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Proposed C152latr

SCHEDULE 12 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO12**

HOLLYDALE

1.0

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Objectives

To ensure that the development of the land occurs in an orderly manner, having regard to the timing and staging of the development of the land, and the provision of essential services, community facilities, open space, and roads.

To ensure the interface between proposed and existing nearby developments reduces the chance of land use conflict.

To integrate retail, commercial and community functions within a vibrant and pedestrianised Neighbourhood Activity Centre that is integrated with surrounding residential land use and offers appropriate vehicle, public transport and pedestrian access.

To manage the protection of existing infrastructure including the Latrobe Regional Airport, protect future residents from transport noise and to minimise access points to a Transport Zone 2.

To enhance biodiversity and new planting along waterways and to minimize impacts on identified threatened species, habitat, and ecological communities.

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Requirement before a permit is granted

A permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the responsible authority associated with:

- A minor extension, alteration or modification to an existing or approved development that does not prejudice the future, orderly development of the general area affected by the Development Plan Overlay.

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Conditions and requirements for permits

The following conditions and/or requirements apply to permits:

Strzelecki Gums

- A permit must include the following condition:
 - All development must avoid impacts to the identified Strzelecki Gums in the Bradford Drive and Regan Road unused road reserve as much as practically possible in line with the principles of avoid and minimise in the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Energy, Environment and Climate Action, 2025).

Bushfire Management Plan

- A permit must reference a Bushfire Management Plan that demonstrates how the application will address bushfire risk at the site and implement required bushfire protection measures. The plan must be prepared in accordance with the requirements of the Development Plan, unless otherwise agreed in writing by the Responsible Authority, and include:
 - The design and layout of the subdivision, including lot layout, road design, access points, both vehicular and pedestrian.
 - The location of any bushfire hazard, existing or created, within the development plan area or adjacent to the boundary. This includes interim bushfire hazards generated through staging of the development.

- The details of any required bushfire protection measures, including defensible space requirements.
- Any designated waterways that have been identified to be revegetated and planted in accordance with Ecological Vegetation Class must be considered in its mature state when determining defensible space requirements.
- The identification of any areas to form the setback between a bushfire hazard and built form.
- The details of any vegetation management in any area of defensible space, including information on how the vegetation will be managed and when the vegetation management will occur.
- Notations that indicate what authority is responsible for managing vegetation within open space areas.
- Notations that ensure that reserves will be managed in a low threat condition as agreed to by the public land owner or manager.
- A site management plan to address interim bushfire hazard management for stages of the subdivision. This plan is to identify the likely bushfire risks at each stage and identify how these will be managed.

Noise Sensitive Development Area

- A permit that creates a residential lot within the noise sensitive development area (within N contours representing 20 or more daily flight events greater than 70db(A)) must include a condition requiring:
 - Upgraded dwelling construction to attenuate aircraft noise in accordance with the Construction Guidelines in Section 3.3 of AS2021 registered on the title to each lot via covenant, Section 173 Agreement (prepared at the cost of the owner), or restriction on a plan of subdivision.

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Requirements for development plan

A development plan must include the following requirements:

- A single Development Plan must be prepared for the whole of the land to which this schedule applies. The Plan may show the development of the land in stages.
- The Development Plan must be informed by a detailed site analysis of the natural, cultural and strategic context of the site to the satisfaction of the Responsible Authority.
- The Development Plan must not be contrary to any obligations expressed in an approved Cultural Heritage Management Plan applying to the site.

The Development Plan must show or address the following requirements:

Land Use and Subdivision

- The urban structure, including where possible, the proposed lot layout, size and density of lots which provide opportunities for a diverse range of housing types.
- The design and location of proposed retail and commercial facilities within a Neighbourhood Activity Centre located on the Commercial 1 Zone land.
- An area for 'future activity centre expansion' that is adjacent to the Neighbourhood Activity Centre and which maybe set-aside to accommodate future planned expansion of the activity centre subject to future economic justification.
- Contaminated land subject to the Environmental Audit Overlay.
- The location, retention and protection of native vegetation (including Strzelecki Gums) in existing road reserves to the east of the site.

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- Provision of interface treatments between proposed and existing nearby developments, to manage amenity, enhance the character of the area and reduce the chance of conflicting developments.
- A proposed staging of the development plan area to align with the efficient delivery of key shared infrastructure.
- Provision of a bulk earthworks plan that demonstrates the need for regrading and high retaining walls are minimised and can be managed appropriately.
- Further investigation of trees along Princes Highway for potential local heritage significance in accordance with the *Latrobe City Heritage Study July 2010, Volume 2*.
- Areas in which noise mitigation measures are required in accordance with the acoustic assessment, including no build areas, design requirements or other mitigation measures as required.
- New lots sized and designed to provide scope for private rooftop solar, batteries and electric vehicle charging.

Roads

- Provision of a road network that:
 - Upgrades and installs traffic signals at the intersection of Princes Highway and Bradford Drive.
 - Ensures primary vehicle access to the residential and commercial development is from an upgraded Bradford Drive.
 - Provides no more than a secondary residential vehicle access via a left in and left out arrangement from Princes Highway.
 - Any secondary residential vehicle access must be designed to minimise impacting roadside vegetation.
 - Provides no more than a left in vehicle access to the approved service station at the corner of Princes Highway and Bradford Drive (with no left out) noting future approval of this access is at the discretion of Head, Transport for Victoria should any other development on this land occur.
 - Provides for an efficient connection between Bradford Drive and Regan Road either through the site or via a direct link along the unused Road Reserve that can be opened to through traffic at the discretion of the responsible authority.
- A Traffic Impact Assessment approved by the Department of Transport and Planning, which shows the location of the major arterial network of the area, and the location and concept design of any required:
 - Road widening.
 - New or upgraded intersections.
 - Access points, which are to be minimised particularly to/from Princes Highway.
 - Key internal road connections, including details of any watercourse crossings.
 - Cycle lanes and shared paths.
- Provision of an internal road network based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points providing a high degree of connectivity and permeability in accordance with the *Latrobe City Bicycle Plan 2007-2010* (Latrobe City Council, December 2007).

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- An accessible and integrated network of walking and cycling routes including along watercourses and roadways with key connection points to the Morwell to Traralgon Shared pathway, safe travel to adjoining communities, local destination or points of local interest, activity centres, community hubs, open spaces and public transport.
- In consultation with relevant agencies and authorities, provision of public transport stops where appropriate and within walking distance to dwellings and the Neighbourhood Activity Centre.

Infrastructure Services

- A Servicing Strategy which identifies all infrastructure required, any potential impact on networks and timing requirements for key infrastructure including sewer, water, stormwater treatment and any other infrastructure.
- An Integrated Stormwater Management Plan (SWMP) that incorporates water sensitive urban design techniques which provides for the protection of natural systems and biodiversity, integration of stormwater treatment into the landscape, improved water quality, reduction and mitigation of run-off and peak flows, and consideration of downstream impacts. The SWMP must include:
 - The protection of existing watercourses, aquatic flora and fauna, and fish passages upstream and downstream.
 - A conceptual plan identifying the location of the proposed stormwater treatment assets.
 - An assessment of flow increases considering future increased rainfall intensity and subsequent change to catchment hydrology. The climate scenario modelling needs to:
 - Identify the 1% Annual Exceedance Probability (AEP) flood extent under future climatic conditions and current adopted standards.
 - Demonstrate that the future 1% AEP flow will be contained within the waterway reserve and the road network with no lots subject to flooding in a 1% AEP event.
 - Show that flood depth over the road network does not exceed 0.3 metres during a future 1% AEP flood event.
- A Waterway Management Plan approved by West Gippsland Catchment Management Authority which:
 - Identifies the waterways and provides an appropriate buffer on each side.
 - Identifies existing environmental values.
 - Identifies existing and potential erosion sites.
 - Includes a landscape concept plan for revegetation of the identified waterways, showing an indicative species list and density of plantings. The vegetation must be representative of the Ecological Vegetation Class for the site.
 - Includes findings from a wildlife hazard expert that demonstrates any outcome will not increase the risk of wildlife strikes on aircrafts in accordance with Guideline C of the National Airports Safeguarding Framework.
 - Justifies why any need to clear vegetation to create defendable space within the waterway buffer cannot be avoided.

Community Infrastructure

- A Social Infrastructure Needs Assessment which identifies the provision of:
 - Appropriate community facilities including schools, pre-schools and maternal child health centres.

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- Passive open space requirements in accordance with the *Public Open Space Strategy Volume 1: Strategy and Recommendations* (Latrobe City Council, Insight Leisure Planning, Davis Planning Solutions, FFLA, March 2013), and the *Review of Proposed Public Open Space Contributions Rates* (Urban Enterprise, October 2016).
- Active open space requirements.
- Any other facilities that may be required for the Traralgon West Area within the Development Plan area.
- Provide a criterion for locating community facilities including childcare centre where they are:
 - In or within a walkable distance from the proposed Neighbourhood Activity Centre.
 - Co-located with compatible non-residential uses.
 - Are readily and safely accessible by road, public transport, bicycle and pedestrian networks.
 - Located on collector roads where they avoid cul-de-sacs or local roads.
- Identification of any government school site in accordance with the Victorian Government School Site Selection Criteria to the satisfaction of the Department of Education.
- The provision of social or affordable housing in accordance with the *Latrobe Social and Affordable Housing Strategy* (SGS Economics & Planning and Latrobe City Council, 2021).
- A Community Infrastructure and Open Space Plan which shows the location, size, and function of:
 - Any proposed active or passive open space.
 - Any proposed community facility.
 - Any required public amenities.
 - Any other required facility.

Open Space

- A landscape concept plan for all open space areas showing:
 - The retention of vegetation and where practicable targets 30% tree canopy cover within the public realm.
 - The location of plantings, pathways, shade, shelter and seating at activity areas as well as at intervals along pathways.
- The location and size of proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate.
- Public open spaces designed to:
 - Provide public spaces of a minimum of 0.5 hectares within a 500 metre walking distance of all dwellings.
 - Include pedestrian and cycle paths, and play equipment that encourage active recreational opportunities.
 - Provide opportunities for visual surveillance to promote safety of users, through encouraging active frontages.
 - Achieve the following biodiversity sensitive urban design principals:
 - Maintain and introduce habitat.
 - Facilitate species movement.
 - Minimise threats and disturbances.

- Support natural ecological processes.
- Enhance human – nature interactions

Flora, Fauna and Native Vegetation

- A flora and fauna survey prepared by a suitably qualified consultant and approved by the Department Environment, Energy and Climate Action, and other relevant agencies and authorities. The survey must include but is not limited to species surveys for the following:
 - Growling Grass Frog.
 - Dwarf Galaxias
 - Australian Grayling.
 - Eastern Great Egret.
 - Blue - Billed Duck.
 - Hardhead Duck
 - Musk Duck.
 - Australasian Shoveler
 - White Bellied Sea Eagle.
 - Southern Brown Bandicoot.
 - Glossy Grass Skink
 - Swamp Skink
 - Latham’s Snipe
 - Southern Toadlet
 - Strzelecki Gums
 - Matted Flax Lily
 - Grey Billy Buttons
 - Forest Red Gum Grassy Woodland Community
 - Central Gippsland Plains Grassland Community
 - Herb-rich Plains Grassy Wetland (West Gippsland) Community
- A management plan which outlines:
 - Measures required to protect and minimise impacts on of the identified threatened species, habitat, and ecological communities.
 - Native vegetation to be removed, having regard to the principles of avoid and minimise in the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Energy, Environment and Climate Action, 2025), and measures to protect and manage native vegetation retained.
 - Acknowledges that the Strzelecki Bioregion is one of Victoria’s most fragmented Bioregions, and addresses this as a consideration.

Sensitive Land Use

- The provision of an acoustic wall constructed within a dedicated vegetation reserve along the southern boundary of the site, to protect residential amenity from transport noise and constructed in accordance with following VicRoads documents:

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- VicRoads Bridge Technical Note 007 – Code of Practice Noise Attenuation Walls, V1.1 June 2018.
- VicRoads Standards Specification Section 765 – Noise Attenuation Walls.
- The height of the wall is to be determined by noise modelling that utilises 2033 traffic volumes using a 1.5% traffic growth factor on Princes Highway.

The wall must be designed to minimise maintenance, and present as an attractive feature within the landscaped character of the area.

- An Acoustic Assessment which includes consideration of:
 - Impacts from surrounding land use and development, including how and where mitigation measures are to occur on the site where required
 - The environmental values for ambient sound defined in the Environment Reference Standard (Gazette No. S 245, 26 May 2021) (ERS).
 - Freight rail noise, and the risk posed to future sensitive land uses at times of quieter traffic on the Princes Highway.
 - Nighttime Road traffic noise as measured on site.
 - Risk of noise exposure at floors higher than ground level.
 - Additional modelling associated with noise from Latrobe Regional Airport, including from Runway 09/27 and nighttime noise in general from helicopters to determine compliance and/or additional requirements under National Airports Safeguarding Framework Guideline A. Specifications for noise attenuation measures, consistent with the strategies of Clause 13.05-1S of the Latrobe Planning Scheme, required to maintain noise levels within the applicable values.
 - The protection of outdoor spaces where the environmental values for ambient sound defined in the Environment Reference Standard 2021 can reasonably be expected to occur and may be at risk.
 - Noise compatible design for buildings, with siting, orientation, and internal layout to be considered prior to setting building envelope performance requirements.

Bushfire Protection and Mitigation Measures

- The following design requirements must be met, unless otherwise agreed in writing by the Responsible Authority and relevant fire authority:
 - The provision of perimeter roads (or an alternative ‘buffer’) between the existing grassland hazard along the northern, western and eastern boundary and future development.
 - Development setbacks of 19 metres from bushfire hazards to ensure radiant heat exposure is no greater than 12.5kW/m².
 - Landscaping or vegetation plans for open space areas to ensure bushfire risk is not created over time.
 - Road layouts which ensure there are multiple access and egress routes for all vehicles.
 - A Vegetation Management Plan to be implemented during the construction phase, which will ensure development remains setback 19 metres from any interim/temporary bushfire hazards, and that these setback areas will be managed to a low threat state.

Aircraft Risk

- Provision of further analysis of Guideline B of the National Airports Safeguarding Framework to demonstrate any future development on the site will not generate Windshear or Turbulence

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that is unacceptable under Guideline B. This may include requiring maximum building height (to AHD) over some areas of the site or other built form guidelines.

- A Streetlight and Public Lighting Design Plan that demonstrates all lighting in roads, parks and reserves achieve the requirements of Guideline E of the National Airports Safeguarding Framework.
- Measures to minimise the number of noise sensitive development (including dwellings) located in the Noise Sensitive Development Area shown in the northwest corner of the site in Appendix E as 'N-above exceeds 20 70dB(a) events per day'.