



BALDWIN ROAD DEVELOPMENT PLAN

TRARALGON NORTH

Prepared by:
The NBA Group

Latrobe City Council
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1. Introduction

This Development Plan (DP) applies to land located on the northern side of Baldwin Road, Traralgon and covers an area of approximately 59 hectares. The land is situated on the northern periphery of the Traralgon Township.

The Development Plan will guide future use and development of the land to ensure seamless integration with the surrounding developing residential areas to the south. It has been prepared with consideration of the Traralgon Town Structure Plan and in accordance with the Development Plan Overlay, Schedule 11.

The Development Plan identifies where roads, reserves and physical infrastructure should be located and is based on best practice urban design principles.

As required by Schedule 11, the Development Plan will:

- *Ensure development of the land is occurring in an orderly manner having regard to the timing and staging of the development of the land and provision of essential services, community facilities, open space and roads;*
- *Ensure the design of any proposed subdivision and buildings enhance and reinforce the character of the area;*
- *Minimise crossings over existing pipeline infrastructure.*

The Development Plan has been informed by the following investigative reports and assessments (refer to Appendices):

- **Infrastructure Servicing Report** – an assessment of available infrastructure and its ability to service the future development, prepared by *Millar | Merrigan*.
- **Stormwater Management Plan** – an analysis of existing major drainage and flooding associated with the site and assessment of proposed developed conditions, prepared by *Millar | Merrigan*.
- **Safety Management Study Report** – a review of the existing pipeline infrastructure and safety mitigation recommendations, prepared by *Delphi Risk*.
- **Traffic Impact Assessment** – an assessment of the surrounding road network and its ability to accommodate the proposed development, prepared by *O'Brien Traffic*.
- **Native Vegetation Assessment** – an analysis of existing vegetation on site and an assessment of the proposed impacts on this vegetation as a result of development, prepared by *ID Ecological Management*.
- **Terrestrial Fauna Assessment** – an assessment of general quality and extent of habitat across the site and targeted surveys of fauna species, prepared by *Tactecol Consulting*.
- **Aquatic Targeted Survey** – survey and assessment targeted towards threatened aquatic faunal species, prepared by *Aquatica Environmental*.
- **Cultural Heritage Due Diligence** – an analysis of cultural heritage values of the site, prepared by *ACHM*.
- **Acoustic Engineering report** – an analysis of road noise generated by Traralgon Maffra Road and potential impacts on the development, prepared by *DDEG*.
- **Air Quality Assessment** – an analysis of air pollution generated by Traralgon Maffra Road and potential impacts on the development, prepared by *Tonkin and Taylor*.

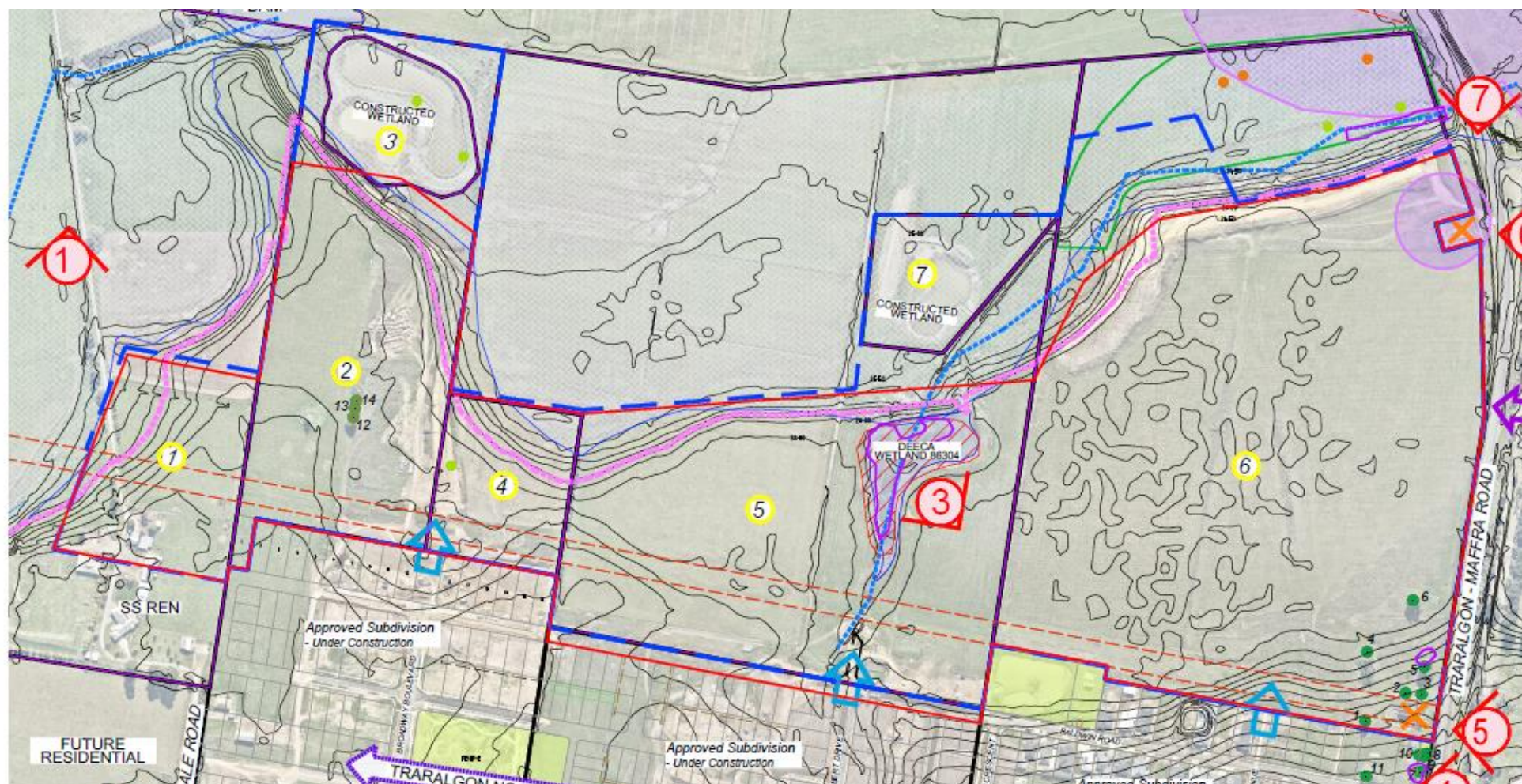


Figure 1: Context Plan

2. Local Context and Site Description

2.1 Regional Context

Traralgon is the largest of the four main towns within the Latrobe City Council. It is the key Regional Retail Centre for Gippsland located approximately 170kms east of the Melbourne Central Business District. Latrobe City is recognized as a Regional City within the *Gippsland Regional Growth Plan* which promotes growth within the township of Traralgon.

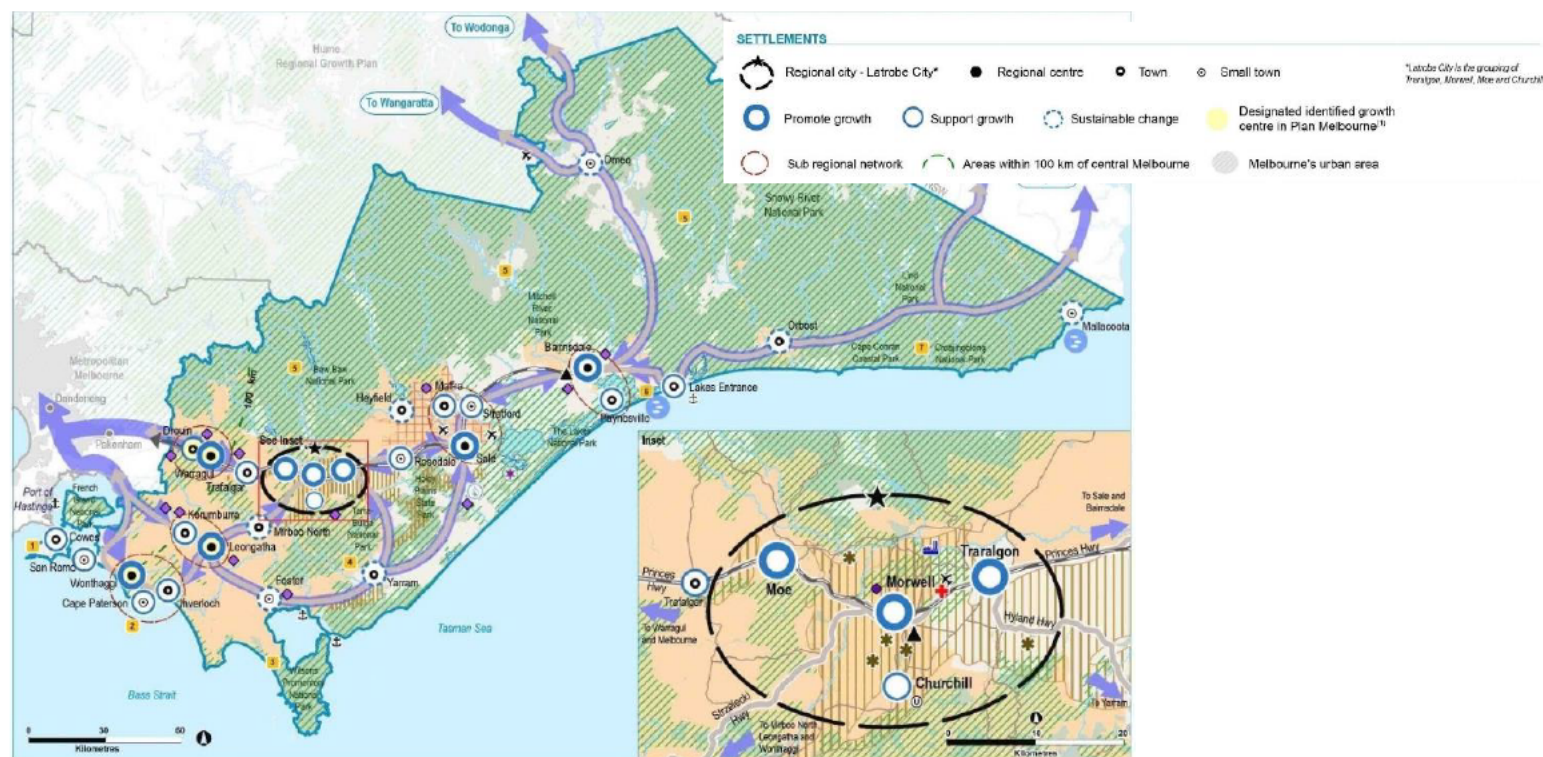


Figure 2: Gippsland Regional Growth Plan

2.2 Local Context

The land is located on the northern periphery of the Traralgon urban areas, less than 2 kilometers from commercial areas situated along Princes Highway that form part of the sprawling town centre. It is within the Traralgon Township Boundary as identified by the Traralgon Town Structure Plan (TTSP) and nominated as 'Residential Supply'. An extract of the TTSP is reproduced below.

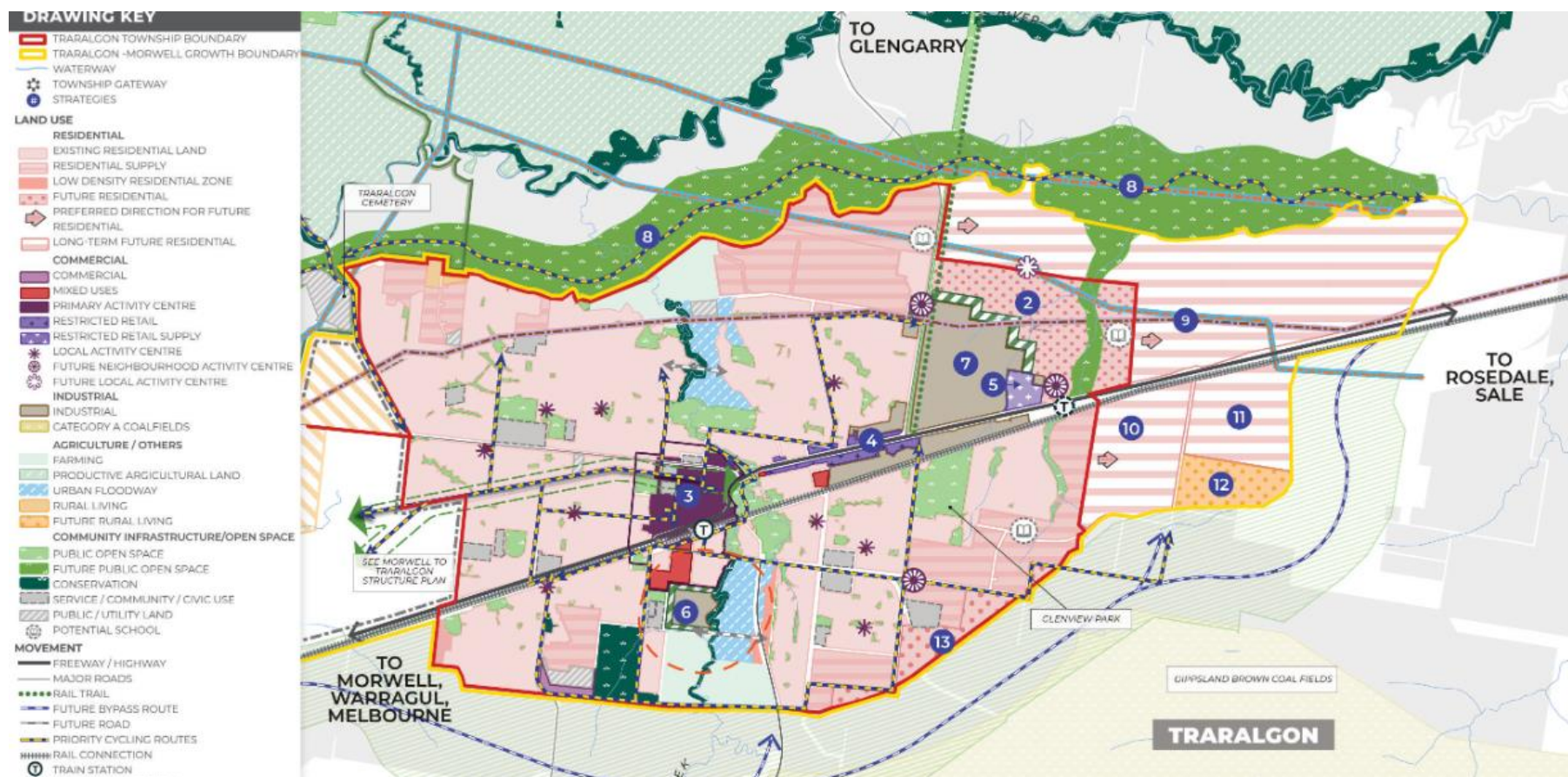


Figure 3: Traralgon Town Structure Plan

2.3 Development Plan Area

This Development Plan (DP) relates to 7 properties situated on the northern side of Baldwin Road, with the Development Plan Area comprising of approximately 59ha. The properties are identified as the following:

- Property 1 – part 26F PP3647;
- Property 2 – proposed lot C PS826058 (part existing parcel Lot 1 PS917901);
- Property 3 – Res 1 on PS917901;
- Property 4- proposed lot G PS907112;
- Property 5 – lot 2P835779;
- Property 6 – Lot H PS826075;
- Property 7 – Res 1 PS917899.

The Certificate of Titles and certified plans of subdivision associated with the land are contained within Appendix 1.

The land comprises of pasture grass that has a long history of grazing and some farming infrastructure such as shedding, internal fencing and dams are present. Wetlands are under construction within properties 3 and 7 to cater for stormwater associated with existing subdivisions to the south and these are designed to cater for future development of the DP area. The topography of the land is generally flat, falling gently towards the Loy Yang Creek which is some 300m north of the land. A drainage line and wetland area are present on property 5 and the northern parts of the land are subject to inundation.

A series of easements are present across the land, with the most significant being a 24.38m wide ESSO easement that dissects the south part of the land in and east/west direction and contains major gas and oil infrastructure.

In terms of flora and fauna, the site is dominated by exotic pasture grass with overall native vegetation coverage very limited. A cluster of Gippsland Red

Gums are available in the south eastern corner of the site (property 6) and a few planted trees are available within property 2. Faunal surveys have been undertaken with suitable habitat for Glossy Grass Skink identified in the north east corner of the site (property 6) and potential habitat for Flinders Pygmy Perch within the water bodies (properties 3, 5 and 7). Whilst there were no recorded sightings of the Flinders Pygmy Perch, they are considered to be an occasional site visitor. Records of Glossy Grass Skink occur outside of the Development Plan area whilst the Eastern Grey Egret was recorded around water bodies in properties 3 and 4.

Property 6 has an area of Aboriginal Cultural Heritage Sensitivity in the north-east corner.

The land can be connected to all reticulated services as determined by the attached Infrastructure Servicing Report.

The land has road abuttal to Traralgon Maffra Road to the east and Baldwin Road to the south.

The entire DP area is contained within the *General Residential Zone, Schedule 3 (GRZ3)* wholly covered with the *Development Plan Overlay – Schedule 11* and partially covered by the *Land Subject to Inundation Overlay* and *Buffer Area Overlay*.

2.4 Surrounding Area

The following provides a detailed description of the surrounding land uses:

North

Cleared farming land extends to the north of the land and Latrobe River is approximately 700m north-west.

East

The DP area abuts Traralgon Maffra Road to the east, together with AGN Gas facilities located towards the north east and south easter corners of the Development Plan area. East of Traralgon Maffra Road is land contained within the Rural Living Zone.

South

The DP area abuts the Traralgon North Development Plan area to the south. Residential development in this area is well progressed with Baldwins Road fully constructed at the eastern end and under construction in other areas.

West

The DP area abuts cleared farming land to the west that extends out to the Latrobe River.



Photograph 1: Residential development to south of DP area



Photograph 2: Infrastructure services adjacent to Traralgon Maffra Rd

3. Development Plan

The Development Plan has been prepared in accordance with the objectives of the Latrobe Planning scheme and the strategic directions for the area, namely the Traralgon Town Strategy Plan (TTSP). The Development Plan is attached at Appendix 3.

Schedule 11 to the Development Plan Overlay relates to Baldwin Road, Traralgon and stipulates key requirements under the following categories:

- *Land Use and Subdivision;*
- *Infrastructure Services;*
- *Open Space*
- *Community Hubs and Meeting Places;*
- *Flora and Fauna;*
- *Cultural Heritage*
- *Infrastructure Asset Risk Management*
- *Sensitive Land Use*
- *Bushfire Protection Measures*
- *Development Contributions*
- *Process and Outcomes.*

The following sections provide a summary of key considerations when formulating the development plan in relation to each requirement of the DPO.

3.1 *Land Use & Subdivision*

The Development Plan seeks to deliver land use and subdivision that is in keeping with the character of the existing developing areas of Traralgon North and the preferred character outlined in strategic documentation as follows:

- The boundaries of the Development Plan correlate with the TTSP and the zoning of the land. All residential development is contained within the residentially zoned land. Drainage infrastructure is contained within Farming Zone land.
- The DP provides an internal road layout, delineates open space areas and residential lot areas.
- The DP provides three residential lot typologies to provide for a diversity of housing as follows:
 - Lots under 500sqm;
 - Lots 500sqm-900sqm;
 - Lots over 900sqm.
- The diversity of lot sizes cater for increased densities adjacent to the public open space reserve and larger lot sizes within proximity to the pipeline corridor as required by ESSO.
- The DP provides a 15m setback between residential lots and the gas easement to provide adequate separation distance from infrastructure. On the south side this is fully encompassed in open space reserve, whilst on the north side 6m is catered for as open space reserve with the balance within the road reserve, as per agreement with authorities during the Safety Management Study (SMS) process.
- The DP provides the overall development pattern of the area, comprising of open space areas and residential development areas. Any future land use and development will be subject to planning requirements.

- The DP provides street networks that support building frontages with two way surveillance.
- The proposed road layout obtains vehicle access via Baldwins Road through continuation of three north- south roads connecting from the subdivisions to the south. No direct vehicle access is proposed to Traralgon Maffra Road with a shared path shown along the eastern boundary of the land and residential areas accessed via an internal road. Lots will overlook Traralgon Maffra Road to create an active frontage. The proposed road network is as supported by the attached Traffic Report.
- The DP includes an extensive network of walking and cycling routes to encourage alternative means of travel to activities. Where shared paths are provided within existing subdivisions to the south, the proposed internal shared path network has been designed to connect to these facilities. See the attached Movement Plan.
- The development plan does not specify the location of any community facilities within 180m of the major gas pipeline. An indicative playground is situated within the central unencumbered open space reserve and this is well located away from pipeline infrastructure as required.

The nature of the development plan, lends itself to development of individual properties on a stand alone basis and as such proposes no staging.

Baldwin Road Development Plan

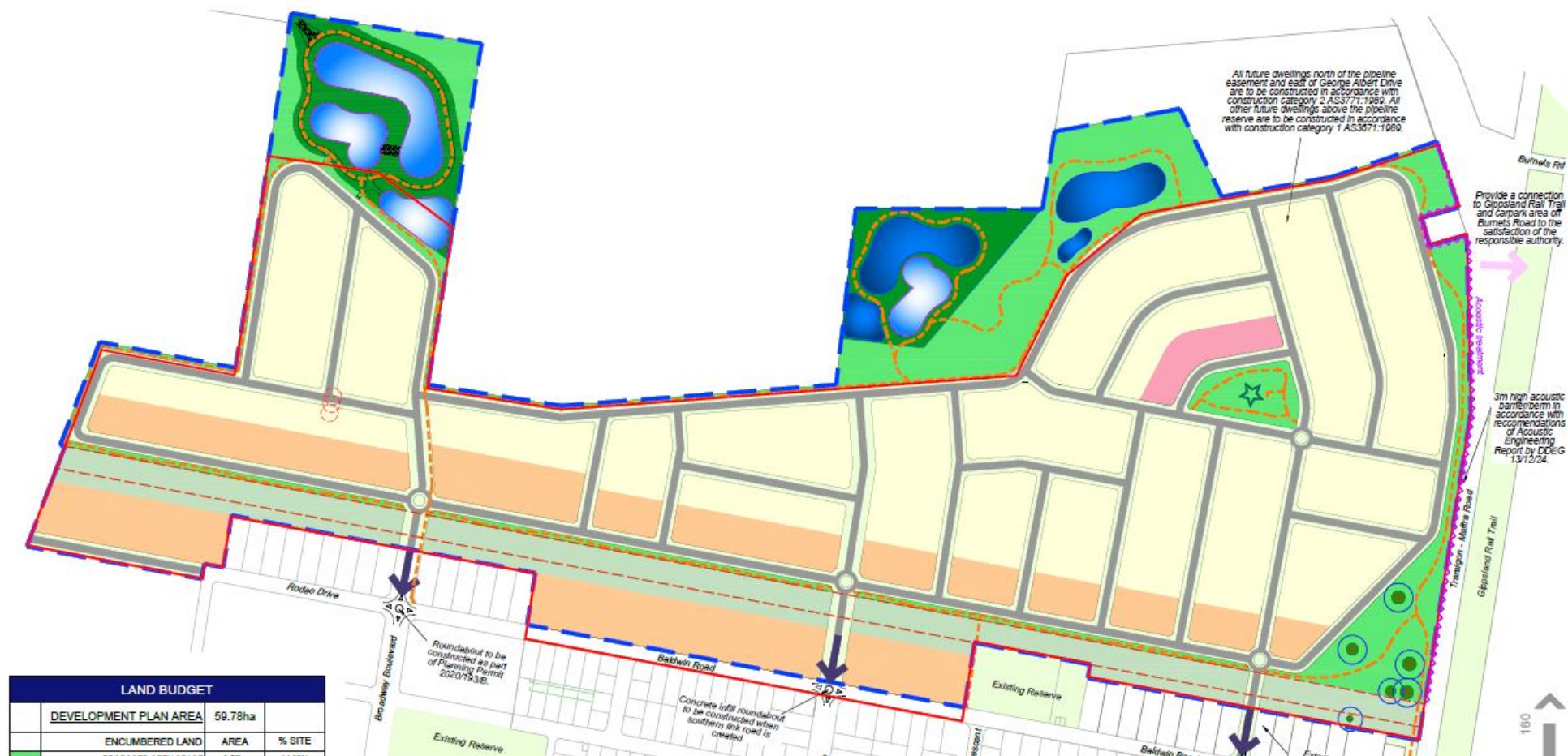


Figure 5: Baldwin Road Development Plan

3.2 Infrastructure Services

An Infrastructure Servicing Report (Millar Merrigan), Stormwater Management Plan (Millar Merrigan) and Traffic Report (O'Brien Traffic) have been prepared as part of this Development Plan. They provide the following in relation to infrastructure services:

- **Sewerage:** Existing sewerage facilities have been constructed and upgraded within the area as part of the Traralgon North Development Plan. These facilities will adequately cater for this DP.
- **Water:** a new 300mm water main extension has been provided along Traralgon Maffra Road and is currently being interconnected with the development to the south of the site. There are no anticipated issues with water supply with these services able to be extended into the DP area.
- **Electricity:** Numerous 22kV transmission lines within the vicinity of the site have the capacity to cater for the DP.
- **Telecommunications:** Telstra/NBN facilities are available within Marshalls Road and Traralgon Maffra Road. Future development can connect to this infrastructure subject to detailed design.
- **Gas:** Gas is available in the area and is available to connect to at the subdivision stage if so required.
- **Stormwater:** The Development Plan provides an integrated drainage solution with the attached Stormwater Management Strategy providing guidance on how stormwater will be managed within the site.

The strategy proposes underground stormwater drainage with underground pipes within proposed road reserves to cater for the 20% annual exceedance probability rainfall event and proposed road reserves themselves catering for the 1% AEP. Smaller drainage infrastructure can be provided in the rear of lots where necessary.

In addition, three wetland systems are provided (some already constructed as part of the TNDP development) which will treat and retain flows from the DP area and the TNDP developments.

The proposed stormwater strategy is per the negotiated outcome during the rezoning stage of the development and is to CMA and Council requirements.

- **Road Network:** The proposed Development Plan provides an integrated road network that provides for connection to and movement within the land as per the recommendations of the Traffic Report.

The existing road networks within TNDP of Lighthorse Avenue, Broadway Boulevard and George Albert Drive will provide connection to the proposed DP. The cross sections of the three main Access Streets differ from each other, allowing for continuation of the existing cross sections provided for within the developed areas of TNDP (see attached Cross Sections).

Road crossings of the pipeline easement have been limited as per the requirements of the relevant authority. No more than three crossings will be provided and all construction will occur in accordance with the SMS.

No road connection is proposed to Traralgon Maffra Road as per recommendations of the Traffic Engineers.

The internal road network provides for good circulation within the development and provides for good surveillance over open space reserves. Varied cross sections are provided to cater for reserve abutments and provide an appropriate road hierarchy. The road network

has been designed to ensure adequate access and clear spacing is provided along the pipeline corridor for maintenance as required.

The proposed road network is considered appropriate and there will be no negative traffic impacts on the surrounding road network as a result of the proposal, as determined in the attached Traffic Report.

- **Pedestrian and Bicycle Movements:** An integrated shared path network is provided for with the DP to encourage alternative means of travel.

Shared paths are provided for around the periphery of the development, along the pipeline easement, within the main north south Access Streets and within the proposed open space and drainage reserves.

Shared paths are designed to provide connection to each other and the existing shared path network including along Traralgon Maffra Road and Broadway Boulevard. It is noted that no shared path is available within the existing areas of George Albert Drive or Lighthouse Avenue and as such in these areas footpaths are provided south of the pipeline to allow for seamless connection.

All other roads within the development plan are provided with footpaths on both sides.

A connection to the Gippsland Rail Trail on the opposite side of Traralgon Maffra Road is provided. See the attached Movement Plan.

3.3 Open Space

The proposed development plan provides extensive areas of public open space throughout as identified on the Open Space Contributions plan, including:

Pipeline reserve

Reserve E is nominated as pipeline reserve. It encompasses the existing easement and 15m south of the easement as required by the relevant authorities. No landscaping within this reserve is permitted or proposed.

Drainage reserves

Reserves A & B are nominated as drainage reserves, some of which infrastructure has already been provided or is under construction as part of subdivisions to the south of the pipeline.

The DP recommends landscaping within the drainage reserves. Timing of landscaping within these reserves is to be determined with works in these spaces continuing as part of subdivisions to the south. Additional landscaping can be provided as needed.

Open Space

Reserves C, D and F are provided as open space areas and lineal linkages.

The DP recommends landscaping within the reserves including canopy trees, underplanting, walkways and shelters.

The main local park Reserve C is to be developed as a recreation space offering walking and cycling paths, play spaces, amenities and shelters.

The secondary local park (reserve D) is designed to encompass existing significant vegetation, with complementary walking and cycling paths and plantings.

The DP layout has been designed to provide for visual surveillance over all reserve areas to provide for active frontages.

The Open Space plan at Appendix 7 apportions open space area per property and includes an analysis of encumbered versus unencumbered open space. The open space burden is considered to be appropriate for each individual property.

3.4 Community Hubs and Meeting Places

A Community Needs Analysis has been undertaken by Ethos as part of the preparation of this DP.

By 2036 the greater Traralgon area will have a need for additional community facilities, including Primary and Secondary Schools. Some community facilities are planned for within the Traralgon North Development Plan and it is considered that these facilities will meet local demand generated by future residents of the proposed Development Plan area.

The report addresses the limitations of the Development Plan area in catering for such community uses when considering the location of the major gas pipeline, the findings of the SMS, views of the relevant pipeline authorities and the planning scheme requirements of *avoiding community facilities...within 180m of a major LPG licensed pipeline*.

In particular the report concludes that in line with the level of risk and the Department of Education's land acquisition guidelines which note *new school*

sites should be located away from potential hazards, including but not limited to transmission lines and high pressure gas pipelines...

The Development Plan area is inappropriate for a proposed school site. It is understood investigations are underway for school provision in the Traralgon North East precinct.

The DP has considered the need for public amenities with the provision of a public toilet block within the main local reserve.

The integrated network of walking and cycling paths within the DP area ensures that all paths are linked within and to external connections.

3.5 Flora and Fauna

The land has a long history of grazing and as a result comprises mostly of degraded pasture grass.

A Native Vegetation Assessment has been prepared and notes the following key native vegetation and biodiversity values:

- A small highly modified remnant patch of Plains Grassy Woodland that lacks any trees (HZ1);
- A 0.4ha patch of wetland vegetation that is contained within a DEECA mapped wetland (863043).
- A small patch of riparian vegetation situated on the upper branch of Loy Yang Creek (HZ4);
- 7 large remnant scattered trees (River Red Gums T1-T6);
- 3 small planted scattered trees (T12, T13 and T14).

The Native Vegetation Assessment did not record any threatened flora species on the land. The DPO11 identifies Strzelecki Gum, Matted Flax-Lilly and Grey Billy Buttons as threatened flora species requiring specific considerations.

None of these species were recorded during the inspections and as such are considered highly unlikely to occur on site due to a near total absence of suitable habitat.

The Development Plan provides for the retention and protection of River Red Gums through provision of an open space where they are located.



Figure 6: Vegetation on site

Targeted Fauna surveys were undertaken for both Aquatic and Terrestrial Fauna as required by the DPO.

The Aquatic Fauna Assessment targeted Dwarf Galaxias, Flinders Pygmy Perch and Growling Grass Frog. The Report concluded that whilst these species are known to occur in the wider Latrobe river catchment, there were no records of the targeted species on the site itself nor within any reasonable distance of potential implication from development of the site. The report concluded that

there would be no direct aquatic ecology related policy or legislation implications for the projected pertaining specifically to the targeted species.

The Terrestrial Fauna Assessment was undertaken to ascertain the presence of threatened fauna species on site, including Swamp Skink, Glossy Grass Skink and various threatened waterbirds. The study found a large area of suitable habitat for Glossy Grass Skink and a few Skink records at the northern extent of Property 6, together with records of Eastern Grey Egret within the waterbodies on site. The DP has been designed to limit the size of and co-locate drainage on Property 2 in proximity to that proposed and already under construction in property 7 to reduce impacts on skink habitat. This is considered to be an appropriate design measure to avoid and minimize the habitat.

Future subdivision applications must have regard to the retention and protection of Biodiversity in accordance with the Development Plan recommendations, to the satisfaction of the responsible authority.

As required, Construction Environmental Management Plans can be prepared as a condition of permit at the subdivision stage.

Figure 7: Habitat areas



3.6 Aboriginal Cultural Heritage

The land contains a small area of Aboriginal Cultural Heritage Sensitivity within property 1 and property 6 as shown below. It is noted that the property 1 extent is well outside of the DP area.

A Cultural Heritage Due Diligence has been prepared as part of the DP and it notes that there is a mandatory requirement for preparation of CHMP on affected properties, unless there is evidence of significant ground disturbance.

Should subdivisions of the DP area occur separately within individual lots (as is provided for within the staging plan), each lot should be assessed individually to determine Aboriginal Cultural Heritage Sensitivity and the need for a mandatory CHMP. At the current time only Property 1 and Property 6 contains a trigger for mandatory CHMP, noting that a two lot subdivision to separate the Farming Zone and Residential Zone areas of each property would avoid the need for a mandatory CHMP.



Figure 8: Area of ACH Sensitivity

3.7 Infrastructure Asset Risk Management

The DP provides for residential land use (dwellings) within proximity to major pipeline infrastructure and associated gas facility. No other sensitive uses are proposed.

A SMS has been prepared and approved by the responsible authority. The following mitigation measures have been incorporated into the DP design as a result of the preparation of the SMS:

- Road crossings of the pipeline limited to three access roads;
- As per the recommendation of the SMS, where the pipeline easement is crossed, the pipe will be recoated and protecting slabbing will be installed to protect the infrastructure to the satisfaction of the responsible authority;
- No street tree plantings within the sections of road reserve that cross the pipeline easement;
- No landscaping or works proposed within the pipeline easement. The reserve area will be maintained as grass, mown regularly by the responsible authority;
- Provision of 15m of reserve in the form of lineal reserve or road reserve, provided either side of the pipeline easement to provide for maintenance;
- Provision of larger lots (above 900sqm) in vicinity of the pipeline reserve;
- No structures or poles are proposed within 3m of a licensed transmission pipeline.

Future subdivision applications should consider and accord with the SMS requirements as appropriate.

3.8 Sensitive Land Use

As per the requirements of DPO11, the DP includes the following assessments of Traralgon Maffra Road:

- Air Quality Assessment

An air quality assessment was prepared to consider the impacts from traffic emissions of Traralgon Maffra Road on the proposed development.

The assessment concludes that the Traralgon Maffra road presents insignificant additional air quality impacts to people who would be located in the nearest likely residential dwelling and no further mitigation would be required.

- Acoustic Assessment

An Acoustic assessment was undertaken of Traffic noise emitted from Traralgon Maffra Road. It identified that noise emitted from the road will exceed ideal criteria post development and as such noise attenuation measures have been recommended.

The Development Plan includes a requirement for a 3m high acoustic barrier/berm in accordance with the recommendations of the Acoustic Engineering Report by DDEG. The report provides options for an acoustic wall, earth berm, or combination of both, with detail to be specified at the subdivision stage.

In addition to the above, and depending on the extent of the acoustic screening, dwellings within the development are to be constructed to Construction Category 1, with the exception of dwellings north of the pipeline easement and to the east of George Albert Drive that will be

required to be constructed to Construction Category 2, defined in AS3771:1989. This is readily achievable and aligns with many construction standards employed to achieve required energy ratings.

Restrictions on construction standards can be imposed via Section 173 Agreements as required by conditions of future subdivision permits.

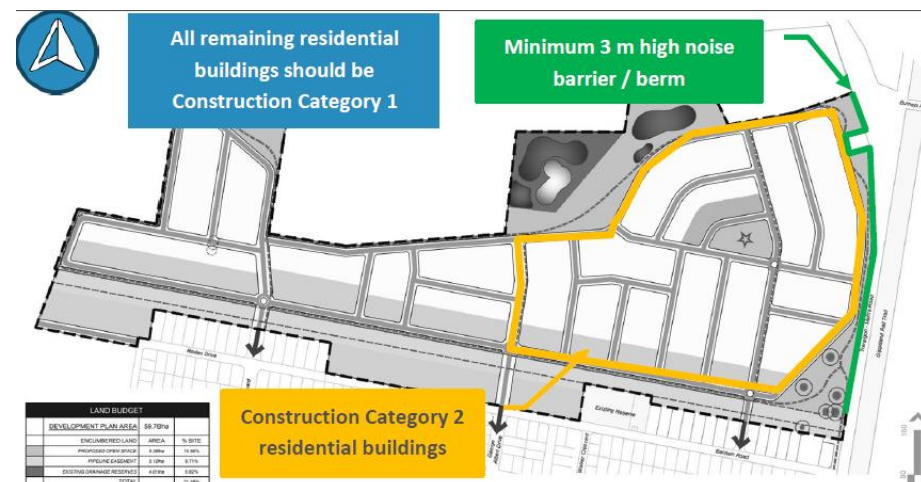


Figure 9: Acoustic mitigation measures

3.9 Bushfire Protection Measures

A Bushfire Plan has been prepared for the Development Plan to demonstrate how the land can be developed in accordance with bushfire protection requirements as follows:

- Low threat environments are available to the south of the site whilst Grassland interfaces are available to the north, west and east on the opposite side of Traralgon Maffra Road.

- The Development Plan has been provided with a perimeter road along all bushfire hazards.
- All future lots are capable of achieving a BAL 12.5 construction standard.
- The Bushfire Plan demonstrates how a 22m setback from bushfire hazards can be achieved, all future lots can be developed outside of this setback as required.
- Future subdivision should consider how non combustable fencing can be incorporated as appropriate.
- All reserve and open space areas including the pipeline reserve will be developed and maintained to low threat conditions so as to not create additional bushfire risk.
- Subdivision applications should demonstrate measures to manage grassfire hazard interfaces while residential areas within the Development Plan remain undeveloped including the provision of a Site Management Plan.

3.10 Development Contributions

The development plan has been staged in a manner that allows the development of properties to occur on an individual basis carrying their own infrastructure burden. There are no external works proposed or required to support the development.

3.11 Process & Outcomes

A Staging Plan has been prepared to demonstrate how the Development Plan area can be developed. It is noted there is opportunity for development to occur out of sequence, subject to infrastructure provision.

Any application for subdivision should consider the following:

- Subdivision layouts must be generally in accordance with the Development Plan.
- Subdivision layouts must meet the requirements of *Clause 56: Subdivision* at the discretion of Latrobe City Council;
- Open space must be provided in accordance with the Development Plan and *Clause 52.01: Public Open Space Contribution and Subdivision*, at the discretion of Latrobe City Council and in accordance with Latrobe City Public Open Space Plan 2007 (as amended).
- Street networks should support building frontages with two-way surveillance.
- Provide for walking and cycling networks that link with existing pathways and provide for circulation to town in accordance with *Latrobes City Bicycle Plan 2007-2010 (as amended)*.
- Infrastructure must be designed and constructed in accordance with Council's infrastructure design guidelines and the Victorian *Stormwater Committee Best Practice Guidelines*.
- Subdivision design should consider the retention and protection of native vegetation where possible and provision of offsets where applicable under Clause 52.17.
- A landscape master plan should be prepared and submitted as part of any subdivision application or completed as part of a permit condition. The plan must be generally in accordance with the Landscape Concept Plan provided.
- Any sequence of staging for the subdivision should provide for the orderly and timely provision of services.

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