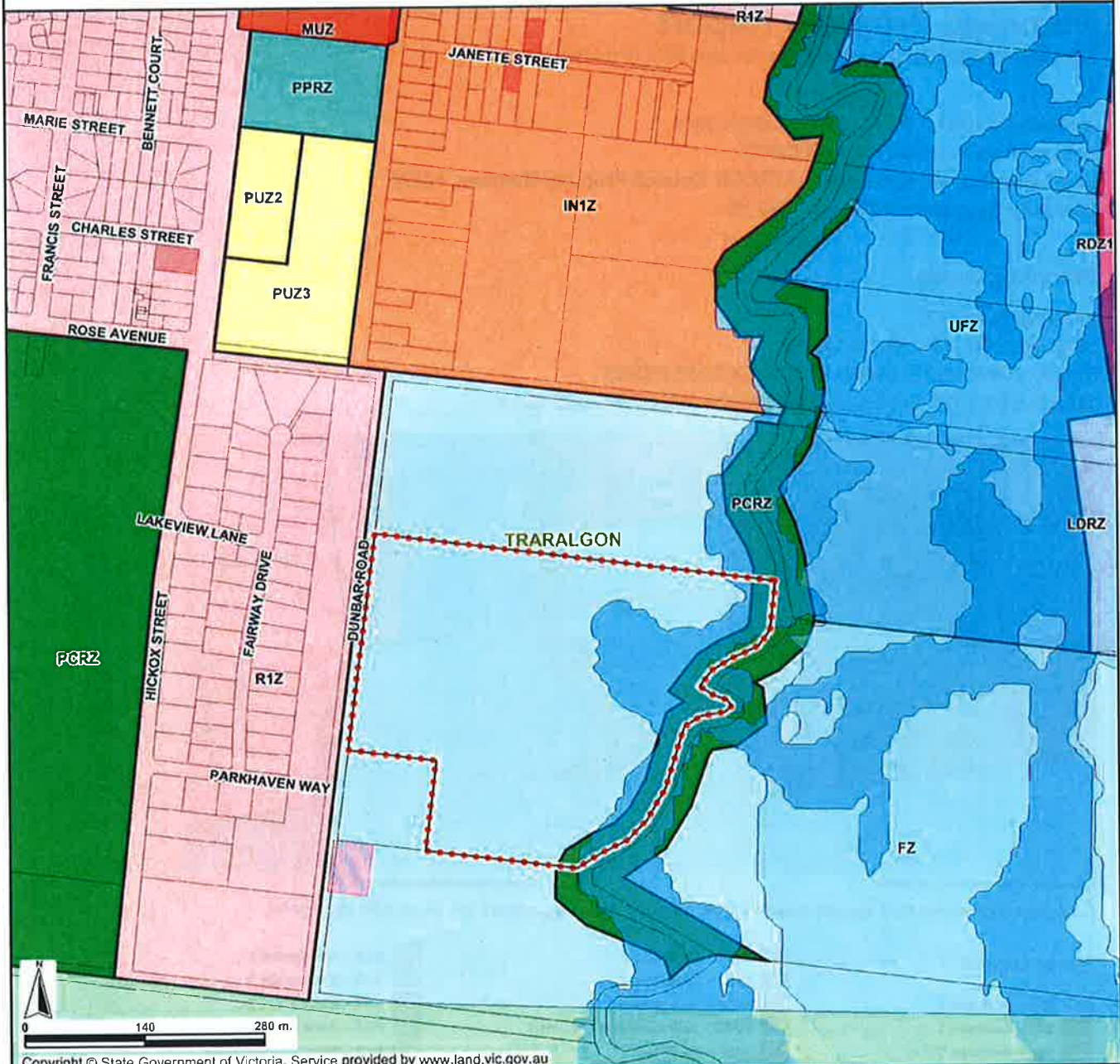
Yours sincerely

A handwritten signature in black ink, appearing to read 'N Anderson', is written over a faint circular stamp.

Nick Anderson
Managing Director

Planning Map Dunbar Road

Department of
Planning and
Community Development



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Legend

WARRNAMBOOL		ZONES		OVERLAYS	
Major Town	Major Road, Road	ACZ - Activity Centre	PUZ1 - Public Use - Service & Utility	Airport Environs	Melbourne Airport Environs 1
Major Road, Road	Road name	B1Z - Business 1	PUZ2 - Public Use - Education	City Link Project	Melbourne Airport Environs 2
Road name	Railway, Tramway	B2Z - Business 2	PUZ3 - Public Use - Health Community	Development Contributions Plan	Neighbourhood Character
Railway, Tramway	Property/Parcel, Selected	B3Z - Business 3	PUZ4 - Public Use - Transport	Design & Development	Public Acquisition
Property/Parcel, Selected	Address, Lot, Cross allotment	B4Z - Business 4	PUZ5 - Public Use - Cemetery/Crematorium	Design & Development Part	Restructure
Address, Lot, Cross allotment	River, Stream, Coastline	B5Z - Business 5	PUZ6 - Public Use - Local Government	Development Plan	Road Closure
River, Stream, Coastline	Waterbody	CA - Commonwealth Land (not in scheme)	PU27 - Public Use - Other Public Use	Environmental Audit	Special Building
Waterbody	Locality	CCZ - Capital City	R1Z - Residential 1	Erosion Management	Significant Landscape
Locality	Locality Name	CDZ - Comprehensive Development	R2Z - Residential 2	Environmental Significance	Salinity Management
Locality Name	Local Government Area	DZ - Dockland	R3Z - Residential 3	Roadway	State Resource
Local Government Area	Local Government Name	ERZ - Environmental Rural	RAZ - Rural Activity	Heritage	Vegetation Protection
Local Government Name	Urban Growth Boundary (UGB)	FZ - Farming	RLZ - Rural Living	Incorporated Plan	Wildfire Management
Urban Growth Boundary (UGB)	Area outside the UGB	GWAZ - Green Wedge A	RLZ - Rural Living	Land Subject to Inundation	
Area outside the UGB	Investigation Area	GWZ - Green Wedge	RLZ - Rural Living		
Investigation Area	Land added to UGB since 2005	I1Z - Industrial 1	SUZ - Special Use		
Land added to UGB since 2005	Boundary of Searched Suburb	I2Z - Industrial 2	TZ - Township		
Boundary of Searched Suburb		I3Z - Industrial 3			
		LDRZ - Low Density Residential			
		MUZ - Mixed Use			
		PPRZ - Priority Development			
		PPRZ - Public Park & Recreation			

Disclaimer: This map is a snapshot generated from Victorian Government data. This material may be of assistance to you but the State of Victoria does not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for error, loss or damage which may arise from reliance upon it. All persons accessing this information should make appropriate enquiries to assess the currency of data.

Map Centre - VicRoads 696 H9

Map Scale 1:6,702

May 30, 2012 9:52:26 AM



Planning Property Report

From www.dpcd.vic.gov.au/planning on 04 June 2012 01:11 PM

Address: DUNBAR ROAD TRARALGON 3844

Lot and Plan Number: Lot 2 PS526926

Local Government (Council): LATROBE **Council Property Number:** 46826

Directory Reference: VicRoads 696 H9

Planning Zones

FARMING ZONE (FZ)

SCHEDULE TO THE FARMING ZONE

PUBLIC CONSERVATION AND RESOURCE ZONE (PCRZ)

SCHEDULE TO THE PUBLIC CONSERVATION AND RESOURCE ZONE



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

Zones Legend

- B1Z - Business 1
- B2Z - Business 2
- B3Z - Business 3
- B4Z - Business 4
- B5Z - Business 5
- CA - Commonwealth Land
- CC2 - Capital City
- CDZ - Comprehensive Development
- DZ1 - Dockland
- ERZ - Environmental Rural
- FZ - Farming
- GWAZ - Green Wedge A
- GWZ - Green Wedge

- IN1Z - Industrial 1
- IN2Z - Industrial 2
- IN3Z - Industrial 3
- LDRZ - Low Density Residential
- MUZ - Mixed Use
- PCRZ - Public Conservation & Resource
- PDZ - Priority Development
- PPRZ - Public Park & Recreation
- PUZ1 - Public Use - Service & Utility
- PUZ2 - Public Use - Education
- PUZ3 - Public Use - Health Community
- PUZ4 - Public Use - Transport
- PUZ5 - Public Use - Cemetery / Crematorium
- PUZ6 - Public Use - Local Government
- PUZ7 - Public Use - Other Public Use

- R1Z - Residential 1
- R2Z - Residential 2
- R3Z - Residential 3
- RAZ - Rural Activity
- RCZ - Rural Conservation
- RDZ1 - Road - Category 1
- RDZ2 - Road - Category 2
- RLZ - Rural Living
- RUZ - Rural
- SUZ - Special Use
- TZ - Township
- UFZ - Urban Floodway
- UGZ - Urban Growth
- Urban Growth Boundary

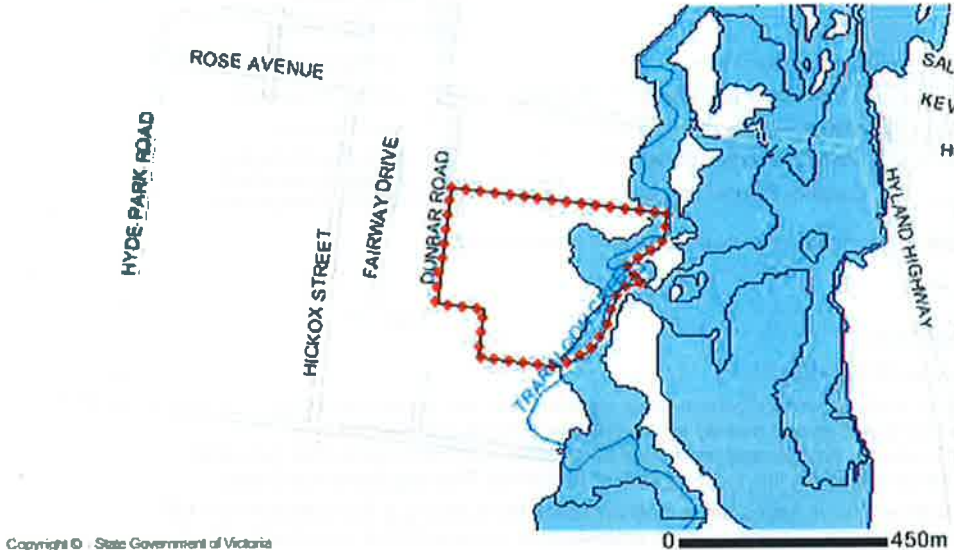
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DUNBAR-ROAD-TRARALGON-PLANNING-PROPERTY-REPORT

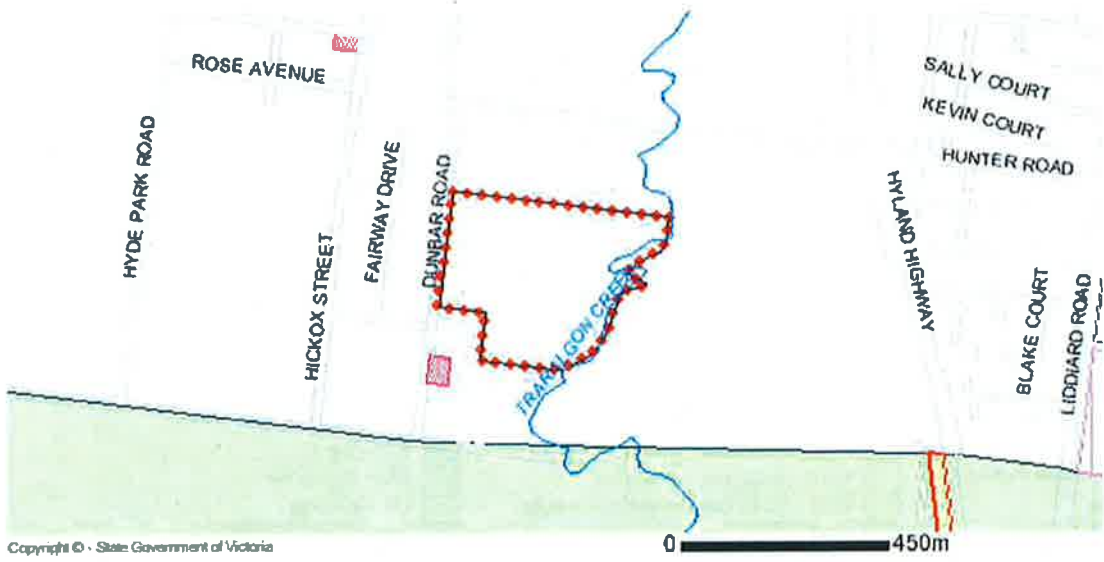
Planning Overlay

FLOODWAY OVERLAY (FO)
FLOODWAY OVERLAY SCHEDULE (FO)



OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land
DEVELOPMENT PLAN OVERLAY (DPO)
ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO)
HERITAGE OVERLAY (HO)
PUBLIC ACQUISITION OVERLAY (PAO)



























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Planning Overlays Legend

Overlays Legend

 Airport Environs	 Erosion Management	 Public Acquisition
 City Link Project	 Environmental Significance	 Restructure
 Development Contributions Plan	 Floodway	 Road Closure
 Design & Development	 Heritage	 Special Building
 Design & Development Part	 Incorporated Plan	 Significant Landscape
 Development Plan	 Land Subject to Inundation & Floodway	 Salinity Management
 Environmental Audit	 Melbourne Airport Environs 1	 State Resource
	 Melbourne Airport Environs 2	 Vegetation Protection Bushfire Management - Wildfire Management
	 Neighbourhood Character	

Note: due to overlaps some colours on the maps may not match those in the legend.

Further Planning Information

Planning scheme data last updated on 31 May 2012.

A **planning scheme** sets out policies and requirements for the use, development and protection of land.

This report provides information about the zone and overlay provisions that apply to the selected land.

Information about the State, local, particular and general provisions of the local planning scheme that may affect the use of this land can be obtained by contacting the [local council](#) or by visiting [Planning Schemes Online](#)

This report is NOT a **Planning Certificate** issued pursuant to Section 199 of the Planning & Environment Act 1987.

It does not include information about exhibited planning scheme amendments, or zonings that may affect the land.

To obtain a Planning Certificate go to [Titles and Property Certificates](#)

For details of surrounding properties, use this service to get the Reports for properties of interest

To view planning zones, overlay and heritage information in an interactive format visit [Planning Maps Online](#)

For other information about planning in Victoria visit www.dpcd.vic.gov.au/planning



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29 May 2012

Swee Lim
Latrobe City Council
(PO Box 264)
Morwell, VICTORIA 3840

Dear Swee,

Reference: TGAR - Tyers Rezoning and Low Density and Rural Living Zone Subdivision

I am pleased to put forward this submission to the Traralgon Growth Areas Review (TGAR) process on behalf of my clients, Yorkville Pty Ltd.

As you are aware for the past two years we have been preparing the background material to support the rezoning, Development Plan and ultimately the subdivision of the property identified in the attached material.

Whilst it is considered that this process is well advanced and will ultimately be processed on its merits over the coming months we wish to adhere to Councils request that all developers and land owners within the TGAR study area put forward submissions where it is considered that they may be of interest to Council and its consultants managing the TGAR process.

Our proposal is on the north side of the Tyers Township and is within the existing Structure Plan boundary. The subject site is in a prime location within close proximity to the Tyers township are on undulating land identified as being suitable for low density urban development on the flat areas and rural living development on the elevated components of the subject site. It is considered that the proposed allotments are highly desirable to service the limited lifestyle living opportunities within close proximity to the major service centre of the Latrobe City, Traralgon. To this extent, we look forward to continuing to work with Council with a view to progressing our project in the immediate future.

Having reviewed the draft TGAR material, we are generally supportive of the majority of the findings and look forward to some certainty being established in and around Traralgon and its future growth options.

To that extent, it is considered that our application, currently before Council, to rezone and develop the subject site fits within the parameters of the existing Tyers Structure Plan as well as the draft TGAR material. We look forward to any subsequent drafts of the TGAR reports and the associated plans providing further support and strategic justification for our application as lodged with Council.

We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

Yours sincerely

Nick Anderson
Managing Director

18 May 2012

The Chief Executive Officer
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Attention: Swee Lim – Senior Strategic Planner

Dear Swee,

RE: TRARALGON GROWTH AREA REVIEW

I own two adjacent parcels of land that are directly affected by the review.

- Parcel One is situated at _____ and is approximately 29 hectares in area. It is known as **Lot 1 on TP 004162P. Vol. 4413 Fol. 429**

- Parcel Two is situated in _____ and is approximately 8 hectares in area. It is known as **Lot 2 on PS 413554C. Vol. 10593 Fol. 513**

My properties are in 'Area 4' as shown on the Traralgon Growth Area Framework Map.

I have reviewed the TGAR report and confirm that my two parcels of land as listed above have been identified as future Residential 1 zoning. I confirm that I support this rezoning.

I request that Council keep me informed of the progress of the rezoning. I also request the opportunity to be heard at any Independent Panel/s should any be appointed.

Should you require any further information, please do not hesitate to contact me.

Yours faithfully,

Leanne Sutton

Home
Mobile
Email:

max sutton

From: "max sutton"
To: <MR SWE LIM SWEE.LIM@LATROBE.VIC.GOV.AU>
Sent: Monday, 28 May 2012 1:45 PM
Subject: SUBDIVIDE

DEAR MR SWE LIM I WOULD LIKE TO ADVISE YOU THAT I WOULD AGREE THAT THE 5 ACRE LOTS EAST OF ELLAVALE ESTATE COULD BE USED FOR FUTURE HOUSING AS IT IS SO CLOSE TO ELLAVALE ESTATE, WITH ROADS ALLREADY MADE. HOPING TO HEAR FROM YOU IN THE FUTURE.
YOURS SINCERELY MAX SUTTON

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28/05/2012

Submission 18

Swee Lim
Senior Strategic Planner
Latrobe City Council
P O Box 264
Traralgon VIC 3844

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14 June 2012

Dear Swee

Traralgon Growth Areas Review

I am writing on behalf of the estate of my late mother, Mrs A M Gilmour, who passed away on 17 May 2012. The estate owns land fronting _____, formally described as Lot 1, PS218153. In commenting on the Traralgon Growth Areas Review, I also note that I met with you and Leah Harper of Latrobe City Council (LCC) on 3 May 2012.

As we have highlighted on several previous occasions, it is our belief that the current zoning (Farming Zone) and use of Lot 1, PS 218153 is no longer appropriate, given the continuing expansion of Traralgon, the zoning and use of adjacent land and the limits to growth imposed by the brown coal resource, the freeway and the Latrobe River floodplain.

With that in mind, we support the recommendation of the Review that Lot 1, PS218153 be earmarked for future residential development. This is in line with Principles 9 and 10, to:

- *Progressively rezone all land to the south of the river presently zoned Farming, to a Residential 1 Zone, as required.*
- *Establish a new major residential development corridor in Traralgon East to the north of the Highway. Develop that corridor in a progressive and sequential manner, moving from west to east.*

In a timing sense, the rezoning of Lot 1, PS218153 would occur as part of Stage 2a:

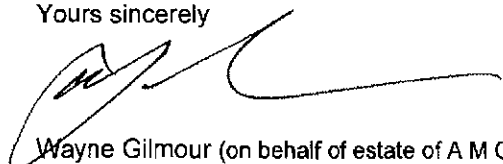
- *Rezone the large Farming Zone area currently identified in the Traralgon Structure Plan (2007) for future industry, to Residential 1 (Principle 10)*

and we would obviously want input as to exactly when that rezoning would occur, noting that there is currently a pool of recently-rezoned, undeveloped residential land on the outskirts of Traralgon.

Given the scarcity of land suitable for future residential development, we also support the progressive relocation of industrial development away from the area just east of the Traralgon-Maffra Road, to either a new industrial area or to existing industrial areas close to Morwell. We would also support any Council negotiations to reduce the width of the buffer over the gas pipeline that runs through the northern part of my late mother's property.

If you have any queries on any of the matters raised in this letter or wish to discuss any matter further, please contact me on telephone _____ or mobile _____

Yours sincerely



Wayne Gilmour (on behalf of estate of A M Gilmour)

Swee Lim

From: Friday, 1 June 2012 10:45 AM
Sent: Swee Lim
To: Rezoning of land in Tristania Drive area
Subject:

Hello Swee,

My name is Glenn Schoer and I own a property in . . .
I recently attended the public meetings held at the RSL in Grey Street Traralgon concerning the recent rezoning of land from Rural Living to Residential 1 Zoning in the area where I own my property. I have followed this process closely over the last few years as I was always interested in the development within the area identified as Area 8 on the current Traralgon Structure Plan.

While I am extremely happy that the rezoning has now occurred I would like to express my support for a development plan to be produced to enable the land holders to start to extract some value from their properties. I realise that council needs to make provision for this in their budget and would hope that you, as the Senior Strategic Planner would be able to assist in this process by providing advice to council as to the current landholders wishes. I have two other family members who also each own a property in the area. In total we have 4 properties totalling 20 acres and would be keen to proceed down the development path once the development plan was in place. We would also be interested in purchasing other landholders properties to enable an integrated and timely subdivision of much needed residential land.

This land is ideally located and can be readily serviced as it adjoins the existing Ellavale residential estate. My property adjoins Ryeburn Close which has all services already available. With a new school proposed along Melrossa Rd it would be logical to open up the area for residential development ASAP. The development of the area adjacent to the school will not only ensure the success of this private institution but also provide a new location for families with children to settle and build their new home. Access to the school via walking and bike paths from Ellavale Estate could also be easily provided for in the new development plan.

Council has also seen fit to revalue all residents land in the area resulting in large increases in our rates even though at present we cannot realise that value through development of our land. I would hope that the current landholders rate increases would be used to fund the development plan. I do not see the value gained by the residents through increased rates with no service improvements or the ability to develop the land to its residential zoning.

In summary I would like to urge the Latrobe City Planning department to strongly recommend to council that they include funding in the upcoming budget for a development plan to be conducted. If you would like to discuss this further or would like me to provide further information then I can be contacted via return email or on mobile

Yours faithfully

Glenn Schoer

Swee Lim

From: Sarah Shanahan
Sent: Thursday, 31 May 2012 9:19 PM
To: Swee Lim
Subject: Rezoning

Hi Swee,

My name is Sarah Shanahan and I recently attended the public meetings held at the RSL in Grey Street Traralgon concerning the recent rezoning of land from Rural Living to Residential 1 Zoning. I have followed this process closely over the last few years as I am a landholder within the area identified as Area 8 on the current Traralgon Structure Plan. My properties are known as Lot 2 LP99684 and Lot 1 LP125034 at

While I am extremely happy that the rezoning has now occurred I would like to express my support for a development plan to be produced to enable the land holders to start to extract some value from their properties. I realise that council needs to make provision for this in their budget and would hope that you as the Senior Strategic Planner would be able to assist in this process by providing advice to council as to the current landholders wishes.

This land is ideally located and can be readily serviced as it adjoins the existing Ellavale residential estate. With a new school proposed along Melrossa Rd it would be logical to open up the area for residential development asap. The development of the area adjacent to the school with not only ensure the success of this private institution but also provide a new location for families with children to settle and build their new home. Access to the school via walking and bike paths from Ellavale Estate could also be easily provided for in the new development plan.

Council has also seen fit to revalue all residents land in the area resulting in large increases in our rates even though at present we cannot realise that value through development of our land. I would hope that the current landholders rate increases would be used to fund the development plan. In summary I would like to urge the Latrobe City Planning department to strongly recommend to council that they include funding in the upcoming budget for a development plan to be conducted.

Yours faithfully

Dear Mr. LIM,

My name is Eugene M^c Cohan living at
of the subdivision in the L.R.H precinct.
at the moment it is zoned RLZ5 which
leaves me with very high Council rates
to pay and a whole bunch of restrictions
to contend with when it comes to using
my property in any way beneficial to me.
Considering other properties adjacent to me
have found a way to be rezoned for housing
etc. I think it is long past time to rezone
this area to enable development conducive
and complementary to the standard
expected within the Hospital precinct.

Following our chat yesterday
concerning various problems I completely
agree with your proposal regarding
rezoning this area along the lines as
I have outlined

I remain
With Respect

Eugene M^c Cohan

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Argyle Enterprises Pty Ltd ACN: 111659708 122 Torres St., NEWBOROUGH Vic., 3825
Ph: 03 5127 2251 Fax: 03 5127 2252 Mobile: 0434 998 875 e-mail: argyle@wideband.net.au

Received 20 May 2012

19th May 2012

Swee Lim
Senior Strategic Planner
Latrobe City
141 Commercial Road
Morwell Vic., 3840

RE: Traralgon Growth Area Framework -2012

Dear Swee

The report is a good attempt to develop a strategy for the medium/ long term residential growth for Traralgon.

We support the draft plan proposal to encourage the residential development south of the town along a line that runs west to east from Hazelwood Road to the creek that is at the end of the roads – Hyde Park Road, Hickox Street and Dunbar Road. This includes residential development between Hickox Street and Dunbar Road up to the southern end of these roads.

Traralgon area's expansion for development of any kind (residential or industrial) is restricted by flood plain and coal buffer zones. The need for Food Security should also be a major restriction to the town's expansion over the land space.

This area of Victoria will be an area suitable for food production into the future under the predicted changes in the climate. The world needs greater food production NOT less and to cover productive land with houses and roads and other infrastructure that goes with residential development/expansion is reckless!

The area south of Traralgon along the western side of Traralgon Creek has the potential for high productive food production due to soil type, topography and climate. All aspects that cannot be relocated! Residential development does not need good soil or good climate or flat to low sloping land.

The TGAR restricts the residential boundaries along the to the southern end of the roads - Hickox Street and Dunbar Road. Each of these roads end at the boundary fence of the Dunbar property, a privately run agricultural farming operation.

The Dunbar family have owned and operated the 391 ha property since the 1870's and are planning to continue with agricultural production into the foreseeable future (except for Bypass and coal mining influences).

However the draft plan indicates an area along the Traralgon Creek to the south of the town for *Community and Public Space* (section 8.4 pages 50 & 51 of the Hansen report). It is noted that this area includes an area (loop) to the south of the residential boundary line. That is, the green shaded area encroaches into the Dunbar property along the creek. Upon investigation this area would seem to coincide with an area of the creek that the family has improved with Landcare work. It IS privately owned land NOT for public use and would better serve a future community as a food production zone.

Yours faithfully,



BJ & RJE Johnson Family Trust

ABN: 85 931 511 207



4 June 2012

Swee Lim
Latrobe City Council
(PO Box 264)
Morwell, VICTORIA 3840

Dear Swee,

Reference: TGAR – Princes Highway Corridor, Traralgon – Lot 18 LP67735

I am pleased to put forward this submission to the Traralgon Growth Areas Review (TGAR) process on behalf of the owners of the above property.

As per the attached DPCD property report the property is currently zoned RLZ5 with the DDO6 overlay impacting the site. It is vacant and has never been developed for any purpose apart from grazing and passive agricultural pursuits.

The property sits between an existing fuel station and caravan park with significant frontage to the Princes Highway and is within 250m of the Latrobe Regional Hospital.

The owners of the land have had a long-held desire to develop the site for commercial purposes and over recent years and have fielded a number of enquiries in this regard. Whilst they are supportive of the TGAR report nominating that the site, and others along this stretch of the corridor, has the potential to meet future high density accommodation requirements they also feel that their site has the potential to accommodate **both** commercial and residential opportunities.

Up until recently the owners also owned the title to the immediate north of their remaining title and knowingly sold this land to the hospital for the purpose of 'future high density aged care and hospital related accommodation'. To that extent, they are of the opinion that the northern half of their remaining title has the potential to be integrated into that style of development (retirement village or high density aged care living or similar) under the provisions of the Residential 1 Zone or similar and they fully support that prospect. What they **also** would like to see facilitated in the TGAR study is the ability for the 'front half' of their title having the ability to be developed for the purpose of 'Highway Commercial' under the provisions of the B4Z zone or similar.

All recent interest in the site from developers has been for centrally located big-box retail within the corridor and the owners are confident that they could find premium tenants for the site if the strategic basis within Council policy existed to support the zoning change. As such, they see TGAR as the opportunity to formally nominate their desired intentions for the site and seek Councils support in this regard.

If supported they will commit to developing the site immediately and will work with the hospital to ensure that all appropriate linkages and integration considerations are in place and that the land they purchased to north of the subject site is carefully planned to ensure both land uses can co-exist without detriment to each other.

Having reviewed the draft TGAR material, we are generally supportive of the majority of the findings and look forward to some certainty being established in and around Traralgon and its future growth options.



To that extent, it is hereby requested that Council and its TGAR team consider the possibility of further commercial opportunities along the frontage of this area of the Princes Highway given the commercial uses either side of the subject site at the moment. The basis upon which this support can be justified is the fact that it capitalises on the exposure to the main arterial and acts as an effective buffer to high density residential development behind it. It is considered that it is the logical outcome for such a parcel of land now that it appears that the corridor is finally 'open for business; after so many years in strategic planning limbo.

It is our opinion that our clients position has planning merit and that, based on this and a number of other submissions and reports put to Council during the TGAR process, Council and its TGAR consultants should feel confident that this area is where people want to develop and is where businesses want to locate.

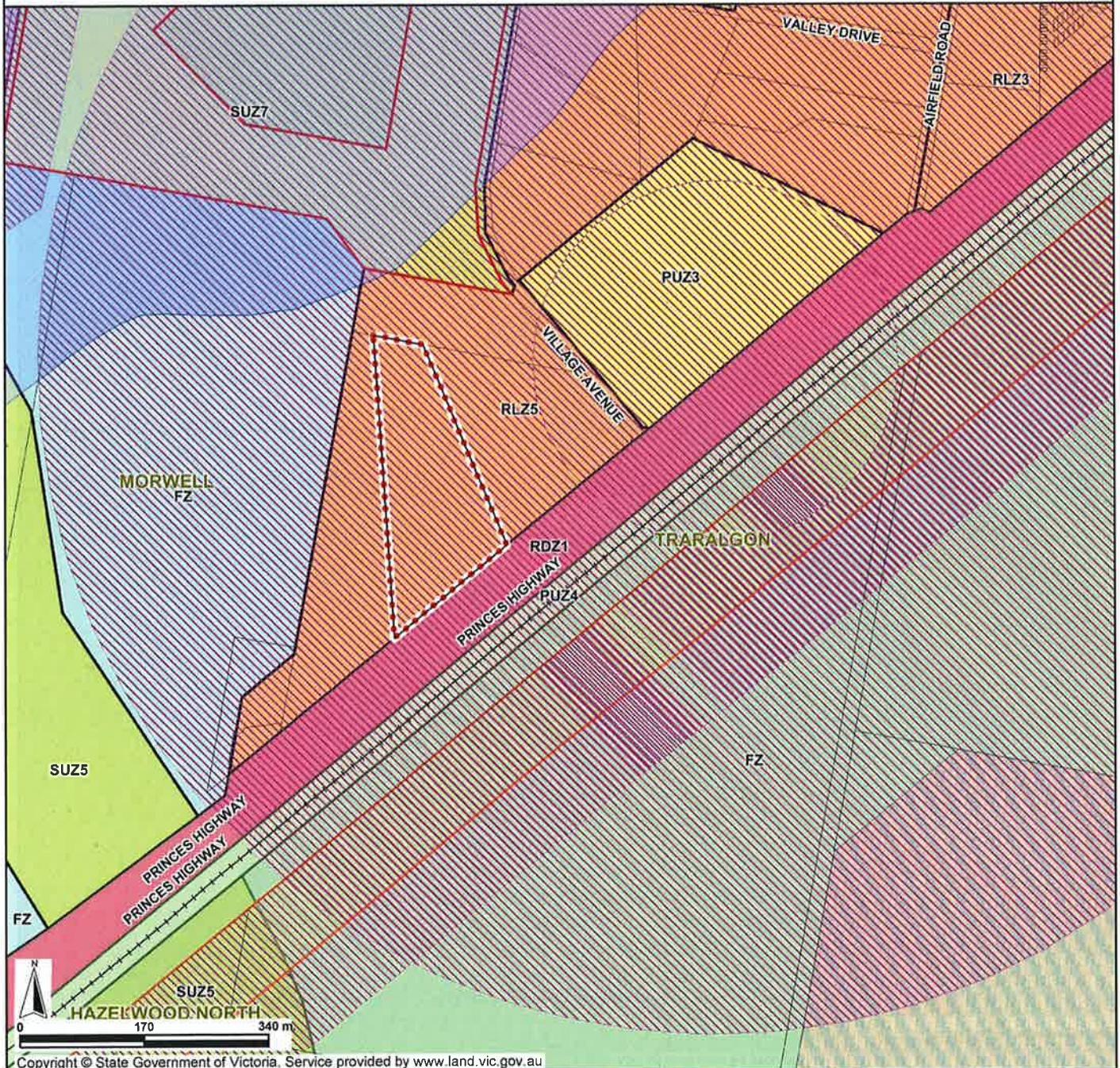
We look forward to any subsequent drafts of the TGAR reports and the associated plans providing further support and strategic justification for our submission hereby lodged with Council.

We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

Yours sincerely

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

Nick Anderson
Managing Director



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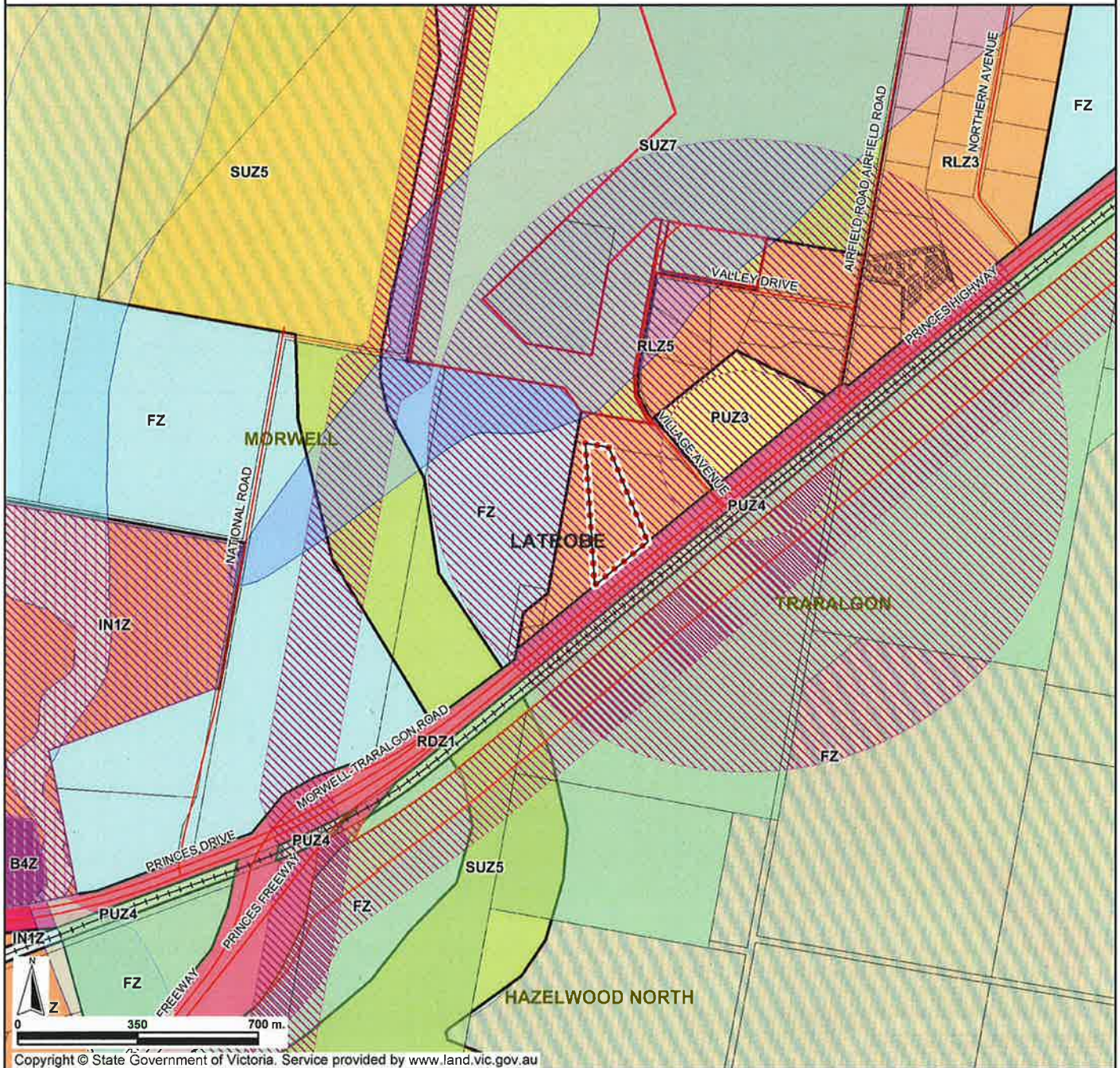
Legend

<p>WARRNAMBOOL Major Town</p> <p>MAJOR ROAD Major Road, Road</p> <p>ROAD NAME Road name</p> <p>RAILWAY, TRAMWAY Railway, Tramway</p> <p>PROPERTY/PARCEL, SELECTED Address, Lot, Crown allotment</p> <p>25 2 1C River, Stream, Coastline</p> <p>WATERBODY Waterbody</p> <p>LOCALITY Locality</p> <p>LOCALITY NAME Locality Name</p> <p>LOCAL GOVERNMENT AREA Local Government Area</p> <p>LOCAL GOVERNMENT NAME Local Government Name</p> <p>URBAN GROWTH BOUNDARY (UGB) Urban Growth Boundary (UGB)</p> <p>AREA OUTSIDE THE UGB Area outside the UGB</p> <p>INVESTIGATION AREA Investigation Area</p> <p>LAND ADDED TO UGB SINCE 2005 Land added to UGB since 2005</p> <p>BOUNDARY OF SEARCHED SUBURB Boundary of Searched Suburb</p>	<p>ZONES</p> <p>ACZ - Activity Centre</p> <p>B1Z - Business 1</p> <p>B2Z - Business 2</p> <p>B3Z - Business 3</p> <p>B4Z - Business 4</p> <p>B5Z - Business 5</p> <p>CA - Commonwealth Land (not in scheme)</p> <p>CCZ - Capital City</p> <p>CDZ - Comprehensive Development</p> <p>DZ - Dockland</p> <p>ERZ - Environmental Rural</p> <p>FZ - Farming</p> <p>GWAZ - Green Wedge A</p> <p>GWZ - Green Wedge</p> <p>IN1Z - Industrial 1</p> <p>IN2Z - Industrial 2</p> <p>IN3Z - Industrial 3</p> <p>LDRZ - Low Density Residential</p> <p>MUZ - Mixed Use</p> <p>PCRZ - Public Conservation & Resource</p> <p>PDZ - Priority Development</p> <p>PPRZ - Public Park & Recreation</p> <p>PUZ1 - Public Use - Service & Utility</p> <p>PUZ2 - Public Use - Education</p> <p>PUZ3 - Public Use - Health Community</p> <p>PUZ4 - Public Use - Transport</p> <p>PUZ5 - Public Use - Cemetery/Crematorium</p> <p>PUZ6 - Public Use - Local Government</p> <p>PUZ7 - Public Use - Other Public Use</p> <p>R1Z - Residential 1</p> <p>R2Z - Residential 2</p> <p>R3Z - Residential 3</p> <p>RAZ - Rural Activity</p> <p>RCZ - Rural Conservation</p> <p>RDZ1 - Road - Category 1</p> <p>RDZ2 - Road - Category 2</p> <p>RLZ - Rural Living</p> <p>RUZ - Rural</p> <p>SUZ - Special Use</p> <p>TZ - Township</p> <p>UFZ - Urban Floodway</p> <p>UGZ - Urban Growth</p>	<p>OVERLAYS</p> <p>Airport Environs</p> <p>City Link Project</p> <p>Development Contributions Plan</p> <p>Design & Development</p> <p>Design & Development Part</p> <p>Development Plan</p> <p>Environmental Audit</p> <p>Erosion Management</p> <p>Environmental Significance</p> <p>Floodway</p> <p>Heritage</p> <p>Incorporated Plan</p> <p>Land Subject to Inundation</p> <p>Melbourne Airport Environs 1</p> <p>Melbourne Airport Environs 2</p> <p>Neighbourhood Character</p> <p>Public Acquisition</p> <p>Restructure</p> <p>Road Closure</p> <p>Special Building</p> <p>Significant Landscape</p> <p>Salinity Management</p> <p>State Resource</p> <p>Vegetation Protection</p> <p>Wildfire Management</p>
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Planning Map
Pearse and Hank Title

Department of
Planning and
Community Development



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Legend

<p>WARRNAMBOOL Major Town Major Road, Road SOURCE STREET Road name Railway, Tramway Property/Parcel, Selected Address, Lot, Crown allotment River, Stream, Coastline Waterbody Locality Locality Name Local Government Area Local Government Name Urban Growth Boundary (UGB) Area outside the UGB Investigation Area Land added to UGB since 2005 Boundary of Searched Suburb</p>	<p>ZONES</p> <ul style="list-style-type: none"> ACZ - Activity Centre B1Z - Business 1 B2Z - Business 2 B3Z - Business 3 B4Z - Business 4 B5Z - Business 5 CA - Commonwealth Land (not in scheme) CCZ - Capital City CDZ - Comprehensive Development DZ - Dockland ERZ - Environmental Rural FZ - Farming GWAZ - Green Wedge A GWZ - Green Wedge IN1Z - Industrial 1 IN2Z - Industrial 2 IN3Z - Industrial 3 LDRZ - Low Density Residential MUZ - Mixed Use PCRZ - Public Conservation & Resource PDZ - Priority Development PPRZ - Public Park & Recreation PUZ1 - Public Use - Service & Utility PUZ2 - Public Use - Education PUZ3 - Public Use - Health Community PUZ4 - Public Use - Transport PUZ5 - Public Use - Cemetery/Crematorium PUZ6 - Public Use - Local Government PUZ7 - Public Use - Other Public Use R1Z - Residential 1 R2Z - Residential 2 R3Z - Residential 3 RAZ - Rural Activity RCZ - Rural Conservation RDZ1 - Road - Category 1 RDZ2 - Road - Category 2 RLZ - Rural Living RUZ - Rural SUZ - Special Use TZ - Township UFZ - Urban Floodway UGZ - Urban Growth 	<p>OVERLAYS</p> <ul style="list-style-type: none"> Airport Environs City Link Project Development Contributions Plan Design & Development Design & Development Part Development Plan Environmental Audit Erosion Management Environmental Significance Floodway Heritage Incorporated Plan Land Subject to Inundation Melbourne Airport Environs 1 Melbourne Airport Environs 2 Neighbourhood Character Public Acquisition Restructure Road Closure Special Building Salinity Management Significant Landscape State Resource Vegetation Protection Wildfire Management
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Planning Property Report

From www.dpcd.vic.gov.au/planning on 29 May 2012 11:15 AM

Address: PRINCES HIGHWAY TRARALGON 3844

Lot and Plan Number: Lot 18 LP67735

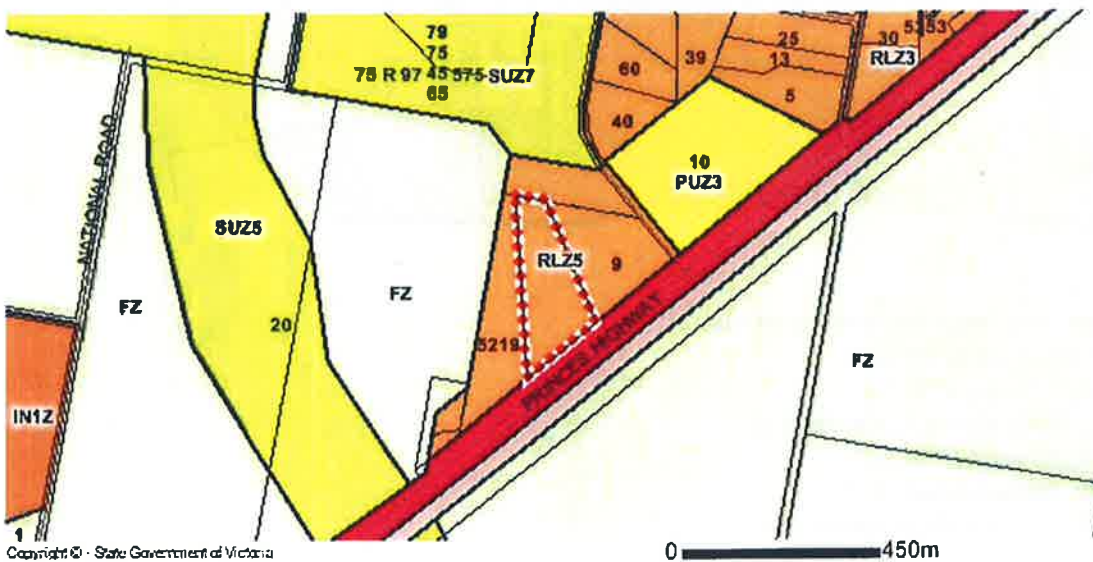
Local Government (Council): LATROBE Council **Property Number:** 34362

Directory Reference: VicRoads 97 J5

Planning Zone

RURAL LIVING ZONE - SCHEDULE 5 (RLZ5)

SCHEDULE TO THE RURAL LIVING ZONE - SCHEDULE 5



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

Zones Legend

- B1Z - Business 1
- B2Z - Business 2
- B3Z - Business 3
- B4Z - Business 4
- B5Z - Business 5
- CA - Commonwealth Land
- CCZ - Capital City
- CDZ - Comprehensive Development
- DZ1 - Dockland
- ERZ - Environmental Rural
- FZ - Farming
- GWAZ - Green Wedge A
- GWZ - Green Wedge

- IN1Z - Industrial 1
- IN2Z - Industrial 2
- IN3Z - Industrial 3
- LDR2 - Low Density Residential
- MUZ - Mixed Use
- PCRZ - Public Conservation & Resource
- PDZ - Priority Development
- PPRZ - Public Park & Recreation
- PUZ1 - Public Use - Service & Utility
- PUZ2 - Public Use - Education
- PUZ3 - Public Use - Health Community
- PUZ4 - Public Use - Transport
- PUZ5 - Public Use - Cemetery / Crematorium
- PUZ6 - Public Use - Local Government
- PUZ7 - Public Use - Other Public Use

- R1Z - Residential 1
- R2Z - Residential 2
- R3Z - Residential 3
- RAZ - Rural Activity
- RCZ - Rural Conservation
- RDZ1 - Road - Category 1
- RDZ2 - Road - Category 2
- RLZ - Rural Living
- RUZ - Rural
- SUZ - Special Use
- TZ - Township
- UFZ - Urban Floodway
- UGZ - Urban Growth
- Urban Growth Boundary

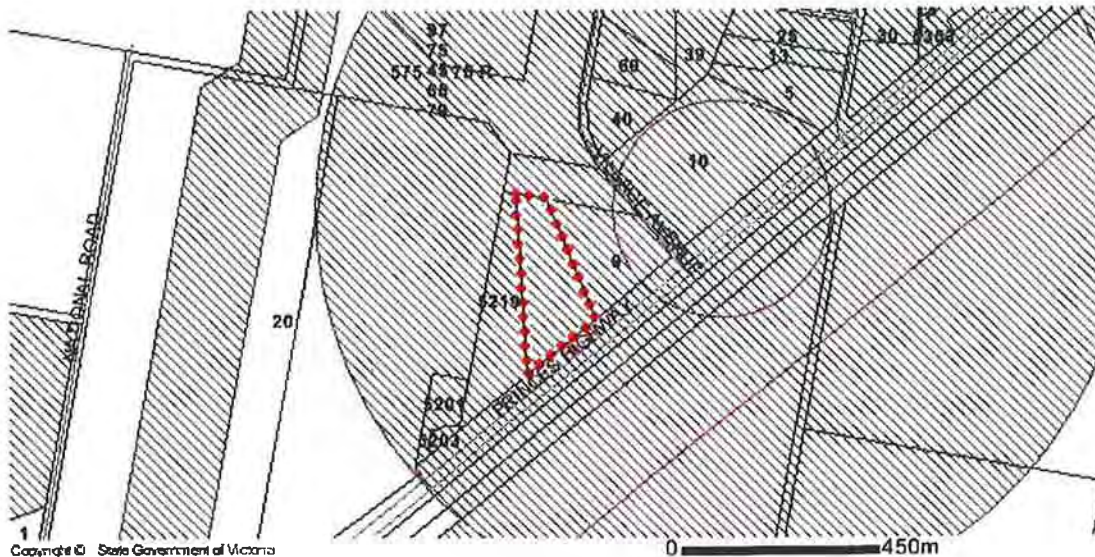
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Planning Overlay

DESIGN AND DEVELOPMENT OVERLAY (DDO)

DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 6 (DDO6)



OTHER OVERLAYS

Other overlays in the vicinity not directly affecting this land

AIRPORT ENVIRONS OVERLAY (AEO)

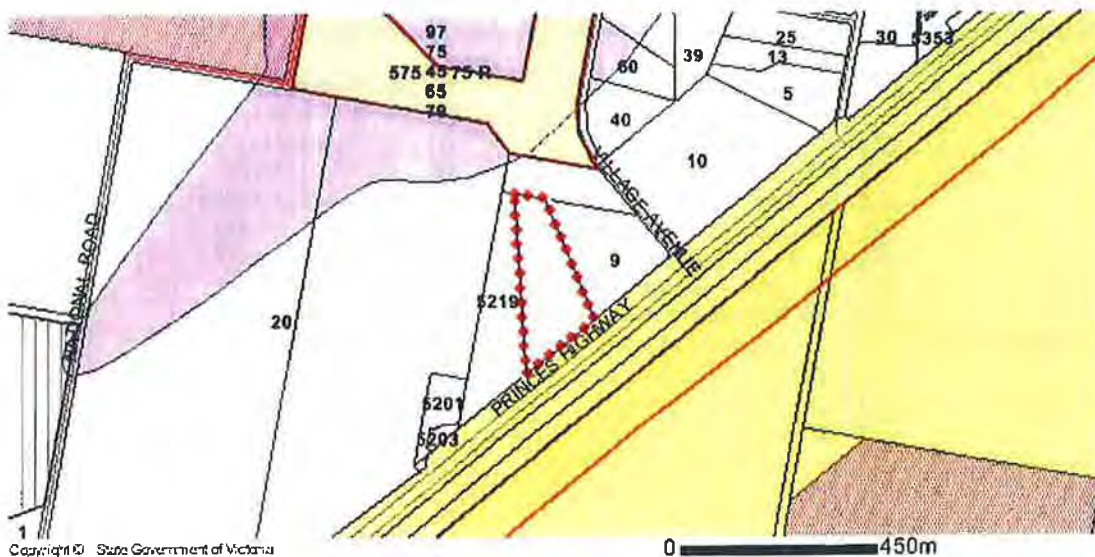
DEVELOPMENT PLAN OVERLAY (DPO)

ENVIRONMENTAL SIGNIFICANCE OVERLAY (ESO)

PUBLIC ACQUISITION OVERLAY (PAO)

STATE RESOURCE OVERLAY (SRO)

WILDFIRE MANAGEMENT OVERLAY (BMQ or WMO)



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PRINCES-HIGHWAY-TRARALGON-PLANNING-PROPERTY-REPORT



29 May, 2012

Swee Lim
Senior Strategic Planner
141 Commercial Road,
Morwell, 3840

Dear Swee Lim,

In regards to our conversations relating to the planned rezoning of our area of Traralgon West. My wife and I would like to express our support for the Council's proposed plans. We believe that this area is a logical place for development with the Latrobe Regional Hospital, a major employer, so close. The central location between Morwell and Traralgon also means such development would be of benefit to both cities.

Sincerely,

Ken and Julie Martin

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Beveridge Williams

Submission 25

Our Ref: 1200896
Office: TRARALGON

28 August, 2012

Chief Executive Officer
Latrobe City Council
PO Box 264
MORWELL VIC 3840

Attention: Swee Lim – Senior Strategic Planner

Dear Swee

RE: **SUBMISSION TO DRAFT TRARALGON GROWTH AREAS REVIEW**

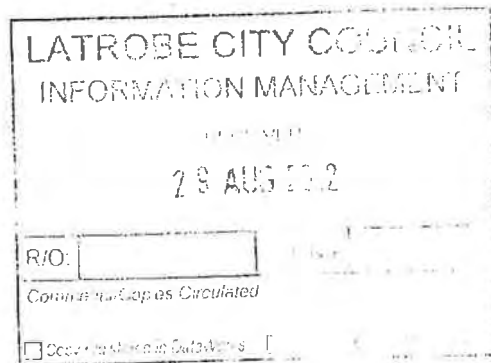
We refer to the above matter and wish to advise that we act for Brett Neilson of BFN Developments.

Our client is one of the largest commercial and industrial developers within Gippsland and has been a resident of Traralgon all his life. He is very passionate about the future growth of Latrobe Valley and the planning decisions made by Latrobe City Council that drive the economic development of this region and make it the premier location for business investment within Gippsland.

Within the past eight years, our client has constructed twenty-eight separately titled commercial developments along Traralgon's 'Golden Mile' (Argyle Street) and the Princes Highway to the east and west of the town centre. This includes bulky goods retailing, hardware and gardening centres, a service station and car wash facilities, manufacturing facilities, offices, motor vehicle sales showrooms, a motel and restaurants. These developments have an overall built floor area of approximately 32,300m² at a total cost of \$41.5 million dollars. This equates to more development along the Princes Highway in Traralgon than any other construction company in the region's history.

Our client is extremely concerned about the mooted proposal to rezone the 'Hollydale' site in Traralgon West to accommodate a Masters Home Improvement store. Any proposal to locate bulky goods retailing on the 'Hollydale' site has the potential to segregate existing retailers on the east side of Traralgon and have major economic repercussions for the future of businesses within existing Business 4 zoned land throughout Latrobe Valley.

It is noted that the draft TGAR report identifies the 'Hollydale' site for future medium density residential development with a local activity centre to provide a supporting local convenience role. It specifically states that bulky goods development should be accommodated within the existing Business 4 zoned



**Beveridge Williams
& Co Pty Ltd**

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ABN 38 006 197 235

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Po Box 1799
Bairnsdale Vic 3875
ph: 03 5152 4708

Ballarat

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PO Box 1465
Bakery Hill Vic 3354
ph: 03 5327 2000

Geelong

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Geelong Vic 3220
ph: 03 5222 6563

Leongatha

52A Bair St
PO Box 161
Leongatha Vic 3953
ph: 03 5662 2630

Sale

45 Macalister St
Sale Vic 3850
ph: 03 5144 3877

Traralgon

18 Hotham St
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Traralgon Vic 3844
ph: 03 5176 0374

Wonthaggi

134 Graham St
PO Box 129
Wonthaggi Vic 3995
ph: 03 5672 1505



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land along Argyle Street to the east of Traralgon's town centre, or within the two large Business 4 precincts on the eastern edges of Morwell and Traralgon that were only recently rezoned for this purpose via Amendment C39 to the Latrobe Planning Scheme. Amendment C39 implemented the adopted recommendations of the *Latrobe City Bulky Goods Retail Sustainability Assessment (March 2009)*, which identified the need to rezone additional land to close the market gap between the supply of, and demand for, bulky goods retailing floorspace within the municipality. The Amendment rezoned two separate sites totalling approximately 24 hectares to provide choice in the market and competitive functioning within the bulky goods retail sector for the short to medium term. At this current time, both of these sites remain undeveloped and it is therefore premature to identify any additional land for Business 4 zoning prior to the existing supply being absorbed. It is also noted that the 2009 *Bulky Goods Assessment* determined that the rezoned sites were more likely to support a successful and sustainable dedicated bulky goods retail precinct than the 'Hollydale' site.

To conclude, it is submitted that the municipality has an adequate supply of Business 4 zoned land resulting from a recent amendment to the Latrobe Planning Scheme that was only approved in 2011 following an extensive planning and community consultation process. Any proposal to identify additional Business 4 Zone land through the TGAR report threatens to undermine the future economic viability of existing bulky goods precincts and is contrary to sound strategic planning.

Should you wish to discuss this matter further, please contact the writer at the Traralgon office on 5176 0374.

BEVERIDGE WILLIAMS & CO PTY LTD



NICOLE STOW
Senior Town Planner



Our Ref: 1201164
Office: TRARALGON

12 November, 2012

Chief Executive Officer
Latrobe City Council
PO Box 264
MORWELL VIC 3840

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Wonthaggi Vic 3995
ph: 03 5672 1505



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Attention: Swee Lim – Senior Strategic Planner

Dear Swee

RE: **SUBMISSION TO DRAFT TRARALGON GROWTH AREAS REVIEW**

We refer to the above matter and wish to advise that we act for Mr Ruben Diaz.

Our client owns a 1.561 hectare property at : (Lot 1 PS320051X). The western half of the site has been developed with 14 detached dwellings, ancillary carparking and both private and communal open space areas. Our client resides in one of the dwellings and leases the remainder to Latrobe Regional Hospital medical staff. The eastern half of the site is currently vacant and our client wishes to develop it with private medical consulting suites or similar uses that have a direct association with the hospital.

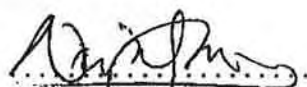
Currently, our client's land is zoned Rural Living and is within the Design and Development Overlay, Schedule 6 (Aviation Obstacle Referral Height Area No. H2). Although these planning controls did not present an impediment when seeking approval for use and development of the land for multiple dwellings, the process of obtaining finance for the construction works was impeded by the subdivision limitations under the zone. Hence, any further development of the site for medical consulting suites or the like will necessitate a change in zoning.

It is noted that the site is surrounded by other accommodation and/or hospital related land uses, including Century Inn Motel and Convention Centre, Centenary House (accommodation for family members of hospital patients), medical student accommodation, two caravan parks/lifestyle villages and an extensive car park that is leased by the hospital for staff parking. The hospital itself is only a short walking distance from the site through the adjacent leased car park. These land use characteristics have been recognised in the draft Traralgon West Structure Plan prepared as part of the Traralgon Growth Areas Review, with the site and surrounding precinct included in a 'future investigation area' for hospital or airport related employment generating uses, institutional uses and/or residential uses.

Our client is supportive of the draft structure plan's broad strategic direction for his land and the surrounding precinct and would strongly support any proposal to rezone his property to facilitate further development in line with Council's vision for this area. We request that Council confirm the anticipated timeframe for commencement of the detailed investigation into this precinct, as our client would like to be actively involved in the consultation process.

Should you wish to discuss this matter further, please contact the writer at the Traralgon office on 5176 0374.

BEVERIDGE WILLIAMS & CO PTY LTD

A handwritten signature in black ink, appearing to read 'Nicole Stow', written over a dotted horizontal line.

NICOLE STOW
Senior Town Planner



4 June 2012

Swee Lim
Latrobe City Council
{PO Box 264}
Morwell, VICTORIA 3840

Dear Swee,

Reference: TGAR – ‘Hollydale’, Traralgon

I am pleased to put forward this submission to the Traralgon Growth Areas Review (TGAR) process on behalf of our clients, the Stable Property Group Pty Ltd.

We were engaged to prepare an Overall Master Plan for the entire ‘Hollydale’ site in April 2011.

The commission was to prepare the site for a combined B4Z Rezoning and Development Application for the purpose of a Masters store and ancillary big-box retail space ahead of the current TGAR process.

Subsequent to that initial process it was intended to progress to an R1Z Rezoning and Development Plan at the conclusion of the TGAR process where it was anticipated that the strategic justification for the residential component would be provided based on preliminary Council feedback.

It was our opinion from the outset that the strategic justification for the B4Z component already exists in the form of Council’s Bulky Goods Strategy (Macroplan 2009). Both of the nominated ‘preferred’ sites for B4Z have since been rezoned and will be developed to service the bulky goods needs of Morwell and Traralgon East respectively over the coming years. The ‘Hollydale’ site was nominated in Councils own adopted strategy as the ‘next in line’ and we feel that that position has only strengthened over the past 3 years.

Since being commissioned by the Stable Property Group Pty Ltd we have undertaken a significant amount of field work, entered into numerous discussions with Council, engaged various expert third party specialists to assist us in analysing the opportunities and constraints of the site and we feel that our clients and Woolworths (Masters) are very well positioned to action the rezoning and development of the commercial component of the site immediately upon receiving the support of Council and the DPCD to do so. The longer term view is that the balance of the site will be developed for the purpose of residential allotments as per the draft Master Plan for the site.

A copy of our ‘working draft’ Master Plan is attached for the benefit of the TGAR team. Also attached are copies of various supporting documents proving that the site has the potential to be developed immediately with Council and DPCD support. It is noted that the final stages of a formal Cultural Heritage Management Plan (CHMP) are being completed by Andrew Long and Associates.

In terms of the draft TGAR reports and plans as exhibited, we confirm that we support the recommendation that the ‘Hollydale’ site is well suited for future residential development. It is the intention of our client to commence the rezoning and development process for that component of their site upon completion of the TGAR study presuming that the strategic basis upon which to do so is adopted in the final draft report and plans. In the meantime, it is the priority of our clients to secure Council and DPCD support for the proposed commercial (B4Z) component of their land prior at the soonest possible opportunity.

There is currently a 'live' s.96a Application before Council requesting the rezoning and development of the south-east corner of the subject site for the purpose of a Masters Bulky Goods Retail store and ancillary big-box retail floor space.

That Application has been prepared and lodged by Urbis and is generally in accordance with our draft Hollydale Master Plan. It was always intended, based on the advice of Council ahead of the TGAR process being commenced, to proceed with the commercial component upfront as a stand-alone process and follow later (through the TGAR process) with the residential rezoning and ultimately the development of the balance of the site.

I am aware that various other 'Hollydale' related submissions are being prepared by others for lodgement to the TGAR process and to that extent our submission supports those whilst focusing on the entire property as addressed in our Master Plan.

It is our request that the property be formally identified in the Traralgon Growth Areas Review, and in particular the Traralgon Growth Areas Framework Plans, as being best suited for the dual purpose of residential and commercial development in order to action our Master Plan for the site.

Unfortunately, the draft TGAR report and plans do not satisfy our requirements at this stage and we do not support the findings as they relate to our clients land with regard to the commercial (B4Z) component proposed. It is our opinion that the strategic justification for what is proposed in the Urbis Application is compelling and will have no negative impact on the balance of the TGAR recommendations for the 'corridor', or the 'Traralgon West Structure Plan' as it is referred to in TGAR documents.

In fact, it is our opinion that Council's own Bulky Goods Strategy (Macroplan 2009) supports the proposed B4Z on the basis that the 'Hollydale' site was 'next in line' in 2009 and there has been a significant amount of B4Z development over the past 3 years which has significantly decreased the available B4Z land bank and as such it is time for the 'next in line' to be activated.

At a recent meeting with Council Officers to discuss the Application currently before Council it was pointed out the 'a lot can change in 3 years' when the Council's Bulky Goods Strategy was referred to and some doubt was cast over the suitability of the nominated B4Z area.

Therefore, given that it is 3 years since the original Council Bulky Goods Strategy (Macroplan 2009) and is now due for review, we commissioned an updated report by the same consultants, using the same parameters as the original study, in order to review the current bulky goods position in Latrobe City based on recent growth in this area. The recently completed *Latrobe Bulky Goods Retail Needs Analysis – Traralgon West* (Macroplan, May 2012) categorically supports our position and we hereby seek that Council and the TGAR team support us in this regard.

A copy of the *Latrobe Bulky Goods Retail Needs Analysis – Traralgon West* (Macroplan, May 2012) is attached for Council's review. Particular attention is drawn to *Section 3.1 Key Findings* where the above mentioned issues are explored in significant detail and the ultimate conclusion drawn is:

'to ensure that an adequate commercial land market is maintained it is recommended that the Hollydale site be identified as a preferred location for a large scale bulky goods development'

We look forward to subsequent drafts of the TGAR reports and the associated plans providing further support for our position on this matter based on the submissions provided in support of combined R1Z and B4Z on the Hollydale site generally in accordance with our working draft Master Plan for the site.



We wish Council and its consultants well with progressing with this challenging project and are available to provide additional input as required if it is considered that such input will enhance the outcomes of the project.

Yours sincerely

A handwritten signature in black ink, appearing to read 'NBA Anderson', with a flourish at the end.

Nick Anderson
Managing Director

Millar | Merrigan



HOLLYDALE ESTATE

Preliminary Infrastructure Services Report

Proposed Planning Scheme Amendment
Rezoning of land parcel on Princes Hwy, Traralgon

Prepared for: NBA Group Pty Ltd

Municipality: Latrobe

Reference: 15494/8.1

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Executive Summary

Millar Merrigan have been engaged by NBA Group to provide an Infrastructure Services Report in support of the proposed rezoning of the land parcel at the corner of Princes Highway and Bradford Drive, Traralgon. The subject site has a total area of approximately 57.62ha, of which 5.49ha is intended to be rezoned for commercial purposes (Masters site, separate application) and the remaining 52.13ha to residential. This site falls within the Latrobe City Council municipality.

The site features existing water bodies and these have been incorporated into the preliminary design layout which forms the Development Plan utilised as the basis of this report. The WGCMA have provided advice that the proposed development provides an opportunity for stormwater to be managed strategically and to be integrated with recreation and public open space needs of the area. The WGCMA have indicated that any design would have to meet the provisions of Clause 14.02-1 of the Latrobe Council Planning Scheme. Works on waterways applications will need to be made and approval granted for a Stormwater Management Strategy and a Waterway Management Strategy.

Council engineers have advised that their preference is for treatment of stormwater runoff from future development to be provided as part of a wetland system associated with the existing water bodies on site rather than rain gardens or other 'online' treatments.

GTA traffic consultants have completed a report for the proposed Masters site which looks at signalling the intersection of Bradford Drive and Princes Hwy. For the residential development it is proposed that there will be an entrance to the development provided on the Highway in the vicinity of an existing road stop and median break. The intention is that Bradford Drive be continued and formalised to provide opportunity for access from the east.

Council engineers have indicated they have a preference for continuous road connections rather than the use of dead end courts. Where court bowls are required they need to allow for municipal garbage trucks to turn in a forward direction. The Council engineers have indicated that whereas the continuation of Bradford Drive to Regan Road may be acceptable it will be subject to detailed design at the development phase. Millar Merrigan have inspected the site and believe the continuation of this road will be achievable in line with the concept development plan.

Gippsland Water (GW) have indicated that they will need to provide official advice as part of the overall servicing assessment for the TGAR process. GW have indicated as part of initial discussions that the site can be provided with reticulated sewer and water. Preliminary advice is that the existing sewer pump station on Airfield Road has capacity to support the commercial development as proposed but residential development would be drained to the west and would require an upgrade of existing infrastructure. GW also advise that the existing water infrastructure will need to be relocated outside the southern boundary and this may potentially require upgrading to service the property.

Based on advice from SP AusNet's Network Planner the 22kV lines along Princes Highway and Bradford Drive can, at present, support the development based on 4kVA per lot.

Envestra currently has an 80mm steel high pressure gas main running along Princes Hwy past the site and will be able to supply this estate with natural gas.

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As the development is proposed to have more than 100 lots it will be considered viable for Fibre to the Premises (FTTP), instead of copper service, as part of the National Broadband Network. Pit and pipe infrastructure will be required to be provided by the developer.

The site represents a viable development that can be serviced by the upgrade and expansion of existing infrastructure. The development will provide new housing opportunities with amenity for both residents and the wider community with significant landscaped public open space areas.

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1 Introduction

Millar Merrigan have been engaged by NBA Group to provide an Infrastructure Services Report in support of the proposed rezoning of the land parcel at the corner of Princes Highway and Bradford Drive, Traralgon. A section of unused road reserve land, isolated by the existing fence within the Bradford Drive road reserve to the east, was included in the proposed development plan provided in Appendix A but the acquisition application is not being pursued at this stage. The site can be more specifically described as:

Property No.	Owner	Titles	Approx. Size (ha)
1	<i>Joint Proprietors:</i> WJ Buhagiar SJ Buhagiar JG Buhagiar KA Buhagiar	Lot 41D on plan TP897605U Volume 02772 Folio 222	2.668
2	<i>Joint Proprietors:</i> WJ Buhagiar SJ Buhagiar JG Buhagiar KA Buhagiar	Lot 1 on plan TP823034F Volume 02699 Folio 714	54.18

Joint proprietors are all of "Hollydale" Princes Highway, Traralgon, 3844

It is proposed to rezone the site from Farming Zone (57.62ha) to 52.13ha residential and 5.49ha commercial (separate application). *Figure 1* shows the Locality Plan indicating the development's position in relation to the Traralgon township, whilst *Figure 2* depicts the topography of the site, interface with surrounding properties and proposed zone boundaries.



Figure 1 - Locality Plan



Figure 2 - Site Boundaries

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A summary of the key issues and concepts forming the basis of the development plan is as follows:

Residential Development

The proposal seeks to provide a high quality urban design that maximises the landscape and environmental qualities of the site provided by the existing water bodies, gullies and associated vegetation by retaining these areas in large open space reserves that are overlooked by residential allotments. In accordance with Council requirements roads have been designed to interconnect and provide for a permeable design layout for vehicles and pedestrians alike. Each of the lots are within walking and cycling distance of the neighborhood reserves, and will be capable of providing appropriate links to sporting and other community facilities.

Site Access

The site has road frontage onto Princes Highway along its southern boundary and Bradford Drive and Regan Road to the east. The main access to the site will be from Princes Highway with secondary access from Bradford Drive and Regan Road which are not formally linked and are unsealed for the most part. The intention is to formalise the link between these roads to provide access to the development from the east.

Public Open Space

The site is currently used as farming land. At present there are low density residential properties abutting the site to the west and north. The proposed development as shown in the Development Plan will consist of generous provision for reserves and community public open space (13.17ha) which are located so that all future lots will be within ± 400 metres of a park/reserve area. These areas also offer opportunities for integrating storm water treatment and retardation with the existing water bodies and recreational areas.

Topography

Topographically speaking, the site is gently undulating with the land falling towards the north and towards the two gullies and water bodies within the site boundaries. The gullies traverse the site from south to north, leaving centrally located high ground as well as high ground adjacent to the western and eastern boundaries. Refer to Figure 5 in section 5.1 for gully locations.

Commercial Business Site

An area of land has been set aside in the south-east corner of the site and is the subject of a proposed rezoning application. The proposed commercial site is well located to service the local neighborhood, and the abuttal to Princes Highway will limit commercial traffic movements within any residential areas. Significant earthworks are proposed for the commercial development which will see retaining walls used along its northern and western interface to the proposed residential area. Refer to Appendix C for Commercial Development Plan.

Land Budget

A Land Budget has been prepared for the site and is as indicated in the development plan. The Land Budget indicates the Site Area, Net Developable Area, Land Uses and Standard Residential Lot/Yield (options).

Waterways

Current mapping indicates that there are two waterways and their small tributaries that traverse the site in a north-south direction. These contain two water bodies which are intended to provide retardation and water quality treatment once augmented/improved.

Details on existing infrastructure can be seen in section 3 of this report. The information contained within this report is current at the time of writing and will need to be reviewed as development occurs and detailed design is undertaken. This report has been prepared as an adjunct to the planning process; it forms part of the rationale for determining the development plan. Servicing requirements for the development have been determined on this layout following preliminary discussions with servicing authorities and may be subject to change. Supply conditions should be confirmed in writing with each authority if the development is to proceed further.

2 Applicable Latrobe City Council Planning Provisions

2.1 Zoning and Overlays

Figure 3 shows the planning zone layout for the area and illustrates that the subject site is currently Farming Zone (FZ).



Figure 3 - Planning Zone Layout – Subject site shown as Farming Zone

The only applicable overlay is Schedule 2 of the Airport Environs Overlay (AEO) which identifies areas which are or will be subject to high levels of aircraft noise due to the proximity of the Latrobe Valley Airport (Figure 4). The overlay only applies to a very small section of the land in the far north-west corner of the site and has been dealt with in the development plan by the provision of an open space/drainage reserve area.



Figure 4 - Airport Environs Planning Overlay

2.2 State Policy Planning Framework

The **State Planning Policy Framework** provides a context for spatial planning and decision making by planning and responsible authorities, and seeks to inform integrated decision making including the economic and sustainable development of land.

Provisions particularly relevant to infrastructure include:

Settlement (Clause 11): Planning is to contribute to energy efficiency, prevention of pollution to land, water and air, protection of environmentally sensitive areas, and land use and transport integration.

Planning for Growth Areas (11.02-2) includes the objective of providing efficient and effective infrastructure and the following strategies:

- *Deliver timely and adequate provision of public transport and local and regional infrastructure, in line with a preferred sequence of land release.*
- *Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.*

Structure Planning (11.02-3) seeks to facilitate the orderly development of urban areas and strategies include facilitating logical and efficient provision of infrastructure and use of existing infrastructure and services.

Sequencing of Development (11.02-4) seeks to manage the sequence of development in growth areas so that services are available from early in the life of new communities, and contains the following strategies:

- *Define preferred development sequences in growth areas to better coordinate infrastructure planning and funding.*
- *Ensure that new land is released in growth areas in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure.*

- *Require new development to make a financial contribution to the provision of infrastructure such as community facilities, public transport and roads.*
- *Improve the coordination and timing of the installation of services and infrastructure in new development areas.*
- *Support opportunities to co-locate facilities.*
- *Ensure that planning for water supply, sewerage and drainage works receives high priority in early planning for new developments.*

Significant environments and landscapes (12.04) seeks to protect and conserve environmentally sensitive areas.

Floodplains (13.02) outlines the requirements for Floodplain Management.

Water (14.02) deals with the appropriate management of water catchments.

Neighbourhood and Subdivision Design (15.01-3) and Design for Safety (15.01-4) emphasises the importance of safe and convenient road networks, particularly for pedestrians and cyclists, it also emphasises the importance of improved energy efficiency and water conservation as does Sustainable Development (15.02)

Housing (Clause 16) provides for housing diversity, and ensures the efficient provision of supporting infrastructure. Ensures access to services including walkability to activity centres, public transport, schools and open space is achieved.

Economic Development (Clause 17) contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

Transport (Clause 18) outlines measures to ensure an integrated and sustainable transport system including taking advantage of all modes of transport and improving access to public transport, walking and cycling networks.

Infrastructure (Clause 19) seeks to ensure that physical infrastructure is provided in a way that is *efficient, equitable, accessible and timely*.

Water Supply, Sewerage and Drainage (19.03-2) has the following objective: *To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet State and community needs and protect the environment.* The following strategies are particularly relevant:

- *Provide for sewerage at the time of subdivision, or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.*
- *Plan urban stormwater drainage systems to:*
 - *Coordinate with adjacent municipalities and take into account the catchment context.*
 - *Include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters.*
 - *Prevent, where practicable, the intrusion of litter.*

Stormwater (19.03-3) seeks to minimise the impact of stormwater in bays and catchments.

Telecommunications (19.03-4) seeks to facilitate the orderly development and extension of telecommunications infrastructure.

2.3 Local Planning Policy Framework

The **Municipal Strategic Statement** contains a number of policies relating to infrastructure provision that reinforce and emphasise a number of State Policies including encouragement of environmentally sensitive development and modes of transport other than private vehicles.

Natural Environment Sustainability (21.03) seeks to ensure the responsible and sustainable care of the natural environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley. It also addresses the management of the natural environment to ensure its sustainability and diversity for the community.

Native Vegetation and Biodiversity (21.03-3) predominantly considers the Strzelecki Bioregion and objectives include:

- Protect native flora and fauna species and their habitat across the municipality
- Increase the extent and quality of native vegetation and biodiversity across the municipality.
- Support the maintenance of bushland reserves.

Greenhouse and Climate Change Overview (21.03-4) aims to reduce pollution from local domestic, transport and industry sources through promoting walking, cycling and public transport use and energy efficient building design

Water Quality and Quantity Overview (21.03-5) seeks to protect and improve water quality and river health and whilst reducing corporate and community water use.

Flooding Overview (21.03-7) aims to minimise the potential for loss of life, risk to health and damage to property

Rural living (21.04-3) aims to identify appropriate locations for rural residential activity and minimises conflict between agricultural activities and rural lifestyle

Liveability (21.08) objectives include:

- Enhance the quality of residents' lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place
- Increase and maximise public transport opportunities between towns and within corridors to support the networked city.
- Encourage articulation of building facades and street integration to provide for safe and active neighbourhoods.
- Encourage all retail to provide active street frontages to foster a community spirit and promote community involvement.

- Co-locate neighbourhood centres with complementary uses, such as public open space or schools.
- Promote physical activity and walkability in all towns by ensuring all dwellings are within close walking distance of a community centre.

The **Local Planning Policy** contains no further guidelines.

Particular and General Provisions

Easements Restrictions and Reserves (52.02) enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered.

Public Open Space Contribution and Subdivision (52.01) pertains to the contribution to the council for public open space for a person who proposes to subdivide land (amount specified in the schedule to this clause).

Residential Subdivision (Clause 56) seeks in part to ensure residential subdivision design deals appropriately with liveable and sustainable communities (56.03), urban landscape (56.05), access and mobility management (56.06), integrated water management (56.07), site management (56.08) and utilities (56.09).

3 Utilities

Millar Merrigan has made enquiries of the following service authorities to determine the current location and capacity of existing infrastructure assets and the potential for these to cater for the development of the site for residential purposes as proposed:

- | | |
|-----------------------|--------------------|
| ▪ Sewerage: | Gippsland Water |
| ▪ Water: | Gippsland Water |
| ▪ Electricity: | SP Ausnet |
| ▪ Gas: | APA Group/Envestra |
| ▪ Telecommunications: | Telstra/AAPT |

All utilities will be designed in accordance with the requirements of the relevant supply authorities shown above. It is envisaged, subject to the land being rezoned, that services can be provided to each lot in a timely, efficient and cost effective manner.

3.1 Sewer

The relevant service authority for sewer in the area is Gippsland Water. Christopher Constantine of this office met with Paul Young of Gippsland Water whose preliminary advice was that the existing sewer pump station on Airfield Road has capacity to support the commercial development as proposed but residential development would be drained to the west and would involve upgrade of existing infrastructure. Gippsland Water maintained sewerage assets will therefore be reticulated throughout the development/subdivision to the sewerage outfall. Gippsland Water (GW) will need to provide official advice as part of the TGAR

process and will not do this until council have endorsed the Morwell-Traralgon Corridor Structure Plan.

3.2 Water Supply

The relevant service authority for water in the area is Gippsland Water. In meetings between Christopher Constantine and Paul Young preliminary advice was provided indicating that the existing water infrastructure would need to be relocated outside of the southern boundary of the site. There is currently a 100AC and 150AC water main which run inside the property boundary parallel with the Princes Highway. It is likely that both would require relocation as part of the proposed development works.

Gippsland Water also advised that the reticulation system in this area may be near capacity and existing infrastructure could potentially require upgrading to service the property. Therefore, investment would be required in upgrading infrastructure for development to occur. Again we understand that Gippsland Water will not provide official advice as part of the TGAR process until council have endorsed the Morwell-Traralgon Corridor Structure Plan.

3.3 Electricity

The relevant electricity supplier for the site is SP-Ausnet who have advised that there are no anticipated issues with regard to network capacity. SP Ausnet has existing 66kV/22kV overhead powerlines along Princes Highway and Bradford Drive to the south and east of the proposed development. Based on advice from SP AusNet's Network Planner the 22kV lines along Princes Highway and Bradford Drive can, at present, support the development based on 4kVA per lot. In addition, there is an existing 3 phase, 22kV line (Hollydale Homestead spur line) that supplies existing residences on the property. It is likely the existing Hollydale Homestead spur line will need to be removed to accommodate the development.

SP Ausnet policy for alteration to existing assets requires the customer to contribute the full cost of the augmentation works for housing developments apart from medium density housing and lots where the average lot size is less than 2000m². The proposed overall average lot size is in the order of 589m², qualifying the development for a rebate of \$980 per lot, this usually constitutes about half the cost to the developer.

Current SP Ausnet construction lead times for overhead works after negotiations are complete, contracts are signed and supply contribution paid is 150 days (5 months). Whilst the construction lead time for underground works is 100 days (3 months).

Any works must be in line with Victorian Electricity Supply Industry Code of Practice and Energy Safe Victoria Regulations - such as line clearances for persons, plant and structures. This office has been liaising with John Barnett of SP-Ausnet (ph:5173 9033).

3.4 Gas

The relevant gas supplier for the site is APA Group as a contractor to Envestra. Envestra have advised that they will be able to supply this estate with natural gas. Envestra currently has an 80mm Steel High Pressure gas main running along Princes Hwy past the proposed development that may be used for points of connection. There may be a contribution required to supply this site with gas but we are unable to provide any detailed costs until a formal application has been made.

This office has been liaising with Julieanne Free of APA-group (ph:5173 9033).

3.5 Telecommunications

The relevant telecommunication suppliers for the site are APPT/Powertel in conjunction with Telstra. Asset plans indicate the presence of telecommunications cables in the area. Plans indicate that optic fibre cables are present within an APPT/Powertel duct located along the southern side of Princes Highway.

Telecommunications is currently transitioning from copper wire to broadband technology. As the development is to have more than 100 lots it may be considered viable for Fibre to the Premises (FTTP), instead of copper service, as part of the National Broadband Network. Pit and pipe infrastructure will be required to be provided by the developer within the subdivision in accordance with the usual requirements of Telstra and NBN Co.

The technology and services required would be determined closer to the time of development commencement, depending on Telstra/NBN Co. deployment of FTTP policy and any negotiations based on a commercial agreement.

3.6 Urban Run-off

The responsible authority for main drainage is the West Gippsland Catchment Management Authority (WGCMA). Local drainage is under the jurisdiction of Latrobe City Council. Design approval from the Latrobe City Council will be required prior to commencement of the drainage works and a Works on Waterways (WoW) Application will need to be submitted to the WGCMA. In discussions with Council and the WGCMA it has been established that the outfall stormwater from the development will be discharged into the existing water bodies and gullies on the site. These will be improved where possible to facilitate pollutant removal and attenuation of flows in line with Council and WGCMA outfall requirements.

The Latrobe Planning Scheme indicates that the proposed site is not located within a land subject to inundation or a special building overlay. The change in land use from Farming Zone to Residential 1 Zone means that the impact on water quality and quantity associated with the land as well as on receiving waterways need to be considered. The applicant/developer will need to work with WGCMA and Latrobe City Council to develop a strategic response to stormwater management issues associated with this rezoning and subsequent works.

3.6.1 WGCMA

The Authority provides government with the collective strategic views of the region, which takes account of state and federal policy and the Triple Bottom Line (TBL) approach. Responsibilities under the Catchment and Land Protection Act 1994 include development of the Regional Catchment Strategy and associated action plans. The Authority implements and maintains a strategic planning framework, including completion, oversight of implementation, monitoring and reporting against strategic targets. Mr Adam Dunn of the WGCMA has conducted a preliminary evaluation of the site highlighting general requirements the Authority would impose. A copy of correspondence from the West Gippsland CMA is attached at Appendix B. The following key points should be noted from this advice.

Stormwater quality infrastructure such as constructed wetlands, bio-retention systems and swales will be required to manage the increase in nutrient and sediment load resulting from the increased volume of stormwater runoff resulting from the increased impervious surfaces runoff incurred from developing the land. The proposed development provides an opportunity for the stormwater management infrastructure to be integrated with recreation and public open space needs of the area. A hydraulic assessment may also be required to determine the likely impact on future development and the works necessary to mitigate any impacts and should be provided to any potential developers of the relevant land parcels, should it be rezoned.

There are a number of waterways traversing the various areas to be rezoned including Boyds Creek as can be seen in Figure 5. These waterways have been declared under the Water Act 1989 and must be considered in any proposed development. In the Victorian Planning Provisions (Water Catchment Planning and Management), Clause 14.02 provides policy to: retain natural drainage corridors with vegetated buffer zones at least 30 metres wide along each side to maintain the natural drainage function stream habitat and wildlife corridors and landscape values, to minimise the erosion of stream banks and verges to reduce polluted surface runoff from adjacent land uses. The greater of the 30m buffer and the 100 year ARI flood extent is to be used as the reserve limits.

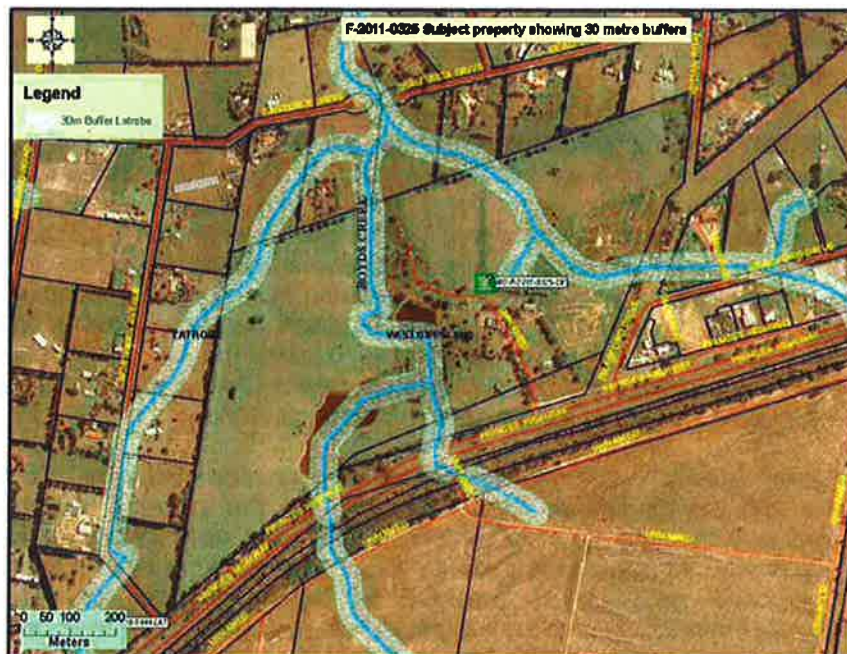


Figure 5 - Buffer zones shown as hatched green area, 30m wide each side along designated waterways (under the Water Act 1989)

The Authority will require a Water Management Plan (WMP) to ensure the long term protection of designated waterways and to minimise future maintenance requirements that would be associated with the reserves created over these waterways. Also to be included in the WMP is a landscape plan showing the revegetation of the reserves and a maintenance plan detailing the actions from the establishment through to the long term and all the responsible parties.

The proposed development plan has been designed to protect existing drainage lines and limit disturbance to existing waterways. A Stormwater Management Plan must be developed detailing Water Sensitive Urban Design (WSUD) for the site, to ensure that best practices guidelines are met. On site water treatment will provide an integrated stormwater quality and landscape solutions that offer an attractive element within the development/subdivision. The capture and re-use of stormwater will allow irrigation of public open space. Any proposed discharge of stormwater directly into the designated waterways will require approval by the Authority. The parcel of land to the south-east of the subject site which is to be rezoned to commercial will also utilise these waterways for its outfall drainage. Again best practice water quality objectives will need to be achieved (see section 3.6.3).

Vegetation

The WGCMA had also indicated that catchment vegetation and biodiversity issues that must be considered. Hence, permit approvals for the area will require extra consideration of the following:

- *The proposed amendment to the planning scheme should take into account the information provided in the West Gippsland Native Vegetation Plan 2003.*

- *The proposal should ensure that objectives under the new Clause 21.03. Natural Environment Sustainability, consider threatened fauna species habitat requirements are met.*
- *The proposed amendment should take into account that the Strzelecki Bioregion is one of Victoria's most fragmented Bioregions.*

According to due diligence ecological assessment of the Masters Site (Appendix F) the ecological impacts of the proposal would be minimised by:

- *Avoiding impacts to native vegetation within the road reserve by locating buildings, driveways and car parks outside areas of native vegetation;*
- *Avoiding direct or indirect impact to waterways and adjacent road reserve vegetation including Gassy Woodland patches and scattered indigenous trees;*
- *Maintaining public roadways adjacent to all areas of native vegetation.*

3.6.2 Latrobe City Council

Council engineers have advised that their preference is for treatment for stormwater runoff in residential subdivisions such as this is to be provided as part of a wetland system associated with the existing water bodies rather than rain gardens or other 'online' treatments. Prior to discharge some form of wetlands system to treat the quality of the storm water discharge prior to entering the designated waterways should also be provided in accordance with Water Sensitive Urban Design (WSUD) principles. Stormwater flows from upstream areas (namely the commercial development) will need to be accounted for in the design of drainage systems through the site. Wetland treatment systems will be required to act as a 'biofilter' removing sediments and pollutants from stormwater runoff, with the aim of achieving best practice water quality and quantity outcomes.

Generally, Council would require all lots and roads to be serviced by an underground piped stormwater drainage system and roads and/or drainage reserves should be located and designed to accommodate the 1 in 100 year storm runoffs. The development plan shows that future residential lots are not located in natural flood routes and that the road layout does not create trapped low.

3.6.3 Commercial Site

A surface water management strategy was developed for the commercial, Masters Home Improvement site by Water Technologies. The report can be viewed in Appendix D and Figure 6 sourced from this document provides a summary of the proposed post-development stormwater management system for the commercial site which includes bio-retention and swale features incorporated with the car parking areas.

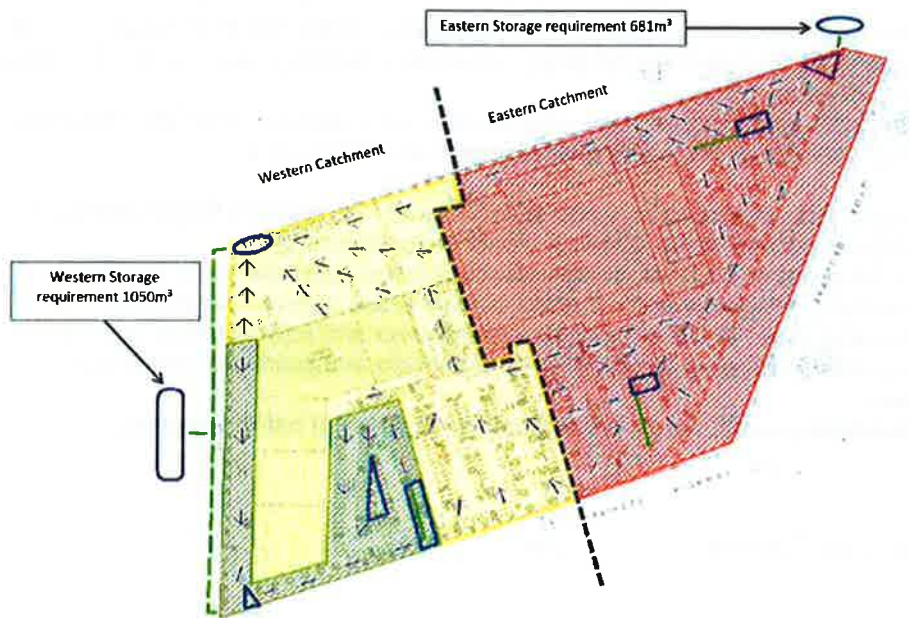


Figure 6. Commercial site major flow paths, storage and water quality features

Offsite flow retention utilising the existing storage/wetland area in the unnamed tributary (eastern catchment), and Boyd's Creek tributary (western catchments) is recommended by the report. This option (instead of the use of underground storage areas on site) has been discussed with the WGCMA and is the preferred option. Similarly, and with the recommended water quality protection measures outlined in this report implemented, the existing large storage area within the Boyd's Creek wetland will easily cater for the additional 1,050m³ of storage required without the need for augmentation. Investigation showed that the existing storage wetland areas in the tributary creek and Boyd's Creek are near fully engaged during winter periods. As such the additional 681m³ of storage must be provided by minor augmentation of the outer perimeter of the natural storage area, creating additional flood storage above the normal water level. Stormwater discharged from the site will travel via a 5m wide, 0.55m deep (1 in 5 batter slopes) swale from the site into the existing wetland area. Appropriate planting and erosion protection measures will ensure that discharge flow paths are protected from erosion.

4 Access and Mobility Management

Design will be completed in line with requirements for walkable neighbourhoods within the transport network of Traralgon. The site is being master planned to allow easy access for residents and visitors.

4.1 Road Network

GTA Traffic Engineers were engaged by NBA Group to provide a traffic impact assessment of the rezoning and development of the commercial site (appendix E). Their report has factored in the plans for the area prepared by Millar Merrigan and

the NBA Group. The report made the following conclusions of relevance to the residential development:

- *The commercial site is expected to generate up to 542 and 940 vehicle movements during the Friday PM and Saturday midday peak hours respectively.*
- *The signalisation of the Princes Highway/Bradford Drive intersection is considered to be required for there to be adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.*
- *The new access arrangements direct to the site are expected to operate safely and efficiently following the full development of the site and into the future (at least 10yrs after full development).*

The GTA Report provides the following commentary on the surrounding road network:

Princes Highway

Princes Highway functions as a primary arterial road and is located within a Road Zone (Category 1) in the Latrobe Planning Scheme. It is a two-way road generally aligned in an east-east direction and configured with two-lane, 7.0 metre wide carriageways separated by a 13.4 metre wide raised median set within a 60 metre wide road reserve (approx). Kerbside parking is not permitted in the vicinity of the subject site. Princes Highway carries approximately 30,000 vehicles per day

Bradford Drive

Bradford Drive functions as a local road. It is a two-way road configured with a two-lane, 6.8 metre wide carriageway set within a 39 metre wide road reserve (approx). Kerbside parking is unrestricted in the vicinity of the subject site. Bradford Drive carries approximately 600 vehicles per day

The estimated post development Saturday midday & midweek PM peak flow traffic movements (figures 7.2 and 7.3 GTA Report) are reproduced below in Figure 7 and Figure 8.

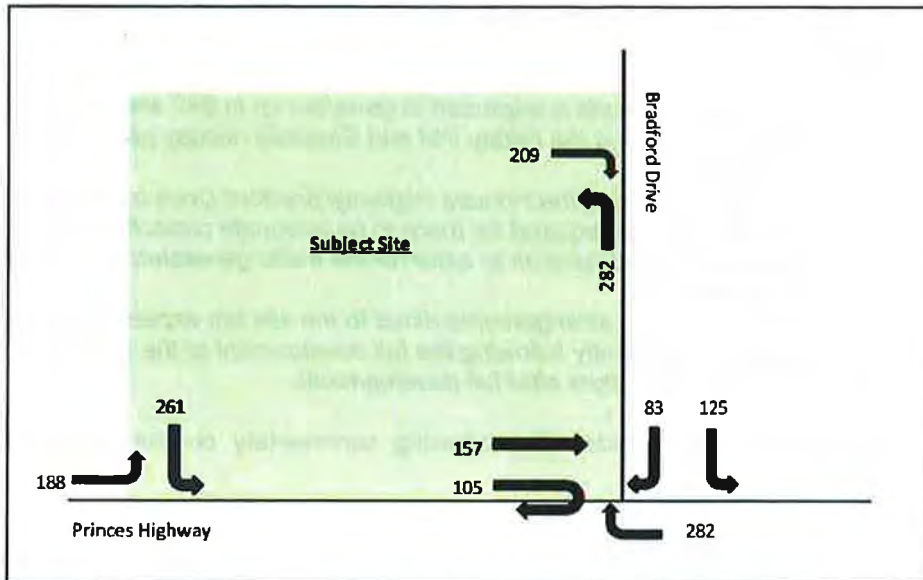


Figure 7 - Estimated Post Development Saturday Midday Peak Hour Site Generated Traffic Volumes

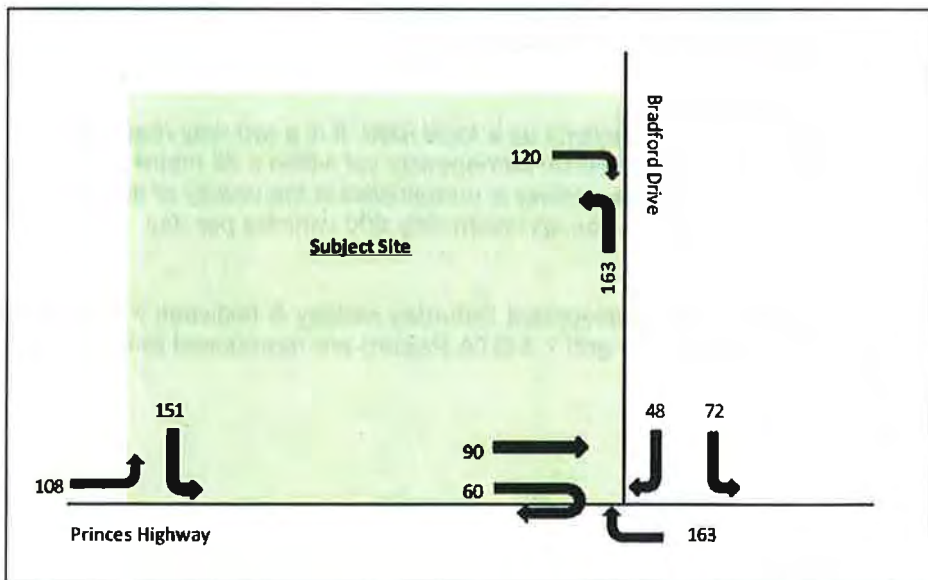


Figure 8 - Estimated Post Development Weekday PM Peak Hour Site Generated Traffic Volumes

Given the above, signalisation of the intersection is required to suitably manage the increased traffic volumes. Furthermore, it is recommended by GTA that the 80km/h speed zone on Princess Highway that begins along the frontage of the subject site, be extended to include the whole of the subject site. GTA has indicated that the intersection should operate at a satisfactory level following signalisation of the intersection and the full development of the site. This deems the immediate post

development operation of the existing road infrastructure and new access arrangements to be sufficient, whilst considering the 10-year post development operation of any new road infrastructure and new access arrangements.

4.2 Public Transport

The existing public transport network within the target area of Traralgon and Morwell is provided by Latrobe Buslines. The current service between Moe and Traralgon (Route 1) runs along Princes Highway immediately to the south of the proposed development. This services Moe station, Traralgon station, Morwell station and the Latrobe Regional Hospital for which the terminus is less than 1km to the west of the proposed development. The train stations are serviced by V-line and sit on the Gippsland line which extends from Melbourne to Bairnsdale. Public Transport considerations will be detailed in documentation provided in the planning submission.

4.3 Neighbourhood Street Network

Design of road widths and layout of paths will be completed in line with relevant council standards. Council engineers have indicated they have a preference for continuous road connections rather than the use of dead end courts. Where court bowls are required they need to allow for municipal garbage trucks to turn in a forward direction. It can be seen that the proposed Development Plan (Appendix A) provides for interconnected streets except where the site is constrained and where alternative solutions provide for an alternative design response.

Council engineers have indicated that whereas the continuation of Bradford Drive to Regan Road may be acceptable to provide access to the development from the east it will be subject to detailed design at the development phase. The grades associated with the interconnection of Regan Road and Bradford Drive and location of drainage channel need to be considered in the design. Millar Merrigan engineers have inspected the site and believe the continuation of this road will be achievable in line with the concept Development Plan. This would require the use of box culverts or similar to preserve drainage paths and in turn increase the road base height, minimizing required earthworks.

4.4 Shared Path Network

A shared path network is proposed to encourage walking through provision of safe and direct movement paths within the neighbourhood. This, in turn, provides the opportunity for a reduction in air pollution and greenhouse gas emissions through decreases in car usage and is in line with policies of the Latrobe City Council promoting healthy urban design. There is an existing priority on-road bicycle facility extending from the Traralgon Township to the subject site along Princes Highway. This bicycle facility consists of a wide shoulder lane in each direction. The proposed network will provide an interconnected and a continuous network of safe, efficient and convenient footpaths linking to this bicycle facility. These are based around the layout of neighbourhood streets and location of areas of public open space.

5 Development Sequencing and Staging

The Development Plan has been prepared such that the commercial and residential development of the site will be able to be carried out separately. The commercial development features a Masters Store and 5 other separate commercial tenancies.

There is currently thought to be limited capacity within the existing potable water system which traverses the southern boundary of the site. Therefore, augmentation and relocation of infrastructure will need to occur at a very early stage of development to minimise effects on existing properties and provide reticulated water to the new properties.

It is noted that the wetland style treatment train will need to be constructed at an early stage to serve all stages of the development and fulfil stormwater best practice requirements of the WGCMA and Council. An appropriate environmental management plan will be critical to the successful implementation of stormwater treatment techniques and the longevity of the wetland system. For some properties the co-ordination of outfall drainage may require co-operation between adjacent land owners.

The improvement required to link Regan Road and Bradford Drive will need to be carried out before the development of the north-east corner of the site to provide alternate access routes for construction equipment and ensure suitable egress for future residents.

6 Conclusion & Recommendations

The site represents a viable development opportunity that can be serviced by the upgrade of existing infrastructure. Topographically speaking, the site is gently undulating with the land falling towards the two water bodies within the site boundaries and to the north. These water bodies form part of the two main gullies/waterways which traverse the site from north to south and will require attention with respect to drainage and water quality outcomes.

The requirement to provide stormwater quality will need to be considered in a detailed design layout. It is proposed to provide an integrated stormwater quality and landscape solution that provides an attractive element to the development. Stormwater quality and quantity best practice objectives will be achieved through improvement/upgrading of the existing waterways with a developed wetland system.

Upgrading of sewer and water infrastructure will be required and will be subject to further detailed examination at the development phase and as part of an overall servicing strategy for the broader area.

Millar | Merrigan

Appendix A - Residential Development Plan

Appendix B - WGCMA Correspondence

Appendix C - Commercial Development Site Layout

Appendix D – Masters Surface Water Management Strategy

Appendix E – Traffic Report

Appendix F – Due Diligence Ecological Assessment of Masters Site



Stable Property Developments Pty Ltd
C/- Nick Anderson
NBA Group Pty Ltd
93 Macalister Street
Sale VIC 3850

CC: Sarah Ancell
Urbis Pty Ltd
Level 12, 120 Collins Street
Melbourne VIC 3000

5 July 2011

Re: Due diligence ecological assessment of Masters Traralgon

Our Ref: 13471

Dear Nick and Sarah,

Please find attached our letter report for the due diligence assessment of Masters (Woolworths) Traralgon Site.

If you have any further queries, please contact me on the number below.

Yours sincerely,

Julia Franco
Consultant Botanist
0437561849

Masters (Woolworths) Traralgon Due Diligence Ecological Assessment

**Biosis Research Pty. Ltd.
July 2011**

**Report prepared by:
Julia Franco
Thea Shell**

1. Introduction

Biosis Research was commissioned by Stable Property Developments to conduct a due diligence assessment with regards to ecological values of a potential development site for Masters Home Improvement Store at Princes Highway, Traralgon Victoria.

This is a preliminary assessment of the potential ecological values present based on a reconnaissance level site inspection and limited data collection from the study area. The study focused on terrestrial flora and fauna and did not include assessment of aquatic fauna or habitat.

The study area covers approximately 5.52 ha and is bounded by Princes Highway to the south, Bradford Drive to the east and private property to the north and west (Figure 1).

The study area was inspected on 30 June 2011. Detailed species data was not collected, however the vegetation composition and condition were noted.

Additional flora and fauna information was obtained from the Department of Sustainability and Environment database: the Victorian Biodiversity Atlas (VBA). Additional information was also obtained from the Environment Protection and Biodiversity Conservation (EPBC) Act online Protected Matters Search Tool (PMST), the Birds Australia (BA) database, and other relevant literature sources.

The study area is within the Gippsland Plain (GipP) bioregion (DSE Biodiversity Interactive Map; www.dse.vic.gov.au).

2. Previous Assessments

The VBA database contains two records within the study area (IA046172 and IA046173). The records were entered in 2004 and they identify no significant flora species within the study area and only record Patterson's Curse *Echium plantagineum* and Blackberry *Rubus fruticosus* spp. agg.

There are no records of significant fauna occurring within the study area.

3. Database records: flora

The VBA database has 429 flora species records within 5 km of the study area. The study area is likely to contain only a small proportion of these species.

Significant flora

The VBA database contains records of four flora species of national conservation significance within 5 km of the study area (River Swamp Wallaby-grass *Amphibromus fluitans*, Matted Flax-lily *Dianella amoena*, Yarra Gum *Eucalyptus yarraensis* and Purple Blown-grass *Lachnagrostis punicea* subsp. *punicea*). There are a further four EPBC Act listed species (Spiral Sun-orchid *Thelymitra matthewsii*, Metallic Sun-orchid *Thelymitra epipactoides*, Swamp Everlasting *Xerochrysum palustre* and Maroon Leek-orchid *Prasophyllum frenchii*) for which suitable habitat is predicted (but which have not previously been recorded within 5 km). One EPBC Act listed community, Gippsland Red Gum (*Eucalyptus tereticornis* subsp. *mediana*) Grassy Woodland and Associated Native Grasslands, are predicted as being likely to occur within 5 km of the study area. The VBA contains records of three flora species of state significance within 5 km of the study area (Grey Billy-buttons *Craspedia canens*, Hypsela *Hypsela tridens* and Large River Buttercup *Ranunculus papulentus*). Two *Flora and Fauna Guarantee Act 1988* (FFG) listed communities, Central Gippsland Plains Grassland and Forest Red Gum Grassy Woodland, occur within 5 km of the study area.

No Biosites were recorded within or adjacent to the study area.

During our site inspection, no significant species were recorded. One section of the study area contained damp shallow depressions and small drainage lines which drain into the Boyds Creek Tributary. Upon inspection, these areas were modified and contained a very high cover of weeds with very few indigenous species. It is also likely that this area has been boomed sprayed as it was dominated by dead Brown-top Bent *Agrostis capillaris* and Couch *Cynodon dactylon*. Damp depressions and drainage lines are potential habitat for River Swamp Wallaby-grass. However, due to the modified nature of the site this species is considered to have a low likelihood of occurrence.

Based on our site inspection, the majority of the study area has been heavily modified through grazing, tree removal, weed invasion and boom spraying. Due to their modification, the drainage lines and damp depressions are not prime habitat for Swamp Everlasting, Purple Blown-grass or Large River Buttercup and there is a low likelihood of occurrence for these species. In addition, there are only a few records of Spiral Sun-orchid and Metallic Sun-orchid in eastern Victoria, with the majority of these occurring around Genoa and Paradise Beach respectively. The closest record of Maroon Leek Orchid occurs in Yarram, approximately 43 km south of the study area.

The road reserves contain modified remnants of Grassy Woodland, which contain suitable habitat for Matted Flax-lily, Grey Billy-buttons and Hypsela. However, based on the current assessment the likelihood of these species occurring is medium as the sites are modified and contained little herb diversity at the time of assessment. However, within the private property there is no suitable habitat for these species and we predict that these species will not occur outside of the road reserve vegetation. The road reserves should be surveyed in detail, both within and outside of patches, to confirm the likelihood of occurrence of these species within the existing road reserve.

The Grassy Woodland vegetation patches may be consistent with the EPBC Act listed community *Gippsland Red Gum* (*E. tereticornis* subsp. *mediana*) *Grassy Woodland*

and Associated Native Grassland and the FFG Act listed communities Central Gippsland Plains Grassland/Forest Red Gum Grassy Woodland. This is discussed in more detail in Section 5.

Significant flora species derived from the VBA and EPBC Act PMST online databases are given in Table 1.

Table 1. Flora of national or state significance recorded or predicted to occur within 5 km of the study area.

Scientific name	Common name	Aust. status	Vic. status	Source of record	Most recent record	Likelihood of occurrence in study area
National Significance						
<i>Acacia howittii</i>	Sticky Wattle	R	r	VBA	2009	Negligible
<i>Amphibromus fluitans</i>	River Swamp Wallaby-grass	VU		PMST/VBA	2004/#	Low
<i>Dianella amoena</i>	Matted Flax-lily	EN	e,L	VBA	2004	Medium
<i>Eucalyptus yarraensis</i>	Yarra Gum	R	r	VBA	1904	Negligible
<i>Lachnagrostis punicea</i> subsp. <i>punicea</i>	Purple Blown-grass	R	r	VBA	2000	Low
<i>Prasophyllum frenchii</i>	Maroon Leek-orchid	EN	e,L	PMST	#	Negligible
<i>Thelymitra epipactoides</i>	Metallic Sun-orchid	EN	e,L	PMST	#	Negligible
<i>Thelymitra matthewsii</i>	Spiral Sun-orchid	VU	v,L	PMST	#	Negligible
<i>Xerochrysum palustre</i>	Swamp Everlasting	VU	v,L	PMST	#	Low
State Significance						
<i>Craspedia canens</i>	Grey Billy-buttons		e,L	VBA	2006	Medium
<i>Hypsela tridens</i>	Hypsela		k	VBA	2003	Medium
<i>Ranunculus papulentus</i>	Large River Buttercup		k	VBA	1981	Low

Notes to table:

Data sources: DSE Victorian Biodiversity Atlas, PMST database

Bold type indicates species recorded within 5 km in the last 20 years.

Australian status:

CE Listed under EPBC Act as critically endangered
 E Listed under EPBC Act as endangered
 V Listed under EPBC Act as vulnerable
 R Rare (Walsh and Stasjic 2007)

Victorian status (DSE Victorian Biodiversity Atlas, 2011

Version):
 e Endangered
 v Vulnerable
 r Rare
 k Poorly known
 L Listed under Flora and Fauna Guarantee Act 1988

Source of record:

VBA: Recorded within 5 km of centre of study area, DSE Victorian Biodiversity Atlas
 PMST: Predicted to occur in local area, EPBC Act Protected Matters Search Tool

4. Database records: fauna

The VBA database has 186 fauna species records within 5 km of the study area. The study area is likely to contain only a small proportion of these species.

Significant fauna

The VBA database contains no record of EPBC Act listed fauna species within 5 km of the study area. However, the EPBC Act Protected Matters Search Tool lists 13 nationally listed species for which suitable habitat is predicted. The VBA and/or BA databases contain records of fourteen state significant terrestrial fauna species that are recorded to occur within 5km of the study area.

Based on the site inspection and database results the study area does not contain suitable habitat for any of the nationally significant fauna species listed in Table 2. For the majority of species predicted to occur by the PMST, there is no habitat on site to support these species and no records within 5km of the study area. Therefore these species are unlikely to occur.

The study area contains potential habitat for the two fauna species of state significance listed in Table 2. These are summarised below:

- Latham's Snipe has a medium likelihood of occurrence within the study area as it may occasionally forage in inundated paddocks. It has also been recorded to occur within 5km of the study area.
- The state significant raptor species, Grey Goshawk, also has a medium likelihood of occurrence within the study area. This species may occasionally fly over and forage above the study area and has previously been recorded to occur within 5km of the study area.

Eight bird species recorded from the surrounding area are listed under the migratory provisions of the *Environment Protection and Biodiversity Conservation Act 1999*. While several of these species may occasionally fly over the study area, it does not contain ecologically important or limiting habitat for any of these species.

Significant fauna extracted from the databases are shown in Table 2.

Table 2. Fauna of national or state significance recorded or predicted to occur within 5 km of the study area.

Scientific Name	Common Name	Aust. Status	Vic. Status	Most Recent Record	Source of record	Likelihood of occurrence
National Significance						
<i>Rostratula australis</i>	Australian Painted Snipe	VU	cr,L	#	PMST	Low
<i>Lathamus discolor</i>	Swift Parrot	EN	en,L	#	PMST	Low
<i>Anthochaera phrygia</i>	Regent Honeyeater	EN	cr,L	#	PMST	N/A
<i>Dasyurus maculatus</i>	Spot-tailed Quoll	EN	en,L	#	PMST	N/A
<i>Isoodon obesulus obesulus</i>	Southern Brown Bandicoot	EN	nt	#	PMST	N/A
<i>Potorous tridactylus</i>	Long-nosed Potoroo	VU	en,L	#	PMST	N/A
<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	VU	vu,L	#	PMST	Low
<i>Pseudomys novaehollandiae</i>	New Holland Mouse	VU	vu,L	#	PMST	Low
<i>Heleioporus australiacus</i>	Giant Burrowing Frog	VU	vu,L	#	PMST	Low
<i>Litoria raniformis</i>	Growling Grass Frog	VU	en,L	#	PMST	N/A
<i>Prototroctes maraena</i>	Australian Grayling	VU	vu,L	#	PMST	N/A
<i>Galaxiella pusilla</i>	Dwarf Galaxias	VU	vu,L	#	PMST	N/A
<i>Synemon plana</i>	Golden Sun Moth	CR	cr,L	#	PMST	Low
State Significance						
<i>Gallinago hardwickii</i>	Latham's Snipe		nt	2000/#	VBA/BA/PMST	Medium
<i>Platalea regia</i>	Royal Spoonbill		vu	1988	VBA	Low
<i>Ardea modesta</i>	Eastern Great Egret		vu,L	2001/#	VBA/BA/PMST	Low
<i>Nycticorax caledonicus</i>	Nankeen Night Heron		nt	1973	VBA	Low
<i>Anas rhynchos</i>	Australasian Shoveler		vu	1991	VBA	Low
<i>Aythya australis</i>	Hardhead		vu	2006	BA	Low
<i>Oxyura australis</i>	Blue-billed Duck		en,L	1995	VBA	Low
<i>Biziura lobata</i>	Musk Duck		vu	1995	VBA	Low
<i>Accipiter novaehollandiae</i>	Grey Goshawk		vu,L	2004	VBA	Medium
<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle		vu,L	2001/#	VBA/PMST	Low
<i>Alcedo azurea</i>	Azure Kingfisher		nt	1973	VBA	N/A
<i>Melanodryas cucullata</i>	Hooded Robin		nt,L	1973	VBA	N/A
<i>Cinlosoma punctatum</i>	Spotted Quail-thrush		nt	1975	VBA	N/A
<i>Pseudophryne dendyi</i>	Dendy's Toadlet		dd	1973	VBA	Low

Notes to table:

Data sources: DSE Victorian Biodiversity Atlas, PMST database, BA database (1988-2009)
denotes species predicted to occur or with habitat predicted to occur in the local area (DSEWPaC database).

Status of species:

CR	critically endangered	EN	endangered
VU	vulnerable	CD	conservation dependent
NT	near threatened	DD	data deficient (insufficient known)
R	rare or insufficient known	L	listed under Flora and Fauna Guarantee Act

Sources used to derive species status:

EPBC *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth)
DSE *Advisory List of Threatened Vertebrate Fauna in Victoria* (DSE 2007b)
FFG *Flora and Fauna Guarantee Act 1988* (Vic.)

Action Plans: Maxwell et al. (1996) for marsupials and monotremes, Duncan et al. (1999) for bats, Lee (1995) for rodents, Garnett and Crowley (2000) for birds, Cogger et al. (1993) for reptiles, Tyler (1997) for amphibians.

5. Site Inspection: Existing Conditions

The 1750s DSE ecological vegetation class (EVC) mapping shows the study area was previously dominated by Plains Grassy Woodland (EVC 55). The 2005 DSE EVC mapping shows small remnant patches of this EVC within the study area and the Princes Hwy road reserve. During the current assessment, one EVC was recorded, Grassy Woodland EVC 175, within the Princes Hwy and Bradford Drive road reserves within and adjacent to the study area.

The remainder of the study area is subject to agricultural activities (e.g. grazing) and contains two houses with associated gardens and amenity plantings. The majority of the vegetation within the private property is dominated by exotic pasture grasses and forbs including Brown-top Bent, Couch, *Paspalum dilatatum* and Cape Weed *Arctotheca calendula* with scattered indigenous species including Slender Wallaby-grass *Austrodanthonia racemosa* var. *racemosa*, Weeping Grass *Microlaena stipoides*, Mat Grass *Hemarthria uncinata* var. *uncinata* and Black Wattle *Acacia mearnsii*.

A total of two patches (Patch 1 = 0.1 ha and Patch 2 = 0.04 ha) of Grassy Woodland were recorded in the road reserves (Figure 2). The Grassy Woodland patches are modified and treeless. They are dominated by Kangaroo Grass *Themeda triandra* and Weeping Grass with other indigenous understorey species including Spiny-headed Mat-rush *Lomandra longifolia*, Wattle Mat-rush *Lomandra filiformis*, Veined Spear-grass *Austrostipa rudis* var. *nervosa*, Kneed Wallaby-grass *Austrodanthonia geniculata*, Prickly Tea-tree *Leptospermum continentale*, Knob-sedge *Carex inversa* and Common Bog-sedge *Schoenus apogon*. Patches of Grassy Woodland contain a moderate to low cover of weeds including Rat-tail Grass *Sporobolus africanus* and Cocksfoot *Dactylis glomerata*.

Grassy Woodland is endangered in the Gippsland Plain Bioregion. There is the potential for these two patches of Grassy Woodland to be consistent with the EPBC Act listed ecological community *Gippsland Red Gum* (*E. tereticornis* subsp. *mediana*) *Grassy Woodland and Associated Native Grassland* (critically endangered) and the FFG Act listed communities Central Gippsland Plains Grassland/Forest Red Gum Grassy Woodland. A more detailed assessment is required to determine if this is the case.

Native vegetation patches within the study area are shown in Figure 2.

A total of six scattered indigenous trees were recorded (Figure 2). These consist of two Narrow-leaf Peppermint *Eucalyptus radiata*, two Manna Gum *Eucalyptus viminalis* subsp. *viminalis*, one Yellow Box *Eucalyptus melliodora* and one juvenile eucalypt *Eucalyptus* sp. These species are remnants of Grassy Woodland.

Habitats

There are three habitats identified within the study area: introduced pasture/grassland, planted trees/shrubs, and wetlands.

The introduced pasture/grassland habitat has been used primarily for agricultural purposes, such as the grazing of domestic stock. These areas are dominated by introduced grasses and contain few other habitat features. Common species adapted

to pastoral landscapes are likely to dominate this habitat, including Australian Magpie, Willy Wagtail and Little Raven. Introduced pasture/grassland habitats within the study area are of little value to most native fauna species.

Planted trees and shrubs occur along fence lines and road reserves. These are not large or old enough to contain hollows. However, planted trees and shrubs generally provide roosting and foraging sites for common species such as Galah, Eastern Rosella and Red Wattlebird and introduced fauna species such as Common Myna and Common Starling.

The wetlands within the study area consisted of a few small ephemeral wet depressions. The majority of these were degraded by stock access and lack deep pools, native aquatic vegetation and surface rock and as such reduces their suitability as habitat for many species. Common frog species such as Common Froglet are likely to inhabit these areas and were recorded on site.

It is important to note that immediately adjacent to the study area boundary there were additional habitat areas, suitable for significant fauna. These habitats include water bodies, grassland and large remnant trees. Care must be taken to avoid activities that may affect these habitats.

To the west of the study area is an unnamed online waterbody of Boyd's Creek. As a large body of water, it provides habitat for a variety of frogs and waterbirds, including the potential for state significant waterbirds such as Hardhead and Australasian Shoveler.

To the north of the study area is an unnamed tributary of Boyd's Creek. This drainage line provides habitat for common frog species and foraging sites for the significant waterbirds such as Eastern Great Egret and Royal Spoonbill.

Several small patches of native grassland occur in the road reserves of the Princes Fwy and Bradford Drive adjacent to the study area. These patches were mostly dominated by Kangaroo Grass and so not suitable for the nationally listed Golden Sun Moth. Due to their fragmented nature and the absence of surface rock, these patches unlikely to support significant fauna such as Striped Legless Lizard, but may provide potential foraging habitat and cover for common reptiles.

Several large remnant trees occur along Bradford Avenue. These large old trees contain hollows which may be used for nesting of Ringtail Possum and Brushtail Possum and also bird species such as Sulphur Crested Cockatoo and Galah. When in flower these trees may be potential feeding sites for the nationally listed Swift Parrot or roosting points for state listed Grey Goshawk.

6. Biodiversity Legislation and Policy Context

Environment Protection and Biodiversity Conservation Act 1999 (Cwlth.)

Further survey of the study area is required to determine the likelihood/presence of EPBC Act listed species Matted Flax-lily and listed ecological community *Gippsland Red Gum* (*E. tereticornis subsp. mediana*) *Grassy Woodland and Associated Native Grassland*.

If this species or community are present, and based on the final design, the project may have potential to result in a significant impact on EPBC Act listed species or community and therefore, in our view, it would be prudent to refer the proposed action to the Commonwealth.

Planning and Environment Act 1987

A planning permit is required to remove, destroy or lop native vegetation unless the proposal is exempt as set out in Clause 52.17, and/or within any other provision of the planning scheme that requires a permit to remove or destroy the vegetation (DSE 2007a). Only the Princes Hwy road reserve is subject to an Environmental Significance Overlay (ESO-1). The remainder of study area is not subject to any Planning Scheme Overlays.

Flora and Fauna Guarantee Act 1988

In most circumstances a permit is required from DSE to 'take' listed flora species, flora species that are members of listed communities, or protected flora from public land. The majority of the subject site is private land and not defined critical habitat, and therefore no FFG Act permit is required to develop these sections of the study area.

Flora species listed under the *FFG Act* that are considered likely to be present within the study area are presented in Table 1 (Section 3). In addition protected flora, such as members of the Asteraceae, Epacridaceae and Orchidaceae families and other protected genera are likely to be present. Removal of listed or protected species under the FFG Act would require a permit for removal within the road reserve (public land).

Victoria's Native Vegetation: A Framework for Action (NRE 2002)

The study area contains two patches of indigenous vegetation of varying quality, in addition to scattered indigenous trees. A vegetation quality and Net Gain Assessment would be required to determine the area and quality of indigenous vegetation present.

Under the Net Gain policy, options to avoid and minimise impacts to native vegetation should be investigated and implemented. It is recommended that the design be refined based on advice provided in this report and any additional further assessments. Only after consideration of avoidance and minimisation should the proposed losses and offset requirements be determined.

Patches of native vegetation and scattered trees that are likely to qualify for assessment under the Native Vegetation Framework (NRE 2002) are presented in Figure 2.

7. Potential Ecological Constraints

Flora

No nationally significant species were recorded during the present assessment. One species of national significance, Matted Flax-lily, is considered likely to occur within the road reserves in the study area. Further survey (targeted searches) between November and February would be required to clarify the likelihood of occurrence of

this species. In order to undertake the targeted survey, mowing of the road reserve would need to cease from the road reserve for a minimum six-eight weeks prior to the assessment.

No state significant species were recorded during the present assessment. Two species of state significance, Grey Billy-buttons and Hypsela, are considered likely to occur within the road reserves in the study area. Further survey between September and December would be required to clarify the likelihood of occurrence of these species.

The proposed development must also consider any indirect impacts on adjacent native vegetation and waterways, including hydrological changes. Direct and indirect impacts to the road reserve and any adjacent waterways (including the Boyds Creek tributary) should be avoided, and the likelihood of significant impact resulting from the proposal, should be considered in subsequent ecological assessments.

Fauna

Given the highly modified state of the study area there is little habitat values present for significant fauna. As such Biosis Research believes that no terrestrial fauna species of national significance would potentially to occur within the study area.

8. Summary of Recommendations

Recommendations to minimise ecological impacts of the proposed development include:

Further survey

- Undertake detailed flora assessment and vegetation mapping throughout the road reserves and within the study area at an appropriate time of year (spring/summer). This study should identify likely direct and indirect impacts of the proposal on native vegetation within the road reserves and scattered trees;
- A number of aquatic habitats were identified adjacent to the study area. Undertake survey of aquatic habitat likely to support indigenous species if they are to be impacted by the development;
- Undertake targeted flora survey for Matted Flax-lily, Grey Billy-buttons and Hypsela within areas of potential habitat (entire road reserves where mowing must cease 6-8 weeks prior to survey); and
- Develop an Ecological Management Plan for the Boyds Creek tributary and areas of retained vegetation.

Ecological impacts of the proposal would be minimised by:

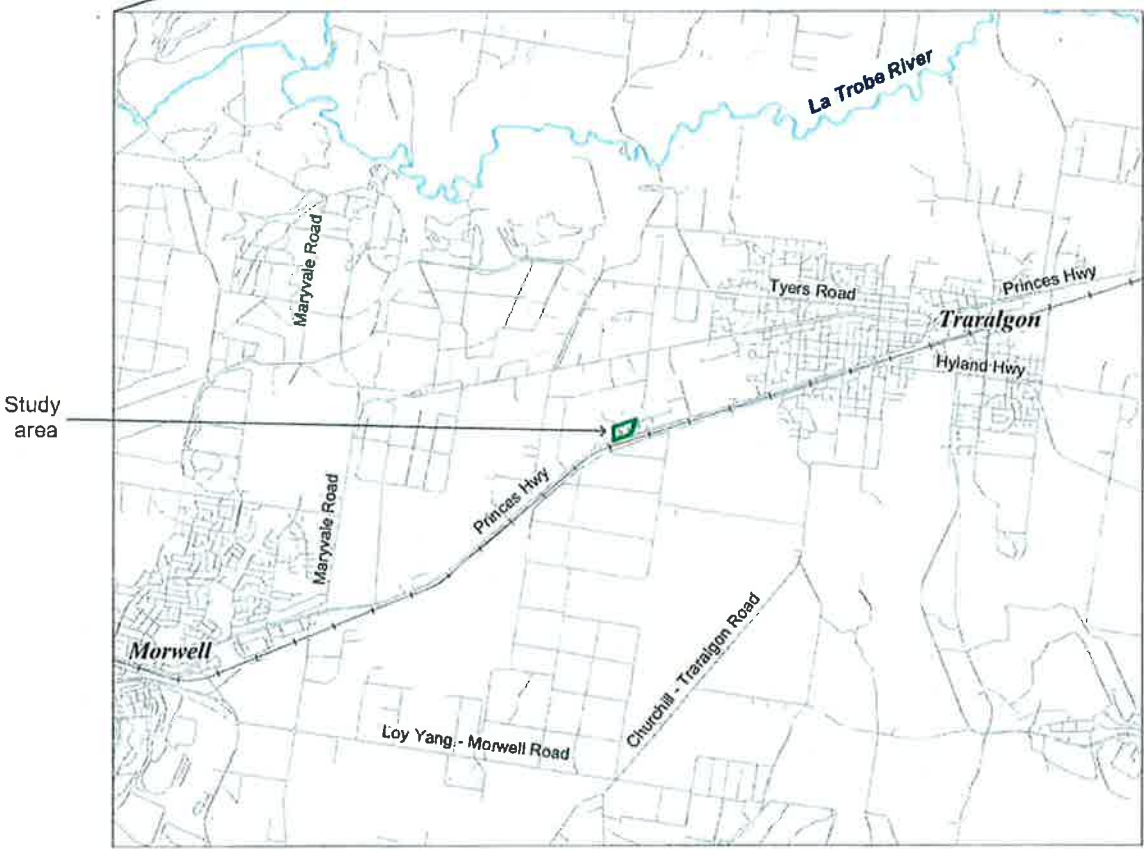
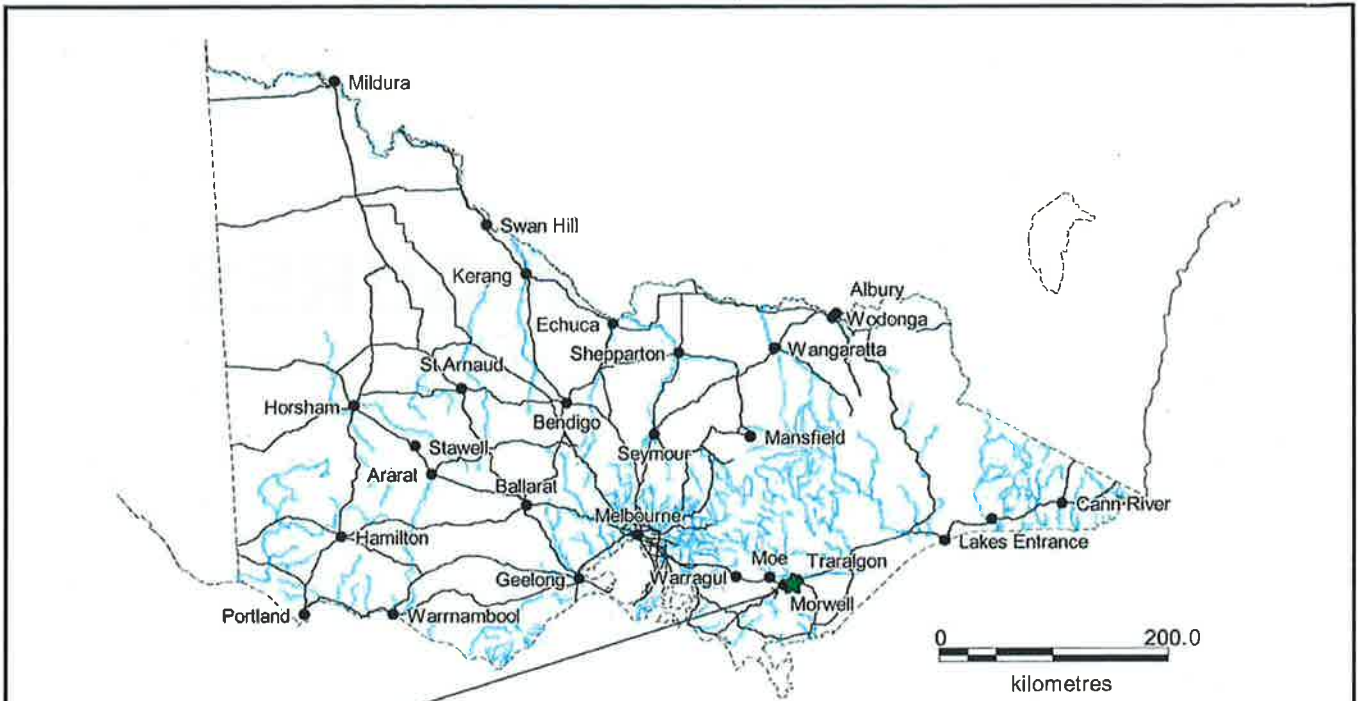
- Avoiding impacts to native vegetation within the road reserve by locating buildings, driveways and car parks outside areas of native vegetation;

- Avoiding direct or indirect impact to waterways and adjacent road reserve vegetation including Gassy Woodland patches and scattered indigenous trees; and
- Maintaining public roadways adjacent to all areas of native vegetation.

9. References

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FIGURES



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Figure 1: Location of the study area

DATE: 8 July 2011
 Checked by: JAF Drawn by: PJY File number: 13471
 Location: P:\13400s\13471\Mapping\13471 Figure 1.wor





Legend

- Study Area
- Grassy Woodland EVC
- Patch 1
- Patch 2

Trees

- Manna Gum
- Narrow-leaf Peppermint
- Yellow Box
- Juvenile eucalypt

Figure 2: Ecological features of the study area

DATE: 8 July 2011
 Checked by: JAF
 Location: P:\13471\Mapping\13471_Figure 2.wcf

Drawn by: PLY
 File number: 13471

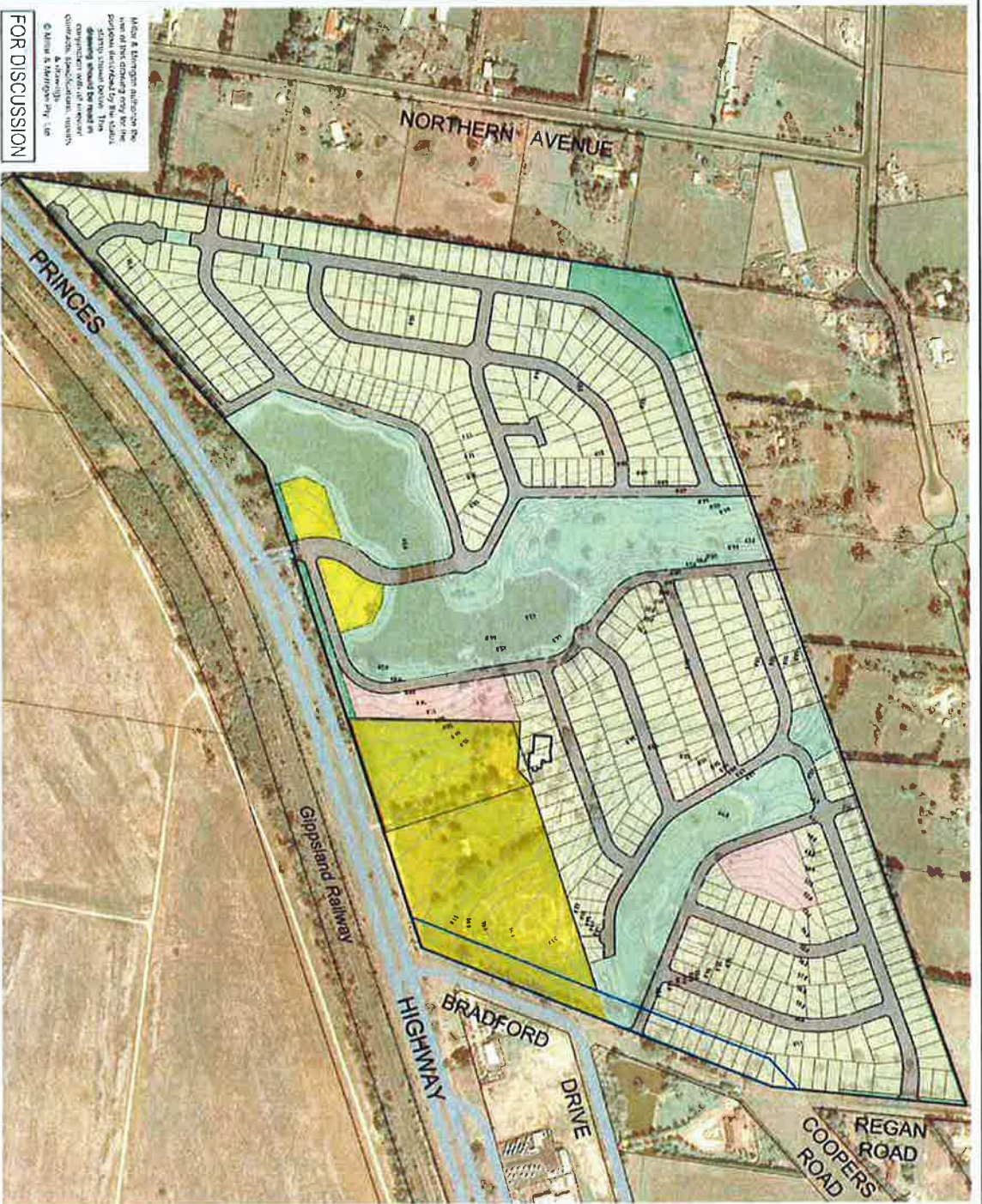
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MG004
 Zone 95

Figure 2: Ecological features of the study area

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FOR DISCUSSION

LAND BUDGET	
SITE AREA	59.05ha
ENCUMBERED LAND	AREA
LAND TO BE SET ASIDE FOR WOOLWORTH'S SITE	6.21ha
TOTAL	6.21ha
NET DEVELOPABLE AREA	52.83ha
% NET DEV. AREA	89.5%
LAND USES	
LOCAL ROADS - 6592m ² length	10.02ha
OPEN SPACE - Includes Drinking Reservoirs	13.17ha
STANDARD RESIDENTIAL LOTS	27.34ha
MEDIUM DENSITY HOUSING SITES	1.50ha
SPECIFIC USES	0.80ha
TOTAL AREA	52.83ha
STANDARD RESIDENTIAL LOT YIELD*	Average 59sqm ² 461 No. of Lots

*NOTE: Lot yield calculated using average depths of 35m and footprints of approx. 14.78 m² 18m (not including MCH sites)

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1	Amended Development Title	10.02	10.02
2	Amended Development Title	13.17	13.17
3	Amended Development Title	27.34	27.34
4	Amended Development Title	1.50	1.50
5	Amended Development Title	0.80	0.80
6	Amended Development Title	0.80	0.80

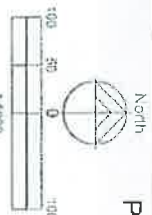
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 15494 T1
 VERSION 5
 SHEET 1 OF 1

Masters Home Improvement Surface Water Management Strategy



March 2012

DOCUMENT STATUS

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Client Project Manager	Nick Anderson
Water Technology Project Manager	Stephen Reynolds
Report Authors	Aaron Vendargon, Simon Hof
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Cover Photo: Photo of Boyd's Creek, north of Princes Highway, Traralgon

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1. INTRODUCTION

A 5.5 Ha business/industrial precinct is proposed at the intersection of Princes Highway and Coopers Road in Traralgon (Figure 1-1). This new development will form part of the proposed Hollydale Subdivision. Water Technology has been engaged to undertake a Surface Water Management Plan (SWMP) for the 5.5 Ha site. This report contains two stages, the detailed hydrologic analysis and the WSUD options analysis, focusing on the entire development.

Following completion of this updated report, Water Technology was advised of some minor revisions to several proposed site levels. Water Technology has sighted and reviewed the current design drawing (Millar Merrigan reference: 15494E 00 SL) and can confirm that none of the changes in the most recent drawing sets affect the calculations, model results or recommendations contained within this report.



Figure 1-1 Location of Proposed Site (Google Maps, 2011)

1.1 Scope of works

The scope of investigations that have been carried out for this report includes:

- Investigation of existing site hydrology;
- Assessing the impacts of the proposed development on stormwater runoff;
- Conceptual sizing of proposed storages;
- Conceptual design of stormwater treatment features using MUSIC program; and
- Recommendations for storage requirements and water quality measures.

2. STUDY AREA

The study area is located on the northern side of the Princes Highway–Bradford Road intersection in Traralgon. While there are no waterways present on the subject site, designated waterways are located to the immediate west (Boyd’s Creek) and north (un-named tributary of Boyd’s Creek) of the subject site (Figure 2-1). The western Boyd’s Creek waterway includes a substantial natural wetland area, while a smaller wetland zone exists in the un-named tributary channel. Under pre-development conditions roughly 40% of the site drains west into Boyd’s Creek while the balance will drain north-east into the unnamed tributary. The site is not covered by any LSI0 or floodway overlays.

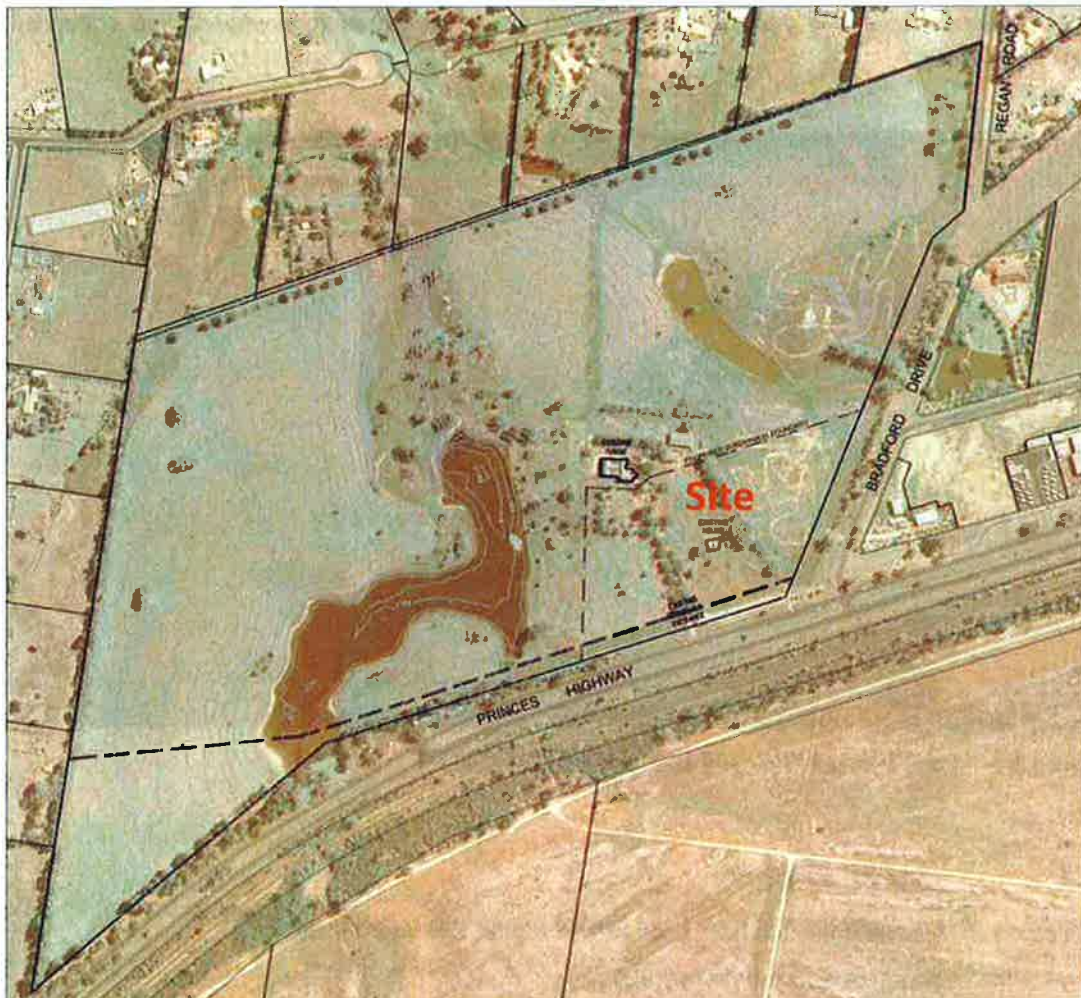


Figure 2-1 Existing site aerial imagery, key waterway features and site boundaries (base image supplied by NBA Group reference: 15494 T3 V2)

The proposed development layout is shown in Figure 2-2 below. The development will consist of:

- A hardware retail (warehouse) facility;
- Five separate business tenancies;
- Open space parking; and
- Truck access areas.

Some minor contouring and filling of the subject site is proposed to achieve practical shop floor and car park grades. The eastern portion of the site containing the main warehouse facility will drain towards the north east corner, while the majority of the western area containing the tenancies drains to the northwest corner. A section of the western catchment consisting of roadway and car park area drains to the southwest corner.

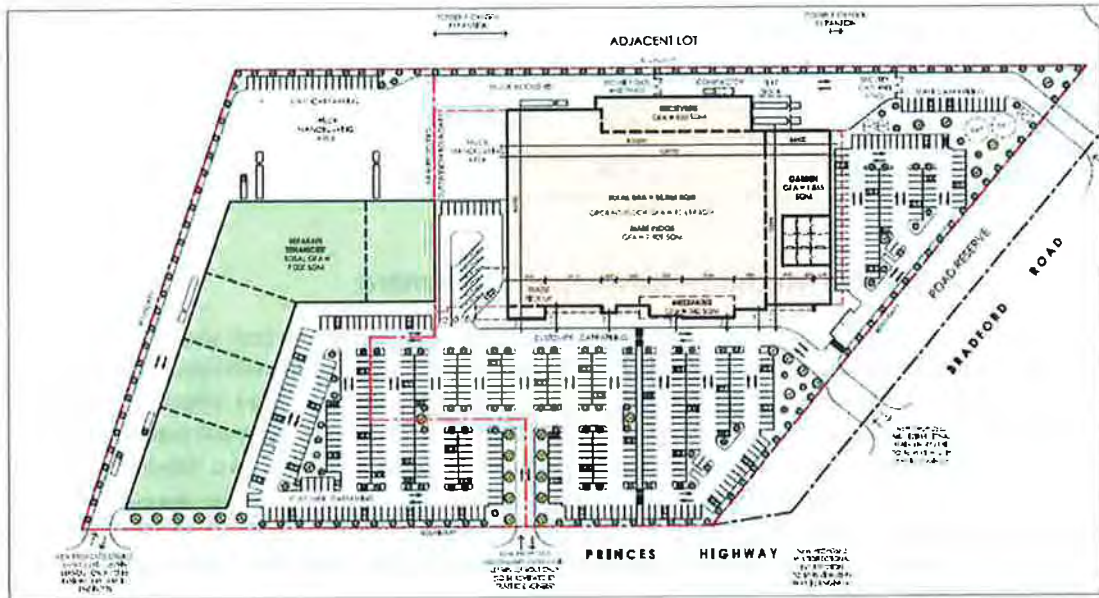


Figure 2-2 Proposed Development Layout (Supplied by Leffler Simes Architects, 2011)

3. HYDROLOGICAL ASSESSMENT (WATER QUANTITY)

Due to the nature of the development and the future increase in impervious surfaces within the site, the site stormwater will need to be managed in order to ensure that the development does not negatively affect the downstream waterways (Boyd's Creek and its tributary).

EPASWMM was chosen as the principal tool for the hydrologic analysis of this study, due to the relatively small size of the study area and functionality of the modelling package itself.

An EPASWMM model has been created for the existing catchment and calibrated to a Rational Method peak flow. Similarly a developed conditions EPASWMM model was constructed and calibrated to a developed Rational Method peak flow.

The use of the Rational Method for calibration is most suitable for small urbanised catchments, typically less than 400 ha. For this reason the EPASWMM models were developed to match the assumptions made by the Rational Method.

3.1 Rational Method – Existing Catchment

The site is located on locally high ground, with its upstream catchment effectively defined by the Princes Highway on the southern boundary, and hence no external catchments flow into the subject site itself. Under existing conditions, part of the site drains west, while the remainder drains to the north-east.

The Rational Method calculation was undertaken in accordance with the methodology outlined in Volume 2 of Australian Rainfall and Runoff (ARR), 1987. The calculation details and parameters are outlined in Appendix A and B below.

The existing conditions 100 year peak flows calculated using the Rational Method are shown in Table 3-1.

Table 3-1 Existing 100yr Rational Method Flows

Catchment	100yr Peak Flow (m3/s)
West Outfall Catchment	0.33
North-East Outfall Catchment	0.39

3.2 Rational Method – Developed Catchment

Some contouring and filling of the subject site is proposed to achieve practical shop floor and car park grades. Where practical, the site's existing topography will be largely maintained to minimise filling engineering costs under developed conditions. The site will have three effective discharge points corresponding with the adjacent designated waterways. Overland flows will travel along the truck manoeuvring areas and open car park spaces before discharging via two locations on the western boundary; and one location in the north-east corner of the site. For the purposes of this high level hydrology assessment, and to facilitate pre-development / post development flow analysis, the western flows have been combined to represent the total flow entering the Boyd's Creek storage area.

Developed 100 year peak flows calculated using the rational method is shown in Table 3-2.

Table 3-2 Developed 100yr Rational Method Flows

Catchment	100yr Peak Flow (m3/s)
West Outfall Catchment	1.19
North-East Outfall Catchment	0.92

3.3 Existing EPASWMM Model Construction and Calibration

3.3.1 Model Construction

An existing conditions EPASWMM model was constructed using the 1m contour data set supplied by Millar Merrigan (Figure 3-1). In order to accurately generate a flow at the outlet, the site was subdivided into a number of smaller sub-catchments linked to the outlet. The existing conditions model was set up with the following fraction impervious values.

Table 3-3 EPASWMM Sub-catchment Parameters – Existing Conditions

Sub-catchments	Area (Ha)	Fraction Impervious (%)
A	0.65	10
B	0.81	15
C	0.86	10
D	0.75	10
E	0.97	10
F	0.84	10
G	0.62	10

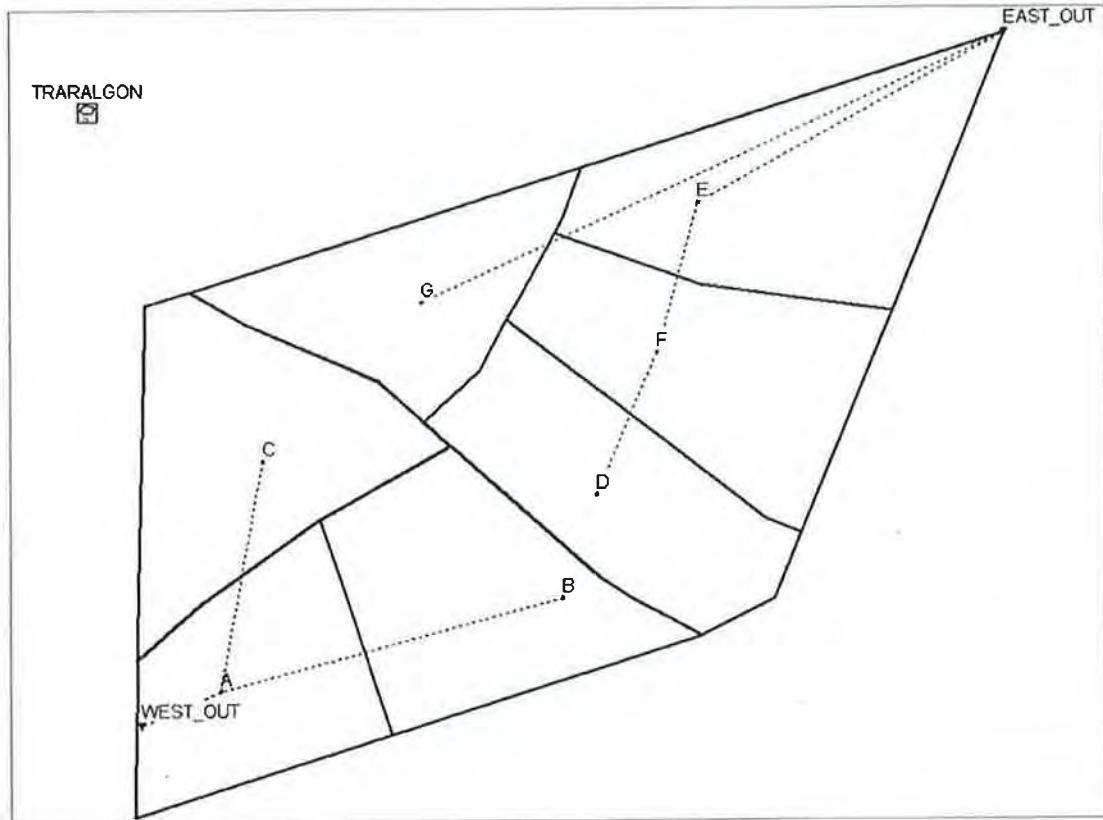


Figure 3-1 Existing Conditions EPASWMM Model

3.3.2 Rainfall Data

The 1, 2, 5, 10, 20, 50 and 100 year ARI rainfall hyetographs for various durations were sourced from AusIFD.

3.3.3 Model Calibration

The existing EPASWMM model was calibrated by reconciling the peak 100 year ARI flow from the SWMM model to the Rational Method peak flow, through adjustment of the sub-catchment properties. The adjusted parameters included flow width, infiltration rates and loss model parameters. The calibrated peak flows are shown in Table 3-4 below.

Table 3-4 100yr Calibration Peak Flows – Existing Conditions

	Rational Method flow (m ³ /s)	Calibrated EPASWMM Model flow (m ³ /s)	Critical Duration
West Outfall Catchment	0.33	0.32	1hr
North-East Outfall Catchment	0.39	0.37	1hr

3.4 Developed EPASWMM Model Construction and Calibration

3.4.1 Model Construction

Figure 3-2 below shows the sub catchment breakup of the developed EPASWMM model. Sub catchments were assigned a fraction impervious value based on future land use. Two main overland flow paths have been identified for analysis (Figure 3-2) based on the proposed site's topography. While two separate discharge locations are proposed for the western area, for the purposes of this high level hydrology assessment, and to facilitate pre-development / post development flow analysis, the western flows have been combined to represent the total flow entering the Boyd's Creek storage area.

Table 3-5 EPASWMM Sub-catchment Parameters – Developed Conditions

Subcatchments	Area (Ha)	Fraction Impervious (%)
SEPARATE_TENANCIES_B	0.36	90
SEPARATE_TENANCIES_A	0.34	90
CARPARK_A	0.37	90
CARPARK_B	0.14	90
CARPARK_C	0.31	90
TRUCK_AREA_B	0.11	90
TRUCK_AREA_C	0.09	90
TRUCK_AREA_A	0.47	90
CARPARK_D	0.70	90
CARPARK_E	0.13	90
IMP_AREA	0.12	90
CARPARK_F	0.33	90
ROAD	0.18	90
CARPARK_G	0.55	90
TRUCK_AREA_D	0.22	90
ROOF_A	0.54	90
ROOF_B	0.52	90
POSSIBLE_OPEN_SPACE_A	0.03	10

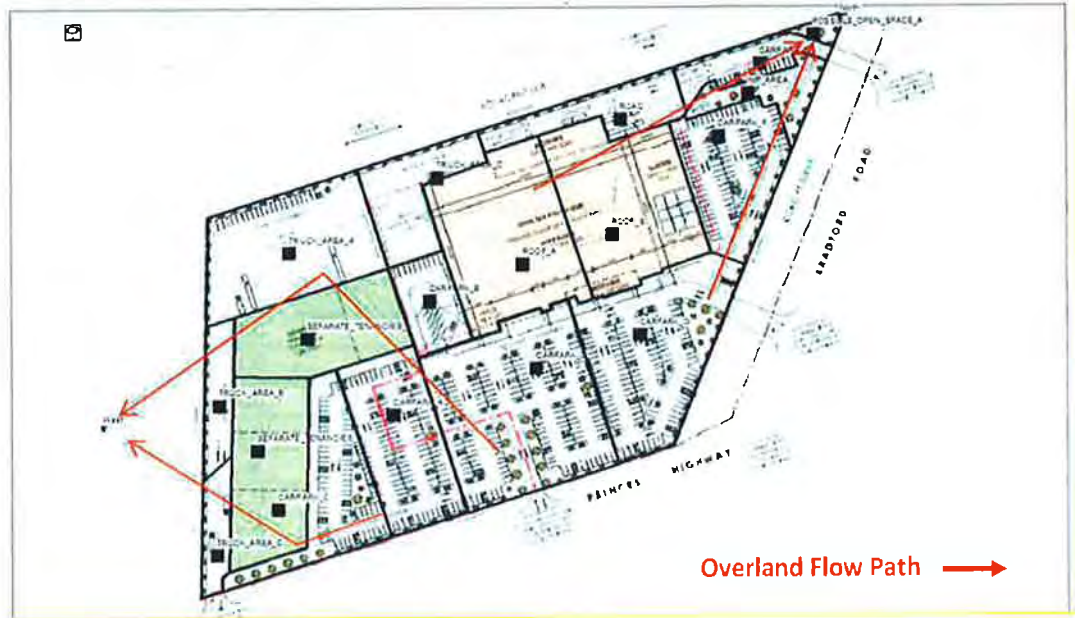


Figure 3-2 Developed Conditions EPASWMM Model

3.4.2 Model Calibration

The developed conditions model was calibrated by reconciling the peak 100 year ARI flow from the SWMM model to the Rational Method peak flow, through adjustment of the sub-catchment properties. The calibration results are shown in Table 3-6.

Table 3-6 100yr Calibration Peak Flows – Existing Conditions

	Rational Method flow (m3/s)	Calibrated EPASWMM Model flow (m3/s)	Critical Duration
West Outfall Catchment	1.19	1.19	25min
North-East Outfall Catchment	0.92	0.92	25min

3.5 Flood Storage

A flood storage volume, which aims to retard the peak 100 year developed flow back to the level of existing conditions is proposed.

The storage volume was modelled in EPASWMM by running the existing and 'developed with storage' models for all durations (ranging from 10min to 3hrs) for the 100 year ARI flood event and comparing peak flow differences.

Table 3-7 and Table 3-8 show the expected performance of proposed storage in various durations of the 100 year ARI. The basin size was also checked for a range of ARI events (1yr, 2yr, 5yr, 10yr, 20yr and 50yr events) for the 1 hour duration (Table 3-9).

It was identified that a (total combined) 1,050m³ of storage was required for the western flow path, and 681m³ storage was required for the north-eastern flow path. This storage is in addition to storage within the pipe system. The 25minute duration was found to be the critical duration for flood storage.

Table 3-7 Performance of Proposed Flood Storage Basin in a 100 Year Event – Combined West Outfall (flows entering Boyd’s Creek)

Duration(min)	Existing flow (m ³ /s)	Developed flow rate (m ³ /s)	Retarded flow rate (m ³ /s)
10	0.11	0.9	0.14
15	0.16	1.06	0.16
20	0.21	1.14	0.18
25	0.25	1.19	0.19
30	0.27	1.11	0.2
45	0.30	0.96	0.28
60	0.32	1.05	0.32
90	0.29	1	0.27
120	0.28	0.89	0.26
180	0.22	0.6	0.2

Table 3-8 Performance of Proposed Flood Storage Basin in a 100 Year Event – North-East Outfall (Tributary Creek)

Duration(min)	Existing flow (m ³ /s)	Developed flow rate (m ³ /s)	Retarded flow rate (m ³ /s)
10	0.15	0.69	0.21
15	0.21	0.82	0.21
20	0.26	0.88	0.23
25	0.29	0.92	0.23
30	0.31	0.86	0.24
45	0.35	0.74	0.25
60	0.37	0.81	0.25
90	0.33	0.77	0.24
120	0.32	0.69	0.24
180	0.27	0.46	0.22

Table 3-9 Performance of Proposed North Flood Storage Basin in 1 to 50 year ARI events (1hr durations) – North-East Outfall (Tributary Creek)

ARI	Duration(min)	Existing flow (m ³ /s)	Developed flow rate (m ³ /s)	Retarded flow rate (m ³ /s)
50yr	1 hr	0.28	0.85	0.2
20yr	1 hr	0.19	0.67	0.17
10yr	1 hr	0.13	0.51	0.14
5yr	1 hr	0.09	0.4	0.12
2yr	1 hr	0.04	0.24	0.09
1yr	1 hr	0.02	0.16	0.06

Table 3-10 Performance of Proposed West Flood Storage Basin in 1 to 50 year ARI events (1hr durations) – North-East Outfall (Tributary Creek)

ARI	Duration(min)	Existing flow (m ³ /s)	Developed flow rate (m ³ /s)	Retarded flow rate (m ³ /s)
50yr	1 hr	0.28	0.66	0.23
20yr	1 hr	0.19	0.52	0.21
10yr	1 hr	0.13	0.4	0.21
5yr	1 hr	0.09	0.31	0.17
2yr	1 hr	0.04	0.19	0.1
1yr	1 hr	0.02	0.12	0.06

Discharges at the identified outlets under developed conditions have been reduced back to less than existing (pre-development) flow rates. Figure 3-3 provides a summary of the proposed post-development stormwater management system.

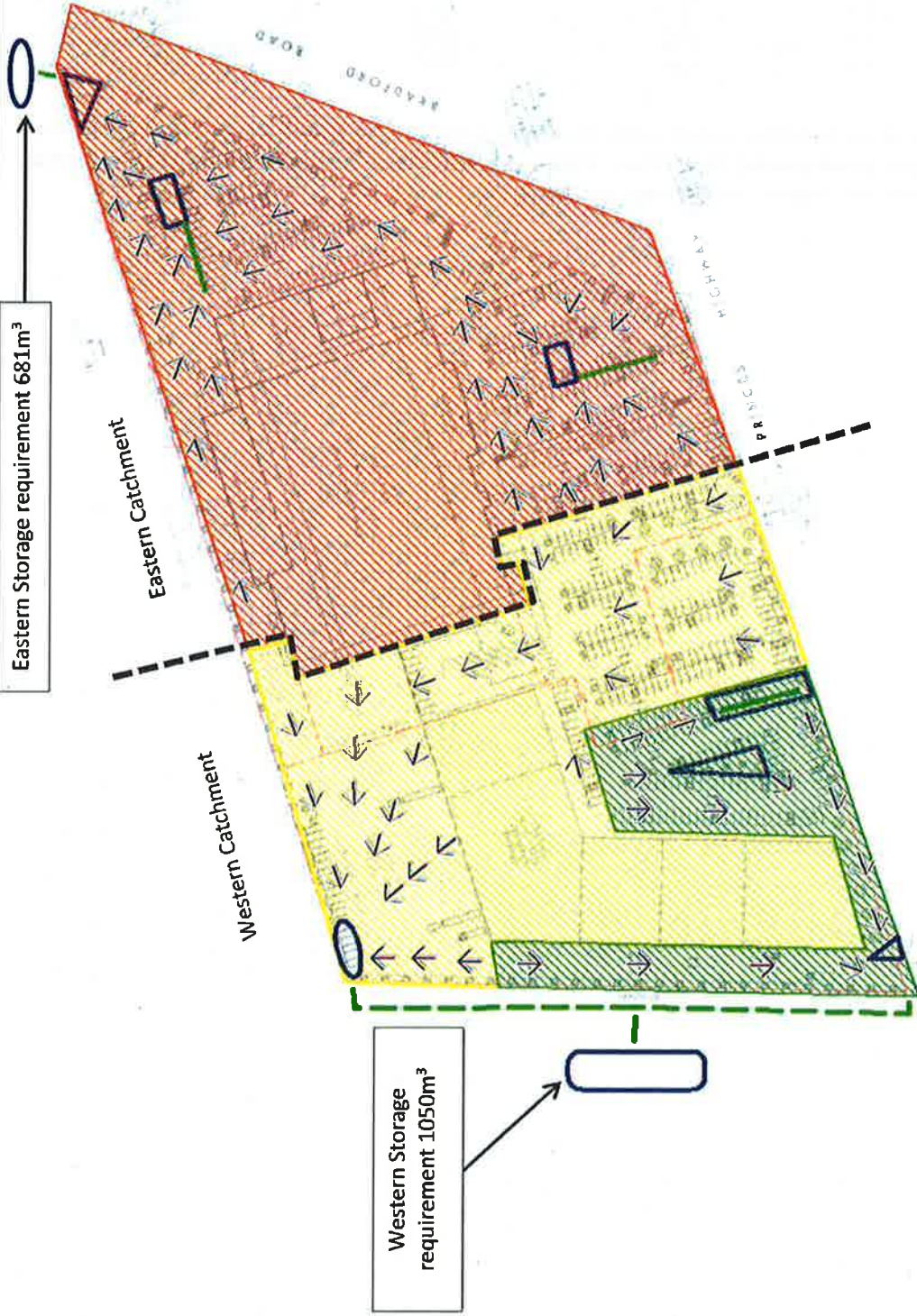


Figure 3-3 Major site flow paths, storage and water quality features

4. WATER QUALITY ASSESSMENT

A variety of Water Sensitive Urban Design (WSUD) options are available for the site to treat stormwater runoff to best practice levels. WSUD components are a preferred option to treat the stormwater as they minimise conventional pipe and drain infrastructure and improve water quality through natural systems.

The main objectives of WSUD, as defined by the Victorian Stormwater Committee, are as follows:

- Protect natural systems
- Integrate stormwater treatment into the landscape
- Protect water quality
- Reduce runoff and peak flows
- Add value while minimising development costs

By incorporating the principals of WSUD, it is also possible to put in place best practice management techniques to ensure minimal impact on water quality in Boyd's Creek and its tributary.

4.1 Preferred Option

The following treatment train is proposed to meet the stormwater quality requirements:

- Rain gardens in the car parks
- Vegetated swales serving pre-treatment flow paths for the proposed rain gardens; and
- Rainwater tanks collecting runoff from building roof areas.

All treated flows will enter the site specific stormwater pipe / discharge system and will discharge to either the north east corner or one of the western discharge locations.

The treatment train components were optimised using the MUSIC (Model for Urban Stormwater Improvement Conceptualisation) modelling program. The predicted performance of the treatment train has been assessed against the targets described in the Urban Stormwater Best Practice Guidelines. The conceptual sizing requirements for the treatment systems are shown in Table 4-1 and Table 4-3.

Table 4-1 Rain garden Specifications

Location	Southwest catchment	Eastern (warehouse) catchment	Northwest (Tenancies) catchment
Surface Area (m ²)	491	456	160
Filter Area (m ²)	392	365	128
Extended Detention Depth (m)	0.2	0.2	0.2
Filter Depth (m)	0.3	0.3	0.3
Hydraulic Conductivity	150	150	150

Table 4-2 Typical Swale Specifications

Swale Details	Total proposed swale length	55m
	Batter Slopes	1 in 5
	Swale depth	0.25m
	Top Width	3.0m
	Bottom Width	0.5m

Table 4-3 Rainwater Tank Specifications (Tank Sizes Provided by Leffler Simes Architects)

Tank Location	No. of tanks	Tank Size (L)	Daily Re-use (kL/tank)
Warehouse Tanks	2	45,000	1.5
Separate Tenancies Tanks	4	2,000	0.1

4.2 MUSIC Modelling and Treatment Train Sizing

A MUSIC model was set up with the proposed WSUD features for the development (Figure 4-1). The model was based on the proposed development layout.

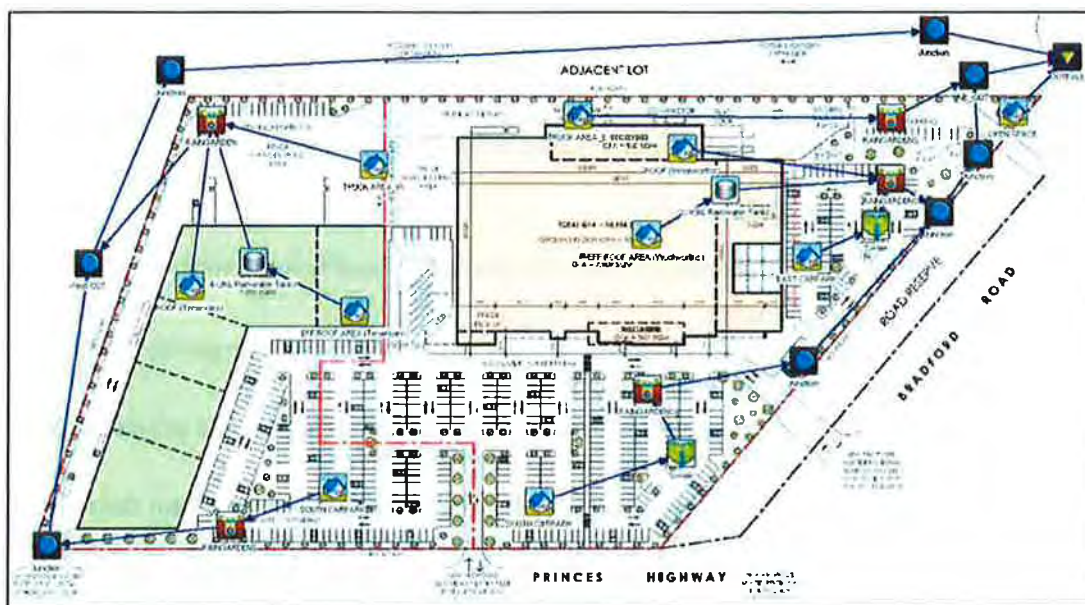


Figure 4-1 MUSIC Model Layout

4.2.1 MUSIC Input Parameters

MUSIC requires the determination of various hydrologic parameters to represent conditions on the site. The following inputs were used:

- Rainfall – Six minute rainfall data for Traralgon area from 1961 to 1979;
- Evaporation – Evaporation data for Traralgon from 1961 to 1979;
- Catchments – Catchment breakup and fraction impervious values based on the proposed development layout and future land use; and
- Recommended source node runoff parameters for Melbourne.

4.2.2 MUSIC Model Results

The performance of the WSUD treatment train is summarised in Table 4-4 along with best practice guidelines for pollutant reduction. The results show that the TSS, TP, TN and gross pollutant reduction targets are met with the implementation of the proposed system.

Table 4-4 MUSIC model treatment train effectiveness

Pollutant Loads	Pollution Reduction Achieved	Best Practice Performance Objective
Total Suspended Solids (kg/yr)	89.6	80%
Total Phosphorus (kg/yr)	68.7	45%
Total Nitrogen (kg/yr)	59.0	45%
Gross Pollutants (kg/yr)	100	70%

5. RECOMMENDATIONS

5.1 Car Park Area

A series of small of rain gardens are proposed to treat stormwater runoff from the car park area. Rain gardens can be easily be integrated into the car park kerbs with little loss of space. The finished grades in the car park areas should be designed to direct runoff into rain gardens. Treated stormwater from the rain gardens will be collected and directed to the drainage network via collector pipes.

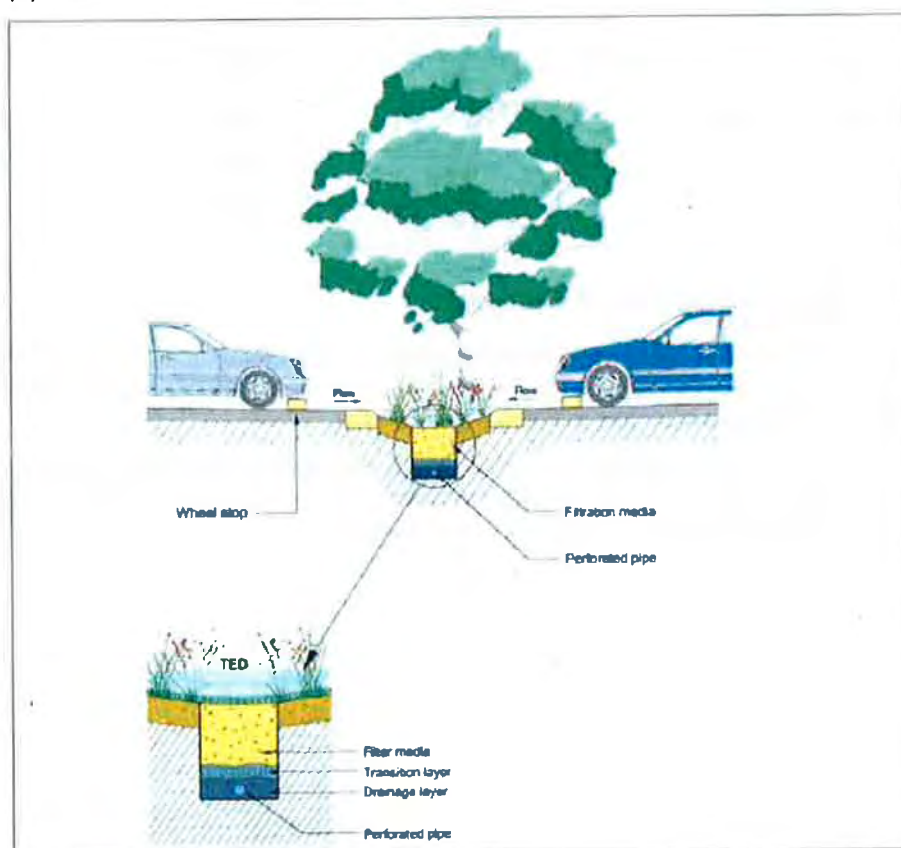


Figure 5-1 Typical car park rain garden setup (WSUD Engineering Procedures: Stormwater)

5.2 Building Roofs

Most of the stormwater runoff from roofs (warehouse building and the separate tenancies) will discharge into rainwater tanks. The remaining runoff and any tank overflows will be directed into the vegetated swale / rain garden system.

The proposed tank sizes for the development include 2x45kL tanks for the warehouse building and 4x2kL rainwater tanks for the separate tenancies. Tank sizes have been provided by Leffler Simes Architects.

The proportion of stormwater runoff removed from the system is dependent on the size of the rainwater tank, effective roof area and usage frequency. A water balance investigation was undertaken to determine the reliability of the tanks under different reuse demands (Table 5-1). Since water reuse demands have not been specified, a conservative approach was assumed for the water quality modelling. A low water reuse demand of 3,000L/day for the 45kL tank and 100L/day for the 2kL tank was assumed. It is anticipated that water from the rainwater tanks will be used outdoors. It is recommended that a first flush device is installed on all rainwater tanks to filter initial runoff from the roof.

Table 5-1 Rainwater Tank Reliability Assessment

Building	Tank Size (L)	Daily Demand (kL/day)	Reliability
Woolworths	2x45,000	3	99%
		4	95%
		5	90%
Separate Tenancies	2,000	0.1	96%
		0.2	83%
		0.5	48%

5.3 Stormwater Pipe Network

The stormwater network has been conceptually designed to determine indicative pipes sizes that will be required to cater for flows up to the 10 year ARI event. Conceptual modelled pipe sizes will vary from 300mm at the upstream end to 600mm at the outlet.

Due to the steep slope at the north-east corner of the site, the pipe section parallel to Bradford Road will need to be installed at a significant depth (approximately 3m below the natural surface at the upstream end) to reduce velocities through the pipe (Figure 5-2).

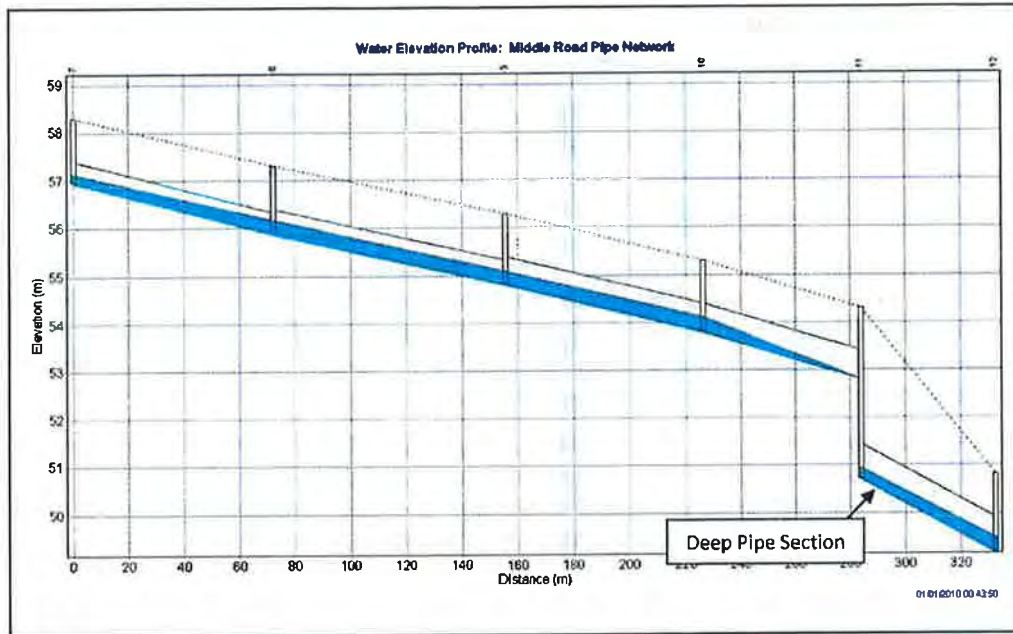


Figure 5-2 Long Section Plot – Conceptual Network 1 (section parallel to Bradford Road)

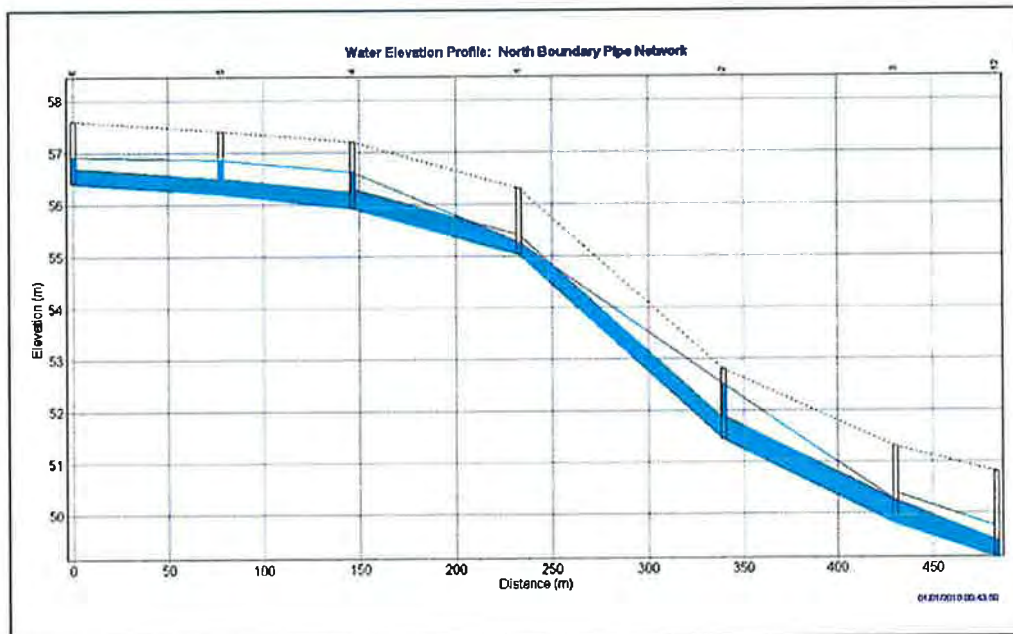


Figure 5-3 Long Section Plot – Conceptual Network 2 (Pipe under the northern boundary road)

The pipe modelling presented in this report is provided as supporting information for future detailed civil design calculations. The final pipe layout will be dictated by the finished site elevations and detailed rain garden design.

5.4 Overland Flows

Under the proposed development layout, overland flows will flow down the relevant roadways and through the car park areas towards the vegetated swale / rain garden treatment trains (eastern catchment) and the rain garden locations (western catchments).

5.5 Flood Storage Location

There is an approximately 185m² open spaced area in the north-east corner of the site. With appropriate design slopes, this area would provide approximately 50m³ of flood storage. This is not seen as an effective option given that 681m³ of storage is required. Similarly, the available areas near the southwest and northwest discharge locations (1,050m³ required in total) are not suitable for provision of typical basin storage areas as commonly seen in residential sub-divisions.

Instead, offsite flow retention utilising the existing storage/wetland area in the unnamed tributary (eastern catchment), and Boyd's Creek tributary (western catchments) is recommended. This option has been discussed with the West Gippsland CMA with particular reference to the eastern catchment (unnamed tributary). Discussions at the time confirmed that the CMA prefers this option over the use of underground storage areas on site. Similarly, and with the recommended water quality protection measures outlined in this report implemented, the existing large storage area within the Boyd's Creek dam / wetland will easily cater for the additional 1,050m³ of storage required.

A site visit has shown that the existing storage / wetland areas in the tributary creek and Boyd's Creek are near fully engaged during winter periods. With regard to the un-named tributary, the additional 681m³ of storage can be provided by minor bunding of the outer perimeter of the natural storage area, creating additional flood storage above the normal water level. Any such works will be subject to a works on waterway permit issued by the WGCMA.

Stormwater discharged from the site will travel via a 5m wide, 0.55m deep (1 in 5 batter slopes) swale from the site into the existing storage/wetland area. Appropriate planting and erosion protection measures will ensure that discharge flow paths are protected from erosion.



Figure 5-4 Proposed flood storage area in existing un-named tributary creek dam

With regard to the western catchment storage requirements, the existing Boyd's Creek dam / wetland area is very extensive and while the storage discharge relationship for this dam has not been modelled as part of this hydrology scoping study, given the small volume required ($1,050\text{m}^3$) relative to the very large contained volume within the Boyd's Creek dam, it is considered that no additional bunding / storage volume augmentation will be needed for the western catchments.

Stormwater discharged from the western portions of the site will travel via a 5m wide, 0.55m deep (1 in 5 batter slopes) swale from the site into the existing storage/wetland area. Appropriate planting and erosion protection measures will ensure that these discharge flow paths are also protected from erosion.

Figure 5-5 provides an overview of the extensive storage area currently created by the existing Boyd's Creek dam.



Figure 5-5 Existing flood storage area in the Boyd's Creek Dam

6. CONCLUSIONS

The following recommendations will ensure that the development does not increase peak flows and meets best practice water quality requirements:

- 681m³ of additional flood storage provided offsite, in the existing storage area on the unnamed tributary creek; and
- A combination of rain gardens, vegetated swale lengths and rainwater tanks to improve water quality.

APPENDIX A RATIONAL METHOD CALCULATIONS

The Rational Method provides a formula to estimate design peak flows based on catchment area, average rainfall intensity and runoff coefficient. The basic equation is as follows:

$$Q = 0.268 C I A$$

Where

Q = Peak flow rate (m^3/s)

C = Runoff coefficient

A = Catchment area (ha)

I = Average rainfall intensity (mm/hr)

Table A1 Rational Method – Exiting 100yr Peak Flow

	West Outfall Catchment	North-East Outfall Catchment
Catchment Area (ha)	2.33	3.18
Fraction impervious	0.12	0.1
Time of Concentration(min)	9.5	12
100yr Rainfall Intensity(mm/hr)	161	145
100 yr Coefficient of Runoff (C100)	0.321	0.304
100yr Peak Flow (m3/s)	0.33	0.39

Table A2 Rational Method – Developed 100yr Peak Flow

	West Outfall Catchment	North-East Outfall Catchment
Catchment Area (ha)	2.33	3.18
Fraction impervious	0.869	0.869
Time of Concentration(min)	9.5	12
100yr Rainfall Intensity(mm/hr)	161	145
100 yr Coefficient of Runoff (C100)	0.321	0.304
100yr Peak Flow (m3/s)	1.19	0.92

APPENDIX B TIME OF CONCENTRATION

Time of Concentration Calculation (Existing Conditions)

West Outfall Catchment

Area Estimate

Formula $t_c = 0.76A^{0.38}$			
Input	A	0.023	km ²
Output	t_c	10.92	mins

Bransby Williams Formula

Formula $t_c = 58L/A^{0.1}S_e^{0.2}$			
Input	L	0.24	km
	A	0.023	km ²
	S_e	22.000	m/km
Output	t_c	10.93	mins

Velocity TC

Formula $t_c = L/V$			
Input	L	240.00	m
	V	0.60	m/s
Output	t_c	6.67	mins

Average	9.51
----------------	------

North-East Outfall Catchment

Area Estimate

Formula $t_c = 0.76A^{0.38}$			
Input	A	0.032	km ²
Output	t_c	12.30	mins

Bransby Williams Formula

Formula $t_c = 58L/A^{0.1}S_e^{0.2}$			
Input	L	0.33	km
	A	0.032	km ²
	S_e	23.000	m/km
Output	t_c	14.43	mins

Velocity TC

Formula $t_c = L/V$			
Input	L	330.00	m
	V	0.60	m/s
Output	t_c	9.17	mins

Average	11.97
----------------	-------

Time of Concentration Calculation (Developed Conditions)

North-East Outfall Catchment

Area Estimate

Formula $t_c = 0.76A^{0.38}$			
Input	A	<input type="text" value="0.055"/>	km ²
Output	t_c	<input type="text" value="15.15"/>	mins

Bransby Williams Formula

Formula $t_c = 58L/A^{0.1}S_e^{0.2}$			
Input	L	<input type="text" value="0.46"/>	km
	A	<input type="text" value="0.055"/>	km ²
	S_e	<input type="text" value="25.000"/>	m/km
Output	t_c	<input type="text" value="18.73"/>	mins

Velocity TC

Formula $t_c = L/V$			
Input	L	<input type="text" value="460.00"/>	m
	V	<input type="text" value="1.50"/>	m/s
Output	t_c	<input type="text" value="5.11"/>	mins

Average	<input type="text" value="13.00"/>
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APPENDIX C DESIGN RAINFALL DATA

Rainfall parameters used in this study were derived from the Bureau of Meteorology (BOM) for Traralgon (38.175°S, 146.525°E). Rainfall intensities were calculated using the AusIFD program.

Design Rainfall Input Parameters

IFD Parameter	2I ₁ (mm/hr)	2I ₁₂ (mm/hr)	2I ₇₂ (mm/hr)	50I ₁ (mm/hr)	50I ₁₂ (mm/hr)	50I ₇₂ (mm/hr)	G	F2	F50
	18.31	3.47	0.95	44.91	6.98	2.03	0.36	4.23	15.16

Intensity Frequency Duration Table

Time (min)	1 Year ARI	2 Year ARI	5 Year ARI	10 Year ARI	20 Year ARI	50 Year ARI	100 Year ARI
5	43.9	60	88	108	135	176	210
5.5	42	58	85	105	131	170	203
6	41.1	56	82	101	126	164	196
6.5	39.8	54	80	96	122	159	190
7	38.7	53	77	95	119	154	184
7.5	37.7	51	75	93	115	150	179
8	36.7	50	73	90	112	146	174
8.5	35.8	48.9	71	88	109	142	170
9	34.9	47.7	70	86	107	138	165
9.5	34.1	46.6	68	84	104	135	161
10	33.4	45.6	67	82	102	132	158
11	32	43.7	64	78	98	126	151
12	30.8	42	61	75	94	121	145
13	29.7	40.6	59	72	90	117	139
14	28.7	39.1	57	70	87	112	134
15	27.8	37.9	55	68	84	109	130
16	26.9	36.7	53	65	81	105	125
17	26.1	35.6	52	63	79	102	122
18	25.4	34.6	50	62	77	99	118
19	24.7	33.7	48.9	60	74	95	115
20	24.1	32.8	47.7	58	73	94	112
21	23.5	32	46.5	57	71	91	109
22	22.9	31.2	45.3	55	69	89	106
23	22.4	30.5	44.3	54	67	87	103
24	21.9	29.9	43.3	53	66	85	101
25	21.5	29.2	42.3	52	64	83	99
26	21	28.6	41.4	51	63	81	97
27	20.6	28	40.6	49.6	62	79	95
28	20.2	27.5	39.8	48.6	60	76	93
29	19.8	27	39	47.7	59	76	91
30	19.5	26.5	38.3	46.8	58	75	89
32	18.8	25.5	36.9	45.1	56	72	86
34	18.2	24.7	35.7	43.6	54	70	83
36	17.6	23.9	34.5	42.2	52	67	80
38	17.1	23.2	33.5	40.9	51	65	77
40	16.6	22.5	32.5	39.7	49.1	63	75
45	15.5	21.1	30.3	37	45.8	59	70
50	14.6	19.8	28.5	34.7	43	55	66
55	13.8	18.7	26.9	32.8	40.6	52	62
60	13.1	17.8	25.5	31.1	38.4	49.3	59
75	11.4	15.4	22	26.6	32.8	41.9	49.6
90	10.1	13.7	19.4	23.4	28.7	36.6	43.2
105	9.16	12.3	17.4	21	25.7	32.6	38.4
120	8.39	11.3	15.8	19	23.3	29.5	34.7
135	7.77	10.4	14.6	17.5	21.3	26.9	31.7
150	7.25	9.72	13.5	16.2	19.7	24.9	29.2
165	6.81	9.12	12.7	15.1	18.4	23.1	27.1
180	6.43	8.6	11.9	14.2	17.2	21.6	25.3
195	6.1	8.15	11.3	13.4	16.2	20.4	23.8
210	5.81	7.75	10.7	12.7	15.4	19.2	22.5
225	5.55	7.4	10.2	12.1	14.6	18.2	21.3
240	5.32	7.08	9.71	11.5	13.9	17.4	20.3
270	4.92	6.54	8.94	10.6	12.7	15.9	18.5
300	4.59	6.1	8.29	9.79	11.8	14.6	17
360	4.07	5.39	7.29	8.57	10.3	12.7	14.8
420	3.68	4.86	6.54	7.67	9.18	11.3	13.1
480	3.37	4.45	5.95	6.96	8.31	10.2	11.8
540	3.12	4.11	5.48	6.39	7.62	9.36	10.8
600	2.91	3.83	5.09	5.92	7.05	8.64	9.95
660	2.73	3.59	4.76	5.53	6.57	8.04	9.24
720	2.58	3.39	4.47	5.19	6.16	7.52	8.64
840	2.32	3.05	4.04	4.69	5.57	6.81	7.83
960	2.12	2.79	3.69	4.3	5.11	6.25	7.19
1080	1.95	2.57	3.41	3.97	4.73	5.79	6.67
1200	1.82	2.39	3.18	3.71	4.41	5.41	6.23
1320	1.7	2.24	2.98	3.48	4.14	5.08	5.86
1440	1.6	2.11	2.81	3.28	3.91	4.8	5.54
1800	1.37	1.8	2.41	2.82	3.36	4.14	4.78
2160	1.2	1.58	2.12	2.48	2.97	3.66	4.23
2520	1.07	1.41	1.9	2.23	2.66	3.28	3.6



BIOSIS
RESEARCH

Stable Property Developments Pty Ltd
C/- Nick Anderson
NBA Group Pty Ltd
93 Macalister Street
Sale VIC 3850

CC: Sarah Ancell
Urbis Pty Ltd
Level 12, 120 Collins Street
Melbourne VIC 3000

5 July 2011

Re: Due diligence ecological assessment of Masters Traralgon

Our Ref: 13471

Dear Nick and Sarah,

Please find attached our letter report for the due diligence assessment of Masters (Woolworths) Traralgon Site.

If you have any further queries, please contact me on the number below.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Julia Franco'.

Julia Franco
Consultant Botanist
0437561849

Masters (Woolworths) Traralgon Due Diligence Ecological Assessment

**Biosis Research Pty. Ltd.
July 2011**

**Report prepared by:
Julia Franco
Thea Shell**

1. Introduction

Biosis Research was commissioned by Stable Property Developments to conduct a due diligence assessment with regards to ecological values of a potential development site for Masters Home Improvement Store at Princes Highway, Traralgon Victoria.

This is a preliminary assessment of the potential ecological values present based on a reconnaissance level site inspection and limited data collection from the study area. The study focused on terrestrial flora and fauna and did not include assessment of aquatic fauna or habitat.

The study area covers approximately 5.52 ha and is bounded by Princes Highway to the south, Bradford Drive to the east and private property to the north and west (Figure 1).

The study area was inspected on 30 June 2011. Detailed species data was not collected, however the vegetation composition and condition were noted.

Additional flora and fauna information was obtained from the Department of Sustainability and Environment database: the Victorian Biodiversity Atlas (VBA). Additional information was also obtained from the Environment Protection and Biodiversity Conservation (EPBC) Act online Protected Matters Search Tool (PMST), the Birds Australia (BA) database, and other relevant literature sources.

The study area is within the Gippsland Plain (GipP) bioregion (DSE Biodiversity Interactive Map; www.dse.vic.gov.au).

2. Previous Assessments

The VBA database contains two records within the study area (IA046172 and IA046173). The records were entered in 2004 and they identify no significant flora species within the study area and only record Patterson's Curse *Echium plantagineum* and Blackberry *Rubus fruticosus* spp. agg.

There are no records of significant fauna occurring within the study area.

3. Database records: flora

The VBA database has 429 flora species records within 5 km of the study area. The study area is likely to contain only a small proportion of these species.

Significant flora

The VBA database contains records of four flora species of national conservation significance within 5 km of the study area (River Swamp Wallaby-grass *Amphibromus fluitans*, Matted Flax-lily *Dianella amoena*, Yarra Gum *Eucalyptus yarraensis* and Purple Blown-grass *Lachnagrostis punicea* subsp. *punicea*). There are a further four EPBC Act listed species (Spiral Sun-orchid *Thelymitra matthewsii*, Metallic Sun-orchid *Thelymitra epipactoides*, Swamp Everlasting *Xerochrysum palustre* and Maroon Leek-orchid *Prasophyllum frenchii*) for which suitable habitat is predicted (but which have not previously been recorded within 5 km). One EPBC Act listed community, Gippsland Red Gum (*Eucalyptus tereticornis* subsp. *mediana*) Grassy Woodland and Associated Native Grasslands, are predicted as being likely to occur within 5 km of the study area. The VBA contains records of three flora species of state significance within 5 km of the study area (Grey Billy-buttons *Craspedia canens*, Hypsela *Hypsela tridens* and Large River Buttercup *Ranunculus papulentus*). Two *Flora and Fauna Guarantee Act 1988* (FFG) listed communities, Central Gippsland Plains Grassland and Forest Red Gum Grassy Woodland, occur within 5 km of the study area.

No Biosites were recorded within or adjacent to the study area.

During our site inspection, no significant species were recorded. One section of the study area contained damp shallow depressions and small drainage lines which drain into the Boyds Creek Tributary. Upon inspection, these areas were modified and contained a very high cover of weeds with very few indigenous species. It is also likely that this area has been boomed sprayed as it was dominated by dead Brown-top Bent *Agrostis capillaris* and Couch *Cynodon dactylon*. Damp depressions and drainage lines are potential habitat for River Swamp Wallaby-grass. However, due to the modified nature of the site this species is considered to have a low likelihood of occurrence.

Based on our site inspection, the majority of the study area has been heavily modified through grazing, tree removal, weed invasion and boom spraying. Due to their modification, the drainage lines and damp depressions are not prime habitat for Swamp Everlasting, Purple Blown-grass or Large River Buttercup and there is a low likelihood of occurrence for these species. In addition, there are only a few records of Spiral Sun-orchid and Metallic Sun-orchid in eastern Victoria, with the majority of these occurring around Genoa and Paradise Beach respectively. The closest record of Maroon Leek Orchid occurs in Yarram, approximately 43 km south of the study area.

The road reserves contain modified remnants of Grassy Woodland, which contain suitable habitat for Matted Flax-lily, Grey Billy-buttons and Hypsela. However, based on the current assessment the likelihood of these species occurring is medium as the sites are modified and contained little herb diversity at the time of assessment. However, within the private property there is no suitable habitat for these species and we predict that these species will not occur outside of the road reserve vegetation. The road reserves should be surveyed in detail, both within and outside of patches, to confirm the likelihood of occurrence of these species within the existing road reserve.

The Grassy Woodland vegetation patches may be consistent with the EPBC Act listed community *Gippsland Red Gum* (*E. tereticornis* subsp. *mediana*) *Grassy Woodland*

and Associated Native Grassland and the FFG Act listed communities Central Gippsland Plains Grassland/Forest Red Gum Grassy Woodland. This is discussed in more detail in Section 5.

Significant flora species derived from the VBA and EPBC Act PMST online databases are given in Table 1.

Table 1. Flora of national or state significance recorded or predicted to occur within 5 km of the study area.

Scientific name	Common name	Aust. status	Vic. status	Source of record	Most recent record	Likelihood of occurrence in study area
National Significance						
<i>Acacia howittii</i>	Sticky Wattle	R	r	VBA	2009	Negligible
<i>Amphibromus fluitans</i>	River Swamp Wallaby-grass	VU		PMST/VBA	2004/#	Low
<i>Dianella amoena</i>	Matted Flax-lily	EN	e,L	VBA	2004	Medium
<i>Eucalyptus yarraensis</i>	Yarra Gum	R	r	VBA	1904	Negligible
<i>Lachnagrostis punicea</i> subsp. <i>punicea</i>	Purple Blown-grass	R	r	VBA	2000	Low
<i>Prasophyllum frenchii</i>	Maroon Leek-orchid	EN	e,L	PMST	#	Negligible
<i>Thelymitra epipactoides</i>	Metallic Sun-orchid	EN	e,L	PMST	#	Negligible
<i>Thelymitra matthewsii</i>	Spiral Sun-orchid	VU	v,L	PMST	#	Negligible
<i>Xerochrysum palustre</i>	Swamp Everlasting	VU	v,L	PMST	#	Low
State Significance						
<i>Craspedia canens</i>	Grey Billy-buttons		e,L	VBA	2006	Medium
<i>Hypsela tridens</i>	Hypsela		k	VBA	2003	Medium
<i>Ranunculus papulentus</i>	Large River Buttercup		k	VBA	1981	Low

Notes to table:

Data sources: DSE Victorian Biodiversity Atlas, PMST database

Bold type indicates species recorded within 5 km in the last 20 years.

Australian status:

CE Listed under EPBC Act as critically endangered
 E Listed under EPBC Act as endangered
 V Listed under EPBC Act as vulnerable
 R Rare (Walsh and Stasjic 2007)

Victorian status (DSE Victorian Biodiversity Atlas, 2011

Version):
 e Endangered
 v Vulnerable
 r Rare
 k Poorly known
 L Listed under Flora and Fauna Guarantee Act 1988

Source of record:

VBA: Recorded within 5 km of centre of study area, DSE Victorian Biodiversity Atlas
 PMST: Predicted to occur in local area, EPBC Act Protected Matters Search Tool

4. Database records: fauna

The VBA database has 186 fauna species records within 5 km of the study area. The study area is likely to contain only a small proportion of these species.

Significant fauna

The VBA database contains no record of EPBC Act listed fauna species within 5 km of the study area. However, the EPBC Act Protected Matters Search Tool lists 13 nationally listed species for which suitable habitat is predicted. The VBA and/or BA databases contain records of fourteen state significant terrestrial fauna species that are recorded to occur within 5km of the study area.

Based on the site inspection and database results the study area does not contain suitable habitat for any of the nationally significant fauna species listed in Table 2. For the majority of species predicted to occur by the PMST, there is no habitat on site to support these species and no records within 5km of the study area. Therefore these species are unlikely to occur.

The study area contains potential habitat for the two fauna species of state significance listed in Table 2. These are summarised below:

- Latham's Snipe has a medium likelihood of occurrence within the study area as it may occasionally forage in inundated paddocks. It has also been recorded to occur within 5km of the study area.
- The state significant raptor species, Grey Goshawk, also has a medium likelihood of occurrence within the study area. This species may occasionally fly over and forage above the study area and has previously been recorded to occur within 5km of the study area.

Eight bird species recorded from the surrounding area are listed under the migratory provisions of the *Environment Protection and Biodiversity Conservation Act 1999*. While several of these species may occasionally fly over the study area, it does not contain ecologically important or limiting habitat for any of these species.

Significant fauna extracted from the databases are shown in Table 2.

Table 2. Fauna of national or state significance recorded or predicted to occur within 5 km of the study area.

Scientific Name	Common Name	Aust. Status	Vic. Status	Most Recent Record	Source of record	Likelihood of occurrence
National Significance						
<i>Rostratula australis</i>	Australian Painted Snipe	VU	cr,L	#	PMST	Low
<i>Lathamus discolor</i>	Swift Parrot	EN	en,L	#	PMST	Low
<i>Anthochaera phrygia</i>	Regent Honeyeater	EN	cr,L	#	PMST	N/A
<i>Dasyurus maculatus</i>	Spot-tailed Quoll	EN	en,L	#	PMST	N/A
<i>Isodon obesulus obesulus</i>	Southern Brown Bandicoot	EN	nt	#	PMST	N/A
<i>Potorous tridactylus</i>	Long-nosed Potoroo	VU	en,L	#	PMST	N/A
<i>Pteropus poliocephalus</i>	Grey-headed Flying-fox	VU	vu,L	#	PMST	Low
<i>Pseudomys novaehollandiae</i>	New Holland Mouse	VU	vu,L	#	PMST	Low
<i>Heleioporus australiacus</i>	Giant Burrowing Frog	VU	vu,L	#	PMST	Low
<i>Litoria raniformis</i>	Growling Grass Frog	VU	en,L	#	PMST	N/A
<i>Prototroctes maraena</i>	Australian Grayling	VU	vu,L	#	PMST	N/A
<i>Galaxiella pusilla</i>	Dwarf Galaxias	VU	vu,L	#	PMST	N/A
<i>Synemon plana</i>	Golden Sun Moth	CR	cr,L	#	PMST	Low
State Significance						
<i>Gallinago hardwickii</i>	Latham's Snipe		nt	2000/#	VBA/BA/PMST	Medium
<i>Platalea regia</i>	Royal Spoonbill		vu	1988	VBA	Low
<i>Ardea modesta</i>	Eastern Great Egret		vu,L	2001/#	VBA/BA/PMST	Low
<i>Nycticorax caledonicus</i>	Nankeen Night Heron		nt	1973	VBA	Low
<i>Anas rhynchotis</i>	Australasian Shoveler		vu	1991	VBA	Low
<i>Aythya australis</i>	Hardhead		vu	2006	BA	Low
<i>Oxyura australis</i>	Blue-billed Duck		en,L	1995	VBA	Low
<i>Biziura lobata</i>	Musk Duck		vu	1995	VBA	Low
<i>Accipiter novaehollandiae</i>	Grey Goshawk		vu,L	2004	VBA	Medium
<i>Haliaeetus leucogaster</i>	White-bellied Sea-Eagle		vu,L	2001/#	VBA/PMST	Low
<i>Alcedo azurea</i>	Azure Kingfisher		nt	1973	VBA	N/A
<i>Melanodryas cucullata</i>	Hooded Robin		nt,L	1973	VBA	N/A
<i>Cincoloma punctatum</i>	Spotted Quail-thrush		nt	1975	VBA	N/A
<i>Pseudophryne dendyi</i>	Dendy's Toadlet		dd	1973	VBA	Low

Notes to table:

Data sources: DSE Victorian Biodiversity Atlas, PMST database, BA database (1988-2009)
denotes species predicted to occur or with habitat predicted to occur in the local area (DSEWPac database).

Status of species:

CR	critically endangered	EN	endangered
VU	vulnerable	CD	conservation dependent
NT	near threatened	DD	data deficient (insufficient known)
R	rare or insufficient known	L	listed under Flora and Fauna Guarantee Act

Sources used to derive species status:

EPBC *Environment Protection and Biodiversity Conservation Act 1999* (Cwlth)

DSE *Advisory List of Threatened Vertebrate Fauna in Victoria* (DSE 2007b)

FFG *Flora and Fauna Guarantee Act 1988* (Vic.)

Action Plans: Maxwell et al. (1996) for marsupials and monotremes, Duncan et al. (1999) for bats, Lee (1995) for rodents, Garnett and Crowley (2000) for birds, Cogger et al. (1993) for reptiles, Tyler (1997) for amphibians.

5. Site Inspection: Existing Conditions

The 1750s DSE ecological vegetation class (EVC) mapping shows the study area was previously dominated by Plains Grassy Woodland (EVC 55). The 2005 DSE EVC mapping shows small remnant patches of this EVC within the study area and the Princes Hwy road reserve. During the current assessment, one EVC was recorded, Grassy Woodland EVC 175, within the Princes Hwy and Bradford Drive road reserves within and adjacent to the study area.

The remainder of the study area is subject to agricultural activities (e.g. grazing) and contains two houses with associated gardens and amenity plantings. The majority of the vegetation within the private property is dominated by exotic pasture grasses and forbs including Brown-top Bent, Couch, *Paspalum dilatatum* and Cape Weed *Arctotheca calendula* with scattered indigenous species including Slender Wallaby-grass *Austrodanthonia racemosa* var. *racemosa*, Weeping Grass *Microlaena stipoides*, Mat Grass *Hemarthria uncinata* var. *uncinata* and Black Wattle *Acacia mearnsii*.

A total of two patches (Patch 1 = 0.1 ha and Patch 2 = 0.04 ha) of Grassy Woodland were recorded in the road reserves (Figure 2). The Grassy Woodland patches are modified and treeless. They are dominated by Kangaroo Grass *Themeda triandra* and Weeping Grass with other indigenous understorey species including Spiny-headed Mat-rush *Lomandra longifolia*, Wattle Mat-rush *Lomandra filiformis*, Veined Spear-grass *Austrostipa rudis* var. *nervosa*, Kneed Wallaby-grass *Austrodanthonia geniculata*, Prickly Tea-tree *Leptospermum continentale*, Knob-sedge *Carex inversa* and Common Bog-sedge *Schoenus apogon*. Patches of Grassy Woodland contain a moderate to low cover of weeds including Rat-tail Grass *Sporobolus africanus* and Cocksfoot *Dactylis glomerata*.

Grassy Woodland is endangered in the Gippsland Plain Bioregion. There is the potential for these two patches of Grassy Woodland to be consistent with the EPBC Act listed ecological community *Gippsland Red Gum* (*E. tereticornis* subsp. *mediana*) *Grassy Woodland and Associated Native Grassland* (critically endangered) and the FFG Act listed communities Central Gippsland Plains Grassland/Forest Red Gum Grassy Woodland. A more detailed assessment is required to determine if this is the case.

Native vegetation patches within the study area are shown in Figure 2.

A total of six scattered indigenous trees were recorded (Figure 2). These consist of two Narrow-leaf Peppermint *Eucalyptus radiata*, two Manna Gum *Eucalyptus viminalis* subsp. *viminalis*, one Yellow Box *Eucalyptus melliodora* and one juvenile eucalypt *Eucalyptus* sp. These species are remnants of Grassy Woodland.

Habitats

There are three habitats identified within the study area: introduced pasture/grassland, planted trees/shrubs, and wetlands.

The introduced pasture/grassland habitat has been used primarily for agricultural purposes, such as the grazing of domestic stock. These areas are dominated by introduced grasses and contain few other habitat features. Common species adapted

to pastoral landscapes are likely to dominate this habitat, including Australian Magpie, Willy Wagtail and Little Raven. Introduced pasture/grassland habitats within the study area are of little value to most native fauna species.

Planted trees and shrubs occur along fence lines and road reserves. These are not large or old enough to contain hollows. However, planted trees and shrubs generally provide roosting and foraging sites for common species such as Galah, Eastern Rosella and Red Wattlebird and introduced fauna species such as Common Myna and Common Starling.

The wetlands within the study area consisted of a few small ephemeral wet depressions. The majority of these were degraded by stock access and lack deep pools, native aquatic vegetation and surface rock and as such reduces their suitability as habitat for many species. Common frog species such as Common Froglet are likely to inhabit these areas and were recorded on site.

It is important to note that immediately adjacent to the study area boundary there were additional habitat areas, suitable for significant fauna. These habitats include water bodies, grassland and large remnant trees. Care must be taken to avoid activities that may affect these habitats.

To the west of the study area is an unnamed online waterbody of Boyd's Creek. As a large body of water, it provides habitat for a variety of frogs and waterbirds, including the potential for state significant waterbirds such as Hardhead and Australasian Shoveler.

To the north of the study area is an unnamed tributary of Boyd's Creek. This drainage line provides habitat for common frog species and foraging sites for the significant waterbirds such as Eastern Great Egret and Royal Spoonbill.

Several small patches of native grassland occur in the road reserves of the Princes Fwy and Bradford Drive adjacent to the study area. These patches were mostly dominated by Kangaroo Grass and so not suitable for the nationally listed Golden Sun Moth. Due to their fragmented nature and the absence of surface rock, these patches unlikely to support significant fauna such as Striped Legless Lizard, but may provide potential foraging habitat and cover for common reptiles.

Several large remnant trees occur along Bradford Avenue. These large old trees contain hollows which may be used for nesting of Ringtail Possum and Brushtail Possum and also bird species such as Sulphur Crested Cockatoo and Galah. When in flower these trees may be potential feeding sites for the nationally listed Swift Parrot or roosting points for state listed Grey Goshawk.

6. Biodiversity Legislation and Policy Context

Environment Protection and Biodiversity Conservation Act 1999 (Cwlth.)

Further survey of the study area is required to determine the likelihood/presence of EPBC Act listed species Matted Flax-lily and listed ecological community *Gippsland Red Gum* (*E. tereticornis subsp. mediana*) *Grassy Woodland and Associated Native Grassland*.

If this species or community are present, and based on the final design, the project may have potential to result in a significant impact on EPBC Act listed species or community and therefore, in our view, it would be prudent to refer the proposed action to the Commonwealth.

Planning and Environment Act 1987

A planning permit is required to remove, destroy or lop native vegetation unless the proposal is exempt as set out in Clause 52.17, and/or within any other provision of the planning scheme that requires a permit to remove or destroy the vegetation (DSE 2007a). Only the Princes Hwy road reserve is subject to an Environmental Significance Overlay (ESO-1). The remainder of study area is not subject to any Planning Scheme Overlays.

Flora and Fauna Guarantee Act 1988

In most circumstances a permit is required from DSE to 'take' listed flora species, flora species that are members of listed communities, or protected flora from public land. The majority of the subject site is private land and not defined critical habitat, and therefore no FFG Act permit is required to develop these sections of the study area.

Flora species listed under the *FFG Act* that are considered likely to be present within the study area are presented in Table 1 (Section 3). In addition protected flora, such as members of the Asteraceae, Epacridaceae and Orchidaceae families and other protected genera are likely to be present. Removal of listed or protected species under the FFG Act would require a permit for removal within the road reserve (public land).

Victoria's Native Vegetation: A Framework for Action (NRE 2002)

The study area contains two patches of indigenous vegetation of varying quality, in addition to scattered indigenous trees. A vegetation quality and Net Gain Assessment would be required to determine the area and quality of indigenous vegetation present.

Under the Net Gain policy, options to avoid and minimise impacts to native vegetation should be investigated and implemented. It is recommended that the design be refined based on advice provided in this report and any additional further assessments. Only after consideration of avoidance and minimisation should the proposed losses and offset requirements be determined.

Patches of native vegetation and scattered trees that are likely to qualify for assessment under the Native Vegetation Framework (NRE 2002) are presented in Figure 2.

7. Potential Ecological Constraints

Flora

No nationally significant species were recorded during the present assessment. One species of national significance, Matted Flax-lily, is considered likely to occur within the road reserves in the study area. Further survey (targeted searches) between November and February would be required to clarify the likelihood of occurrence of

this species. In order to undertake the targeted survey, mowing of the road reserve would need to cease from the road reserve for a minimum six-eight weeks prior to the assessment.

No state significant species were recorded during the present assessment. Two species of state significance, Grey Billy-buttons and *Hypsela*, are considered likely to occur within the road reserves in the study area. Further survey between September and December would be required to clarify the likelihood of occurrence of these species.

The proposed development must also consider any indirect impacts on adjacent native vegetation and waterways, including hydrological changes. Direct and indirect impacts to the road reserve and any adjacent waterways (including the Boyds Creek tributary) should be avoided, and the likelihood of significant impact resulting from the proposal, should be considered in subsequent ecological assessments.

Fauna

Given the highly modified state of the study area there is little habitat values present for significant fauna. As such Biosis Research believes that no terrestrial fauna species of national significance would potentially to occur within the study area.

8. Summary of Recommendations

Recommendations to minimise ecological impacts of the proposed development include:

Further survey

- Undertake detailed flora assessment and vegetation mapping throughout the road reserves and within the study area at an appropriate time of year (spring/summer). This study should identify likely direct and indirect impacts of the proposal on native vegetation within the road reserves and scattered trees;
- A number of aquatic habitats were identified adjacent to the study area. Undertake survey of aquatic habitat likely to support indigenous species if they are to be impacted by the development;
- Undertake targeted flora survey for Matted Flax-lily, Grey Billy-buttons and *Hypsela* within areas of potential habitat (entire road reserves where mowing must cease 6-8 weeks prior to survey); and
- Develop an Ecological Management Plan for the Boyds Creek tributary and areas of retained vegetation.

Ecological impacts of the proposal would be minimised by:

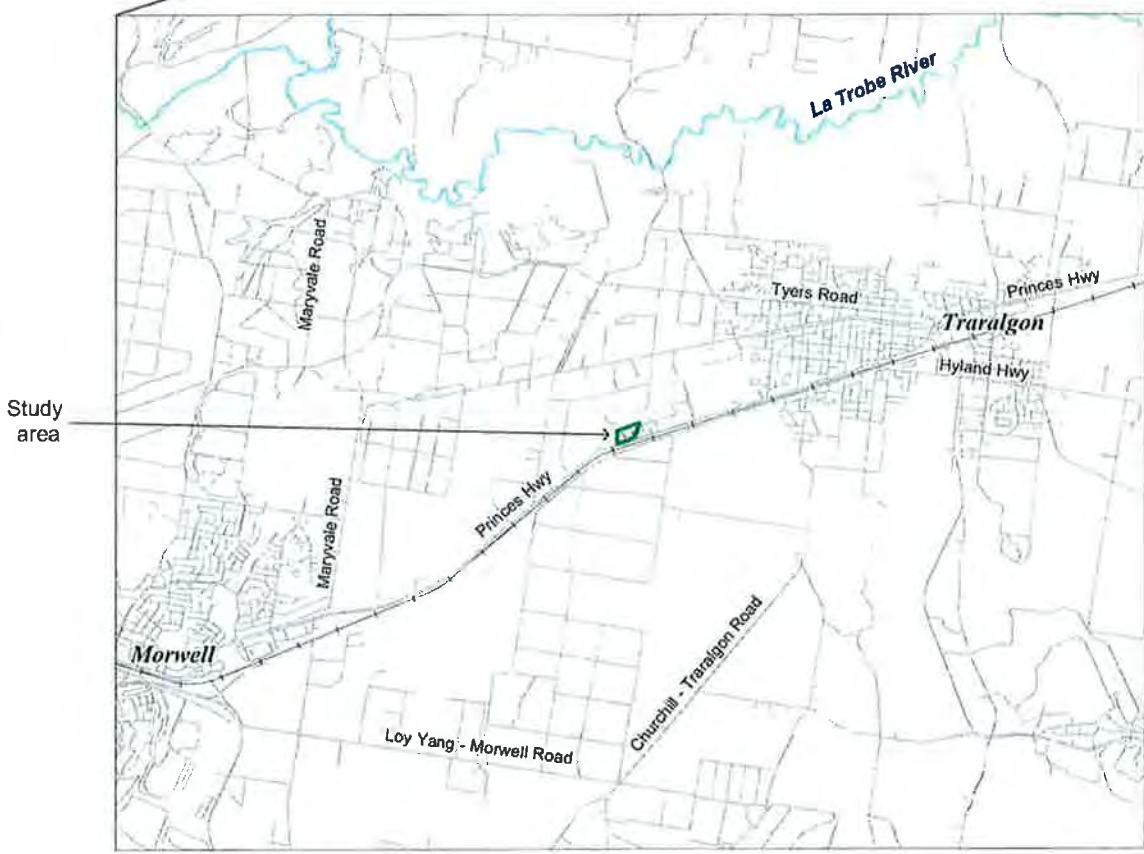
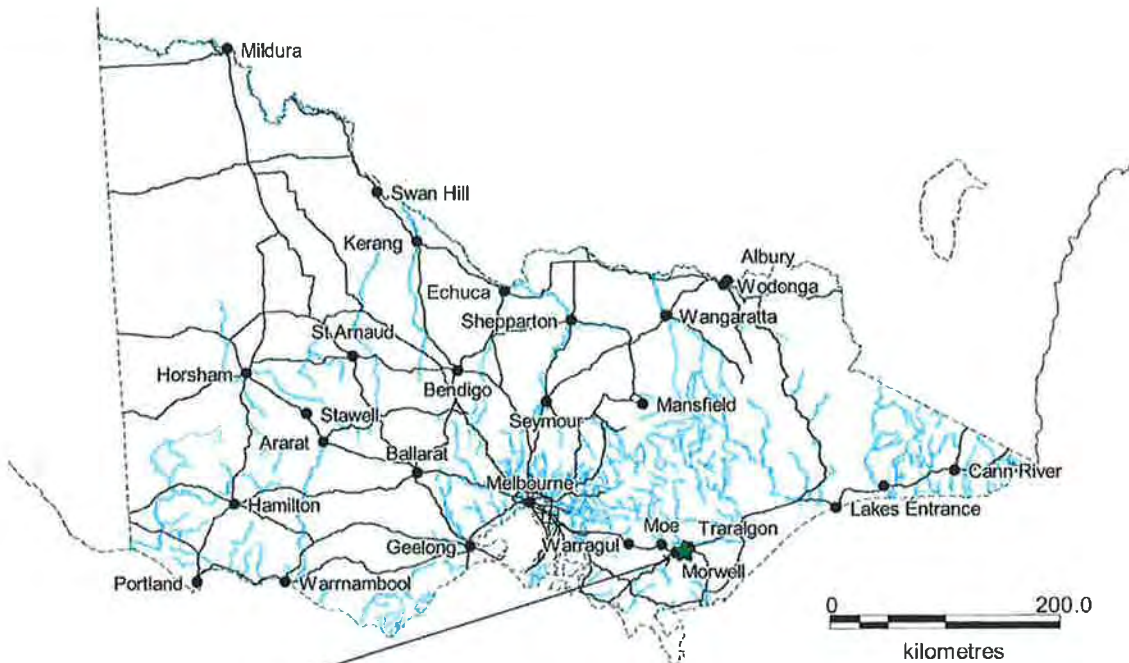
- Avoiding impacts to native vegetation within the road reserve by locating buildings, driveways and car parks outside areas of native vegetation;

- Avoiding direct or indirect impact to waterways and adjacent road reserve vegetation including Gassy Woodland patches and scattered indigenous trees; and
- Maintaining public roadways adjacent to all areas of native vegetation.

9. References

- Cogger, H.G., Cameron, E.E., Sadler, R.A. & Eggler, P. 1993. *The Action Plan for Australian Reptiles*. Australia Nature Conservation Agency, Canberra.
- DSE 2005. Biosites Maps and Reports, Port Phillip Region (CD). Department of Sustainability and Environment, Melbourne.
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- DSE 2007b. *Advisory List of the Threatened Vertebrate Fauna in Victoria - 2007*, Department of Sustainability and Environment, East Melbourne.
- Duncan, A., Baker, G.B. & Montgomery, N. 1999. *The Action Plan for Australian Bats*. Environment Australia, Canberra.
- Garnett, S. & Crowley, G. 2000. *The Action Plan for Australian Birds*. Environment Australia, Canberra.
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- NRE 2002, Victoria's Native Vegetation Management: A Framework for Action. Department of Natural Resources and Environment, Victoria.
- Tyler, M. J. 1997. *The Action Plan for Australian Frogs*. Environment Australia, Canberra.
- Walsh, N.G. & Stajsic, V. 2007. *A Census of the Vascular Plants of Victoria*. Eighth edition, Royal Botanic Gardens Melbourne.

FIGURES



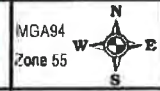
Acknowledgement: VicRoads
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 (PO Box 489)
 Port Melbourne
 VICTORIA 3207
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 Wollongong, Canberra & Wangaratta

Figure 1: Location of the study area

DATE: 8 July 2011		
Checked by: JAF	Drawn by: PJY	File number: 13471
Location: P:\13400st\13471\Wmapping\13471 Figure 1.wor		





Legend

- Study Area
- Grassy Woodland EVC
- Patch 1
- Patch 2
- Trees
- Mianna Gum
- Narrow-leaf Peppermint
- ▲ Yellow Box
- ★ Juvenile eucalypt

Figure 2: Ecological features of the study area

Figure 2: Ecological features of the study area

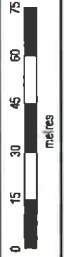
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DATE: 8 July 2011
 Created by: JAF
 Location: P:\134026\1347\Mapping\13471 Figure 2.mxd

Drawn by: P.J.Y.
 File number: 13471



From: Traralgon Pony Club Traralgon [traralgonpc@hotmail.com]
Sent: Tuesday, 5 June 2012 4:13:41 PM
To: Swee Lim
Subject: TGAR submission - Traralgon Pony Club

Submission 28

Attention: Mr. Swee Lim
Latrobe City Council

To whom it may concern

Thank you for the opportunity to make a submission to the Traralgon Growth Areas review. Traralgon and District Pony Club is a not for profit organisation promoting excellence in all aspects of horsemastership for junior riders (under the age of 25). A key component of the club's operation is monthly pony club rallies where our junior riders receive a full day of coaching and instruction. This is currently held at our grounds at Minnidale Road Traralgon. While the club enjoys the benefits of owning the land, there are also costs which include the annual payment of rates (which is discounted). As with most sporting organisations, these costs are recouped by either membership subscriptions or fund raising and are in addition to the expensive Pony Club Association of Victoria insurance costs (currently \$100 per rider per year).

The Traralgon Pony Club appreciates the long term nature of Traralgon Growth Areas Review and does not have a particular view about the proposed use of the land over such a long timeframe. However, we are concerned that any changes may start to increase the amount of rates that the club will have to pay and therefore increase the cost to our members. We are also concerned that, in the future, the club may not have a home if we can not afford to stay at the Minnidale Road site and would be open to a discussion with Council at some time in the future to explore the possibility of an alternative site on public land.

The Traralgon and District Pony Club has a long history of successful operation. The current committee and members are keen to see that the club continues to prosper for as low a cost to members as possible. We are concerned about the potential future increase in rates and would be pleased to discuss this matter further if required.

Yours Sincerely

Traralgon Pony Club
PH

Secretary
email - traralgonpc@hotmail.com

Submission 29

Swee Lim

From: Traralgon West Nursery [traralgonnursery@speedweb.com.au]

Sent: Thursday, 31 May 2012 4:55 PM

To: Swee Lim

Subject: TGAR

Attention: Mr. Swee Lim
Latrobe City Council

Further to our conversation at the one-on-one session, I confirm the concerns that I have, as follows:-

1. My property is situated at _____ I note that it is proposed that a road be placed through my property. I object to this road being placed through my property, further it doesn't seem necessary as Easterly Road runs parallel to this proposed road only 150mtrs down the road. I request that it be considered that this road is moved or removed from the proposed changes. We moved to a 6 acre property, so that we can utilise the land.
2. It is also proposed that a bus stop is placed immediately at the front of my property. It would have less impact if it were moved closer to Easterly Drive where it would not impact on any property. This approximately 50mtrs down the road.
3. Our family owns two properties on Northern Ave and my property on Airfield Road. We do not, at the present time, have any intention of subdividing these properties.
4. Will the proposed bike track down Airfield Rd impact on my property?

Further, I would like to offer the following comments:-

- a. The train station at the end of Airfield Rd would be a welcome asset to the area.
- b. I think there is the need for a track inbetween Traralgon and Morwell, however I would suggest that it be considered for use by walkers, bikes and horses. The length of road on Kay Street between Swallow Grove and Airfield Rd is extremely dangerous for horse riders in particular.

Should you wish to discuss this matter further, I would be happy to meet with your office again.

Yours sincerely

Traralgon West Nursery
25 Northern Ave
Traralgon 3844

email - traralgonnursery@speedweb.com.au



Australian Paper

Via Email
Received 31 May 2012

Maryvale Road PO Box 37
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Telephone +61 3 51360 360
ABN 63 061 583 533

Date: 29/5/2012
Orig ID: 50574

Swee Lim
Senior Strategic Planner

BY EMAIL

Traralgon Growth Areas Review & Traralgon West Structure Plan-Submission.

This response is with respect to the *draft Traralgon Growth Area Framework (TGAF)* and *draft Traralgon West Structure Plan (TWSP)*, and the one-on-one meetings held between Council, Australian Paper and GHD. Australian Paper's Maryvale Mill is located to the west of Traralgon, and requires substantial amenity buffers due primarily to odour impacts associated with the industrial operations. Accordingly, Australian Paper has an interest in the urban growth of Traralgon, particularly towards the west, due to the impact this may have on the ongoing operation of the Maryvale Mill.

1 Buffer Requirement to the Maryvale Mill

As detailed in previous submissions to Latrobe City Council with regards to buffer requirements for the Maryvale Mill (in particular the report "*Maryvale Pulp Mill, Buffer Requirements*", July 2011, GHD), a five (5) kilometre buffer is specified for this type of industry ('Paper or paper pulp production: involving combustion of sulphur or sulphur containing materials') within Clause 52.10 of the Planning Scheme. The buffer is the separation required between the industry and land within a residential zone, Business 5 Zone, or land used for a hospital or an education centre. However it is not feasible in this instance to nominate and protect a 5 kilometre buffer between the Maryvale Mill and such zones and land uses, as this would include much of the existing urban areas of Morwell and Traralgon.

Accordingly, through the odour modelling undertaken by GHD in consultation with the EPA, it is considered that a buffer generally consistent with the modelled 10 odour unit (OU) contour would provide an acceptable level of protection to the Maryvale Mill operations, and an acceptable separation of the Mill to existing and future urban areas so as to limit the impact on residential amenity.

This contour extends through existing urban areas, and Australian Paper acknowledges that urban growth in these already developed or residentially zoned areas is difficult to reverse. Accordingly, Australian Paper suggested that a buffer be established via the Traralgon, Morwell and Tyers structure plans, generally in accordance with the 10OU contour, but modified to exclude existing and already residentially zoned urban areas. This suggested buffer was shown in Figure 11 (page 36) of the Buffer Requirements report, and subsequently provided to Council as a GIS layer.



2 Submission on the Draft TGAF and TWSP

Having reviewed the draft TGAF and TWSP in detail, Australian Paper generally supports the documents in their draft form. Australian Paper appreciates the opportunity to make a submission to the important strategic planning of the region, and commends Councils approach to date. In particular, AP supports the following features of the plans:

- The TGAF appropriately acknowledges that growth in Morwell is constrained by the Australian Paper Maryvale Mill, but that there may be some opportunities for industrial development within the buffer area. Industrial uses consistent with the Maryvale Mill operations would not impact upon the continued operations of the Mill.
- For Traralgon, the TGAF and TWSP acknowledge the potential impacts from noise and odour associated with the Maryvale Mill, and the need for a buffer from residential development to manage the conflict. The plans incorporate the proposed 'adjusted amenity buffer' to the Maryvale Mill previously identified by GHD. This buffer is noted in the TGAF as a constraint to further residential development and that it is likely to preclude residential development within the buffer area (refer to further discussion on this particular matter in section 3 of this submission).
- Lower density residential and Rural Living areas to the west of Traralgon are not considered to represent a major future growth area for the town. However, in consultation with existing land owners, the TGAF proposes to retain Rural Living and Low Density development in areas 15 and 17 to avoid increasing densities proximate to the Australian Paper Mill and the regional airport. This is reflected in the TWSP.
- The TGAF discourages expansion of the Tyers township area ('Area 21' in the TGAF) to the south. We understand that such expansion is currently contemplated in the Small Town Structure Plan for Tyers, however in light of the buffers now known to be associated with the Maryvale Mill, the TGAF notes that rezoning to allow expansion to the south of the existing township may need to be reconsidered. The TGAF states that the Tyers Structure Plan will be revised on this basis.

Further to the above, Australian Paper submits that there are several opportunities to further improve and refine the plans as detailed below.

2.1 Modification of buffer

The previous adjusted amenity buffer was provided as an indicative buffer for discussion. Whilst ideally, all land within the 100U line would be excluded from residential development, Australian Paper is of the view that this could be adjusted where:

- Land is already zoned Residential 1 or is included within the urban growth boundary in the existing Traralgon Structure Plan, and as a result there is an existing reasonable expectation that the land will be developed for residential purposes; and/or
- The adjusted buffer effectively divides an allotment or a small collection of allotments and would be more effective if re aligned with a road or other prominent feature.

Australian Paper submits that the buffer could be further modified in the vicinity of Old Melbourne Road, immediately east of Traralgon to better follow existing allotment boundaries. Attached is a TWSP map showing the further adjustments to the amenity buffer on this basis.



Also attached is a TGAF plan showing the further adjustments to the amenity buffer. It includes some minor adjustments north of Traralgon, and northeast of Morwell.

2.2 Restrict southern expansion of Tyers

Australian Paper does not support the expansion of lower density residential development (Rural Living) south of Tyers ('Area 20' in the TGAF), though acknowledge that as shown, it is an improvement to the current structure plan which provides for potential long term growth in this area.

Any residential development within the 100U buffer impacts on the ability of Australian paper to meet its obligations in term of limiting impacts on residential amenity. The greater the intensification of urban development within the 100U buffer, the greater the potential for conflict. On this basis, Australian Paper does not support the expansion of the Rural Living Zone in Area 20.

3 Types of Uses Appropriate within the Buffer

The EPA publication *Recommended Buffer Distances for Industrial Residual Air Emissions* (July 1990), states that sensitive land uses which warrant protection from amenity-reducing off-site effects of industry by the maintenance of a buffer distance include residential areas and zones (whether occupied or not), hospitals, schools, caravan parks and other similar uses involving the presence of individual people for extended periods, except in the course of their employment or for recreation.

Australian Paper therefore does not support any rezoning that would permit the development of any new sensitive uses, or the intensification of existing sensitive uses, within the proposed adjusted amenity buffer. Whilst residential developments at lower densities would result in less amenity conflict than at conventional densities, the EPA guidelines do not distinguish between a sensitive use at a lower density, and a sensitive use at a higher density.

Accordingly, Australian Paper submits that development of new sensitive uses, including residential uses, hospitals and education facilities, are not appropriate within the proposed amenity buffer area. Similarly, zoning which encourages these types of uses would not be appropriate. Commercial or industrial uses, or continued farming and agricultural uses would be appropriate within the buffer area.

This approach is consistent with the EPA guidelines, which are a reference document in the Latrobe Planning Scheme. Clause 13.04-2 seeks to protect industrial land for further industrial development, by "*ensur[ing], wherever possible, that there is suitable separation between land uses that reduce amenity and sensitive land uses*" (Clause 13.04-2), and requires that the planning authority to consider the EPA's guidelines in making decisions about urban growth and development.

4 Potential Refinement of the Buffer over Time

It is noted that with advances in emissions control technology and in modelling techniques, the buffer may be further refined over time. Australian Paper will continue to strive to improve the environmental performance of the Maryvale Mill and reduce its amenity impact.



In doing so, Australian Paper, in conjunction with the EPA, will from time to time update the buffer requirement consistent with the requirements of their licence. This may reduce the required buffer to sensitive uses, and enable areas of land currently impacted by the buffer, to be developed for residential purposes in the future.

5 Conclusion

Australian Paper commends Council and their consultants on the draft TGAF and TWSP, and appreciates the opportunity to be involved in the consultation undertaken to date. The TGAF and TWSP have appropriately acknowledged the State, regional and local significance of the Maryvale Mill, and the potential impacts it has on the growth and further development of Traralgon, Morwell and Tyers.

Australian Paper generally supports the TGAF and TWSP in their current form, subject to the following as outlined in this submission:

- Several minor modifications to the proposed buffer area to more logically follow allotment boundaries and natural features where appropriate, specifically near Old Melbourne Road, west of Traralgon.
- No expansion of the Rural Living area south of Tyers.

Australian Paper also clarifies in this submission, the types of uses that they consider would be appropriate within the buffer area, consistent with EPA guidelines:

- Sensitive uses, including residential uses, hospitals and education facilities, are not appropriate within the proposed amenity buffer area. Similarly, zoning which encourages these types of uses would not be appropriate; and
- Commercial or industrial uses, or continued farming and agricultural uses would be appropriate within the buffer area.

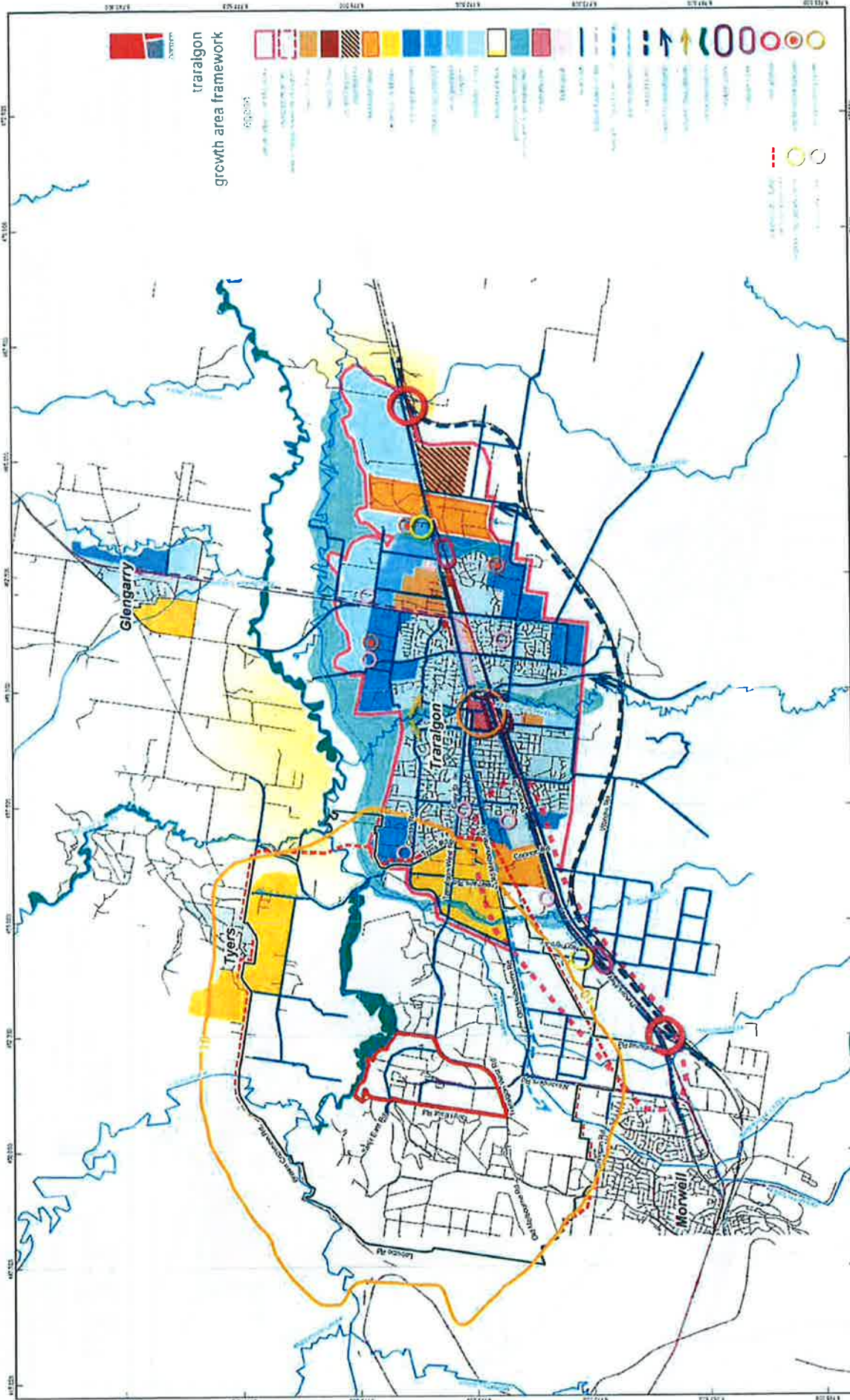
Australian Paper will continue to strive to improve the environmental performance of the Maryvale Mill and reduce its amenity impact. This may reduce the required buffer to sensitive uses, and enable other areas of land to be developed for residential purposes in the future.

Should you have any queries, or require any additional information, please do not hesitate to contact the undersigned. We would be pleased to meet with Council to clarify or discuss this submission in greater detail, and look forward to working with Council on the continued development of the TGAF and TWSP.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Howard Lovell'.

Howard Lovell
General Manager Maryvale



Job Number 31-27620
 Revision A
 Date 29 May 2012

Australian Paper
 Manlyvale Pulp Mill



Traralgon Growth Area Framework: Odour Contour & Adjusted Amenity Buffer

180 Urquhart St, Melbourne 3000 T 03 9677 0000 F 03 9677 8111 E www.gid.com.au

Legend

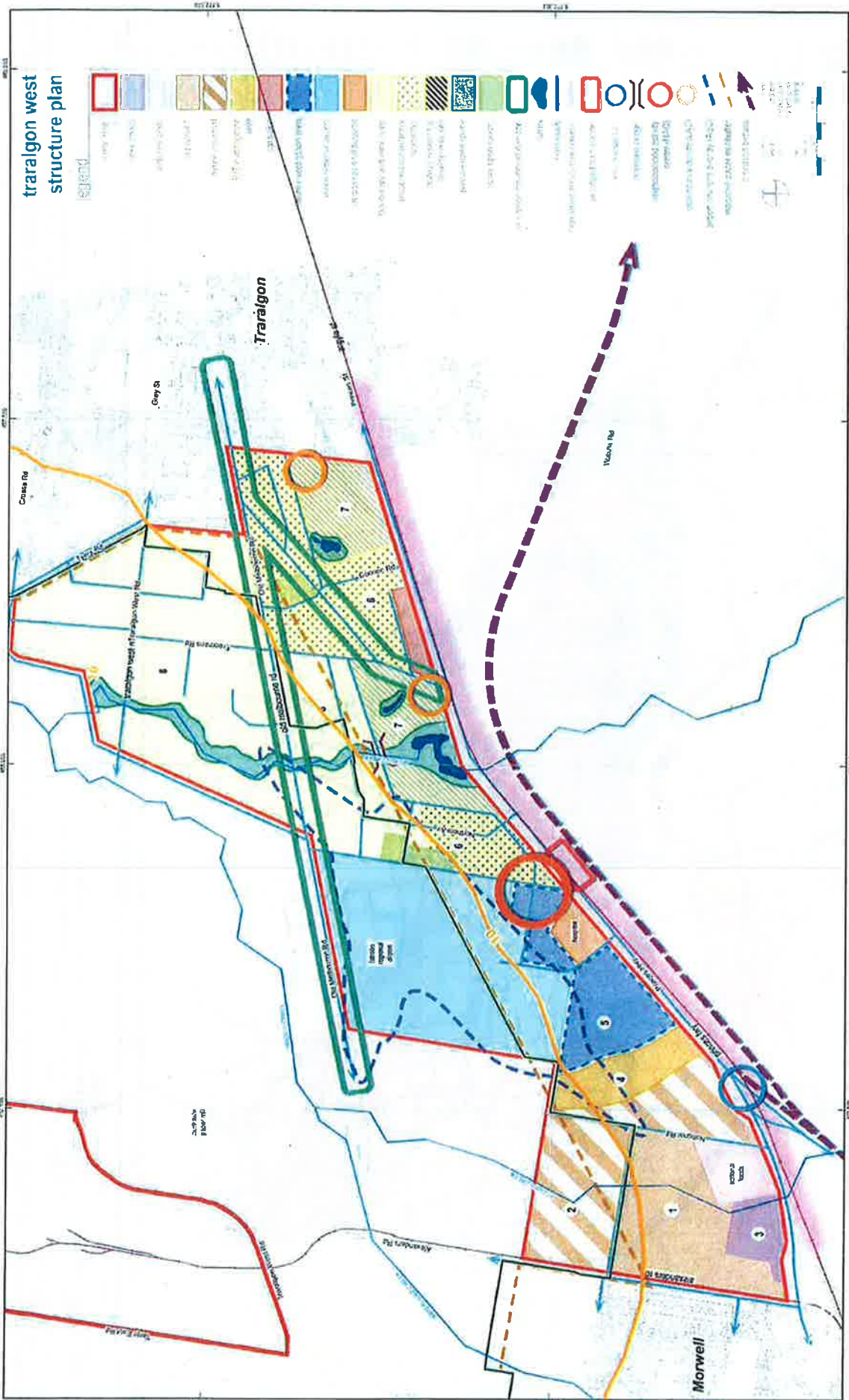
- Site Boundary
- Major Watercourse
- Railway
- Odour Contour (100db)
- Adjusted Amenity Buffer (2007/2012)



Scale 1:25,000 @ A3
 0 365 730 1 455 2 180 2 920
 Metres

Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1104
 Grid: GDA 1984 MGA Zone 55

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Job Number 31-27620
 Revision A
 Date 29 May 2012

Australian Paper
 Maryvale Pulp Mill



**Traralgon West Structure Plan:
 Odour Contour & Adjusted Amenity Buffer**

Attachment B
 180 Lurindale St, Melbourne 3000 T 61 3 8667 6000 F 61 3 8667 6111 E W www.ghd.com.au

Legend
 Site Boundary
 Major Watercourse
 Railway
 Odour Contour (RCOU)
 Adjusted Amenity Buffer (AAB)



Scale 1:25,000 @ A3
 0 125 250 500 750 1000
 Metres
 Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1984
 Grid: GDA 1984 MGA Zone 55

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**SUBMISSION TO COUNCIL:
TRARALGON GROWTH AREAS REVIEW**

SUBMISSION IN RESPONSE TO TRARALGON GROWTH AREAS REVIEW

PREPARED BY JW PLANNING SERVICES ON BEHALF OF:

WALSH'S ROAD, TRARALGON

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1 SUMMARY

This submission has been prepared by JW Planning Services on behalf of B Walton, property owner of Lot 2 PS 639699 Walsh's Road, Traralgon.

The submission responds to the Public Exhibition of the **Traralgon Growth Areas Review** (the "**TGAR**") with the intention of providing reasonable argument to the **Latrobe City Council** (the "**Council**") that the northern portion of the land (as divided by the proposed freeway and existing PAO) at **Lot 2 PS639699 Walsh's Road Traralgon** ("**the land**") should be included as future residential by revising the south eastern part of the Ultimate Urban Growth Boundary (the "**UUGB**").

2 Background

The Latrobe City Council has extended the public exhibition and submission period for the Traralgon Growth Areas Review project to November 2012.

The TGAR project essentially aims to

- a) prepare a Growth Area Framework for Traralgon and surrounding areas including Glengarry and Tyers; and
- b) prepare a more detailed Structure Plan for an area to the north of the existing Princes Highway between Traralgon and Morwell (the Traralgon West Structure Plan).

The TGAR project comes about as a result of a current lack of urban growth strategy for the township. The Strategy has been pushed along by the state governments release of the location of the proposed Traralgon Bypass and the acknowledgement that the townships growth is affected by this and a series of land management issues surrounding the township, particularly the coal resource.

The project will provide a structure for urban growth until 2051, being a substantial period of time.

The project sets out the demand for land supply in high growth and low growth scenarios, and acknowledges that there is currently an undersupply for residential land available to cater for longer term demand.

The subject land lies on the south-eastern boundary of the existing Traralgon urban area, including land currently subject to Planning Permission for residential Subdivision. The land has recently been substantially affected by the encroachment of residential housing estates that have not been appropriately designed to manage natural overland flows and affected by the decision of the state government to locate the Traralgon Bypass through the land, thereby dissecting the land and affecting the ability of the land to contribute to meaningful agricultural production.

This TGAR has coincided with the change in the status of the land from suited to a wide range of agricultural pursuits to land effectively divided into two parcels, too small and sited too close to residential areas to be used for viable primary production.

This submission therefore demonstrates the suitability of the land for being set aside as future residential.

3 CONTEXT

3.1 LOCALITY AND SITE CONTEXT

The subject land is located on the south-eastern periphery of the Traralgon Township.

The land abuts large areas of Residential One Zoned land to the north and Farming Zoned land to the north-west, south, east and west. A small pocket of Business Five Zone exists to the north-east.

The land is affected by the Environmental Significance Overlay 1 (Urban Buffer). This Overlay also affects the Farming Zoned Land to the northwest, west, east and south.

The south eastern corner of the land is within the State Resource Overlay (SRO) as is the land to the south and southeast and southwest.

A band of land running east-west through the property is affected by the Public Acquisition Overlay 1 (Traralgon Bypass).

Land use in the locality is highly varied. The land directly to the north is developed with residential housing and those areas that are currently vacant are subject to a current application to be developed for residential housing.

The land to the east is predominately farming land with the exception of a small rural lifestyle property excised from the subject land along the eastern boundary and a second lot used and developed for rural lifestyle purpose abutting the south eastern corner of the land.

The south side of Walsh's Road comprises of a group of 16 lots most of which fall between 12ha and 20ha in size and four that are less than 5ha. One of the lots is a substantial 40ha parcel. Four of the lots appear to be developed with a partially cleared plantation. Many of these lots on the east part of this area are developed with dwellings and the area appears almost as a quasi-rural living cluster.

The Business five Zoned pocket abutting the subject land on the north east is a small business park including HCC Industries International and Gippsland Water offices.

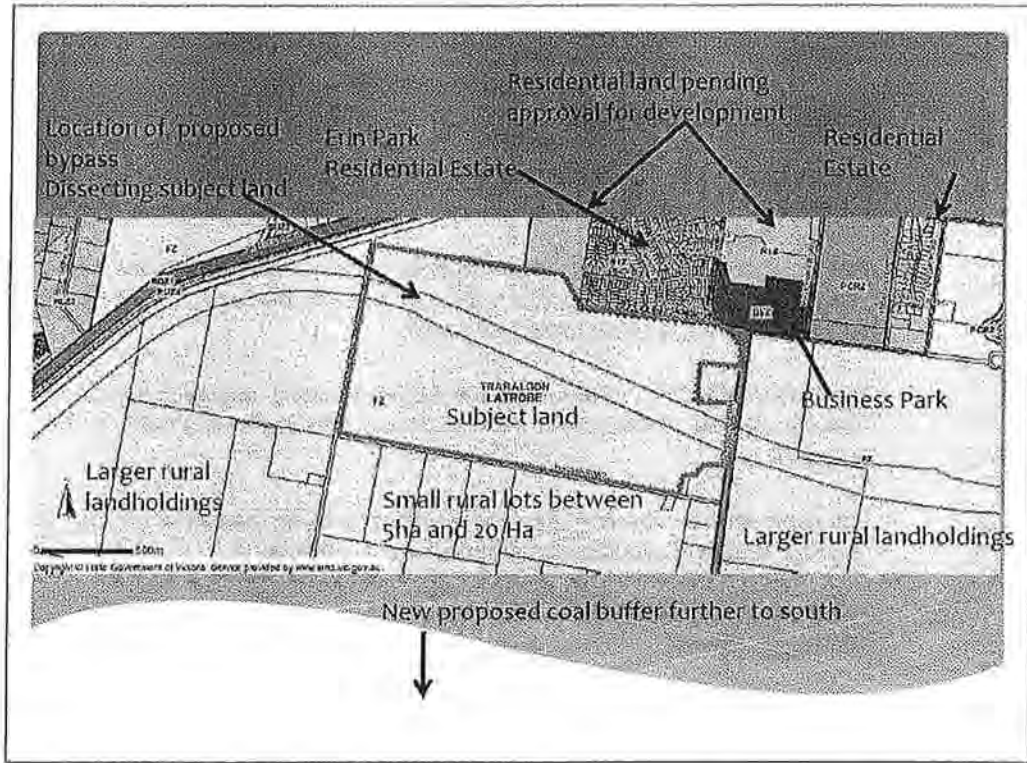


FIGURE 1 SITE CONTEXT PLAN



SITE PHOTO

CORNER OF WALSHES ROAD AND HAZELWOOD ROAD LOOKING NORTH



SITE PHOTO

LOOKING NORTH TOWARDS ERIN PARK RESIDENTIAL ESTATE FROM
SOUTHERN BOUNDARY OF SUBJECT LAND



SITE PHOTO ERIN PARK AND LAY OF SUBJECT LAND LOOKING NORTH FROM WALSH'S ROAD



SITE PHOTO EXISTING CONDITIONS FROM BOUNDARY OF RESIDENTIAL SUBDIVISION, SLIGHT FALL OF LAND TO RESIDENTIAL ESTATE



SITE PHOTO HOUSING ABUTTING SUBJECT LAND AS VIEWED FROM KILKENNY CLOSE
LOOKING WEST



SITE PHOTO HOUSING ABUTTING SUBJECT LAND AS VIEWED FROM KILKENNY CLOSE
LOOKING EAST

4 SUBMISSION TO THE TGAR

4.1 BASIS OF THE SUBMISSION

It has been stated in Section 1 and 2 of this submission that it is the objective of the report to demonstrate that the northern part of Lot 2 PS639699, as created by the division of the land by the proposed Traralgon Bypass, Walsh's Road, Traralgon, should be included within the UUGB for the Traralgon Township. The justification for the land to be future residential is outlined in Section 4.1.1 to 4.1.5.

It is put to Council that;

- a) The available land supply and future land supply within the UGB and proposed UUGB is insufficient even in a low growth, high density housing scenario.
- b) The Traralgon Bypass divides the subject land and dissects it into two small rural parcels, the north of which is incapable of practical and sustainable agricultural production.
- c) The surrounding land use and development patterns and proposed location of the Traralgon Bypass result in the land being suited for residential purposes.

The recent notice to acquire part of the subject land for a drainage easement to reverse problems of overland flow to the residential land to the north, which was allowed by Council without provision of appropriate drainage easements, supports the future use of the land for residential purposes and restricts the use of the land for farming.

- d) The future use of the land for residential purposes will not affect any future plans for the mining of coal and does not reasonably inhibit the future of the coal resource in the locality.

4.1.1 LAND SUPPLY AND GROWTH PROJECTIONS

Council MSS as updated in 2012, states that Latrobe City has a population of approximately 73,000 people who are accommodated in about 30,000 dwellings. The MSS states that around 75% of the population live in the main urban centres of Traralgon, Morwell, Moe and Churchill; around 5% live in smaller townships.

The population and more importantly expected population change, directly impacts on the dwelling demand and therefore land supply required to satisfy this demand. It is submitted in this report that the current UGB does not provide for the expected land supply demand outlined in the TGAR report.

The TGAR draws on Forecast ID, Victoria in Future 2008 and Essential Economics for the expected population projections. The Victoria in Future 2012 is now available however it is noted that the population change expected is somewhat higher than the Victoria in Future projections in 2008, with the annual population change between 2011-2012 and 2012-231 being 0.9 and 0.8 respectively.

The TGAR expects to use Essential Economics forecasts which are more positive than the Victoria in Future 2008 forecasts and in keeping with the Victoria in Future 2012 forecasts.

The TGAR basis its projection land supply data on a population growth in a low growth scenario of an increase of 44345 by 2051, being an annual growth rate of 0.97%, a moderate growth scenario of an additional 17640 or 1.15% and a high growth scenario of 21240 or 1.32%.

The demand for dwellings as taken in the report by Hansen, based on the above growth projections and household trends in census data is provided below;

- High growth, 11,574 dwellings, (averaging 257 per annum)
- Medium growth, 9,791 dwellings, (averaging 218 per annum)
- Low growth, 8,088 dwellings, (averaging 180 per annum)

To accommodate the expected increase in population and dwelling demand, the TGAR states that, depending on how densely land is developed, as much as 1,294 hectares, and as little as 571 hectares of land may be required to accommodate residential development to 2051, depending on the rate and the density at which development occurs.

The current availability of existing residential land and land within the UGB, that is future residential land, equates to a total of 620 Ha.

It is submitted that at least in the foreseeable future, lot size will follow current market trends and lot density will be relatively low, at least when compared to contemporary metropolitan examples. It is likely that whilst the current UGB allow for 620 hectares of residential land, the likely lot development trend will require a much larger area of future residential land, more in keeping with the middle of the expected range in the TGAR.

Given this there is adequate justification for the UUGB to be located so as to allow for future residential land. The inclusion of the subject land within the new UUGB may account for some of the demand and is appropriately sited given the submission as outlined in sections 4.1.2 to 4.1.5 of this report.

4.1.2 IMPLICATIONS OF THE TRARALGON BYPASS

The Traralgon Bypass acquires a band of land running east-west across the subject land under PAO Overlay.

The effect of the Bypass is to essentially divide the farm into two parts, one on the north side of the Highway and one on the south. See Figure 2

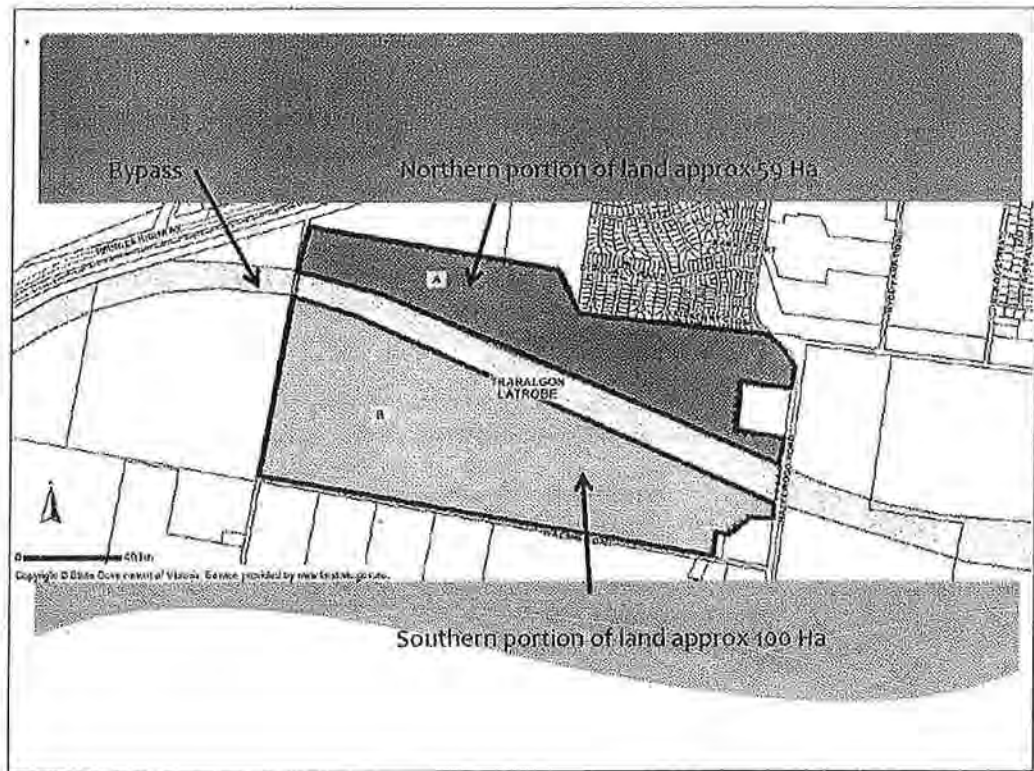


FIGURE 2 IMPACT OF THE TRARALGON BYPASS

The northern part will be isolated from other agricultural areas including other larger farms in the area reducing the practicality of the land to be used for any meaningful form of agriculture.

Whilst the southern portion of the land is likely to maintain its value for agricultural production, the northern portion land abuts existing and future residential estates making this portion unsuitable for higher intensity farming purposes following the division of the land by the Highway, at least without occurrence of potentially inhibiting land use conflicts.

The eventual limited size of the northern portion of the land whilst generally considered under planning controls as being of a size to warrant a dwelling to manage the land for a rural purpose, is not in all realism and condition of the land, large enough to ensure long term profitability for most farming enterprises, and moreover, is limited in its ability to facilitate growth of any rural enterprise conducted on it.

4.1.3 RESIDENTIAL CONTEXT AND COMPULSORY ACQUISITION

The surrounding land use and development pattern has distinctly residential flavour.

The land abuts a large residential estate to the north, commonly known as 'Erin Park'. The land to the north-west is also subject to a current application that will allow a similar scale and density residential development.

The failure of the Council to appropriately address existing and lawful overland flow from the subject land onto the existing Erin Park development, has resulted in Council issuing a notice of intention to acquire part of the subject land to provide a

drainage easement to address inundation issues on residential properties in Erin Park, and to provide a drainage solution to a proposed development to the west of Erin Park. It is noted with some importance that when asked why the easement had to be located on the subject land, the response to the land owner by Chris Wightman was that it was due to a shortage of residential land being available in Traralgon and that placing the easement of the subject land was intended to maximise the amount of blocks which could be developed at least on the land adjacent to Erin Park which is currently subject to application for Planning Permit.

A small area of Business Five zoned land, home to a host of commercial uses, exists to the north east. Land to the south, whilst primarily used for agriculture, consists of a number of small rural lots.

The abuttal of the land, or in the very least the northern portion of the land to established and proposed residential estates, and the inherent ties of the subject land in providing a drainage solution to these residential estates, does provide some additional justification and practicality, of the northern portion of the land to be made residential in the future (contained within the proposed UUGB).

The potential impacts of the drainage easement and (associated drain within the easement) are submitted to be far greater under the use of land for agriculture (extent of land removed from primary production) than if the land was zoned and later developed for residential purposes.

4.1.4 IMPLICATIONS OF THE COAL RESOURCE OVERLAY PROTECTIONS

The south western corner of the land is affected by the State Resource Overlay. In addition, almost the entire site is affected by the ESO1 (Urban Buffer) One Overlay.

These Overlays respond to the location of future coal mining areas in vicinity of the land as contained in *LV2100 Coal Project: Recommendations – Preliminary Action Plans & Implementation Strategy (June 2006)*

Figure 7.1 *Resource Areas and Planning Scheme of LV2100 Coal Project: Recommendations – Preliminary Action Plans & Implementation Strategy (June 2006)* shows nearby coal mining areas, and timing and likelihood of the resource being mined. It is noted the closest mining area is shown as Area "H" to the south-east of the subject land.

Meetings with the DPI Charlie Speirs, Director of Clean Coal Victoria, were undertaken prior to this submission being made. The DPI (Mr Speirs) made it clear that the DPI have no objection to the northern most section of the land, as divided by the proposed Highway, being within the new UUGB and subsequently zoned for residential purposes. The DPI have advised that the new mining areas, superseding the old mining areas, are currently in the process of being set, and the new urban buffers from coals are to be set further south than the existing buffers and will benefit the proposal that the northern part of the land be set within the UUGB for residential zoning.

5 CONCLUSION

The subject land is unusual, not so much in its location abutting the southern urban fringe, formally the expansion of the Morwell and Traralgon townships, but rather by how the future use of the site is affected by the proposed Traralgon Bypass, changes to coal mining areas and buffers, and the ties of the land to the residentially zoned land to the north for providing solutions to overland drainage issues.

The unusual context of the site means that a more lateral view needs to be taken by Council in addressing the future use of this land.

The future use of the land is best divided into two components, the northern and southern portions of the land as divided by the proposed Traralgon Bypass. It is submitted that there is reasonable justification for the northern portion of the land to be located within the new proposed UUGB of the TGAR for later residential zoning.

In accordance with the statistics quoted in the 'Hansen Report', the available land supply and future land supply within the UGB and proposed UUGB is insufficient even for in a low growth, high density housing scenario.

The Traralgon Bypass divides the subject land and dissects it into two small rural parcels, the north of which is incapable of practical and sustainable agricultural production.

The area in which the land is located has a distinctly residential context such that the future use of the land for residential purposes is logical and practical.

The proposed acquisition of part of the subject land to provide a drainage solution to address overland flow issues on the residential estate to the north, provides additional justification for the practicality of the subject land filling future growth demands.

Changes to the future coal mining areas and urban buffers for the coal industry are supportive of the north portion of the land being included in the UUGB.

Mr Charlie Vacca

22 May 2012

Mr Jason Pullman
Latrobe City Council
P O Box 264
MORWELL VIC 3840

Dear Mr Pullman

TRARALGON WEST STRUCTURE PLAN

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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We the undersigned, residents of the Traralgon west area strongly oppose the paper mill buffer which is incorporated within the Traralgon West Structure Plan (page 14).

We are very supportive of future development and growth of this area, however due consideration needs to be given to a process which is fair and transparent for all involved. We believe the paper mill buffer which has been put in place contradict such a process. A large number of residents have not been aware of the buffer zone which has been in place; this clearly indicates a lack of community spirit, participation, respect and consultation by the Australian Paper, EPA and Council.

It was stated at a recent meeting that the Australian Paper wanted a 5km radius for the buffer zone, however the diagram illustrated on page 14 does not reflect this. It clearly discriminates some property owners from being excluded from this buffer zone and there is no consistency. For this reason we ask the buffer zone be reviewed in consultation with all surrounding residents.

There is no clear indication incorporated in the structure plan which supports reasoning for the potential odour associated with the Australian Paper which would affect only the remainder of the existing low density and rural living zoned land. What about the adjacent land to the buffer zone; are you able clarify how the Australian Paper would prevent the odour crossing the road to the neighbouring properties?

We also believe that our properties would devalue if we are located within the buffer zone as this would detract future buyers from living in this area. This area has always been a quite and safe environment to raise a family.

Another concern the buffer zone raises is the potential risk to the health of the community; our families. Is the APM and EPA concealing information from the community regarding the affect to our health if living within the buffer zone? We believe these authorities; including Council have not been transparent and honest with the community.



Project Ref: 107-304-3
Traralgon, Vic. 3840
Ph: 0524 741100
Fax: 0524 741107
www.traralgongolfclub.com.au
ABN: 59 117 041 200



Chief Executive Officer
Latrobe City Council
PO Box 264
Morwell Vic 3840

Attention: Swee Lim
May 26. 2012

TRARALGON GROWTH AREAS REVIEW

Dear Sir

On behalf of the members of Traralgon Golf Club Inc, thank you for the opportunity to make a submission regarding this matter.

It is noted that your consultants have identified two Strategic Development sites between Traralgon and Morwell for future residential purposes. These sites are the property known as Hollydale and the golf course. With regard to the golf course the consultant's draft report comments that the redevelopment of this site may not occur in the short to medium term depending on those with a stake in the club's future.

The draft report also suggests that it is important that the Council continues to work proactively with the owners of both of the identified strategic sites and also with groups or individuals of existing Low Density Residential or Rural Living zoned land.

The State's Planning Policy and growth area guidelines seek to ensure that new and existing residents will have access to appropriate community services and facilities such as schools, healthcare, parks and sporting facilities.

Traralgon Golf Club has been in existence since 1904 and has occupied the present site since 1939. It is a major sporting facility and caters to men and women and boys and girls of the City of Traralgon and surrounding areas. Whilst the club is privately owned the facility is open to anyone who wishes to play golf. The golf club has a total membership of nearly 700 and is continuing to maintain this level of support whilst other clubs throughout Victoria have dwindling memberships. The club is in the top 10% of clubs Australia wide in regards to membership numbers.

The golf club has received no proposals to relocate, nor are there any plans to do so. In fact the club has an ongoing program to develop the existing infrastructure to improve further what is well recognized as one of the best golf courses in Regional Victoria.

It would be appreciated if the final report into the Traralgon Growth Areas Review and any supporting reports acknowledge the above points.

During the meetings with your Consultants and your staff the golf club was made aware of a proposal to re-zone low density residential land in Allamere Drive to allow further subdivision and create higher density residential properties. I wish to express our disappointment at the lack of any consultation with the club regarding this proposal.



Traralgon Golf Club inc

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P 2 of 2

We are pleased to note that the Minister for Planning has not supported the Council's proposal.

We have also been advised that it is Council's intention to re-zone all of the land which is adjacent to the remainder of our northern boundary and also on our western boundary. The club is concerned that these proposed re-zonings have not included requirements for building set-backs, appropriate buffer zones or any screen fencing.

It is clearly evident that there is a more than adequate supply of land suitable for residential development north and east of Traralgon and the club objects to any further proposals to increase the density of residential development adjacent to the golf course.

Yours faithfully

Ian Whitehead

Board Secretary



**Beveridge Williams
& Co Pty Ltd**

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Quality
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Melbourne

Beveridge Williams

Reference: 10772

Office: Traralgon

31 July 2012

Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

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Dear Swee,

RE: TRARALGON GROWTH AREAS REVIEW

We refer to our earlier discussions regarding this matter and write regarding the existing paper mill buffer outlined in the draft of the Traralgon West structure plan.

We understand that Australian Paper have agreed to make some amendments to the boundary as shown on the attached plan. We acknowledge that the plume has its own natural shape and adjustments have already been made to accord with cadastral boundaries and road boundaries. It is on this basis that Australian Paper consider a similar adjustment at the Brownlee property.

We enclose a plan showing the Brownlee property highlighted in yellow. The existing paper mill buffer has been plotted in blue passing through the north western corner of the property.

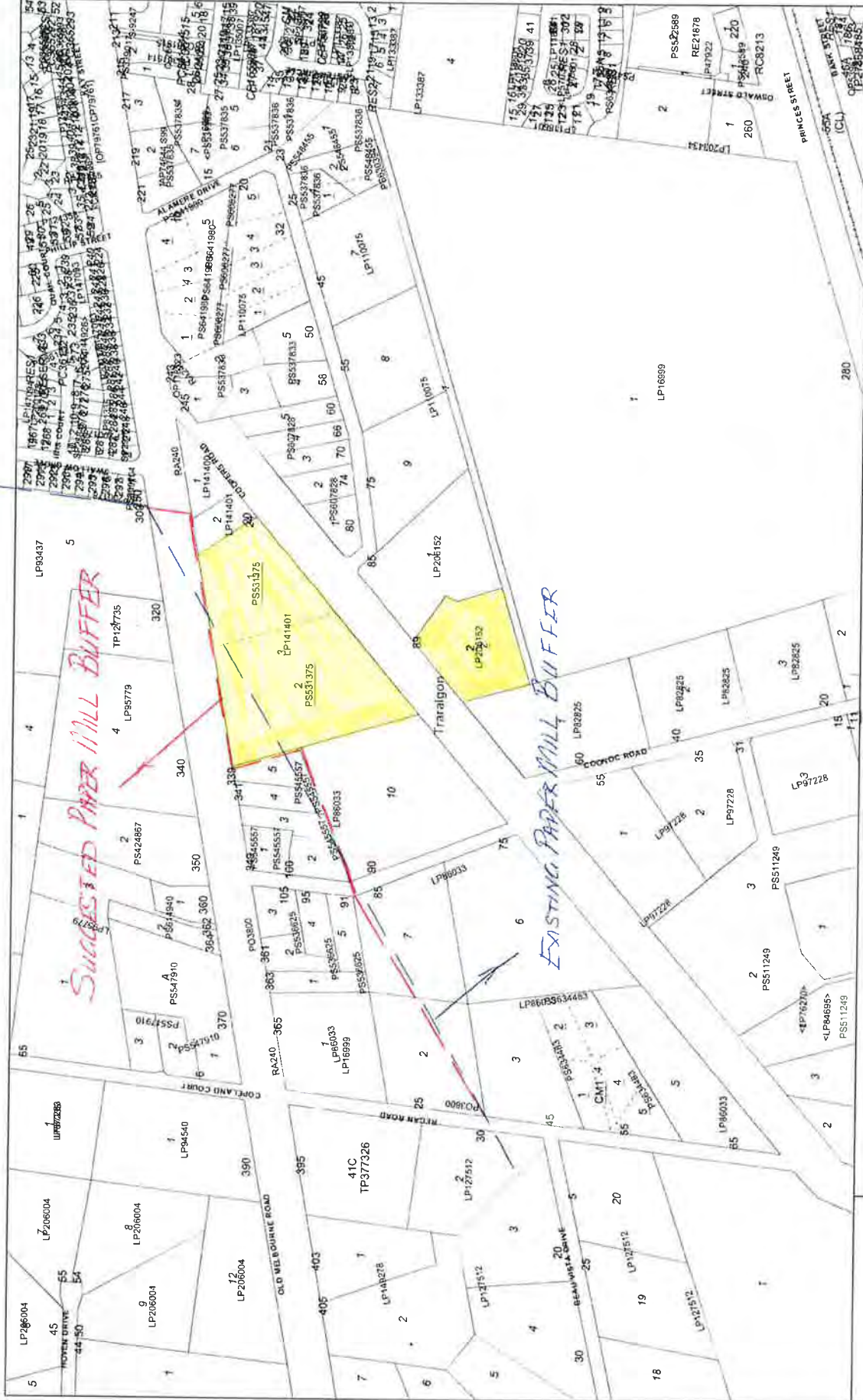
We suggest that the structure plan be amended so that the buffer line clears the Brownlee property and aligns itself with the existing title boundaries. The proposed buffer line is shown in red and coincides with title boundaries between Swallow Grove and Coonoc Road.

Could you please include this suggestion in your dealings with Australian Paper with the view that the Traralgon West Structure Plan can be amended in accordance with our suggestion. We feel that this makes much better sense in the long term planning dealings with this buffer line.

We look forward to your response and if you require any further information please do not hesitate to contact us on 5176 0374 or by email (keithi@bevwill.com.au).

Yours faithfully
BEVERIDGE WILLIAMS & CO

IAN G KEITH
LICENSED SURVEYOR



<p>Data Source: Vicmap Property</p> <p>0 75 150 225 300 375 450 525 600 675 750</p> <p>Scale of Metres (1:7500)</p>		<p>Co-ordinates of Plot Corners</p> <p>NW 455385, 5772390</p> <p>SW 455410, 5771190</p> <p>MGA Zone 55</p>
<p>Co-ordinates of Plot Corners</p> <p>NE 457370, 5772430</p> <p>SE 457395, 5771230</p> <p>MGA Zone 55</p>		<p>Co-ordinates of Plot Corners</p> <p>NE 457370, 5772430</p> <p>SE 457395, 5771230</p> <p>MGA Zone 55</p>

WARNING: No warranty is given as to the accuracy or completeness of this map. Dimensions are approximate. For property dimensions, undertake a Title search.

2 May 2012

TRARALGON FUTURE PLANNING

Dear Mr Lim,

I object to Planning proposal discussed during the community consultation last evening.

The proposal denies the property owners in the "Rural Living" zone, to the West of the city, the right to participate in its expansion in their direction and excludes that area from further subdivision.

The exclusion is based on some "technical advice" from "experts on smell" which is both unscientific and simply wrong.

The assertion, that an aroma born on the wind and emanating from an APM discharge, would be acceptable to the residents in the rural living zone and not to those in the higher density areas is simply ridiculous. Any assertion that the aroma would cease or be less obnoxious at the edge of the "buffer-zone" is simply stupid.

The Council well knows that, in days gone by, obnoxious odours from the mill were detectable right throughout the community and well to the East of the city. Therefore, owners of the "mill" were required to install equipment that would eliminate these odour discharges. Since the remedial action was taken residents have been unable to detect previous obnoxious odours. Having lived in the "rural living Zone" for the last 20 years I can confirm that there has been no detectable aroma in that time.

It would be appreciated if the "experts" were to identify themselves and table the evidence on which their advice is based. If any of them:-

- (A) lived in the area during recent years
- (B) had scientific "smell- detectors" better than my nose or
- (C) had records of objection directed to the "mill" manager

I would be more amenable to an environment agency who could deny property owners the freedom to develop their property on the basis of a judgemental quantity.

Yours truly,
Ian McGown



7 May 2012

3 May 2012

TRARALGON GROWTH AREA FRAMEWORK

Dear Mr Lim,

I refer to our discussion today concerning the Traralgon Growth Area Framework.

Further to the objections made in my letter of 2nd May the following issues were raised by my neighbour (Paul Kobiela) and me.

Is the APM's 5KM exclusion zone accepted by Council and currently in place or just an application at present?

If it currently applies why has the recent subdivision, off Old Melbourne Rd., and the current subdivision in Ragan Rd. been approved by Council?

If the exclusion zone is applied because of some health hazard in this specific area why have residents here (who have brought up their children in the area) not been notified by either APM, EPA or Council?

If this embargo on further subdivision is adopted and land values decline as a result can we expect a consequent reduction in our Council Rates?

I would be pleased to have either the EPA or APM management conduct scientific measurements on my property to justify their recommendation concerning the odour or health hazard in our "Rural living zone".

I would also be pleased to know if they were aware of the consequences in regard to the property owner's freedom to develop their land.

Yours truly,
Ian McGown



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Only two letters received in May 2012.
 And never received letter dated 13 April
 copy for Cr. Kam
 Must be error in recording information.

22 May 2012

COPY

TRARALGON GROWTH AREAS REVIEW

Dear Mr Lim

Thank you for the opportunity to again participate in the "Growth Areas Review". Because the opportunity to comment on the Report expires at the end of this month I felt it necessary to remind you of the recent developments in our area.

Cr. Kam was given a copy of my last two letters to you because she represents us on Council.

She kindly convened an informal meeting to discuss the matters raised in order that she would be in touch with the sentiments of her electorate. The meeting was attended by four local residents.

It was resolved to seek a Council sponsored meeting of affected property owners to get to the basis of the proposed "buffer zone" impediment on our properties and the right of the APM or EPA to dictate planning conditions and thereby deny property owners in the West of the city an opportunity to participate in its expansion.

I understand that it would not be possible to conduct such a meeting prior to the 30 May deadline, and therefore in the interests of democracy I seek your approval to extend that deadline until after any resolutions from the forthcoming meeting are put forward.

I say again to you, there has been no detectable odour from the "Mill" in our area for 20 years. It is therefore inequitable to restrict the subdivision of properties in our area because of some arbitrary boundary imposed by a Melbourne based EPA boffin who

- (a) Has never lived in the area, or
- (b) Has not conducted scientific odour tests.

To me, the EPA's role is to ensure that the public is not impacted by emissions, not to impose planning restrictions on property owners. To the APM management I say "keep your stink to on your own property." You have done well to mitigate the obnoxious odours of 30 years ago. Now keep up the good work.

Kindest regards
Ian McGown

P.S. The part (a) of my letter to you of 13 April was discussed at the recent public meeting. There was much nodding of agreement to my idea and promises of follow-up action. It hasn't happened. What does one do next?

P.S.
 Has the Traralgon - Morwell Corridor Structure Plan been incorporated in this Review?
 Where are we at with the Activities Centre plan?

TRARALGON GROWTH AREAS REVIEW

To APM –I respectfully suggest,

**Keep your noise, smell and other discharges on your own property.
We have been a good neighbour to you so why are you doing this to us?**

To EPA -- I respectfully suggest,

Your job is to ensure that the Company does not discharge obnoxious contaminants on their neighbour's property it is not to support a private industry that wants to impose restrictions on its neighbour's rights to subdivide their land.

**These restrictions, in the form of a buffer zone, are designed to limit the number of residents that might complain of their discharges.
I might say APM and EPA officers do not live in Hoven Drive or own property there and are not directly affected by their own decisions.**

To Latrobe City Council --- I respectfully suggest,

By zoning the area as "Rural Living" you have already stopped the further subdivision of our land for the last 20 years. You have thereby disallowed our participation in the potential expansion of Traralgon to the West.

You do not need the actions of a private industry to impose a further impediment on what we can do with our own property.

To The three organizations --- I respectfully suggest,

**If you have to apply a buffer zone put it around the area where the odour complaints are coming from.
Do not apply an arbitrary 5 Km radius in all directions.**

**For the last 20 years we have not detected the obnoxious odours in Hoven Drive that invaded the whole city in years gone-by.
There is no need for or justification for a buffer zone in our area.**

Ian McGown

22 May 2012

TRARALGON GROWTH AREAS REVIEW

Dear Mr Lim

I object to the imposition of a buffer zone applying to properties in

The tests undertaken by GHD to justify its introduction are

**UNSCIENTIFIC
UNRELIABLE AND
IMPRACTICAL.**

Unscientific because a single test was undertaken when the wind was coming from a direction not frequently experienced. Most of our wind comes from the South-west.

The test results were presumed to be applicable in all directions.

Unreliable because these results take no account of topography.

Impractical because no account has been taken of the areas from which odour complaints have come. The residents within the proposed buffer zone have not been surveyed to ascertain if there is a problem with odour on their property.

Again I repeat there has been no odour detected on my property in the last 20 years yet Council is proposing to allow a further impediment on the usage of properties in Hoven Drive when we already have a Covenant on the title together with a zoning that has debarred our participation in the expansion of Traralgon to the West.

Kindest regards
Ian McGown

*Received
9 Aug 2012*

Submission 35f

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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R/C CR. ROSSITER	Doc No.
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12 November 2012

TRARALGON GROWTH AREAS REVIEW

Dear Michael,

Council is to consider the responses to the TGAR shortly. I would urge you to take into account that the residents of _____ have not detected any obnoxious odours from APM in their area in the last 20 years.

It is not necessary to include this area in the "Buffer Zone".

Council, itself, has the authority to determine the Zoning that applies in each area. In our case the Rural/Residential zoning that has applied since the first subdivision of the land has precluded further subdivision of our properties and thus precludes high density residential development already.

A further impediment on our property rights dictated by EPA is therefore unnecessary.

Yours truly
Ian McGown



27 May 2012

Submission to Traralgon Council
In response to the Draft Proposal of The Traralgon West Structure Plan

From : Bill & Barbara Riddle

1. THE VALIDITY OF THE INDICATIVE APM BUFFER ?

In a phone conversation with Mr. Rohan Wilkes of Australian Paper (23rd May 2012) he indicated the buffer is based loosely on a 5 km. radius zone for a protected industry, this protected zone having been in place for 30+ years.

QUESTION 1.

If this is the case how was any residential development allowed in this zone in the past and is still currently occurring?

The indicated buffer was defined by GHD in consultation with Aust.Paper, EPA and Latrobe Council and based on atmospheric modelling, prevailing weather conditions and local topography.

QUESTION 2.

If this is indeed a representation of the extent of the odour impact from the mill, how is it that it takes such an irregular shape and conveniently follows desired physical features? Indeed the buffer line takes acute angles and creates points.

QUESTION 3.

If the buffer takes into account prevailing winds (from the south west) and the topography of the ridge running between the mill and the Old Melbourne road. How is it that the buffer to the south east is further than to the east/north –east
- see attached map .

Mr. Rohan Wilkes indicated that no consultation was undertaken with any landowners or residents as to their past odour impacts and we believe if this was done it would be found that the greater impact is to the Crosses Rd. area of Traralgon where the prevailing winds blow.

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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31 MAY 2012	
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**2. EFFECT ON L.D.R.Z LANDHOLDERS IN THE PRECINCT NORTH OF
OLD MELBOURNE ROAD SEE MAP 2**

According to the Traralgon West Structure Plan Report this area of "L.D.R.Z. in the precinct should be retained as such." See PAGE 15 AREA 8 of the Draft.

However at the community meeting and a consequent individual interview with Latrobe City's planning - Mr. Swee Lim and Ms Jane Caddy of the consultants Hansen Partnership they indicated that any future development in this area will be discouraged and indeed the properties may be back-zoned to L.R.Z.

From the attached map it can be seen that this area is actually further from the paper mill than some of the existing residential precincts in the Crosses road area as well as much of the proposed conventional residential areas. Also this precinct is S.E. of the mill and not as affected by prevailing winds.

The impact on the landholders of development being prevented by the odour buffer will be extreme.

It needs to be noted that some landholders in the area have already completed subdivisions of their Lots with no detriment to the region.

If the remaining 5 acre lots cannot be subdivided (as L.D.R.Z. currently allows) the realised value lost by the owner would currently be in the order of \$600,000.

Even if the landholder has no intention of developing his property, he would still incur a financial loss as the value of 5 acres zoned L.R.Z. is a lot less than that of an L.D.R.Z. Block.

3. SUGGESTED REVISION TO THE IMPACTED L.D.R.Z. PRECINCT

In discussions with Australian Paper's Mr. Rohan Wilkes. (23rd May 2012), he stated that the proposed odour buffer was adjusted in two separate specific locations at the request of Latrobe City.

The two areas being north of Morwell near Crinigan Road and in Traralgon West north of Crosses road.

These modifications were undertaken to allow the two parcels of land that have ministerial approval for rezoning to full conventional residential, to be excluded from the APM buffer zone.

It would seem only fair and reasonable that the affected L.D.R.Z. precinct receive similar treatment, especially considering that this land has been zoned for development for the past 8 to 10 years. As can be seen on the map it is a similar distance from the mill as the other adjusted Traralgon West site.

A proposed modified buffer zone (see map) would appear to be a far more equitable and reasonable outcome and will allow 1 acre lots to be further developed in keeping with the other subdivisions already completed in this precinct.

In closing if these imposed restrictions are formally placed on the precinct the 20 odd landholders impacted will have grounds to pursue financial compensation from either or both Australian paper and Latrobe City?

- Bill & Barb Riddle

3.2 land use

Land uses proposed within the precinct are identified on the following land uses plan as follows:

- **AREAS 1 & 3:** The existing areas of industrial and Business 4 (bulky goods) zoned land to the immediate east of Monwell are retained.
- **AREA 2:** Land to the north and east of the industrial area is retained as farming zoned land to protect longer term opportunities for the expansion of the industrial precinct. The need to maintain areas to accommodate additional industrial development in the longer term to protect the economic sustainability of the city is recognised by the retention of this land for the purpose. Any development which fronts the Princess Highway in this area will need to consider the visual impact of development of the key Princess Highway corridor, and respond appropriately.
- **AREA 4:** Further investigation of the Special Use zoning that is no longer required for the Monwell River diversion. The uses which occur within this area will need to be considered in relation to the broader strategic land uses for the contiguous Special Use zoned land. However, uses which may compromise amenity which might occur within this corridor should be located to the western edge, to ensure that they do not jeopardise opportunities which may be available on land to the east in association with the hospital land.
- The hospital should be retained and expansion or intensification of health related uses should be encouraged. This may occur either through intensification of the existing area shown on the plan or through expansion into the investigation area.
- The development of higher densities of residential development, including retirement villages and aged care, proximate to the hospital on otherwise unconstrained land (as is currently occurring) should continue.
- **AREA 5:** Land to the immediate west and north of the hospital should be retained as an 'investigation area' to be developed with either

employment generating uses which are directly related to the hospital or airport, for institutional uses or for residential uses (should this be achievable without compromising the operations of either the hospital or the airport). Appropriate zoning should be considered once further detail regarding these land uses is determined.

- The airport should continue to be developed to make better use of the opportunities for more integrated development on the site. It is recommended that the existing masterplan for the site be reviewed to ascertain if it is possible for more sensitive uses (i.e. residential) to be located in the southern portion of the site, with less sensitive uses or uses with greater amenity impacts to be located in the northern section. This will respond to both the constraints present in relation to the impacts associated with the paper mill, but also ensure there is less chance of conflict between uses on airport land and any future development to the immediate south.

A Neighbourhood Activity Centre should be developed adjoining the hospital to provide service facilities and local shopping opportunities to both users and employees of the hospital and airport, and also to residents of medium density residential development in the area. This centre will provide a clear focal point for the 'concentrated employment zone' (*London Economic Sustainability Strategy*) to be developed in relation to the airport as well as facilitating health related development. This centre should have strong connections to sustainable transport options, as well as pedestrian pathways. The centre should not compete with the larger activity centres of Monwell, Traralgon or Mild Valley, but may contain a small supermarket. The appropriate size and extent of this centre should be further explored at a broader level through an Activity Centre Strategy.

- **AREA 6:** Existing Low Density Residential and Rural Living zoned land in the south of the precinct (as identified on the following plan) should intensify through development at conventional residential densities. A Development Plan should be prepared for the identified areas in collaboration with the existing landowners to ensure that appropriate connections and infrastructure is established as densities increase.

- **AREA 7:** The 'Hollydale' site and Traralgon Golf Course should be developed with medium density urban 'villages' within a landscape context. This will diversify the housing offer within Traralgon as a whole and should be designed as 'sustainable' housing.

Large waterbodies on those sites should be retained to provide areas of public open space, with the central waterbody on the 'Hollydale' site to be designed as a 'local' area of open space with an important interface with the Princess Highway. These areas should connect through to an open space corridor to be established along the main drainage line through the area and to the broader new area of open space recommended to be established to the north of Traralgon in the *Traralgon Growth Areas Framework*.

AREA 8: The remainder of existing Low Density and Rural Living zoned land in the precinct should be retained as such, to respond to the potential impacts of odour associated with the Australian Paper Mill.

The existing strip of car sales within the precinct is identified as remaining, however the extent of that area along the highway should not be increased.

- Two smaller Local Activity Centres have been identified within the precinct. These have been located within the 'urban village' strategic sites. While their locations are indicative only, the relationship between the eastern centre and Lakelands College is to be pursued to ensure that co-location of any community facilities provided in this activity centre is possible. The proposed Local Activity Centre on the 'Hollydale' site is identified as being located on the Princess Highway, adjacent to the existing car yards. This location ensures that the centres are distributed in a way that provides equitable access to residents within the precinct. These centres are identified as playing a local 'convenience' role only, and are not identified as providing supermarket or bulky goods retailing. The size of these centres will need to be confirmed as part of a Activity Centre Strategy or similar study.

27 May 2012

Submission to Traralgon Council
In response to the Draft Proposal of The Traralgon West Structure Plan

From : Bill & Barbara Riddle

**4. RESPONSE TO PROPOSED KEY GREEN MOVEMENT CORRIDORS
AND OPPORTUNITIES FOR CYCLING AND PEDESTRIAN LINKAGES**

We agree with everything the Draft Report proposes in this regard including "Old Melbourne Road & Coopers Road reserve will be developed as key green movement corridors, also providing a high amenity pedestrian pathway"

The only problem we see here is that in 17 years of living on Old Melbourne Road we have not seen one dollar of Council money spent in our precinct on pedestrian or cycling access.

Old Melbourne Road remains a very dangerous area with pedestrians including mothers with prams, older citizens, children, kids on bikes all having to use the road shoulder along a high speed arterial road because Council haven't seen fit to provide infrastructure in the area. **Councils neglect in this regard has been appalling!**

The rates landholders pay in this area are extremely high approx \$3400 in our case, (mainly due to the present zoning of L.D.R.Z.) and we do not see much of Council's expenditure occurring out here.

Also the Map attached gives an idea of the amount of development (subdivisions down to 1 acre blocks) that has occurred in the precinct over the past 7 or so years.

We estimate over 50 off 1 acre allotments have been created, which adds approx 40 additional rate payments.

Now assuming contributions to Council for future upgrading of Old Melb. Road &/or contributions payable for parks/recreation amenities were made by each developer – say \$17,000 per block, this all adds up to a large sum of money collected - (approx \$1M) with hardly any being channelled back into the area in regards to infrastructure.

We witness concrete walking and cycling paths being provided by Council in other areas of Traralgon, in far safer precincts and in many cases the paths that are seldomly used (Tyers Road) and in some instances don't actually lead anywhere or don't have any residences near by (Franklin Park, T'gon Creek)

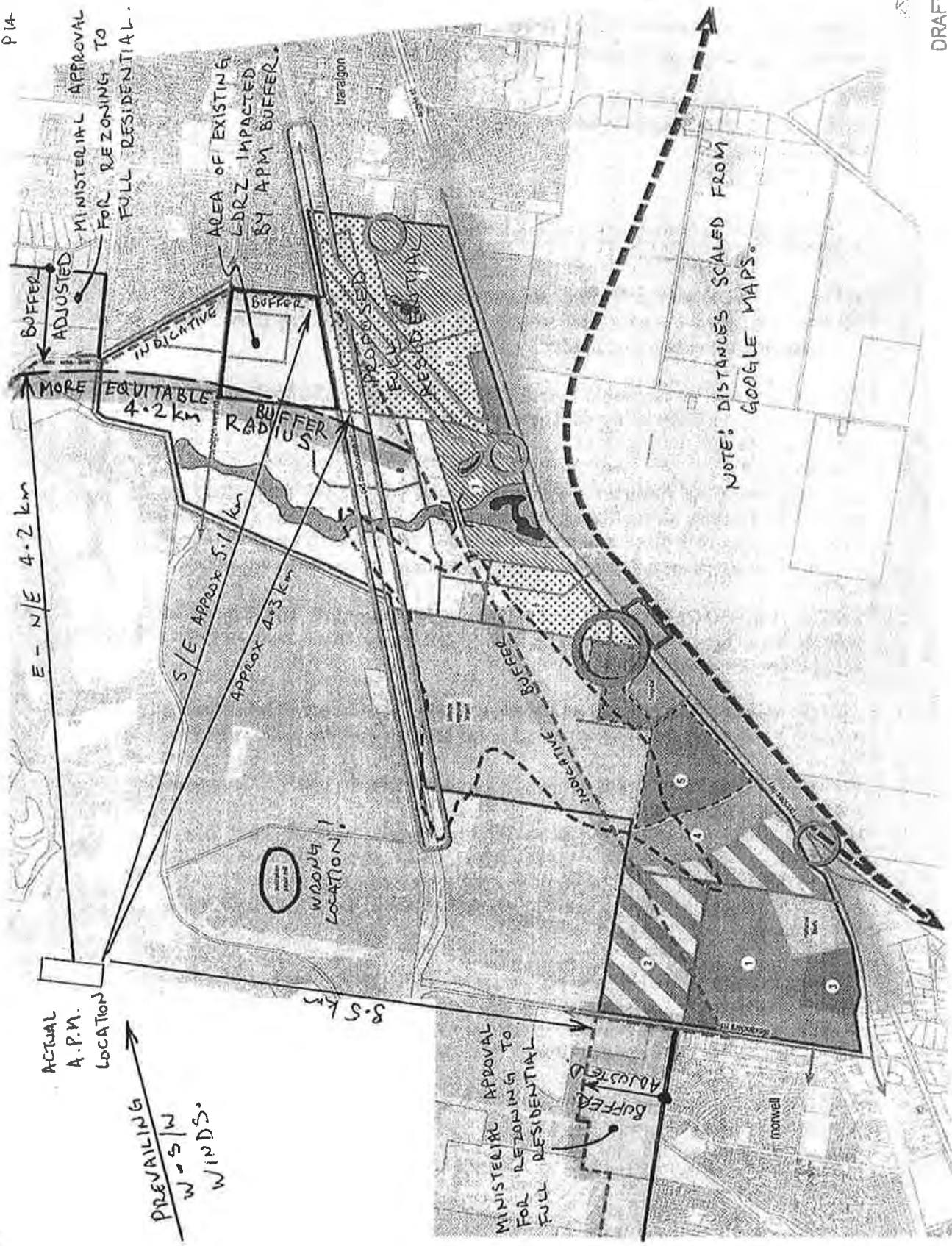
As for the proposals in the Draft regarding this issue – **WE WILL BELIEVE IT
WHEN WE SEE IT!**

Bill & Barb Riddle

traragon west
structure plan

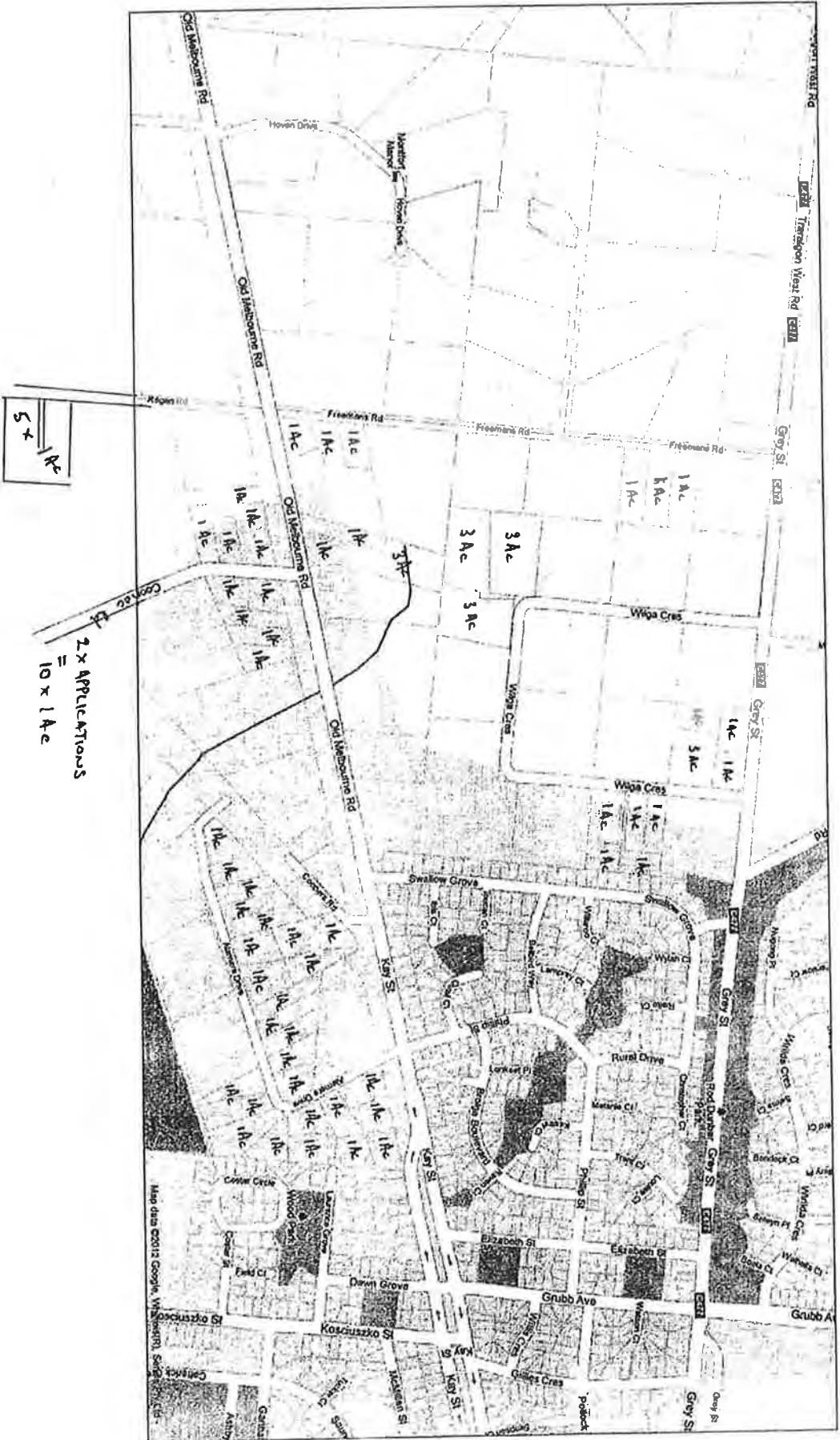
Legend

Area	Water	Open Space	Industrial	Commercial	Residential	Public Amenities	Community Services	Other
...



DRAFT

Google



To see all the details that are visible on the screen, use the Print link next to the map.

Swee Lim

From: Paul Kobiela
Sent: Thursday, 31 May 2012 12:12 PM
To: Swee Lim
Subject: traralgon growth area review

Dear Mr LIM, we appreciate the democratic opportunatey to participate in discussions in relation to the recommandations of the TGR, However we would also like to take the opportunaty as a potentialy affected landowner to object on the strongest terms to any of those recomendations in relation to a proposed buffer zone being implamented. We request an extension on your current deadline for a further 90 days in order for all affected residents to meet and discuss all of the proposals and their likely impacts upon us instead of the one on one meetings we have attended. Please let this process continue to be open and transparent and continue the democratic process of consultation.

Submission 38

Swee Lim

From: Lucy Rao
Sent: Monday, 27 August 2012 10:43 AM
To: Latrobe Central Email; Swee Lim
Subject: Objection to APM odour buffer zone

To Whom it may Concern

I object to the proposed introduction of the Maryvale Australian Paper Mill odour buffer. The proposed 5km Buffer impacts my property (;). The 5 km Buffer around the Australian Paper Mill in Maryvale was proposed in 1990. After 22 years why is it still 5 km? I do not think it is reasonable to allow an industry to have a licence to pollute within a specified area. There must be more incentive for the industry to lower its emissions. I believe that between 1990 and the present time, the APM has lowered its emissions. So why is it still 5 km? And does the APM not anticipate lowering its emissions anymore?

Has there been any thought to having a gradual buffer zone? How can air emission suddenly be of no consequence at 5.1km? And if that's the case 4.9 km from the Paper Mill cannot have the same consequence as 1km from the Paper Mill. How is this being managed?

I grew up in McMillan St Traralgon. I remember the smell of the APM as part of my morning walk to school. I had no idea that it could be doing me harm. I also had no idea that to effect change one had to object. I understand that the APM is seen as an industry of State significance. I also see the general population living within the buffer zone of the APM as significant. It would be a travesty to travel back in time. The APM should not be given a buffer zone if that means allowing them to pollute without objection.

I don't understand why we would allow the APM to have a buffer zone that could directly impact Traralgon's economic growth. Many people have already bought and live in this area and others want to build and live there too.

Yours faithfully

Lucy Rao

14 Aug 2012

Submission 39

Mr. Salvatore S Testa

Mr. Swee Lim
Senior Strategic Planner
Latrobe City Council
swee.lim@latrobe.vic.gov.au

Dear Sir,

RE: Australian Paper Buffer as part of TGAR project

We have lived at our current residence within the proposed buffer zone for the last 16 years and we have not detected, nor reported any obnoxious odours to either AP or the EPA. We therefore strenuously oppose the proposed buffer.

I am aware that over these 16 years AP through its participation in a community consultative committee has accumulated odour data from strategically placed odour monitors (participating people's noses), has fielded complaints both from the public and the EPA, and has invested heavily in odour reduction emission projects...most notably their state-of-the-art new bleach pulpmill.

AP data will support the fact that there has been a significant reduction in complaints over the past 16 years. Further, AP data will have a comprehensive history of complaint locations and these will be far more accurate than any model presented by GDH, which by their own admission, has failed to complete any verification work to substantiate their model. Further, investigation by AP has shown that there are other generators of odours in the valley beside AP.

Given the above, I would suggest that if there was no move or justification by AP to request a buffer 16 years ago, before we decided and the council approved our residential building, there is arguably less reason to have one now.

A buffer zone is the "easy way out" whereby all parties show care but can shirk their responsibilities for the hard work that each is required to take on to achieve the desired result of an improved environment for all. I suggest that the buffer will only treat the symptoms and not provide the solution all stakeholders are rightfully seeking.

Rather than imposing what would be a significant impediment on their neighbors' rights to develop their assets, given that they have already been given council approval to be where they are, a common sense approach would suggest AP should continue their good work and further develop their process to minimize odour excursions. The EPA should play their part as a regulatory body by requesting and reviewing AP's (and indeed any other odour emitter in the valley) odour management plans and ensuring ongoing improvement and; Council to come to the realization that the odour buffer is not a necessary part of their TGAR project and should exclude it outright.

Yours Sincerely,
S.S. Testa



Submission 40

The Officer in Charge
Latrobe City Council
MORWELL 3840

LATROBE CITY COUNCIL	
INFORMATION MANAGEMENT	
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21 SEP 2012	
R/O:	Doc No:
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Dear Sir,

RE NOISE POLLUTION/BUFFER ZONE TO BE APPLIED AROUND APM.

We would like to object to the proposal for a 5 kilometre Buffer Zone/ Overlay around the APM Maryvale. We feel we will be severely disadvantaged by this overlay. We have lived in for over 37 years and in all that time we have never or ever had reason to complain about the odour from the APM.

On the very rare occasion we may have had a slight odour but it has been minimal and does not affect us in any way.

Never in all those 37 years have we been aware of the buffer zone and when we purchased the land we were not informed that one existed.

The zoning wasn't mentioned in any of the dealings we had with Beveridge and Williams, of Traralgon, when we were looking at subdividing our property in 2009 and talking to other landowners in the area, they too were unaware of any proposed or existing buffer or overlays on the area.

The Latrobe planning scheme states the APM requires a 5 km odour buffer.

Could you please explain how this 5km is arrived at.....as the proposed buffer is questionable as it is not a true radius.

If this buffer zone is to be a radius then why have certain areas been declared exempt...eg Latrobe Hospital, Traralgon Cemetary, Tyers , along the princes Highway and areas of Morwell. All these areas fall within the 5km radius. I assume that there is some way the study has found that the odour does not disperse over these areas.

Can the council, EPA and APM please explain why these areas will not be affected and we will be affected considering we are all within the 5km radius.

We would like to know where the complaints are coming from and if it doesn't include the residents of Wilga Cres, then we should be exempt like the above areas.

What are the APM's plans regarding the extension proposed for the mill? Will this extension impact on the current odour/pollution? These are questions we would like answers too if this overlay is to be enforced.

If there are proposals to limit the noise and pollution then it seems pointless to impose an overlay only for the residents to try and have it lifted at a later date.

The time frame on the Buffer Zone is 40 years.

Why can't we have the Buffer Zone finishing at Scrubby Lane as this is APM land anyway.

What effect will this overlay have on our property in the future?

Why has council only now decided to look at this overlay when over the years we have had a number of subdivisions go through council and not once has this buffer zone /overlay been noted. The council (at a later date) will also have to look at whether this area will be required for further expansion of Traralgon. If this overlay was to go ahead it will impede on further development within the area.

Will we be able to subdivide or will this overlay prevent us from using and selling our own land.? We will find it extremely hard to sell our land as the stigma of having overlays on it will deter prospective buyers.

Considering the excessive rates we are paying for unmade roads, no kerb and channelling or street lighting, if this buffer zone impacts on our ability to sell, renovate or build on our land then the council must look at dramatically reducing our rates in accordance with the devaluation of the properties.

We would like to object in the strongest way possible against the APM imposing the Buffer Zone. This Zone will affect our home and our lifestyle. We have lived here and have put all our heart into the land and now we find we are in a position which will reduce our chances of ever selling the land.

We, along with all the other residents of Wilga crescent, hope that the Council , EPA and APM will come to some sort of decision which will be both satisfactory to all parties.

Thank you



DAVID AND JILL SILVESTER

Submission 41

The Mayor & Councillors
Latrobe City
Post Office Box 264
Morwell Vic 3840

Dear Mayor/Councillors

Re: Australian Paper Buffer

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 20 SEP 2012	
R/O:	Doc No:
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We are writing to express our objection and disappointment regarding the proposed Australian Paper Buffer Zone.

At our residence, [redacted], which is 3.5 kilometers from the APM Mill (by road) we do not smell any odour and are not impacted by any noise from the Mill.

In addition it was quoted at the information session that we attended that the Buffer requirement was documented in the EPA publication AQ2/86 (1990) and included in Clause 52.10 (2000) of all Victorian Planning Schemes.

Why wasn't this mapped at this time so as potential purchasers of land or those who chose to improve the capital value of their asset be better informed for their decision making.

It was also quoted at the information session that approximately 20 people had complained regarding APM odour in the past 12 months.


Considering the population of Traralgon, Morwell and surrounding areas the number of complaints hardly justifies a Buffer Zone.

On a personal note we have worked hard all our married life (44 years) to purchase this land, build a house on it, maintain and develop it and in the next 5 years when we be selling it are faced with the "fruits" of our labour being diminished.

Clearly the Buffer Zone will impact negatively on the value of land for subdivision and/or resale, and if implemented the reduction in property values will be vigorously pursued.

We object strongly to this proposed Australian Paper Buffer.

Yours Sincerely,

 Jenny Wilkins
Jenny and John Wilkins.

**Submission to Latrobe City Council
Australian Paper Odour Buffer**

12 Sept, 2012

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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1:8 SEP 2012	
R/O:	Doc No:
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Dear Sir/Madam

We write to you to object to the Council's proposed Odour Buffer Overlay. We have lived in Archbolds lane for a period in excess of 20 years and at no time, during this period, has the odour emissions from Maryvale Mill been a problem for us. In the last few years we would notice any odour at all only a couple of times per year. It would appear that prevailing winds blow what odour is emitted from the Mill towards Traralgon and not Tyers. We believe that this would be supported if a proper scientific study was to be conducted.

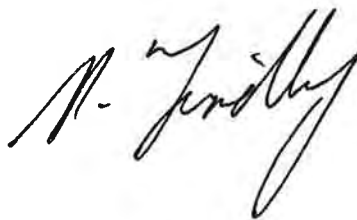
We agree with, and support, Maryvale Mill's continued operation and wish to impose no limitation on their operation through our co-location. However, we do not agree with the arbitrary nature in which the proposed overlay has been mapped.

There can be no doubt that the value of our property will decrease if this odour overlay is imposed upon us. We therefore ask that proper scientific studies of where mill odours occur be conducted and this information be used to develop the overlay boundaries. We notice, with dismay, that while we have the threat of devaluation of our land being proposed, council has seen fit to increase its value, for the purpose of rates, by 24.78%.

We look forward to further discussions with you over this matter.



Christine Smith



Nicholas Findlay

Submission 43**Swee Lim**

From: Barbie Panther [mailto:barbie.panther@latrobe.vic.gov.au]
Sent: Saturday, 29 September 2012 8:29 AM
To: Swee Lim
Subject: Objection to Australian Paper Buffer location

26 September 2012

Dear Sir/Madam

Re: Proposed Australian Paper Buffer

As a resident of Morwell North, whose property is within the proposed Australian Paper Buffer, I wish to ask a few questions about the location of this buffer as described in the Community Information Sheet published by the Latrobe City on 9th June 2012 which is being clarified as part of the Traralgon Growth Area Review process.

Are the results of the independent assessment of odour emissions undertaken by GHD Pty Ltd which have been used to choose the point of amenity impact line available for inspection? I contacted Australian Paper's Environment Support Manager, Rohan Wilks several weeks ago asking to see the results of the modelling and have not had any response from him. Previous Ausplume modelling of the Latrobe Valley prepared by HRL for the LVAMN Users Group in July 2007 concluded that "predicted ground level concentrations for all ... Class 2 and 3 Indicators are below their Design Criteria throughout the Latrobe Valley". As the results of this new "independent assessment" seem to not be publicly available, how can the Latrobe Council use them to set a boundary which will have significant issues for landowners in the region, when previous modelling has indicated that there are no odour issues in this area?

The EPA clearly recommends that modelling should not be the only method used to assess potential odour impacts of a development. Other tools such as complaint history, community odour surveys and consultation should also be implemented. We have never had issues with odour associated with the Maryvale Mill in the ten years that we have lived at eastern end of Andrew Street and are surprised by the outcome of the "independent assessment" made by GHD, which indicates that our property is impacted by odours of 10 OU. Could you please forward me a copy of the GHD modelling report at the above address. In the absence of this information, there seems to be no sound basis for the location of the southern boundary of the buffer and I object to the inclusion of the eastern end of Andrew Street in the adjusted amenity buffer.

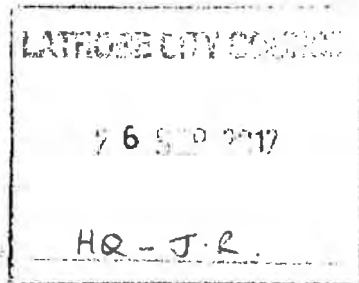
Thank you.

Barbie Panther

Dr Barbara Panther, Resident

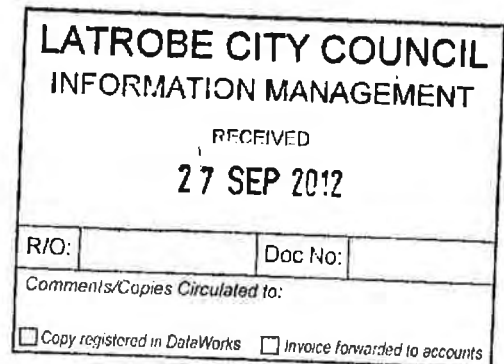
3/10/2012

Submission 44



25th September 2012

Mr Swee Lim,
Senior Strategic Planner
Latrobe City Council,
141 Commercial Road,
Morwell. 3840



Dear Sir,

In reference to Australian Paper Buffer Zone:-

- I have owned the land at the above address since 1975, and lived there for approximately 35 years.
- At no time have I been informed by the Latrobe Council of the existence of this buffer zone until July of this year.
- This land was purchased for the purpose of building a family home and then for future development through sub division as an investment for our retirement years.
- After the Latrobe Council granted permission to allow this area to be subdivided into one acre blocks we immediately made future plans. We intended to subdivide to provide for our children attending university and also to provide for our retirement.
- The proposed 5km buffer zone should be inclusive of all land within the 5km radius. It should not exclude large areas of Morwell, Latrobe hospital, Tyers, Crosses Road development and other housing developments within the zone. What is good for one land holder is good for all within the 5km radius irrespective of the owner of the land.
- The radius should be measured from the point of discharge of where the odour is created. That is where the combustion of sulphur or sulphur containing materials occurs. (As stated in documentation from the EPA). The zone should not vary from that 5km radius in any way to accommodate boundaries of townships and developments.

- Neighbours in Wilga Crescent were not informed of this buffer zone when sub division of their land took place and also at the inquiry stage for another neighbour.
- We recognise that the paper mill is a very important industry to this area but this does not give the APM, Latrobe City and the EPA the right to do what they want to do with our land. Compensation should be made to all land holders or purchase all the land within the buffer zone.
- As residents of this area we do not agree that the smell and noise from the mill affects the quality of the lifestyle in this area. We have rarely smelt the odour from the APM in 35 years.
- Tests that were performed by the APM/EPA did not allow for comprehensive monitoring within all of the buffer zone. Monitors must be set up throughout the zone to capture accurate readings of the odour.
- This buffer zone is now detrimental to our teenage children's tertiary education as we are unable to develop our land at this point in time.
- We believe if the Latrobe Council implements the Australian Paper buffer zone any landholder who is affected should be compensated for loss of future sales of land from the possible development of sub division of their property.
- The land west of Scrubby Lane is owned by the APM. Surely this would be an adequate distance from the mill for a buffer zone. Leaving the land east of Scrubby Lane for future development.

Yours Sincerely,



Greg Thomas

Submission 45

25-09-2012

Dear Sir,

We wish to register our objection to the proposed "Odour Buffer Zone" centred on the Australian Paper site near Morwell.

Our main reason for objecting is the financial disadvantage this plan would cause us.

We own the property located at

We purchased this property approximately 12 years ago with the intention of demolishing the existing dwelling and constructing a new house and out buildings for ourselves. When we purchased the land we discussed planning issues with a Latrobe City officer who stated that, at the present time there would be no further subdivision of the area. We had at this stage a couple of other "investment" properties in Traralgon.

A couple of years later, (the exact date of, I'm not certain) we received notice that the zoning covering our land and adjoining area had been altered to LDRZ, which would allow us, with planning approval to further sub-divide.

This fact changed our investment strategy for our future. Over the next decade we sold some of our "rental" properties and built our new house in the central area of Traralgon. The reason behind this was the idea that as we approach retiring age would try to push ahead with the further development of the 5 acres on Wilga Crescent. This would supplement our retirement. So, as you must now realise any imposing of a "Buffer Zone" covering our property would ruin our plans for financial security in our old age. As we are now nearing our retirement age it is a little late for us to "have another go".

What we think is a fair decision to make in this matter would be that NO change be made to the zoning of the land that is currently classed as LDRZ. The proposed "Odour Buffer Zone" is, in our opinion and that of other property owners in the area, a totally unfair and unwarranted imposition on the future quality of life for us.

We realise Scientific research has been undertaken to determine the amount of "odour" emitted from the AP mill. However along with many others we dispute the findings. Our tenants in the house at [redacted] have not once complained or even mentioned an odour problem in the approximately 12 years they have lived there. We believe the odour, which is rarely smelled these days, actually drifts down the LaTrobe River channel and not so much up and over the hills between our property and the AP site.

Another reason we are less than impressed is that for the last few years our rates have increased quite a lot and out of proportion for the services etc supplied. The reason for this when I made enquiries was that..."Oh that land can be sub-divided and you'll make a lot of money". TOTALLY UNFAIR!!

Yours etc...David and Julie Linahan,

mob:

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Submission 46

Chief Executive Officer

Paul Buckley PSM

Latrobe City

PO Box 264

MORWELL 3840

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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28 SEP 2012	
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25th September 2012

Dear Sir

As a result of the Landowners Meeting – Traralgon Growth Areas Revue – for landowners affected by the proposed Australian Paper buffer zone, we are submitting the following submission for consideration.

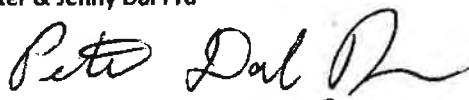
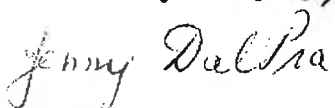
Please consider the following points:

- We bought our 5 acres in [redacted] 29 years ago with the idea that we would live on it for several years. We purchased 5 acres so we could have sufficient room to house our trucking business and all it entailed and so our children could run horses. No mention was made at the time that we would be purchasing and building in a buffer zone.
- Our plans were that on retirement we would subdivide and therefore this would be our superannuation.
- Our land is on the corner of [redacted] and [redacted] so we had no doubt that Traralgon would eventually engulf us. We presumed that there may be several 1 acre lots eventually between the house lots and then 5 & 10 acre lots further out.
- As a result of the announcement of the odour overlay and the halt to subdivision our property has been dramatically devalued. This was evident with the passing in at auction of 5 acres recently at the corner of [redacted] and [redacted]. It was bought for \$475,000 and months later the owner decided to sell because he could not sub divide. The block was passed in at auction for \$430,000. We are now expected to live in and then try to sell in an area with the stigma of having an odour overlay on our property. We have unjustly had an increase in our rate valuation when the value of our property has dropped.
- We smell the mill so rarely that we almost forget that it is to our west. If any odour from the mill travels in a westerly direction it follows the river valley and does not come near us. Since the mill spent so much money cleaning up their pollution problems, they should keep it under control.
- We heard how the odour monitoring has been done and obviously there has been no monitoring done in our area. It was not done in practise at the areas supposedly affected.
- Why therefore can't the edge of the buffer zone be shifted to Scrubby Lane and Airfield Road and then not affect landowners who purchased their properties in good faith? If not Australia Paper buy us out at the price our property should be worth.
- If the present restriction remains, there will be a general lack of tidiness at the western entrance to Traralgon as landowners who do not want their 5 and 10 acre blocks anymore, fail to look after their large land mass.
- We think the buffer zone is unjust as the edge moves to and fro, favouring some property owners and penalising others, ie Hollydale subdivision should not go ahead.

Please consider the mentioned points in planning for the future of Traralgon and surrounds.

Yours Sincerely

Peter & Jenny Dal Pra

Submission 47

P.O.Box 1184
Morwell, Vic 3840

26th September 2012.

Attention Swee Lim,

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
RECEIVED 01 OCT 2012	
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Reference: TGAR Australian Paper Mill Odour Buffer Zone Submission

I strongly oppose the TGAR Australian Paper Mill Odour Buffer Zone for the following reasons:

- Odour from the mill is seldomly smelt from our home
- Development within the Morwell area
- Modelling of the odour zone

Odour within Morwell and my home

I have lived in Morwell my entire life and in / for the past eighteen years and during this time it is clear to blind Freddy that we seldom receive odour from the APM. We receive a small inconvenience from the APM odour possibly about twice per year.

How many odour complaints have been received by the EPA from residents affected by the odour buffer zone in Morwell?

Development within the Morwell area

Development within the Morwell area is already hindered by neighbouring Morwell and Yallourn Mines, Gippsland Water Factory and the Australian Paper Mill. Therefore the Andrew and Paul Street area is part of the few remaining areas to be developed into the future. There is already a special uses zone buffer in place in the area causing further restrictions and this further impost is unwarranted.

Modelling of the odour zone

I have contacted Rohan Wilks from the APM by phone on three occasions and left messages to request further information on the modelling completed by consultants GHD and for a legible copy of the site context plan 31-27620 Rev Aug 2012. To date I am still waiting on a response.

Modelling of the odour zone completed by consultants within the odour zone seems incomprehensible. I have lived in Morwell my entire life and as a child travelled past the APM to Traralgon St.Pauls College and it was common knowledge to Latrobe Valley residents where the odour from the APM would be smelt, clearly it was and is twice the distance from the Traralgon side compared to the Morwell side. How can the modelling report, a reduced 5 Km radius within the Traralgon area and claim we are affected the same in Andrew St, when all Latrobe Valley residents know the prevailing wind direction towards Traralgon is so much more than received in Morwell?

An Odour monitoring station is required on the Morwell and Traralgon 5 Km radius to confirm the modelling report as the modelling of odour within the APM 5 Km radius completed seems unfathomable.

Proposal of a New Alignment of the odour buffer zone

I fail to understand why a buffer zone would dissect through a minor corner of my property, directly through my home after building approval by Latrobe Council. Your consideration on this matter is warranted.

My proposal is to realign the odour buffer zone to follow the special uses zone buffer through my property; this will make good planning in the area by following other restrictions in the area or alternatively I would seek the realignment to the APM side of Paul St. to allow further development in the future for Morwell. It is clear that Latrobe Council has made considerations in other areas e.g. Maryvale Hospital, Crinigan Rd and other areas of Traralgon as I have been able to make out with little map support. These considerations are practicable and sensible.

I am seeking another amendment in the Morwell area which is clearly not affected by the prevailing winds from the APM and odour.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'Rino Marino', consisting of a large, stylized 'R' followed by a smaller, more fluid signature.

Rino Marino

Enquiries:

Home phone (03) 512 1111

Mobile 0428 282 111

Submission 48

Planning Department
LaTrobe City

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30 AUG 2012	
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Re: **Traralgon Growth Area Review – ODOR OVERLAY**

I am a resident of Morwell.

I was recently sent a letter from Council informing me that the TGAR would impact on my property even though I live at Morwell.

It seems that is because the EPA has defined an old odor 5km buffer around the APM.

It was explained that this 5km buffer was designed to minimise the area around the Mill where development can take place.

As I currently understand it this buffer has been in place for many years but it has not been enforced. This is evidenced by all of the recent development in the West End of Traralgon.

It is also clear that the buffer has been redrawn to extract many areas from it to enable future development and also for practical reasons. Reasons I believe include the Morwell end.

1. Maryvale Private Hospital Morwell. This is inside the 5km, but extracted because how could Council allow a permit for a Hospital inside an ODOR buffer.
2. Land opposite Bridle Road where it meets Crinigan Road for development purposes.
3. A shortening of the buffer on Maryvale Road to leave out the School and Old peoples home and development areas.
4. No doubt much of Tyers and much of the Traralgon West end.

I see most of the above as reasonable and practical decision making and I would like to seek an extension of this approach which will see another ten Morwell properties removed from the buffer.

All of the properties (Rural zone) are on the Maryvale/Paul/Andrews and Crinigan Road areas.

SOUTH They all fall within the buffer but do not lie in the actual 'smell' ODOR zone. They lie to the East/West of the APM. They are not affected by the Easterly, Northerly, South or South Easterly winds. They are on the opposite side of Old Melbourne Road and on the down side of a large ridge away from the APM.

In short they do not get an ODOR from the Mill.

My request is to separate these properties from the buffer via a slight redraw of the boundary.

The proposed ^{al} is that the redrawn boundary when it comes up Crinigan Road moving west and avoids the Hospital and reaches Maryvale Road it should continue along Maryvale Road Northerly until it reaches Paul Street. It then turns down Paul Street, left and travels along it until it picks up the current boundary.

This will mean eleven properties will be excised from the buffer:

2 x on the top of Crinigan Road next to Maryvale Road
4 x on the top of Andrew Street next to Maryvale Road
2 x Maryvale Road
1 x Corner of Paul and Maryvale Road
2 x Paul Street (south side)

I may not have this detail precise because Council could not give me a map of this area of the TGAR, or other planning map, because it does not exist I am told.

Reason for change

1. The buffer of 5km is a guide and as I have shown the 5km radius has been penetrated in many areas already
2. The area does not get an Odor as it is not in line with prevailing wind and the Maryvale Road Hill (Chook Hill) is between the properties and the Mill
3. The arguments to excise the properties from the buffer are therefore sound from a planning point of view.

In Addition

The current buffer does not follow Streets/Roads etc... and cuts property boundaries with some in others out and some part in part out. It does not follow an odor trail or path and makes no allowance for Topography Hills or actual odor occurrence.

The new boundary still provides for a strong buffer. All of the East side of Maryvale Road is left in the buffer and by following Maryvale Road and Paul Streets an explainable, clearly delineated boundary will be excited without affecting ten properties artificially along the West side of the Maryvale Road ridge which does not receive any odor.

I would welcome the opportunity to discuss this issue at an appropriate time.

PS. Council should note that at no time did any of the affected residents understand that their properties came under an 'odor' planning overlay until this event.

Regards



M.L. Ryan

R
N)

Received via email
13/11/2012

Submission 49a

11th November, 2012

From: Mr Dino D'Angelo, Nerina D'Angelo, John D'Angelo, Julie D'Angelo Kaik
Land Owner & Residents:

RE: Traralgon Growth Areas Review

We write to you regarding our concern over the proposed 5 km buffer zone as outlined in Australia Paper (AP) modelling on which our property at 5 Traralgon West Road forms part of, will directly impact on our ability to develop and subdivide our land.

As it stands today, our property was reclassified from rural living to Low Density Living under the Latrobe City Planning Scheme a number of years ago, meaning our 5 acre property can be subdivided into 1 acre lots. Our property has adjoining boundaries to Swallow Grove, Traralgon on the Eastern boundary (residential 1), and Wilga Crescent Traralgon on the Southern and Western boundaries (Low Density Residential), with established housing development on these allotments.

We measure approximately 5 kms from Australian Paper roundabout on Maryvale Road bordering the proposed buffer zone. We will no longer be able to subdivide into 1 acre lots like our adjoining neighbours have already done, should the proposed buffer zone and EPA's push for a planning overlay be implemented. This would mean we are completely surrounded by development on all adjoining boundaries of our property and we revert to being classified rural living, diminishing our land value. Hence, the inconsistency and unfairness of the buffer zone.

The proposed 5 km buffer zone as outlined in the Australian Paper (AP) modelling is inconsistent and does not appear to apply any technical methodology. The modelling appears to apply a "hit and miss" approach to recognising land boundaries that are captured in the buffer zone. This is highlighted by the following issues:

- If current buffer zone was to be put into place it will diminish our property value, our potential for development and our potential to sell in the future.

- Wilga Crescent Traralgon, which borders Traralgon West Road, has had approval and has been developed into 1 acre lots. In our case, there has been development approval granted for 1 acre lots within the Farming, Rural Living and Low Density Zones since the buffer guideline has been in place.
- Our rates have increased significantly since being classified to Low Density Residential and will no longer have the potential to improve the property with these changes. We pay the same as those who have built houses on the adjoining one acre lots whilst our land will remain vacant. Will we be reimbursed for this additional monies paid to Council over recent years? We will also be further disadvantaged financially by having to contribute to sealing the road on Wilga Crescent where houses have been built and we will have no use for.
- Cross's Road residential development is excluded from the buffer zone however in proximity is closer to AP than properties west of Traralgon West Road (including our property).
- Latrobe City has continued to approve land development, ignore EPA guidelines that were reviewed in 1990, with rezoning occurring within 5 km buffer distances effecting Traralgon West, Morwell East and Tyres.
- EPA Buffer has existed since 1990 as a guideline only and has not been complied with by Council in the past or present, as subdivisions are continuing to get approval by Latrobe City, i.e. left of Regan Road, Wilga Crescent, Hollydale Estate Traralgon, Coonoc Road Traralgon, Old Melbourne Road, Traralgon, Allamere Drive Traralgon.
- Hollydale Estate Traralgon has had a planning permit approved by Council to develop "residential" size blocks. This would mean Hollydale goes from a Farming Rural Zone directly to Residential 1 Zoning.
- The top end of Regan Road borders Hollydale Estate, making the property owners on Regan Road in close proximity to residential living. Property owners bordering "Hollydale" will remain rural living and not have the option to subdivide.
- Hollydale Estate together with Cross's Road Traralgon appear to be approved on commercial interest.
- The approved planning and development at Crinigan Road Morwell is inside 3 kms from AP. Heritage Manor Estate Morwell is closer to AP than Traralgon West.
- Council have collected inflated rates on the potential value and now properties cannot be subdivided therefore diminishing value and loss of money to landowners.

- Many of these properties have shared boundaries with land that will now be affected by the proposed buffer zone. It is not good planning as it can cause amenity issues for both groups (EPA AQ 2/86 “reduced amenity”).

Recommendations:

- A proposed buffer zone which we, together with many other effected residents, suggest is to follow the Vic Roads boundaries which include most of the AP pine plantation ends and borders of Low Density Residential areas, which would be less harmful and more of a fair option to current resident/rate payers. I encourage Council to apply a “common sense approach” and follow the natural road boundaries for the proposed buffer zone being: -Airport Road Traralgon – Scrubby Lane Traralgon – Cemetery Drive Traralgon – Tyers Road Tyers – Yallourn North Road.
- Residents are less likely to be disadvantaged using this methodology and Latrobe City will have more control over decisions regarding future planning and land development in our local government area, rather than increase the capacity of the EPA to make such decisions.
- Whilst we recognise that AP must protect their interest, we believe Latrobe City should also protect the interest of its ratepayers in a fair and equitable process.
- Latrobe City engage an independent consultant to do modelling that compares the modelling conducted by AP to inform the review process (rather than place the onuson residents, as has been suggested to me by Swee Lim, Senior Strategic Planner, Latrobe City).
- Council provide each landowner/ratepayer affected by TGAR review (buffer zone) with direct communication by mail regarding updates, changes, review and submission dates, changes to our rates should buffer stops development and other pertinent information as it arises. Residents should not have to rely on Council Notice Board in the Latrobe Valley Express or Latrobe City website. Latrobe City should engage and consult with all residents affected by the TGAR directly, in a fair and equitable manner and not rely on mainstream sources. Not all residents are able to use a computer to access information via your website or read the local paper for various reasons. This includes language barriers (CALD), ageing population, literacy etc.

We thank you for taking the time in reading our concerns, and hope for a positive outcome for all in this matter.

I look forward to your reply.

Kind Regards,

Dino D'Angelo
Nerina D'Angelo
Julie D'Angelo Kaik
John D'Angelo

From: Julie & Irek []
Sent: Tuesday, 27 November 2012 11:24 AM
To: Infrastructure Development Admin - Shared mailbox
Cc: Sandy Kam
Subject: Attention: CAROL STOKES: RE: Nerina and Dino D'Angelo
-Special charge Scheme to seal Wilga Crescent,
Traralgon (reference: SCS 2011/4 DB:CS)
Importance: High

Hello Carol

Further to our telephone conversation yesterday regarding the sealing of the road at Wilga Crescent, Traralgon.

I attach a copy of the submission made to Latrobe City on the 13 November, 2012 regarding the Traralgon Growth Area Review (TGAR). This has a direct impact on our family property at Traralgon.

This document makes reference to our concerns about the economic contribution to sealing the road at Wilga Crescent and the direct impact caused by the TGAR and proposed AP buffer on the status of our property. For this reason, we are opposed to the sealing of the road at the present time.

I raise the following concerns :

- The TGAR will stop our rights to subdivide our property on the corner of Wilga Crescent and Traralgon West Road into one acre lots, with compulsory access from Wilga Crescent.
- This will place my elderly parents in financial hardship if they must contribute to the sealing of the road; when there is no potential to recover these funds if the property no longer has potential for growth.
- We are opposed to paying for the sealing of the road on Wilga Crescent if we do not have the same status as our neighbours, who are using the road fully; they have been able to build houses on 1 acre lots and increased the use and traffic on this road.
- We have a shared boundary with homes on Wilga Crescent and other residents whose properties are currently zoned Low Density Residential who have full use of the road. These land owners have not been obstructed from building homes and wish to see the road sealed. However, all the residents living

on the same road should be regulated by the same planning scheme allowing them the same rights to develop land and therefore, have full use or potential use of a sealed road.

- Currently, landowners in Wilga Crescent are not on the same level playing field, making it an unfair and inequitable process to expect all residents to contribute when the future development of landowners is on hold due to the proposed AP buffer zone and TGAR i.e some landowners will revert to rural living whilst others have gained from the current classification of Low Density Residential, increasing the value of their land and access to it via Wilga Crescent.
- I note that we did not receive correspondence from Latrobe City advising that the concept plans were on display for two weeks and therefore did not make a submission at the time.

I recommend that Latrobe City Council delay any decisions relating to Special Charge Scheme to seal the road at Wilga Crescent, whilst the TGAR review is ongoing, creating another level of complexity to landowners living in Wilga Crescent.

I request this submission be placed on file at Latrobe City in all departments related to this issue to ensure concerns are lodged across all areas (i.e Review of Rates, Planning and Infrastructure and Development) and as correspondence to the next council meeting in December 2012.

I may be contacted on [redacted] should you wish to discuss any issues with me.

Regards

Julie D'Angelo Kaik

Swee Lim

From: Linda Dukes
Sent: Monday, 12 November 2012 2:21 PM
To: Swee Lim
Subject: Fw: TGAR - Proposed Australian Paper (AP) Odour Buffer Zone

From: Linda Dukes
Sent: Monday, November 12, 2012 2:20 PM
To: russell.northe@parliament.vic.gov.au
Subject: Fw: TGAR - Proposed Australian Paper (AP) Odour Buffer Zone

From: Linda Dukes
Sent: Monday, November 12, 2012 2:16 PM
To: sandy.kam@latrobe.vic.gov.au
Subject: Fw: TGAR - Proposed Australian Paper (AP) Odour Buffer Zone

From Mr. Bernardo & Mrs. Mirella Alesi
Land Owner & Residents at

To Mr. Lim,

We write to you regarding our concern over the proposed buffer zone as outlined in Australia Paper (AP) modelling, on which our home property on Traralgon forms part of and will be effected, meaning our inability to develop and subdivide.

The proposed 5 km buffer zone as outlined in the AP modelling is inconsistent and does not appear to apply any technical methodology. If Latrobe City ratifies the AP buffer it will result in considerable unfairness and inequity to land owner/residents effected by the proposed changes.

We are the only property located on the right hand side of Regan Road and do not have Council approval to subdivide. Residents on the left hand side of Regan Road have been given approval to subdivide, of which one resident is currently in the process of doing. We don't understand the logic and inconsistency on this.

Hollydale Estate Traralgon has had a planning permit approved by Council to develop "residential" size blocks. This would mean Hollydale Estate goes from a Farming Rural Zone directly to Residential Zoning. Hollydale Estate borders onto Regan Road meaning my home is only 150 metres away from an approved residential area. Hence the inconsistency and the unfairness of the buffer zone.

Cross's Road (Traralgon) residential development is excluded from the buffer zone however in proximity is closer to AP than properties west of Traralgon West Road.

Hollydale Estate together with Cross's Road Traralgon appear to be approved on commercial interest.

The approved planning and development at Crinigan Road Morwell is inside 3 kms from AP, and Heritage Manor Estate Morwell is closer to AP than Traralgon West.

Wilga Crescent Traralgon, which borders Traralgon West Road, has had approval and has been developed into 1 acre lots.

There has been development approval granted for 1 acre lots within the Rural Living and Low Density Zones since the buffer guideline was introduced.

EPA Buffer has existed since 1990 as a guideline only and has not been complied with by Council in the past or present, as subdivisions are continuing to get approval by Latrobe City, i.e. left of Regan Road, Wilga Crescent, Hollydale Estate Traralgon, Coonoc Road Traralgon, Old Melbourne Road Traralgon. The issue being many of these properties have shared boundaries with land that will now be effected by proposed buffer zone. It is not good planning as it can cause amenity issues for both groups.

We believe if this current buffer zone was to be put into place it will diminish our property value, our potential for development or sell in the future.

Rates have increased significantly due to properties being reclassified to LD1 and now will not be able to be developed. Council have collected inflated rates on the potential value and now properties cannot be subdivided therefore diminishing value and loss of money to landowners. If the buffer stops development how will this effect our rates?

We recommend that Latrobe City engage their own consultant to do modelling that compares the modelling conducted by AP, or to apply common sense, please.

16/11/2012

We have been residents on Regan Road for 25 years, we have never smelt odour from AP and have never made a complaint to EPA.

A proposed buffer zone which we, together with many other effected residents, suggest is to follow the Vic Roads boundaries which include most of the AP pine plantation ends and borders of Low Density Residential areas, which would be less harmful and more of a fair option to current resident/rate payers. Roads being..

Airport Road Traralgon – Scrubby Lane Traralgon – Cemetery Drive Traralgon – Tyers Road Tyers – Yallourn North Road.

Residents are less likely to be disadvantaged using this methodology.

While we recognise that AP must protect their interest, we believe Latrobe City should also protect the interest of its ratepayers in a fair equitable process.

We thank you for taking the time in reading our concerns, and hope for a positive outcome for us in this matter.

Kind Regards,
Bernardo and Mirella Alesi

Received 15/11/2012
via email

MrSwee Lim
Senior Strategic Planner
Latrobe City Council
swee.lim@latrobe.vic.gov.au

15 November 2012

Dear Mr Lim

Submission in response to the proposed Australian Paper Odour Buffer

Thank you for providing the opportunity to comment on the proposed Australian Paper (AP) buffer.

We suggest that the proposed odour buffer be adjusted to exclude current landholders by using the natural boundaries afforded by the roads of Valley Drive (excluding the development of *The Village Lifestyle & Leisure*), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes.

This adjustment would remove the disadvantage and discrimination against current landholders which is apparent in the proposed AP odour buffer's current state.

Our reasoning is based on the following:

1. This adjustment is fair in that it provides the least impact on current residents; Council retains planning control over the excluded areas and there is no change to the current opportunity for development.
2. It is clear that the guideline has been ignored on the whole since 1990 with rezoning occurring within the 5km buffer distances (some of these have been in the recent past). Therefore, adjustment to the AP buffer does not contravene previous planning trends.
3. Ratifying the proposed AP buffer in its present form represents considerable unfairness and discrimination against current landholders within it because some areas have been excluded from the buffer for what appears to be commercial interest such as the Crinigan and Tyers Roads developments.
4. As the proposed AP buffer has been clearly adjusted to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. This makes it reasonable to suggest the above adjustments that exclude most of the currently developed land, thus not disadvantaging or discriminating against current residents.
5. If the proposed AP buffer is ratified, the area will be tainted. This has the potential impact of reduced market value. Evidence of this is the raised awareness of the buffer by colleagues and community members including the real estate agent who sold us the property.
6. Although when purchasing the property about 3 years ago we undertook due diligence by asking the Council on several occasions what issues were related to the land, we were not informed about the EPA odour buffer guideline that had already been established.

We request that Council adopt the adjustment to the proposed AP buffer as specified in this submission, as an equitable compromise.

Yours sincerely

Darryl and Christine Marks

Received 14/11/2012
via email

Submission 52

Julie & Kevin Fleming

flemingstrees@speedweb.com.au

14 November 2012

Paul Buckley
Latrobe City Council
141 Commercial Road
MORWELL 3840

Latrobe@latrobe.vic.gov.au

APM BUFFER ZONE

Dear Sir,

We would like to state that the boundaries given for the 5km **buffer zone** is unduly unfair as it has many inconsistencies and represents considerable unfairness as some areas have been excluded (Cringan Rd and Hollidale) from the buffer zone due to Commercial interests, it would be more beneficial for this Council to go by road boundaries instead of cutting through properties.

We would like to back the proposal that the Buffer zone (which is only an EPA guideline UP TO 5km) be moved more to the West – Scrubby Lane as the border and that the Working Group Odour Buffer Proposal be implemented. It still gives the APM enough growth area for any future developments.

We have lived in 2 x 5 acre properties over the last 12 years and have not smelt or had any issues with odour from the APM . We lived previously in the West End area in a built up residential area and smelt the emissions on a regular basis. The APM did state that since 1990 they have spend a considerable amount of money in reducing the Odour Emissions if this is the case then the 5km buffer zone should be reduced.

EPA Publication AQ2\86 Buffer Distances for Industrial Residual Air Emissions recommends that the Mill has a buffer zone **UP TO 5KM**. I understand that the APM is an industry of State significance and it needs to secure its future in Latrobe Valley. The area between Airfield Rd and Scrubby Lane back to Traralgon has grown in size with the area being a highly desirable area for living. A lot of young families and sporting groups in the area would benefit from future development of the area by the implementation of walking/cycling tracks, bus stops etc.

If a buffer zone is implemented where it is outlined all land from Scrubby Lane back to Traralgon will be tainted and less desirable to future buyers. Rates would need to be reduced due to the reduced value and use of the amenity.

Please consider the Working Group Odour Buffer Proposal it has a lot of merit and would be a benefit to the future development of the area.

Yours truly,

Julie Fleming

Submission 53

Received 15/11/2012
Via email

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council

15th Nov 2012
B & L Scott

Dear Mr Lim

Submission for an adjustment to the proposed Australian Paper Odour Buffer

Thank you for the opportunity to comment on the proposed Australian Paper (AP) buffer. This submission is on similar lines to the TGAR Community Working Group, this submission to raise its concerns and to suggest an adjustment to the proposed AP Odour buffer on the basis of fairness, practicality and acceptability in general, to the community.

We recommend that the buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archbold's and Sawyers Lanes.

Our recommendation is based on the following:

1. This adjustment is fair in that it provides the least impact on current residents; Council retains planning control over the excluded areas; there is no change to the current opportunity for development but it provides Council with more flexibility in the future; straw polling taken during a community feedback presentation indicated there was in general, community acceptance of this proposal. Some residents living on Archbold's Lane agree with this boundary as a fair compromise.
2. As the proposed AP buffer has been clearly adjusted to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. This makes it reasonable to suggest an adjustment that excludes most of the currently developed land, thus not disadvantaging or discriminating against current residents.
3. According to the EPA the guideline has been ignored on the whole since 1990 with rezoning occurring within the 5km buffer distances (some of these have been in the recent past). Therefore, adjustment to the AP buffer does not contravene previous planning trends.
4. Ratifying the proposed AP buffer in its present form represents considerable unfairness and discrimination against current landholders within it because some areas have been excluded from the buffer for what appears to be commercial interest such as the Crinigan and Tyers Roads developments.
5. While residents within the proposed AP buffer may be hopeful of some future rezoning that will allow development, we accept the Council's premise that it will not become Residential 1. There is a huge gap between Low Density and Residential zones.
6. Rate increases are predicted in areas within the proposed buffer due to the land being seen as desirable (scarcity of Rural Living and Low Density blocks close to the CBD). However, if this proposed buffer is ratified, the area will be tainted. Evidence of this is the raised awareness of the buffer by the community in general. If it becomes an overlay the desirability of the land will be severely reduced because of the implied reduced quality of living or reduced amenity. This may have a financial impact on residents who purchased land within the buffer (it must be noted that a prospective purchaser does not have to be advised about the buffer if it is a guideline)
7. Yours sincerely
Barry & Leanne Scott



cc Mr Russell Northe MP

TGAR Community Working Group
C/o P O Box 9243
TRARALGON 3844

Mr Paul Buckley PSM
Chief Executive Officer
Latrobe City Council
PO Box 264
MORWELL 3840



8 November 2012

Dear Mr Buckley

Submission in response to the proposed Australian Paper Odour Buffer

Thank you for providing the opportunity to comment on the proposed Australian Paper (AP) buffer. The TGAR Community Working Group was formed out of a community meeting on 22 August 2012. The purpose was to seek further information about the buffer for the community to enable informed decision making. The TGAR Community Working Group is therefore tendering this submission to raise its concerns and to suggest an amendment to the proposed AP Odour buffer on the basis of fairness, practicality and acceptability in general, to the community.

We recommend that the buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Valley Drive (excluding *The Village Lifestyle & Leisure*), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes (see attached map).

Our recommendation is based on the following:

1. This adjustment is fair in that it provides the least impact on current residents; Council retains planning control over the excluded areas; there is no change to the current opportunity for development but it provides Council with more flexibility in the future; straw polling taken during a community feedback presentation indicated there was in general, community acceptance of this proposal. Some residents living on Archibold's Lane agree with this boundary as a fair compromise.
2. As the proposed AP buffer has been clearly adjusted to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. This makes it reasonable to suggest an adjustment that excludes most of the currently developed land, thus not disadvantaging or discriminating against current residents.
3. According to the EPA the guideline has been ignored on the whole since 1990 with rezoning occurring within the 5km buffer distances (some of these have been in the recent past). Therefore, adjustment to the AP buffer does not contravene previous planning trends.
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We request that Council adopt the amendment of the proposed AP buffer as specified in this submission, as an equitable compromise to the fairness and discrimination issues. We also request you provide us with the opportunity to speak to this submission at the appropriate Council meeting.

Yours sincerely

TGAR Community Working Group



Sal Testa



Daniel Colonnelli



Robert Lorenz



Keith Walsingham



Ken Bailey



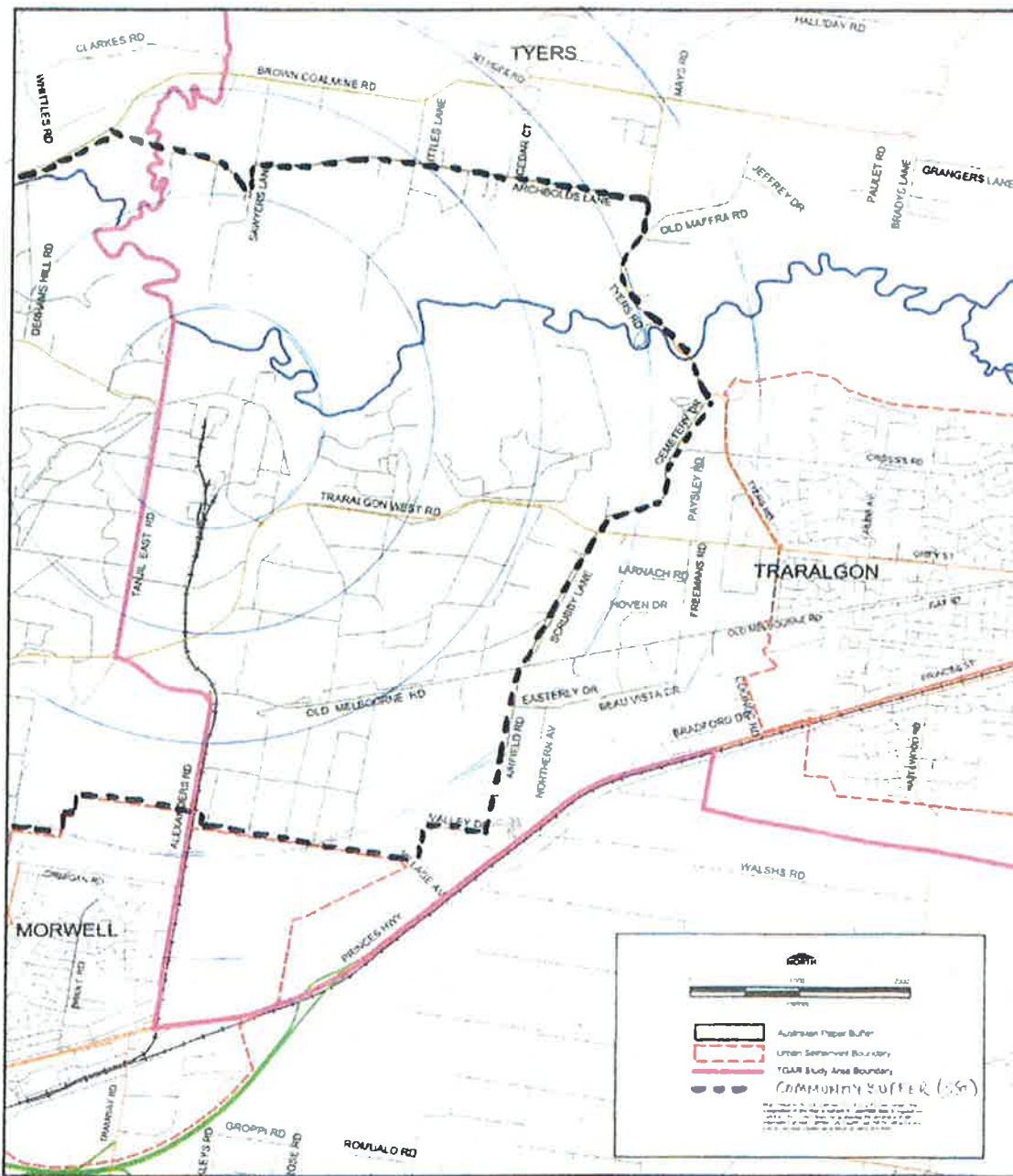
Kerry Watson



Christine Waring



Traralgon Growth Areas Review - Proposed Australian Paper Buffer



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Submission 55

2nd Nov 2012
RF & RA Lorenz

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council

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Dear Mr Lim

Submission for an adjustment to the proposed Australian Paper Odour Buffer

Thank you for providing the opportunity to comment on the proposed Australian Paper (AP) buffer. This submission is on similar lines to the TGAR Community Working Group, this submission to raise its concerns and to suggest an adjustment to the proposed AP Odour buffer on the basis of fairness, practicality and acceptability in general, to the community.

We recommend that the buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archbold's and Sawyers Lanes .

Our recommendation is based on the following:

1. This adjustment is fair in that it provides the least impact on current residents; Council retains planning control over the excluded areas; there is no change to the current opportunity for development but it provides Council with more flexibility in the future; straw polling taken during a community feedback presentation indicated there was in general, community acceptance of this proposal. Some residents living on Archbold's Lane agree with this boundary as a fair compromise.
2. As the proposed AP buffer has been clearly adjusted to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. This makes it reasonable to suggest an adjustment that excludes most of the currently developed land, thus not disadvantaging or discriminating against current residents.
3. According to the EPA the guideline has been ignored on the whole since 1990 with rezoning occurring within the 5km buffer distances (some of these have been in the recent past). Therefore, adjustment to the AP buffer does not contravene previous planning trends.
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5. While residents within the proposed AP buffer may be hopeful of some future rezoning that will allow development, we accept the Council's premise that it will not become Residential 1. There is a huge gap between Low Density and Residential zones.
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Yours sincerely

Robert Lorenz



Rosemary Lorenz



cc Mr Russell Northe MP

Regarding the APM buffer zone

We as a family have approximately 650 acres of farm in your proposed buffer area, so it effects us as much or more than many yet we seem to be getting very little consultation from council.

We have put up with the noise, smell and corrosion of our fences and iron roofs for decades without complaint, that cost was probably small compared to putting the stench of an odour zone over us.

Once this line is drawn, our property becomes harder and slower to sell and obviously less valuable as prospective purchasers would want to dodge the restrictions and hassles involved with a buffer. This in turn limits our borrowing power which limits our ability to expand ect.

The red tape will make it harder or impossible to build houses ect for the next generation or employees, or to put houses on vacant blocks for security or convenience purposes.

Our land in most cases acts as a superannuation policy so you are also making it a lot more difficult for us to retire for the above reasons.

The information regarding this buffer tells us that the mill is an industry of state significance, we thought mining and agriculture were our future, shouldn't we help them.

Ian and Glenda Baillie

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Submission 57

Victoria
6th November 2012

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council
141 Commercial Road
Morwell 3841

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Dear Swee

Re: Traralgon Growth Area Review

We, Kenneth J Bartling and Lorraine V Bartling, wish to strongly object to the proposed buffer zone involving the Traralgon Growth Area Review (TGAR).

We have lived at _____ for 32 years and can honestly state that we have never smelt the odour from the mill.

Apparently, the odour buffer has been in situ since 1977 and it is of great concern that it was not publicly known, thus creating a major concern to the residents who have been allowed to purchase land and to build within the proposed buffer zone believing that one day they would be able to subdivide their land as part of their retirement plans.

If the buffer is implemented into the Latrobe City Planning scheme, all the properties could be of a lesser value than prior to the proposed buffer having been implemented. Council allowed Subdivisions and residents to build! It was the Traralgon Shire, the Latrobe Shire and the Latrobe City that allowed this to happen.

We believe that an adjustment could and should be made to the proposed buffer zone as this would be consistent with the fact that the Mill in 1990's, spent considerable amount of money addressing the odour issue.

As this issue affects a considerable number of people and the future of the Western area of Traralgon, Morwell East and Tyers it would be prudent to have a totally independent review of the total odour issue relevant to the proposed buffer – NOT BY THE EPA OR THE MILL – also including answers to the following points:

- 1 Number of complaints received from 'buffer zone' residents including dates of the observation.
- 2 Number of complaints received from Traralgon residents including dates of the observation.
- 3 Data for the past 5 years.
- 4 Predicted number of odour incidents and duration per year for residents within each 22.5 degree sector of the 'buffer zone'.

If the buffer is changed to road boundaries, the Council will have more opportunity to manoeuvre;

residents will have the same opportunity for development which is controlled by Council. The consensus of the residents is that it would be an acceptable solution thereby taking away the angst of residents and the inequity in the treatment of residents in the affected area.

Comment

Buffer zones are designed to protect both residents and industry and to prevent conflict – there already exists 'conflict' outside the zone and odour is still detected in Eastern parts of Traralgon.

Yours Sincerely



Kenneth and Lorraine Bartling OAM

CC. Minister for Planning
Minister for the Environment and Climate Change

Re; Traralgon Growth Areas Review/Australian paper buffer.

We have attended all of the meetings regarding the Australian paper buffer and find it very disappointing to know the Council didn't know or implement it to any of the current property owners, who have bought properties in the buffer area and some have already subdivided their land.

We have lived at [redacted] for 11 years and have always thought that one day the Council would change the zone and we would be able to subdivide, as subdivision was creeping out from town to our place.

We would like to suggest you re-think the development at Hollydale site (residential lots) would be more appropriate to be 1 acre or 5 acre lots instead, as this backs on to 5 acre lots that can't subdivide at this stage and may never be able to.

The proposed AP buffer lines have been clearly moved to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. The mill owns land all around it, why can't this be its buffer? The EPA recommendations are only a guideline, not law.

It must be noted that a prospective purchaser does not have to be advised about the buffer if it is a guideline, but if it becomes an overlay this information must be provided to prospective purchasers therefore the price of properties would be affected, the area would be tainted and current owners disadvantaged. Is the council going to compensate all property owners in the AP buffer zone if an overlay goes on the area?

Barry & Leanne White

V

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Submission 59

John and Rosie DiCiero

Pho1

10 November 2012

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL 3840

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Dear Mr Swee

SUBMISSION TO TRARALGON GROWTH AREAS REVIEW – AUSTRALIAN PAPER PROPOSED ODOUR BUFFER

The purpose of this letter is to express our concerns with the proposed Australia Paper odour buffer as outlined in the Latrobe City Council's Traralgon Growth Areas Review (TGAR)



In brief, our concerns include:

- The unfairness of some properties that nominally fall within proposed buffer being 'exempted' while other for no apparent reason are included in the buffer zone
- The EPA guidelines on Paper Manufacturer buffer zones have been largely ignored for more than 20 years while various developments within that buffer zone have been allowed to proceed on an apparently ad hoc basis. The TGAR now calls for this buffer zone to be confirmed and with a stated intent of proceeding to overlay status.
- Australian Paper's proposed buffer zone is supposedly based on scientific evidence but has been already compromised by changing the boundaries to follow property lines and to exclude some properties altogether.

We support the adjustment of the proposed Australian Paper Buffer Zone along as submitted by the TRAR Community Working Group, ie the buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Valley Drive (excluding The Village Lifestyle & Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes

We ask that Council adopt the revised buffer zone boundaries as a reasonable compromise that reflects fairness and equity for local landowners and ratepayers.

Yours sincerely

John and Rosie Di Ciero

Submission 60

Kerry and Lauris Watson

Phone 0:

Email k _____

Mr Swee Lim

Senior Strategic Planner

Latrobe City Council

PO Box 264

MORWELL 3840

10 November 2012

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Dear Mr Swee

SUBMISSION TO TRARALGON GROWTH AREA REVIEW

Thank you for the opportunity to submit our concerns to the TGAR.

We have concerns regarding the Proposed Australian Paper Odour Buffer zone and oppose it on the grounds of unfairness and discrimination for existing land owners in the proposed buffer zone.

Our opposition to the AP proposed buffer zone is based on:

- The AP scientific modelling has been already compromised to allow commercial developments (Crosses Road, Crinigan Road, Hollydale)
- EPA guidelines have been largely ignored since 1990, therefore the past planning trends do not preclude a buffer zone realignment
- The buffer realignment actually gives Council more control and flexibility of possible future development

We support the adjustment of the Buffer Zone boundaries as proposed by the TGAR Community Working Group which recommends the buffer be adjusted on the south, east and north to follow the natural boundaries afforded by the roads of Valley Drive (excluding The Village Lifestyle & Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes.

We ask that Council adopt the revised buffer zone boundaries as a reasonable compromise that reflects fairness and equity for local landowners and ratepayers.

Yours sincerely



Kerry Watson



Lauris Watson

Submission 61

REALITY
CHRISTIAN
FELLOWSHIP

LATROBE CITY COUNCIL
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REALITY CHRISTIAN FELLOWSHIP INC 15 NOV 2012

A0040002C

35 Lamach Road, (P.O. Box 401) Traralgon, 3844 Victoria, Australia

Phone: (03) 5174 3759 Email: reality@wideband.net.au

Senior Pastor Keith Walsingham

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Mr. Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL 3840

Monday 12th November 2012

Dear Mr Lim

RE: SUBMISSION IN RESPONSE TO THE PROPOSED AUSTRALIAN PAPER ODOUR BUFFER

Thank you for providing the opportunity to comment on the proposed Australian Paper (AP) buffer. As a corporate resident affected by the proposed buffer we would like to recommend that the proposed buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Valley Drive (excluding *The Village Lifestyle & Leisure*), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes (see attached map).

Our recommendation is based on the following:

1. We believe this adjusted proposed boundary is much ***fairer*** in that it provides the least impact on current residents and that Council would continue to retain planning control over the excluded areas. At the same time there would be no change to the current opportunity for development and at the same time provide the Council with more flexibility in the future
2. We note that the proposed AP buffer has been ***clearly adjusted*** to accommodate specific and proposed developments consequently the scientific basis of the AP buffer has been obviously already compromised. This makes it reasonable to suggest an adjustment that excludes most of the currently developed land would not disadvantage or discriminate current residents.
3. It has been discovered that according to the EPA, that the guideline for the AP Buffer has been ***ignored on the whole since 1990***. We see that rezoning has occurred within the 5km buffer distances (some of these have been in the recent past). Therefore an adjustment to the AP buffer zone certainly does not contravene previous planning trends.
4. To ratify the proposed AP buffer in its present form represents ***considerable unfairness and discrimination against current landholders*** within it because we see that some areas have been excluded from the buffer for what appears to be commercial interest such as the Crinigan and Tyers Roads developments.
5. We are concerned that if this proposed buffer is ratified, that our property which lies within the buffer zone will be tainted. We have already spoken with residents who have expressed an increased negativity awareness of the buffer by the community in general. Should the buffer zone become an overlay the desirability of our land will be severely reduced because of the implied reduced quality of living. ***We actually rarely experience any odour from AP at our property.***

We request that Council adopt the amendment of the proposed AP buffer as specified in this submission, as an equitable compromise to the fairness and discrimination issues. We also request you provide us with the opportunity to speak to this submission at the appropriate Council meeting.

Yours sincerely

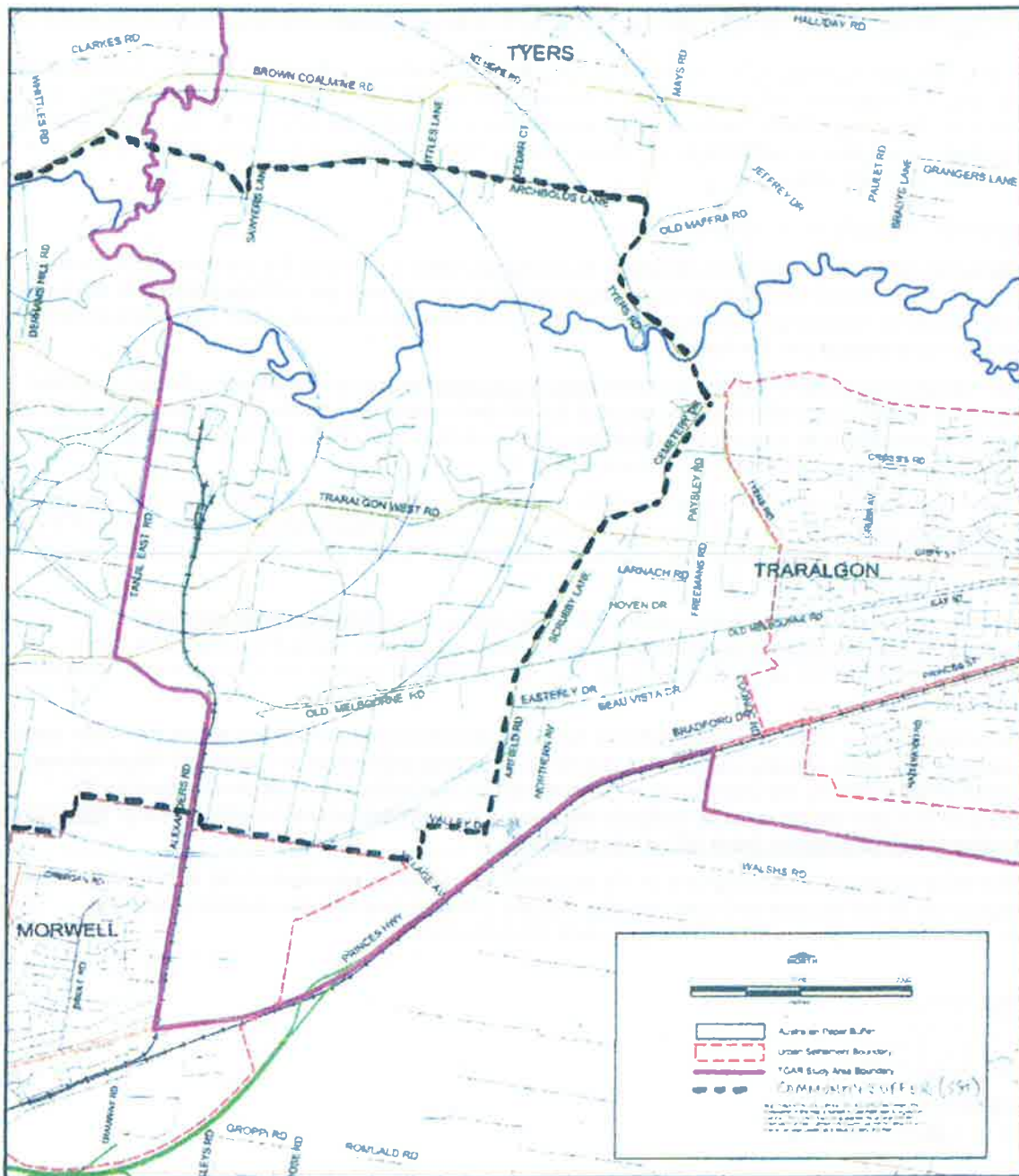


Keith Walsingham
Senior Pastor on behalf of Members

Member Church of C.R.C. Churches International



Traralgon Growth Areas Review - Proposed Australian Paper Buffer



Submission 62

KJ and JA Currie

Phone _____

10 November 2012

Mr Swee Lim

Senior Strategic Planner

Latrobe City Council

PO Box 264

MORWELL 3840

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Dear Mr Swee

SUBMISSION TO TRARALGON GROWTH AREAS REVIEW – AUSTRALIAN PAPER PROPOSED ODOUR BUFFER

The purpose of this letter is to express our concerns with the proposed Australia Paper odour buffer as outlined in the Latrobe City Council's Traralgon Growth Areas Review (TGAR)

In brief, our concerns include:

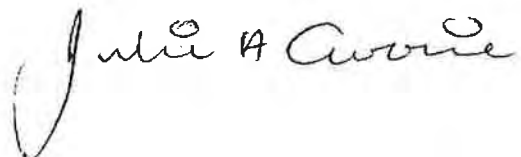
- The unfairness of some properties that nominally fall within proposed buffer being 'exempted' while other for no apparent reason are included in the buffer zone
- The EPA guidelines on Paper Manufacturer buffer zones have been largely ignored for more than 20 years while various developments within that buffer zone have been allowed to proceed on an apparently ad hoc basis. The TGAR now calls for this buffer zone to be confirmed and with a stated intent of proceeding to overlay status.
- Australian Paper's proposed buffer zone is supposedly based on scientific evidence but has been already compromised by changing the boundaries to follow property lines and to exclude some properties altogether.

We support the adjustment of the proposed Australian Paper Buffer Zone along as submitted by the TRAR Community Working Group, ie the buffer be adjusted on the south, east and north boundaries to follow the natural boundaries afforded by the roads of Valley Drive (excluding The Village Lifestyle & Leisure), Airfield Road, Scrubby Lane, Cemetery Drive, Tyers Road and Archibold's and Sawyers Lanes

We ask that Council adopt the revised buffer zone boundaries as a reasonable compromise that reflects fairness and equity for local landowners and ratepayers.

Yours sincerely

KJ and JA Currie

Handwritten signature of KJ Currie in cursive script.Handwritten signature of Julia A Currie in cursive script.

Submission 63

urbis

4 June 2012

Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL VIC 3840

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Dear Swee,

Submission to the draft Traralgon Growth Areas Review (TGAR) documents

Urbis act on behalf of Stable Property Group, and we are instructed to make the following submission to the draft TGAR documents.

As you would be aware, Urbis has recently lodged a combined planning scheme amendment and planning permit application on behalf of our client, which seeks to develop land situated at the corner of Princes Highway and Bradford Drive (comprising the south-east corner of the Hollydale land) for a Masters store and associated restricted retail tenancies.

At the outset we confirm our support for the program of long term strategic planning that Council has initiated to guide the future growth of Traralgon. We have also appreciated the opportunity to participate in the stakeholder workshops conducted with Council and its consultant team in May, which provided an excellent forum to discuss and explore the key issues and constraints around the various growth options.

Our review of the draft TGAR documents has identified a number of areas of concern however with both the assumptions and land use recommendations put forward by the TGAR framework. In particular, the TGAR report relies heavily on the 2009 Assessment of Bulky Goods Floorspace prepared by MacroPlan on Council's behalf, which includes outdated assumptions on the nature of the bulky goods market in Latrobe.

More specifically, we are concerned that:-

1. The provision for bulky goods floor space growth is significantly below the expected needs of the region's growing population. An updated analysis of bulky good need in the region undertaken by MacroPlan (2012) confirms that even with the development of the two planned bulky goods precincts at Traralgon East and Morwell, the region's existing shortfall of 29,440m² is expected to increase to 33,485m² by 2026. This confirms the need for additional bulky goods floorspace growth beyond the existing nodes to be accommodated within the TGAR framework.
2. The unsuitability of the existing zoned bulky goods sites for attracting national tenants has not been considered. The updated analysis of bulky good need in the region undertaken by MacroPlan (2012) confirms that the new Traralgon East and Morwell sites are more suitable for local retailers, especially given their more lowly ranked exposure to passing traffic.

3. The Framework contemplates residential development across the whole of the Hollydale land, an outcome which fails to respond to the strategic characteristics of the site (including its principal frontage to the Princes Highway and the future Traralgon Bypass beyond, and adjacency to an existing specialised activity precinct). The locational attributes and regional accessibility of the site, coupled with its sheer scale, provide strong support for the site to cater for both employment and residential uses, extending the pattern of neighbourhood development proposed to its east.
4. The TGAR Framework in its present form will preclude the establishment of a Masters store within the Traralgon region. This will result in a significant lost opportunity for local job creation, improved consumer choice and reduced escape spending. It will also perpetuate a sub-optimal bulky goods offer to the Traralgon and Morwell communities and the wider Latrobe Valley.
5. The activity centre hierarchy contemplated by TGAR, and in particular the proposed location of the Neighbourhood Activity Centre (NAC), is not based on sound retail planning principles. We believe there are compelling economic grounds to support the relocation of the NAC more centrally within the emerging residential population catchment, to ensure its viability and access to the future community.

We believe these matters require urgent attention and warrant a number of modifications to the TGAR framework, including:-

- Updating the site comparative rankings for bulky goods sites in the region as set out on p.23 of the Macro Plan report.
- Identification of the Hollydale site as an integrated employment and residential precinct, recognising its strategic potential for employment uses at its frontage to the Princes Highway and visual exposure to the future Traralgon Bypass, and its suitability for residential uses around the areas of natural/landscape amenity deeper within the site.
- Relocation of the proposed Neighbourhood Activity Centre more centrally within the corridor, potentially co-located within the bulky goods/homemaker precinct on the Hollydale land.

We set out below our further response to the principal areas of concern identified above, and rationale for the changes we are recommending to the TGAR framework as a matter of priority.

UPDATED BULKY GOODS FLOORSPACE DEMAND ANALYSIS

As outlined above, MacroPlan has recently completed an updated analysis of bulky goods floorspace needs for the Latrobe region on behalf of Stable Property Group. The analysis was commissioned recognising that the 2009 Assessment of Bulky Goods Floorspace prepared on Council's behalf, was now somewhat out of date (as a result of the confirmation of the future Traralgon Bypass route, the rezoning and take-up of other bulky goods precincts in the region at Traralgon East and Morwell, and the release of the TGAR documents which now propose urban uses for the Traralgon West corridor).

By way of summary, the 2012 Assessment confirms that:-

- Population growth will continue to fuel a demand for additional bulky goods floorspace, and that an undersupply of floorspace exists and will continue to grow even with the development of Traralgon East and Morwell.
- Taking into account the changes that have occurred since 2009, the Hollydale site is now equally ranked with the Traralgon East and Morwell sites.

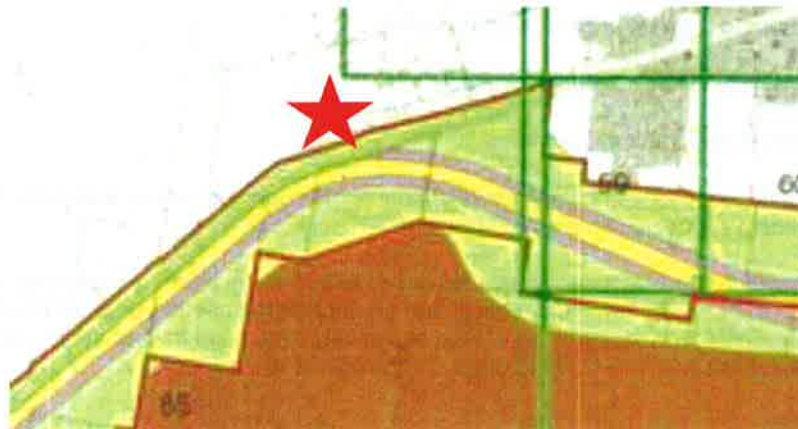
- That attraction factors for national tenants should be taken into account in determining the most appropriate sites for additional bulky goods floorspace to meet the projected shortfall. In this respect the Hollydale site is the most appropriate site in Latrobe.
- The location for new bulky goods growth should ideally seek to capitalise upon the enhanced accessibility and exposure that will be brought by the proposed Traralgon Bypass.

For the reasons outlined above, we recommend that the TGAR Framework be modified to:-

1. ***Update the site comparative rankings for bulky goods sites in the region as set out on p.23 of the Macro Plan report.***

1. Land Use Framework for Hollydale land

The TGAR framework contemplates the development of the Hollydale site as “a medium density village within the landscaped setting.” A small local activity centre is also proposed to anchor the corner of Princes Highway and Bradford Drive, to provide for the local convenience needs of the surrounding community. Our client strongly supports Council's vision to achieve high quality residential neighbourhoods on the land that are designed to harmonise with the inherent natural features and amenity afforded by the site. However, we do not believe this is an appropriate outcome across the whole of the site, in particular adjacent to the Princes Highway frontage of the land, which affords considerably lower amenity for residential environments. This amenity condition could be expected to be further compromised with the future development of the Traralgon Bypass adjacent to this frontage.



In light of the substantial scale of the site (57ha), we believe the site provides opportunities for both employment and residential outcomes to be achieved on the land, within high quality urban settings. This would provide for a logical extension to the existing specialised activity precinct immediately east of the site (comprising car sales businesses and other highway frontage commercial uses), supporting the further growth of commercial uses that demand locations with excellent road access and strong exposure to passing traffic. The introduction of a commercial/employment precinct along part of the site frontage would also assist in buffering residential uses further within the site from any noise and amenity impacts associated with the future Bypass.

With careful site planning, a well resolved design transition can be achieved between the employment precinct oriented to the Highway, and the future residential neighbourhoods further within the site. This is precisely the land use pattern that has been proposed for the precinct to the east of Bradford Drive, and we see no reason to adopt an alternative approach for the Hollydale land.

For the reasons outlined above, we recommend that the TGAR Framework be modified to:-

- 2. *Identify the Hollydale site as an integrated employment and residential precinct, recognising its strategic potential for employment uses at its frontage to the Princes Highway and visual exposure to the future Traralgon Bypass, and its suitability for residential uses around the areas of natural/landscape amenity deeper within the site.***

2. Establishing Masters within the Latrobe region

Recognising the growing need for additional bulky goods floorspace in the region, Masters have identified the Latrobe Valley as a desirable location for the introduction of a new home improvement offer to the market.

By way of background, the Masters business model differs from other home improvement businesses such as Bunnings in that they seek to serve regional rather than just local demand. This has a significant influence on the locational requirements. In the case of the Latrobe Valley, this necessitates a site that is centrally located to capitalise on the existing and future population growth in Traralgon, but which is also highly accessible to residents in other key population centres such as Morwell and Moe, so as to serve a genuinely regional catchment.

Other key requirements for Masters are as follows:

- Proximity to areas with high population growth rates
- Exposure to high volumes of passing traffic
- Accessibility to key transport corridors
- Visibility to key transport corridors
- Proximity to areas with higher levels of household spending, noting that in the Latrobe context, the household spending is higher in Traralgon

We recognise that Business 4 zoned sites have recently been created in two new locations, namely one site on the eastern fringe of Morwell, and another on the eastern edge of Traralgon. The specific site requirements for a Masters store have essentially eliminated both of these sites as viable locations for establishment of a new Masters store, for the following reasons:-

Morwell Site

- The Morwell site is unlikely to effectively service the Traralgon area, which is where future population growth is more strongly focused. The success of a large home improvement offer requires a strong surrounding population catchment, and the Morwell site is considered inferior to sites closer to Traralgon this regard.
- The Traralgon population supports higher retail spending levels compared to Morwell, and is therefore a more logical destination for new home improvement floorspace.
- The B4 zoned land at Morwell offers no highway frontage and little visibility to the freeway bypass. This is critical for a retailer such as Masters which requires a high level of exposure.

Traralgon East

- The catchment for a Masters store on the Traralgon East site would be severely restricted by its location on the far eastern edge of the region. While it may well serve growth within Traralgon, the site has more limited access for residents from Morwell and Moe.
- This site has no exposure to the freeway bypass.
- This is an inferior location that will limit the extent of the store's catchment.

Even if the two designated bulky goods precincts are expanded to cater for the longer term bulky goods demands of the region, they would be highly unlikely to satisfy Masters' locational requirements.

In any event, the updated analysis that has now been completed by MacroPlan confirms that these two sites are not sufficient to cater for the longer term needs for bulky goods development in the region, and that they are suitable for local rather than national retailers due to their inferior access and visibility. Further sites will therefore be required to accommodate these types of uses.

In our view, the Hollydale site is ideally positioned to accommodate the required bulky goods floorspace growth for the Latrobe Valley that has now been identified.

Moreover, it is emphatically the preferred location for Masters, and we understand it is the only site within the region at this time that they are prepared to contemplate. The benefits afforded by the site for this nature of development include:-

- The Hollydale site is centrally located to serve both Traralgon and Morwell, as well as the rest of the Latrobe Valley.
- The site has a large frontage to the highway, and will continue to enjoy excellent exposure following the development of the proposed Traralgon bypass.
- The site is located centrally to the future residential growth in the area, particularly the Traralgon West corridor as a major focus area for that growth.
- The Hollydale site offers a sufficiently large land area to accommodate in an efficient manner the development of a Masters store and associated bulky goods uses.

It is on this basis that Masters identified Hollydale and subsequently prepared a detailed planning application that has now been lodged with Council.

3. Activity Centre Planning issues

We note that the TGAR documents suggest that a NAC and a train station be located at the hospital.

The key to supporting a NAC is the accessibility of the centre to a residential population base. Other uses may create some activity in the vicinity of a NAC, but alone they do not support the development of retail and associated facilities. This is particularly the case for centres of a convenience nature such as NACs, rather than some of the more destinational facilities that can be found in larger activity centres.

Therefore, while co-location of a NAC with other uses to form a broader activity centre is an admirable planning aim, the success of the retail and associated facilities within a NAC cannot be guaranteed without convenient access to as large a population base as possible.

We note that the NAC is proposed in a location close to the airport and hospital but entirely remote from the existing population. It is also likely to be at the western extremity of future residential neighbourhoods in the corridor. In this context and having regard to basic economic principles of good retail planning, we make the following comments:

1. **The airport is not an activity generator** – Despite intentions for an intensification of uses in and around the airport, it will still remain a small regional airport with a limited number of flights per day. There is very little benefit from co-locating a NAC with an airport of this nature, as the two uses are simply not used in conjunction with each other.
2. **Co-location with a regional hospital alone will not support a NAC** – While a hospital does attract people and activity in general over the course of a day, the extent of visitation is still moderate in a regional hospital such as this. Again, a visit to a hospital is not conducive to shopping for groceries in the same visit. Hence there is very minimal benefit in terms of supporting the NAC in an economic sense from the location adjacent to a hospital.
3. **A railway station is unlikely or at the very least many years away** – We do not see demand for a railway station in this location in the foreseeable future. The hospital precinct is simply too close to Traralgon and Morwell, while visitation to the hospital alone simply doesn't generate demand for an additional stop on a regional rail line. At best, it will be many decades until there is a level of activity in this area sufficient to support a train station. Again, even if a railway station were to be built, simply having a railway station designated in this location does not add to the demand for NAC facilities. Trains will still be infrequent, and very few people will use the station over the course of a day. Hence, in this situation the railway station is of no benefit to a NAC.
4. **The proposed NAC does not maximise the available catchment** – Access to a significant population base in the immediate vicinity is the key determinant of a successful NAC. The proposed NAC adjacent to the hospital will not maximise the available catchment, resulting in an underperforming centre. This site will have a one-sided catchment in that there will be no residents to the west of the site for 4-5 km, right back into the suburbs of Morwell. These residents have far easier access to other shops in Morwell. Hence the population served will sit entirely to the east and north. While access to the hospital site will be good for some residents in this area, up to around 2 km to the east, residents moving into the area further from the proposed NAC will be more likely to travel back towards central Traralgon, which is only 5 minutes away.

In summary, the proposed location for the NAC adjacent to the hospital does not maximise the potential for convenient retail facilities to service this corridor. The adjacent uses are not significant activity generators to support a NAC and hence the centre should be situated more centrally to the growing population base, not on the edge of that area. Therefore, we would recommend a location for the NAC further to the east. This is the only sustainable outcome that will effectively cater to the needs of future residents in this area.

For the reasons outlined above, we recommend that the TGAR Framework be modified to:-

3. **Relocate the proposed Neighbourhood Activity Centre more centrally within the corridor, potentially co-located within the bulky goods/homemaker precinct on the Hollydale land.**



Conclusion

In support of our submission we have enclosed a copy of the 2012 Retail Needs Analysis for the Latrobe region prepared by Macroplan. We believe this updated analysis, coupled with our strategic planning assessment of the proposed TGAR land use framework, establish clear strategic grounds to support our recommended modifications to the TGAR framework as outlined above. These changes are essential in resolving a sound urban growth framework for the corridor that caters for the expected needs of the community in both the short and long term.

We would be delighted to meet with Council to discuss your views on the requested changes we have set out in our submission. Please do not hesitate to contact me on 8663 4851 to arrange a time to meet.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Emons".

Sarah Emons
Director

cc: Westley Buhagiar, Stable Property Developments, c/- Nick Anderson, NBA Group Pty Ltd, 93 Macalister Street, Sale VIC 3850

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Latrobe Bulky Goods

Retail Needs Analysis – Traralgon West

May 2012



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Introduction

MacroPlan Dimasi has been engaged by Stable Property Group to undertake an analysis of their property at No. 5483 Princes Highway, Traralgon (The Hollydale site) to assess its suitability for the development of a regional level Bulky Goods centre.

This report examines the planned bulky goods activity centres network for Latrobe City, focussing in particular on the Traralgon and Morwell region, in the context of of the recently released *draft Traralgon Growth Area Review (TGAR)*.

The focus of the report is the planned Bulky Goods Centre on the 'Hollydale' site, and in particular the most appropriate designation and scale for that proposed centre. However, in order to consider those factors, the report examines the entire Latrobe region, and the three (3) planned new bulky goods centres.

MacroPlan Australia (now MacroPlan Dimasi) undertook preparation of the Latrobe City Council Bulky Goods Retail Sustainability Assessment, which was completed in March 2009. This report assessed and ranked twelve potential sites to determine the ideal location to establish a bulky goods centre or centres within Latrobe City, with the primary objectives of:

- Identifying opportunities to fill the identified market gap in bulky goods retailing floorsapce, and
- Ensuring that a competitive environment is maintained to maximise the likelihood of a bulky goods centre being delivered.

Since the completion of the 2009 Study for Latrobe City, a number of key factors have altered in relation to the future planning of development of the subject site. These include:

- The confirmation of the future route of the Traralgon Bypass, which will significantly improve regional access to the site,
- Progress on the two recommended sites from the 2009 report, which have now been rezoned, and
- The release of the Draft TGAR Reports, which confirm that the Traralgon West corridor between Traralgon and the Latrobe Valley Hospital is being seriously considered as a future urban growth area.

A significant shift in the policy position relating to the Morwell-Traralgon Corridor has been flagged in the release of the Draft TGAR reports. The existing position, which restricts consideration of urban development within this corridor was the key factor in the inferior ranking of the 'Hollydale' site in the 2009 MacroPlan report.

In addition, given the development patterns proposed within TGAR for Traralgon West and the confirmation of the bypass route, this precinct has the ability to serve a wider regional catchment than was previously considered. As such, this precinct is considered likely to attract national tenants and higher levels of passing traffic and exposure than previously anticipated.

Based on these factors, it was considered appropriate to revisit the original rankings of the 'Hollydale' sites, and to provide an updated comparative analysis with the two confirmed sites. This assessment confirms that based on the current status of the site, and recommendations released in the Draft TGAR reports that the subject site would be ranked alongside the two confirmed site, and should be considered as a suitable location for a major bulky goods retailing development.

The structure of the report is as follows:

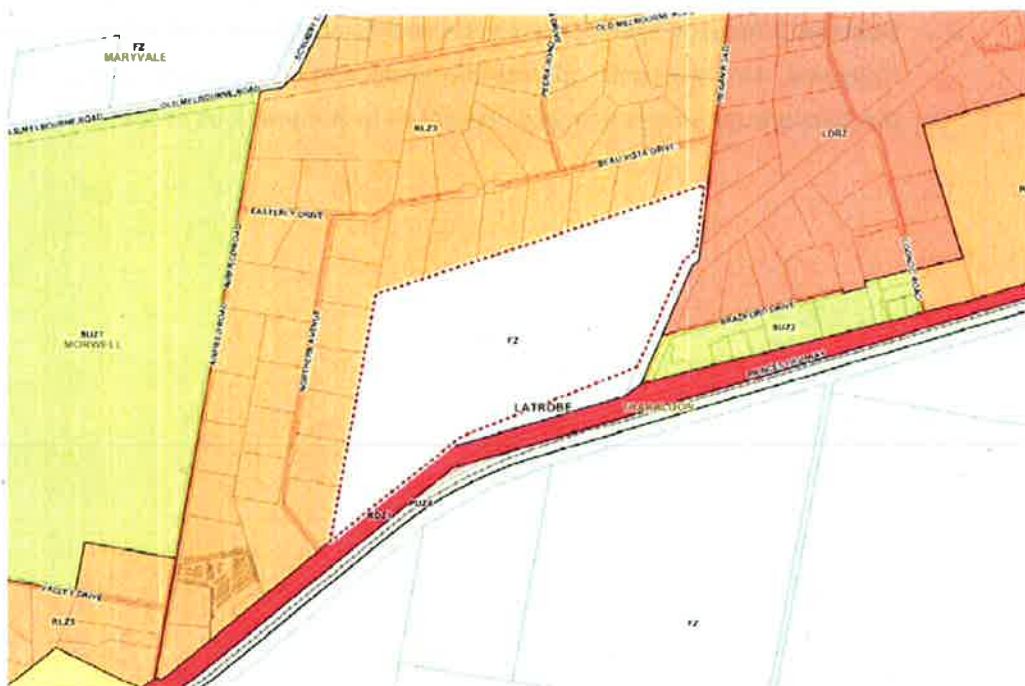
- i. **Section 1** details the background and the context both for the subject site and the various other bulky goods zoned land proposed. This includes a summary of the previous MacroPlan report which recommended the rezoning of two sites for Bulky Goods retailing in the Latrobe Valley, which has since been undertaken.
- ii. **Section 2** considers the current provision of bulky goods retail facilities servicing the Latrobe area, as well as examining the planned future provision and the key issues/constraints which will come to bear in the delivery of the planned activity centres provision for the Latrobe region.
- iii. **Section 3** focuses specifically on the merits of the planned activity centre at Hollydale, and the most appropriate scale and role for that centre, against the background of the analysis presented in the previous sections.

Section 1: Background and context

1.1 The Subject Site

The subject site is located on the northern side of the Princes Highway, west of the established Traralgon township. The site is located within the Traralgon-Morwell corridor, which has been maintained as an urban break between the two towns, whilst also accommodating the Latrobe Valley Airport, the Latrobe Regional Hospital, a caravan park and a motel and conference centre.

Figure 1. Subject Site



Source: DPCD Planning Maps Online (2012)

The subject site currently contains a single dwelling with outbuildings, and is used for farming purposes.

1.2 Planning Context

The subject site is currently zoned Farming Zone (FZ), and is bounded by land in the Rural Living Zone (RLZ3) to the north and west, and the Low Density Residential Zone (LDRZ) and Special Use Zone 2 (SUZ2) to the east. The SUZ2 land fronts the Princes Highway, and this land has been zoned specially to accommodate motor vehicles sales and related businesses.

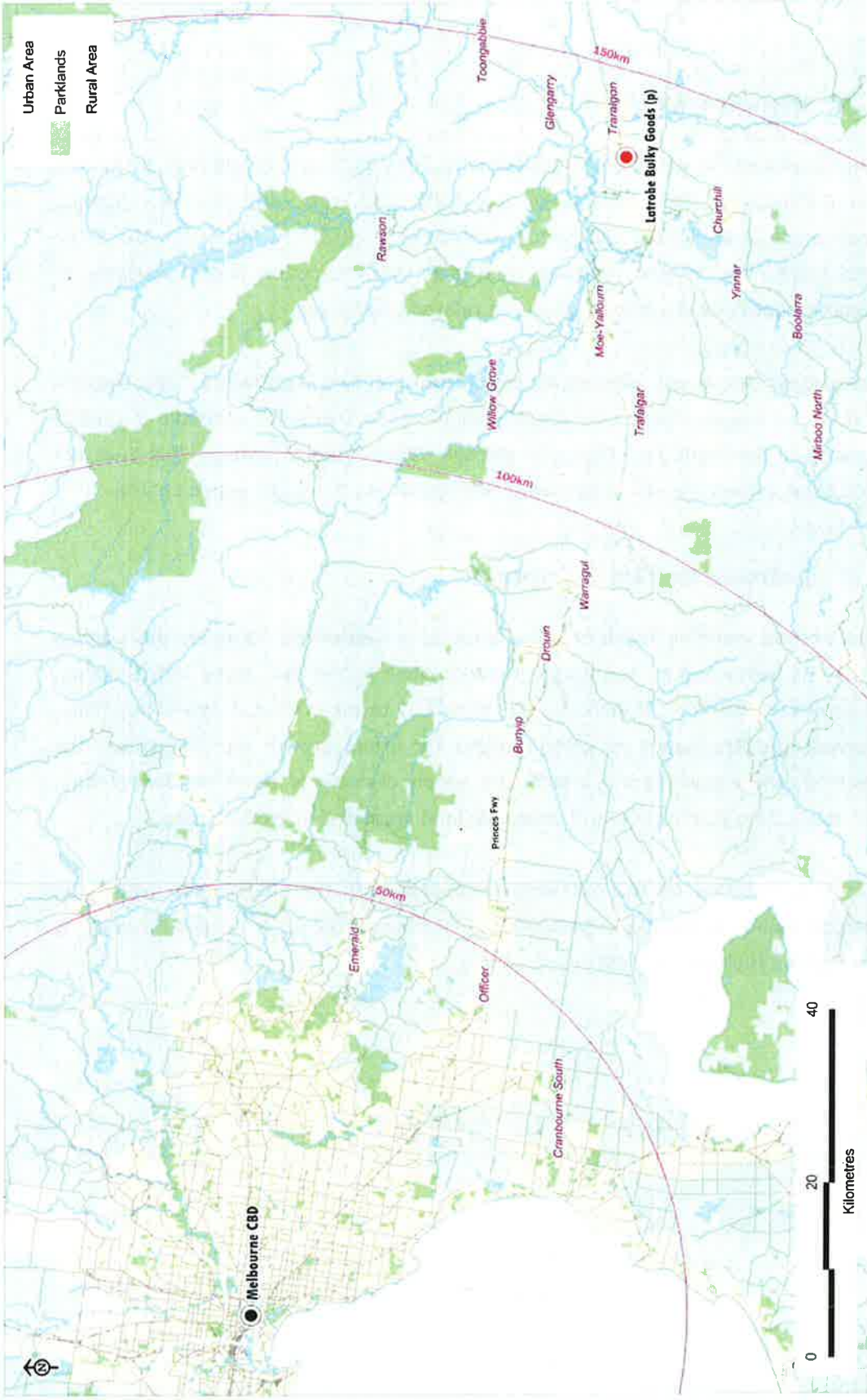
The subject site is not affected by any known planning constraints. The western end of the site is affected by the Airport Environs Overlay – schedule 2 (AEO2) relating to the flight path from the Latrobe Valley Airport, however this does not affect the area of the site proposed to accommodate the bulky goods centre.

1.3 Latrobe Regional Context

The Victoria Planning Provisions at Clause 11 – Settlement identifies the Latrobe Valley as being one of four major regional cities in Victoria, along with Geelong, Ballarat and Bendigo. It identifies the three key towns in the Latrobe Valley (Moe, Morwell and Traralgon) as being centres for urban growth and recognises the need to ensure that there is a sufficient supply of not only zoned residential land, but supporting commercial and industrial land identified in these centre.

Map 1.1, included on the following page highlights the subject site within the Latrobe Valley, indicating its proximity to Melbourne and other key locations along the Princes Highway corridor.

Section 1: Background and context



Map 1.1: Latrobe Bulky Goods
Regional Context



1.4 Transport infrastructure delivery

The proposed Traralgon Bypass is a key item of regional transport infrastructure for the Latrobe Valley, which will provide an extension to the existing freeway that currently terminates east of Morwell at the Princes Highway.

The route of the future bypass was confirmed in July, 2009 by the approval of Amendment C42 to the Latrobe Planning Scheme. This amendment applied a Public Acquisition Overlay (PAO) to the future road reserve corridor along the southern side of the existing Princes Highway and continuing in a south-easterly direction around the southern edge of Traralgon. Importantly, the route of the bypass will run along the front of the subject site, providing excellent exposure and convenient access further west of the site for residents throughout the Latrobe Valley and the broader region.

The subject site is highlighted on the map below, which also indicates the location of the future Traralgon Bypass.

Figure 2. Traralgon Bypass and Subject Site



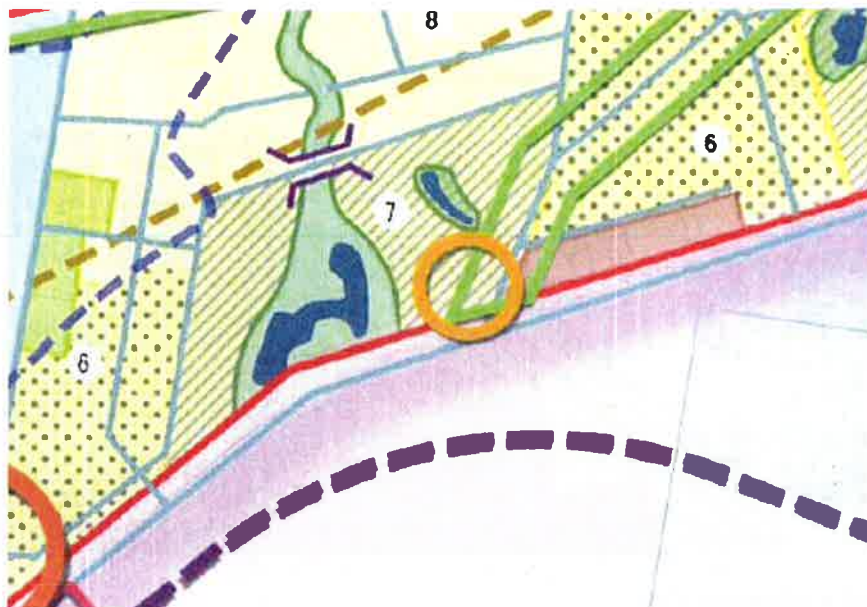
Source: VicRoads, 2012

1.5 Traralgon Growth Area Review (TGAR)

Latrobe City has recently been undertaking the Traralgon Growth Area Review (TGAR), the objective of which is to provide a growth strategy that identifies areas for future urban development in and around Traralgon. A number of Draft documents have been released for public exhibition that provide direction for the future development of the subject site.

The Draft Traralgon Growth Area Framework identifies the area between Traralgon and the Latrobe Valley Airport as an Investigation Corridor. Further detail is provided on the future development potential of this land in the Draft Traralgon West Structure Plan, which identifies the subject site as a Strategic Residential Development opportunity, with a Local Activity Centre proposed in the south-east of the site. An extract from this draft Structure Plan is included below at Figure 3.

Figure 3. Draft Traralgon West Structure Plan Extract



Source: Draft Traralgon West Structure Plan (Hansen, 2012)

The subject site is located between two areas identified as “proposed conventional residential” (denoted in Figure 3 above as “6”). A larger Neighbourhood Activity

Centre has been proposed further west adjacent to the Latrobe Regional Hospital. The area immediately north of the subject site will be maintained as a low density/rural living precinct.

Importantly, Coopers Road which adjoins the subject site at its eastern boundary has been identified as a potential future link into the centre of Traralgon, and will provide an alternative route to the Princes Highway for new residents of this corridor.

1.6 Latrobe Bulky Goods Strategy Overview (2009 Report)

MacroPlan undertook preparation of the Latrobe City Council Bulky Goods Retail Sustainability Assessment, which was completed in March 2009. This report assessed twelve potential sites to determine the ideal location to establish a bulky goods centre or centres within Latrobe City, with the primary objectives of:

- Identifying opportunities to fill the identified market gap in bulky goods retailing floorspace, and
- Ensuring that a competitive environment is maintained to maximise the likelihood of a bulky goods centre being delivered.

To determine their suitability for accommodating a bulky goods centre, the twelve sites were assessed and ranked against twelve criteria that included site characteristics and strategic policy considerations. Through this process, four sites were identified as being potentially suitable, scoring 30 or more out of a possible 36 points. These sites included:

- Site No. 6: Morwell East #1, located at Princes Drive, Morwell.
- Site No. 7: Morwell East #2, located at No. 20 National Drive, Morwell. The report acknowledged that this site was subject to planning constraints that were unlikely to be resolved in the short to medium term. As such, this site was excluded from the final consideration.

- Site No. 8: Traralgon – The Hollydale site which is the subject of this report.
- Site No. 11 Traralgon East, located at the corner of the Princes Highway and Stammers Road, Traralgon East.

The rankings of these four sites are summarised at Figure 4.

Figure 4. Final Site Rankings, Latrobe Bulky Goods Sustainability Assessment

Site #	Location	Existing Land Use	Score	Maximum Possible Score
Site #6	Morwell East (#1) (M-C Corridor) Morwell-Traralgon Road, west of National Road	FZ, Farming	32	(out of 36)
Site #7	Morwell East (#2) (M-C Corridor) Princes Highway, east of National Road	FZ, Farming	26	(out of 36)
Site #8	Traralgon (M-C Corridor) Princes Highway, east of Northern Avenue	FZ, Farming	30	(out of 36)
Site #11	Traralgon East (#2) Princes Highway, west of Stammers Road	IN1Z, Industrial	32	(out of 36)

Source: Latrobe City Council Bulky Goods Sustainability Assessment (MacroPlan Australia, March 2009)

Following the completion of this report and based on the report's recommendations, Site Nos. 6 and 11 have subsequently been rezoned (in part) to the Business 4 Zone (B4Z). This rezone was undertaken under Amendment C39 to the Latrobe Planning Scheme, which was gazetted in part in June, 2011 for the Traralgon East site (Site No. 11), and February, 2012 for the Morwell East #2 site (Site No. 6).

The subject site was ranked a clear third in line, behind the two sites that have now been rezoned. The key reason that this site was considered to be inferior to the two recommended sites was due to a policy position that restricted urban development within the Morwell-Traralgon corridor. This position resulted in a low ranking under one criterion (Planning Considerations – Constraints and Overlays).

Section 2: Latrobe Bulky Goods retail floorspace demand as at 2012

This section of the report details the region which we consider that bulky goods / homemaker retailing in Latrobe is currently serving, and has the potential to serve in the future. Based on this information, an analysis of the approximateness of the current and proposed level of bulky goods retail floorspace provided in Latrobe relative to its population is then presented, along with the potential growth in retail floorspace demand through to 2026.

This review presents an update to the Latrobe Bulky Goods Retail Review undertaken in 2009, including an update to the population projections and real growth assumptions for the Homemaker/Bulky Goods market. The market in Latrobe remains generally strong and attractive for major homemaker and bulky goods retailers.

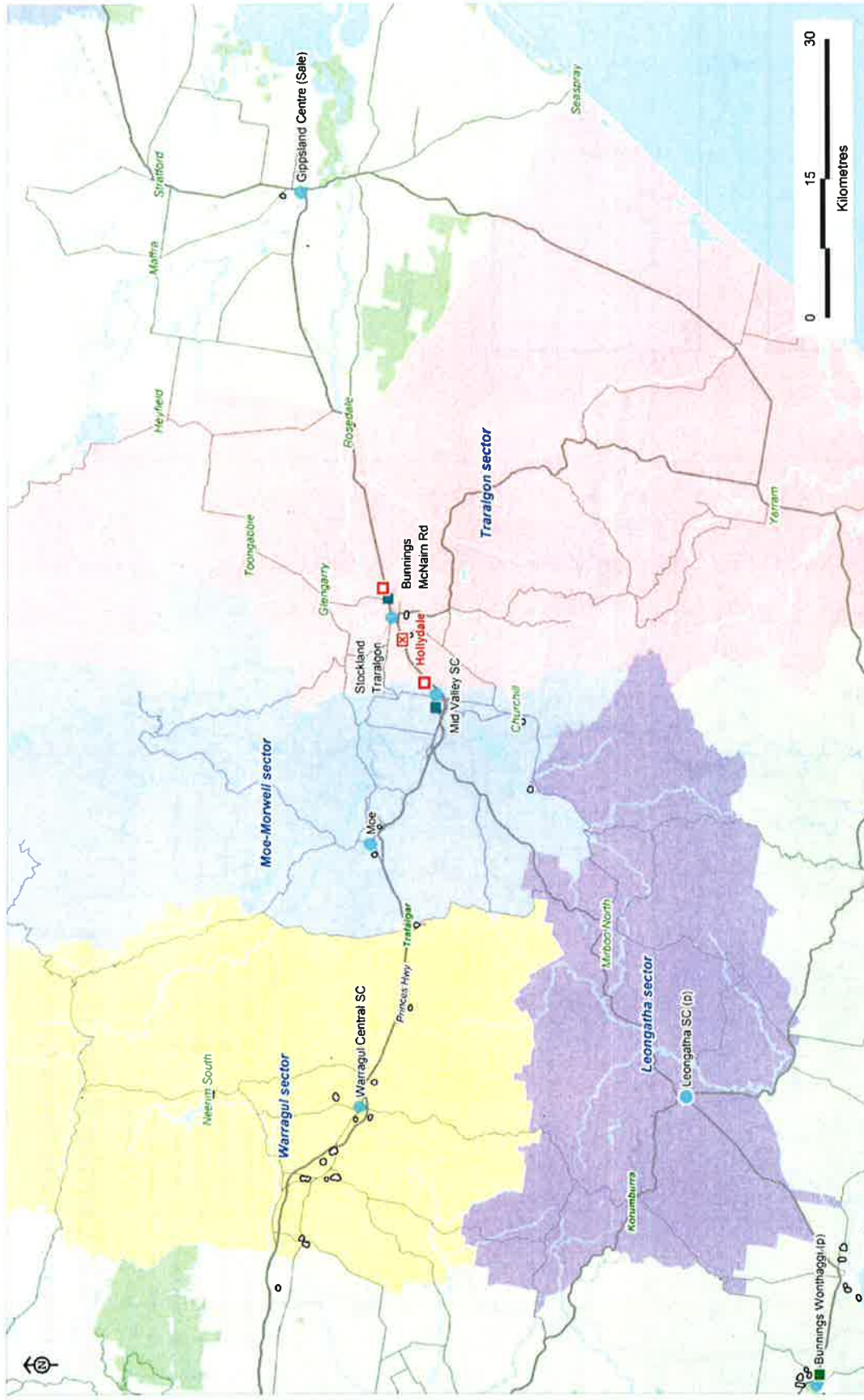
2.1 Latrobe Bulky Goods region

The attached Map 2.1 shows a defined Latrobe study area from which we consider bulky goods / homemaker facilities in Latrobe will draw the great majority of trade. The Latrobe study area incorporates four defined sectors – Traralgon, Morwell, Warragul and Leongatha.

In general, the Latrobe study area reflects the locations of the proposed bulky goods centres at Traralgon and Morwell. However, there will be significant overlap and cross-flows in the usage of the various bulky goods facilities by the residents of all four sectors. The rationale for the delineation of the four sectors is as follows:

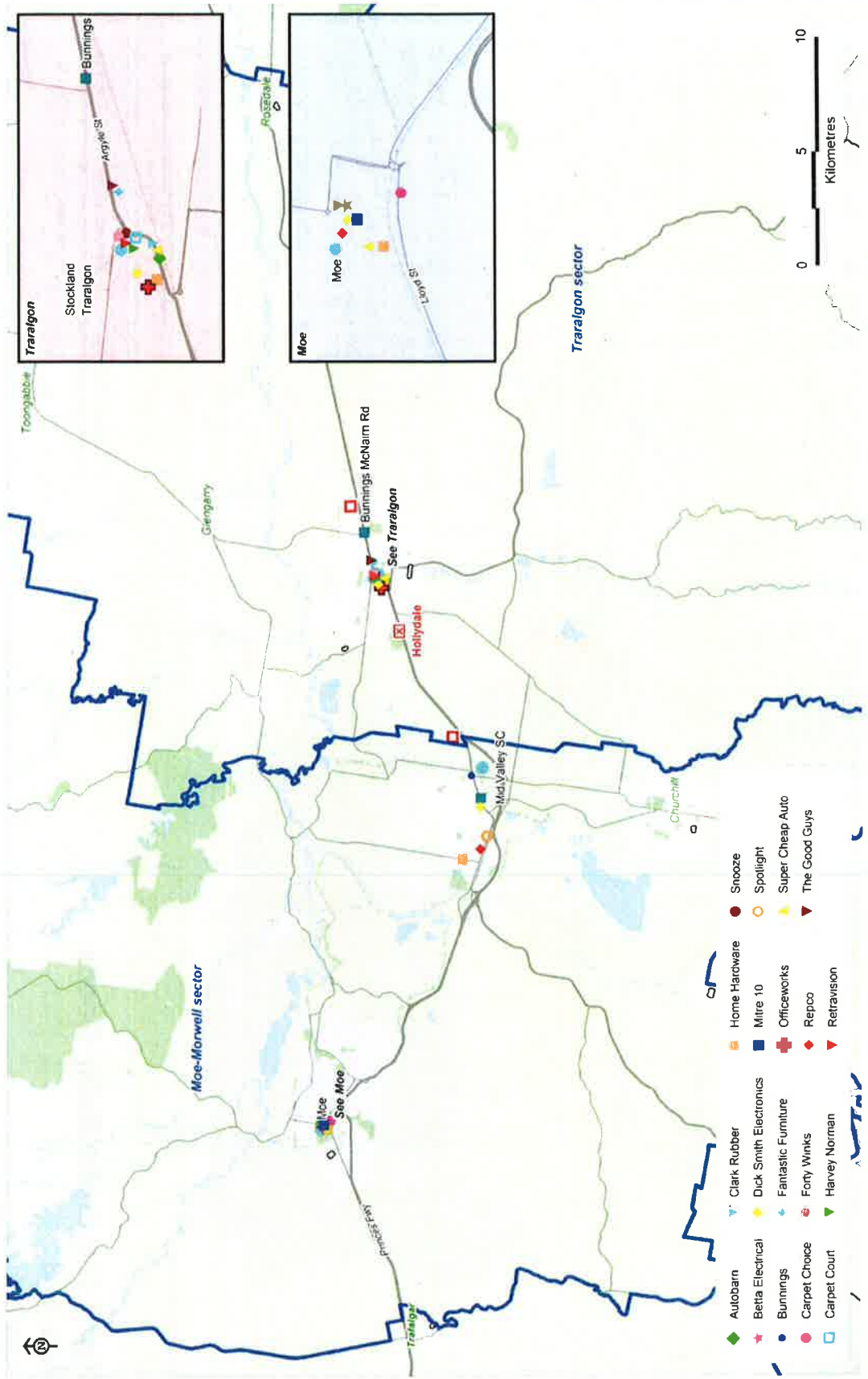
- The Traralgon sector encompasses the existing and planned future urban areas of Traralgon, primarily to the north of the Traralgon Bypass, and will effectively be the primary trade area served by the bulky goods facilities within Traralgon.

- The Morwell sector encompasses primarily established residents within Morwell, east of Warragul and is bounded by the Traralgon urban area to the west. This sector is effectively the primary trade area served by the bulky goods facilities within Morwell.
- The Warragul sector extends around 30km to the west of the proposed Hollydale site, encompassing the satellite town of Warragul and the surrounding urban areas. These residents are likely to utilise bulky goods facilities within Latrobe given the convenient access given the road and bypass infrastructure, although bulky goods facilities within outer south east metropolitan Melbourne are also likely to be attractive.
- The Leongatha sector encompasses the existing urban area of Leongatha to the south west. These residents are likely to utilise bulky goods facilities within Latrobe to a certain extent, albeit to a lesser extent than residents within the Traralgon and Morwell sectors.



Map 2.1: Latrobe Bulky Goods Trade Area

Section 2: Latrobe Bulky Goods retail floorspace demand as at 2012



**Map 2.2: Latrobe Bulky Goods
Homemaker / Bulky Goods Retailers**



2.2 Population

Demand for retail facilities is primarily driven by growth in retail expenditure per capita and growth in the residential population of the trade catchment. There are various methods and sources for estimating and projecting a population for a given region within Victoria. MacroPlan Dimasi has drawn upon the following data sources to determine the likely current (2012) population within the Latrobe study area:

- ABS Census of Population and Housing (2006).
- ABS Cat. No. 3218.0 – Regional Population.
- ABS Building Approvals Data.
- Site visits and other information sources.
- Victoria in Future (VIF) 2012 population projections.

Currently, the Latrobe study area exhibited a population of 150,000. Since 2001, this population has increased by an estimated 2,000 persons per annum, although the majority of this growth has occurred in Warragul. The study area is forecast to grow to 174,000 by 2026, with a high proportion of this growth occurring in Traralgon and Warragul.

Across the total Latrobe study area, growth within the Traralgon sectors will be strong over the foreseeable future. The overall growth in the catchment reflects the roles that the Traralgon, and in particular areas identified within the TGAR are expected to play in capturing a significant share of the total future growth across Latrobe.

In particular, the Morwell and Traralgon sub-region will grow from about 89,000 persons in 2011 to about 100,000 persons by 2026. Table 2.1 shows the estimated growth for each defined sector.

Section 2: Latrobe Bulky Goods retail floorspace demand as at 2012

Table 2.1

LaTrobe Bulky Goods study area population, 2001-2026*

Trade area	Estimated population			Forecast population			
	2001	2006	2011	2014	2016	2021	2026
Morwell	44,730	43,950	45,660	46,260	46,660	47,660	48,660
Traralgon	<u>37,800</u>	<u>40,080</u>	<u>43,460</u>	<u>45,110</u>	<u>46,210</u>	<u>49,010</u>	<u>51,710</u>
Sub Total	82,530	84,030	89,120	91,370	92,870	96,670	100,370
Warragul	33,570	35,710	41,000	43,160	44,600	48,200	51,650
Leongatha	<u>18,080</u>	<u>18,430</u>	<u>19,900</u>	<u>20,230</u>	<u>20,450</u>	<u>21,100</u>	<u>21,750</u>
LaTrobe study area	134,180	138,170	150,020	154,760	157,920	165,970	173,770

Trade area	Average annual growth (no.)					
	2001-06	2006-11	2011-14	2014-16	2016-21	2021-26
Morwell	-156	370	200	200	200	200
Traralgon	<u>456</u>	<u>650</u>	<u>550</u>	<u>550</u>	<u>560</u>	<u>540</u>
Sub Total	300	1,020	750	750	760	740
Warragul	428	1,000	720	720	720	690
Leongatha	<u>70</u>	<u>300</u>	<u>110</u>	<u>110</u>	<u>130</u>	<u>130</u>
LaTrobe study area	798	2,320	1,580	1,580	1,610	3,070

Trade area	Average annual growth (%)					
	2001-06	2006-11	2011-14	2014-16	2016-21	2021-26
Morwell	-0.4%	0.8%	0.4%	0.4%	0.4%	0.4%
Traralgon	<u>1.2%</u>	<u>1.6%</u>	<u>1.2%</u>	<u>1.2%</u>	<u>1.2%</u>	<u>1.1%</u>
Sub Total	0.4%	1.2%	0.8%	0.8%	0.8%	0.8%
Warragul	1.2%	2.8%	1.7%	1.7%	1.6%	1.4%
Leongatha	<u>0.4%</u>	<u>1.5%</u>	<u>0.5%</u>	<u>0.5%</u>	<u>0.6%</u>	<u>0.6%</u>
LaTrobe study area	0.6%	1.7%	1.0%	1.0%	1.0%	0.9%

*As at June
Source: ABS; MarcoPlan Dimasi

2.3 Retail expenditure profile

This section of the report analyses the retail expenditure profile of the residents within the Latrobe study area, the total retail expenditure pool of this area and the growth in this retail expenditure pool. These expenditure estimates are then used to determine the overall demand, and growth in demand, for bulky goods / homemaker floorspace within the Latrobe study area.

The retail expenditure pool of the Latrobe study area is estimated by combining the population with the annual retail expenditure level per person for each sector. The growth in this expenditure pool is then estimated by applying projected population growth and real growth rates in retail expenditure (i.e. growth over and above inflation).

Chart 2.1 the presents a comparison of the retail spending behaviour of Latrobe study area residents with the respective non-metropolitan Victoria average.

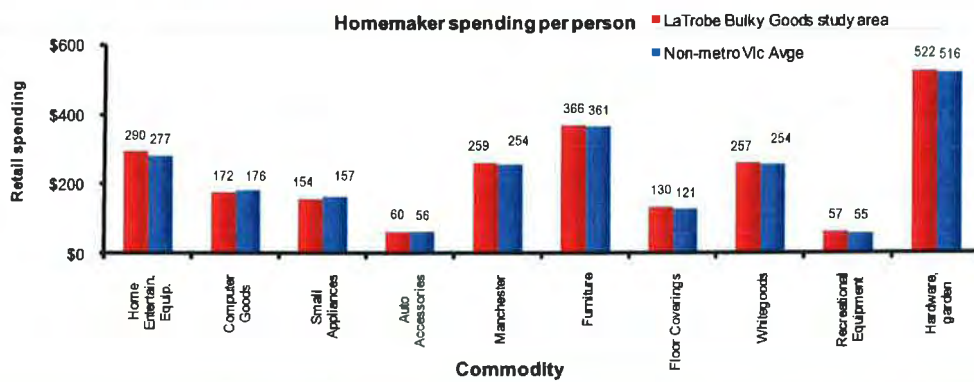
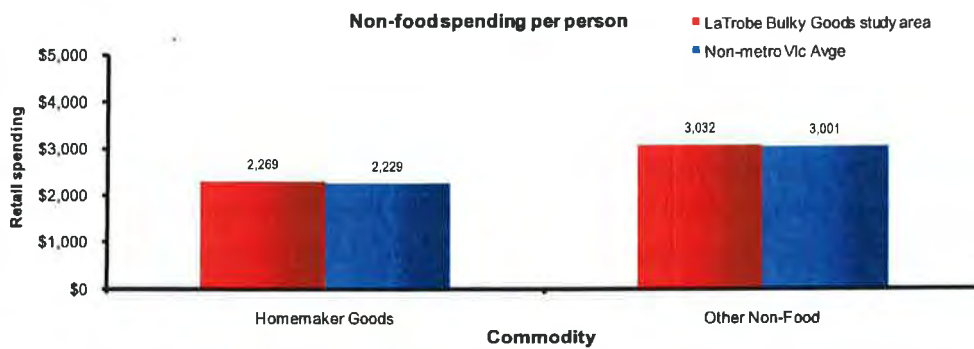
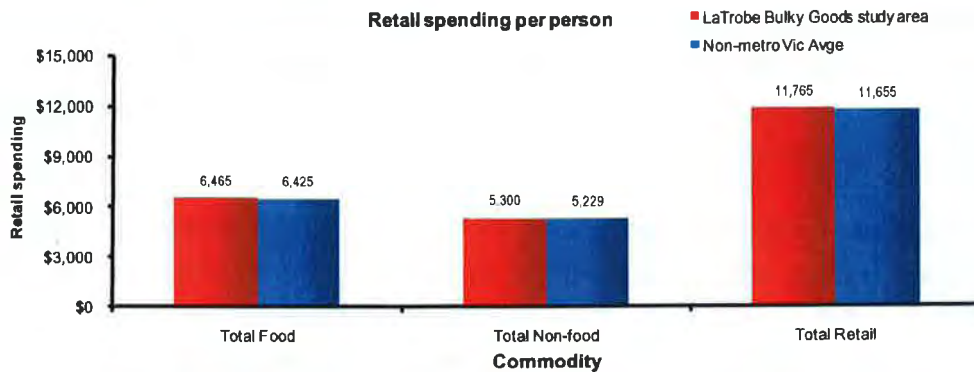
Retail spending per capita by sector residents is derived using MarketInfo 2010, a micro simulation model developed by Market Data Systems Limited (MDS). This model is based on information from the Australian Bureau of Statistics' (ABS) Household Expenditure Survey (HES) and the Census of Population and Housing, uses micro simulation techniques to combine a household's propensity to spend on particular commodities with the socio economic characteristics of individuals to derive spending per capita estimates on a small area basis.

As can be seen, the Latrobe study area region population generates expenditure per capita on all retail categories which is in line with benchmarks, and particularly for homemaker commodities.

The level of homemaker expenditure per person for the Latrobe study area residents in 2011 is estimated at \$2,270, which is in line with the non-metropolitan Victoria benchmark.

Chart 2.1

LaTrobe Bulky Goods Bulky Goods study area - retail spending per person, 2010/11



Source : Marketinfo: MarcoPlan Dimasi

Section 2: Latrobe Bulky Goods retail floorspace demand as at 2012

As shown in Table 2.2, the scope of market is broad to incorporate products that could conceivably fall into the categories of home repair, home maintenance, home improvement, home building and general construction. Given this, we have broken the home improvement market into key segments.

Table 2.3 below details the breakdown of the current home improvement market by trade area sector. As indicated, the total homemaker expenditure market is currently estimated at \$337 million, growing to almost \$457 million by 2026, with around 57% derived from the Morwell and Traralgon sub region.

Table 2.2

Latrobe Bulky Goods study area – Homemaker Expenditure Per Capita (\$) 2010/11*

Category	Sectors				Study Area	Non-metro VIC Avg	Var'n from Avg
	Morwell	Traralgon	Warragul	Leongatha			
Homemaker Market							
Home Entertain. Equip.	291	308	279	269	290	277	4.5%
Computer Goods	151	181	186	173	172	176	-2.2%
Small Appliances	140	157	164	162	154	157	-1.8%
Auto Accessories	61	64	58	55	60	56	7.6%
Manchester	231	273	273	265	259	254	2.1%
Furniture	342	397	363	364	366	361	1.5%
Floor Coverings	123	137	130	133	130	121	7.2%
Whitegoods	258	267	253	244	257	254	1.1%
Recreational Equipment	52	64	57	55	57	55	3.9%
Hardware, garden	<u>466</u>	<u>549</u>	<u>538</u>	<u>559</u>	<u>522</u>	<u>516</u>	<u>1.1%</u>
Total Homemaker	2,115	2,398	2,299	2,278	2,269	2,229	1.8%
Total Retail	11,201	12,146	11,927	11,903	11,765	11,655	0.9%
% of Total Retail	18.9%	19.7%	19.3%	19.1%	19.3%	19.1%	

*Including GST

Source: MarketInfo; MarcoPlan Dimasi

Section 2: Latrobe Bulky Goods retail floorspace demand as at 2012

Table 2.3

LaTrobe Bulky Goods study area Homemaker Expenditure, 2011-2021* (\$M)

Y/E	Sectors					Study
June	Morwell	Traralgon	Sub Total	Warragul	Leongatha	Area
2011	96.2	103.4	199.6	93.0	45.0	337.5
2012	97.7	105.9	203.7	96.0	45.9	345.6
2013	99.1	108.3	207.5	98.7	46.6	352.8
2014	100.6	110.8	211.3	101.4	47.4	360.1
2015	102.0	113.3	215.3	104.1	48.1	367.5
2016	103.5	115.8	219.2	106.9	48.8	375.0
2017	105.0	118.3	223.3	109.7	49.6	382.6
2018	106.5	120.9	227.4	112.5	50.4	390.4
2019	108.0	123.6	231.6	115.4	51.3	398.3
2020	109.5	126.3	235.8	118.4	52.1	406.3
2021	111.1	129.1	240.2	121.5	52.9	414.6
2022	112.7	131.8	244.5	124.5	53.8	422.8
2023	114.3	134.6	248.9	127.5	54.7	431.0
2024	115.9	137.4	253.3	130.6	55.6	439.4
2025	117.5	140.3	257.8	133.7	56.4	448.0
2026	119.2	143.2	262.4	136.9	57.4	456.7
Expenditure Growth						
2011-2021	23.0	39.8	62.8	43.9	12.4	119.2
Average Annual Growth Rate						
2011-2021	1.5%	2.2%	1.9%	2.6%	1.6%	2.0%

*Constant 2010/11 dollars & including GST
Source : Marketinfo; MarcoPlan Dimasi

2.4 Demand for homemaker/bulky goods floorspace

Based on the updated available spending as detailed in section 2.3, Table 2.4 summarises our assessment of the potential demand for bulky goods retail floorspace within the study area that has been defined based on the available expenditure for bulky goods / homemaker retail.

Understanding the demand for homemaker / bulky goods floorspace is challenging, with the scope of the market being expanded in recent years to incorporate all products that could conceivably fall into the categories of home repair, home maintenance, home improvement, home building and general construction. The target market for bulky goods retailing is no longer focused on just do-it-yourself hardware, but the entire potential market, including trade supplies, hardware, garden, DIY building materials, household goods and other more general merchandise.

Given this, the demand forecast within this section is conservative and only considered resident retail spending on homemaker / bulky goods products. The estimate the total supportable homemaker / bulky goods floorspace is based on a retail turnover density or average trading level per sq.m for bulky goods floorspace. Typically, bulky goods floorspace generates sales, on average, in the range of \$3,000-\$4,000 per sq.m throughout Australia. Trading levels vary substantially depending on tenant type (e.g. electrical goods traders could achieve an average trading level which is significantly above this level, while furniture traders are likely to trade below this level).

To reflect a wide range of bulky goods retailers (e.g. hardware, furniture and electrical retailers) provided in the study area both now and in future, our analysis adopts an average trading level of \$3,500 per sq.m across bulky goods floorspace in the study area. Such a level should ensure that bulky goods floorspace throughout the study area would trade successfully.

Considering the above, the level of demand for homemaker / bulky goods floorspace throughout the defined study area is currently estimated at 96,400 sq.m (\$337 million in total homemaker / bulky goods expenditure divided by

\$3,500 per sq.m). This figure is projected to increase to 130,500 sq.m over the period to 2026.

The assumptions included in Table 2.4 below for the estimated bulky goods floorspace at the two confirmed sites at Morwell and Traralgon East are based on anticipated take up of Business 4 Zoned land by a mix of bulky goods retailers, and other land uses common in this zone, such as trade supplies or motor vehicle sales.

Table 2.4

Latrobe Bulky Goods Bulky Goods study area: Estimated Demand & Supply of Bulky Goods Facilities

Factor	Year				
	2011	2014	2016	2021	2026
Population	150,020	154,760	157,920	165,970	173,770
Expenditure Per Person (\$)*	2,269	2,327	2,375	2,498	2,628
Total Expenditure (\$M)*	337.5	360.1	375.0	414.6	456.7
Retail Turnover Density (\$ per sq.m)	3,500	3,500	3,500	3,500	3,500
Bulky/Homemaker Floorspace Demand (sq.m)	96,441	102,877	107,140	118,450	130,485
<i>Existing & Proposed Supply</i>	67,001	97,000	97,000	97,000	97,000
• Existing Facilities **	67,000	67,000	67,000	67,000	67,000
Proposed supply		Estimated bulky goods ratio (%)			
• Confirmed site 1 (Morwell)	50%	20,000	20,000	20,000	20,000
• Confirmed Site 2 (Traralgon east)	40%	10,000	10,000	10,000	10,000
Under (-)/Over (+) Supply	-29,440	-5,877	-10,140	-21,450	-33,485

*Constant 2010/11 dollars & including GST
 ** including Bunning McNairn Street Traralgon
 Source: MarcoPlan Dimasi

The provision of homemaker / bulky goods retail floorspace within the study area is currently estimated at 67,000 sq.m. This represents an under-supply of almost 30,000 sq.m.

It is apparent that there is significant demand for homemaker / bulky goods retail floorspace by residents of the Latrobe study area, with in excess of 96,400 sq.m

currently required in 2011. Growth in floorspace demand will also be strong, with an estimated 130,400 sq.m required by Latrobe study area residents by 2026 (i.e. 33,000 sq.m more than the current level).

Whilst this analysis provides an indication of the total demand for homemaker / bulky goods retail floorspace, the actual attraction of national homemaker / bulky goods retailers is a more fundamental issue in Latrobe rather than specific demand analysis. There is currently no dedicated facility, with the majority of national tenants scattered along the Princes Highway or within the Morwell and Traralgon town centres. In particular, the new Bunnings facility that is due to open mid 2012 on the Princes Highway and McNairn Road has limited ability to support the development of a dedicated homemaker centre, being largely land locked in an established area.

The remainder of bulky goods facilities are generally provided in a dispersed manner throughout both Morwell and Traralgon and do not allow for comparison shopping, which, for consumers, is a key factor in bulky goods purchasing decisions.

Based on this analysis, there are a number of development and timing implications that can be drawn for each of the confirmed and proposed bulky goods precincts, in particular:

- Morwell site – demand exists today for the delivery of bulky goods facilities on this site. However, any potential facility on this site would compete with the existing tenants within and surrounding the Mid Valley Shopping Centre. This site is also likely to attract a high level of trade supply facilities (estimated at around 50%) given the profile of tenants surrounding the site, and particularly existing facilities on the opposite side of the Princes Highway.
- Traralgon East site - sufficient demand will exist in this area over time. However, whilst this site is well positioned to leverage trade from the Traralgon urban area, the site is less likely to attract visitation from the wider regional area given the confirmation of the Traralgon bypass route, according to the TGAR. Given the location of this site, tenants that may be attracted to this site

are likely to be localised bulky goods and trade supplies tenants, with an estimated 60% trade supplies likely to be attracted to this site.

It is noted that the provision of trade supplies are additional to the floorspace demand estimates.

Based on this analysis, there remains a market gap within the Latrobe study area of around 21,000 sq.m by 2021. This represents a substantial market gap, particularly given the 'lumpy' nature of bulky goods retailers and the significant floorplates required by some tenants.

Therefore, there remains scope for the Hollydale site to provide a level of bulky goods and trade supplies floorspace. This is further enhanced given the changes in policy and development patterns within the TGAR, with this precinct able to serve a more regional catchment than previously considered.

Furthermore, the Hollydale precinct is likely to attract national tenants and higher levels of passing traffic that the two confirmed sites given its location, as confirmed by Woolworths expressing interest in the development of a Masters store at this site.

Hence, there will be ample growth for all three precincts as the Latrobe study area continues to develop. Each precinct has the potential to target specific tenant types and specialise.

Section 3: Conclusions and recommendations

The final section of this report summarises the key findings and presents our recommendations.

3.1 Key findings

Since the completion of the 2009 Study for Latrobe City, a number of key factors have altered in relation to the future planning of development of the subject site. These include:

- The confirmation of the future route of the Traralgon Bypass, which will significantly improve regional access to the site,
- Progress on the two recommended sites from the 2009 report, which have now been rezoned, and
- The release of the Draft TGAR Reports, which confirm that the Traralgon West corridor between Traralgon and the Latrobe Valley Hospital is being seriously considered as a future urban area.

The Morwell East Business 4 Zone site has had Development Plan approval, and the land owners are currently in negotiations with prospective tenants. The Traralgon East site has had subdivision approval, and it is anticipated that this site will be developed when required.

A key shift in the policy position relating to the Morwell-Traralgon Corridor has been flagged in the release of the Draft TGAR reports. The existing position, which restricts consideration of urban development within this corridor was the key factor in the inferior ranking of the Hollydale site in the 2009 MacroPlan report.

In addition to this, given the development patterns proposed within TGAR, this precinct has the ability to serve a more regional catchment than previously

considered. Hence, this precinct is likely to attract national tenants and higher levels of passing traffic that the two confirmed sites given its location, as confirmed by Woolworths expressing interest in the development of a Masters store at this site.

Accordingly, it was considered appropriate to update the rankings of the three sites (including the subject site and the two rezoned sites) to provide a comparative analysis. The criterion that required updating for the subject site was "constraints and overlays", which previously was ranked as a 1 (constrained). On the basis of the Draft TGAR recommendations being implemented, is now considered to be a 3 – Not Constrained. Updated scores have been highlighted in the table.

Figure 5. Updated Site Comparative Rankings

Key Site Selection Criteria	Key Terms in Scoring			Site #6	Site #8	Site #11
	Low	Medium	High	Morwell East (#1)	Traralgon, Hollydale	Traralgon East (#2)
	1	2	3	Score	Score	Score
Market Viability						
Location	Poor	Medium	Good	3	3	3
Critical Mass	Poor	Medium	Good	3	3	3
Expansion Potential	Poor	Medium	Good	2	2	3
Land Price	Expensive	Medium	Inexpensive	3	3	3
Risk of Market Rejection	High	Medium	Low	3	3	3
Planning Considerations						
Land Fragmentation	Fragmented	Medium	Consolidated	3	3	3
Constraints and Overlays	Constrained	Medium	Not Constrained	2	3	3
Strategic Policy						
Vehicle Trips	Many	Medium	Few	3	3	2
Co-location with Other Uses	Not Co-located	Medium	Co-located	3	2	2
Impact on Established Centres	Negative Impact	Medium	Positive Impact	2	2	2
Employment Generation	Low	Medium	High	3	2	2
Future Catchment	Low	Medium	High	2	3	3
Total Score (out of a maximum score of 36)				32	32	32

Source: MacroPlan Dimasi, 2012

The result of this updated assessment is that the subject site is now rated alongside the two rezoned properties in the comparative analysis, with all three sites being scored 32 points out of a possible 36. In addition to this assessment, the subject site will benefit from the confirmed alignment of the Traralgon Bypass, whilst it is considered that the rezoned Traralgon East site will potentially be disadvantaged by this alignment as vehicles travelling towards Traralgon from the

west (Sale and beyond) will have an alternative option, which can take them directly to the subject site, and the Morwell East site.

Accordingly, to ensure that adequate bulky goods land supply is provided and an efficient commercial land market is maintained it is recommended that the Hollydale site be identified as a preferred location for a large scale bulky goods development.

3.2 Recommendations for Hollydale site

As previously noted, the proposed Hollydale precinct is proposed to be developed into a homemaker / bulky goods facilities based on a short and long term identified market gap, with the key points to note regarding the merits of the site being the following:

- The site is located on Princes Highway, which is the major arterial route linking the Traralgon with Morwell. The development of the Traralgon bypass, which is anticipated to occur within the next 10-15 years, will ensure that the site is easily accessible for residents in Traralgon, Morwell and the wider region including Sale and Gippsland. The site's location also means the site is well placed to serve the current and future growth area, as identified in the TGAR, immediately surrounding the site.
- The Hollydale site can support the development of a major national tenant that does not currently exist in the study area, namely Woolworths Masters, which reflects the fact that the site is well placed to serve existing residents in Traralgon, Morwell and the surrounding area. Currently, Bunnings operates two stores within the study area at Mid Valley and Traralgon east (soon to be opened).



Submission 64

Ms.Sandy Kam,
Mayor,
Latrobe City.

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<input type="checkbox"/> Copy to the "Buffer zone" proposed by Australian			

The attached document is our response to the "Buffer zone" proposed by Australian Paper at Maryvale. We hope that sanity will prevail to ensure that a decision to modify these boundaries will be reached to the satisfaction of all ratepayers who may be affected by this proposal.

Yours sincerely,
Don and Bev Milner

Australian Paper Odour Buffer Proposal 2012

Dear Sandy,

We are writing to express our concerns and objections to the proposed Buffer Zone which has previously been unknown and unheard of until earlier this year 2012.

Our Involvement:

The draft Traralgon Growth Areas Review (TGAR) reports were apparently released during April and May where Latrobe City Council again apparently, consulted with numerous stakeholders. Unfortunately, we were not part of the chosen few even though we reside closer than most to the Australian Paper Works.

Our attendance at an information session on 9 August 2012 was the first time we became aware of any proposal that may impact on us and/or our property.

This particular session raised more questions and concerns than it resolved as attempts to justify the Buffer proposal resulted in more angst, confusion and frustration by most of the attendees. This resulted in us attending a further meeting organised by Councillors Sandy Kam and Dale Harriman on 22 August 2012 which resulted in a working party being formed to continue the objections to the proposal.

Our Objections:

We have been rate paying residents in Scrubby Lane since 1987 and live opposite a Maryvale pine plantation. At no time during those 25 years has any person, company or local/state authority approached us regarding anything to do with Australian Paper regarding either tree harvesting, noise or air pollution.

We have never had any cause to report or complain regarding the output from any of the Maryvale Mill operations.


During part of the Information session on 9 August it was explained how odour modelling was conducted to ascertain air currents and resultant outfall locations. Hence the 5km Odour Buffer proposal. We believe this theory is totally flawed and without merit as the actual odour outfall has never been an issue for us, as any existing outfall floats beyond this area and usually effects residents in Traralgon. Also it does not confine itself to a 5 km radius from the Mill (as displayed by the theoretical map) depending on which direction the wind blows from, any odour will be carried a variety of distances.

The Maryvale Operation has been in existence since 1939 and yet it's taken 73 years to decide that an EPA inspired 5km Buffer Zone is required. During that 73 years hundreds of citizen/ owners have purchased and developed land in good faith without any knowledge or advice regarding a "Buffer". We were advised that even the current City Council Officers were not aware of this " Buffer" proposal until the draft TGAR reports were released and a submission from Maryvale Mill was received.

If as stated, Australian Paper wishes to be seen as "good neighbours", then they should agree to confine their Buffer Zone to their existing Plantation boundaries which surround the Maryvale Mill and concentrate their efforts on improving the quality of odour emissions thus ensuring that in future residents will have absolutely no cause to complain about an outfall that is as near as practicable odourless.

The potential impact this proposal will have on local property owners in terms of future restrictions and reduced property values must be successfully resolved in favour of the Latrobe City ratepayers who should not become victims of a bureaucratic nightmare.

Yours Faithfully,



Don and Bev Milner

Charlie Vacca

Mr Swee Lim
 Senior Strategic Planner
 Latrobe City Council
 PO Box 264
 MORWELL 3840

15th November 2012

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Dear Mr Lim,

Submission in response to the draft TGAR report

I am writing to you with the concerns that I have as a current resident and landowner within the proposed Australian Paper Odour Buffer Zone as shown in the draft TGAR report, and as a neighbor to the current Hollydale property. It should be noted that I am aware of the TGAR Community Working Group submission presented to council, and I fully support and reiterate the recommendations and supporting arguments contained within their submission.

I would like to comment further on the TGAR report's proposed re-zoning of the Hollydale property to accommodate medium density development, and how this affects the properties close to this potential development.

Firstly, it does not seem right from a town planning point of view to have such residential development of that level situated right next to the five-acre lots that currently exist in the surrounding areas. There appears to be no progression of the various zoning types that exist within the state planning regulations, jumping from one extreme to the other.

Please bear in mind that residents of five-acre properties have chosen to live on such land because of the peaceful lifestyle it provides, such as privacy, minimal street traffic, and relative tranquility in being set amongst other similar properties. The recommended development of the Hollydale property will drastically change this for residents of the surrounding properties such as mine, having a serious negative effect on the lifestyle currently enjoyed by these residents.

It could be suggested that the increased infrastructure created for this medium density development (such as new roads, parks) would only be of significant benefit to the residents of the surrounding areas, but I would beg to differ, as these residents are not seeking such infrastructure and it would only take away further from the lifestyle described previously.

I understand it has also been stated by council town planners that landowners of five-acre lots in this area should actually see a greater increase in land values, due to the "exclusivity" and reduced supply of such land being available. Again, I beg to differ on this point, firstly on the basis that the "lifestyle" typically associated with five-acre lots has been significantly compromised by surrounding development, and secondly, due to the negative stigma that would be associated to living within an "odour buffer" zone. In fact, I only see such factors having a negative effect on land values.

If the proposed development of Hollydale is to remain unchanged as part of the TGAR report, I can then only suggest that the surrounding landowners are at least compensated in some form. My first suggestion is to reduce the proposed odour buffer zone area to that recommended by

the TGAR Community Working Group. Nearly all the landowners affected by the proposed buffer zone are extremely unhappy about both the negative stigma this will have on their property, and the limitation of any further development opportunities available to them.

A potential trade-off being that low-density residential (one-acre lot sub-division) be made possible for land-owners.

Yours Sincerely

Charlie Vacca

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

Daniel Colonnelli

Mr Swee Lim
 Senior Strategic Planner
 Latrobe City Council
 PO Box 264
 MORWELL 3840

15th November 2012

Dear Mr Lim,

Submission in response to the draft TGAR report

I am writing to you with the concerns that I have as a current resident and landowner within the proposed Australian Paper Odour Buffer Zone, as shown in the draft TGAR report. It should be noted that I was involved with the TGAR Community Working Group and I fully support and reiterate the recommendations and supporting arguments contained within their submission.

I would also like to comment further on the TGAR report's proposed re-zoning of the Hollydale property to accommodate medium density development, and how this affects the properties close to this potential development.

Firstly, it does not seem right from a town planning point of view to have such residential development of that level proposed for the Hollydale site situated right next to the five-acre lots that currently exist in the surrounding areas. There appears to be no progression of the various zoning types that exist within the state planning regulations, jumping from one extreme to the other.

Please bear in mind that residents of five-acre properties have chosen to live on such land because of the peaceful lifestyle it provides, such as privacy, minimal street traffic, and relative tranquility in being set amongst other similar properties. The recommended development of the Hollydale property will drastically change this for residents of the surrounding properties such as mine, having a serious negative effect on the lifestyle currently enjoyed by these residents.

It could be suggested that the increased infrastructure created for this medium density development (such as new roads, parks) would only be of significant benefit to the residents of the surrounding areas, but I would beg to differ, as these residents are not seeking such infrastructure and it would only take away further from the lifestyle described previously.

I understand it has also been stated by council town planners that landowners of five-acre lots in this area should actually see a greater increase in land values, due to the "exclusivity" and reduced supply of such land being available. Again, I beg to differ on this point, firstly on the basis that the "lifestyle" typically associated with five-acre lots has been significantly compromised by surrounding development, and secondly, due to the stigma that would be associated to living within an "odour buffer" zone. In fact, I only see such factors having a negative effect on land values.

I feel that the proposal to implement the odour buffer is flawed on several fronts, including the following:

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- the unfair and discriminatory manner that the boundary has been adjusted to exclude both existing and future land developments
- that the guideline for a recommended buffer zone has been in place for over 20 years – why is this only being brought to the attention of landowners now, many of whom purchased their properties within the proposed zone in this time
- there have been huge improvements to the level of odour emissions from the Australian Paper plant over this time, to the point where they are rarely ever, if at all, noticeable.

If the proposed development of Hollydale is to remain unchanged as part of the TGAR report, I can then only suggest that the surrounding landowners are at least compensated by reducing the proposed odour buffer zone area to that recommended by the TGAR Community Working Group. Nearly all the landowners affected by the proposed buffer zone are extremely unhappy about both the stigma this will have on their property, and the limitation of any further development opportunities available to them. By not placing this buffer zone over properties such as mine, this will at least relieve owners of the strong negative impact this would otherwise have had on the perception and value of the land. It would also leave open the possibility for future re-zoning by council, with many current land-owners hopeful to one day have the ability to sub-divide their existing land into one-acre sub-division lots. Such a scenario would also create a logical progression of land zoning from the proposed medium-density development of the Hollydale site, and would be accepted by the neighboring land-owners of this site as a fair and reasonable compromise.

I request that Council review and consider the points presented in this letter, prior to preparing their final TGAR report. It would be much appreciated if you could keep me informed on any matters relating to this report, and I thank-you for providing me with this opportunity to submit a response to the draft report.

Yours sincerely

D. Colonnelli

Daniel Colonnelli

Submission 67

Don Colantuono

Mr Swee Lim
Senior Strategic Planner
Latrobe City Council
PO Box 264
MORWELL 3840

15th November 2012

Dear Mr Lim,

Submission in response to the draft TGAR report

I am writing to you with the concerns that I have as a current resident and landowner within the proposed Australian Paper Odour Buffer Zone, as shown in the draft TGAR report. It should be noted that I am aware of the TGAR Community Working Group submission presented to council, and I fully support and reiterate the recommendations and supporting arguments contained within their submission.

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- that the guideline for a recommended buffer zone has been in place for over 20 years – why is this only being brought to the attention of landowners now, many of whom purchased their properties within the proposed zone in this time
- there have been huge improvements to the level of odour emissions from the Australian Paper plant over this time, to the point where they are rarely ever, if at all, noticeable.

If the proposed development of Hollydale is to remain unchanged as part of the TGAR report, I can then only suggest that the surrounding landowners are at least compensated by reducing the proposed odour buffer zone area to that recommended by the TGAR Community Working Group. Nearly all the landowners affected by the proposed buffer zone are extremely unhappy about both the stigma this will have on their property, and the limitation of any further development opportunities available to them. By not placing this buffer zone over properties such as mine, this will at least relieve owners of the strong negative impact this would otherwise have had on the perception and value of the land. It would also leave open the possibility for future re-zoning by council, with many current land-owners hopeful to one day have the ability to sub-divide their existing land into one-acre sub-division lots. Such a scenario would also create a logical progression of land zoning from the proposed medium-density development of the Hollydale site, and would be accepted by the neighboring land-owners of this site as a fair and reasonable compromise.

I request that Council review and consider the points presented in this letter, prior to preparing their final TGAR report. It would be much appreciated if you could keep me informed on any matters relating to this report, and I thank-you for providing me with this opportunity to submit a response to the draft report.

Yours sincerely

Don Colantuono



Dear Mr. Lee

According to EPA the guidelines have been ignored on the whole, since 1990 with rezoning occurring within the 5km buffer distances (some of these have been in the recent past). The buffer specifically affects areas in Traralgon West, Maxwell East and Tyers.

Ratifying the AP buffer represents considerable unfairness because some areas have been excluded from the buffer for what appears to be commercial interest such as Hollydale (plans to rezone from Farming to Residential 1) and Crinigan Road. There has been development approval granted for 1 acre lots within the Rural Living and Low Density Zones since the buffer guideline was introduced.

I have a property in _____ that is 5 acres and across the road, properties are allowed to subdivide into 1 acre lots. I have no desire to see my property become residential 1 zone, but I would like, sometime in the future, to have the opportunity to subdivide into 1 acre lots.

If the buffer is changed to road boundaries, the Council will have more opportunity to manoeuvre; residents will have the same opportunity for development which is controlled by Council. The consensus of the residents is that it would be an acceptable solution thereby taking away the ~~aggravation~~ angst of residents and the inequity in the treatment of residents in the affected area.

The buffer, if it must occur, should ~~be~~ stop at Scribble Lane.

If the AP Buffer becomes an overlay the desirability of the land will be severely reduced because of the implied reduced quality of living (EPA AQ 2186 uses the term reduced amenity). This may have a financial impact on residents who have purchased land within the buffer.

As the proposed AP buffer lines have been clearly moved to accommodate specific and proposed developments, the scientific basis of the AP buffer has been compromised. This makes it reasonable to suggest a buffer that excludes most of the currently developed land, thus not disadvantaging current residents.

Please take in all factors when making the final decision, we all

live in this community and we all must make compromises.

Thank you for the opportunity to put in a submission

Yours Sincerely


(A. Choralembous and L. Choralembous) L. Choralembous.

LATROBE CITY COUNCIL INFORMATION MANAGEMENT	
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TGAR

Late Submissions

Friday, December 7th, 2012

La Trobe City Council

Re: Submission to Traralgon Growth Areas Review Panel

Dear Sir/Madam,

I would like to make a submission to the panel to put the Dunbar family support behind the existing TGAR draft report.

I speak on behalf the Dunbar Family who holds the farm of [redacted] in Traralgon East which runs on the north side of the highway from [redacted]

The current TGAR draft proposal shows foresight in directing the town out to the north and then to the east, finishing up developing our property when the time comes.

With reference to [redacted] we see this as an excellent site for development for a number of reasons:

1. It has easy access into the heart of town with the highway coming straight past it, and the planned bypass commencing on our eastern boundary.
2. The accessibility to rail is very close, and having a future substation at the Minnedale Road/Princess Highway intersection would be a great location in years to come.
3. The cost of development would be minimal with:
 - a. there already being town sewerage to the subdivision to our east
 - b. already having town water on the farm
 - c. flat land which is easy to develop
4. Council and developers will have the ability to deal with one land owner with a holding of 500 acres of developable land who is willing to progress. The other option of developing up large numbers of small land holdings to the west of Traralgon will forever have issues with different land holders having wide ranging agendas. This has already slowed the progress of the review, and will only cause greater disputes as the council tries to move forward in the future.
5. The ability and space to plan in a greenfield development with the room to encompass parks, schools, ovals and sportsgrounds, bicycle tracks and community halls. This will help develop a community that is healthy and fit whilst attracting quality people to our town.
6. We have excellent views of the Latrobe River flood plains and to the mountain ranges in the north.

In conclusion, we support the TGAR panel and their consultants on the review carried out thus far. However, the community has been in consultation with council regarding the TGAR since 2009 and

still there is no closure. We would like to see a resolution from this review so we have clear direction as to where the town is headed. This will allow us to get on with business development and succession planning for the future.

We encourage the council to accept the TGAR and we are happy to work with you in the future.

Yours Sincerely
Sam Dunbar

Latrobe City Council

25.1.13

J&K Durward

We have liaised with Russell Northe MLA, Department of Planning and Community Development, Minister for Environment and Climate Change who have all indicated that Latrobe City Council is the authority responsible for decisions made with Australian paper regarding the proposed buffer.

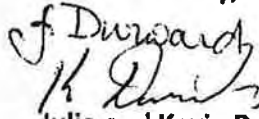
With the sole responsibility of this decision being with Latrobe City Council we are writing to ask that you listen to the wishes of your residents regarding Australian Paper's (AP) proposed buffer zone. We are one of those residents who have lived on a 5 acre property for 30 years without a need for a buffer zone. Over the 30 years duration we have not been aware of this imposition until now.

We are asking that you do not disadvantage us or the other people in our community by allowing AP to impose a buffer zone over our properties. We believe that AP needs to maintain responsibility for its operations within their land boundaries which runs to the road, which is clear of residents.

AP's questionable scientific basis for a buffer covering 5 kilometres disregards the financial implications it will place on its neighbours. It is also confusing that some of AP's neighbours have been granted special consideration within the proposed 5 kilometres buffer to be excluded! A road boundary buffer to exclude residents is a fair and equitable solution.

A buffer placed on land beyond AP property infers a reduced quality of living for us which will be reflected in decreased property value. It is not fair and equitable that AP imposes a buffer on our property when there is a boundary of AP land already in place.

Yours sincerely,



Julie and Kevin Durward.

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Russell Northe MLA

Monday, 19 November 2012

Mr K & Mrs J Durward

Dear Kevin and Julie

Thank you for your recent correspondence with regard to the application of Australian Paper's Odour Buffer Zone as raised within the Traralgon Growth Areas Review (TGAR).

As you may be aware, TGAR falls under the jurisdiction of Latrobe City Council; however I am aware of issues pertaining to the application of Australian Paper's buffer zone in this context.

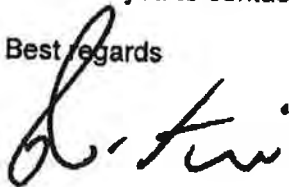
Furthermore, I have met with residents and Latrobe City Council Councillor Sandy Kam and understand residents have had the opportunity to convey their views to Latrobe City Council for its consideration.

Ultimately determinations associated with TGAR rest with Latrobe City Council and further information may be found at Latrobe City Council's website under the Traralgon Growth Areas Review, as attached.

Once again, I thank you for providing your views on this matter to me as it is important that I understand community sentiment on such subjects. I would also suggest Kevin and Julie that you inform our newly elected Councillors (list attached for your ease of reference) and indeed if you have not yet done so, Council itself of your position on these matters.

Should you have any state government enquiries that I may assist with in the future I welcome you to contact my office again.

Best regards



Russell Northe MLA
Member for Morwell



russell.northe@parliament.vic.gov.au www.russellnorthe.com.au
66 George Street, Morwell VIC 3840 PO Box 214, Morwell VIC 3840
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for Regional Victoria



Department of Planning and Community Development

Ref: CMIN044053
File: 10/000640-02

30 November 2012

Mr & Mrs Kevin & Julie Durward

Dear Mr & Mrs Durward

Proposed Australian Paper Odour Buffer in Latrobe Valley

I refer to your letter to the Hon. Matthew Guy MLC, Minister for Planning, regarding the proposed Australian Paper Odour Buffer in Traralgon. I am responding on behalf of the Minister. I understand that you are concerned about the five kilometre extent of the proposed odour buffer for the Australian Paper Mill, which has been exhibited by Latrobe City Council as part of the Traralgon Growth Areas Review (TGAR).

The Australian Paper Mill site is within the Industrial 2 Zone and is affected by Clause 52.10 (Uses with adverse amenity potential) of the Latrobe Planning Scheme.


In accordance with the table to Clause 52.10, the minimum threshold distance for the Australian Paper Mill is five kilometres from land within a residential zone and land used for a hospital or education centre. The threshold distance can be varied, depending on the process to be used and the materials to be processed or stored.

Through TGAR, the Council is undertaking a technical study to review the threshold buffer for the Paper Mill. Without this study, the distance specified in Clause 52.10 cannot be varied.

Latrobe City Council is the authority responsible for the administration of the Latrobe Planning Scheme, including the application of threshold distances for uses specified in the table to Clause 52.10 of the Scheme. I encourage you to discuss your concerns about the proposed buffer for the Australian Paper Mill with council officers.

If you have any queries regarding this matter, please contact Suzy Thomas, Senior Regional Planner at the Department of Planning and Community Development Gippsland Regional office, on 5172 2109.

Yours sincerely


Alan Freitag
Manager Planning and Development
Regional Delivery, Gippsland

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Gippsland Region
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**Office of the Minister for
Environment and Climate Change**

Ref: DSE085657

File:



8 Nicholson Street
PO Box 500
East Melbourne Victoria 8002
Telephone: (03) 9637 8890
Facsimile: (03) 9637 8100
DX 210098

Mr & Mrs Kevin & Julie Durward

15 NOV 2012

Dear Mr & Mrs Durward

THE PROPOSED AUSTRALIAN PAPER ODOUR BUFFER IN LATROBE VALLEY

Thank you for your letter of 3 November 2012 to the Hon Ryan Smith MP, Minister for Environment and Climate Change regarding the above matter.

As your letter raises issues that fall directly within the portfolio responsibilities of the Minister for Planning, your correspondence has been referred to the Hon Matthew Guy MP for a response.

Thank you for raising this matter with me.

Yours sincerely



John Deller
Chief of Staff

Privacy Statement

Any personal information about you or a third party in your correspondence will be protected under the provisions of the Information Privacy Act 2000. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorised by law. Enquiries about access to information about you held by the Department should be directed to the Manager Privacy, Department of Sustainability & Environment, PO Box 500, East Melbourne, 8002.



Suspension of Standing Orders

Standing Orders were suspended at 7.02pm

Mr Ken Bailey addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Nick Anderson from NBA Group (on behalf of Marshalls Road Developments Pty. Ltd.) addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Nick Anderson from NBA Group (on behalf of Stable Property Development Group) addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Nick Anderson from NBA Group addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Chris Keen addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Bill Riddle addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Joey Whitehead addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Ruben Diaz addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Greg Thomas addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Ms Julie D'Angelo-Kaik addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Robert Lorenz addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

Ms Melissa Griffin addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Peter McCulloch addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Sal Testa addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Keith Walsingham addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Darryl Marks addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Daniel Colonnelli addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Peter Dell addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Wolf Becker addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Mr Mark Ryan addressed the Council in relation to item 5.1 Submissions received from Community Consultation for the Traralgon Growth Areas Review (TGAR) Project.

Cr O'Callaghan left the Chamber at 7.18pm due to an indirect interest under section 78B of the *Local Government Act 1989*.

Cr O'Callaghan returned to the Chamber at 7.24pm.

Cr O'Callaghan left the Chamber at 7.44pm due to an indirect interest under section 78B of the *Local Government Act 1989*.

Cr O'Callaghan returned to the Chamber at 7.46pm.

Cr O'Callaghan left the meeting at 7.49pm and did not return.

**SPECIAL COUNCIL MEETING MINUTES
11 FEBRUARY 2013 (SM398)**

There being no further business the meeting was declared closed at
8.37pm

I certify that these minutes have been confirmed.

Mayor: _____

Date: _____