

Friday, 1 March 2013

Chief Executive Officer, Latrobe City Council

**Attention:**

Grantley Switzer, General Manager, Recreation, Culture & Community Infrastructure,  
Latrobe City Council.

Copy to: Councillor Middlemiss

Dear Sir,

As you are aware, the Traralgon Growth Areas Review (TGAR) includes the establishment of a 5 km odour buffer around the Maryvale Paper Mill. Our group, the "Morwell North Residents Group" represents the residents at the western end of the proposed odour buffer. We represent property owners on the northern edge of Morwell in Maryvale Road, Andrew Street and Paul Street who are affected by the location of the proposed buffer. A number of residents in our area made recent submissions to Council regarding this matter as part of the TGAR consultation process and one of our members spoke of our concerns at the special council meeting on the 11 February 2013.

We have been attempting to engage the APM in a discussion regarding the proposed location of the buffer, but have had no success. Firstly, we would like to see a map which clearly indicates the location of the western end of the buffer. The map shown in the TGAR documentation is of poor resolution and it is not clear which properties on Andrew Street and Paul Street are in or out of the proposed area. The buffer does not follow roads or boundaries and appears to cut through the middle of a number of properties in our area. We would like to propose moving the location of the proposed buffer in line with the roads and property boundaries in the area, but have been unable to put our solution to the APM. At the conclusion of the recent Council meeting (11 February 2013) Councillor Middlemiss suggested we should seek the assistance of yourself to facilitate a meeting between the relevant parties to discuss the location of the western end of the buffer further. We would appreciate if you could intercede with the APM on our behalf and organise a meeting of our group, a representative of the APM and the council planning department as soon as practicable. We look forward to being a part of a solution which is fair and reasonable for all involved.

Thanks for your time and we look forward to hearing from you in the near future.



Barbara Panther (for the Morwell North Residents Group)

LATROBE CITY COUNCIL  
INFORMATION MANAGEMENT

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1 MAR 2013

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Chris Whiteman  
Manager City Planning  
Latrobe City Council

Copy: Graeme Middlemiss

6 April 2013

**Submission Regarding the Proposed Australian Paper Mill Odour Buffer on behalf of the Morwell North Residents Group**

Dear Chris,

The Morwell North Residents Group represents land owners living in the region between Andrew Street and Old Melbourne Road in Morwell who are impacted by the location of the proposed Australian Paper Mill odour buffer. We wish to make some recommendations regarding the location of the buffer boundary as part of the Traralgon Growth Areas Review. A number of individuals from our area made submissions in response to the public exhibition of the draft TGAR reports (Submissions 43, 47 and 48 as presented in the agenda of the Special Council Meeting of 11 February 2013 (SM398)). At this time we wish to make a recommendation to the council on behalf of the Morwell North Residents Group.

We have recently received the attached map from the council (Reference: DW993310, 15 March 2013) which shows in detail the location of the western end of the proposed buffer at a reasonable scale (shown in Figure 1). The proposed buffer (shown in purple on the map) passes through the middle of 13 separate properties in our region. There has clearly been no consideration of roads or property boundaries in the assignment of this end of the proposed buffer. There has also been no consideration for the naturally occurring ridge which traverses along Maryvale Road which, together with the usual wind direction, results in minimal odours from the mill reaching this region.

We recommend that the western end of the buffer be redrawn to take into account both roads and property boundaries and the location of this ridge. I have attached two diagrams of our proposal below. The schematic diagram in Figure 1 shows the current proposed buffer in purple and our groups' recommendation in orange. The same recommendation is shown on the satellite image in Figure 2. We recommend that the edge of the buffer travels northerly up Maryvale Road, then westerly along Old Melbourne Road to Latrobe Road. This will excise 24 properties from the buffer.

There is precedence in the setting of the original buffer for the exclusion of properties based on roads and property boundaries (eg.. Maryvale Hospital has been excluded from the original buffer as have a number of properties on the Traralgon end of the proposed buffer as well as a parcel of land

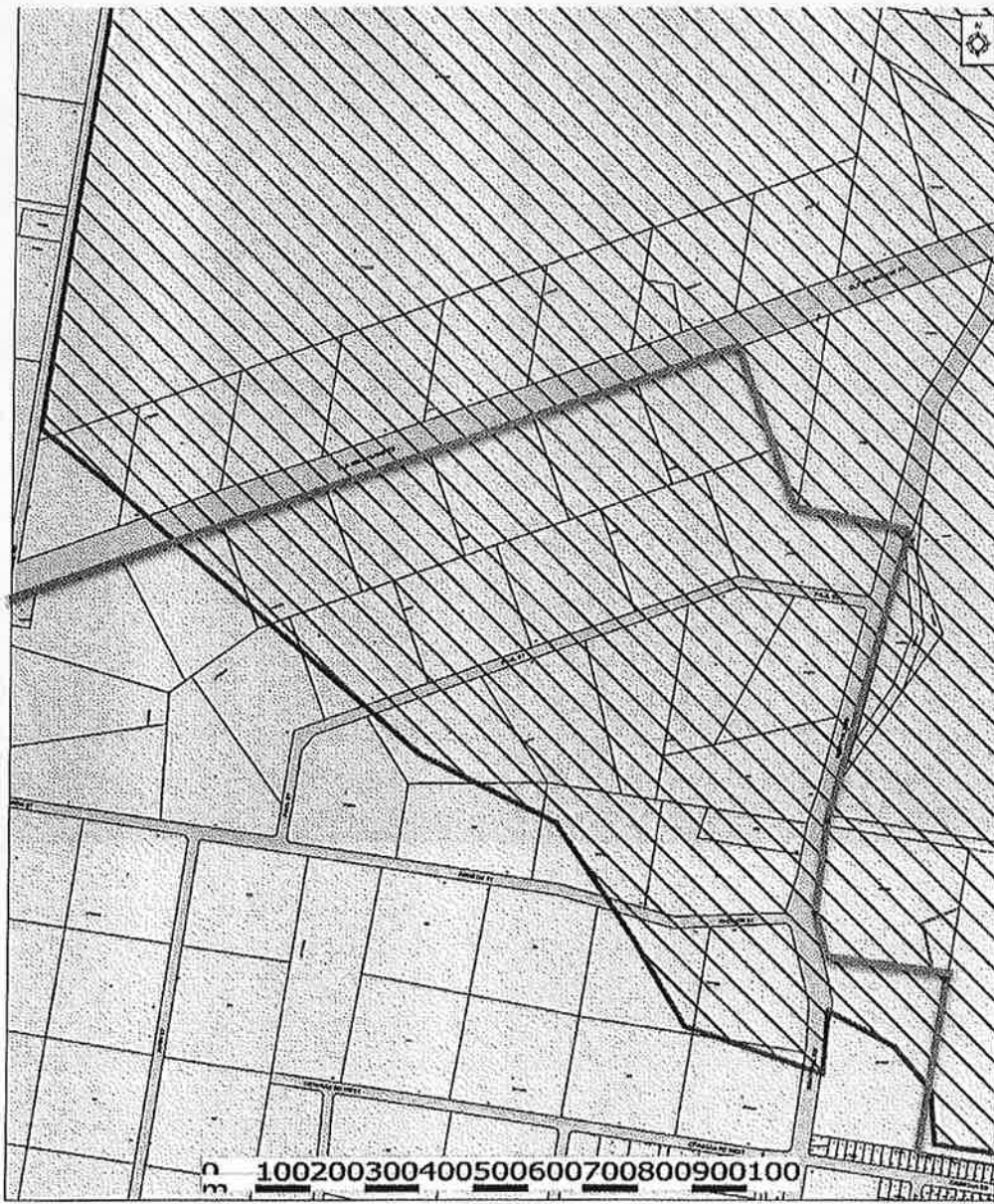
located on the corner of Alexanders Road and Crinigan Road). We believe that this recommendation is in the best interest of land-owners in this region.



We look forward to meeting with council and the APM to discuss this matter further. We understand from Counsellor Middlemiss that a meeting with the planning department, a representative of the APM and our group is currently being scheduled.

A handwritten signature in black ink, appearing to read 'Barbie Panther', with a long horizontal line extending to the right.

Barbie Panther  
on behalf of the Morwell North Residents Group

**Figure 2:** Map of the Morwell North Area. The purple hashed area indicates the proposed APM buffer location. The orange line indicates buffer location as proposed by the Morwell North Residents Group.



-  Shire Boundary
-  Easement

Disclaimer: The content of this map is subject to Copyright laws & regulations.  
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of using this data.

Figure 2: Satellite picture of Morwell North Area. Orange line indicates buffer location as proposed by the Morwell North Residents Group.



FROM: Scott & Ruth McFarlane,

EMAIL:

TO: Cr Sandy Kam (Mayor)  
Latrobe City Council

EMAIL: [sandy.kam@latrobe.vic.gov.au](mailto:sandy.kam@latrobe.vic.gov.au)

DATE: 02/04/13

Dear Cr Sandy Kam,

RE: DEVELOPMENT WITHIN THE AUSTRALIAN PAPER ODOUR BUFFER ZONE

We live on the corner of Old Melbourne Road and Airfield Road and currently have a planning application before Council to subdivide a 2.0 Ha parcel of land off our 10.4 Ha property. Consequently, the success of this proposal is affected by Australian Paper's 5 Kilometre Odour Buffer Zone development restrictions that are currently being considered by Council.

We understand the wider implications and the reason for the Council's concern. We would however, like you to consider the following when coming to a decision on this matter:

1. We have lived at this location(3-4 Kilometres from the mill) for the past 13 years and have found that we rarely notice the smell. On the few occasions that we have noticed a really poor smell, we have complained to the EPA; though this has declined over the years. We assume the mill has improved its smell control measures as a result of public feedback. These rare smell events however havenotdissuaded us from wanting to live in this lovely locality.
2. We would like to suggest that the Council approve development within the odour buffer zone within the limits of the current planning zone. However we also recommend that any new development takes place with an open disclosure that that the development will take place within Australian Paper's smell buffer zone and the implications of this consequence.
3. Just because there is an approved odour buffer Zone, we do not want to see Australian Paper in any way relaxing their obligation towards smell abatement measures.

Yours faithfully,

Scott & Ruth McFarlane





**From:** Williams, Justine  
**To:** Latrobe Central Email <LatrobeCity@latrobe.vic.gov.au>  
**CC:** Sam Suleman (sam@sulemangroup.com.au) <sam@sulemangroup.com.au>  
Jones, Jennifer <Jennifer.Jones@smec.com>  
Griffin, Melissa <Melissa.Griffin@smec.com>  
Mitchell, James <James.Mitchell@smec.com>  
**Date:** 29/05/2013 12:03:43 PM  
**Subject:** Attention: Michelle Kerry- Strategic Planning Dept

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Michelle,

Please refer attached correspondence in relation to Traralgon West Structure Plan.

**Regards,**

**Justine Williams | Senior Urban Planner**

**SMEC Urban**

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**Office days: Monday, Tuesday and Wednesday**

*Integrated Urban Development Consulting*

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28 May 2013

Strategic Planning Department  
Latrobe City Council  
PO Box 264  
Morwell VIC 3840  
att Michelle Kerry

Dear Michelle

#### Submission to the draft Traralgon West Structure Plan

SMEC Urban represents Mr Sam Suleman, who is the owner of land at Alexanders Rd, Morwell East (formally known as Lot 1 TP173536; Allot 82 Parish of Maryvale; Lot 2 & 3 PS526913). As discussed with you, thank you for allowing a late submission to the draft Traralgon West Structure Plan (TWSP) for immediate consideration by Latrobe City Council.

To broadly summarise, the draft TWSP identifies the subject land for the following uses:

- Future Industrial (Area 2) is proposed to protect the longer term opportunities for the existing Industrial 1 zoned land to continue northward into the subject land.
- Special Use Zone investigation area (Area 4) - the SUZ is no longer required for the Morwell River diversion. The future uses for this section of land require further investigation.
- Future Investigation area (Area 5) - This land has been earmarked as an 'investigation area' to be developed with either employment generating uses which are directly related to the hospital, airport, institutional uses or residential uses.
- The western portion of the subject site is also affected by the 'indicative paper mill buffer'.

We support the nomination of the subject site for Areas 4 and 5. However, we do not support the nomination for Area 2, which is 'future industrial use' over the western portion of the subject site.

To summarise, it is submitted that there is an oversupply of industrial land within Morwell and that the inclusion of additional industrial land is unwarranted. The preferred outcome for the subject site is illustrated on the enclosed concept plan (reference 30041432P dated 29 May 2013 rev B). This concept plan is consistent with our client's previous approaches to Council since 2009 and has now been amended to show the western portion of the land for residential use, rather than industrial use because of the oversupply of industrial land.

We consider that there are a range of matters that are relevant when considering the western portion of the subject site being nominated for future residential use. This submission will discuss each of these matters below (but in no particular order):

#### Justification for proposed residential use

##### 1. Land Supply

The draft Traralgon Growth Area Framework (TGAF) suggests that Traralgon has the future potential to have a population of approximately 51,000 by 2051, meaning a growth of 21,240.

Taking this into account Traralgon will need to provide an average of 257 houses per year to accommodate for this growth. Currently residential densities in newly developing areas for Traralgon are around 10-11 dwellings per hectare. The Latrobe Planning Scheme identifies a minimum net density of 15 lots per hectare. Currently there is approximately 1,180 hectares of

industrial zoned land, of which about 281 hectares is vacant and available for future development. An additional 190 hectares of land is identified for industrial purposes but not yet zoned. The TGAF states that there is a need to prepare a municipal wide industrial land use strategy and that this study should be finalised prior to confirming the recommendations made in the TGAF for industrial land.

Given the vast amount of available industrial land and the additional 190 hectares already nominated, we submit that the subject site would be better identified for future residential land, rather than industrial use.

We would welcome separate discussions with Council to ascertain the viability for additional residential land on the subject site. If required (and on request), separate land supply investigations could be commissioned to provide justification/investigation for additional residential supply.

2. Abutting residential land

To the immediate west of the subject site, on the opposite (west) side of Alexanders Road, there is land that has been identified for future residential development. Amendment C47 re-zoned part of this land to the Residential 1 Zone (whilst the remainder is subject to a separate planning scheme amendment, yet to be authorised). Furthermore, there is an approved Crinigan Road Development Plan for this land identifying the area for future residential development.

Given that this residential land abuts the subject site to the west, we consider that additional residential land on the subject site is supported and would avoid the amenity impacts that would be generated if the subject site was developed for heavy industrial land uses (from the proposed Industrial 1 Zone).

3. Indicative (odour) buffers to Paper Mill

The TWSP shows that there is an "indicative paper mill buffer" across the north-west portion of the subject site. We understand that this indicative odour buffer has been requested by APM and therefore it has been included in the strategic planning for Traralgon West. However, there has been no finalisation or agreement on the final extent of the buffer area. Given the uncertainty around the final extent of the odour buffer, we consider that future residential land use on the subject site is still feasible, until proven otherwise.

We wish to re-iterate that the abutting land on the north side of Crinigan Road/west side of Alexanders Road has been approved by Council for future residential development and that this land is a very similar distance to the subject site from the APM site. We question the arbitrary nature of the indicative buffer extent through the TWSP (running as a transect through the whole area) in comparison to how the buffer clearly follows property boundaries of current residentially zoned land to the west of Alexanders Road and northern edge of Morwell. This seems to be contradictory and we accept that further determination of the final buffer extent is required urgently.

If it is determined that the indicative odour buffer as drawn must be strictly adhered to, then there may be opportunity to reconsider the variation of residential densities on the subject site at slightly lower than conventional densities, similar to what is proposed within the Old Melbourne Road precinct (Area 8). We would welcome further discussion with Council on this matter, as part of the finalisation of the buffer extent.

4. Land Subject to Inundation Overlay (Amendment C9)

Recently gazetted Planning Scheme Amendment C9 introduced the LSIO to the western portion of the subject site. The LSIO triggers the need for a planning permit for all buildings and works, unless a permit exemption is listed in the schedule to the overlay. The existence of the LSIO over the subject land does not preclude future residential development. It requires consideration of future built form outcomes to ensure that there is adequate protection from any identified flood risk.

5. Design and Development Overlay (DDO1)

The subject site is partly within the DDO1 (for major pipeline infrastructure) which does not preclude the potential for future residential development. DDO1 triggers Council to consider the appropriateness of built form proposals within certain distances of the pipeline. DDO1 also triggers Council to consider the comments of the relevant Pipeline Authority.

6. Airport Environs Overlay (AEO) & Design and Development Overlay (DDO7&8)

Planning Scheme Amendment C26 introduced DDO7 and DDO8 to the western portion of the subject site. These overlays do not limit the residential development of land but has implications for the allowable height of future buildings. This introduces a level of design detail that will need to be addressed at planning permit application and built form/design stages.

**Response to other identified site constraints**

There are a range of other site constraints that may affect the future development of the subject site and we offer the following comments:

7. Special Use Zone (SUZ5)- Area 4 on TWSP

The TWSP indicates that the SUZ is no longer required for the Morwell River diversion and that further consideration of future uses is required in this location. The TWSP states that *'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.'* We submit that the SUZ should be removed from the land in due course and an appropriate zone applied to facilitate subsequent applications for future uses.

8. Fire risk from plantations

It is submitted that the subject site is not within the Wildfire Management Overlay (WMO). The adjoining plantation manages their risk and has approved management plans for the site that address matters including fire management and maintenance to reduce fuel loads.

**Other key observations in relation to proposed Concept Plan**

The following additional comments are made in relation to the enclosed Concept Plan (reference 30041432P dated 29 May 2013 rev B):

- The subject site is situated on a key focal point on the approach to Traralgon from the Princes Hwy. In respect of this, we submit that the visual prominence of the site (as viewed from Princes Hwy) offers good exposure for future commercial uses along this main road frontage. Given the site's proximity to the hospital, there is additional opportunity for these commercial uses to indirectly support the hospital and associated services.
- Future residential development is supported within Areas 4 and 5 of the TWSP, which has been addressed by the enclosed proposed concept plan.
- As stated by the TWSP, the site is well positioned for future opportunities for retirement village or other), given its proximity to the Hospital. We have included the provision of these uses on our enclosed concept plan.
- The retention of natural drainage lines/waterways is supported in the design of the enclosed concept plan. These areas will generate passive open space opportunities and provide a convenient walking distance to these green spaces for the majority of the proposed development.
- A large public open space reserve is proposed in the north east corner of the site, which directly responds to the AEO in this area.
- Larger residential lots are proposed along Alexanders Road, due to the constraints imposed by the transmission easement and the railway line along this frontage.
- The existing connector road (National Road) that run along the boundary of the existing Industrial 1 zone land to the south west provide an excellent buffer for the subject land and give separation from these uses to the proposed future residential uses. Furthermore, a landscape buffer is proposed to provide additional buffering and separation of these uses.

Thank you for your consideration of this late submission to the Traralgon West Structure Plan.

In summary, we consider that there is an oversupply of industrial land within Morwell and that the inclusion of additional industrial land in the TWSP is unwarranted. The preferred outcome for the subject site is illustrated on the enclosed concept plan (reference 30041432P dated 29 May 2013 rev B). This concept plan is consistent with our client's previous approaches to Council since 2009 and has now

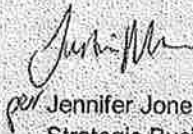
been amended to show the western portion of the land for future residential use, rather than industrial use because of the oversupply of industrial land.

As mentioned herein, we would welcome the opportunity to meet with Council to ascertain the viability for additional residential land on the subject site, rather than the identified industrial land.

If you have any queries in relation to this submission, please contact our office.

Yours faithfully

**SMEC Urban**



per Jennifer Jones  
Strategic Business Development Manager

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E jennifer.jones@smec.com

cc	Sam Suleman
Enc	Proposed concept plan (ref 30041432P29/5/13, rev.B)
Project No.	30041432P.00
Doc No.	130522_submission to twsp



- LEGEND**
- Subject Site
  - Major Road Network
  - Railway
  - Potential Future Wetlands
  - 1m Contours
  - Airport Environs Overlay
  - Commercial
  - Landscape Buffer
  - Public Open Space
  - Passive Recreation
  - Special Residential (Retention Village or Other)
  - Potential Special Residential Road Layout
  - Residential (Standard Density)
  - Residential (Larger lots due to site constraints)
  - Area 2 - Proposed Industrial (TWSP)
  - Area 5 - Further Investigation (TWSP)

Scale: 1:400m @ A1  
 1:800m @ A3  
 1:1600m @ A4



**DRAFT**

**please note:**  
 This plan is based on preliminary information only and may be subject to change as a result of formal Council/Authority advice, detailed site investigations and confirmation by survey

ref: 30041432P planning & urban design  
 date: 29 May 2013 melbourne - tel: 9999 0900  
 rev: B © sm urban Pty Ltd  
 drawn: APB/JJM abn 99 124 206 819  
 checked: JW trading as smec urban



**Proposed Concept Plan**  
 Princes Highway, Morwell East

