

# MORWELL TRARALGON EMPLOYMENT CORRIDOR INVESTMENT MASTERPLAN

LATROBE CITY COUNCIL AND DELWP | JANUARY 2020

Urban Enterprise

Urban Planning, Land Economics, Tourism Planning, Industry Software

[www.urbanenterprise.com.au](http://www.urbanenterprise.com.au)



## **AUTHORS**

Paul Shipp

Todd Ainsaar

Joe Lynch (TGM)

Kristen Wilkes (Ethos Urban)

Jodie Place (Traffix)

## **Urban Enterprise**

**Urban Planning, Land Economics, Tourism Planning & Industry Software**

Level 1, 302-304 Barkly Street, Brunswick, 3056

(03) 9482 3888

[www.urbanenterprise.com.au](http://www.urbanenterprise.com.au)

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## EXECUTIVE SUMMARY

This Investment Masterplan (**Masterplan**) represents Stage 2 of the Morwell Traralgon Employment Corridor (MTEC) Investment Masterplan project, building on the findings and directions of the Background Report (May 2018) and input provided by Latrobe City Council and DELWP. This Investment Masterplan also builds on the land use recommendations as outlined in the Traralgon West Structure Plan, to facilitate the development of the MTEC as a major regional employment hub and the joining of Morwell and Traralgon.

The MTEC is a very large area of land located to the immediate north of the Princes Highway between the urban areas of Morwell and Traralgon. Key existing land uses include the Latrobe Regional Hospital, the Latrobe Regional Airport, Lion Foods, a car dealership sales cluster, rural living and low-density residential land and farming land.

MTEC has the potential to accommodate a range of land uses and provides the opportunity to develop a regionally significant employment precinct in the Gippsland region to leverage from the resource and value-add strengths of Latrobe and the Princess Highway corridor.

### PROPOSED LAND USE AND ZONING

A number of land uses are proposed for the MTEC. Proposed land uses and allocated zoning are summarised in **table 1** and shown on the land use masterplan on the following page.

**TABLE 1** PROPOSED LAND USE AND ZONING

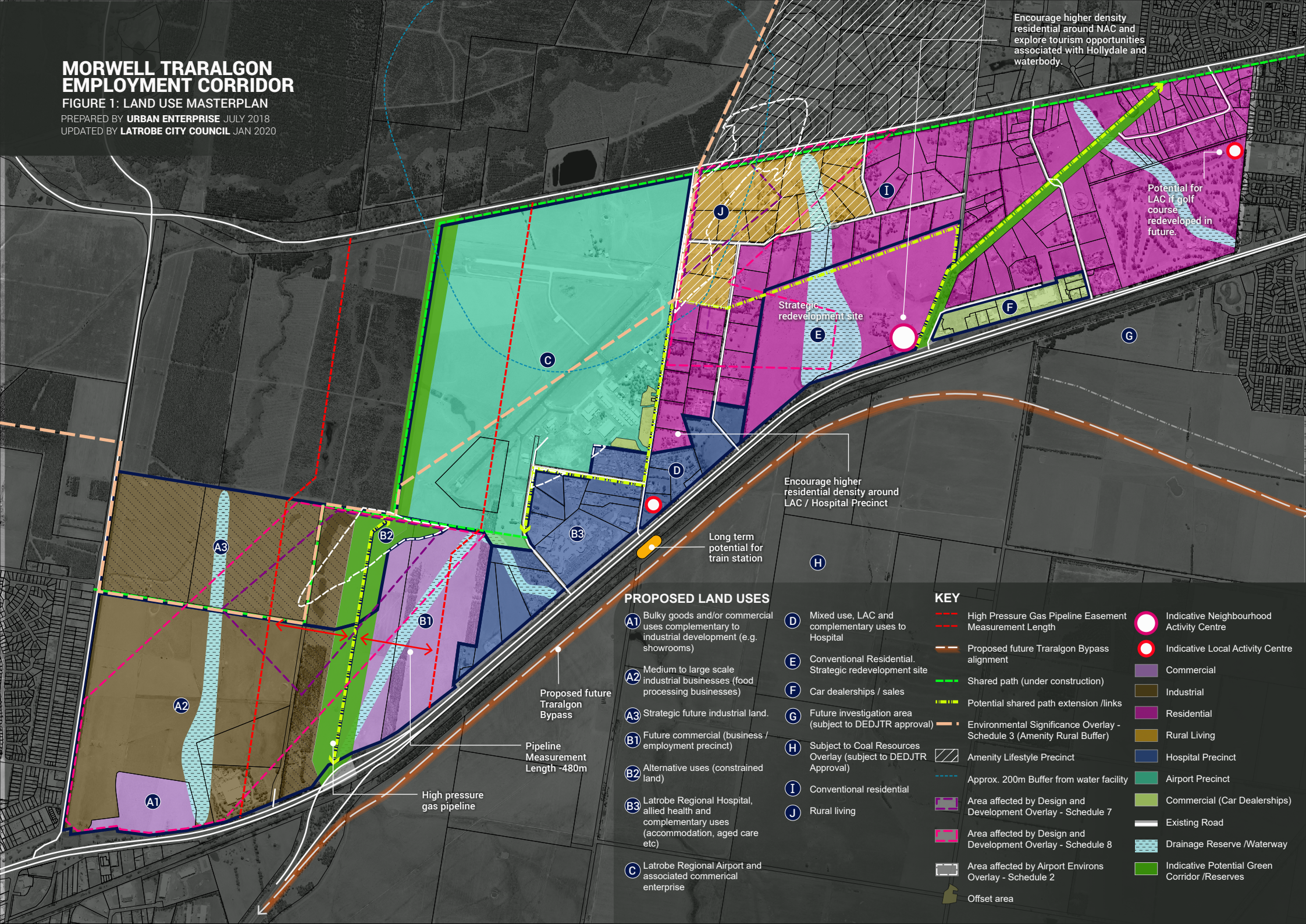
Precinct	Existing Zone	Proposed land use	Proposed Zone(s)
A1	C2Z	Commercial land designated for bulky goods or commercial uses complementary to the industrial precinct.	C2Z
A2	IN1Z	Medium to large scale industrial businesses including related to food and fibre.	IN1Z
A3	FZ	Future industrial land as a natural expansion of precinct A2.	IN1Z
B1	FZ	Future commercial, business and employment precinct.	C2Z
B2	FZ	Constrained land considered for alternative uses such as recreation or open space.	C2Z
B3	RLZ & PUZ	Latrobe Regional Hospital, allied health and complementary uses (accommodation, aged care etc.).	SUZ & PUZ
C	SUZ	Latrobe regional airport and associated commercial enterprise in line with the Latrobe Regional Airport Masterplan.	SUZ
D	RLZ	Mixed Use, LAC and complementary uses to Latrobe Regional Hospital.	SUZ
E	FZ	Conventional residential (strategic redevelopment site).	UGZ (preferred) or GRZ with DPO
F	SUZ	Car dealerships/ sales cluster.	SUZ
G	FZ	Affected by ESO. Future Investigation Area (Subject to DEDJTR approval).	N/A
H	FZ	Area subject to Coal Resources Overlay	FZ
I	RLZ / LDRZ	Conventional residential.	UGZ (preferred) or GRZ with DPO
J	RLZ	Rural living.	RLZ



# MORWELL TRARALGON EMPLOYMENT CORRIDOR

## FIGURE 1: LAND USE MASTERPLAN

PREPARED BY URBAN ENTERPRISE JULY 2018  
 UPDATED BY LATROBE CITY COUNCIL JAN 2020



Encourage higher density residential around NAC and explore tourism opportunities associated with Hollydale and waterbody.

Potential for LAC if golf course redeveloped in future.

Strategic redevelopment site

Encourage higher residential density around LAC / Hospital Precinct

Long term potential for train station

Proposed future Traralgon Bypass

Pipeline Measurement Length -480m

High pressure gas pipeline

### PROPOSED LAND USES

- A1** Bulky goods and/or commercial uses complementary to industrial development (e.g. showrooms)
- A2** Medium to large scale industrial businesses (food processing businesses)
- A3** Strategic future industrial land.
- B1** Future commercial (business / employment precinct)
- B2** Alternative uses (constrained land)
- B3** Latrobe Regional Hospital, allied health and complementary uses (accommodation, aged care etc)
- C** Latrobe Regional Airport and associated commercial enterprise
- D** Mixed use, LAC and complementary uses to Hospital
- E** Conventional Residential. Strategic redevelopment site
- F** Car dealerships / sales
- G** Future investigation area (subject to DEDJTR approval)
- H** Subject to Coal Resources Overlay (subject to DEDJTR Approval)
- I** Conventional residential
- J** Rural living

### KEY

- High Pressure Gas Pipeline Easement
- Measurement Length
- Proposed future Traralgon Bypass alignment
- Shared path (under construction)
- Potential shared path extension /links
- Environmental Significance Overlay - Schedule 3 (Amenity Rural Buffer)
- Amenity Lifestyle Precinct
- Approx. 200m Buffer from water facility
- Area affected by Design and Development Overlay - Schedule 7
- Area affected by Design and Development Overlay - Schedule 8
- Area affected by Airport Environs Overlay - Schedule 2
- Offset area
- Indicative Neighbourhood Activity Centre
- Indicative Local Activity Centre
- Commercial
- Industrial
- Residential
- Rural Living
- Hospital Precinct
- Airport Precinct
- Commercial (Car Dealerships)
- Existing Road
- Drainage Reserve /Waterway
- Indicative Potential Green Corridor /Reserves



## INFRASTRUCTURE

Current infrastructure generally has some capacity to support future development and growth in the MTEC. However, any proposed substantial development or heavy energy industry user definitely requires a significant investment in infrastructure. A range of major infrastructure projects will be required to support development of the MTEC for urban purposes.

Key future infrastructure upgrades include:

- Transport and Movement infrastructure:
  - New signalised intersections along Princes Freeway and Princes Drive, including at Precinct A1 and Precinct E/F associated with location of NAC;
  - Potential long-term signalised intersections, post completion of Traralgon Bypass;
  - New connector roads and bridges/culverts where applicable;
  - Channelised left and right turn treatments on Old Melbourne Road; and
  - Shared paths.

The *Morwell-Traralgon Employment Corridor and Surrounds Servicing Strategy 2019* highlights the need to do further work with the Department of Transport (DoT) around the proposed new intersections identified on the transport and movement plan.

This work is only required for any new or proposed intersections.

- Water and Sewer Infrastructure:
  - New future sewer gravity pumps;
  - New future sewer rising mains; and
  - New future sewer pump stations.

Gippsland Water requires further consultation with stakeholders (especially Council) on the scope of the corridor's proposed development in order to prepare a servicing strategy. Gippsland Water advised that their water and wastewater

treatment plants are nearing capacity and would require major upgrades. Preparation of a servicing strategy will be critical to the development of MTEC.

**Table 2** identifies broad staging of infrastructure delivery for each precinct based on land ownership and infrastructure needs.

**TABLE 2** PRECINCT STAGING

Precinct	Recommended Staging
A1	Short-medium
A2	Short-medium
A3	Medium-long
B1	Medium - long
B2	Constrained
B3	Short-medium
C	Medium-long
D	Short-medium
E	Short-medium
F	Short-medium
G	Future Investigation (medium-long)
H	Constrained
I	Medium-Long
J	Long

Short term catalyst projects required to facilitate urban development include:

- Water Treatment Plant Upgrade;
- Wastewater Treatment Plant Upgrade;
- Signalised intersection at Princes Drive and Precinct A1;
- Signalised intersection at Princes Highway and Precinct E (Bradford Drive); and

- Development of a Neighbourhood Activity Centre in Precinct E.

Infrastructure funding will be the responsibility of developers, Council and service agencies. Various infrastructure funding mechanisms have been proposed for each precinct, including Section 173 Agreements, DCPs, ICPs and permit conditions. These are outlined in Section 5.

## ECONOMIC CLUSTERS

The profile of the MTEC presents the opportunity to support a number of industry clusters which could elevate the economic importance, output and value-added within the Corridor and provide competitive advantages for existing and new businesses to be located in Latrobe City. Cluster opportunities include:

- Food processing cluster: Precinct A2;
- Health and complementary uses cluster: Precincts B3 and D;
- Retail, tourism and hospitality cluster: Precinct E;
- Aviation cluster: Precinct C; and
- Car sales cluster: Precinct F.

## EMPLOYMENT AND ECONOMIC IMPACT

The MTEC has the capacity to be a major centre of economic activity and employment. **Table 3** summarises the estimated ongoing employment impacts through development of employment precincts in MTEC. It is estimated at full development and occupation, these precincts could support 5,623 jobs and generate economic output of \$2.5 billion.

**TABLE 3** EMPLOYMENT AND ECONOMIC IMPACT

Precinct	Jobs	Wages and Salaries	Output
A	2,012	\$165 m	\$1.4 b
B	2,826	\$208 m	\$974 m
D	518	\$33 m	\$68 m
E - NAC	200	\$8 m	\$21 m
F	67	\$3 m	\$7 m
<b>Total</b>	<b>5,623</b>	<b>\$417 m</b>	<b>\$2.5 b</b>

## IMPLEMENTATION

This masterplan provides an implementation plan, identifying actions, priorities, responsibilities, partners and outcomes to progress development of the MTEC. Top priorities include:

**TABLE 4** IMPLEMENTATION

No.	Action	Priority	Status
1	Adopt the Masterplan	1	Complete 3 September 2019
2	Update the Latrobe Planning Scheme to reflect the land use directions of the Masterplan.	1	Underway – Amendment C115
3	Prepare and introduce a streamlined planning permit process for uses which are generally in accordance with the Masterplan.	1	Complete
4	Work with Gippsland Water to inform preparation of a Servicing Strategy for the Precinct.	1	Complete. 2019 Servicing Strategy considered all comments for servicing



			agencies and authorities
5	A Gas Pipeline Safety Management Study (SMS) will need to be carried out prior to any development or rezoning of the land – given the change in land use classification. The recommendation of the SMS will need to feed into any rezoning/structure planning process. The cost of any such SMS would be borne by the agent of change (i.e. developer).	2	When land is rezoned that is affected.
6	Work with the VPA to identify opportunities for catalyst infrastructure items to be co-funded using proposed State government infrastructure financing programs once available.	1	Complete. VPA have undertaken work and LVA have prepared a report. Awaiting this report to be released.
7	Prepare a bushfire risk assessment for the MTEC.	1	Complete. December 2018. Morwell-Traralgon Employment Corridor Investment Masterplan: Bushfire Planning Considerations Report

8	Ensure that the activity centre network set out in the Masterplan is reflected in any future Retail Strategy for the municipality.	1	Complete. Draft Retail Strategy endorsed by Council at 3 June 2019 Ordinary Council Meeting
9	Oversee completion of a continuous shared path network through Precincts A and B to the Hospital and Airfield Road.	1	Underway
10	Undertake in conjunction with the Department of Transport a Morwell-Traralgon Movement and Transport Strategy	1	Commenced 2019

# 1. INTRODUCTION

## 1.1. ENGAGEMENT

Urban Enterprise was engaged by Latrobe City Council to prepare an Investment Masterplan for the Morwell-Traralgon Employment Corridor (**MTEC**).

This Investment Masterplan (**Masterplan**) represents Stage 2 of the project, building on the findings and directions of the Background Report and input provided by Latrobe City Council and DELWP.

## 1.2. STUDY AREA

The MTEC is a large tract of land located to the immediate north of the Princes Highway between the urban areas of Morwell and Traralgon.

The study area and precincts are shown in **0**. The study area is bounded by Alexanders Road to the west, the eastern boundary of the Traralgon Golf Course to the east, the Princes Highway to the south and Old Melbourne Road to the north. This area is collectively referred to as the MTEC.

Within the study area, there are six key precincts for investigation (Precinct A - F). A further three precincts are located outside of the study area for which broad recommendations are also made on the basis of their strong physical relationship to land in the MTEC (Precincts G, H and I).

The study area did not show or originally include property at Walshs Road, Traralgon (Lot 2 PS 639699) but has been included in the Master Plan in response to a submission received.

## 1.3. HISTORY AND CONTEXT

Planning for the area between Morwell and Traralgon has gone through a number of iterations over a long period of time, with a variety of proposals and land use

options considered. As early as 1947, much of the MTEC was proposed to be used for industrial purposes as part of planning for the Latrobe Valley Development.

The approval in August 2017 of Amendment C87 to implement the findings of the Traralgon Growth Areas Review and the Traralgon West Structure Plan provides clear strategic and policy direction for the establishment of a continuous urban corridor between Traralgon and Morwell. This approval provides stimulus and momentum for the preparation of this Investment Masterplan, which seeks to take a vision and direction forward to an investment ready area, an important step in the complex history of this area.

The MTEC has been the subject of a number of planning studies, most recently the Traralgon West Structure Plan (2013), which provides the guiding land use recommendations for the precinct. The Traralgon West Structure Plan recommended a number of precinct specific employment and land use development opportunities for MTEC.

The MTEC project builds on the land use recommendations as outlined in the Traralgon West Structure Plan, to facilitate the development of the MTEC as a major regional employment hub and the joining of Morwell and Traralgon.



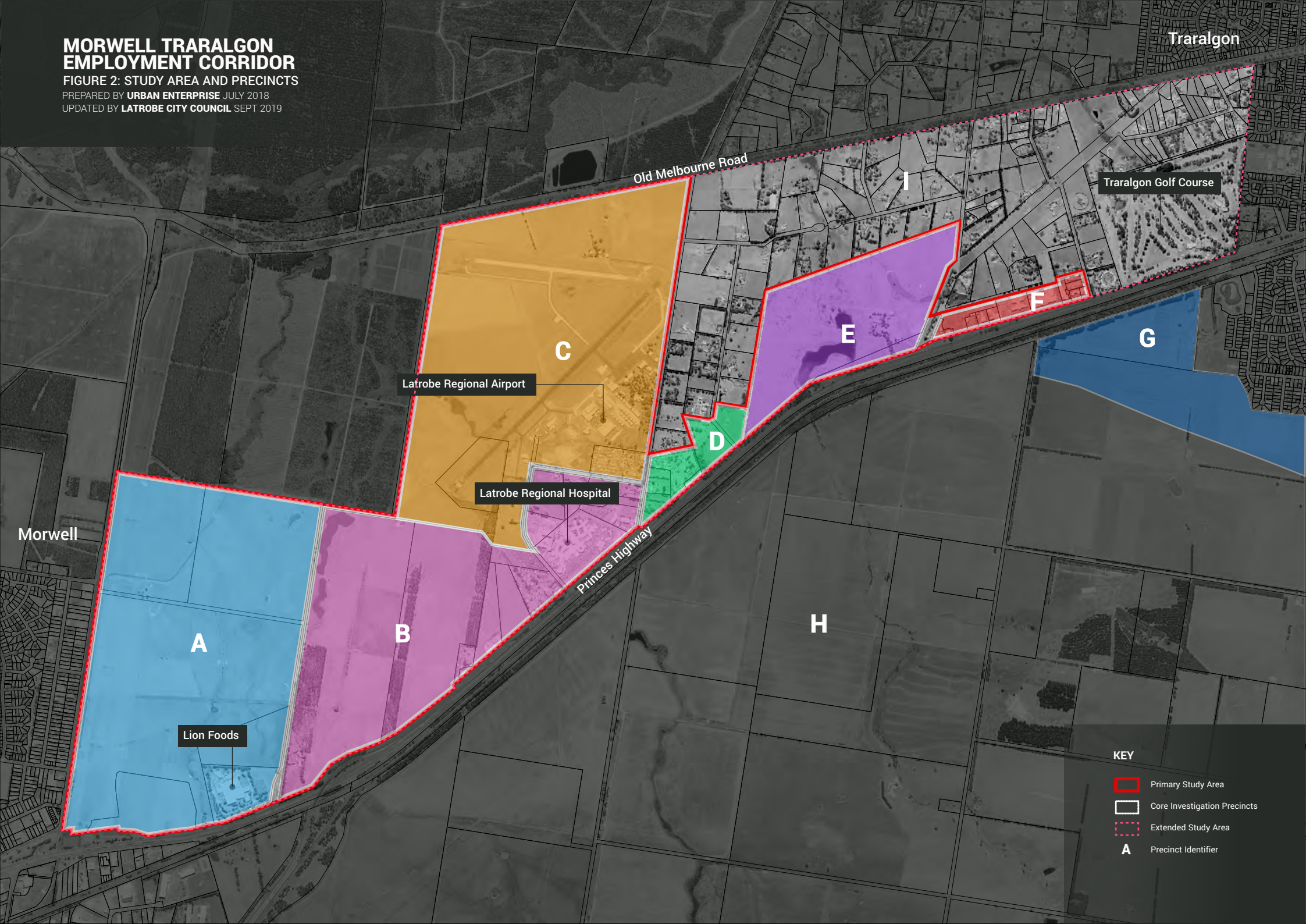
Latrobe Valley Development Map, 1947.







# MORWELL TRARALGON EMPLOYMENT CORRIDOR

## FIGURE 2: STUDY AREA AND PRECINCTS

PREPARED BY **URBAN ENTERPRISE** JULY 2018  
UPDATED BY **LATROBE CITY COUNCIL** SEPT 2019



### KEY

-  Primary Study Area
-  Core Investigation Precincts
-  Extended Study Area
-  Precinct Identifier

## 2. LAND USE

### 2.1. INTRODUCTION

The MTEC is a very large area that has the potential to accommodate a range of land uses and provides the opportunity to develop a regionally significant employment precinct in the Gippsland region to leverage from the resource and value-add strengths of Latrobe and the Princess Highway corridor.

This section sets out the proposed land use vision for each major land use type, drawing on analysis presented in the background report and technical reports prepared on planning, infrastructure and traffic matters.

### 2.2. INDUSTRIAL

The western section of the MTEC is well suited to industrial land uses (subject to delivery of infrastructure upgrades). Importantly, this area provides the opportunity for an economic cluster of manufacturing uses in this location, as well as the opportunity to accommodate businesses which require separation from sensitive uses.

There is a relative lack of alternative industrial land supply in Latrobe that is located within an urban area and which could accommodate medium to long term business growth, particularly for large format businesses seeking ready access to high capacity infrastructure and opportunities for economic clustering.

The recent announcement that the State Resources Overlay (SRO) will be removed from industrial land within the Firmins Lane industrial precinct (south of the Princes Freeway), will somewhat alleviate the restricted industrial land supply issue. Nevertheless, the MTEC is well suited to accommodate the large format industrial land requirements of both Morwell and Traralgon over the medium to long term.

The Masterplan protects long term industrial land supply needs, considering the potential development constraints associated with flooding, utility easements, height controls and vegetation in the western part of the Corridor.

[The Masterplan allocates land in the western section of the MTEC for industrial use, consistent with the Traralgon West Structure Plan.](#)

### 2.3. ACTIVITY CENTRES

The location and type of retail demand in the MTEC is expected to differ considerably in the western and central parts of the Corridor compared to the east.

Proposed employment uses in the western and central parts of the MTEC will generate demand for retail goods and services such as convenience retail, cafes, restaurants, and take away food, office supplies, retail services, child care, banking and gymnasiums. These services will primarily be required during daylight hours on week days, however the health and tourism related uses central to the precinct will also generate demand during other times.

A specialised Local Activity Centre is planned for Precinct D to primarily serve businesses, employees and visitors, including a small supermarket, takeaway food, cafes, some commercial floorspace (e.g. banking, gymnasium, etc.) and community facilities such as child care, supported by complementary uses in the Precinct and the adjoining Precinct D such as aged care, medical uses and accommodation which supports the existing Hospital and employment roles of the area.

The proposed residential area in the eastern part of the MTEC is poorly serviced by existing retail centres and will require a Neighbourhood Activity Centre (NAC) with a full line supermarket, specialty shops and ancillary commercial floorspace of the type typically provided in a residential growth area.



The Masterplan provides for:

- A NAC in Precinct E at the corner of Princes Highway and Bradford Drive to meet residential demand; and
- A specialised Local Activity Centre adjacent to the Latrobe Regional Hospital to meet the needs of businesses, employees and visitors.

## 2.4. LARGE FORMAT COMMERCIAL

The existing land supply within the Commercial 2 Zone in Morwell (MTEC) and Traralgon is sufficient to accommodate long term bulky goods demand within the catchment.

Ongoing development of the MTEC will lead to opportunities to accommodate other large format commercial uses, such as:

- Service stations, car washes and take-away food, given the high exposure and accessibility along with Princes Highway corridor;
- Car sales within the existing cluster of car sales businesses at the eastern end of the MTEC;
- Showrooms associated with trade supplies and other products; and
- Larger format recreation, health and accommodation uses such as gyms, hotels and medical centres.

The Masterplan makes allowance for these types of uses to be located in areas of high exposure to the Highway but not necessarily within areas currently dedicated for bulky goods. Co-location with future activity centres is provided for, however a continuous commercial frontage along Princess Highway is discouraged.

The eastern end of the MTEC is considered a suitable location for the ongoing land use as a car sales cluster.

The Masterplan recommends changes to the planning controls for C2Z land in Precinct A to allow commercial uses other than bulky goods, including for offices and showrooms complementary to the industrial precinct.

Precinct D is recommended to include a Local Activity Centre as discussed in Section 2.3, although not suited to large format commercial, uses such as gymnasiums and health may be accommodated in this precinct.

A particular opportunity exists to utilise land in Precinct B to accommodate a range of employment and commercial uses to capitalise on the excellent exposure and accessibility to the Princes Highway, interfaces with the Hospital precinct, the Airport and industrial land to the west and to accommodate a land use transition between larger format industrial uses to the west and finer grain retail and health related uses to the east. As this area contains the high-pressure gas pipeline easement, sensitive land uses are not permissible. APA's preferred position is that the following land uses should be located outside the pipeline measurement length:

- Aged care facilities;
- Retirement villages;
- Child care / family day care centres;
- Cinema based entertainment facility;
- Schools or other corrective institutions;
- Hospitals and medical centres;
- Place of assembly or worship;
- Retail premises;
- Service stations/centres;
- Higher density residential uses; and
- Other uses as determined by the relevant decision maker, as substantially used by community members unable to protect themselves from the consequences of pipeline failure.

APA requires a Safety Management Study (SMS) to be undertaken prior to any rezoning or development. This is included as a key action in the implementation plan.

The Masterplan provides for three main areas of large format commercial uses in strategic locations within Precincts A, B and F.

## 2.5. OTHER LAND USES

The Masterplan also responds to the specific opportunities within the MTEC to accommodate a range of other uses supported by existing infrastructure and land uses, including:

- Health and related uses (education, research and aged care) which complement the existing Latrobe Regional Hospital;
- The presence of Latrobe Regional Airport provides opportunity for the intensification of aviation and related uses in this precinct, in line with the Latrobe Regional Airport Master Plan; and
- Tourism and recreation opportunities including open space, accommodation, indoor sports, gymnasiums and hospitality associated with Hollydale Lake.

The Masterplan seeks to capitalise on the strategic advantages and existing assets of the MTEC by identifying potential uses and highlighting locations where private sector investment will be encouraged.

## 2.6. STRATEGIC OPEN SPACE

The masterplan makes provision for potential strategic open space reserves and green corridors utilising encumbered land. This includes land encumbered by restrictive overlays (AE02) and the high-pressure gas pipeline. There also may be potential to utilise large drainage reserves for open space. Strategic open space networks may also provide opportunity for integration of shared paths.

The masterplan does not consider local open space requirements. This would need to be planned for as part of the preparation of any precinct structure plans, masterplans or development plans. Any development would need to be in accordance with Clause 52.01 (Public Open Space Contribution and Subdivision).

## 2.7. LAND USE CONSTRAINTS AND CONFLICTS

A number of land use constraints have been taken into account when establishing the location, scale and type of land uses across the MTEC, particularly:

- Land Subject to Inundation, especially in Precinct A;
- Land within the Measurement Length (ML) of the Tyers – Morwell High pressure Gas Pipeline which must not contain sensitive uses;
- Native vegetation and potential habitat for threatened species in Precinct E, Precinct C and along the southern side of the Princes Highway corridor;
- Bushfire Management Overlay land at the northern and western boundaries of Precincts A and C, and northern boundary of Precinct B;
- Land that has or proposes to have use and/or height controls associated with flight paths for the Latrobe Regional Airport;
- Buffers for the Australian Paper Mill and Wastewater Treatment Plant;
- The State Resources Overlay (SRO) relating to coal resources, affecting Precinct H;
- Precinct G is within the Environmental Significance Overlay (ESO), which constrains development. Removal of the ESO is likely to only occur with construction of the proposed Traralgon bypass, the construction and timing of which is not known; and
- Amendment VC140 makes the State Planning Policy Framework for Bushfire clearer and more directive to enable a resilient response to settlement planning for bushfires. The MTEC is identified as a low risk area<sup>1</sup>, however, a bushfire assessment will need to be completed for the precinct to give greater certainty to future development.
- Potential land use conflict with precincts A2 and A3 with proximity to the residential and future residential areas to the west.

Further, the prospect of land use conflicts has been considered as part of designating land uses across the MTEC. Importantly, the potential land use conflict

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<sup>1</sup> Profile of Bushfire Risk within Latrobe City, July 2015



between the two major existing uses of the Latrobe Regional Airport and the Latrobe Regional Hospital has been considered.

Airports are usually separated from urban areas due to noise and safety issues. Although the Latrobe Regional Airport is located in close proximity to both the Traralgon and Morwell urban areas, the facility has been able to operate successfully in a non-urban “break” for some time. Over time as urban areas are extended, it is common for land use conflicts to arise relating to airports.

In the MTEC, the Latrobe Regional Airport Masterplan sets out the vision for the facility and associated proposed planning controls to support this vision. This provides the opportunity for this Masterplan to strategically plan land uses surrounding the Airport in a way that avoids conflict wherever possible.

While the location, type and development of future land uses has been planned in this Masterplan to minimise potential for land use conflict associated with the Airport, existing uses are less readily “planned”. The Latrobe Regional Hospital is located in close proximity to the Airport and is a major asset for communities across Gippsland and a major source of employment and economic activity within Latrobe City. The health industry is one of the fastest growing in Gippsland in terms of employment and is expected to be central to economic growth across the state in coming years.

Although the Hospital activities include “sensitive uses”, it is understood that these can continue so long as the uses do not encroach into the area to the north of the existing Hospital which is proposed to be impacted by the Airport Environs Overlay 2 as part of Amendment C92.

Although this may somewhat limit expansion opportunities for the Hospital in a northern direction, it is apparent that the Hospital and Airport can continue to operate in close proximity without the need for any significant changes to either operation or location. Given that each of the Airport and Hospital have plans to remain in the current locations and facilitate ongoing growth and investment (which could support complementary private sector economic activity and clustering), the Masterplan provides for these major uses to continue on the current locations and proposes suitable planning measures to (a) protect existing and proposed operations; and (b) encourage complementary uses to locate in close proximity to leverage economic advantages and clustering opportunities.

The Masterplan includes the following main steps to address and manage potential land use constraints and conflicts:

- Drainage corridors are identified which will enable stormwater flows to be managed and remaining land to be developed;
- Retain existing Bushfire overlays and identify areas likely to contain native vegetation and potential habitat areas;
- No sensitive uses are proposed to be located within the Tyers – Morwell High Pressure Gas Pipeline ML – industrial and low-density commercial uses are proposed (subject to preparation of a Safety Management Plan);
- Amendment C92 planning controls have been considered in this Masterplan to ensure future Airport operations are protected from land use conflicts associated with urban development in the MTEC;
- Land in proximity to the Hospital has been identified for future health and complementary commercial uses such as retail, accommodation, research and offices, including providing the opportunity for Hospital expansion away from the Airport;
- Industrial and larger format uses are located in the north and west of the MTEC where buffers to sensitive uses are possible, making use of infrastructure and the paper mill amenity buffer;
- No further development of sensitive land uses within the water facility buffer;
- Design controls related to the development of residential land in close proximity to the airport (proposed through Amendment C92); and
- Surveys may be required to determine the presence of threatened species and ecological communities and assess the extent and quality of native vegetation.
  - Surveys could be conducted at the planning permit stage and should include species identified in the *Biodiversity Assessment: Morwell to Traralgon Employment Corridor, Traralgon Vic.*
  - If native vegetation / ecological communities are present, development would require approval/permit under the following legislation:
    - Commonwealth Environment Protection and Biodiversity Conservation Act 1999;
    - Victorian Environment Effects Act 1978; and

- Victorian Planning and Environment Act 1987.
- If development of Area H is realised, surveys conducted would also need to include the Grey Billy Buttons (*Craspedia Canens*)
- Landscape buffers identified on Structure Plans to reduce any potential conflicts between future and existing industrial/residential land.

## 2.8. BUSHFIRE

In December 2018 a *Morwell to Traralgon Employment Corridor Investment Masterplan – Bushfire Planning Considerations Report 2018* was undertaken as it was one of the key recommendations to progress the Masterplan.

The report considered bushfire risk and, in particular, it addressed Clause 13.02 of the Latrobe Planning Scheme with guidance provided by:

- Bushfire State Planning Policy Am VC140, Planning Advisory Note 68 (DELWP; 2019)
- Local Planning for bushfire protection, Planning Practice Note 64 (DELWP, 2015)

The MTEC Investment Masterplan has an opportunity to prioritise the protection of human life, as it is likely to enhance settlement safety.

**Figure 3** shows the assessment in relation to bushfire risk.

**Table 5** shows the individual bushfire mitigation measures for each individual precinct.

**TABLE 5** BUSHFIRE MITIGATION MEASURES

Precinct	Bushfire Mitigation Measure
A1	Urban infrastructure of the existing development provides extensive 'non-vegetated' areas. Management of undeveloped A2 Precinct by Municipal Fire Prevention.
A2	Inclusion of 100 metre grassland management within the A2 precinct or achieved by agreement with neighbouring land, e.g. roadside management, grassland buffer within precinct or shared with adjacent land (e.g. A3 precinct), transmission line easement, Morwell-Traralgon Shared Pathway.
A3	Land management along the Morwell-Traralgon Shared Pathway (under construction) which runs along the southern boundary of the A3 precinct and in the eastern portion of the precinct. Setback from plantation to the north to be contained within the A3 Precinct and reflected in any future Development Plan and Subdivision Plan for the precinct.
B1	Inclusion of a perimeter road along the interface with B2 precinct. Land management requirements to be applied to land within 100 metres of the northern and western boundaries to achieve a minimal fuel environment consistent with 'defendable space'
B2	Landscape plan required for development that meets the following criteria: Landscaping within 100 metres of the plantation (outside the masterplan area, located to the north) is to meet the classification of 'grassland' from AS3959. No vegetation offsets permitted within B2.
B3	Urban infrastructure of the existing development around the Hospital provides extensive 'non-vegetated' areas.
C	Airport Masterplan to acknowledge that management of the site in minimal fuel conditions provides a necessary buffer between the hazard and Precincts B1-B3, D, E and J. The dependency between this management and the safety it achieves for the nominated Precincts is a key relationship in the Masterplan.
D	The Princes Highway provides sufficient buffer to the south to prevent the spread of grassfire.
E	Urban infrastructure of future development to provide 'non-vegetated areas' and appropriate landscaping. Any future development plan and/or subdivision plan should provide for landscaping to not contribute to bushfire risk, and on-site grassland to be managed during development to ensure all development achieves BAL12.5 or less. Riparian corridors and plantings to meet the requirement of defendable space.
F	Established precinct

	Extensive paved area Structural building controls
<b>G</b>	Whilst in farmland state, to be managed by Municipal Fire Prevention where needed on the interface with existing settlement. Any future development plan and/or subdivision plan should provide for landscaping to not contribute to bushfire risk, and on-site grassland to be managed during development to ensure all development achieves BAL12.5 or less.
<b>H</b>	Whilst in farmland state, to be managed by Municipal Fire Prevention where needed on the interface with existing settlement. Any future development plan and/or subdivision plan should provide for landscaping to not contribute to bushfire risk, and on-site grassland to be managed during development to ensure all development achieves BAL12.5 or less.
<b>I</b>	Urban infrastructure of future development to provide 'non-vegetated areas' and appropriate landscaping. Any future development plan and/or subdivision plan should provide for landscaping to not contribute to bushfire risk, and on-site grassland to be managed during development to ensure all development achieves BAL12.5 or less.
<b>J</b>	Need to achieve a minimum of 60 metres defendable space from the forest/plantation. Minimal development is able to occur in the precinct as there is a need to achieve a minimum of 60 metres defendable space from the forest/plantation. Future subdivision should only be permitted with nominated building envelopes where a building envelope with a maximum construction of BAL12.5 is achieved. Riparian corridor and plantings need to meet requirements of defendable space.

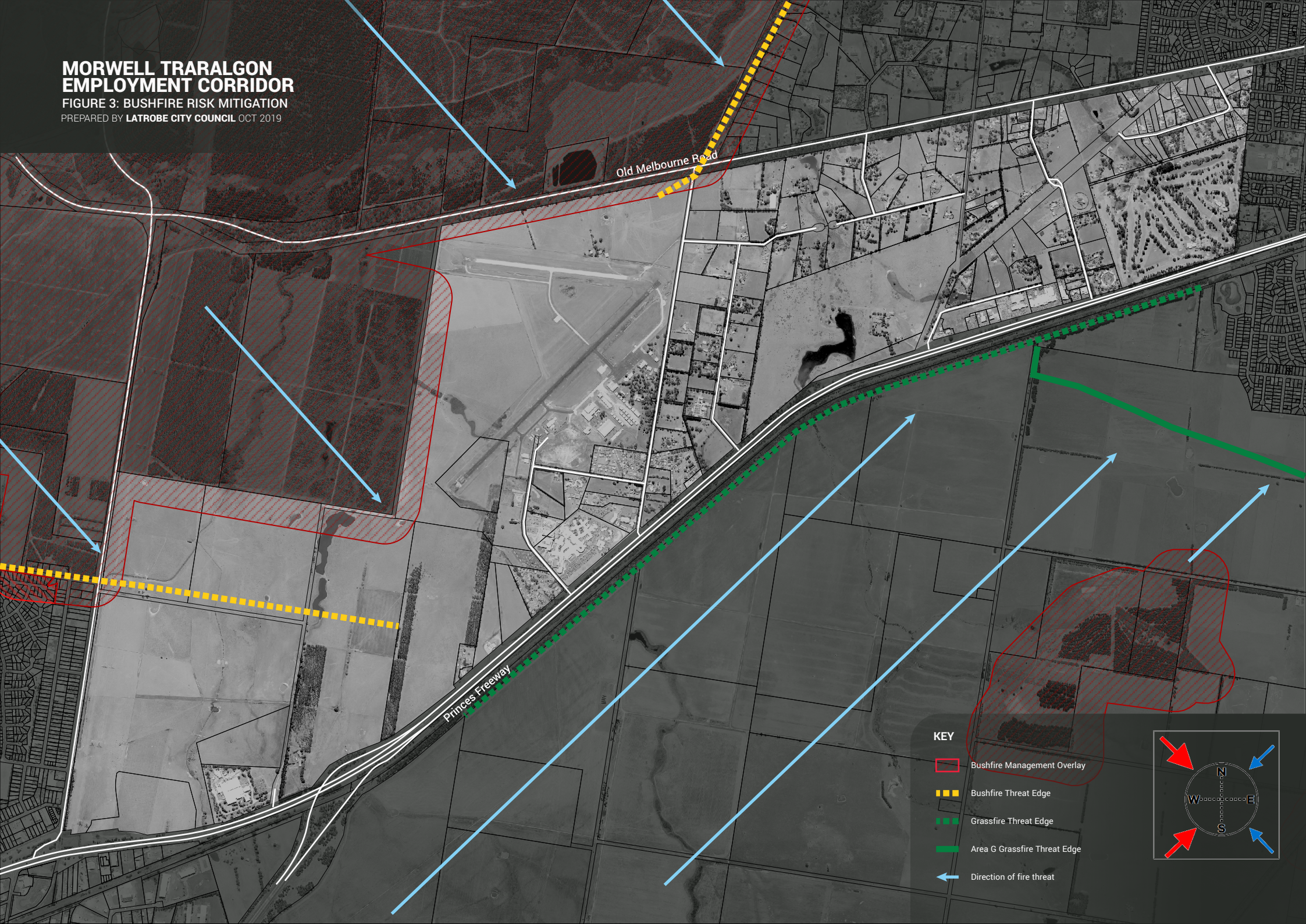
The development of the MTEC Investment Masterplan requires some mitigation measures, in particular, precincts A2, A3, B1, E and I where the risk interfaces with development, but this can be managed through planning permits or controls placed on the land when the land is rezoned.



# MORWELL TRARALGON EMPLOYMENT CORRIDOR

FIGURE 3: BUSHFIRE RISK MITIGATION

PREPARED BY LATROBE CITY COUNCIL OCT 2019





## 2.9. POTENTIALLY CONTAMINATED LAND

A review of the study area has been undertaken in relation to potentially contaminated land using the methodology that is outlined in *Planning Practice Note 30: Potentially Contaminated Land (DSE, 2015)* to identify uses listed as a high or medium potential to be contaminated land.

In reviewing the potentially contaminated land, the following activities have been undertaken:

- Reviewed historic and current land uses by reviewing aerial photos, previous planning scheme iterations, planning permits and building permit data;
- Site visit;
- Identified whether Environmental Audit Overlays (EAOs) apply to the land or whether any Environmental Audits have been carried out in the study area; and
- A review of the priority sites register.

**Figure 4** identifies the sites in the study area which have the potential to have contamination based on current and previous land uses.

**Table 6** details the potentially contaminated sites including the address, existing zone, proposed zone, existing or previous land use and the implications for the MTEC Investment Masterplan.

**TABLE 6** POTENTIALLY CONTAMINATED LAND

No.	Address	Existing or previous land use	Current zone	Proposed Zone in MTEC	Implications
1	1 National Road, Morwell	Industry - Lions Dairy and Drinks	FZ (Amendment C105 – IN1Z)	IN1Z	No further implications
2	Airfield Road, Morwell	Latrobe Regional Airport	SUZ7	SUZ7	No further implications
3	5219 Princes Highway, Traralgon	Petrol Station	RLZ3	SUZ9	As the petrol station is a current land use, if the land use was to change it should be mitigated effectively through the planning permit process.
4	25 Northern Avenue, Traralgon	Nursery	RLZ3	UGZ or appropriate residential zone	As a medium risk, further investigation is needed to determine how the land is being used prior to any future rezoning.
5	5509 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
6	5523 Princes Highway, Traralgon	Previous car	SUZ2	SUZ2	No further implications



	Highway, Traralgon	sales			implications
7	5527 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
8	5533 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
9	5535 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
10	5551 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
11	5567 Princes Highway, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
12	3/7 Coonoc Road, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
13	2/7 Coonoc Road, Traralgon	Car Sales	SUZ2	SUZ2	No further implications
14	1/7 Coonoc Road, Traralgon	Car Sales	SUZ2	SUZ2	No further implications

Property 3 has the potential for an increased amount of sensitive uses. The following measures can be put in place to manage this risk.

- Identification on Latrobe City Council's potentially contaminated land register;
- Apply the Environmental Audit Overlay to the land; and
- For any planning permit for a sensitive use and development that the following requirements be placed on the land:
  - *Prior to the commencement of building and works, a phase 2 environmental site assessment must be undertaken by a suitably qualified environmental professional for land identified as potentially contaminated in Figure 4 of the Morwell – Traralgon Employment Corridor Investment Masterplan 2019. The assessment must provide the following information:*
    - *The nature of the previous and existing land use / activities on the land;*
    - *An assessment of the potential level and nature of contamination on the land*

- *Advice on whether the environmental condition of the land is suitable for the propose use/s and whether an environmental audit of all or part of the land is recommended having regard to the Potentially Contaminated Land General Practice Note June 2005, DSE.*
- *This requirement does not apply to bore holes and excavation associated with an environmental site assessment.*
- *If a phase 2 environmental site assessment recommends an environmental audit of all or part of the land, the following must be submitted to the responsible authority prior to the certification of Stage 2, either:*
  - *A Certificate of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970; or*
  - *A Statement of Environmental Audit issued for the relevant land in accordance with Part 1XD of the Environment Protection Act 1970 stating that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site).*
- *If a Statement of Environmental Audit is provided rather than a Certificate of Environmental Audit and the Statement of Environmental Audit indicates that the environmental conditions of the relevant land are suitable for a sensitive use subject to conditions, the owner of the land must enter into an agreement with the Responsible Authority under section 173 of the Planning and Environment Act 1987 before the construction of a building on the relevant land providing for the:*
  - *Implementation and on-going compliance with all conditions in the Statement of Environmental Audit; and*
  - *The payment of the Responsible Authorities legal costs and expenses of drafting/reviewing and registering the agreement by the owner of the relevant land.*
- Under the new Environment Protection Amendment Act 2018 that the landowner will have the following obligations:

- S. 39 (1) Duty to manage potentially contaminated land; and
- S. 40 (1) Duty to notify of potentially contaminated land.

Property 4 also has the potential for increased sensitive uses on site should it be rezoned, however, this property will require further investigation to confirm whether it is being used in a way that may potentially contaminate the land. It is recommended the following measures can be put in place to manage the risk:

- During the preparation of the Precinct Structure Plan (PSP) or Development Plan (DP) for this area further investigation about the land use, operations and potential contamination should be undertaken in consultation with the EPA;
  - If potential contamination is determined, then a site assessment would need to be undertaken at the PSP/DP stage prior to rezoning.
  - If deemed necessary an EAO or appropriate mechanisms be applied to the land.

There are no foreseen implications for properties 1, 2 and 5 – 14 in relation to potential contamination as there is no increase in sensitive uses proposed.

## **2.10. LAND USE MASTERPLAN**

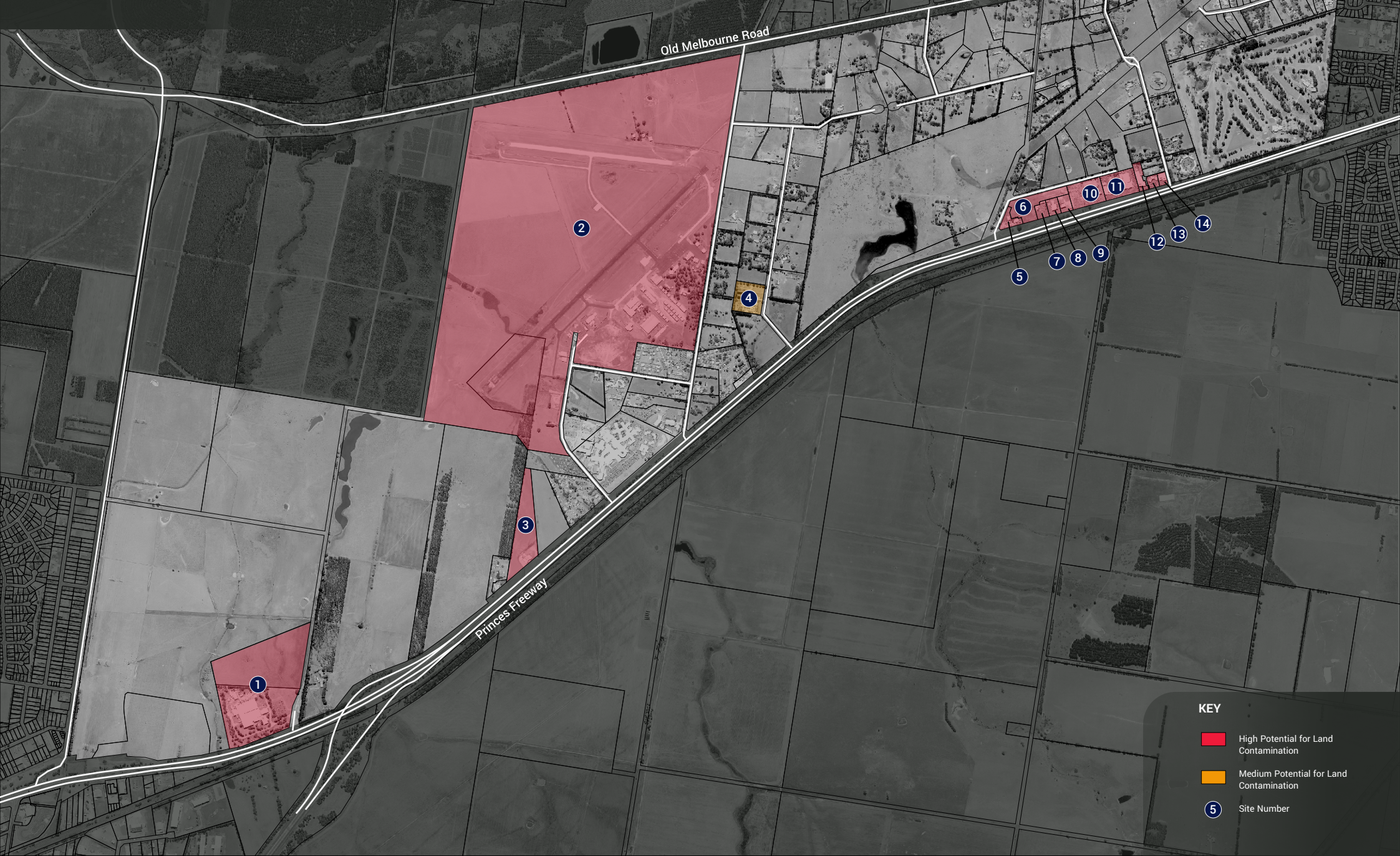
The Future Land Use Masterplan is shown in **Figure 1** (Executive Summary). The Masterplan is supported by an infrastructure assessment, planning recommendations and an implementation plan which follow in subsequent sections of this report.






# MORWELL TRARALGON EMPLOYMENT CORRIDOR

FIGURE 4: POTENTIALLY CONTAMINATED LAND

PREPARED BY LATROBE CITY COUNCIL OCT 2019



## KEY

-  High Potential for Land Contamination
-  Medium Potential for Land Contamination
-  Site Number



## 3. PLANNING AND DESIGN

### 3.1. INTRODUCTION

This section provides details of the proposed implementation of the Masterplan into the planning scheme in terms of planning zones, overlays and urban design principles, as prepared by Ethos Urban.

### 3.2. PLANNING CONTROLS

#### ZONE CONTROLS

To facilitate the direction of the Masterplan, a number of zone changes are recommended as shown in **Table 7** and **Figure 5**.

A key aspect of the corridor will be the growth of employment opportunities for the wider municipality. Land in the south western corner of the corridor currently zoned Farming Zone is proposed to be rezoned to Industrial 1 Zone. This will provide for an increase in industrial based uses complementary to the fibre and food processing clusters that exist within proximity to the precinct.

Closer to the centre of the corridor and within proximity to the existing medical cluster, Farming Zone land is proposed to be rezoned to Commercial 2 Zone, providing for an increase in bulky/larger scale commercial uses that complement both the industrial and medical precincts.

The Latrobe Regional Hospital is currently within the Public Use Zone. This is proposed to remain. The hospital has recently expanded onto the site adjacent to the north-west, this site is proposed to transition to the Public Use Zone.

A collar of SUZ is proposed for the area around the existing Hospital, with the intent for the land to facilitate development of the hospital and provide for uses complementary to the existing medical precinct. A schedule to the SUZ should outline a clear intent to encourage development of the hospital and uses that are

complementary to the Hospital, building on the existing cluster of accommodation for hospital visitors, as well as provide for other uses including offices, medical suites and retail. A small parcel of land in the centre of the corridor is considered to be appropriate to act as a Local Activity Centre, catering to the employees and visitors of the medical precinct and long-term adjacent to the planned train station. As a result, this parcel of land has been recommended to also form part of the SUZ.

Land in the north east of the growth corridor has been identified by the MTEC Master Plan as an appropriate location for the continuation of residential development. Currently zoned Farming Zone, Rural Living and Low-Density Residential Zone, this area of the corridor is recommended for rezoning to Urban Growth Zone (UGZ). The purpose of the UGZ is to manage the transition of non-urban land into urban land, encourage the development of well-planned and well serviced new urban communities in accordance with an overall plan, reduce the number of development approvals needed and safeguard non-urban land from use and development that could prejudice its future urban development. The zone may be applied to land adjacent to regional cities and towns where a strategy has been prepared that clearly identifies the land is suitable for future urban development.<sup>2</sup>

The Urban Growth Zone (and accompanying schedule) will provide for a detailed response to the future development of this area of the corridor in the form of a Precinct Structure Plan. The PSP will need to respond to potential development constraints including fragmented land ownership and staging of development. A Development Contributions Plan (DCP) or Infrastructure Contributions Plan (ICP) will need to be prepared to facilitate and coordinate timely infrastructure delivery. Sections 4, 5 and 6 of this report discuss infrastructure delivery, development staging and implementation in more detail.

The application of the UGZ is the preferred approach for planning Precinct E and I, however, if it is determined that the UGZ is not an appropriate planning mechanism by DELWP or Council, then an alternative approach would be application of the

<sup>2</sup> DELWP, Urban Growth Zone, Planning Practice Note, 2015

General Residential Zone (GRZ) and accompanying Development Plan Overlay (DPO). The DPO would limit development of the land until a plan has been prepared that ensures the future use and development of the land is carried out in accordance with that plan. Application of the DPO would require a trigger clause for the preparation of a Section 173 Agreement to be entered into with land owners to ensure infrastructure can be appropriately funded. Given the high number of land owners in the precinct, this could be a complex process.

Precinct J will remain RLZ due to being within the airport buffer and the amenity lifestyle precinct.

No change is recommended for Precinct G, as it is affected by an ESO and is subject to DEDJTR approval. Removal of the ESO is uncertain and is likely to align with construction of the Traralgon Bypass, the construction of which is also uncertain. Precinct H is affected by the State Resources Overlay (Coal) and is not recommended for change.

**Table 7** also provides a guide to indicative timing of rezoning of land within MTEC. It is recommended that a staged approach be considered. A number of precincts, including A2, B3, D, E and I can be rezoned in the short term as a stage 1, whilst other precincts (A3, B1, B2) could be considered for rezoning as a stage 2, subject to land demand. This should be used as a guide only and adjusted based on future conditions relating to land demand and supply.

**TABLE 7** RECOMMENDED PLANNING ZONES

Precinct	Existing Zone	Proposed Zone(s)	Timing
A1	C2Z	C2Z	N/A
	IN1Z	IN1Z	N/A
	FZ	IN1Z	Stage 1 (Lions Food site)
A2	FZ	IN1Z	Stage 2 (Extension of Industrial Zone between National Road and Gas Pipeline)
	FZ	IN1Z	
A3	FZ	IN1Z	Stage 2
B1	FZ	C2Z	Stage 2
B2	FZ	C2Z	Stage 2
B3	RLZ & PUZ	SUZ & PUZ	Stage 1
C	SUZ	SUZ	N/A
D	RLZ	SUZ	Stage 1
E	FZ	UGZ (preferred) or GRZ	Stage 1B
F	SUZ	SUZ	N/A
G*	FZ	N/A	N/A
H	FZ	FZ	N/A
I	RLZ / LDRZ	UGZ (preferred) or GRZ	Stage 1B
J	RLZ	RLZ	N/A

Source: Ethos Urban / Urban Enterprise, 2018.

\*Future Investigation Area, subject to DEDJTR Approvals

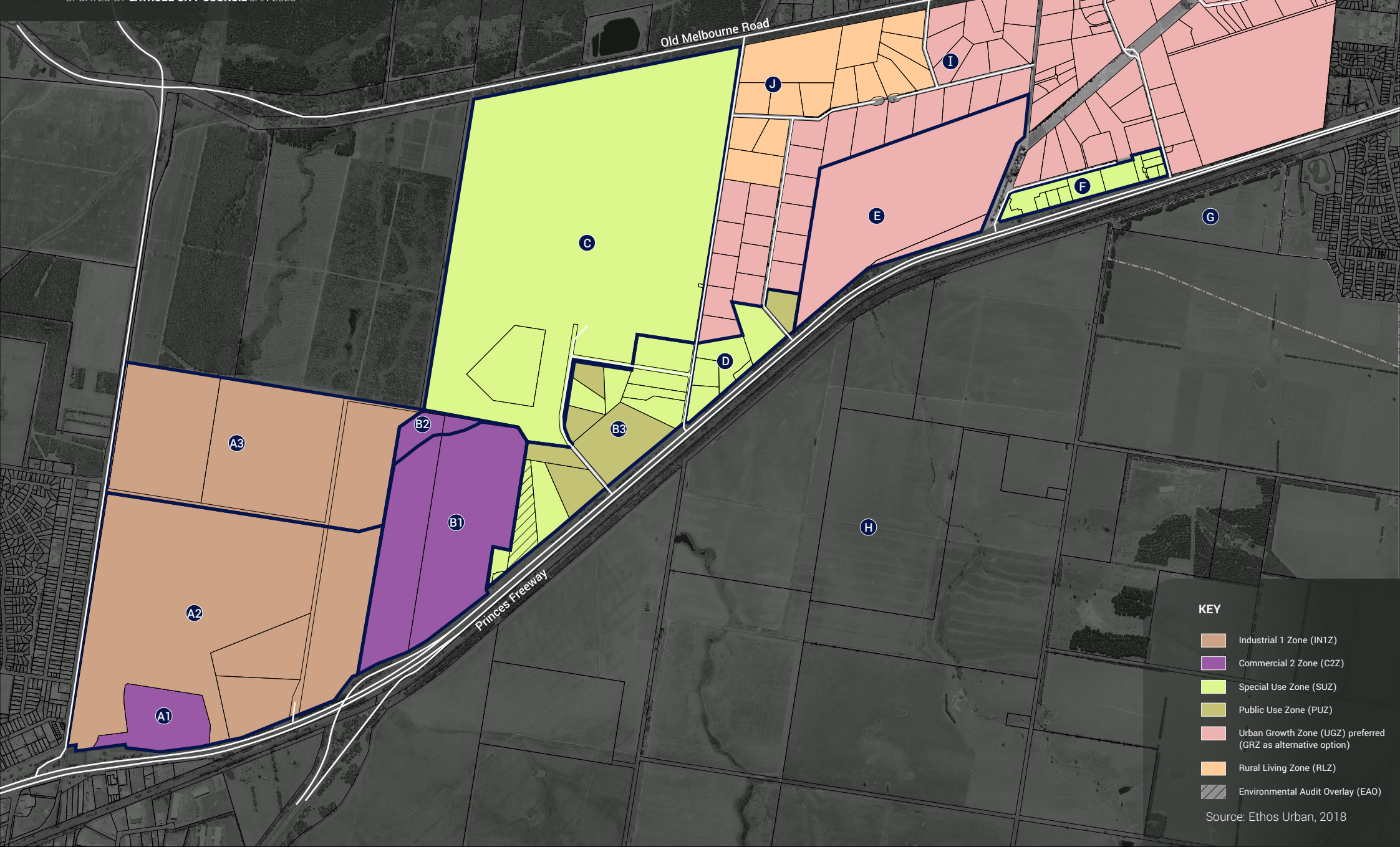


# MORWELL TRARALGON EMPLOYMENT CORRIDOR

FIGURE 3: PROPOSED PLANNING ZONES

PREPARED BY URBAN ENTERPRISE JULY 2018

UPDATED BY LATROBE CITY COUNCIL JAN 2020



## KEY

- Industrial 1 Zone (INTZ)
- Commercial 2 Zone (C2Z)
- Special Use Zone (SUZ)
- Public Use Zone (PUZ)
- Urban Growth Zone (UGZ) preferred (GRZ as alternative option)
- Rural Living Zone (RLZ)
- Environmental Audit Overlay (EAO)

Source: Ethos Urban, 2018



## OVERLAY CONTROLS

Existing DDOs in relation to the airport are not anticipated to require amendment, as a result of this Masterplan.

Recommendations include:

- Given the significant supply of C2Z land in Morwell and Traralgon relative to projected demand for bulky goods and the strategic relationship between IN1Z and C2Z land in Precinct A, it is recommended that the C2Z land in Precinct A1 be made available for either bulky goods or other C2Z uses. This would require the Design and Development Overlay 9 (DDO9) to be replaced with equivalent overlays which do not place restrictions on land use;
- A new DDO could also be incorporated for land fronting the Princes Freeway and Princes Drive in Precincts A and B to guide the appropriate design of commercial buildings and incorporate provisions which prevent continuous commercial development fronting the Princes Highway;
- DPO3, which applies to the current zoned industrial land in Precinct A2 could be expanded to cover all proposed land to be zoned IN1Z. This may result in a need to review the existing development plan prepared for Precinct A2; and
- A new DDO to implement design guidelines on the proposed Industrial land may also be considered. Proposed design principles are set out in the following section.

Following approval of the recommended zones and high-level design guidelines, a planning scheme amendment should consider the appropriate application of overlays.

## 3.3. URBAN DESIGN PRINCIPLES

The following Urban Design Principles are intended to be applied at a high level across the Morwell-Traralgon corridor. They seek to compliment the further detailed *Latrobe City Council Urban Design Guidelines (2017)*. Design principles for specific Precincts are included in **Appendix A**.

### IMAGE

- Acknowledge the transition between Morwell and Traralgon with distinct, high quality signage that is consistent and does not dominate the street frontages.
- Establish consistent design standards for buildings and signage visible from the freeway.
- Create a welcoming boulevard feel along the Highway corridor with consistently placed planting of large canopy trees within the road reserve (subject to VicRoads approval). This could be explored as part of the delivery of the proposed Traralgon Bypass.
- Enhance the corridor as a gateway to Traralgon with artistic installations.

### LANDSCAPING

- Utilise open space, remnant vegetation and new landscaping to create a sense of arrival.
- Integrate open space and landscaping through the corridor and provide links to surrounding open space and trail networks.
- Incorporate water sensitive urban design into the landscaping and detailed design of streets, consistent with 'green zone' as identified in the *Latrobe City Council Urban Design Guidelines (2017)*.
- Recognise infrastructure buffers with the provision of linear open spaces that connect precincts throughout the corridor.
- Utilise linear open spaces and links to accommodate drainage needs.

## ACCESS

- Consider greater east-west links throughout the corridor to allow for internal movements between commercial land, residential land and the Activity Centres.
- Extend the shared pedestrian and cycle path through the corridor, following the alignment of the existing shared path, south of the airport and joining the Neighbourhood Activity Centre to the new collector road within the Residential Precinct.
- Create a pedestrian and cycle path within the high-pressure pipeline buffer area to link the Highway and the existing shared path.
- Provide convenient access to public transport, with sheltered bus stops along the Highway.

## SAFETY

- Support connectivity within each precinct and to surrounding areas.
- Apply Crime Prevention Through Environmental Design (CPTED) in the design of all Development Plans and subdivisions, by following the fundamental CPTED principles.
- Ensure adequate lighting is provided along all streets and public spaces.
- Orientate windows and balconies to the street to encourage visual surveillance, especially in residential, mixed use and areas around public open spaces and trails.

## HIGHWAY FRONTAGES

- Ensure development fronting the Highway is of high quality design with active frontages to the street. Buildings should be articulated with windows and balconies and a mix of materials that reflect the regional character of Latrobe. Colours should be muted, avoiding bright and bold colours.
- Create rear access to new developments wherever possible, minimised hard landscaping and carparking within front setbacks.



## 4. INFRASTRUCTURE

### 4.1. INTRODUCTION

A range of major infrastructure projects will be required to support development of the MTEC for urban purposes. This section outlines the types and locations of infrastructure required based on technical reports.

### 4.2. EXISTING CONDITIONS

It is clear that the current infrastructure generally has some capacity to support future development and growth in the MTEC. However, any proposed substantial development or heavy energy industry user definitely requires a significant investment in infrastructure.

The following summarises the key findings relevant to each separate type of service infrastructure.

#### SEWER AND WATER

Any substantial development or heavy energy user for Precinct A requires significant upgrade to water and sewer infrastructure including the need to upgrade the Water Treatment Plant. This is major infrastructure investment. For other precincts the water and sewer infrastructure is generally well supported with the need to provide new and/or upgraded sewer pump stations.

#### WATER CATCHMENTS

West Gippsland Catchment Management Authority (WGCMA) indicated limited flood modelling in the region apart from Ploughs Creek in Precinct A. They have indicated the need that any future development needs to account for flood management and maintain 30m minimum buffer zones for waterway to ensure protection of the riparian zones.

#### DRAINAGE

The current drainage infrastructure is essentially limited to the existing conditions. Any future growth and development requires careful planning with the need to focus on larger scale stormwater management strategies. Such strategies will identify scheme works and can be managed and implemented via developer contribution schemes.

#### ELECTRICITY

The electricity network is well established in this region and can provide for future development in all precincts without the need to upgrade any major infrastructure. To facilitate specific proposed developments, it may be necessary to extend the high voltage 22kV network by installing new poles or cables. This could be via overhead or underground reticulation. Any relocation of existing electricity assets is at the applicants cost.

#### GAS

Natural Gas reticulation assets, within the vicinity of the indicative precincts, predominantly aligned within the Princes Highway corridor. However, the net system capacity covered by the precincts indicated is constrained. To connect consumers within this precinct, capital investment will be required to upgrade and extend the existing system infrastructure. High Pressure Gas transmission mains through Precinct A, B and C have significant planning controls and limit various type of development within extended buffer zones of the pipeline.

## TRANSPORT

### ROAD

Traffic modelling identified that urban uses in the MTEC could result in the generation of approximately 40,000 additional vehicle trips per day on the road network at full development (excluding Precincts G and H).

The following recommendations regarding road infrastructure have informed the preparation of the Masterplan:

- The existing four lane (two lanes each way) configuration of Princes Highway is anticipated to be sufficient to accommodate the ultimate long-term full build out of the MTEC, subject to timely construction of the Traralgon Bypass.
- Having regard to the existing intersection spacing on Princes Highway at Village Avenue and Princes Highway, there may be scope to provide an additional set of signals for fully directional access into Precinct A1, approximately midblock between Alexanders Road and National Road. This would provide a 600-metre spacing between ultimate signalised intersections.
- Any additional future signals on Princes Highway to the east of National Road would need to occur after the Traralgon Bypass is established. Future locations (once the bypass is established) could include Princes Highway/Northern Avenue and Princes Highway/Bradford Drive, or 200 metres west of Bradford Drive if providing access to a new NAC, with Bradford Drive reverting to left-in/left-out in that scenario.
- Subject to provision of channelised turn lane treatments into the MTEC development area at existing and future connector and local road intersections, Old Melbourne Road could carry in excess of 15,000 vehicles per day (vpd) without the need for duplication or a speed limit reduction (currently 80km/h). Accordingly, duplication of this route is unlikely to be required even in the full build-out scenario.
- Recommended connector road classifications include:
  - National Road between Princes Highway and the east-west connector (between Precinct A2 and Village Avenue);

- Village Avenue (between Princes Highway and Old Melbourne Road);
- Airfield Road (between Princes Highway and Old Melbourne Road);
- Northern Avenue (between Princes Highway and Easterly Drive).
- Intermittent local road connections could be established to Princes Highway between signalised intersections (once the bypass is established), subject to these being at least 200 metres apart, and operating left-in/left out only.

### RAIL

The *Traralgon Growth Areas Review 2013* identified the potential for a train station to be located within the corridor, which has also been identified in the Masterplan.

The location and need for a station will be determined by the Department of Transport.

If a train station was to be included, the following would need to be considered in determining an appropriate location:

- Safety (critical inclusion);
- Noise;
- Stormwater and drainage;
- Environment; and
- Road and rail interface.

## 4.3. MAJOR INFRASTRUCTURE REQUIREMENTS

Plans in **Figures 6 - 7** show the proposed type, location and network of trunk infrastructure required to facilitate development in the MTEC, including transport and movement (connector roads, intersections, bridges and shared paths) and sewer and water infrastructure.

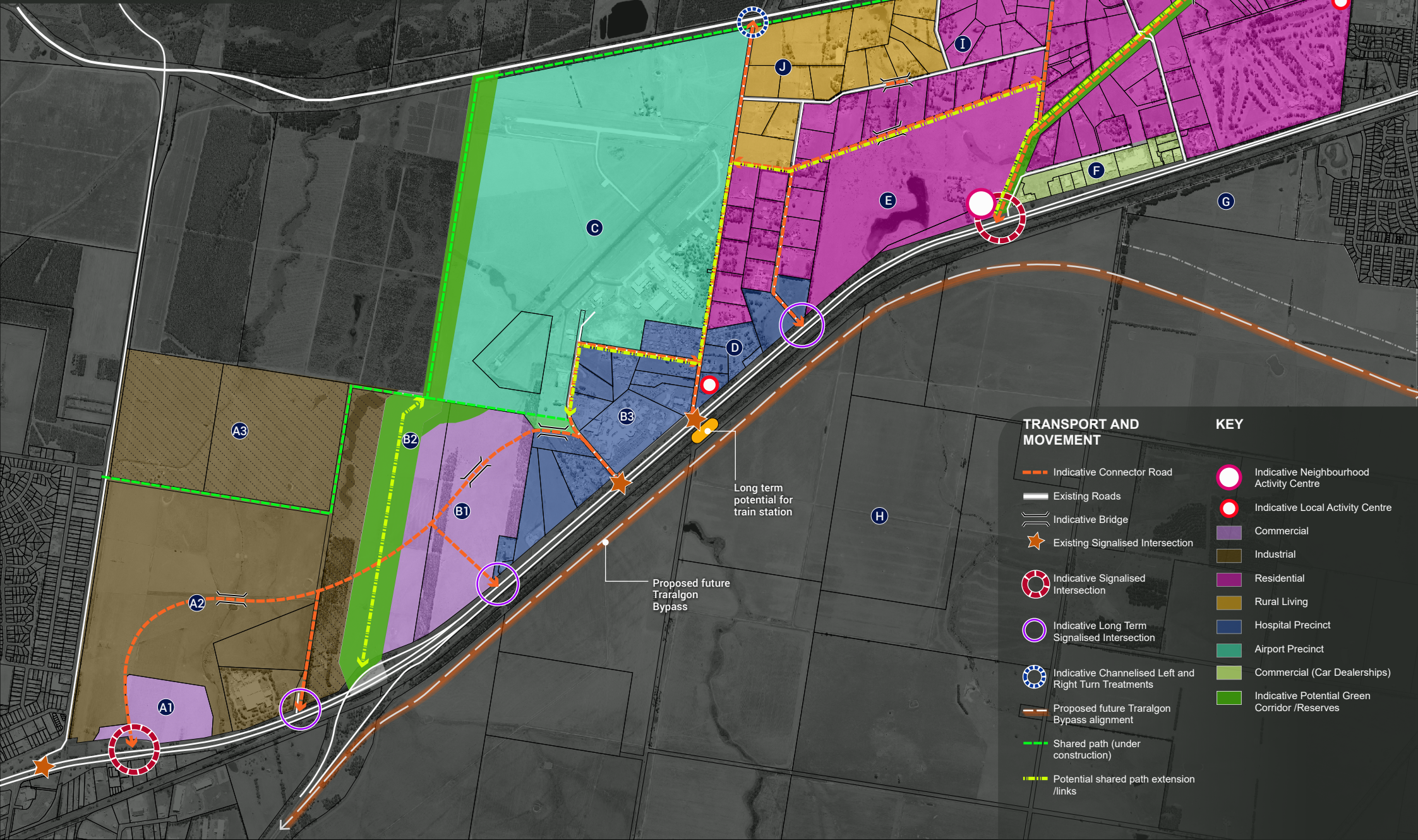
**Appendix B** includes a list of the major infrastructure requirements and indicative costs associated with the works anticipated. This excludes local infrastructure that is to be delivered by developers, such as local roads, open space and local drainage works (among others).



# MORWELL TRARALGON EMPLOYMENT CORRIDOR

## FIGURE 6: TRANSPORT AND MOVEMENT INFRASTRUCTURE

PREPARED BY **URBAN ENTERPRISE** JULY 2018  
 UPDATED BY **LATROBE CITY COUNCIL** JAN 2020



### TRANSPORT AND MOVEMENT

- Indicative Connector Road
- Existing Roads
- Indicative Bridge
- Existing Signalled Intersection
- Indicative Signalled Intersection
- Indicative Long Term Signalled Intersection
- Indicative Channelised Left and Right Turn Treatments
- Proposed future Traralgon Bypass alignment
- Shared path (under construction)
- Potential shared path extension /links

### KEY

- Indicative Neighbourhood Activity Centre
- Indicative Local Activity Centre
- Commercial
- Industrial
- Residential
- Rural Living
- Hospital Precinct
- Airport Precinct
- Commercial (Car Dealerships)
- Indicative Potential Green Corridor /Reserves

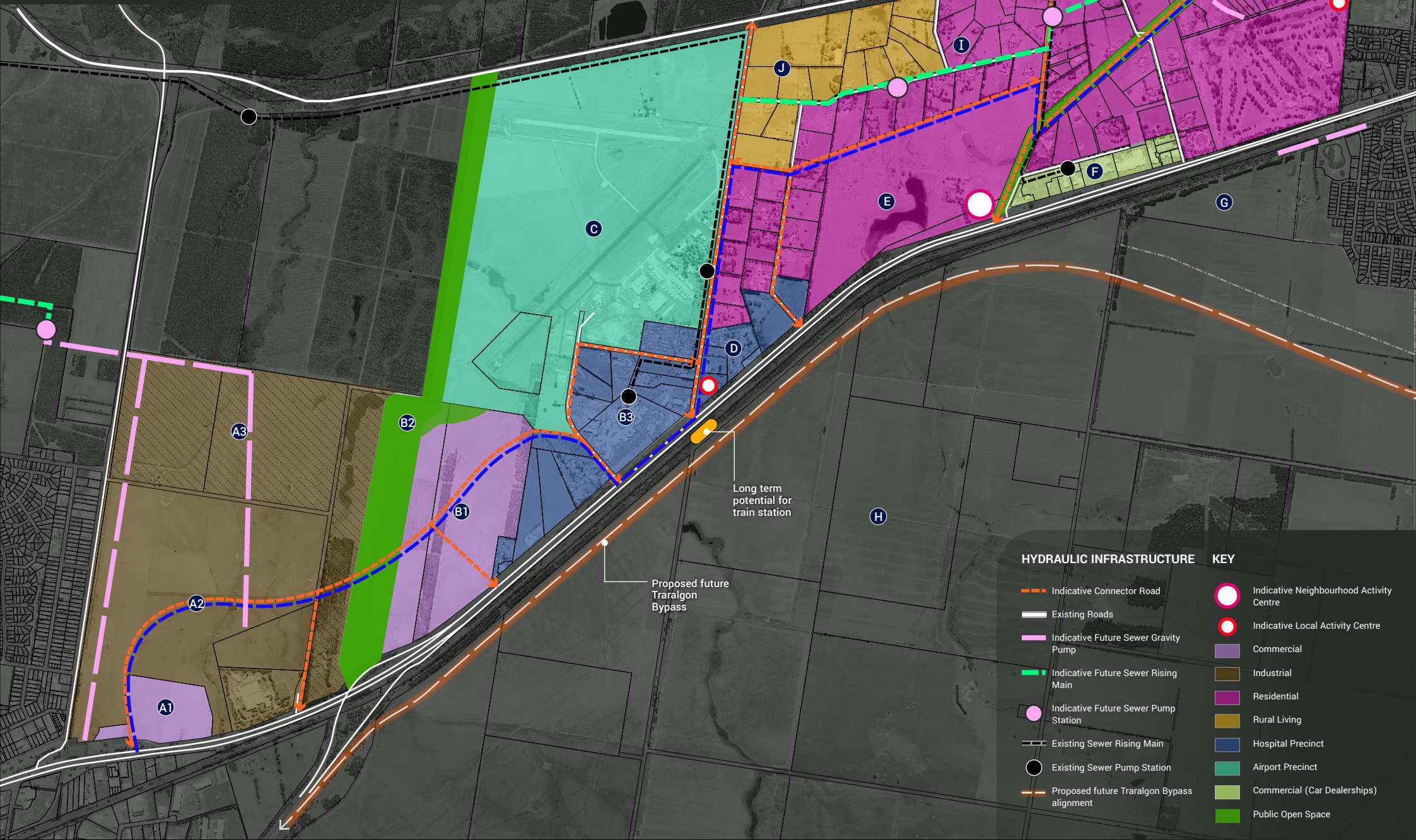


# MORWELL TRARALGON EMPLOYMENT CORRIDOR



















## FIGURE 7: WATER AND SEWER INFRASTRUCTURE PLAN

PREPARED BY URBAN ENTERPRISE JULY 2018

UPDATED BY LATROBE CITY COUNCIL JAN 2020



### HYDRAULIC INFRASTRUCTURE KEY

- |   |  |   |  |
|---|--|---|--|
|  | Indicative Connector Road                  |  | Indicative Neighbourhood Activity Centre |
|  | Existing Roads                             |  | Indicative Local Activity Centre         |
|  | Indicative Future Sewer Gravity Pump       |  | Commercial                               |
|  | Indicative Future Sewer Rising Main        |  | Industrial                               |
|  | Indicative Future Sewer Pump Station       |  | Residential                              |
|  | Existing Sewer Rising Main                 |  | Rural Living                             |
|  | Existing Sewer Pump Station                |  | Hospital Precinct                        |
|  | Proposed future Traralgon Bypass alignment |  | Airport Precinct                         |
|   |  |  | Commercial (Car Dealerships)             |
|   |  |  | Public Open Space                        |



#### 4.4. INFRASTRUCTURE IMPLEMENTATION

Infrastructure requirements have been preliminary investigated for necessity and delivery timeframe. The outcomes are listed below with summaries and anticipated timings.

The following provides the indicative number of years for proposed timing of commencement of infrastructure delivery:

- Short: 0 to 5 years;
- Medium: 5 to 20 years;
- Long: 20 to 40+ years.

##### PRECINCT A1 & A2

Predominant Land Use	Industrial	Timing	Short - medium
----------------------	------------	--------	----------------

This precinct has the road access and essential services readily accessible to be developed independently of the other precincts in the short-medium term. The timing of the signalised intersection on Princes Drive would require further discussions with VicRoads.

##### PRECINCT A3

Predominant Land Use	Industrial	Timing	Medium -Long
----------------------	------------	--------	--------------

Precinct A3 is a longer-term development due to the difficulty of a road passage over the rail line to the west to connect to Alexanders Road.

##### PRECINCT B1

Predominant Land Use	Commercial	Timing	Medium-Long
----------------------	------------	--------	-------------

Due to the signalised intersection being a longer-term item according to the traffic report, access to this site would be via the connector road through Precinct A or B3.

Therefore, the timing of this precinct's development would be dependent on adjacent precincts.

The land facilitates the use of gravity sewer to direct wastewater towards an existing pump station, however Gippsland Water will have to investigate the need to upgrade the potable water main in the Princes Highway before this precinct can be developed.

##### PRECINCT B2

Predominant Land Use	Alternative (constrained)	Timing	Long
----------------------	---------------------------	--------	------

This land is constrained by the Airport overlay and is also affected by the high-pressure gas pipeline easement. The area could require a connector road to link B1 and A2.

##### PRECINCT B3

Predominant Land Use	Health and complementary commercial	Timing	Short - medium
----------------------	-------------------------------------	--------	----------------

The existing signalised intersections provide access to this precinct and there may be capacity in the sewer and water network to accommodate further growth due to the infrastructure built to sustain the Hospital. Additional development may be limited due to the footprint the Hospital has in this precinct. The connector road would act as a thoroughfare between the east and west precincts. It is foreseeable this area could be developed in the near future.

##### PRECINCT C

Predominant Land Use	Airport and aviation	Timing	Short - medium
----------------------	----------------------	--------	----------------

This area comprises mainly the Airport with no private land to be developed, however complementary aviation uses may be facilitated in accordance with the Airport masterplan.

## PRECINCT D

Predominant Land Use	Mixed Use	Timing	Short-medium
----------------------	-----------	--------	--------------

This precinct is similar to B3 in that a signalised intersection grants access to the site and sewer infrastructure would be sufficient for the size of the precinct. However, more detailed assessments would have to be made about the capacity of the existing water main and the necessity for the connector road along its west boundary. This site could be developed in the short-medium term.

## PRECINCT E

Predominant Land Use	Residential and NAC	Timing	Short - Medium
----------------------	---------------------	--------	----------------

This strategic redevelopment site would require access from Princes Highway in the form of a new signalised intersection. As this intersection would also benefit Precinct F and Precinct I, this may be a cost-share item with developers in these precincts.

The identified connector road would allow more efficient transport for vehicles in the east side of this corridor. Further planning of the Neighbourhood Activity Centre would give a more accurate time estimate of the delivery of this precinct. It would also be dependent on VicRoads approval of the signalised intersection.

## PRECINCT F

Predominant Land Use	Highway sales	Timing	Short - medium
----------------------	---------------	--------	----------------

This existing car sales precinct may require upgraded access from the highway. However, due to available services and limited land for future development, this is a short-term project.

## PRECINCT G

Predominant Land Use	Affected by ESO. Future Investigation area.	Timing	Medium - Long
----------------------	---	--------	---------------

Minor extensions of services would be required along with confirmation with the respective authorities that existing infrastructure has capacity to cater for future development. Access is viable through existing local roads. As this area is subject to the ESO and is subject DEDJTR approval it is considered to be an area for future investigation and therefore a medium to long term proposition, likely aligning to the construction of the Traralgon bypass.

## PRECINCT H

Predominant Land Use	Non-urban (constrained)	Timing	N/A
----------------------	-------------------------	--------	-----

This precinct is currently zoned for farming and has a State Resources Overlay (coal) which restricts any development. Consequently, this area has been excluded from costing due to numerous unknowns and excessive assumptions that would have to be applied. If this land is made available for development in the future, it is expected major upgrades would be required along with integrating the future Traralgon Bypass alignment into any future precinct structure plan.

## PRECINCT I

Predominant Land Use	Conventional Residential	Timing	Medium - Long
----------------------	--------------------------	--------	---------------

The potential number of conventional residential lots this precinct would require major service upgrades in the form of two sewer pumping stations, a distribution sized potable water main and substantial length of connector road. Due to the terrain at least one bridge is also required to traverse the valley. This site is projected to be developed in the medium to long term.



## PRECINCT J

Predominant Land Use	Low Density Residential	Timing	Long
----------------------	-------------------------	--------	------

This precinct has similar constraints as B2 with regards to the Airport overlay and is also subject to the water treatment plant buffer. While sewer infrastructure is located nearby, fragmented land ownership and the need for a connector road as part of Precincts I and D make this a long-term development prospect.

### 4.5. INFRASTRUCTURE CONCLUSIONS

Precincts B3, D and F have most of the necessary infrastructure to commence development subject to rezoning and implementation of appropriate planning provisions. Precincts A1 and A2 would be the first likely greenfield parcels of land to be developed due to their proximity to roads and short distance from existing service infrastructure.

Gippsland Water requires further consultation with stakeholders (especially Council) on the scope of the corridor's proposed development in order to prepare a servicing strategy. Gippsland Water advised that their water and wastewater treatment plants are nearing capacity and would require major upgrades. These upgrades have not been taken into account when calculating the opinion of probable costs for each precinct as shown in **Appendix B**.

## 5. DEVELOPMENT DIRECTIONS AND ECONOMIC OPPORTUNITIES

### 5.1. INTRODUCTION

Development of land in the MTEC will be influenced by a wide range of circumstances and decisions by landowners, developers, governments and infrastructure agencies. This section identifies challenges and potential responses relating to land ownership, infrastructure delivery, timing and funding, indicative development staging and catalyst projects.

This section also identifies opportunities for economic clusters that are encouraged within the MTEC, along with estimates of employment and economic impacts.

### 5.2. LAND OWNERSHIP

Land ownership and property boundaries influence the timing and rate of development. Larger properties held or available for purchase by developers ('consolidated' ownership) are generally the most readily developable, particularly in the early phases of establishing a new urban precinct. Economies of scale create greater opportunity to deliver catalyst infrastructure items needed to unlock urban areas.

Examples of consolidated land ownership in the MTEC are in Precinct A, Precinct B1/B2 and Precinct E. From a land ownership perspective, these areas are most likely to be readily developed in the short to medium term.

Smaller and more fragmented land holdings are generally developed later in a development period, due primarily to reliance on larger developments funding major infrastructure items. Examples of fragmented land ownership in the MTEC include Precinct B3, D and most of Precinct I. These areas are more likely to be developed in the medium to long term, with the exception of parts of Precincts B3 and D which have good access to infrastructure and some strategic sites that could be readily developed in the short term.

### 5.3. INFRASTRUCTURE DELIVERY AND ACCESS

Most areas of the MTEC will require substantial new, upgraded and/or extended trunk infrastructure in order to facilitate urban development. Despite several existing businesses and institutions currently operating within the corridor, most areas can generally be considered as 'greenfield' in terms of infrastructure needs.

Development of the various precincts will primarily require developers – in partnership with government and infrastructure agencies – to deliver major infrastructure items such as Princes Highway intersections, sewer and water trunk extensions, sewer pump stations and so on.

Some areas have existing infrastructure that can be utilised for early stages of development, particularly in the central parts of the MTEC (Precincts B3 and D) which can be accessed from existing intersections and have a network of sewer and water infrastructure. Other areas will require a major developer to plan a large-scale subdivision with associated infrastructure. The primary opportunities for this to occur in the short to medium term are in Precincts A and E.

Other areas will rely on new and upgraded infrastructure delivered in earlier stages that can subsequently be extended and accessed to service future urban areas that are not readily serviced in the first instance from the existing infrastructure networks. These areas include Precincts A3, B1, I and J.

In order to ensure equitable funding of infrastructure, appropriate mechanisms are proposed as set out in **Section 5.6**.

## 5.4. STAGING

Given the substantial land area of the MTEC, variety of land uses proposed, significant infrastructure requirements and costs, and land ownership complexity in certain Precincts, it is important that development proceeds in an efficient and well-planned sequence wherever possible.

**Table 1** identifies the broad staging of Precincts based on land ownership and infrastructure needs. The proposed staging also seeks to ensure that the Masterplan facilitates new development in each major land within the short to medium term, thereby providing new land supply to the industrial, commercial and residential markets and providing opportunities for economic growth and diversification.

Early stages are shown in the Development Directions Plan shown in **Figure 8**.

**TABLE 8** DEVELOPMENT STAGING SUMMARY

Precinct	Recommended Staging
A1	Short-medium
A2	Short-medium
A3	Medium-long
B1	Medium-long
B2	Constrained
B3	Short-medium
C	Short-medium
D	Short-medium
E	Short-medium
F	Short-medium
G	Medium-long (Future Investigation)
H	Constrained
I	Medium-long
J	Long

Source: Urban Enterprise.



## 5.5. KEY PROJECTS

A number of infrastructure and other projects will be required to support development. The following catalyst projects and 'quick wins' are identified as the most important projects in unlocking land and supporting efficient and high-quality outcomes in the MTEC.

Short term catalyst projects required to facilitate urban development:

- Water Treatment Plant Upgrade;
- Wastewater Treatment Plant Upgrade;
- Signalised intersection at Princes Drive and Precinct A1;
- Signalised intersection at Princes Highway and Precinct E (Bradford Drive); and
- Development of a Neighbourhood Activity Centre in Precinct E.

Long term catalyst projects which would elevate the economic role of the Precinct:

- Construction of the Traralgon Bypass; and
- Establishment of a train station near Airfield Road.

The following smaller and cost-effective projects could create 'quick wins' in terms of on-the-ground infrastructure and putting in place clear direction to existing and potential developers and investors:

- Establish a streamlined planning process for any permit applications that are generally in accordance with the Land Use Masterplan;
- Completion of the shared path network through Precincts A and B; and
- Encouragement / facilitation of pop-up or temporary hospitality or retail uses in proximity to the Latrobe Regional Hospital within or near the area designated for a Local Activity Centre to (a) demonstrate demand for uses in this location and (b) provide a tangible short-term outcome of the Masterplan process.

## 5.6. INFRASTRUCTURE FUNDING

Infrastructure funding will be the responsibility of developers, Council and service agencies. A range of mechanisms exist which can be applied to share urban infrastructure costs across multiple parties in order to result in an equitable apportionment of costs based on infrastructure needs and benefits. These include Development Contribution Plans (DCP), Infrastructure Contribution Plans (ICP), Special Rates Schemes and voluntary agreements under the Planning and Environment Act among others.

The selection of appropriate infrastructure funding mechanisms depends on a range of factors such as the land ownership pattern, staging and rate of development, presence of existing uses, proposed densities and land uses and infrastructure requirements.

It is often the case that a range of mechanisms should be applied based on the circumstances of each distinct area or Precinct. In the MTEC, six main infrastructure areas have been identified for the purposes of infrastructure funding. The recommended approach to infrastructure funding in each area is set out in **Table 9**, based on the existing conditions, infrastructure requirements and proposed Masterplan development directions.

Importantly, the need for major infrastructure items may warrant consideration of infrastructure financing costs as part of individual funding mechanisms. That is, delivery of major infrastructure items may require funds to be borrowed resulting in interest costs during periods of negative cash flow. These circumstances can often lead to otherwise developable land being sterilised if insufficient clarity, incentive or access to finance is available to developers seeking to develop early stages. This is not uncommon in commercial and industrial growth areas in regional Victoria.

In order to mitigate this risk, it is recommended that Council and DELWP work with the state government and Victorian Planning Authority to ensure that infrastructure finance / borrowing costs form part of any formal funding mechanism in the MTEC.

The other major infrastructure funding consideration is how the costs of any required upgrades to Gippsland Water assets are to be apportioned. This would need to be considered as part of an overall Servicing Strategy prepared by

Gippsland Water (GWSS), having regard to the scale, timing and cost of upgrades required and the equitable apportionment to developers across the MTEC. Hydraulic infrastructure of this kind cannot be included in a DCP or ICP.

**TABLE 9** INFRASTRUCTURE FUNDING CONSIDERATIONS AND MECHANISMS

Precinct	Considerations	Recommended Approach <sup>1</sup>
A1, A2, A3	<ul style="list-style-type: none"> <li>- Few landowners</li> <li>- Industrial and commercial land uses.</li> <li>- Major intersection may require finance</li> <li>- Sewer/water contributions to be considered in GWSS</li> </ul>	Section 173 Agreement
B1, B2, B3, D	<ul style="list-style-type: none"> <li>- Relatively fragmented ownership</li> <li>- Primarily commercial and health uses</li> <li>- Several existing uses</li> <li>- Sewer/water contributions to be considered in GWSS</li> </ul>	DCP or ICP
C	<ul style="list-style-type: none"> <li>- Existing Airport and ancillary uses</li> <li>- Single ownership, opportunity to control any land release and infrastructure staging</li> <li>- Sewer/water contributions to be considered in GWSS (if any major development)</li> </ul>	Section 173 Agreement
E, I, J	<ul style="list-style-type: none"> <li>- Residential land use, fragmented ownership</li> <li>- Consider differential rate or separate mechanism for RLZ area</li> <li>- Regional ICP system expected in 2018/19</li> <li>- Sewer/water, drainage, open space contributions to be considered in GWSS</li> </ul>	ICP or DCP with UGZ (preferred) or Section 173 Agreement (if DPO used)
F	<ul style="list-style-type: none"> <li>- Minimal vacant land, no land use / zone changes proposed</li> <li>- Local works required likely to be secured through permits</li> </ul>	Planning Permit conditions
G (Future Investigation Area)	<ul style="list-style-type: none"> <li>- Two land owners</li> <li>- Extensions to existing infrastructure required</li> <li>- Sewer/water contributions to be considered in GWSS</li> </ul>	Section 173 Agreement

Source: Urban Enterprise.

*Table 9 Note 1: These recommendations are preliminary based on high level infrastructure, land use and land ownership information available at the Masterplan level. These should be reviewed (and reconsidered if necessary) at the time of rezoning and any local structure plans on the basis of more detailed land budgets, local infrastructure issues, likely development timing and locations and mechanisms available under the Planning and Environment Act.*

## **5.7. ECONOMIC CLUSTERS AND DEVELOPMENT INCENTIVES**

The profile of the MTEC presents the opportunity to support a number of industry clusters which could elevate the economic importance, output and value-added within the Corridor and provide competitive advantages for existing and new businesses to be located in Latrobe City.

The following cluster opportunities are identified and are shown in **Figure 8**:

- Food processing cluster: Precinct A2;
- Health and complementary uses cluster: Precincts B3 and D;
- Retail, tourism and hospitality cluster: Precinct E;
- Aviation cluster: Precinct C; and
- Car sales: Precinct F.

Current economic challenges in Gippsland have created a degree of uncertainty that may restrict investment and development, particularly in projects relating to employment land uses. To respond to these challenges and to ensure that the MTEC reaches its full economic potential, this Masterplan identifies the need for investment facilitation and supporting actions and incentives including:

- Introducing a streamlined planning process for applications that are generally in accordance with this Masterplan;
- Preparing investment prospectuses for each key industry cluster, including web material and investment support through Invest Gippsland;
- Undertaking measures to identify and mitigate (where possible) development risks in the MTEC, including:

- Working with the VPA and state government to establish an infrastructure financing system for catalyst projects;
- Working with landowners and APA to prepare a Gas Pipeline Safety Management Study for the Tyers – Morwell High Pressure Gas Pipeline.
- Incentivising lot consolidation in Precincts B3 and I through additional permissible lot yield for larger consolidated lots.

A range of actions are identified in the Implementation Plan in Section 6.



## 5.8. EMPLOYMENT AND ECONOMIC IMPACT

The MTEC has the capacity to be a major centre of economic activity and employment. This section includes an analysis of the potential employment outcomes and economic impact of construction and occupation of the MTEC at full development within the employment precincts.

### INITIAL ECONOMIC IMPACT

Development of the MTEC is expected to take place over a long period and require substantial investment in construction and related industries.

**Table 10** shows a summary of the estimated value of construction costs generated by development of the employment precincts in the MTEC including local infrastructure (local roads, drainage, earthworks, service connections), major infrastructure (trunk service extensions, pump stations, major intersections, etc) and buildings.

A total of \$1.4bn in construction costs is estimated across the employment precincts.

**TABLE 10 CONSTRUCTION IMPACT**

Construction Costs - summarised						
Precinct	Gross Private Land Area	NDA Available (Ha)	Local Infrastructure Construction Costs (m) <sup>1</sup>	Major Infrastructure Construction Costs (m) <sup>1</sup>	Building Cost (m) <sup>1</sup>	Total (m) <sup>1</sup>
A	184.9	100.6	\$18.94	\$25.91	\$366.15	\$411.01
B	143.6	70.6	\$13.30	\$12.52	\$847.70	\$873.52
D	13.7	8.6	\$1.63	\$2.89	\$103.63	\$108.14
F	9.9	1.7	\$0.32	\$5.66	\$23.45	\$29.43
<b>Total</b>	<b>352.0</b>	<b>181.5</b>	<b>\$34.19</b>	<b>\$46.97</b>	<b>\$1,340.93</b>	<b>\$1,422.09</b>

Source: Urban Enterprise. Note 1: costs are indicative and preliminary only - see Appendix B for exclusions and other cost notes.

## ONGOING EMPLOYMENT AND ECONOMIC IMPACT

The ultimate number of jobs supported within the MTEC will depend on the types of land uses and businesses that are attracted to the various Precincts. The Masterplan provides for a wide range of employment land uses, including industrial, business park, office, health, accommodation, retail, aged care and hospitality.

**Table 11** shows estimates of potential employment numbers within the MTEC at full development, based on indicative employment densities within each Precinct and land use.

At full development and occupation, it is estimated that the businesses operating in the MTEC would generate in the order of \$417m of wages and salaries per annum and \$2.5bn in output each year. These estimates are based on the current performance of existing comparable industries in Latrobe City.

**TABLE 11 EMPLOYMENT CAPACITY AND ECONOMIC IMPACT**

Precinct	Unit	Units	Jobs per unit / units per job	Jobs	Wages and Salary (m)	Output (m)
A	NDA (ha)	100.6	20	2012	\$164.87	\$1,389.23
B	NDA (ha)	70.6	40	2826	\$208.24	\$974.32
D	NDA (ha)	8.6	60	518	\$32.77	\$68.11
E - NAC	Floorspace (sqm)	5000	25	200	\$8.39	\$20.93
F	NDA (ha)	1.7	40	67	\$2.81	\$7.02
<b>Total</b>				<b>5623</b>	<b>\$417.09</b>	<b>\$2,459.61</b>

Source: Urban Enterprise, 2018, based on Latrobe City Council Economic Profile, Remplan.

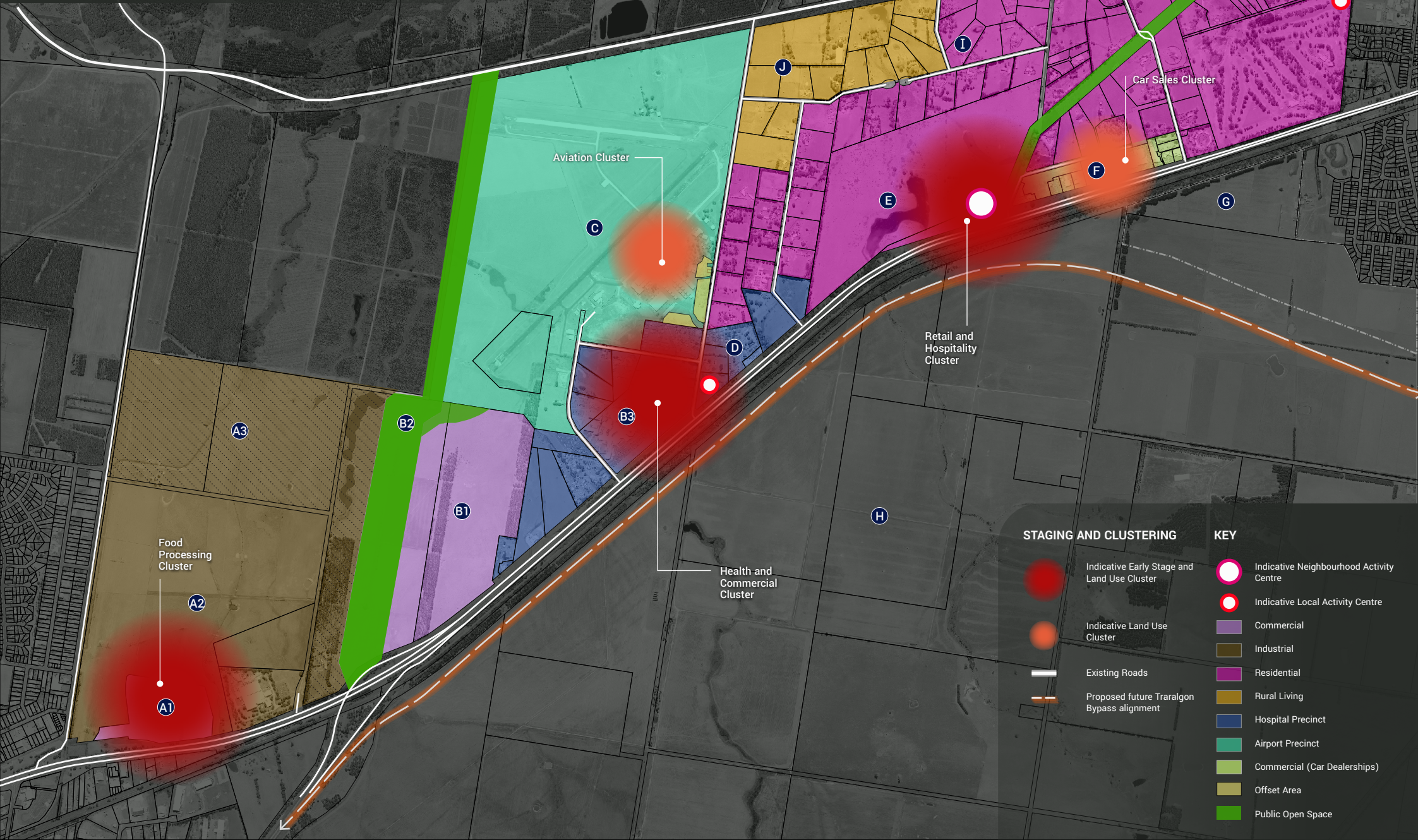


# MORWELL TRARALGON EMPLOYMENT CORRIDOR



FIGURE 8: DEVELOPMENT DIRECTIONS PLAN

PREPARED BY URBAN ENTERPRISE JULY 2018












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## STAGING AND CLUSTERING

-  Indicative Early Stage and Land Use Cluster
-  Indicative Land Use Cluster
-  Existing Roads
-  Proposed future Traralgon Bypass alignment

## KEY

-  Indicative Neighbourhood Activity Centre
-  Indicative Local Activity Centre
-  Commercial
-  Industrial
-  Residential
-  Rural Living
-  Hospital Precinct
-  Airport Precinct
-  Commercial (Car Dealerships)
-  Offset Area
-  Public Open Space



## 6. IMPLEMENTATION PLAN

**Table 12** identifies actions, priorities, responsibilities, partners and outcomes to progress development of the MTEC precinct and realise the land use vision. Further technical work required is shown in **red text**.

**TABLE 12** IMPLEMENTATION PLAN

No.	Action	Priority	Lead agency	Partner(s)	Outcome
1	Adopt the Masterplan	1	Council	-	Council resolution
2	Update the Latrobe Planning Scheme to reflect the land use directions of the Masterplan.	1	Council	DELWP	Planning Scheme Amendment
3	Prepare and introduce a streamlined planning permit process for uses which are generally in accordance with the Masterplan.	1	DELWP	Council	Planning Scheme Amendment
4	Work with Gippsland Water to inform preparation of a Servicing Strategy for the Precinct.	1	Council	Gippsland Water	Servicing Strategy ( <b>Technical</b> )
5	A Gas Pipeline Safety Management Study (SMS) will need to be carried out prior to any development or rezoning of the land – given the change in land use classification. The recommendation of the SMS will need to feed into any rezoning/structure planning process. The cost of any such SMS would be borne by the agent of change (i.e. developer).	1	DELWP	Council Landowners (A2, A3, B1, B2)	Safety Management Study ( <b>Technical</b> )
6	Work with the VPA to identify opportunities for catalyst infrastructure items to be co-funded using proposed State government infrastructure financing programs once available.	1	Council	Victorian Planning Authority	Catalyst infrastructure funding plan ( <b>Technical</b> )
7	Prepare a bushfire risk assessment for the MTEC.	1	Council	CFA, DELWP	Bushfire Risk Assessment ( <b>Technical</b> )
8	Ensure that the activity centre network set out in the Masterplan is reflected in any future Retail Strategy for the municipality.	1	Council	DELWP	Retail Strategy (relevant content)
9	Oversee completion of a continuous shared path network through Precincts A and B to the Hospital and Airfield Road.	1	Council	Any relevant public land managers, APA	Infrastructure project



10	Investigate, plan and facilitate pop-up or temporary hospitality or retail uses in proximity to the Latrobe Regional Hospital within or near the area designated for a Local Activity Centre, including evaluation of outcomes.	2	Council	Latrobe Regional Hospital Landowner	Temporary Business Opportunity; Evaluation Report
11	Monitor progress of Amendment C92 and incorporate findings into the Masterplan as necessary.	2	DELWP	Council Latrobe Regional Airport	Masterplan (relevant content)
12	Consult with the Latrobe Regional Hospital to identify suitable sites for expansion and ancillary facilities to be supported.	2	Council	Latrobe Regional Hospital	Consultation report
13	Partner with existing agencies to prepare investment prospectuses and online content for each identified industry cluster in the MTEC, including Food Processing, Aviation, Health and Retail / tourism.	2	Council	Regional Development Victoria Latrobe Valley Authority Invest Gippsland	Investment Prospectus and online content
14	Work with Transport for Victoria and VicRoads to confirm appropriate locations and designs of intersections on the Princes Highway and viability of future train station opposite Precinct D.	2	Council	Transport for Victoria VicRoads	Intersection locations and concept designs ( <b>Technical</b> )
15	Prepare a funding agreement for shared infrastructure servicing Precinct A (section 173 agreement or DCP).	2	Landowners	Council VicRoads	Funding agreement
16	Prepare a Precinct Structure Plan and Infrastructure Contributions Plan for land proposed to be included in the Urban Growth Zone.	2	Council	DELWP Landowners (E, I, J)	PSP and ICP (planning reports)
17	Prepare a Health Precinct Structure Plan or Masterplan to inform application of the Special Use Zone and guide land use decisions in Precinct B3 and D.	2	Council	DELWP Latrobe Regional Hospital Landowners (B3, D)	Structure Plan and DCP / ICP (planning reports)
18	Work with the landowner to prepare a land use options study for constrained land in Precinct B2, considering options for open space, recreation, drainage and other potential uses.	3	Council	Landowner (B2)	Preferred Land Uses (planning report)

# APPENDICES

## APPENDIX A DESIGN PRINCIPLES

The following design principles are intended to provide high level design guidance for specific precincts in MTEC, they are intended to complement the *Latrobe City Council Urban Design Guidelines* (2017).

### INDUSTRIAL AREAS

#### GENERAL

- Provide a variety of sizes of potential lots to attract different industrial uses.
- Incorporate controlled link points between land parcels, to ensure connectivity between existing developed land in Morwell and the future business/medical precincts.
- Prepare a signage strategy and avoid large or illuminated signs on lots fronting public open spaces and shared pedestrian links.
- Create a landscape buffer/separation between industrial uses and existing residential areas by providing a road and open space, with landscape screening. This will assist in mitigating noise and light spillage, while increasing amenity for residents.

#### BUILT FORM

- Encourage built form to provide articulated facades rather than long expanses of flat or blank walls.
- Incorporate muted colour materials of low reflectivity.
- Ensure buildings are appropriately scaled regarding the Airport buffers and that new development outside these areas is respectful of this prevailing character.

#### Landscaping

- Provide minimum 5m landscaped setbacks to the street to allow space for planting large native canopy trees and avoid front fences to enhance the feeling of wide-open spaces and spacious streets

- Incorporate pedestrian scale lighting and footpaths along all streets to ensure amenity.
- Retain large trees and mature vegetation.
- Incorporate water sensitive urban design measures into the design of the street network.

#### ACCESS

- Ensure adequate street widths and layout promote functionality and views northward.
- Provide landscaped breaks in all parking areas.
- Minimise vehicle access points into each allotment to promote increased street landscaping and canopy tree planting in the road reserve.
- Create road access along the pipeline buffer reserve and ensure buildings front and address this space.
- Provide adequate separation between pedestrians and heavy vehicles.

### COMMERCIAL AREAS

#### GENERAL

- Provide for an appropriate variety and size of potential lots.
- Incorporate controlled link points between land parcels, to ensure connectivity between proposed industrial and the medical precinct.
- Prepare a signage strategy and avoid large or illuminated signs on lots fronting public open spaces and shared pedestrian links.



## BUILT FORM

- Integrate buildings with the street at a pedestrian level through the incorporation of clear glazing and open facades.
- Encourage built form to provide articulated facades rather than long expanses of flat or blank walls.
- Incorporate muted colour materials of low reflectivity.
- Support visual surveillance and 'eyes on the street' with the use of balconies, window placements and orientating buildings to front the street.
- Ensure buildings are appropriately scaled regarding the Airport buffers and that new development outside these areas is respectful of this prevailing character.

## LANDSCAPING

- Provide landscaped setbacks in front of all new buildings.
- Ensure boundary treatments positively contribute to the streetscape, avoiding front fences.
- Create a high quality public realm with the planting of consistent canopy trees along new roads.
- Treatment of the pipeline buffer reserve area should consider a shared path, water sensitive urban design treatments and canopy trees.

## ACCESS

- Design street networks to enable buildings to front onto open spaces and buffers (e.g. gas pipeline buffer reserve).
- Create wide streets with space for water sensitive urban design treatments.
- Allow space for adequate on street car parking.
- Provide access to rear car parks and minimise the impacts of driveway crossovers on pedestrian/cyclist access and streetscapes.
- Avoid carparking within front setbacks and instead provide access to rear carparks.

- Create road access along the pipeline buffer reserve and ensure buildings front and address this space.
- Minimise the visual impact of loading bays and service areas when viewed from the streets and public open spaces. Loading areas should be provided to the rear or side of sites and away from the primary frontage.

## RESIDENTIAL AREAS

### LAYOUT

- Create a sense of place through a consistent approach to built form design, colours and landscaping, by producing a materials and colours palette for the area.
- Ensure a mix of housing choices and density commensurate with site constraints and opportunities.
- Continue to provide opportunities for larger, lower density lots adjacent to the Airport to provide a buffer between this land use and more built up areas of Traralgon.
- Ensure the street layout within the residential precinct allows for future connectivity into residential zoned land not yet developed.
- Utilise Healthy Urban Design Good Practice Guidelines.

### BUILT FORM

- Locate potential medium density and town house opportunity sites in highly accessible locations, adjacent to the Neighbourhood Activity Centre.
- Create a rhythm of spacing between dwellings by requiring side setbacks to all new dwellings.
- Require new residential estates to implement detailed design guidelines as part of a covenant on the lots (this may include the materials and colours palette).

## LANDSCAPING

- Incorporate local open spaces that are within walkable catchments of all new lots created.
- Ensure new subdivision layouts allow dwellings to front and address all streets and open spaces, avoiding side or front fencing onto public spaces.
- Provide a consistent landscape plan that provides shade opportunities in the public realm, using indigenous species.
- Provide space for the planting of canopy trees within the front setback of new dwellings.

## ACCESS

- Promote walkability through continuous footpaths along both sides of the street.
- Create linear park spaces along new north-south and east-west collector roads that incorporate shared paths, large canopy shade trees and pedestrian scale lighting.

## ACTIVITY CENTRES

### GENERAL

- Provide a Neighbourhood Activity Centre along the Highway with good access to the Residential and Medical Precincts.
- Provide a Local Activity Centre within the Medical Precinct and on the Highway to service commercial and medical areas.
- Ensure a mix of land uses that services the residential growth area, as well as the needs of the workers and visitors to the medical precinct.

### PUBLIC REALM

- Create a strong public realm that prioritises pedestrian movement.

- Contribute to the functional and visual connections along the Highway corridor.
- Incorporate community infrastructure, such as seating, bins and informative signage that is consistent and contributes positively to the design of the activity centre.
- Provide for planter boxes and soft landscaping wherever possible within the public realm.
- Provide pedestrian scale lighting in all public spaces.
- Avoid any barriers within the public realm, such as fencing or level changes.

## BUILT FORM

- Enhance pedestrian amenity with the use of awnings for weather protection.
- Encourage active frontages with clear glazing and kerb-side dinging or spillage of uses into public spaces.
- Avoid blank walls and large vacant spaces that could be unsafe.
- Encourage shop top apartments or medium density housing within and around the activity centre.

## ACCESS

- Create safe crossing points at key intersections for pedestrians.
- Avoid car parks within the front setback of the Highway and orientate major access points in the side streets.
- Avoid service areas and delivery areas being along the Highway frontage.

## MEDICAL PRECINCT

### PUBLIC REALM

- Incorporate landscaped break out spaces or small pocket parks with shade trees and community infrastructure, such as seating and bins.

- Provide pedestrian scale lighting in all public spaces.
- Contribute to the functional and visual connections along the Highway corridor by incorporating large canopy trees within the street reserves along most streets.
- Prioritise pedestrian access around the Hospital with pedestrian crossings.
- Create a linear park along the shared pedestrian and cycle path adjacent to the Airport precinct.

### **BUILT FORM**

- Avoid blank walls or vacant spaces that may be unsafe to pedestrians.
- Provide articulation of all building facades and consider a mix of materials and muted colours that add interest to large and bulky forms.
- Encourage the ground floor of buildings to maximise visual surveillance with light spillage, clear glazing and active frontages.
- Front buildings towards the pedestrian-cycle path to increase safety and activation.
- Avoid service areas and loading zones adjacent to public open spaces or highly utilised pedestrian environments

### **ACCESS**

- Ensure carparking is convenient and accessible with landscaped breaks and canopy trees wherever possible.
- Avoid carparking within the front setback of any Highway frontage.
- Support pedestrian movement with pedestrian scale lighting along all streets and directional signage.



## APPENDIX B MAJOR INFRASTRUCTURE COST ESTIMATES

The following notes apply to the costs tables in Appendix B:

- 1 These estimates are preliminary only and are not based on detailed design and/or analysis
- 2 The costs are based on either preliminary advice or no advice obtained from the relevant authorities and all items are therefore subject to confirmation and review upon receipt of formal conditions for the development
- 3 Estimates are for the approximate cost of external infrastructure to the precinct site. They do NOT include internal reticulation works.
- 4 Estimates assume favourable outcome of Catchment Management Authority Drainage Scheme to limit necessary infrastructure required
- 5 Estimates do not take into account the upgrade to Gippsland Water's Sewerage treatment plant.
- 6 Estimates do not take into account the upgrade to Gippsland Water's Water Treatment plant.
- 7 Estimates assume that there are no issues with flora and fauna or heritage considerations
- 8 Estimates makes no allowance for authority fees and charges.
- 9 Estimates assumes no new gas or electrical transmission asset is required to service the site.
- 10 Estimates makes no allowance for Developer funded contributions such as ICP fees.
- 11 Estimates makes no allowance for Public Open Space developer contribution, this is to be separately allowed by the developer
- 12 Estimates also exclude Landscape design and construction works.
- 13 The estimate excludes the cost of upgrading telecommunication services
- 14 The estimates assumes that stormwater can be discharged into nearest downstream creek.
- 15 These estimates do not include allowances for
  - land purchase cost
  - legal fees
  - finance costs
  - selling and agents costs
  - goods and services taxation
  - cost of bonds required to obtain certificate of compliance
  - professional consultant fees
  - land compensation from Council or relevant authority if applicable

Urban Enterprise

Level 1 302-304 Barkly Street,  
Brunswick VIC 3056

(03) 9482 3888

[www.urbanenterprise.com.au](http://www.urbanenterprise.com.au)

