



PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 1 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

BALDWIN ROAD DEVELOPMENT PLAN

TRARALGON NORTH

Prepared by:

The NBA Group

Latrobe City Council

July 2025 Version 3

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 2 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate



ABN 197 748 327 43

63-65 Wellington Park Way, Sale 3850
156 Commercial Road, Morwell 3840

PO Box 1170 Sale VIC 3850
0418 402 204

admin@nbagroup.com.au
www.nbagroup.com.au

Document Status

Version	Date	Description	Prepared By	Checked by
1	August 2024	For approval	B Bruns	M Edwards
2	April 2025	For approval	B Bruns	M Edwards
3	July 2025	For approval	B Bruns	M Edwards

Copyright

© NBA Group Except as provided by the Copyright Act 1968, no part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means without the prior written permission of the publisher.

Disclaimer

This report may be of assistance to you and has been made with careful consideration and with the best information available to the NBA Group at the time of writing. Before relying on information in this report, users should carefully evaluate the accuracy, completeness and relevance of the information provided for their purposes. The NBA Group does not accept responsibility for how you apply or rely on the information in this report

Table of Contents

1.	Introduction.....	5
2.	Local Context and Site Description.....	7
2.1	Regional Context	7
2.2	Local Context.....	8
2.3	Development Plan Area	9
2.4	Surrounding Area	9
3.	Development Plan	11
3.1	Land Use & Subdivision	11
3.2	Infrastructure Services	14
3.3	Open Space	15
3.4	Community Hubs and Meeting Places	17
3.5	Flora and Fauna.....	17
3.6	Cultural Heritage	19
3.7	Infrastructure Asset Risk Management.....	20
3.8	Sensitive Land Use.....	20
3.9	Bushfire Protection Measures.....	21
3.10	Development Contributions.....	22
3.11	Process & Outcomes	26

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 3 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Appendices

Appendix 1 – Certificate of Titles	Appendix 12 – Safety Management Study Report, Delphi Risk April 2024
Appendix 2 – Site & Context Description 25950P1_Version 4 – 3 sheets;	Appendix 13 – Traffic Report, O’Brien Traffic April 2025
Appendix 3 – Development Plan 25950DP1_Version 3;	Appendix 14 – Native Vegetation Report, ID Ecological Management June 2024
Appendix 4 – Streetscape Cross Sections Plan 25950DP2_Version 2;	Appendix 15 – Terrestrial Fauna Assessment, Tactecol Consulting July 2024
Appendix 5 – Movement Plan 25950DP3_Version 2;	Appendix 16 – Aquatic Targeted Survey, Aquatica Environmental March 2024
Appendix 6 – Locality Context Plan 25950DP4_Version 2;	Appendix 17 – Cultural Heritage Due Diligence, ACHM February 2024
Appendix 7 – Open Space Contribution Plan 25950DP5_Version 3;	Appendix 18– Acoustic Engineering Report, DDEG June 2025
Appendix 8 – Bushfire Management Plan 25950DP6_Version 2;	Appendix 19 – Air Quality Assessment, Tonkin & Taylor July 2024
Appendix 9 – Landscape Masterplan 25950L01_Version 3;	Appendix 20 – Community Infrastructure Needs Analysis, Ethos Urban February 2025
Appendix 10 – Infrastructure Services Report, Millar Merrigan April 2025	Appendix 21 – Functional Concept & Earthworks Plans 25950 E 00 FP & 25950 00 CE_A
Appendix 11 – Stormwater Management Strategy, Millar Merrigan April 2025	Appendix 22 – Development Contribution Plan Calculation of Costs, Version 3.0

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 4 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

1. Introduction

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

The BRDP 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 (TTSP) and in accordance with the Development Plan Overlay, Schedule 11.

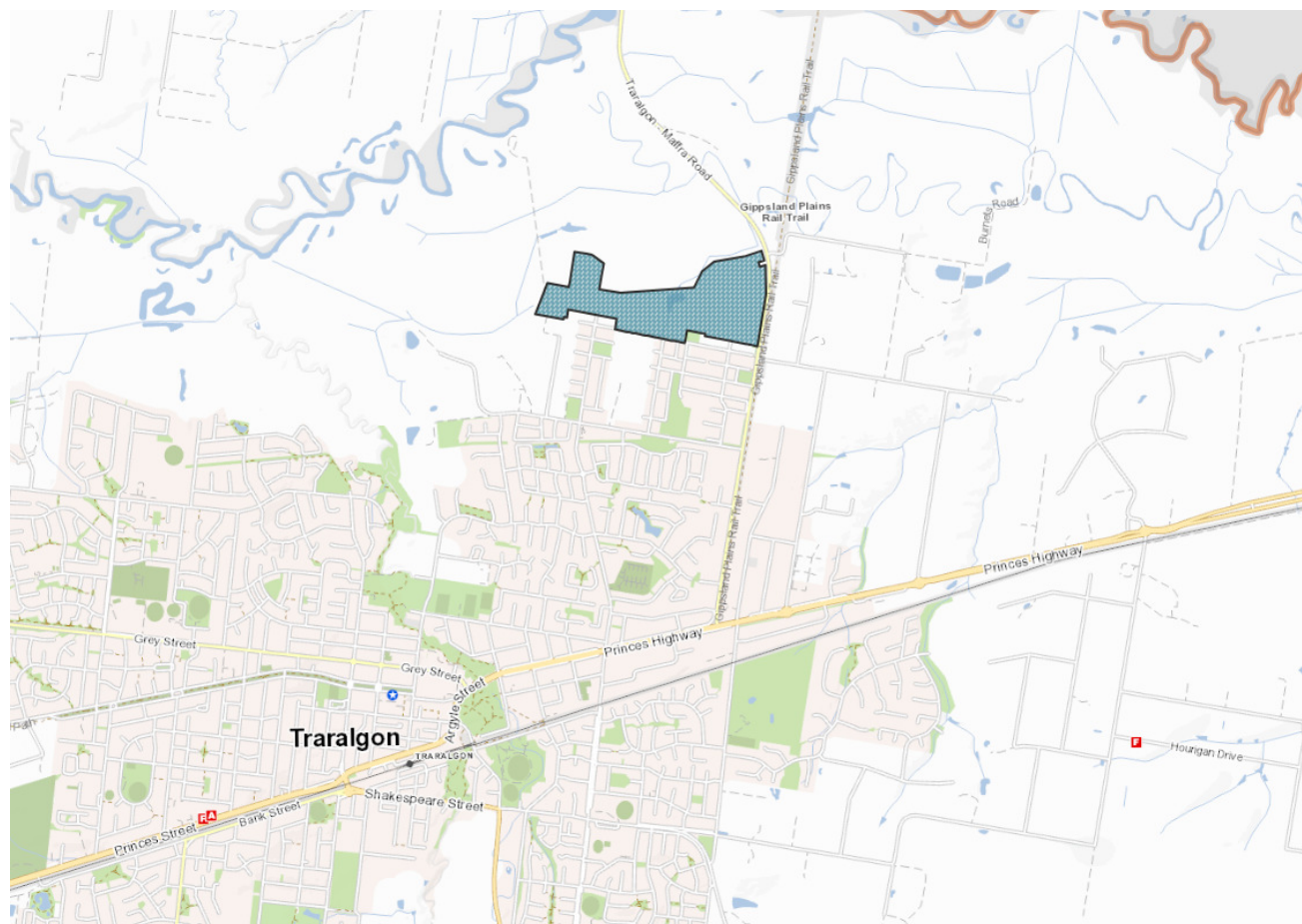
The BRDP identifies where roads, reserves and physical infrastructure should be located and is based on best practice urban design principles.

As required by Schedule 11, the BRDP 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 BRDP 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*.



PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 6 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Baldwin Road Development Plan



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.

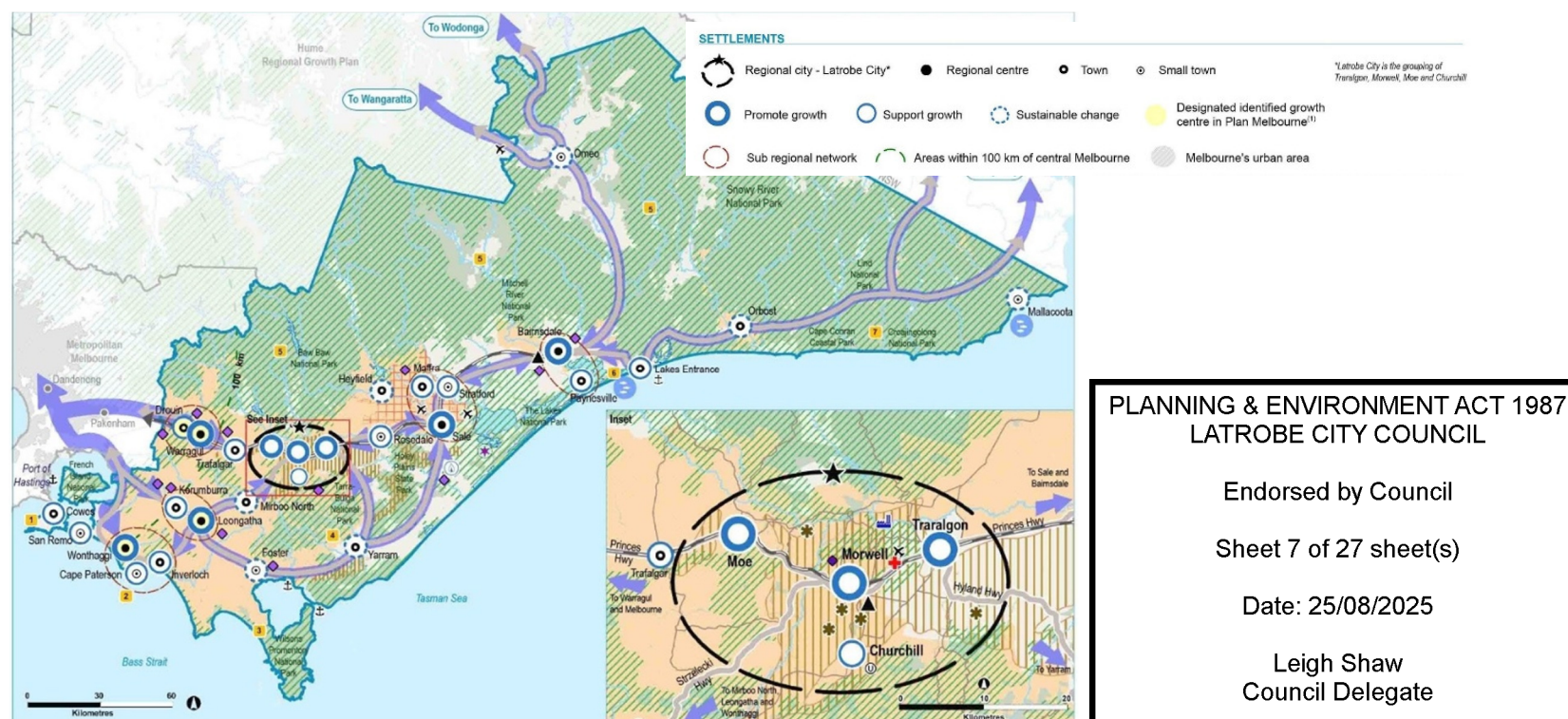


Figure 2: Gippsland Regional Growth Plan

2.2 Local Context

The land is located on the northern periphery of the Traralgon urban areas, less than 2 kilometres 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 TTSP and nominated as 'Residential Supply'. An extract of the TTSP is reproduced below.

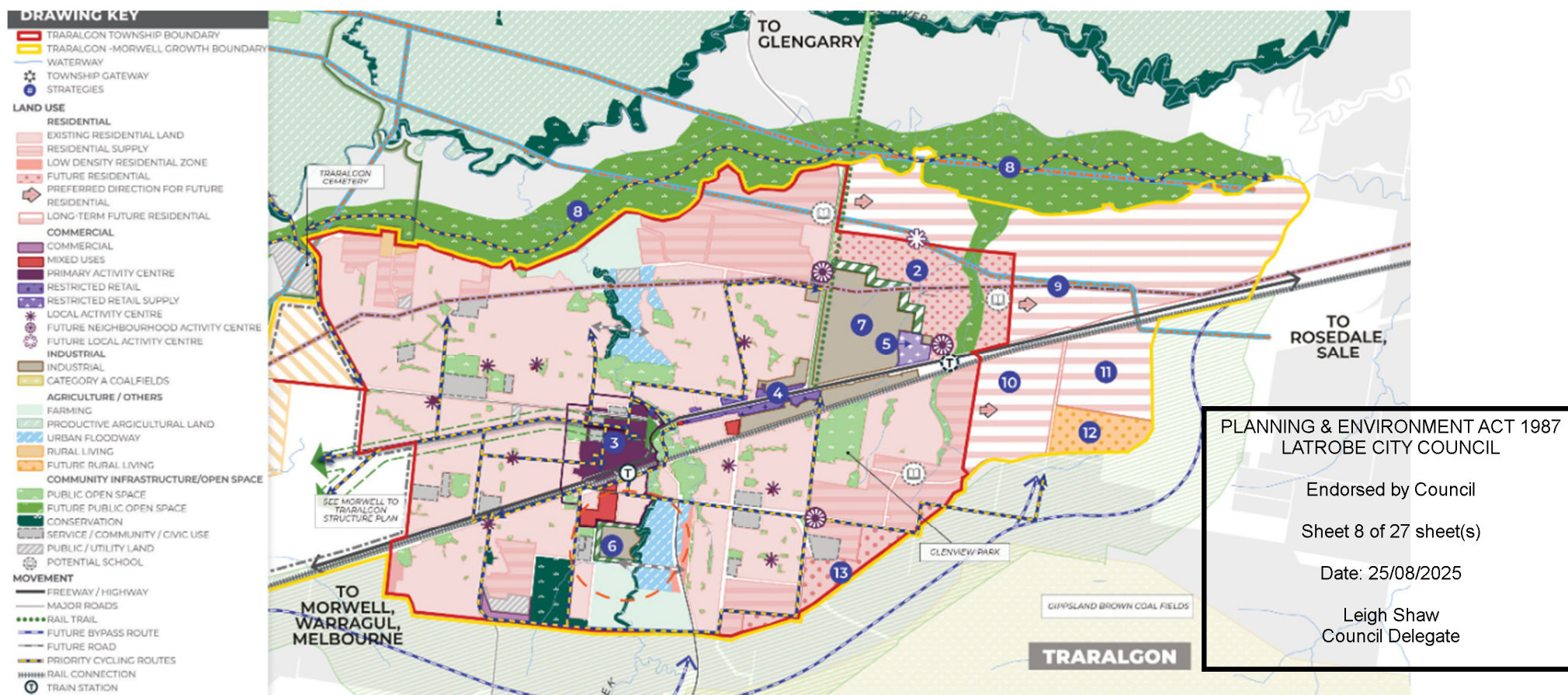


Figure 3: Traralgon Town Structure Plan

2.3 Development Plan Area

This BRDP relates to seven properties situated on the northern side of Baldwin Road, covering a total area of approximately 59ha – 51ha zoned for residential use and 8ha zoned for farming. 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 part of the BRDP 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 is present on properties 5 and 6, and the northern parts of the subject properties 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 an east/west direction and contains major gas and oil infrastructure. The Longford–Dandenong (T60) high pressure gas pipeline runs north of the site,

with a lateral pipeline feeding the above-ground City Gate facility on Traralgon-Maffra Road.

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 located in the south eastern corner of the site (property 6) and a few planted trees are 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 BRDP 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.

Approximately 51ha of the BRDP area is contained within the *General Residential Zone – Schedule 3 (GRZ3)* wholly covered with the *Development Plan Overlay – Schedule 11 (DPO11)* and partially covered by the *Land Subject to Inundation Overlay* and *Buffer Area Overlay*. An additional 8ha of the BRDP area is within the *Farming Zone – Schedule 1 (FZ1)* and *Floodway Overlay*.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 9 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

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. This area is subject to inundation.

East

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

South

The BRDP area abuts the Traralgon North Development Plan (TNDP) 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 BRDP area abuts cleared farming land to the west that extends out to the Latrobe River. This area is subject to inundation.



Photograph 1: Residential development to south of BRDP area



Photograph 2: Infrastructure services adjacent to Traralgon Maffra Rd

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 10 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

3. Development Plan

The BRDP has been prepared in accordance with the objectives of the Latrobe Planning scheme and the strategic directions for the area, namely the TTSP. The BRDP Map 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 BRDP in relation to each requirement of the DPO11.

3.1 *Land Use & Subdivision*

The BRDP 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 BRDP 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 BRDP provides an internal road layout, delineates open space areas and residential lot areas.
- The BRDP 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 caters for increased densities adjacent to the public open space reserve and larger lot sizes within proximity to the pipeline corridor as required by ESSO.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 11 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

- Smaller lot sizes, particularly those under 500sqm, highlight the importance of achieving strong urban design outcomes. These lots will be assessed against the Latrobe City Urban Design Guidelines, and a Section 173 Agreement may be required where necessary. While each application is considered on its individual merits and many will not need further controls, additional urban design requirements are typically applied to lots within the BRDP that include specific design objectives—particularly where lots overlook public open space and opportunities for passive surveillance are critical.
 - The BRDP 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 BRDP 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 BRDP 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 BRDP includes an extensive network of walking and cycling routes to encourage alternative means of travel to activities. The internal shared path network is designed to integrate with existing shared paths in adjacent subdivisions to the south and provides a direct connection to the Gippsland Rail Trail and car park area off Burnets Road. See the attached Movement Plan.
 - The BRDP 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 BRDP, lends itself to development of individual properties on a stand-alone basis and as such proposes no staging.

**PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL**

Endorsed by Council

Sheet 12 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 13 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Baldwin Road
Development Plan

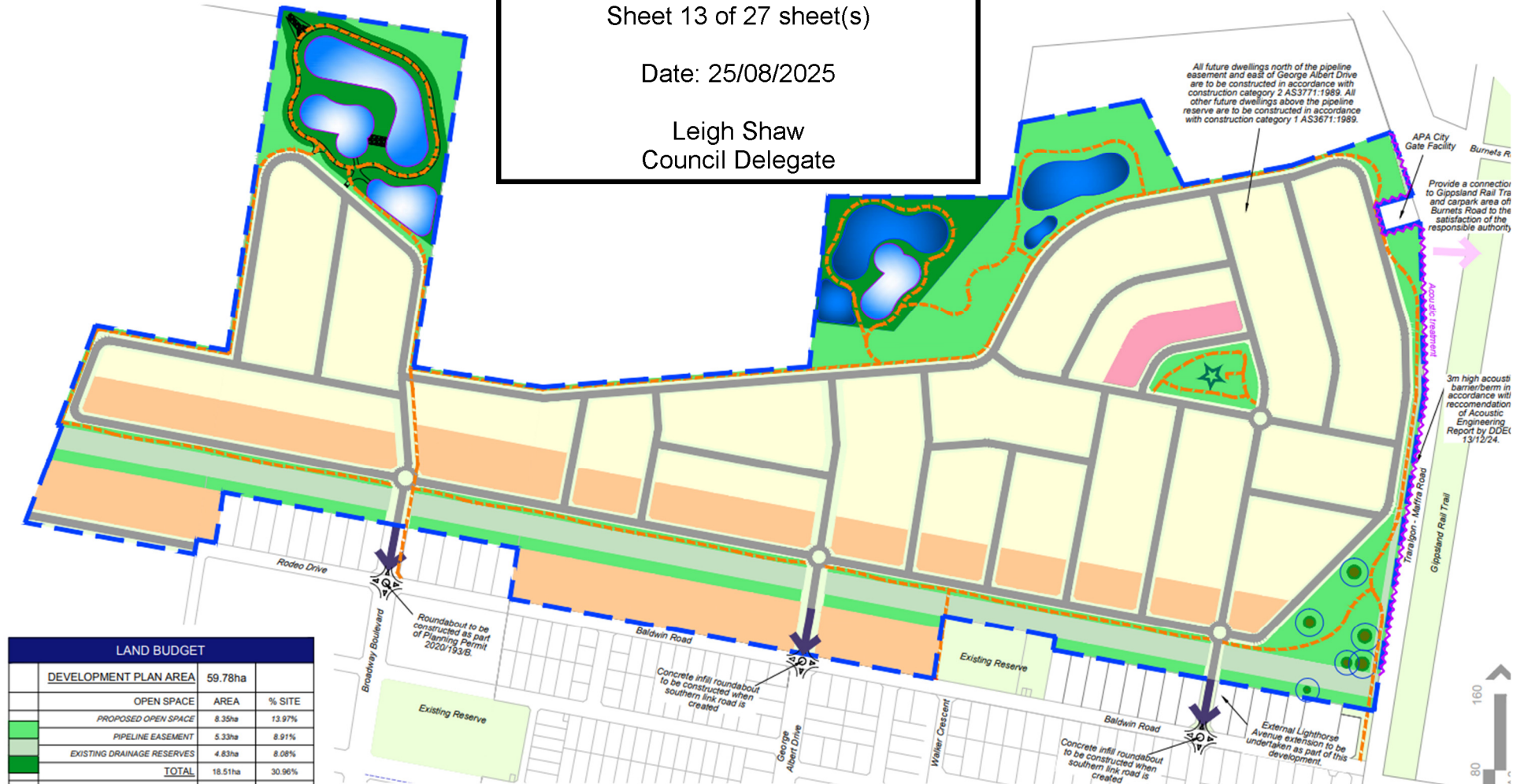


Figure 5: Baldwin Road Development Plan - Map

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 BRDP. 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 TNDP. These facilities will adequately cater for this BRDP.
- **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 BRDP area.
- **Electricity:** Numerous 22kV transmission lines within the vicinity of the site have the capacity to cater for the BRDP.
- **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 BRDP 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 BRDP area and the TNDP developments.

The proposed stormwater strategy is per the negotiated outcome during the rezoning stage of the development and is to West Gippsland Catchment Management Authority and Council requirements.

- **Road Network:** The proposed BRDP 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 BRDP. Any planning permit issued for Properties 2, 4, 5 and 6 must provide for the construction of the relevant roundabout and associated road extension as shown in the Development Plan, to the satisfaction of the Responsible Authority. 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).

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 14 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

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 BRDP to encourage alternative means or 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 BRDP are provided with footpaths on both sides.

Additionally, the shared path network should provide a direct connection to the Gippsland Rail Trail and the car park area off Burnetts Road, to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management and the responsible road authority. A planning permit issued for Property 6 must ensure delivery of this connection or otherwise demonstrate that the connection cannot reasonably be delivered, to the satisfaction of the Responsible Authority. See the attached Movement Plan.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 15 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

3.3 Open Space

The Development Plan identifies areas of unencumbered public open space, as well as encumbered drainage reserves, pipeline easements, buffers, and tree protection zones for each property. While encumbered reserves serve a functional role, they are also recognised for their passive recreational and visual amenity value. Accordingly, encumbered land may contribute toward the required public open space contribution but will be assigned a reduced contribution value equal to 20% of the value of unencumbered open space.

The overall landscape response is shown in *Appendix 9 – Landscape Masterplan 25950L01_Version 3*, which is to be treated as a conceptual plan. It illustrates the intended structure and key features of the open space and landscaping network across the drainage reserves, pipeline easement, and unencumbered reserves. While endorsed as a guiding document, it is subject to further refinement during the permit stage. Any future subdivision application must include a detailed Landscape Master Plan generally in accordance with Appendix 9, to the satisfaction of the Responsible Authority.

Any planning permit issued for subdivision within the BRDP must require a public open space contribution equal to at least 8% of the net developable area, in accordance with Clause 53.01 of the Latrobe Planning Scheme. This contribution may be provided as unencumbered land, encumbered land (valued at 20%), cash, or a combination of these. No credit will be given for contributions above 8%, as the BRDP does not include an equalisation mechanism for excess land or financial contributions. A Public Open Space Contribution Plan must be submitted to the satisfaction of the Responsible Authority, demonstrating the total percentage of public open space provided across the development, including a breakdown of encumbered and unencumbered land.

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

Pipeline reserve

Reserve E is nominated as an encumbered pipeline reserve. It encompasses the existing easement. Reserve G encompasses the 15m wide strip along the south of the easement, whilst on the north side is reserve F where 6m is catered for as open space reserve with the balance within the road reserve, as required by the relevant authorities. No landscaping within this reserve is permitted or proposed.

Drainage reserves

Reserves A, B1 & B2 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 BRDP 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.

Seating must be provided within all three reserves, and a shelter is to be installed in Reserve B1. Any planning permit issued for Properties 2, 5 and 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority.

The existing drainage reserves have not been constructed to support public access, with only a gravel maintenance track currently provided around the wetlands. Any planning permit issued for Properties 2 and 5 must require the delivery of a concrete shared path that accommodates both public access and maintenance vehicles, to the satisfaction of the Responsible Authority.

Additional landscaping can be provided as needed.

Open Space

Reserves C, D and F are provided as open space areas and lineal linkages. Any planning permit issued must provide for the lineal linkages within Reserve F to the satisfaction of the Responsible Authority.

The BRDP 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, seating, amenities and shelters. Any planning permit issued for Property 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority.

The secondary local park (reserve D) is designed to encompass existing significant vegetation, with complementary walking and cycling paths, seating and plantings. Any planning permit issued for Property 6 must provide for the delivery of these elements to the satisfaction of the Responsible Authority. Works within the APA pipeline easement (including tree planting and landscape plan approval) will require review and consent from APA.

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

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 17 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

3.4 Community Hubs and Meeting Places

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

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 TNDP and it is considered that these facilities will meet local demand generated by future residents of the proposed BRDP area.

The report addresses the limitations of the BRDP 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 BRDP area is inappropriate for a proposed school site. It is understood investigations are underway for school provision in the Traralgon North East precinct.

The BRDP has considered the need for public amenities with the provision of a public toilet block within the main local reserve. Any planning permit issued for Property 6 must provide for the delivery of this to the satisfaction of the Responsible Authority.

The integrated network of walking and cycling paths within the BRDP 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 BRDP provides for the retention and protection of River Red Gums through provision of an open space where they are located.

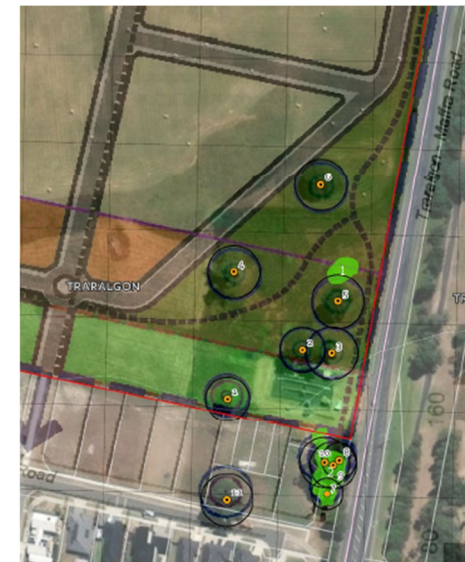


Figure 6: Vegetation on site

Targeted Fauna surveys were undertaken for both Aquatic and Terrestrial Fauna as required by the DPO11.

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 BRDP 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 protection of biodiversity and must implement the recommendations of the targeted aquatic and terrestrial fauna surveys, to the satisfaction of the Responsible Authority.

Future subdivision applications must provide a Construction Environment Management Plan (CEMP) and a separate Glossy Grass Skink Habitat Management Plan. The Glossy Grass Skink Plan must outline how the habitat area will be managed, including responsibilities for ongoing maintenance and any handover arrangements with Council, to the satisfaction of the Responsible Authority.



Figure 7: Habitat areas

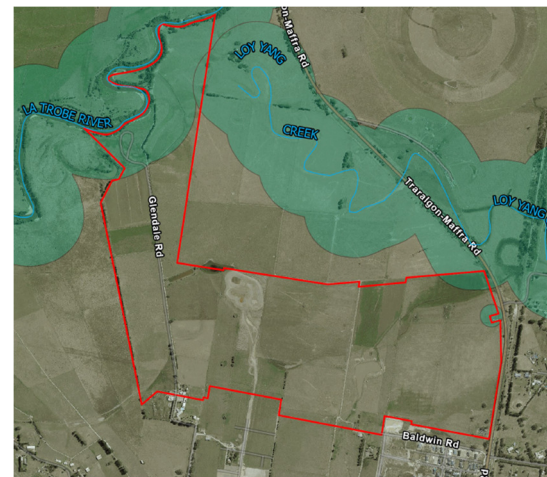


Figure 8: Area of Aboriginal Cultural Heritage Sensitivity

3.6 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 BRDP area.

A Cultural Heritage Due Diligence has been prepared as part of the BRDP, 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 BRDP 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.

3.7 Infrastructure Asset Risk Management

The BRDP 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 the following mitigation measures have been incorporated into the BRDP 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 easement.

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 BRDP 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 BRDP 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. Any planning permit issued for Property 6 must require delivery of this barrier or berm to the satisfaction of the Responsible Authority, in consultation with the Gippsland Plains Rail Trail Committee of Management, to ensure a suitable visual outcome for users of the rail trail.

Earth bunds are the preferred noise attenuation measure where reasonably practicable. Acoustic walls should only be used where bunds are not viable due to land or engineering constraints. Where used, bunds should be designed to integrate with the surrounding landscape, including the incorporation of shared paths along the crest. Side slopes should be finished with either 1:6 grassed batters, or 1:3 low-maintenance planted batters with a 2-metre-wide mower strip at the base to support safe maintenance access.

Any barrier must incorporate finishes that resist graffiti and vandalism or, alternatively, include vegetation treatments designed to discourage graffiti. The design, acoustic performance, and maintenance life of the barrier must be developed by a suitably qualified acoustic engineer and landscape professional, to the satisfaction of the Responsible Authority.

To ensure adequate assessment of noise impacts on properties east of Traralgon-Maffra Road, any planning permit application for subdivision that includes acoustic mitigation works must be supported by:

- A baseline acoustic survey undertaken on the eastern side of Traralgon-Maffra Road, including measurement periods between 7:00–8:00am and 5:00–6:00pm on a weekday, reflecting known peak traffic periods;
- A post-construction acoustic survey (on the eastern side) to assess the effect of any redirection or reflection of noise as a result of the barrier; and
- Details of the measures to be implemented in the event that post-installation noise levels exceed a change of 3 dB(A), consistent with the commonly recognised threshold for perceptible changes in noise.

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. These construction standards can be implemented through a restriction on the Plan of Subdivision, or via a Section 173 Agreement, as required by future planning permit conditions.

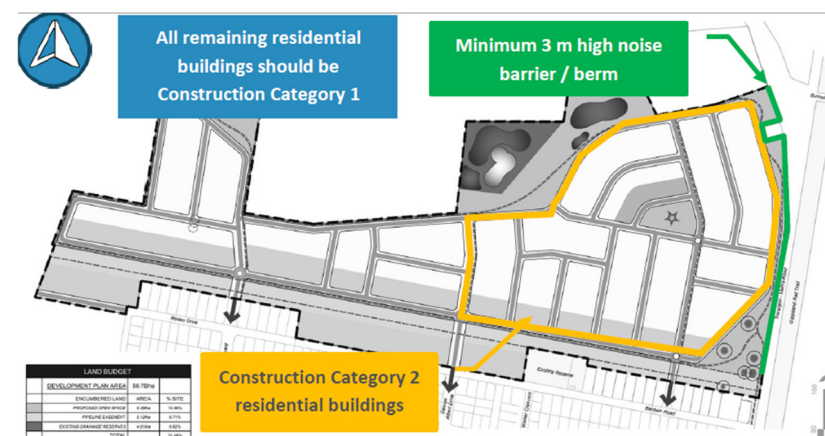


Figure 9: Recommended Noise Attenuation Measures

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 21 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

3.9 Bushfire Protection Measures

A Bushfire Plan has been prepared for the BRDP 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 BRDP 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-combustible 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 BRDP remain undeveloped including the provision of a Site Management Plan.

3.10 Development Contributions

The BRDP Development Contribution Plan (DCP) has been prepared to fund the delivery of infrastructure required to support the population growth planned for by the DP. The following items are not included in the DCP and must be provided by developers at their cost if required:

- On-site detention and localised drainage work;
- Upgrades to existing roads and intersections;
- Internal streets and associated traffic management measures;
- Construction of new intersections required to access developments;
- Water, sewerage, electricity, gas, and telecommunications services;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, provision of biodiversity offsets, water tapping and improvements and landscaping of local parks, except where specified as DCP projects;
- Local parks master plans and any agreed associated works required by the DP;
- Council's plan checking and supervision costs; and
- Bus stops.

The above items are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 22 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Contribution Collection

Development contributions will be secured through Section 173 Agreements, as required by Clause 3.0 of the Development Plan Overlay Schedule 11 (DPO11). This clause requires all landowners to enter into an agreement with Latrobe City Council prior to the commencement of any development. Contributions will be collected through development and community infrastructure levies.

- **Development Infrastructure Levy (DIL):** Applies to all developable land and is based on a per-hectare rate. The DIL must be paid by developers.
- **Community Infrastructure Levy (CIL):** Applies to residential development only and is based on a per dwelling rate (or per lot for subdivisions). The CIL is levied in accordance with the requirements of the *Planning and Environment Act 1987*. It is indexed each year but rounded to the nearest \$10.00. CIL must be paid by developers.

For the purposes of the BRDP DCP, Latrobe City Council is the Collecting Agency and the Delivery Agency and therefore are responsible for collecting levies and delivering DCP projects.

Current Contribution Rates (FY2025/26)

- DIL: \$14,193.22 per net developable hectare (NDA)
- CIL: \$1,330 per lot or dwelling

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 23 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Project Cost Apportionment

Infrastructure costs are apportioned based on the projected demand from the BRDP. Table 1 specifies the percentage of cost attributed to the BRDP for each item. Items apportioned at 100% are entirely funded by the BRDP DCP. Some items are not 100% funded by the DCP. In these cases, Latrobe City Council is responsible for funding the balance. Key items which are not 100% funded include:

- Traralgon North Community Centre (development and community infrastructure components);
- Glenview Park Master Plan community facilities; and
- Inter-township trail connection to the Traralgon CBD and Gippsland Rail Trail

Timing of Payments

Subdivision of land:

- The contributions must be paid after certification of the plan of subdivision but no more than 21 days before issue of Statement of Compliance under the *Subdivision Act 1988*.
- For staged subdivisions, contributions for each stage may be paid up to 21 days before the Statement of Compliance for that stage, provided a Schedule of Development Contributions is submitted showing the contributions payable per stage and any amounts already paid.

Development of land without subdivision (e.g. retirement homes):

- Where no previous payment has been made, the contributions must be paid before development commences. This may be required at either the planning or building permit stage, depending on Council's requirements.

Development where no planning permit is required:

- The contributions must be paid prior to development commencing, unless otherwise agreed with Latrobe City Council in a Section 173 Agreement.

Administration

- **Indexation:** DIL and CIL amounts will be indexed annually using the Building Price Index from *Rawlinsons Australian Construction Handbook* to reflect inflation.
- **Collection:** Contributions will be collected by Latrobe City Council in accordance with the terms of the Section 173 Agreement. No Statement of Compliance will be issued until all required levies have been paid.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 24 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

Table 1 – Infrastructure Levy Summary of Costs

Community or Development Item	Category	Project ID	Project Summary	Project Description	Quantity	Unit	Reference	FY25 Indexed Capital Cost	% of cost apportioned to DP Area	Cost attributable to DP Area	Demand Units	DI LEVY (\$/ha)	CI LEVY (\$/dw)	Notes/Assumptions
Trails														
Development	Trail	DI_TR_1	Traralgon CBD to the Gippsland Rail Trail Inter-township Trail Network	Complete construction of the inter-township trail link from Traralgon CBD to the Gippsland Rail	1.0	allow	PNP Urbanist	\$2,905,125	10%	\$290,512	41.24	\$7,044.43		Cost estimate provided from PNP Urbanists, September 2023. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Open Space														
Development	Open Space	DI_OS_1	Glenview Park Outdoor Event Space	Improvements to the Glenview Park's outdoor event space by improving drainage and creating a natural amphitheatre, installing sewer and power connections, adding security fencing, and constructing access roads, event parking, all-weather paths, and hardstand areas for event infrastructure.	1.0	allow	Latrobe City Council	\$1,173,134	5%	\$58,657	41.24	\$1,422.33		Glenview Park Master Plan estimate (FY22). Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 30,000. (rounded up to 5%)
Community Facilities														
Development	Community Facilities	DI_CF_1	TNDP multi-purpose community centre - DI component	Construction of the Development Infrastructure component of a level 1 multi purpose community centre.	1.0	allow	UE Estimate	\$2,361,591	10%	\$236,159	41.24	\$5,726.46		TNDP cost estimate. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Community	Community Facilities	CI_CF_1	TNDP multi-purpose community centre - CI component	Construction of the Community Infrastructure component of a level 1 multi purpose community centre, including community meeting rooms.	1.0	allow	UE Estimate	\$1,574,394	10%	\$157,439	400.00		\$393.60	TNDP cost estimate. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 11,000, (rounded up to 10%).
Community	Community Facilities	CI_CF_2	Glenview Park Community Facilities	Construction of the multi-purpose sports hall, including meeting rooms, offices, and commercial kitchen.	1.0	allow	Latrobe City Council	\$4,500,000	5%	\$225,000	400.00		\$562.50	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
Community	Community Facilities	CI_CF_3	Glenview Park Community Facilities	Construction of the men's shed.	1.0	allow	Latrobe City Council	\$2,000,000	5%	\$100,000	400.00		\$250.00	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
Community	Community Facilities	CI_CF_4	Glenview Park Community Facilities	Construction of the other buildings and equipment storage for community groups.	1.0	allow	Latrobe City Council	\$1,000,000	5%	\$50,000	400.00		\$125.00	LCC Estimate, July 2025. Cost apportionment based on 400 dwellings, 2.5 pop. per h/h, pop 1000, benchmark 20,000.
								Development Total	\$6,439,849		\$585,328	DIL	\$14,193.22	
								Community Total	\$9,074,394		\$532,439	CIL	\$1,331.10	
								Total	\$15,514,243		\$1,117,768			

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 25 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

3.11 Process & Outcomes

A Staging Plan has been prepared to demonstrate how the BRDP 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 BRDP.
 - 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 BRDP and *Clause 53.01: 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 (or 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.
- Any future subdivision application must include a detailed Landscape Master Plan that is generally in accordance with the concept in Appendix 9, to the satisfaction of the Responsible Authority.
 - Any sequence of staging for the subdivision should provide for the orderly and timely provision of services.

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 26 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate

END OF DOCUMENT

PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL

Endorsed by Council

Sheet 27 of 27 sheet(s)

Date: 25/08/2025

Leigh Shaw
Council Delegate