

Morwell East Industrial Precinct Development Plan



Lot 2 on PS412581E

Applicant: Central Gippsland Development Group Pty Ltd
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1. Introduction

The Morwell East Industrial Development Plan (MEIDP) comprises this document and the accompanying plans. It has been prepared for land located on the corner of Princes Drive and Alexanders Road and sets out the form and conditions for future industrial use and development.

The Development Plan has been prepared in accordance with the requirements of the Development Plan Overlay (DPO) provisions at Clause 43.04 of the Latrobe Planning Scheme and more particularly Schedule 3 of the Development Plan Overlay – Morwell East Industrial Precinct.

A planning permit for the subdivision, use and development of land must be generally in accordance with the Development Plan.

1.1 Supporting Documentation

Accompanying this submission is the following supporting documentation:

- Development Plan – Proposed Subdivision (14896DP1) as prepared by the NBA Group Pty Ltd in consultation with Millar Merrigan Pty Ltd;
- Streetscape Detail (14896DP2) as prepared by the NBA Group Pty Ltd in consultation with Millar Merrigan Pty Ltd;
- Landscape Concept Plan (14896L01) as prepared by the NBA Group Pty Ltd in consultation with Millar Merrigan Pty Ltd;
- Ecological Assessment as prepared by Biosis Research Pty Ltd;
- Traffic Engineering Assessment as prepared by Traffix Group Pty Ltd;
- Detailed Hydrology Assessment as prepared by Water Technology Pty Ltd;
- Indicative Design Response as prepared by the NBA Group Pty Ltd.
- Cultural Heritage Management Plan 10057 as prepared by Tardis Enterprises Pty Ltd;

2. Development Plan Area

The Morwell East Industrial Development Plan applies to Lot 2 on PS412581E which comprises a total area of 104 hectares.

The land is located on the fringe of Morwell and bound by Princes Drive to the south, Alexanders Road to the west, an unmade Government Road to the north and the National Foods site and a further unmade Government Road to the east. Refer to Figure 1 – Context Plan.

Between Alexanders Road and the subject land is a private spur line, which runs from the Gippsland Railway line to the Maryvale Paper Mill. This spur line is owned and operated by Paper Australia.

The land is vacant and has been used for grazing purposes for many years. The topography is slightly undulating but generally flat. Plough Creek dissects the eastern side of the land, entering at the south through a culvert under Princes Drive and flowing northwards meeting Waterhole Creek, and subsequently the La Trobe River. Two dams form part of the watercourse. Refer to Figure 2 – Site Analysis Plan.

Plough Creek is considered to be in relatively poor stream health due to unrestricted stock access and the comprehensive removal of vegetation has led to bank-stability issues along with water quality concerns. Plough Creek is considered to have limited environmental value (physical and ecological) as the waterway is severely degraded.

There is also a secondary drainage line along the western boundary of the property, which follows the railway line.

Substantial overhead electricity lines traverse the land, running in a north-south direction along the western edge of the site. This infrastructure is encompassed within numerous electrical easements.

A further easement which contains a sewerage pipe runs roughly alongside Plough Creek.

Given the land use, the site comprises mostly of pasture grass. There are planted rows of Monterey Cypress trees along the southern section of Plough Creek and the western boundary. The Ecological Assessment report prepared by Biosis (Appendix 4) identified one (1) indigenous tree within the study area, a *Eucalyptus bridgesiana*. The location of this tree is identified on the Site Analysis Plan at Figure 2.

A number of Aboriginal archaeological artefacts have been discovered on the site, the majority of which are in the north-east corner of the subject site. Further artefacts are scattered across the site but are considered to be of marginal or general significance to the area. Most of the registered sites are considered to be of low scientific significance,

with only one site being considered of moderate to high scientific significance. See Appendix 8 for the Cultural Heritage Management Plan 10057.

Figure 1 – Context Plan

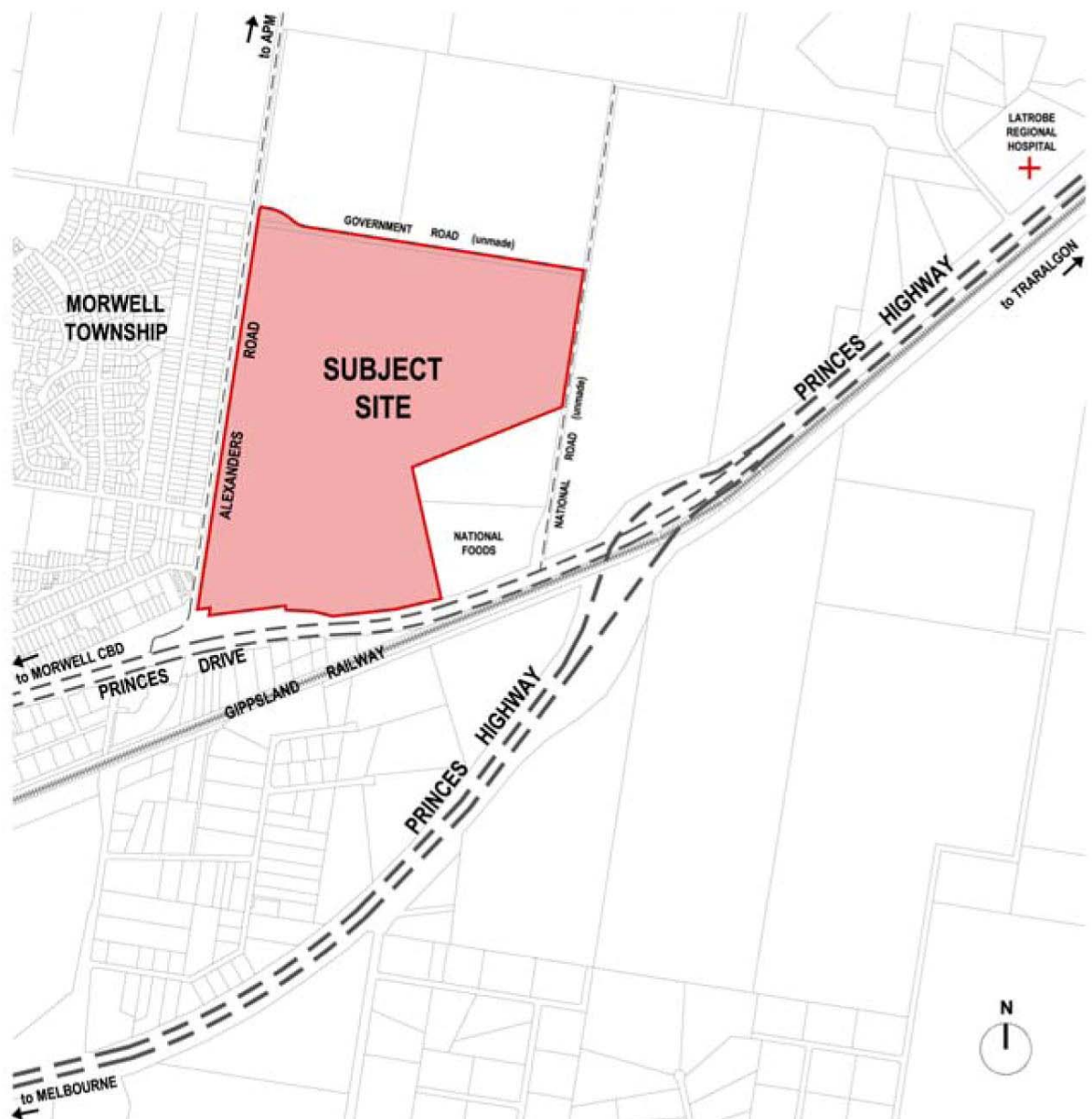
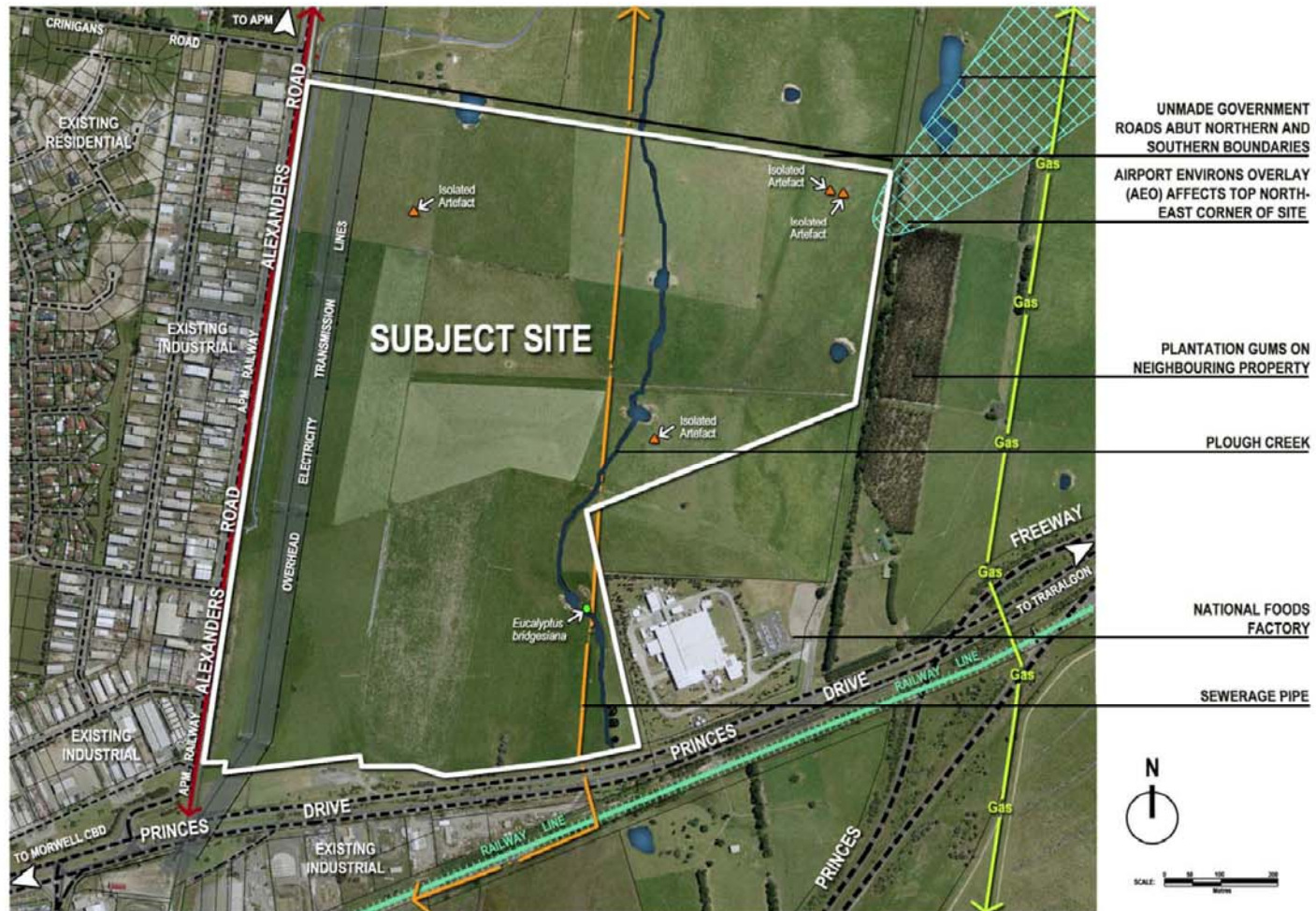


Figure 2 – Site Analysis



3. Development Plan Overlay Requirements

Schedule 3 of the Development Plan Overlay requires the following:

A single development plan must be prepared for the whole of the land to which this schedule applied and be to the satisfaction of the Responsible Authority.

The plan must show the following.

3.1 Site Analysis

- **The site analysis must show the topography of the land, the location of any existing vegetation, drainage lines, sites of conservation, heritage or archaeological significance and other features.**

The Site Analysis Plan at Figure 2 shows the subject land and physical conditions.

3.2 Land Use, Development and Subdivision

- **A detailed description of the proposed use and activities.**

The proposal is for a high quality 'modern' industrial development to cater for larger, high amenity, low density, manufacturing industries. It includes a range of lot sizes to cater for a variety of industrial uses whilst also including substantial amounts of public open space to protect significant site features and ensure an attractive environment for employees, visitors and passersby.

- **The proposed overall subdivision layout including roads, public open space and other features of the subdivision in a manner which is responsive to the features identified in the Site Analysis.**

The subdivision layout has been specifically designed to respond to existing site conditions. The overall layout includes 44 well shaped lots ranging from 7941m² to 6.897ha all with the potential for further subdivision, subject to Council approval. The range of lot sizes are designed to provide for a variety of manufacturing and industrial uses.

The proposed road layout and vehicular entrance to the site reflects the recommendations within the Traffic Engineering Assessment at Appendix 5. A wide road reserve with central swale off Princes Drive forms the main entrance to the development. It has lots fronting it on either side and allows for a connection to the unmade Government Road to the north. Further roads feed off this main road, providing access to the remainder of the land. A second link to the unmade

Government Road is provided within the north-east corner. A service lane travels along the frontage of the site east of the main entrance road. This enables safe convenient access to lots fronting Princes Drive without requiring additional major intersections. The width of road reserves and pavements varies to reflect the intended road hierarchy. See Cross Sections at Appendix 2 for details.

The provision of public open space has responded to specific site conditions. A reserve encompasses the entirety of Plough Creek and offers generous setbacks to the waterway to allow for required re-engineering and extensive landscaping. The only indigenous tree on site will be retained within this reserve. Further open space areas are proposed in the north-east corner of the site where the more significant areas of archaeological interest have been identified. A reserve is also proposed to link the road network with the Creek reserve to enable excellent pedestrian connectivity and circulation.

Drainage issues on site have offered an excellent opportunity for water sensitive urban design (WSUD) features. Swales are utilised within the main roadway and to the rear of lots adjacent to Alexanders Road and Plough Creek is to be re-engineered to accommodate water sensitive urban design aspects. The WSUD features for the site will provide multiple benefits to the receiving waters compared to traditional pipe drainage systems. A substantial reduction in water pollutants from the site, to best practice standards, will ensure that downstream waterways will not be adversely affected.

The existing power line easements are retained within private allotments where as the sewer easement is located within areas of public open space.

The Development Plan at Appendix 1 shows the proposed layout.

▪ **Details about the staging of the development**

The subdivision is proposed in four separate stages as indicated on Development Plan at Appendix 1. Stages can be described as follows:

- Stage one: creates 12 allotments and the main access from Princes Drive;
- Stage two: creates 2 allotments, a small reserve and the service lane along the frontage to Princes Drive
- Stage three: creates 20 allotments
- Stage 4 creates 11 allotments, the large public open space reserve and two smaller reserves in the north east corner of the site that encompass the significant Aboriginal sites.

- **Details of the siting of buildings, car parking, and building materials and form.**

The development and siting of buildings and associated carparking is guided by the Design and Development Overlay that covers the site. To further assist in the assurance of appropriate design responses all future development is to be guided by the Development Standards outlined in section 4 below.

- **Access to the existing road network and provision for future access to adjoining properties.**

The proposed road layout and vehicular entrance to the site reflects the recommendations within the Traffic Engineering Assessment (Appendix 5) and discussions with Vic Roads.

A wide road reserve with central swale off Princes Drive forms the main entrance to the development. It has lots fronting it on either side and allows for a connection to the unmade Government Road to the north. Further roads feed off this main road, providing access to the remainder of the land. A second link to the unmade Government Road is provided within the north-east corner.

A service lane travels along the frontage of the site east of the main entrance road. This enables safe convenient access to lots fronting Princes Drive without requiring additional intersections. The width of road reserves and pavements varies to reflect the intended road hierarchy. See Cross Sections at Appendix 2 for details.

The main intersection on Princes Drive will require a break in the existing median and provision of a signalled intersection in accordance with the recommendations of the Traffic Engineering Assessment at Appendix 5. The recommendations for the intersection at Alexanders Road and the Government Road, including a road realignment, are incorporated into the Development Plan (Appendix 1). Traffix consulted VicRoads throughout the traffic engineering and roads infrastructure design process and the proponent received the written support of the APM to cross their private rail spur if supported by VicRoads.

- **The location of vehicle crossings**

Vehicle crossings to provide access to each allotment have been shown on the Development Plan at Appendix 1. They have been located in logical positions and where possible two lots share a widened crossover to minimise interruptions to streetscape planting. The positioning of the centre median and swale within the main entrance road respond to the location of crossings to enable efficient access to each lot.

- **Street networks that support building frontages with two way surveillance.**

The proposed layout in conjunction with the design standards achieve appropriate abuttal to all road frontages and ensures two way surveillance is available.

- **An explanatory statement illustrating the demand for the range of lots provided.**

The proposal is to provide for a wide range of industrial uses. The grid pattern readily adapts to provision of a mix of lots, and all of the lots are capable for further subdivision to provide for a wide range of smaller industrial uses if desired. The proposal is designed to cater for existing known demand requirements and to provide for the emerging industries seeking to take advantage of the existing infrastructure and amenity of the local environment.

- **Integration with future development on adjoining properties**

The layout of the development offers vehicular links to the north where the Government Road abuts farming land. This allows for potential future expansion of the industrial area to the north.

The electricity easement and railway line provide a buffer to the existing smaller light industrial land to the west. Links to this road are not considered appropriate given the constraints, namely the railway line.

Princes Drive provides separation of the site from the development to the south. The proposed reservation surrounding Plough Creek buffers the existing National Foods site.

The layout and land use will not limit future expansion of surrounding undeveloped land, if required at a later stage. It offers appropriate links and buffers where necessary.

3.3 Infrastructure Services

- **A Stormwater Management Plan detailing the collection and treatment of stormwater including the size and location of all drainage system components.**

A Stormwater Management Plan has been prepared by Water Technology and forms part of this submission (Appendix 6). The recommendations within the report have been incorporated into the development plan to ensure best practice stormwater management. The development will result in an inherent benefit to Plough Creek which is currently in a severe state of degradation.

Downstream of the site Plough Creek flows in a northerly direction through Morwell, joining with Wades Creek and eventually entering the Latrobe River. The Latrobe River discharges into the Gippsland Lakes system which has a high environmental and economic values. Hence improving water quality inputs to these receiving waters is a high priority.

There is a draft Land Subject to Inundation Overlay (LSIO) proposed for the Plough Creek catchment area. The Water Technology report resolves that the bounds of this draft LSIO should be modified, which is further outlined in the previous submission for rezoning of the subject land. Water Technology worked closely with the Catchment Management Authority to ensure all water course and inundation issues were categorically addressed in the design.

- **The provision of an integrated drainage scheme for the area that incorporates water sensitive urban design principles for improved sustainability and flood mitigation.**

There is an excellent opportunity to greatly enhance the environmental and recreational values of Plough Creek as part of the proposed development. By incorporating the principals of WSUD, it is possible to put in place best practice management techniques to ensure minimal impact on water quality in Plough Creek whilst providing improved ecological and landscape outcomes. A combination of swales, bioretention systems and stormwater treatment ponds have been proposed to treat stormwater to best practice levels. A substantial amount of land has been set aside as public open space and can accommodate some of the required WSUD features however further treatments are required within road reserves and some private allotments as shown on the Development Plan at Appendix 1.

In order to reduce the pollutants entering Plough Creek, a series of swales are indicated within the centre median. Extensive works, including provision of a new pond will occur along the creekline. The proposed swales and pond will provide an aesthetically pleasing water quality treatment system. Appropriate planting of the swales and pond system as well as the creek channel and banks will rehabilitate the on-site Plough Creek waterway, potentially providing significant habitat benefits.

The development plan satisfies required water quality objectives whilst enhancing the environmental and amenity values of the on-site waterways.

- **A traffic management plan identifying the hierarchy of the internal road network.**

Vehicular access to the subject land is limited to Princes Drive, and the proposed relocation of a railway crossing in the north-west corner providing access to Alexanders Road and Crinigan Road. A north-south road provides a linkage between the two major access points, and access to the internal road network. Road hierarchy is primarily determined by road widths and differing street tree planting. A Traffic Engineering Assessment has been undertaken and is contained within Appendix 5.

- **The location of any major infrastructure easements that exist or are required.**

There is a major electricity easement within the western boundary, and a centrally located sewerage easement. Both of these easements are included in the plan. They will remain unchanged. No additional major easements are required

- **An indicative plan of utility services showing all services located underground and the location of utility infrastructures.**

The wide road reserves are easily capable of accommodating all reticulated services underground. Indicative locations of all utility infrastructure are shown on the Streetscape Detail Plan (Appendix 2).

3.4 Landscape Plan

- **A full vegetation survey and condition statement as part of the landscape concept for the site.**

A detailed ecological report was prepared by Biosis Research Pty Ltd (February 2007) as part of the rezoning process. This report stated in part:

Page 4:

“The subject land itself has very little value for native flora or fauna, and poses few ecological constraints to development. Apart from the dams on Plough Creek, no vegetation within the study area is considered to be an extant EVC or meet the threshold for assessment (>25% cover of native species) under the habitat hectare methodology of DSE”

Page 5:

“The remnant But But tree should be retained if possible.”

The proposal provides for the retention of the dams and But But tree, which are located within the proposed reserve.

- **A landscape design and theme for the site, including public open space, buffer areas and road reserves taking into account existing vegetation and the desire to develop high quality industrial areas.**

A Landscape Concept Plan has been prepared for the site. The aims of the landscape plan are to restore the degraded creek, create linkages throughout the site and the surrounding neighbourhood, create high quality streetscape with an indigenous/native planting palette and to create high quality legible landscapes.

Features of the landscape include a wide entrance boulevard incorporating tall canopy trees, WSUD swales, traffic calming points and meandering pathways and the restoration of Plough Creek to reduce erosion, include indigenous grasses, shrubs and trees capable of providing habitat and removing nutrients from the creek and surround. Additionally each street will feature a single species of tree providing a distinct feel and indicating a road hierarchy.

Example of a central swale



3.5 Native Vegetation

- **A 'Net Gain' assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action, including how it is proposed to provide, manage and protect any necessary offsets.**

To comply with the State Government Net Gain policy, as contained within Victoria's Native Vegetation Framework (NRE 2002), a development proposal must demonstrate that the 3-step process has been followed (avoid removal of native vegetation, minimise unavoidable losses and only then provide appropriate offsets). To achieve this objective, the loss of native vegetation, either within the dams or the But But tree has been avoided. There are large areas of reserve around the subject vegetation to ensure that it will not be disturbed by the development.

3.6 Cultural Heritage

- **A cultural heritage assessment is to be prepared consistent with the requirements set by Aboriginal Affairs Victoria.**

According to the *Aboriginal Heritage Regulations 2007* there is a section of the activity area that is located within a specified area of cultural heritage sensitivity. A named waterway 'Plough Creek' intersects the activity area and is identified as culturally sensitive and is therefore a trigger under the Act (r. 23 (1)). Under the Regulations, a cultural heritage management plan is required if the activity lies within a specified area of cultural sensitivity and is a high impact activity. A high impact activity is one that would result in significant topsoil disturbance and involves a use of land specified in the regulations. Industrial development is a specified high impact activity under Regulation 46 (2).

A Cultural Heritage Management Plan (No. 10057) has been prepared (see Appendix 8). Tardis and the proponents worked hand in hand with the AAV and local Aboriginal groups to secure the endorsed CHMP and it is considered that the site can now be developed in accordance with that Plan. The Development Plan addresses all relevant issues raised in the CHMP and has been prepared in accordance with those recommendations.

3.7 Management Plan

- **A management plan for the protection of sites of environmental, heritage or archaeological significance during construction and development of the site.**

[REDACTED]

[REDACTED]

The mandatory requirements specified within the Cultural Heritage Management Plan will be adhered to.

3.8 Flooding

- **A detailed report to identify, consider and mitigate flooding issues.**

There is a draft Land Subject to Inundation Overlay (LSIO) proposed for the Plough Creek catchment area. The Water Technology report (See Appendix 6) resolves that the bounds of this draft LSIO should be modified, which is further outlined in the previous submission for rezoning of the subject land. The development itself will have a negligible impact on flooding given the marginal increase in flood level off-site and the increase in floodplain storage.

3.9 Plough Creek Environment

- **An assessment of the environmental issues affecting the Plough Creek and its surrounds.**

Environmental issues surrounding Plough Creek are discussed in detail within the supporting stormwater and ecological reports (see Appendix 6 and 4). To reiterate, Plough Creek is considered to be in relatively poor stream health due to unrestricted stock access and the comprehensive removal of vegetation has led to bank-stability issues along with water quality concerns. It is considered to have limited environmental value (physical and ecological) as the waterway is severely degraded.

The Development Plan encompasses the creekline and environs with a substantial linear reserve. This offers ample space for re-engineering works and subsequent landscaping to enhance the quality of the waterway. It is envisaged that the open space network surrounding Plough Creek will evolve into a significant local asset for passive and active recreation.

The restoration of the creekline will involve the planting of a range of species, from indigenous grasses within the ephemeral zone for the stabilisation of the banks, provision of habitat and the uptake of nutrients through to tall trees also for bank stabilisation, habitat and amenity.

An example of a degraded creek prior to restoration



The above creek after restoration



3.10 Amenity

- **Measures necessary to protect the amenity and surrounding properties and the safety of the public.**

Apart from the rural properties to the north and east, the subject land is located within an established industrial area. This aside it is considered important to screen boundaries with vegetation to ensure an attractive view of the site from external areas. The Development Standards specified at section 4 below require that screening landscaping be planted and maintained along Alexanders Road, Plough Creek and the adjoining agricultural land. The layout of the subdivision and Design Standards ensure high levels of surveillance over public areas to ensure safety and landscaping within public areas will also ensure safe inviting spaces.

4. Development Standards

A permit is required for the use and development of the proposed allotments. The development must be in accordance with the following Development Standards. The Design Response Plan at Appendix 7 indicates an example of appropriate development.

4.1 Landscaping

- A landscaping strip of a minimum 3 metres wide must be provided along and within the frontage and at least 3 metres wide along and within a side street boundary.
- Trees or shrubs should be included as part of the landscaping treatment to the frontage of the lots.
- Sympathetic landscaping and screening must be provided for the side and rear of lots facing Alexanders Road, Plough Creek and the adjoining agricultural land to the north and east of the precinct.
- Planting should have a strong element of indigenous and native species where possible.



Landscaping within the front setback including trees





Absence of landscaping within the front setback



Provision of Screening to the side and rear of buildings





Insufficient or lack of landscaping along the sides and rears of buildings



Large parking areas broken up with canopy trees



4.2 Buildings & Parking

- Car parking shall not be provided in the landscape setback area.
- Visitor car parking should be located at the front of the site to encourage use of the parking area.
- All buildings must be set back at least 15 metres from the frontage and at least 3 metres from the side street boundary.
- Contemporary and creative architecture is encouraged in the design, built form, style and finishes. The façade of all buildings must be treated to the satisfaction of the responsible authority.
- Floor area coverage of buildings must not exceed 60% of the overall site area.
- Loading and service functions will be sited to the side or rear of premises and appropriately screened to address any visual amenity issues.
- External storage areas and garbage receptacles must be screened and adequately distanced from sensitive uses.
- All driveways and car parking areas at the front of the site must be constructed of an impervious all-weather seal coat such as concrete or bitumen and drained to the satisfaction of the responsible authority.
- All structures on rooftops, including air conditioning units and fans, must be appropriately screened to address any visual amenity issues.
- Development of the site must enable vehicles to move to and from the site in a forward direction.



Generous front setback with substantial landscaping





Building with insufficient front setback and lack of street address



4.3 Signage

- Use of a unified signage theme with modern appearance is to be used throughout the subdivision.



Attractive modern signage



4.4 Fencing

- Front fences should be no greater than 1.2m in height and should be visibly permeable.
- Where a lot is located on a corner and a side boundary abuts a road or open space, fencing should be visibly permeable and coloured in muted tones to blend with the landscape.
- Use of cyclone mesh fencing and barbed wire is not permitted.



No front fence



Permeable and appropriately coloured side fence





Use of Cyclone Mesh Fencing



4.5 **Water Sensitive Urban Design**

- The use of water tanks to capture rainwater runoff from roofs is strongly encouraged.
- Use of water sensitive urban design aspects within car parking areas should be utilised where possible.



Use of water sensitive urban design within carparks





Lack of landscaping and water sensitive urban design in parking area



5. Appendix 1 – Overall Development Plan

6. Appendix 2 – Streetscape Detail Plan

7. Appendix 3 – Landscape Concept Plan

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