

Form 2

NOTICE OF AN APPLICATION FOR PLANNING PERMIT

| | |
|---|--|
| The land affected by the application is located at: | 10 Bossie Court METUNG 3904 Lot: 2 PS: 509109 |
| The application is for a permit to: | Two Lot Subdivision, Removal of Vegetation, Roadworks and Removal of an Easement |
| The applicant for the permit is: | Crowther & Sadler Pty Ltd |
| The application reference number is: | 5.2023.242.1 |
| You may look at the application and any documents that support the application on the website of the responsible authority. | COVID-19 Omnibus (Emergency Measures) Bill 2020 now modifies the requirement of Form 2 so that <i>Planning documents previously required to be physically available to view at local government offices are now only required to be available for online inspection.</i> |

This can be done anytime by visiting the following website:

<https://www.eastgippsland.vic.gov.au/building-and-development/advertised-planning-permit-applications>

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

An objection must

- ♦ be made to the Responsible Authority in writing,
- ♦ include the reasons for the objection, and
- ♦ state how the objector would be affected.

| | |
|--|------------------------------------|
| The Responsible Authority will not decide on the application before: | Subject to applicant giving notice |
|--|------------------------------------|

If you object, the Responsible Authority will tell you its decision.

The responsible authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 1 of 1

VOLUME 10723 FOLIO 764

Security no : 124106651269L
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LAND DESCRIPTION

Lot 2 on Plan of Subdivision 509109R.
PARENT TITLE Volume 08833 Folio 575
Created by instrument PS509109R 13/05/2003

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

ENCUMBRANCES, CAVEATS AND NOTICES

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS509109R FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

Street Address: 10 BOSSIE COURT METUNG VIC 3904

ADMINISTRATIVE NOTICES

NIL

eCT Control 17032Q MJ CONVEYANCING
Effective from 15/06/2022

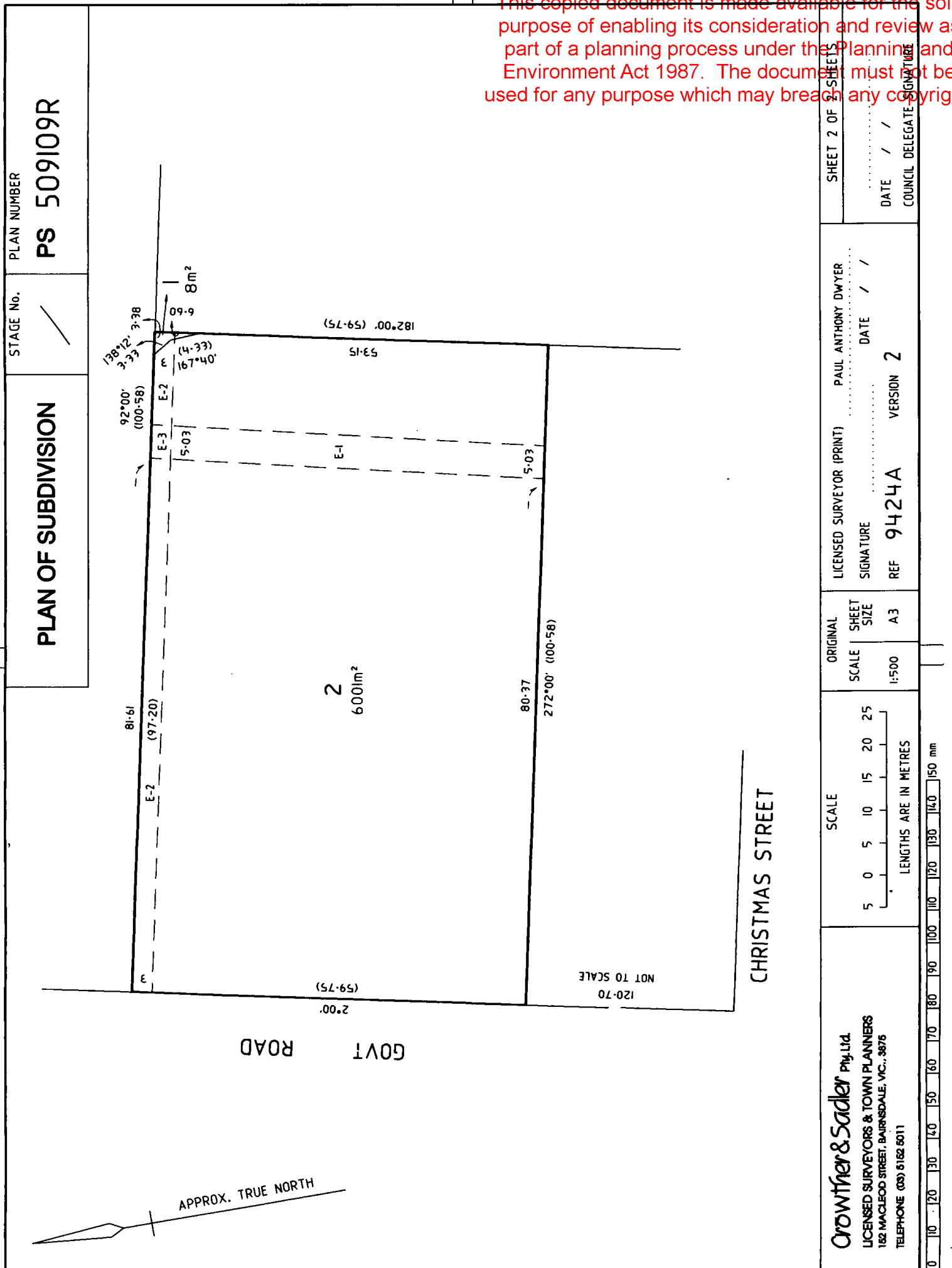
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COUNCIL CERTIFICATION AND ENDORSEMENT

Printed 8/08/2023
Page 3 of 59

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Planning Report

Two Lot Subdivision, Removal of Vegetation,
Roadworks and Removal of an Easement
10 Bossie Court, Metung

Our reference – 20253

June 2023



FS 520900



Contents

| | | |
|-----------|--|-----------|
| 1. | Introduction | 3 |
| 2. | Subject Land & Surrounding Context | 4 |
| 3. | The Application & Proposal | 7 |
| 4. | Cultural Heritage | 9 |
| 5. | Planning Policy | 9 |
| 5.1 | Planning Policy Framework | 9 |
| 5.2 | Municipal Planning Strategy | 11 |
| 6. | Planning Elements | 11 |
| 6.1 | General Residential Zone | 11 |
| 6.2 | Design and Development Overlay 11 | 14 |
| 6.3 | Erosion Management Overlay | 15 |
| 6.4 | Vegetation Protection Overlay 3 | 15 |
| 6.5 | Clause 52.17 Native Vegetation | 16 |
| 6.6 | Access and Traffic | 19 |
| 6.7 | Removal of Easement | 19 |
| 7. | Conclusion | 20 |
| 8. | Attachments | |
| | Application Form | |
| | Proposed Subdivision Plan (Version 3) | |
| | Vegetation Removal Plan (Version 1) | |
| | Access and Services Layout Plan (Crossco Consulting Pty Ltd) | |
| | Traffic Impact Assessment (One Mile Grid Pty Ltd) | |
| | Geotechnical Risk Assessment (Chris O'Brien & Company) | |
| | Native Vegetation Removal Report | |
| | Quotation from Vegetation Link | |
| | Copy of Title (Lot 2 on PS509109R) | |

Note: Applicable Planning Application fee is \$2,958.60 (Class 12 + ½ Class 20 + ½ Class 21)

1. Introduction

This Planning Report is prepared in support of a proposed two lot subdivision, removal of vegetation, roadworks and removal of an easement at 10 Bossie Court, Metung. The Report addresses the provisions of the General Residential Zone, Design and Development Overlay 11, Erosion Management Overlay and Vegetation Protection Overlay as contained within the East Gippsland Planning Scheme.



Aerial image of the subject land and wider surrounds (Source: Intramaps)

2. Subject Land & Surrounding Context

Formally known as Lot 2 on PS509109 or more commonly known as 10 Bossie Court, Metung the subject land is regular in shape and is developed with a dwelling and outbuildings. The land contains a number of established remnant native trees and planted vegetation.



Aerial image of the subject land and immediate surrounds (Source: Intramaps)



View south from entrance to subject land from Bossie Court



Existing dwelling

Access to the land is obtained from Bossie Court to the north of the property from a sealed urban road. The property falls from the northwest of the land to the southeast and has an area of 5,898m².



Image of Bossie Court looking north

East of the property is a large parcel of land developed by holiday accommodation (McMillans of Metung Coastal Resort) and west is an unmade Government Road that has remnant native vegetation and further west is the Metung Bushland Reserve.

South of the property is a vacant lot which has a recently approved ten lot residential subdivision and north of the land are smaller residential properties developed by detached dwellings within garden settings.



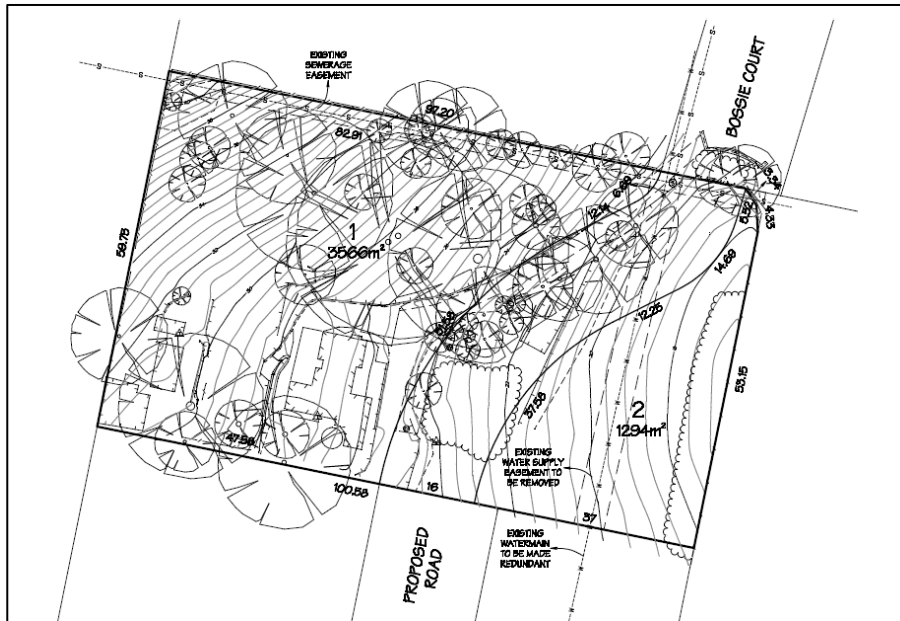
View of northern neighbour

Located close to the subject land is Metung Primary School, Metung Yacht Club and Metung Recreational Reserve.



3. The Application & Proposal

The application seeks approval for a two lot subdivision, removal of vegetation, roadworks and removal of an easement. Proposed Lot 1 has an area of 3566m² and retains the existing dwelling. Lot 2 is proposed at 1294m².



Proposed plan of subdivision

The subdivision design has been strongly predicated upon the opportunities and constraints of the subject land. The land has some significant challenges being the topography, the native vegetation contained on the property and utility servicing limitations.

The subdivision will create a connecting road between the approved road to the south at 7 Christmas Street and Bossie Court to the north, providing connectivity within the immediate precinct.

As the lots proposed are less than 4,000m² all the native vegetation is presumed to be lost under the *Victorian Native Vegetation Guidelines* and will be offset accordingly. It should be noted that only some of the native vegetation will be removed as part of the subdivision to provide for the connecting road.

The proposal strikes the balance between the opportunities and constraints of the land. Creating two larger allotments allows for the majority of native vegetation to be physically retained, avoids significant cut and fill and allows for appropriate service provision and relocation all of which would not be achievable with a more intensive development.

The ability to provide for a road connection within the area is based on sound urban design and planning principals of permeability for pedestrians, cycles and motor vehicles.

Larger allotments will allow for the vacant lot to be developed in a manner consistent with the neighbourhood character of the area being a detached dwelling, setback from boundaries within a garden setting.

Planning approval is required pursuant to the following Clauses of the East Gippsland Planning Scheme:

| Planning Scheme Clause No. | Description of what is Proposed |
|--|---------------------------------|
| 32.08-3 General Residential Zone | Subdivision |
| 42.02-2 Vegetation Protection Overlay 3 | Remove vegetation |
| 43.02-3 Design and Development Overlay 11 | Subdivision |
| 44.01-2 Erosion Management Overlay | Roadworks |
| 44.01-3 Erosion Management Overlay | Removal vegetation |
| 44.01-5 Erosion Management Overlay | Subdivision |
| 52.17 Native Vegetation | Removal of native vegetation |
| 52.02 Easements, Restrictions and Reserves | Removal of an easement |

Clause 11.03-4L-01 Coastal Settlements and Clause 11.03-4L-04 Metung has relevance to the application. The proposal will allow for the retention of the majority of remnant native vegetation on the land, with the majority of vegetation to be removed being planted. The application is consistent with the Metung Framework Plan.

To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation is the objective of Clause 12.01-2S Native Vegetation Management. The alignment of the road connection has been considered both in terms of functionality, slowing through traffic and providing for the maximum retention of native vegetation as possible.

Contained within the Erosion Management Overlay due regard has been paid to Clause 13.04-2S Erosion and Landslip. A geotechnical risk assessment has been carried out for the proposed development advising that the land currently has a low risk of erosion and the proposed subdivision has a low risk of creating an erosion hazard. However, during construction activities a construction management plan and stormwater management plan should be implemented to prevent sediment runoff.

Clause 15.01-3S Subdivision Design seeks to ensure the design of subdivision achieves attractive, safe, accessible, diverse and sustainable neighbourhoods. The proposal is consistent with the objective and is supported by the strategies that underpin the objective:

- The subdivision assists to create a compact neighbourhood and facilitates walkability within the precinct.
- The proposal provides for a vacant lot of significant area that can be readily developed for a variety household types.
- Protection of habitat for native flora and fauna is achieved.
- It will reduce car dependency and provides a convenient and safe road network that allows for permeability and connectivity within the immediate precinct.

Consistent with Clause 15.01-4S Healthy Neighbourhoods the proposal will foster healthy and active living and community wellbeing. The street connection assists to provide direct and safe access to destinations and allows for pedestrian and cyclists to travel in a southerly direction.

Neighbourhood Character at Clause 15.01-5S seeks to recognise, support and protect neighbourhood character. The underlying urban structure and subdivision pattern is not consistent within the area given the need to address topography and native vegetation. The proposal will result in two generous lot sizes that will be consistent with the varied lot pattern of the area.

The development of a vacant lot within this developed area of Metung assists with Clause 16.01-1S Housing Supply and increases the proportion of housing in established urban areas and reducing the share of new dwellings in greenfield areas.

Clause 18.02-4S Roads seeks to facilitate an efficient and safe road network that integrates all movement networks and make the best use of existing infrastructure. The proposal to provide a road connection through to the north (Bossie Court) will provide permeability within the precinct.

Providing an integrated approach to planning and engineering design of new subdivisions is a key strategy of Clause 19.03-2S Infrastructure Design and Provision. The application is supported with an access and servicing plan that shows the design of the road, location of services and treatment of stormwater.

5.2 Municipal Planning Strategy

Clause 02.03-1 Settlement and Housing identifies Metung as a key destination for visitors to the Gippsland Lakes system and a significant boating hub with a strong residential community.

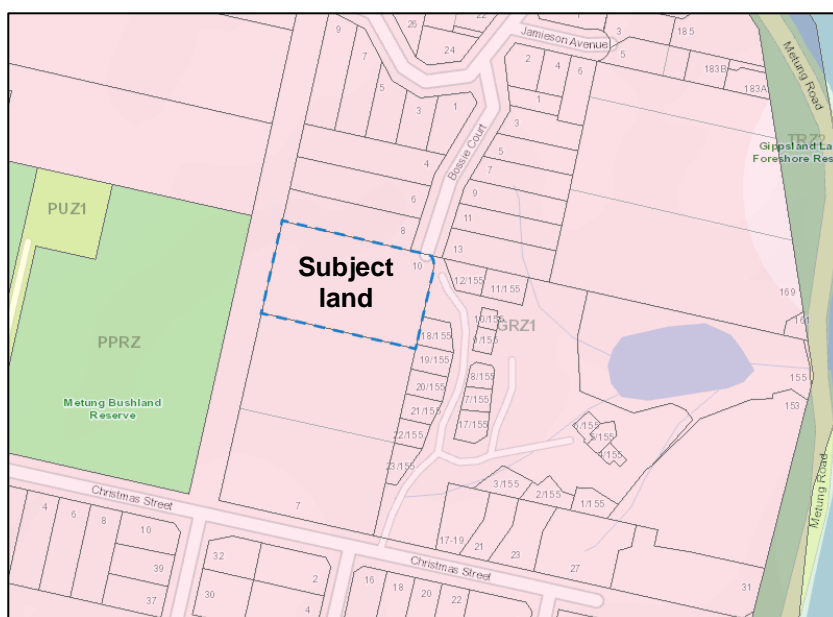
As sought by Clause 02.03-2 Environmental and Landscape Values the proposal balances residential development with the natural landscape by minimising native vegetation removal.

As sought by the East Gippsland Strategic Framework Plan at Clause 02.04 the proposed subdivision supports the growth of Metung.

6. Planning Elements

6.1 General Residential Zone

The land is contained within General Residential Zone under the East Gippsland Planning Scheme.



Planning Scheme Zone Mapping (Source: VicPlan)

The proposed two lot subdivision is considered to respond positively to the purpose of the General Residential Zone as it will provide opportunity for future infill development into an area which is serviced with a full range of reticulated services and zoned appropriately.

The proposed subdivision is considered to comply with the relevant provisions of Clause 56. The following table provides comment against the relevant standards and objectives of Clause 56 relevant to a two lot subdivision.

| Objective | Comment |
|--|--|
| 56.03-5 Neighbourhood Character | Complies <p>The local character of the area is dominated by native vegetation and single detached dwellings per allotment. The proposed subdivision design allows for a vacant lot that can be developed consistent with this neighbourhood character.</p> <p>Physical removal of native vegetation has been minimised to that which exists within the proposed road.</p> <p>The road design promotes a low speed environment and allows for permeability within the local area.</p> |
| 56.04-2 Lot area and building envelopes | Complies <p>Lot areas are extensive and the vacant lot can accommodate a 10x15 metre rectangle.</p> <p>The subdivision layout provides area for anticipated future development on the vacant lot to enjoy solar access, provision of private open space and safe vehicle movements within the allotment boundaries.</p> <p>Lot 1 to contain the existing dwelling provides for appropriate private open space and respects the orientation of the dwelling.</p> |
| 56.04-3 Solar orientation of lots | Complies <p>The proposed lot design allows for both properties to obtain good northern exposure to solar access. The vacant allotment will allow for the future development of a dwelling to orientate living areas to the north of the dwelling and incorporate northern facing private open space.</p> |
| 56.04-5 Common Areas | N/A <p>There are no areas of Common Property proposed.</p> |
| 56.06-8 Lot access | Complies <p>Access to the lots will be provided from the new connecting road. The connecting road will provide for safe vehicle movements and provides for permeability north-south within the local precinct.</p> |
| 56.07-1 Drinking water supply | Complies <p>Reticulated water is provided to the subject land and will be connected to both allotments as part of the subdivision.</p> |

| | |
|--|---|
| 56.07-2 Reused and recycled water | Complies East Gippsland Water does not provide connections to recycled water. |
| 56.07-3 Wastewater management | Complies Reticulated sewer is already established within the precinct. The vacant lot will be connected to sewer as part of the subdivision consistent with Standard C24. |
| 56.07-4 Urban run-off management | Complies Controlled stormwater drainage within the area will be improved with the provision of constructed infrastructure connected to neighbouring stormwater systems. |
| 56.08-1 Site management | Complies The site will be managed to the satisfaction of the Responsible Authority. Acknowledging that sediment runoff and stormwater needs to be controlled during construction. |
| 56.09-1 Shared trenching | Complies All utility service connections will utilise shared trenching as service providers allow. |
| 56.09-2 Electricity, telecommunications and gas | Complies Each lot will be connected to electricity and telecommunications. Gas is not available within the precinct. |

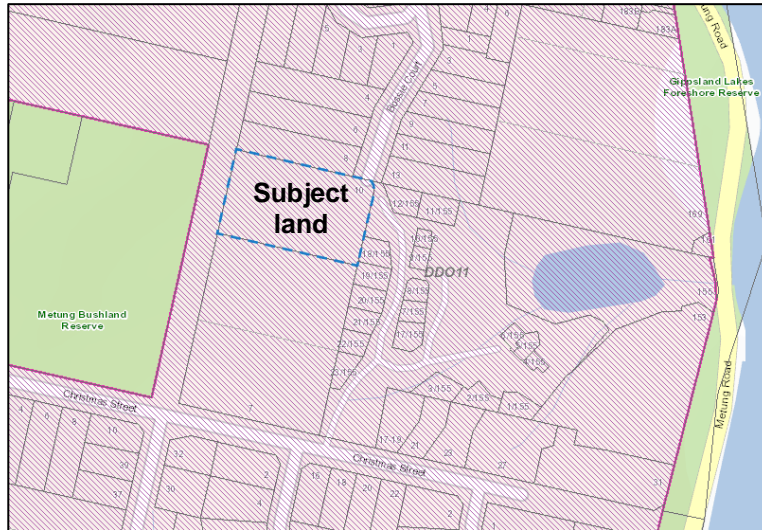
Decision Guidelines

The following dot points provide some comment against the key elements of the project in response to the Decision Guidelines.

- Strong support for the subdivision is provided within the Municipal Planning Strategy and Planning Policy Framework.
- The proposed two lot subdivision provides opportunity for infill residential opportunities into a precinct which is capable of sustaining further residential development and is zoned appropriately.
- The subdivision will make good use of existing services and the site is already connected to a full range of reticulated services.
- The site is well located being within an existing well established residential precinct which is close to the Metung Primary School and passive recreation areas.
- Both lots will be provided with direct frontage and access from the new road network and future development of the vacant lot will be consistent with the existing neighbourhood character.
- The proposal responds well to improving permeability and accessibility within the local area by the provision of a north south linking road.

6.2 Design and Development Overlay

The whole of the land is located entirely within the Design and Development Overlay 11.



Planning Scheme Overlay Mapping (Source: VicPlan)

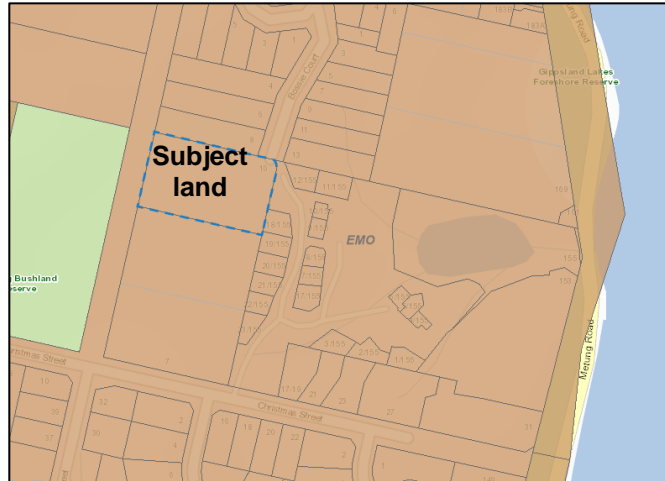
Schedule 11 to the overlay is Residential Development in Coastal Settlements.

The design objectives and decision guidelines have been respected with the subdivision design:

- The local character of native vegetation retention and development of detached dwellings can be achieved and is promoted by the subdivision design.
- An appropriate balance has been achieved by the proposal, promoting connectivity within the precinct and minimisation of vegetation losses.
- The two lots to be created are generous in area and allow for retention of established native vegetation and further landscaping opportunities.
- Being located within an elevated area of Metung the property is highly unlikely to be impacted by future sea level rise and coastal processes.
- Allotment areas are respectful of the land topography, native vegetation and surrounding local neighbourhood character.

6.3 Erosion Management Overlay

The land is located within the Erosion Management Overlay.



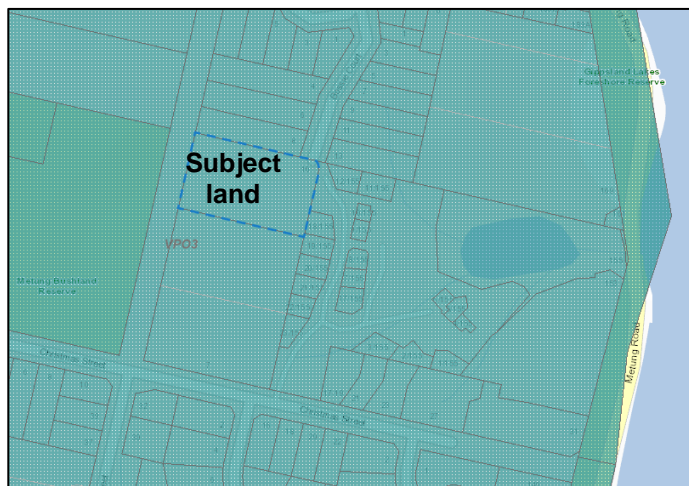
Planning Scheme Overlay Mapping (Source: VicPlan)

The Schedule of the Overlay informs that a Geotechnical Risk Assessment must accompany an application. The responsible authority may reduce or waive the requirement for a geotechnical risk assessment on advice from a suitably qualified and experienced geotechnical practitioner that demonstrates to the satisfaction of the responsible authority that a geotechnical risk assessment is not relevant to the assessment of an application.

A Geotechnical Risk Assessment has been undertaken by *Chris O'Brien and Company* and advises that the erosion risk on the land and associated with the proposed subdivision is low. However, sediment and stormwater control are required during construction.

6.4 Vegetation Protection Overlay

The property is contained within the Vegetation Protection Overlay 3.



Planning Scheme Overlay Mapping (Source: VicPlan)

Schedule 3 to the overlay is Nungurner-Metung Vegetation Protection Area. The proposed subdivision layout is considered to be consistent with the objectives and decision guidelines so far as:

- That the proposal minimises vegetation loss in order to establish connectivity and road linkages within the area.
- Lot sizes have been kept generous to encourage the retention of remnant native vegetation.
- Visual amenity of the area will be maintained. Future development on the vacant allotment can occur below the prevailing tree canopy.

6.5 Clause 52.17 Native Vegetation

Planning approval is triggered at Clause 52.17-1 for the removal of native vegetation in accordance with Particular Provisions relating to Native Vegetation.

Application Requirements

The Application complies with the Application Requirements specified within the *Guidelines for the Removal, Destruction or Lopping of Native Vegetation, December 2017* ('the Guidelines').

Accompanying the Application is a Native Vegetation Removal Report as generated from the *Native Vegetation Information Management System* which confirms the assessment pathway, details of the vegetation that is presumed lost, mapping and offset requirements along with other details as triggered within Table 4 of the Guidelines.

The vegetation being considered under the provisions of Clause 52.17 is the proposed removal of four large trees.



Trees #30 and #31 VLOTs presumed



Tree #14 VLOT presumed lost

One very old tree presumed lost



Tree # 6 VLOT to removed



Tree #4 Scattered tree to be removed

To compensate for the presumed loss of vegetation, a third-party offset will be secured to ensure no net loss of biodiversity, in accordance with the requirements of Clause 52.17-5. Please find enclosed a quotation from Vegetation Link confirming the availability of the required credits with all necessary attributes. In response to the application requirements specified at Table 4 of the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, 2017) ('the Guidelines') we offer the following comments.

| | Application Requirement | Response/Comment |
|----|----------------------------------|---|
| 1. | Vegetation to be removed | The accompanying Native Vegetation Removal Report includes adequate information to address this Application Requirement. |
| 2. | Topographic and land information | The landform within proximity to the proposed vegetation removal is on a steeper grade. There are no drainage lines or water courses located within proximity to the vegetation earmarked for removal. |
| 3. | Photographs | Photographs of the existing vegetation included within this report are recent having been taken on 22 November 2022. |
| 4. | Past Removal | We are unaware of any past native vegetation removal. |

| | Application Requirement | Response/Comment |
|----|---------------------------------|---|
| 5. | Avoid and minimise statement | <p>There is no ability to avoid vegetation removal as the lots to be created will be less than 4000 square metres and the vegetation is therefore presumed lost.</p> <p>The vegetation losses are minimal being two large trees for construction of the road and services however, additional native vegetation will be presumed lost with the creation of lots less than 0.4ha.</p> <p>Whilst vegetation losses will be incurred, it is expected that they will be offset accordingly to ensure there is no net loss to biodiversity as a result of the project.</p> |
| 6. | Property Vegetation Plan | Not applicable. |
| 7. | Defendable space statement | The vegetation removal element of the project is not being undertaken to create defendable space. |
| 8. | Native Vegetation Precinct Plan | The Application is not being made under the provisions of Clause 52.16. |
| 9. | Offset statement | <p>It is anticipated that the standard Conditions will be imposed on Permit which specify the offset requirement and the timing to secure the offset.</p> <p>There is no ability to provide vegetation offsets on our clients site given the residential context of the area. It is therefore anticipated that vegetation offsets will be achieved through third party arrangements.</p> |

| | Decision Guidelines | Response/Comment |
|----|---|---|
| 1. | Efforts to avoid and minimise vegetation removal to be commensurate with the biodiversity and other values. | <p>There is no ability to avoid vegetation losses given the proposal creates two lots less than 4000 square metres.</p> <p>The actual vegetation losses are minimal and are limited to two large trees. Whilst vegetation losses will be incurred, it is expected that they will be offset accordingly to ensure there is no net loss to biodiversity as a result of the project.</p> |
| 2. | Water courses, land degradation and groundwater. | The vegetation in question is considered to play a minimal role in protecting water quality and preventing land degradation given the vegetated landform and no drainage lines and water courses on the land. |
| 3. | Identified landscape values. | <p>Whilst the vegetation has some aesthetic value it is not considered to have a high environmental value having regard for the NVIM mapping and associated scores.</p> <p>The native vegetation is not in an area mapped as an endangered Ecological Vegetation Class, sensitive wetland or coastal area.</p> |
| 4. | Aboriginal Heritage Act 2006. | The vegetation earmarked for removal is not identified as being protected under the <i>Aboriginal Heritage Act 2006</i> . |
| 5. | Defendable space. | The vegetation is not being removed for the purpose of defendable space. |

| | | |
|----|---------------------------|---|
| 6. | Property Management Plan. | There is no Property Management Plan applying to the subject land. |
| 7. | Offsets | There is the ability to obtain and secure vegetation offsets which meet the offset requirements in accordance with the Guidelines. This has been demonstrated through the inclusion of a quotation provided by Vegetation Link. |
| 8. | Clause 52.16 | N/A The Application is not being made under the provisions of Clause 52.16. |
| 9. | Impacts on biodiversity | The vegetation being considered under Clause 52.17 is not contained in an area mapped as an endangered Ecological Vegetation Class, sensitive wetland or coastal area. As outlined on the accompanying Native Vegetation Removal Report the vegetation loss will not have a significant impact on any habitat for a rare or threatened species. |

6.6 Access and Traffic

The subdivision proposes to create a road connection from the new road associated with the southern approved subdivision (7 Christmas Street) and Bossie Court, effectively linking Bossie Court to Christmas Street.

In designing the proposed road connection, due regard has been had to the standard of the proposed road and wider implications for the potential of altering traffic movements within the local road network.

It is proposed to create a 16.0 metre road reserve including a 7.3 metre road pavement and rollover kerb to provide consistency with the road to be developed within the southern adjoining subdivision.

A Transport Impact Assessment was commissioned to review the implications of the road connection and accompanies the application. A conservative approach was taken to determine the likely impacts from a traffic perspective that would occur from the road connection.

The assessment revealed that in addition to the traffic generated from the southern approved subdivision and this proposed subdivision, the additional traffic movements from the broader road network is within the capacity of Bossie Court and Wood Street.

6.7 Removal of Easement

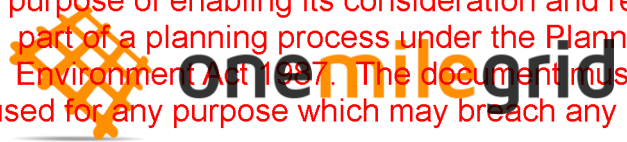
As part of the proposed subdivision the watermain is to be relocated within the proposed road reserve. This will render the existing watermain easement on the subject land redundant and will require removal as part of this application.

7.

Conclusion

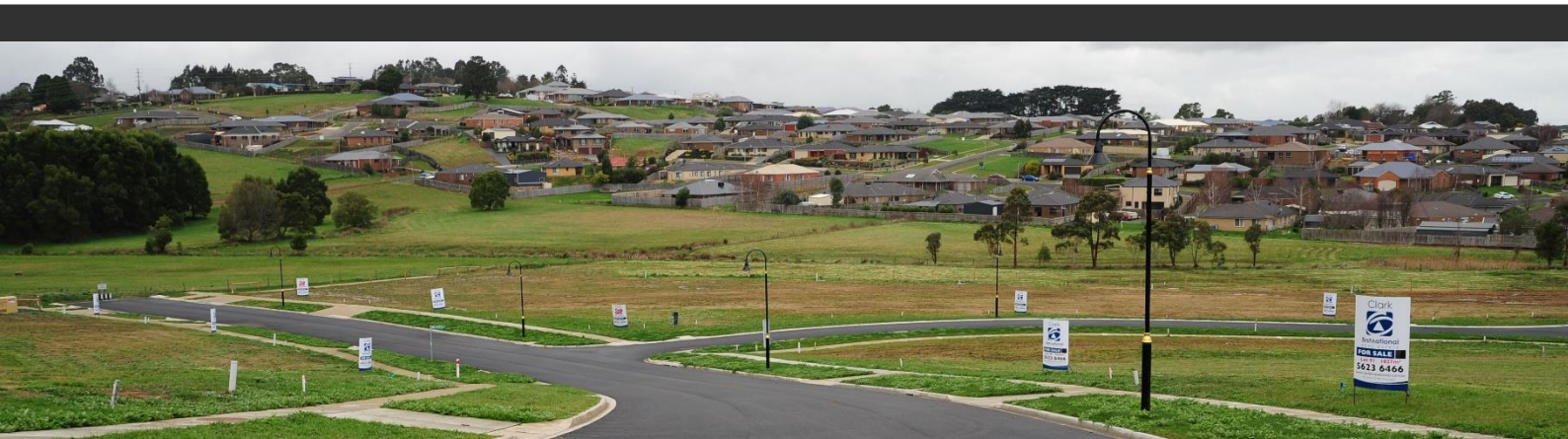
The proposed two lot subdivision, removal of vegetation, roadworks and removal of an easement at 10 Bossie Court, Metung is considered to accord with all relevant provisions of the General Residential Zone, Design and Development Overlay 11, Erosion Management Overlay and Vegetation Protection Overlay of the East Gippsland Planning Scheme. The proposal is consistent with Planning Policy Framework and Municipal Planning Strategy and has been designed to complement the adjoining properties.

For these reasons we respectfully request that Council consider the merits of the application favourably and resolve to issue a Planning Permit.



10 Bossie Court, Metung

Transport Impact Assessment



220921TIA001D-F

24 March 2023



onemilegrid

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DOCUMENT INFORMATION

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|--------------|---------------------------|-------------|---------------|
| Prepared for | Crowther & Sadler Pty Ltd | | |
| File Name | 220921TIA001D-F | Report Date | 24 March 2023 |
| Prepared by | MG | Reviewed by | JS |

onemilegrid operates from Wurundjeri Woieworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.

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CONTENTS

| | | |
|-------|---|----|
| 1 | INTRODUCTION..... | 4 |
| 2 | EXISTING CONDITIONS | 4 |
| 2.1 | Site Location | 4 |
| 2.2 | Planning Zones and Overlays..... | 5 |
| 2.3 | Road Network..... | 6 |
| 2.4 | Traffic Volumes..... | 7 |
| 2.5 | Sustainable Transport | 8 |
| 3 | DEVELOPMENT PROPOSAL..... | 9 |
| 4 | RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT | 10 |
| 4.1 | Infrastructure Design Manual | 10 |
| 5 | TRAFFIC..... | 11 |
| 5.1 | Traffic Generation | 11 |
| 5.1.1 | Overview | 11 |
| 5.1.2 | Overall Traffic Generation | 11 |
| 5.2 | Traffic Impact | 12 |
| 6 | CONCLUSIONS..... | 12 |

TABLES

| | | |
|---------|--|----|
| Table 1 | Traffic Volume and Speed Surveys – Bossie Court..... | 7 |
| Table 2 | Traffic Volume and Speed Surveys – Wood Street | 8 |
| Table 3 | IDM Road Cross-Sectional Requirements – Rural Roads..... | 8 |
| Table 4 | IDM Road Cross-Sectional Requirements – Urban Roads..... | 10 |
| Table 5 | Traffic Generation..... | 11 |

FIGURES

| | | |
|----------|---|----|
| Figure 1 | Site Location..... | 4 |
| Figure 2 | Site Context (8 January 2023) | 5 |
| Figure 3 | Planning Scheme Zones..... | 5 |
| Figure 4 | Bossie Court, looking north from adjacent to the subject site | 6 |
| Figure 5 | Survey Area | 7 |
| Figure 6 | Proposed Subdivision Layout..... | 9 |
| Figure 7 | Urban Access Street - IDM | 10 |

1 INTRODUCTION

onemilegrid has been requested by Crowther & Sadler Pty Ltd to undertake a Transport Impact Assessment of the proposed residential subdivision at 10 Bossie Court, Metung.

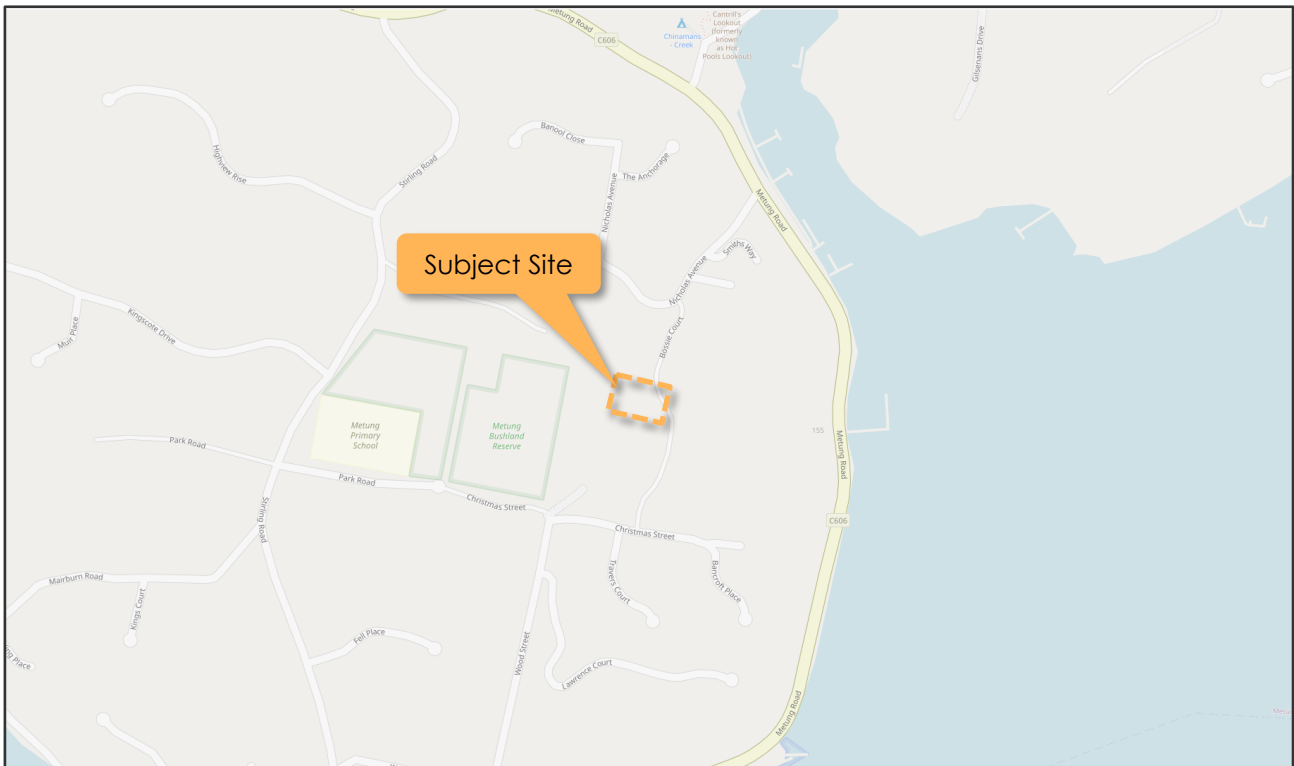
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is addressed as 10 Bossie Court, Metung and is located at the termination of Bossie Court as shown in Figure 1 below.

Figure 1 Site Location



Copyright Melway Publishing

The site is rectangular in shape and currently occupied by a single story residential dwelling whilst occupying a total site area of approximately 6,002 m². An informal vehicle access point is provided at the termination of the court, fronting to Bossie Court for approximately 13 metres.

Land use in the immediate vicinity of the site includes low-density residential uses and tourist accommodation, and includes Bancroft Bay to the east.

An aerial view of the subject site is provided in Figure 2.

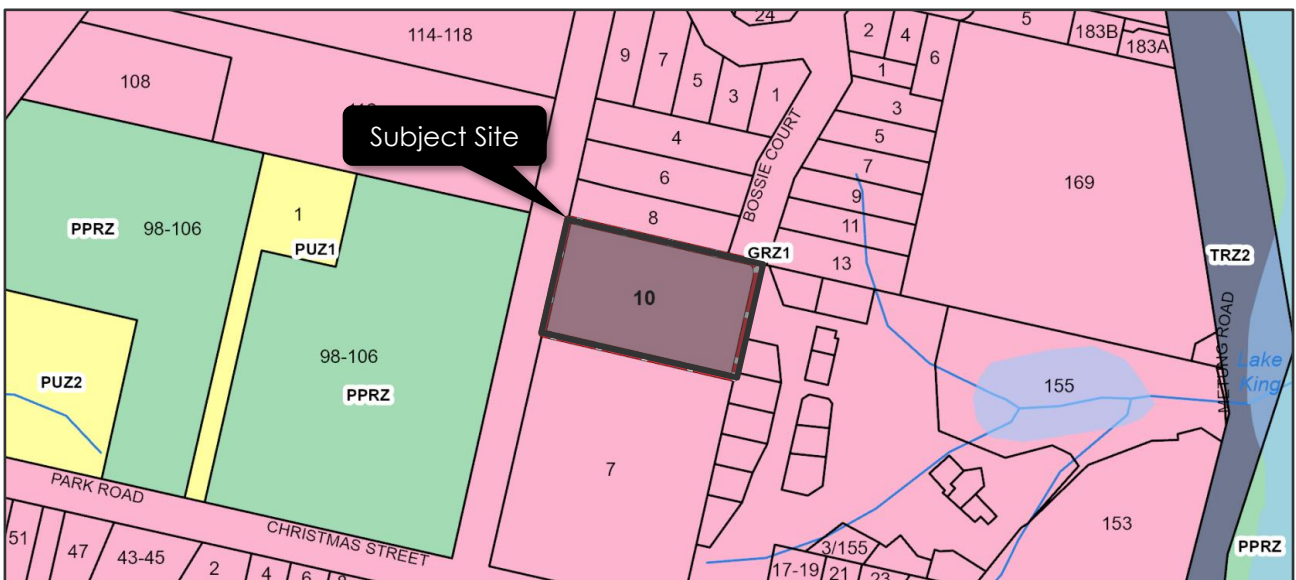
Figure 2 Site Context (8 January 2023)



2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1).

Figure 3 Planning Scheme Zones



2.3 Road Network

Bossie Court is a local road generally aligned north-south, running between Nicholas Avenue to the north, and terminating 100 metre south of Nicholas Avenue. Bossie Court provides a 5 metre wide carriageway, facilitating traffic movement in both directions, with unrestricted kerbside parking provided on both sides of the road.

The cross-section of Bossie Court at the frontage of the site is shown in Figure 4.

Figure 4 Bossie Court, looking north from adjacent to the subject site



Copyright Google Maps

The default 50km/h speed limit applies to Bossie Court in the vicinity of the site.

2.4 Traffic Volumes

Traffic volume, speed and classification surveys were undertaken by Nationwide Traffic Surveys on behalf of **onemilegrid**, for a one-week period from Wednesday 8th February 2023 to Tuesday 15th February 2023 inclusive, at the following locations:

- Bossie Court, south of the intersection with Nicholas Avenue; and
- Wood Street, east of the intersection with Stirling Road.

A view of the tube count locations with respect to the subject site is shown in Figure 6 below.

Figure 5 Survey Area



The results of the surveys are summarised in Table 1 and Table 2 respectively.

Table 1 Traffic Volume and Speed Surveys – Bossie Court

| | | Direction of Travel | | |
|---|---------------------------|---------------------|------------|------------|
| | | Both directions | Northbound | Southbound |
| Traffic Volume: (Vehicles/Day) | Weekdays Average | 26 | 12 | 14 |
| | 7 Day Average | 23 | 11 | 12 |
| Weekday Peak hour starts | AM 11:00 | 4 | 2 | 2 |
| | PM 12:00 | 3 | 2 | 2 |
| Speeds: (Km/Hr) | 85th Percentile | 27 | 26 | 28 |
| | Average | 20.5 | 20.8 | 20.2 |
| Classification %: | Light Vehicles up to 5.5m | 74.4% | 57.4% | 89.7% |

Table 2 Traffic Volume and Speed Surveys – Wood Street

| | | | Direction of Travel | | |
|---|---------------------------|-------|---------------------|-----------|-----------|
| | | | Both directions | Eastbound | Westbound |
| Traffic Volume: (Vehicles/Day) | Weekdays Average | | 237 | 117 | 120 |
| | 7 Day Average | | 218 | 108 | 110 |
| Weekday | AM | 11:00 | 21 | 11 | 10 |
| Peak hour starts | PM | 16:00 | 23 | 13 | 10 |
| Speeds: (Km/Hr) | 85th Percentile | | 27 | 27 | 28 |
| | Average | | 23.3 | 23.0 | 23.6 |
| Classification %: | Light Vehicles up to 5.5m | | 90.1% | 92.3% | 88.0% |

As shown above, approximately 26 vehicles per day currently travel via Bossie Court whilst 236 vehicles travel via Wood Street per day. As per Infrastructure Design Manual (IDM), Bossie Court (min 4m seal width) and Wood Street (min 6.2m seal width) are classified as 'Rural Access' roads (given East Gippsland identified as a 'Standard A Council').

The cross-sectional requirements for the relevant rural reproduced below in Table 3.

Table 3 IDM Road Cross-Sectional Requirements – Rural Roads

| Road Type | Max. Traffic Volumes (veh/day) | Min. Reserve | Seal Width | Min. Shoulder Width | Kerbing |
|----------------------------------|--------------------------------|--------------|-------------|---------------------|---------|
| Rural Access and Rural Collector | Standard A Councils | | | | |
| | 0-50 | 20.0m | 4.0m gravel | 1.5m | N/a |
| | 51-150 | | 4.0m seal | | |
| | over 150 | | 6.2m seal | | |

Based on the IDM requirements detailed above, Bossie Court and Wood Street have a maximum indicative traffic environmental capacity of 51-150 and 150< vehicles per day respectively and therefore, are currently operating accordingly within allowable environmental capacity.

2.5 Sustainable Transport

The site has limited access to sustainable transport modes, with the closest public transport service available located within Lakes Entrance approximately 17km from the subject site. Additional sustainable transport modes are located further afield within Paynesville and Bairnsdale.

3 DEVELOPMENT PROPOSAL

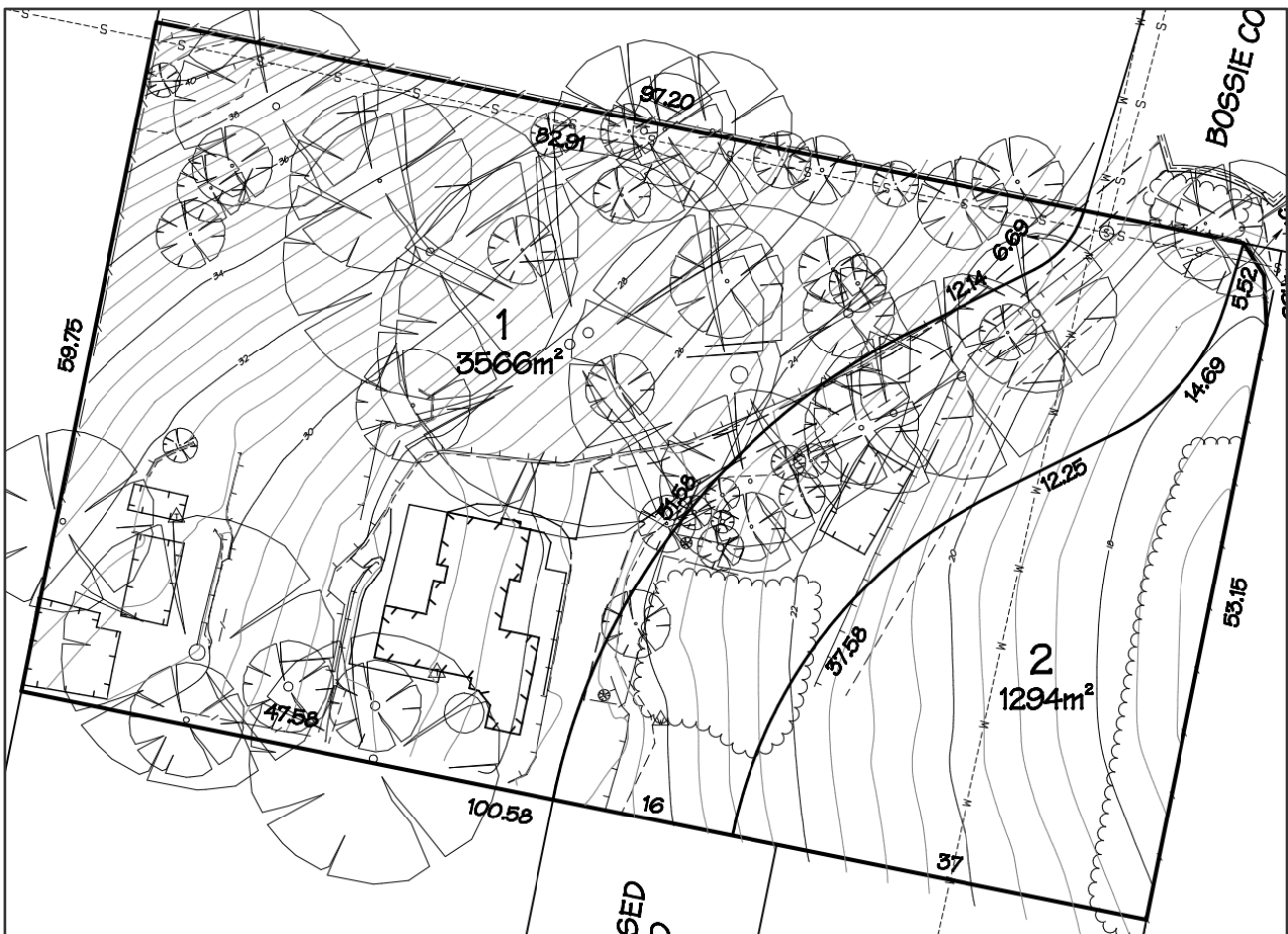
It is proposed to develop the subject site for the purposes of a residential subdivision consisting of two residential lots.

The two lots vary in size, with the western lot, Lot 1, occupying a site area of 3,566 m² whilst the eastern lot, Lot 2, occupying a site area of 1,294 m².

A 16 metre-wide reserve is proposed through the subdivision providing access to the two lots and connecting the residential subdivision from the south through to Bossie Court. The proposed reserve characteristics will envelope a 16 metre reserve comprising of 7.3 metre road carriageway generally consistent with that of an 'Urban Road Access Street' requirements of the IDM.

The layout of the proposed subdivision and road connection us show in Figure 6 below.

Figure 6 Proposed Subdivision Layout



4 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

4.1 Infrastructure Design Manual

The Infrastructure Design Manual (IDM) is a document prepared by numerous Victorian rural and regional Councils, providing a set of consistent requirements and standards for the design and development of infrastructure.

The manual provides cross-sectional requirements for urban roads, with the relevant requirements to the subject site reproduced in Table 3.

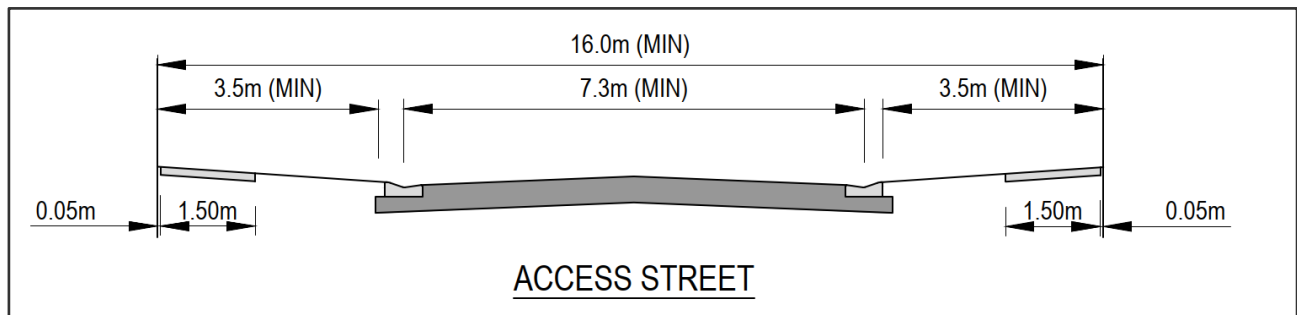
Table 4 IDM Road Cross-Sectional Requirements – Urban Roads

| Road Type | Max. Traffic Volumes (veh/day) | Carriageway Width | Min. Reserve | Min. Verge Width | Parking | Pedestrian / Cycle Provision |
|---------------|--------------------------------|-------------------|--------------|------------------|----------|------------------------------|
| Access Street | 0 - 2,500 | 7.3m | 16.0m | 3.5m | Yes (x2) | Footpath x2 No cycles |

The proposed internal road is proposed with dimensions similar of that of an 'Urban Road Access Street' with a 16 metre-wide reserve and 7.3 metre road carriageway width as per the IDM and is therefore considered acceptable.

A view of the Access Street cross-section is shown in Figure 7.

Figure 7 Urban Access Street - IDM



5 TRAFFIC

5.1 Traffic Generation

5.1.1 Overview

The Infrastructure Design Manual recommends a traffic generation rate of at least 10 vehicle movements per day per lot, for undeveloped areas and where existing traffic volumes have not been measured. This traffic generation rate is considered to be an upper limit rate to adopt for road design and it is anticipated by **onemilegrid** that a lower traffic generation rate would apply to the proposed site.

Recent studies undertaken for rural townships has identified lower vehicle generation rates than historically presented within the RMS Guide to Traffic Generating Developments document. This is expected with residents combining destinations within one trip (shopping on the way home from work etc.) due to the distance required to travel for trips and also the increasing number of services now offered online.

In consideration of the above to the context of the approved and proposed residential subdivisions and for a conservative assessment, a daily traffic generation rate of up to 10 vehicle trips per lot, or 1.0 trips per lot during the peak hours, has been adopted.

Additionally, as the traffic generated is to be dispersed to the broader road network which primarily consists of 'Rural Access' roads as per the IDM, an assessment against the requirements set out by the rural road requirements of IDM has been undertaken.

Our assessment follows.

5.1.2 Overall Traffic Generation

It has been advised that a subdivision has been approved south of the subject site located at 7 Christmas Street, which comprises of 10 lots with access provided via Christmas Street. Application of these rates to the approved 10 lot subdivision equates to approximately 100 trips per day, or up to 10 trips during the peak periods.

Application of these rates to the proposed 2 lot subdivision equates to approximately 20 trips per day, or up to 2 trips during the peak periods.

Based on the traffic generation of approved and proposed subdivision, a total of 120 vehicles per day and 12 vehicles during peak periods. Furthermore, during the morning peak, it is estimated that 70% of the residential traffic will be outbound, while during the afternoon peak, 60% of the residential traffic will be inbound.

As such, the overall traffic generation is outlined in Table 5 below.

Table 5 Traffic Generation

| Component | No. Lots | Traffic Generation | | | |
|--|-----------|--------------------|----------|----------|-----------|
| | | Period | Inbound | Outbound | Total |
| Proposed Subdivision | 2 | AM | 1 | 1 | 2 |
| | | PM | 1 | 1 | 2 |
| Approved Subdivision | 10 | AM | 3 | 7 | 10 |
| | | PM | 6 | 4 | 10 |
| Combined Total Traffic Generation | 12 | AM | 4 | 8 | 12 |
| | | PM | 7 | 5 | 12 |

5.2 Traffic Impact

When applied to the approved and proposed lots, a daily traffic generation of 110 vehicles per day can be expected, with 12 vehicles per hour during the morning and evening peak hour, equating to 1 vehicle movement every 5 minutes which is considered very low in traffic engineering terms.

During the interim stages, the traffic generated by the approved subdivision will be required to access via Wood Street. Based on the existing 237 vehicles per day along Wood Street and the generated 90 vehicles per day, equating to a total of 327 vehicles per day. Noting the IDM allows for 'Rural Access' roads with minimum seal width of 6.2 metres to accommodate over 150 vehicles per day, the additional traffic and associated interim distribution of traffic is therefore considered appropriate.

The construction of the proposed road connection between the proposed subdivision and approved subdivision will introduce the allowance for all traffic to be distributed north through the site and subsequently onto Bossie Court. With due consideration of the location of the site and connectivity to the amenities and arterial road network, for the purposes of a conservative assessment, it is assumed that 50% of the traffic generated by the proposed and approved subdivisions will travel inbound/outbound via Bossie Court. Noting the existing 26 vehicles per day along Bossie Court and 60 vehicles generated per day equates to a total of 86 vehicles. Based on this conservative assumption, Bossie Court will continue to operate under the allowable maximum vehicles set out the IDM (50-150 vehicles per day for min. 4-metre seal).

Consequently, the proposed road will allow for vehicles to travel from within Wood Street to the northern precincts of Metung and vice versa without the need to travel via Stirling Road to the west. Based on the existing road network between the northern precinct of Metung, it is possible for residents within Wood Street, Christmas Street and the additional roads off Christmas Street and the southern subdivision to divert north via the road connection in order to travel to northern Metung.

Nevertheless, for the purposes of a conservative assessment, it is assumed 25% of the existing daily Wood Street traffic, 59 vehicles, will travel via the proposed road instead of travelling north via Stirling Road. By including the above generated 81 vehicles travelling via Bossie Court equates to 140 vehicles travelling via Bossie Court if residents from the above mentioned areas along Wood Street travel to the northern precinct of Metung, and vice versa. This again is within the environmental capacity of Bossie Court as dictated by the IDM, which permits traffic volumes of between 50 - 150 vehicles per day.

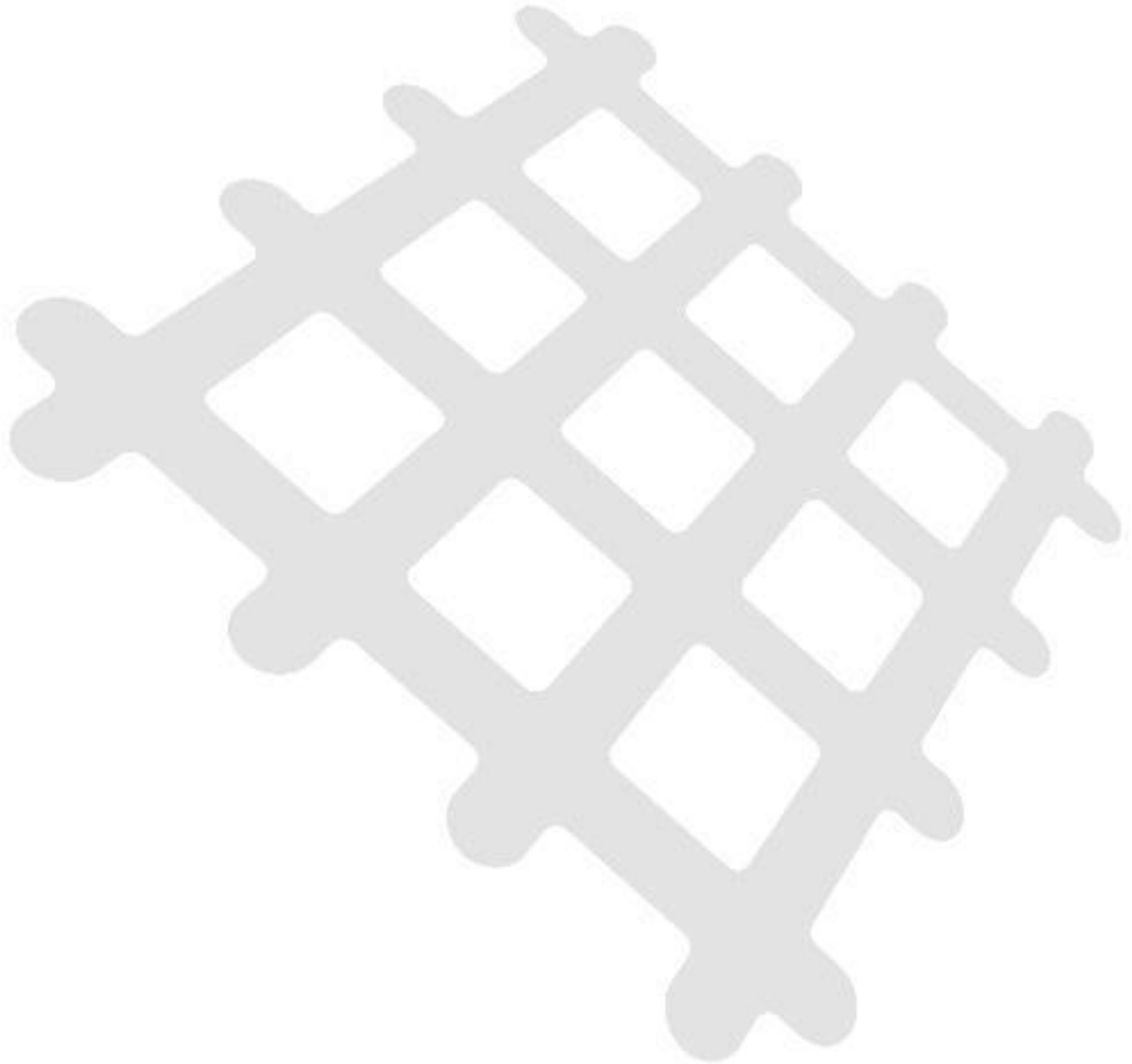
Based on the tube counts undertaken on Bossie Court and Wood Street as detailed in 2.4, an increase of 55 vehicle per day is a moderate increase but is expected to have a minor impact on the current operation of Bossie Court, Wood Street and the surrounding road network.

6 CONCLUSIONS

It is proposed to develop the subject site for the purposes of residential subdivision comprising two residential lots and an internal road connection/network.

Considering the analysis presented above, it is concluded that:

- The subdivision road network has been designed in generally accordance with the Infrastructure Design Manual;
- The anticipated traffic volumes generated by the approved and proposed developments is within the environmental capacity of the existing road network and is not expected to have an impact on the surrounding road network; and
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.



CHRIS O'BRIEN & COMPANY PTY LTD

CONSULTING CIVIL & STRUCTURAL ENGINEERS

Reference No: B22502

Project No: 351122

29/11/2022

Crowther & Sadler Pty Ltd
P.O Box 722
BAIRNSDALE Vic 3875

Attn: Aaron Hollow

Email: aaron@crowthersadler.com.au

Dear Aaron,

**RE: Proposed 2 Lot Subdivision for Rubiks Developments
10 Bossie Court, Metung.**

INTRODUCTION

Chris O'Brien & Company Pty Ltd have been engaged by Aaron Hollow of Crowther & Sadler Pty Ltd to provide a Geotechnical risk assessment report for a proposed 2 lot subdivision at 10 Bossie Court, Metung Vic 3904. An erosion management overlay exists over the property.

The purpose of this letter is to determine if the works to be carried out on this site will be a risk to the surrounding environment and is to be used in the planning application process only. This letter is not a soil classification report and shall not be used for this purpose.

Information contained in this letter is from a visual inspection of the site and based on information supplied to Chris O'Brien & Company Pty Ltd on the work to be completed on the site.

Note that in accordance with 'Guidelines for Landslide Susceptibility' Section 5: Landslide Zoning: the subject site would not be considered in a landslide hazard zone.

The site was inspected by Andrew Powell on the 29th November 2022.

SITE DESCRIPTION

The approximately 0.6 hectare site is at the southern end of Bossie Court in Metung. Access to the site is from a hammerhead head turning area at the end of Bossie Court. Significant vegetation exists on the site along with a dwelling and a number of outbuildings. The site has low to moderate falls with a maximum fall observed of 1 in 5 with the site generally falling towards the eastern boundary. The site an excellent cover of grass with no evidence of any erosion currently occurring on the site. A series of photos are attached to this report showing the features of the site.

PROJECT DETAILS

A 2 lot subdivision is proposed for the site with the intention of constructed a road to link Bossie Court to the north with Christmas Street to the south. The construction work will be as follows.

- Clearing of vegetation at end of Bossie Court as well as along the proposed road reserve to the south.
- Demolition works at the end of Bossie Court and the removal of a carport structure located within the proposed road reserve.
- Stripping of topsoil and earthworks (cut/fill) along the proposed access road carriageway. Maximum cut/fill batter 1 in 2.
- Placement and compaction of road making materials.
- Excavation of trenches for the provision of all services to the subdivision.
- Provision of site access for the duration of the works. Site access can be gained from Bossie Street to the north or from Christmas Street to the south.
- Provision of areas for site facilities, machinery and fuel storage, and topsoil stockpiling for the duration of the works.
- All cut/fill batters (no steeper than 1 in 2) and disturbed areas to be re-sod and sown with local grasses.

SUMMARY OF RISK

| | |
|--------------------|-----|
| LANDSLIDE | LOW |
| SHEET/RILL EROSION | LOW |
| TUNNEL EROSION | LOW |

- Low to moderate grades over the entire site ranging from about 1 in 10 to 1 in 5.
- There is no evidence of any landslip or soil erosion and any of the surrounding properties
- Vegetation removal in Bossie Court and the proposed access road carriageway. Provide erosion and sediment control measures i.e. silt fences to protect the existing area from any sediment run-off.
- A construction management plan will need to be implemented for entire construction time for the roads and associated underground services. The plan will need to show measures to be undertaken to control erosion and storm water during the construction period. The following will have to be considered:
 - i. Location of any temporary construction works office and machinery storage area.
 - ii. Identification and location of areas suitable for the stockpile of topsoil with measures of erosion control to be shown (i.e. diversion banks and sediment fences)
 - iii. Measures and techniques to protect drainage lines and watercourses from sediment runoff from disturbed or under construction areas.
 - iv. Drainage of all construction and stockpile areas for the duration of the works and details of stormwater treatment to be provided.
 - v. A stabilized vehicle access point to and from all storage areas on the site for the entire length of the construction
 - vi. The form, bulk, scale and location of cut and fill is to be controlled to ensure no adverse effects on the natural water course to the north. (i.e. diversion banks and spoon drains)
 - vii. All erosion and sediment control measures will need to be inspected on a daily basis by the site manager with any maintenance required to be rectified immediately.

- Storm water management plan for the whole site, with drainage treatment and details and control of storm water run-off to be clearly indicated. Control of sediment run-off and erosion control details to be shown. It is essential that all storm water run-off from construction areas be treated prior to entering site run-off areas.

The above recommendations will need to be provided and approved prior to the commencement of any construction works on site. All storm water pits, silt fences etc will need regular maintenance to ensure the systems work as intended, as any silt build up in pits etc could cause the system to fail.

CONCLUSION

We therefore suggest that a full geotechnical risk assessment report is not required for this development. As long as all recommendations above are strictly adhered to, we anticipate no environmental risks with the work to be undertaken.

Should you need to clarify anything, please contact the Andrew Powell on 0402384596

Yours faithfully,



Andrew Powell Assoc.Dip (Civil)
for CHRIS O'BRIEN & COMPANY PTY LTD

Photos below show Bossie Court, existing driveway and road carriage way.









Photos below show land to the south.





This report provides information to support an application to remove, destroy or lop native vegetation in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation*. The report **is not an assessment by DELWP** of the proposed native vegetation removal. Native vegetation information and offset requirements have been determined using spatial data provided by the applicant or their consultant.

Date of issue: 22/11/2022
Time of issue: 11:28 pm

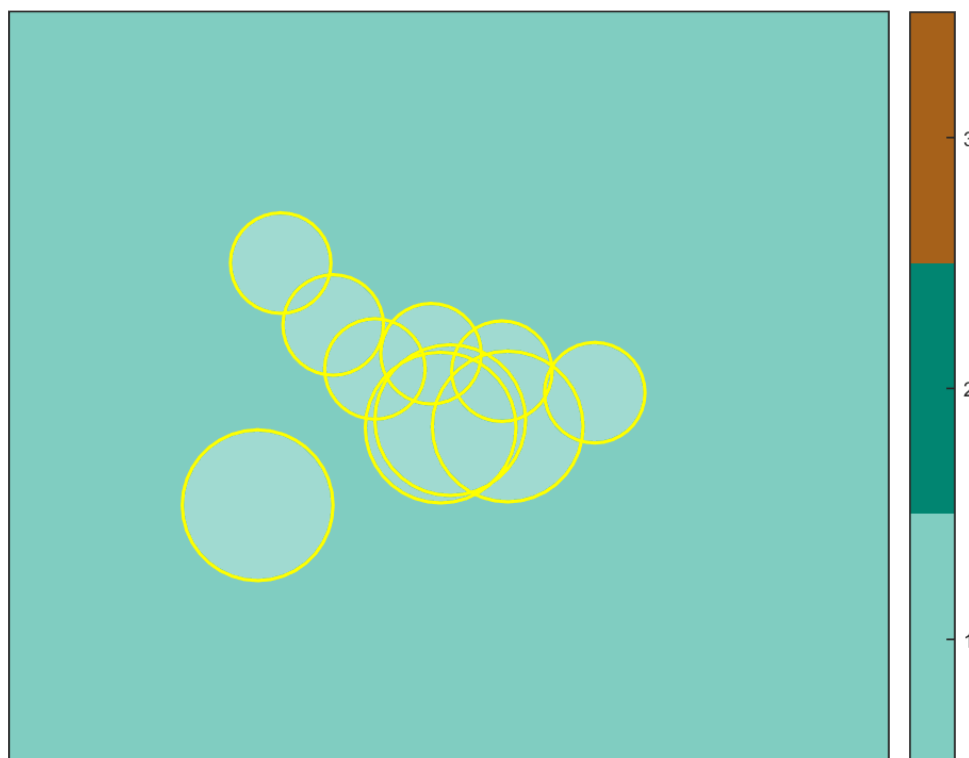
Report ID: GEN_2022_189

| | |
|------------|--------------------|
| Project ID | featureclass163521 |
|------------|--------------------|

Assessment pathway

| Assessment pathway | Intermediate Assessment Pathway |
|--|--|
| Extent including past and proposed | 0.296 ha |
| Extent of past removal | 0.000 ha |
| Extent of proposed removal | 0.296 ha |
| No. Large trees proposed to be removed | 4 |
| Location category of proposed removal | Location 1 The native vegetation is not in an area mapped as an endangered Ecological Vegetation Class (as per the statewide EVC map), sensitive wetland or coastal area. Removal of less than 0.5 hectares in this location will not have a significant impact on any habitat for a rare or threatened species |

1. Location map



Offset requirements if a permit is granted

Any approval granted will include a condition to obtain an offset that meets the following requirements:

| | |
|---|---|
| General offset amount¹ | 0.056 general habitat units |
| Vicinity | East Gippsland Catchment Management Authority (CMA) or East Gippsland Shire Council |
| Minimum strategic biodiversity value score ² | 0.208 |
| Large trees | 4 large trees |

NB: values within tables in this document may not add to the totals shown above due to rounding

Appendix 1 includes information about the native vegetation to be removed

Appendix 2 includes information about the rare or threatened species mapped at the site.

Appendix 3 includes maps showing native vegetation to be removed and extracts of relevant species habitat importance maps

¹ The general offset amount required is the sum of all general habitat units in Appendix 1.

² Minimum strategic biodiversity score is 80 per cent of the weighted average score across habitat zones where a general offset is required

Next steps

Any proposal to remove native vegetation must meet the application requirements of the Intermediate Assessment Pathway and it will be assessed under the Intermediate Assessment Pathway.

If you wish to remove the mapped native vegetation you are required to apply for a permit from your local council. Council will refer your application to DELWP for assessment, as required. **This report is not a referral assessment by DELWP.**

This *Native vegetation removal report* must be submitted with your application for a permit to remove, destroy or lop native vegetation.

Refer to the *Guidelines for the removal, destruction or lopping of native vegetation* (the Guidelines) for a full list of application requirements. This report provides information that meets the following application requirements:

- The assessment pathway and reason for the assessment pathway
- A description of the native vegetation to be removed (met unless you wish to include a site assessment)
- Maps showing the native vegetation and property
- The offset requirements determined in accordance with section 5 of the Guidelines that apply if approval is granted to remove native vegetation.

Additional application requirements must be met including:

- Topographical and land information
- Recent dated photographs
- Details of past native vegetation removal
- An avoid and minimise statement
- A copy of any Property Vegetation Plan that applies
- A defensible space statement as applicable
- A statement about the Native Vegetation Precinct Plan as applicable
- An offset statement that explains that an offset has been identified and how it will be secured.

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Authorised by the Victorian Government, 8 Nicholson Street, East Melbourne.

For more information contact the DELWP Customer Service Centre 136 186

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This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

Obtaining this publication does not guarantee that an application will meet the requirements of Clauses 52.16 or 52.17 of the Victoria Planning Provisions and Victorian planning schemes or that a permit to remove native vegetation will be granted.

Notwithstanding anything else contained in this publication, you must ensure that you comply with all relevant laws, legislation, awards or orders and that you obtain and comply with all permits, approvals and the like that affect, are applicable or are necessary to undertake any action to remove, lop or destroy or otherwise deal with any native vegetation or that apply to matters within the scope of Clauses 52.16 or 52.17 of the Victoria Planning Provisions and Victorian planning schemes.

Appendix 1: Description of native vegetation to be removed

All zones require a general offset, the general habitat units each zone is calculated by the following equation in accordance with the Guidelines:

$$\text{General habitat units} = \text{extent} \times \text{condition} \times \text{general landscape factor} \times 1.5, \text{ where the general landscape factor} = 0.5 + (\text{strategic biodiversity value score}/2)$$

The general offset amount required is the sum of all general habitat units per zone.

Native vegetation to be removed

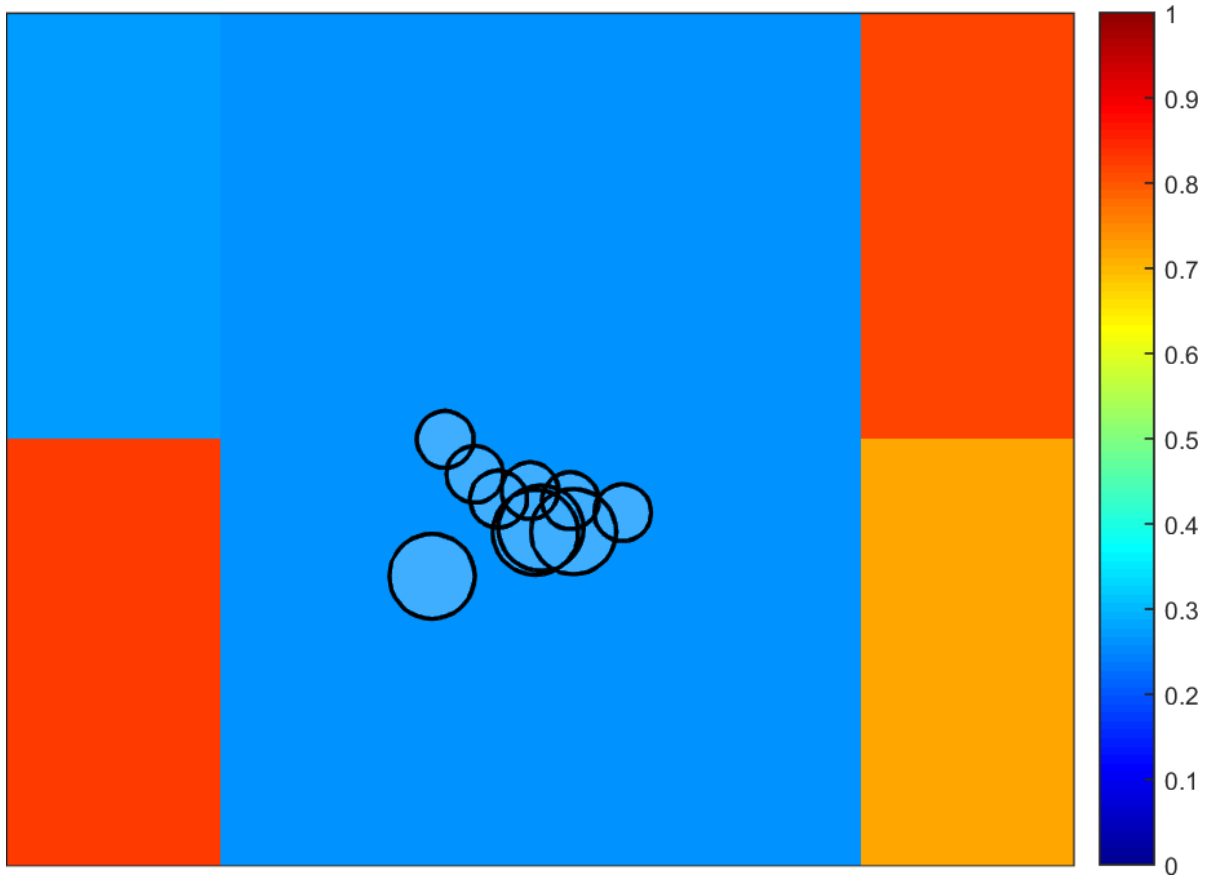
| Information provided by or on behalf of the applicant in a GIS file | | | | | | Information calculated by EnSym | | | | | | |
|---|----------------|--------|----------------------------|---------------|-----------------|---------------------------------|----------------|------------------------|-----------|----------|---------------|-------------|
| Zone | Type | BioEVC | BioEVC conservation status | Large tree(s) | Partial removal | Modelled Condition score | Polygon Extent | Extent without overlap | SBV score | HI score | Habitat units | Offset type |
| 1-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.030 | 0.260 | | 0.006 | General |
| 2-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.025 | 0.260 | | 0.005 | General |
| 4-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.016 | 0.260 | | 0.003 | General |
| 5-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.012 | 0.260 | | 0.002 | General |
| 6-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.008 | 0.260 | | 0.002 | General |
| 7-A | Scattered Tree | | | 0 | no | 0.200 | 0.031 | 0.024 | 0.260 | | 0.005 | General |
| 8-A | Scattered Tree | | | 1 | no | 0.200 | 0.070 | 0.070 | 0.260 | | 0.013 | General |
| 9-A | Scattered Tree | | | 1 | no | 0.200 | 0.070 | 0.038 | 0.260 | | 0.007 | General |
| 10-A | Scattered Tree | | | 1 | no | 0.200 | 0.070 | 0.022 | 0.260 | | 0.004 | General |
| 11-A | Scattered Tree | | | 1 | no | 0.200 | 0.070 | 0.052 | 0.260 | | 0.010 | General |

Appendix 2: Information about impacts to rare or threatened species' habitats on site

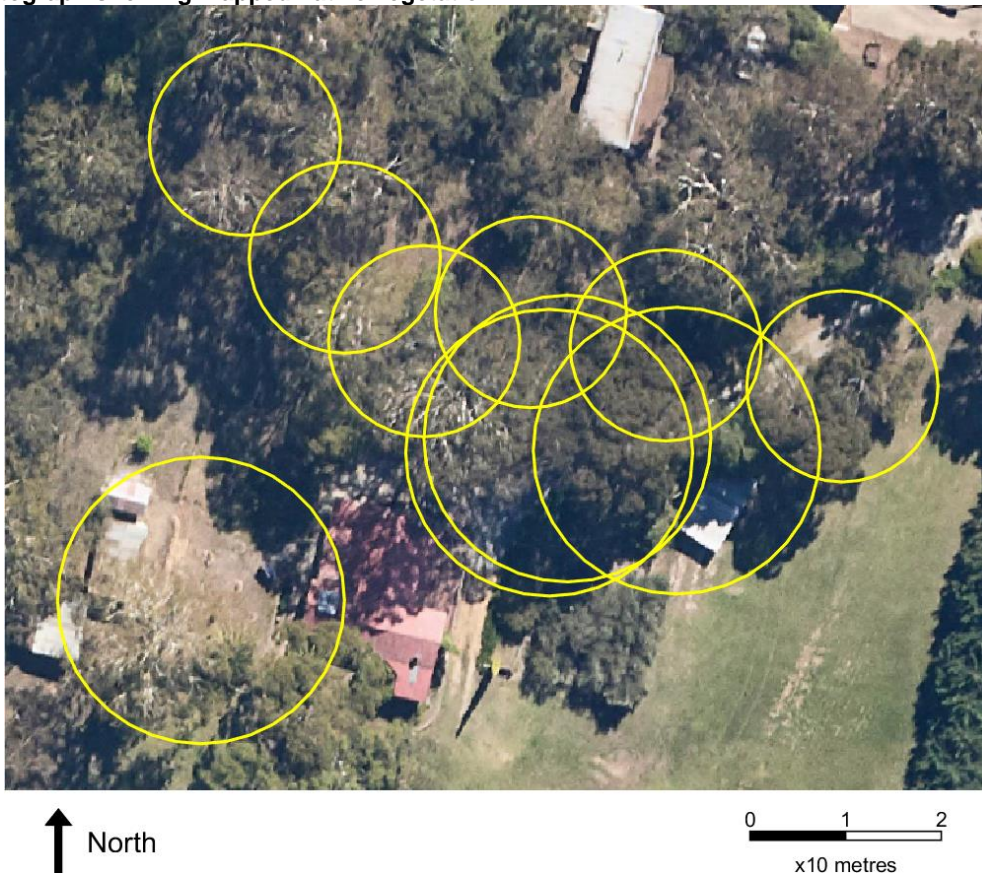
This is not applicable in the Intermediate Assessment Pathway.

Appendix 3 – Images of mapped native vegetation

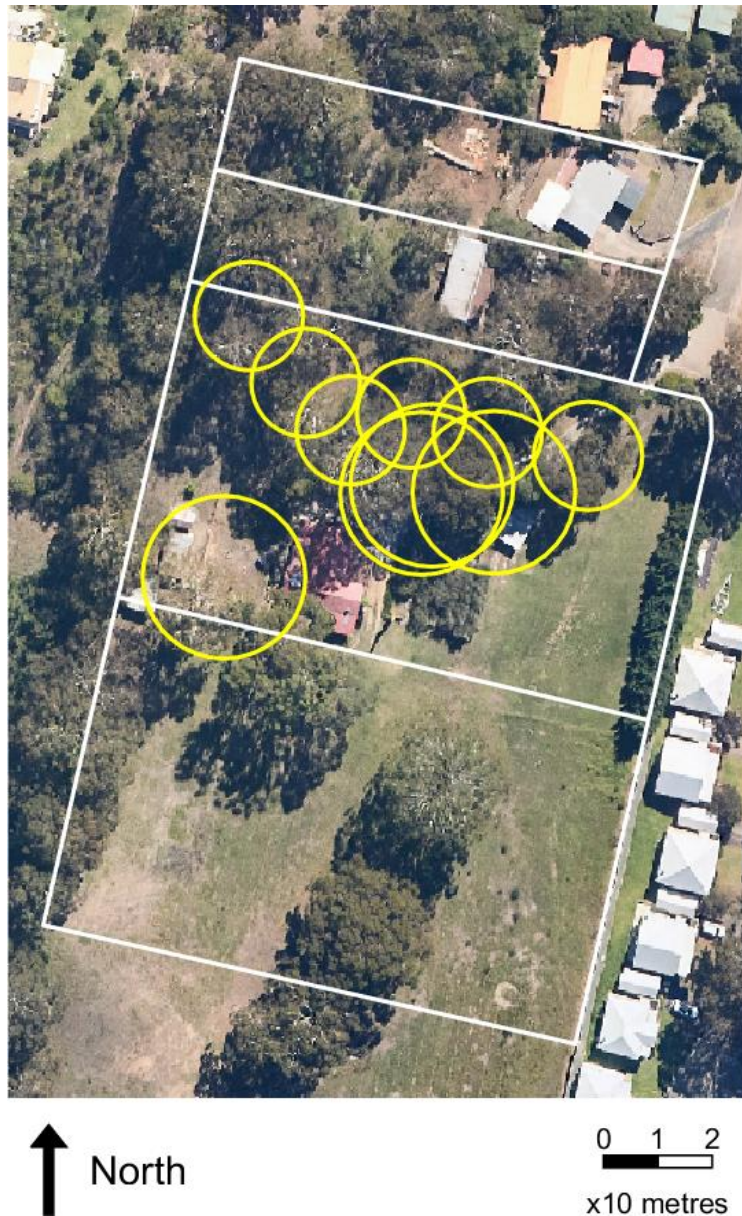
2. Strategic biodiversity values map



3. Aerial photograph showing mapped native vegetation



4. Map of the property in context



Yellow boundaries denote areas of proposed native vegetation removal.

Our reference: VLQ-8773

Your reference: 10 Bossie Court,
Metung

6 December 2022

Aaron Hollow

Crowther & Sadler

aaron@crowthersadler.com.au

Dear Aaron

RE: Quotation for the supply of native vegetation credits

Vegetation Link is an accredited offset provider with the Department of Environment, Land, Water & Planning (DELWP). We offer a specialised brokerage service to enable permit holders and developers to identify suitable native vegetation credits to meet their planning permit offset requirements.

Based on the information you have provided, I understand you require the following native vegetation offset:

| Offset type | Vicinity | General habitat units (GHU) | Min. strategic biodiversity value (SBV) | Large trees |
|-------------|---------------------------|-----------------------------|---|-------------|
| General | East Gippsland CMA or LGA | 0.056 | 0.208 | 4 |

To meet your offset requirements, you can purchase native vegetation credits from a third party as per the option quoted below¹. This quotation is valid for 14 days, subject to credit availability and landholder pricing.

CTA pathway – offset site located in the East Gippsland Shire area (approx. 4-6 week turnaround from acceptance of quote)

| | |
|---|-------------------|
| Cost of native vegetation credits – invoiced by DELWP | \$7,552.00 |
| Transaction fees – invoiced by Vegetation Link | \$1,120.00 |
| Total (ex. GST) | \$8,672.00 |
| Total (inc. GST) | \$9,539.20 |

If you would like to purchase credits, let us know that you accept the quote and return the attached **purchaser details form** by email. Upon receipt of the form, we will begin the trade process. Further details of the process for credit allocation is in the FAQ below.

Should you have any queries, please do not hesitate to contact us on 1300 VEG LINK (1300 834 546) or email offsets@vegetationlink.com.au.

Sincerely,



Lucas Rotteveel

Biodiversity Offset Broker

¹ Note that the transaction fee includes DELWP NVOR transfer and allocation fees and a Vegetation Link fee

FAQs

What is a third party offset?

A third party offset is an offset site owned by another landowner who manages and protects native vegetation on their land. Landowners who establish these offset sites are required to:

- Enter into a Landowner Agreement for the specified offset site. A landowner agreement is in perpetuity and is binding upon the current and future landowners of the site. It permanently restricts use of the site for many purposes.
- Implement a detailed 10-year Management Plan endorsed by the DELWP Native Vegetation Offset Register to manage and improve the biodiversity values of the site.

How is the price of native vegetation offset credit (GHUs, GBEUs etc.) determined?

Landowners who own offset sites set their own price for native vegetation credits. They determine the price based on numerous factors. This includes but not limited to site establishment, the cost to manage the site in perpetuity (e.g., maintain fencing, control pest species), foregone use cost, and administrative costs. Depending on how the site is registered, the credit fee may be paid to either DELWP or directly to the landowner.

Further information about the work some of our landowners are doing can be found on the [Vegetation Link website](#).

What is the process after I accept the quote?

After you accept the quote and return the purchaser table, the following steps will be undertaken:

1. We will set up a contract between the parties involved and send the contract out for signing by all parties.
2. Once the contract is signed by all parties, invoices will be issued for the fees listed in the quotation. We will send you two invoices, one for our transaction fee invoiced by Vegetation Link and one for the credit fee, usually to be paid to DELWP or the landowner. We recommend providing remittances for your payments.
3. Once payments are received, Vegetation Link will send you an allocated credit extract from the Native Vegetation Offset Register and your executed contract as evidence that you have purchased the offset.

How long will the process take? When will I get my credits?

Generally, the process from quote acceptance to having evidence of allocated credits takes between 2-6 weeks. This is dependent on a range of factors including the type of landholder agreement, contract types and organisational workflows. We work as quickly as possible to get your credits to you within this time period.

We note that you **cannot** remove vegetation until you have been given permission by the Responsible Authority (usually the council that has issued your permit).

What happens if I don't have a permit yet?

When people are buying credits before a permit is issued, the following three options are most common:

- You can pay for the offsets before the planning permit is available, and then the offsets are allocated to the permit when it is available. This will incur an additional \$50 fee from DELWP. When considering this option, it is important to realise that your estimated offset requirements may be different than the actual permit requirements.
- You can wait for the planning permit to be approved first and then request a quote to meet the requirements in your permit. Should credits be available, you can then start the offset purchase process. We then use the planning permit number for allocating the credits. Allocating credits to the permit is evidence that you have purchased your offset.
- You can request a quote to confirm availability and to get an idea of the cost of offsetting before you apply for a permit. Once you receive the planning permit you can request an updated quote. It is at this point that you can then go through the offset purchase process.

We cannot guarantee credit availability until a) contracts are executed, or b) credits have been held via a pending trade lodged with DELWP Native Vegetation Offset Register.

We cannot guarantee price until a) a quote has been accepted within 14 days, and b) a Credit Trading Agreement is signed within 21 days, and c) the invoice for the credits is paid within 28 days of the date the invoice is issued.

If I sign the contract, does that mean I MUST pay for the credits?

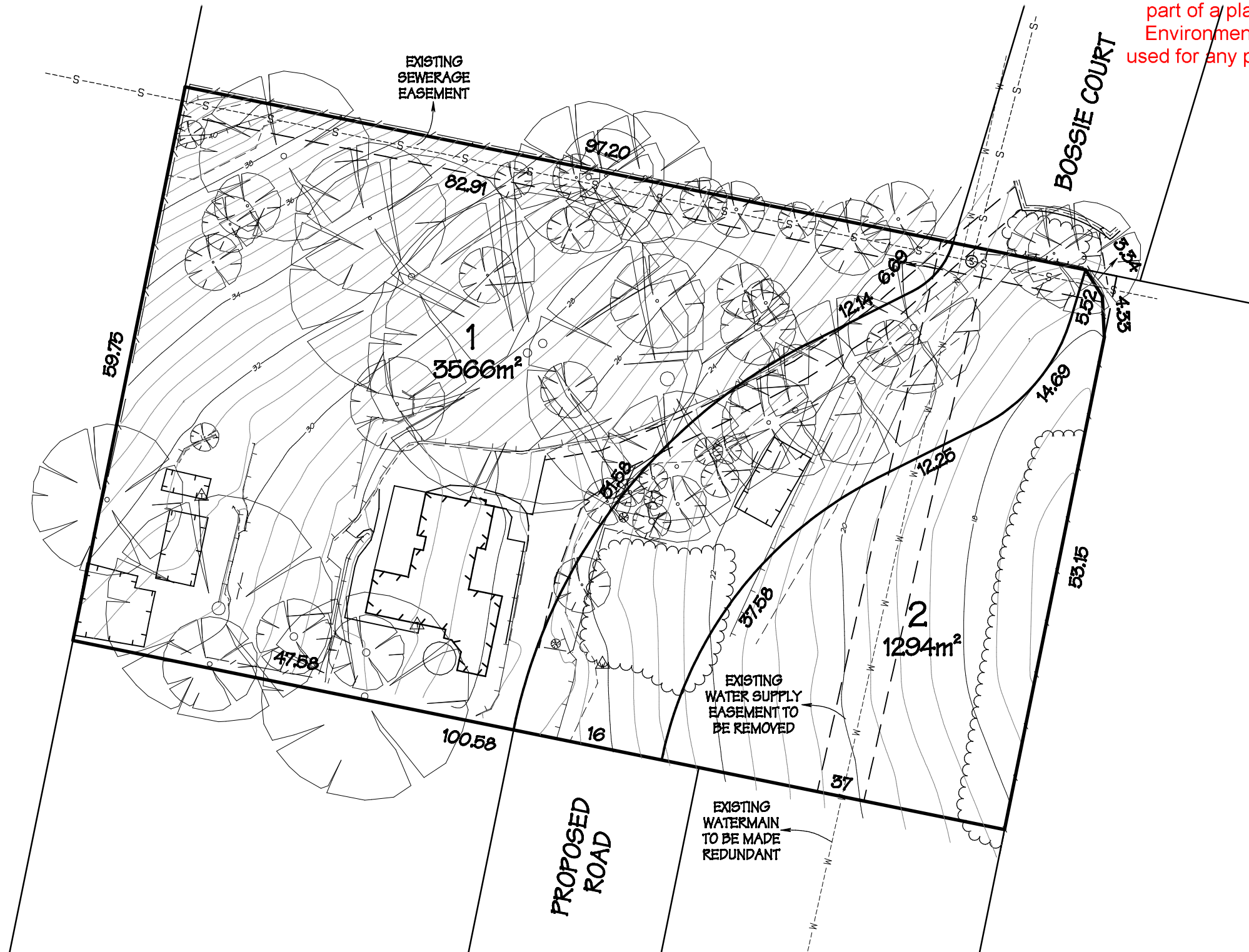
Yes, you have entered into a contract agreeing to pay for the offset credits therein and are required to pay for those credits. The credits must be paid for within 28 days of the date of the invoice.

Can you hold the credits for me, as I want to pay later?

We are unable to hold credits for later payment. Please also see 'What happens if I don't have a permit yet?' above.

For further information, see [our website](#), the [DELWP website](#) or call us any time on 1300 834 546.

MGA2020 ZONE 55



RUBIKS DEVELOPMENTS
10 BOSSIE COURT, METUNG

Crowther & Sadler Pty. Ltd.

LICENSED SURVEYORS & TOWN PLANNERS
152 MACLEOD STREET, BAIRNSDALE, VIC., 3875
P. (03) 5152 5011 E. contact@crowthersadler.com.au

FILENAME: Y:\20000-20999\20200-20299\20253 Rubiks Development\20253 Prop V3.pro

NOTATIONS

AREAS ARE APPROXIMATE ONLY
DIMENSIONS ARE SUBJECT TO SURVEY

CONTOUR INTERVAL : 0.5m

SCALE (SHEET SIZE A3)

1 : 500

SURVEYORS REF.

20253

VERSION 3 - DRAWN 13/04/2023

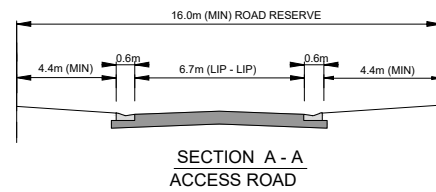
PROPOSED SUBDIVISION

PARISH OF BUMBERRAH
TOWNSHIP OF METUNG
SECTION J
CROWN ALLOTMENT 3 (PART)

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WARNING:
BEWARE OF LIVE ELECTRICITY.

WARNING:
BEWARE OF UNDERGROUND SERVICES
THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.



PROPOSED LIMIT OF WORKS REFER
TO PLANNING No. 508/2021/P
7 CHRISTMAS STREET, METUNG

GOVERNMENT ROAD

CHRISTMAS STREET

GOVERNMENT ROAD

BOSSIE COURT

PROPOSED DRAINAGE TO OUTFALL
INTO EXISTING DRAINAGE

LEGEND:

- PROPOSED STORMWATER
- PROPOSED STORMWATER PIT
- HD — PROPOSED HOUSE DRAIN
- PROPOSED KERB
- PROPOSED SEWER RETICULATION
- PROPOSED WATER RETICULATION
- 10 — EXISTING CONTOURS (0.5m INTERVAL)
- EXISTING EDGE OF SEAL
- W — EXISTING WATERMAIN
- W — EXISTING WATERMAIN TO BE REMOVED
- V — EXISTING OVERHEAD ELECTRICITY
- EXISTING TREES
- ↗ FALL OF LAND

10 5 0 10 20 30 40
1: 500 AT A1
1: 1000 AT A3



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RUBIKS DEVELOPMENTS AUSTRALIA PTY.LTD.

10 BOSSIE COURT, METUNG.

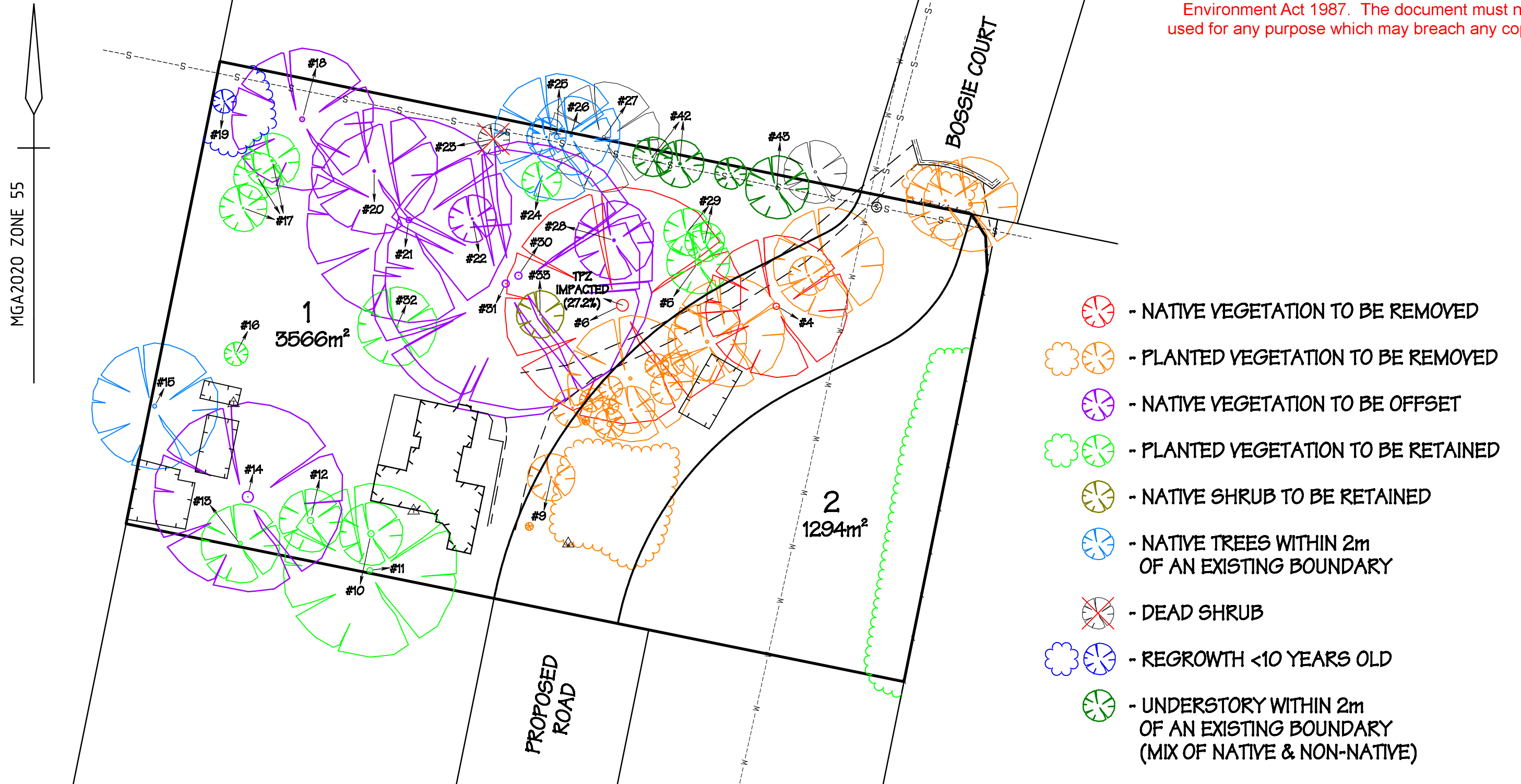
ACCESS & SERVICES LAYOUT PLAN

DRAWING No.

2791/001-G

Printed 8/08/2023

Page 58 of 59



RUBIKS DEVELOPMENTS
10 BOSSIE COURT, METUNG

Crowther & Sadler Pty. Ltd.
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FILENAME: Y:\20000-20999\20200-20299\20253 Rubiks Development\20253 Veg Removal V1.pro

NOTATIONS

AREAS ARE APPROXIMATE ONLY
DIMENSIONS ARE SUBJECT TO SURVEY

SCALE (SHEET SIZE A3)

1 : 500

SURVEYORS REF.

20253

VERSION 1 - DRAWN 13/01/2023

PLAN OF VEGETATION REMOVAL

PARISH OF BUMBERRAH
TOWNSHIP OF METUNG
SECTION J
CROWN ALLOTMENT 3 (PART)