



traralgon west structure plan

traralgon growth areas review

august 2013





The Traralgon West Structure Plan was undertaken by **hansen partnership** as part of the Traralgon Growth Areas Review.

The Traralgon Growth Areas Review is a shared initiative of the Victorian State Government and Latrobe City Council.

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1 introduction

The *Traralgon West Structure Plan* will become a key guiding document designed to shape the future development of a significant area of land strategically located between the Latrobe City towns of Morwell and Traralgon. The structure plan was commissioned by Latrobe City Council in 2010 as part of a broader long term growth strategy known as the *Traralgon Growth Areas Review* and was undertaken by hansen partnership pty ltd (urban planning, urban design and landscape architecture), in association with Cardno Grogan Richards (traffic and engineering) and Tim Nott (economics).

Latrobe City Council has a responsibility under the State Planning Policy Framework to ensure that sufficient land is available for urban growth within the municipality. The Traralgon Growth Areas Review was undertaken due to a number of critical factors that have, or will, put pressure on the ability of Traralgon and surrounds to accommodate likely future development. Among these factors is the State Government decision to nominate the northernmost alignment for the future Traralgon Bypass. That decision had a direct impact on the adopted *Traralgon-Morwell Corridor Concept Plan (2007)* which earmarked a large area of land (approximately 500 ha) for future urban growth, south of the confirmed highway bypass alignment.

Latrobe City has therefore needed to revise its current strategies to accommodate future urban growth, as land to the south of the proposed bypass is no longer feasible nor is it a desirable settlement outcome. In addition to this, recent strategic assessments (undertaken in 2009) of current land supply estimates in Traralgon and surrounds indicated there was a substantial shortage of residential land earmarked for future urban needs and that a number of possible areas had significant constraints that limit where urban growth can be located. While recent rezonings (Amendments C47, 56 and 58) may have alleviated some of the short term pressures, these pressures will remain in the longer term.

The Traralgon Growth Areas Review comprises three separate documents:

- A *Background Report*, which investigated both the existing situation on the ground in relation to the location of land uses but also constraints to development in the wider Traralgon area.
- The *Traralgon Growth Areas Framework*, which looks longer term at the identification of sustainable directions for growth and the policy and strategies which may be required to achieve this.
- The *Traralgon West Structure Plan* (this document) which is designed to provide guidance in relation to a strategically important area of land currently experiencing ad-hoc or inefficient development and facing increasing development pressures.

These reports form the collective findings of the Traralgon Growth Areas Review, although each document, including this Structure Plan, can be read as individual parts.

This document seeks to establish an agreed vision for the Traralgon West area (which extends through to Morwell) to be realised over a period of up to 20 years. The Structure Plan is intended to establish a number of principles to guide future development of the area. It will also lay the foundation for amendments to the Latrobe Planning Scheme to facilitate significant changes in the land uses and structure of the area, in view of broader strategic issues facing Latrobe City.

1.1 project brief

The project brief set out the primary objectives of this project as follows:

- Recommend an equivalent or if possible superior long term outcome to the redundant *Traralgon-Morwell Corridor Concept Plan*;
- Identify and map appropriate residential urban densities in existing and future urban areas;
- Include structure plan maps that designate key land uses, in terms of precincts, zonings and linkages;
- Recommend appropriate changes to the Latrobe Planning Scheme (zone, overlay & ordinance) to facilitate the future use and development of land; and
- Respond to the outcomes of the stakeholder engagement process.

1.2 land affected by the project

The study area for the *Traralgon West Structure Plan*, shown in Figure 1 on the following page, is an irregular shaped area which extends along the north side of the Princes Highway between the existing urban extents of Traralgon and Morwell. It extends north towards the plantations associated with the Australian Paper Mill and existing parcels of land occupied by rural residential dwellings.

The study area covers approximately 1,150 hectares of land, of which around 550ha is currently used for low density residential development (in either a Low Density Residential or a Rural Living Zone) and around 200ha is occupied by the Latrobe Regional Airport. Other significant parcels of land in the area include the National Foods manufacturing site, the Latrobe Regional Hospital, the currently undeveloped 'Hollydale' site and the Traralgon Golf Course.

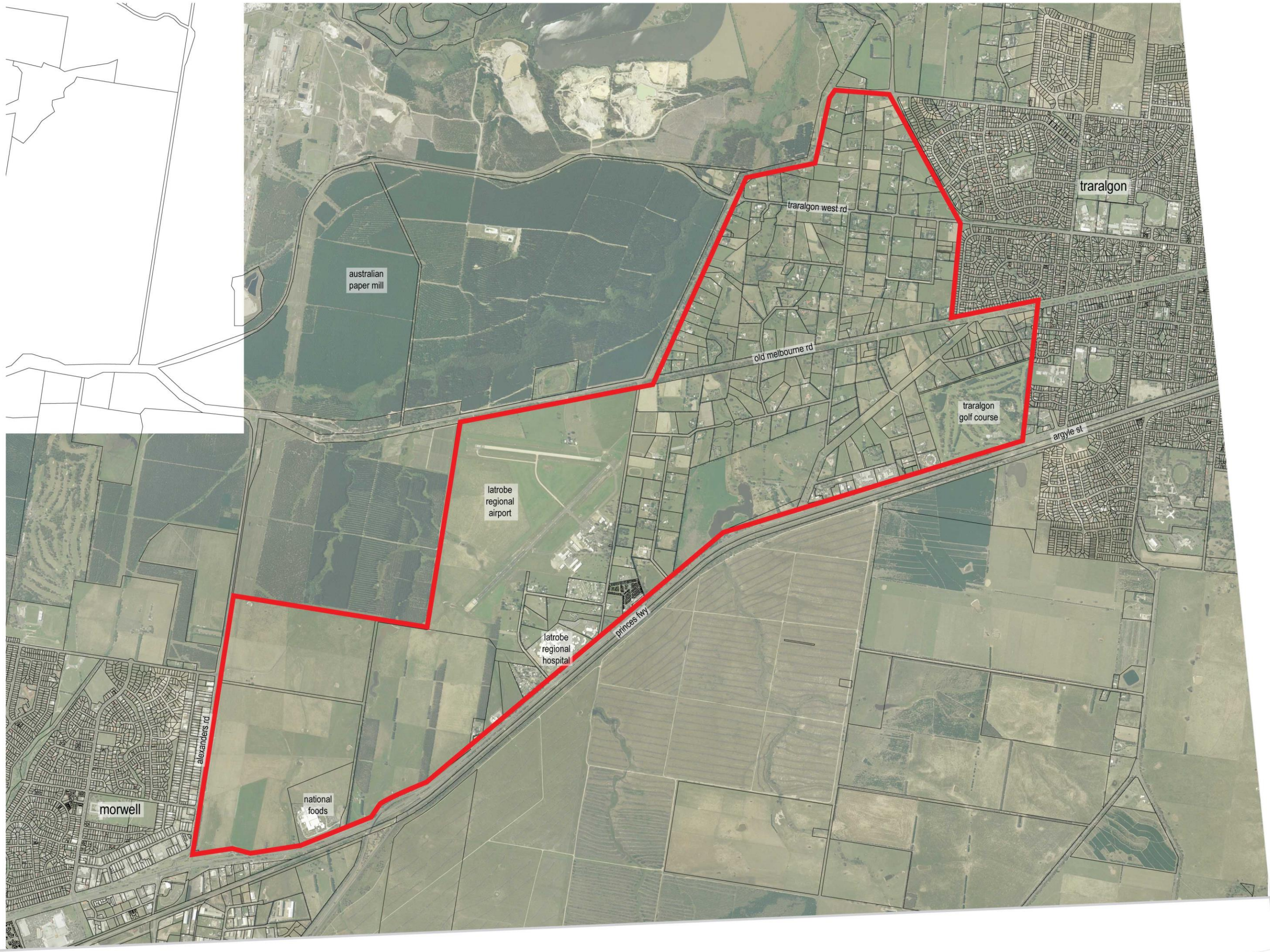
1.3 preparing the structure plan

A number of studies have been undertaken to guide the development of Traralgon over the last two decades. These documents have shaped the growth and development of Traralgon West (or Traralgon-Morwell Corridor) in particular, including the *Traralgon–Morwell Corridor Concept Plan* prepared by Beca Consultants in 2007. The current study builds upon the base established by earlier documents, but also responds to the broader strategic objectives outlined in the *Traralgon Growth Areas Framework*. Consultation with stakeholders and the community further informs this document.

traralgon west structure plan study area

legend

site boundary 



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Figure 1: study area aerial

2 background

In order to establish a plan for the future development of the Traralgon West area, it is necessary to understand elements of the context that are likely to exert an influence on this precinct. These include the policy context of the area, the current land uses and planning controls, constraints to development within the precinct and existing development pressures.

2.1 regional context

The Moe, Morwell, Churchill and Traralgon network of towns is one of the key regional centres in Victoria. It is located 164km to the east of Melbourne along the Princes Highway. Traralgon is the largest of a string of towns which stretch out towards Lakes Entrance on the Victorian coast which include Drouin, Warragul, Moe, Morwell, Traralgon, Sale and Bairnsdale.

The municipality of Latrobe City has previously adopted a model of development that establishes a hierarchy of townships comprising four main towns: Moe (approximately 15,300 persons), Morwell (13,700) and Traralgon (21,700), and the satellite town of Churchill (4,600) which form what is known as a 'networked city' with the remaining settlements within the municipality being identified as 'small towns'.

The population of Latrobe that does not reside in the 'networked city' is distributed across seven smaller settlements and a rural hinterland. The Municipal Strategic Statement recognises that while each town within the 'network' provides many of the services and facilities required by its residents, they are not separate, self contained entities which operate in isolation from each other. The towns interact, to varying degrees, to create what is effectively a 'networked city', highlighting the need for good inter-town connections.

Most of Victoria's electricity generation facilities are located in the Latrobe Valley and the region has Australia's largest reserves of brown coal. Power generation resources and facilities, and open cut mines associated with them, dominate the landscape of large areas of the Latrobe Valley. This can be seen clearly on Figure 2.

To the immediate southwest of Traralgon is the Loy Yang Power Complex and open-cut coal mine. In addition, large areas of rural land to the south of Traralgon have been set aside as long term future coal reserves. As such, the land around Traralgon plays a role in the functioning of the whole state of Victoria, well beyond that which would otherwise be the case in a regional area.

Traralgon's large commercial centre includes the Stockland Shopping Centre, South Side Central (which incorporates the major regional railway station) and shops which line the attractive Franklin, Seymour and Hotham Streets. The landmark building in the town centre is the elegant post office building built in 1887.

To the immediate west of the study area is the Mid Valley Shopping Centre which provides a range of large format retail uses such as Bunnings, Target and Big W as well as supermarket and specialist retail stores. Cinema and other entertainment options not available elsewhere mean this centre attracts residents from a wide catchment.

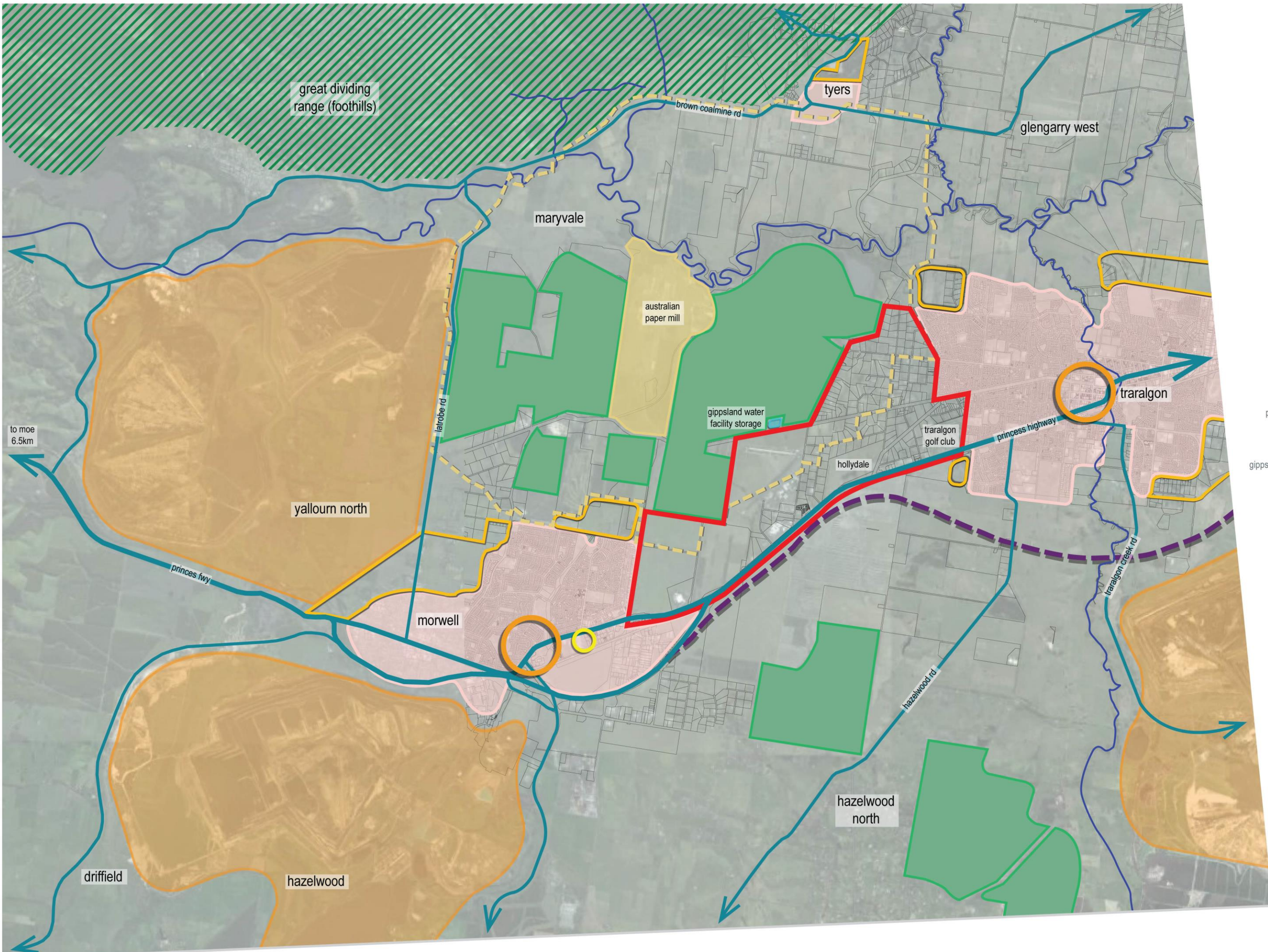
Regional facilities include the Latrobe Regional Hospital, a purpose built 257-bed, fully integrated health service located at Traralgon West, and a University of Ballarat campus at Churchill, 10 kilometres to the southwest of Traralgon.

These services, facilities and retail offering serve a very large catchment. Anecdotal evidence suggests the retail opportunities of the town, as well as larger scale infrastructure such as the Latrobe Regional Hospital, and entertainment such as nightclubs attract people from the full extent of Gippsland. As such, Latrobe City plays a role as the 'capital' of Gippsland.

traralgon west structure plan context

legend

- study area
- existing urban areas
- residential growth areas
- mining areas
- water courses
- main roads
- proposed highway bypass
- plantation
- gippsland water facility storage
- great dividing range (foothills)
- australian paper mill
- urban amenity buffer
- principal activity centre
- shopping centre



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Figure 2: regional context

2.2 current land use and development

The Traralgon West Precinct is more accurately described as the Traralgon-Morwell Corridor and encompasses land uses which occur in the existing 'urban break' between the developed urban areas of Morwell and Traralgon. The land is currently used for the following purposes:

- The Traralgon Golf Course is located on the Princes Highway at the eastern edge of the precinct.
- Large areas of the precinct are used for low density residential uses. While some sections of the land are zoned Low Density Residential and others are zoned Rural Living, both areas are developed with similar lot sizes of between 1.5 and 3.5ha. Limited lots within the LDRZ land have been subdivided down to the allowed minimum lot size of 0.4ha. Conversely, while the RLZ has a default minimum lot size of 8ha, within the study area the schedule to the zone allows subdivision down to 2ha. The majority of these lots have been developed with one dwelling.
- A strip of around 10 lots zoned Special Use along the Princes Highway are designated as an 'Urban Gateway' under the Latrobe Planning Scheme. These lots accommodate almost exclusively car and caravan yards and associated businesses.
- A very large site located centrally within the precinct's Princes Highway frontage is known as 'Hollydale'. While this land is currently mostly undeveloped (with one dwelling located on the site) there have been a number of concepts suggested for the land, including higher density residential development and bulky goods retailing.
- A number of sites within the precinct are used for accommodation purposes within the Rural Living Zone, including sites used for retirement living, hotels and caravan parks. These uses are primarily clustered around the Latrobe Regional Hospital.

- The Latrobe Regional Hospital is located on the Princes Highway at the intersection with Airfield Road. The hospital also supports a number of associated uses such as consulting suites. A masterplan has been prepared by Latrobe Regional Hospital to guide the future development of the site.
- Large portions of the land are also currently used for non-intensive, non-residential uses or are not currently developed. The majority of such land is zoned for farming. A portion of this land was also set aside for many years for the diversion of the Morwell River. The Special Use Zone which protected this corridor has recently been removed and there are various other potential uses for the area that are subject to further investigation.
- The Latrobe Regional Airport occupies a large (approx 200ha) site central within the precinct. The airport has two runways, with the main runway aligned on a south-west / north-east alignment and a smaller runway running east / west. A number of buildings associated with the airport are located in the south-east corner of the site, where access is provided off Airfield Road. The adopted masterplan for the site seeks to intensify development on the site and was partially implemented through Amendment C26, noting that the masterplan is proposed to be revised and updated. The airport has been identified as one of three "concentrated employment zones" in Latrobe City (*Latrobe Economic Sustainability Strategy 2011*). The employment zones have an emphasis on job creation, industry diversification and the ability to offer opportunities to prospective investors.
- To the immediate north and west of this site are plantations associated with the Australian Paper Mill which are unlikely to see change.
- Towards the Morwell end of the precinct there is a large parcel which accommodates the National Foods / Lion major processing site.

- The remainder of the land between National Foods / Lion and the existing urban edge of Morwell is currently vacant. However this land has been rezoned to allow for industrial development. It is also expected to accommodate a substantial bulky goods retail cluster through rezoning approved under Amendment C39 part 2.

2.3 current land use planning controls

Existing zoning controls for the precinct are outlined below and illustrated on the following plans:

















- Land adjoining Morwell within the study area is zoned Industrial 1, Business 4 or Farming Zone;
- The airport, hospital site and strip of car yards are zoned Special Use;
- Land at the western edge of Traralgon and the Traralgon Golf Course are all zoned Rural Living, while the Hollydale site remains in a Farming Zone; and
- Land immediately contiguous to the Residential 1 Zone of Traralgon is zoned Low Density Residential.

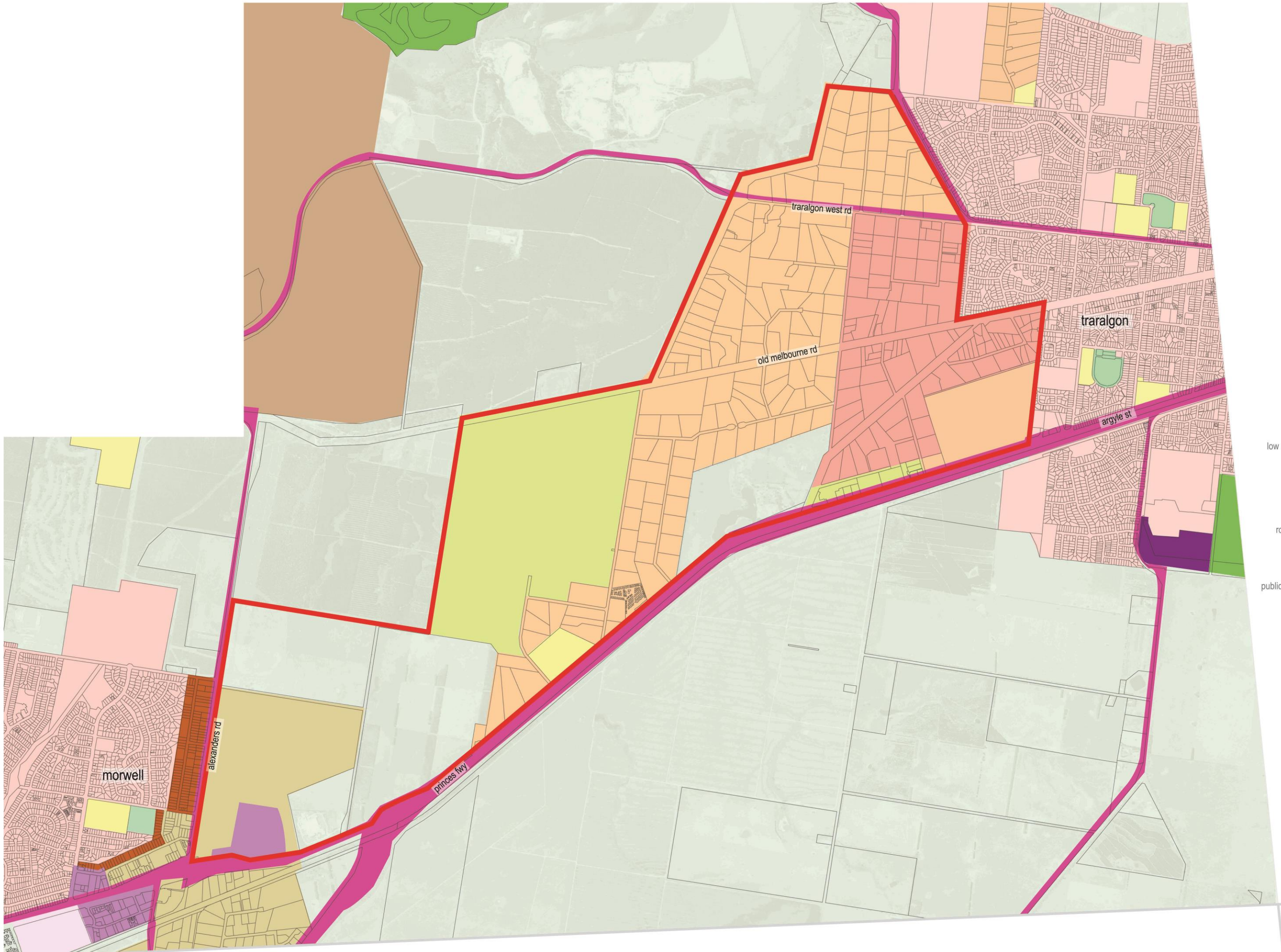
A number of overlays also apply to the area, in particular the western end of the precinct, as follows:

- A Development Plan Overlay applies to the Industrial 1 zoned land adjacent to Morwell.
- A Design and Development Overlay acts as a permit trigger where a major gas pipeline runs through the site and where the helipad associated with the hospital is located.
- There is currently an Airport Environs Overlay which affects land around the airport and a Design and Development Overlay was applied through Amendment C26, which has implications for the allowable height of buildings in proximity to the airport.
- Floodway and Land Subject to Inundation Overlays affecting land along waterways, have been implemented through Amendment C9).

traralgon west structure plan existing zoning

legend

- study area 
- business 1 zone (commercial 1 zone) 
- business 4 zone (commercial 2 zone) 
- business 5 zone (commercial 1 zone) 
- industrial 1 zone 
- industrial 2 zone 
- industrial 3 zone 
- residential 1 zone 
- low density residential zone 
- rural living zone 
- public use zone 
- road zone - category one 
- special use zone 
- public park & recreation zone 
- public conservation & resource zone 
- farming zone 














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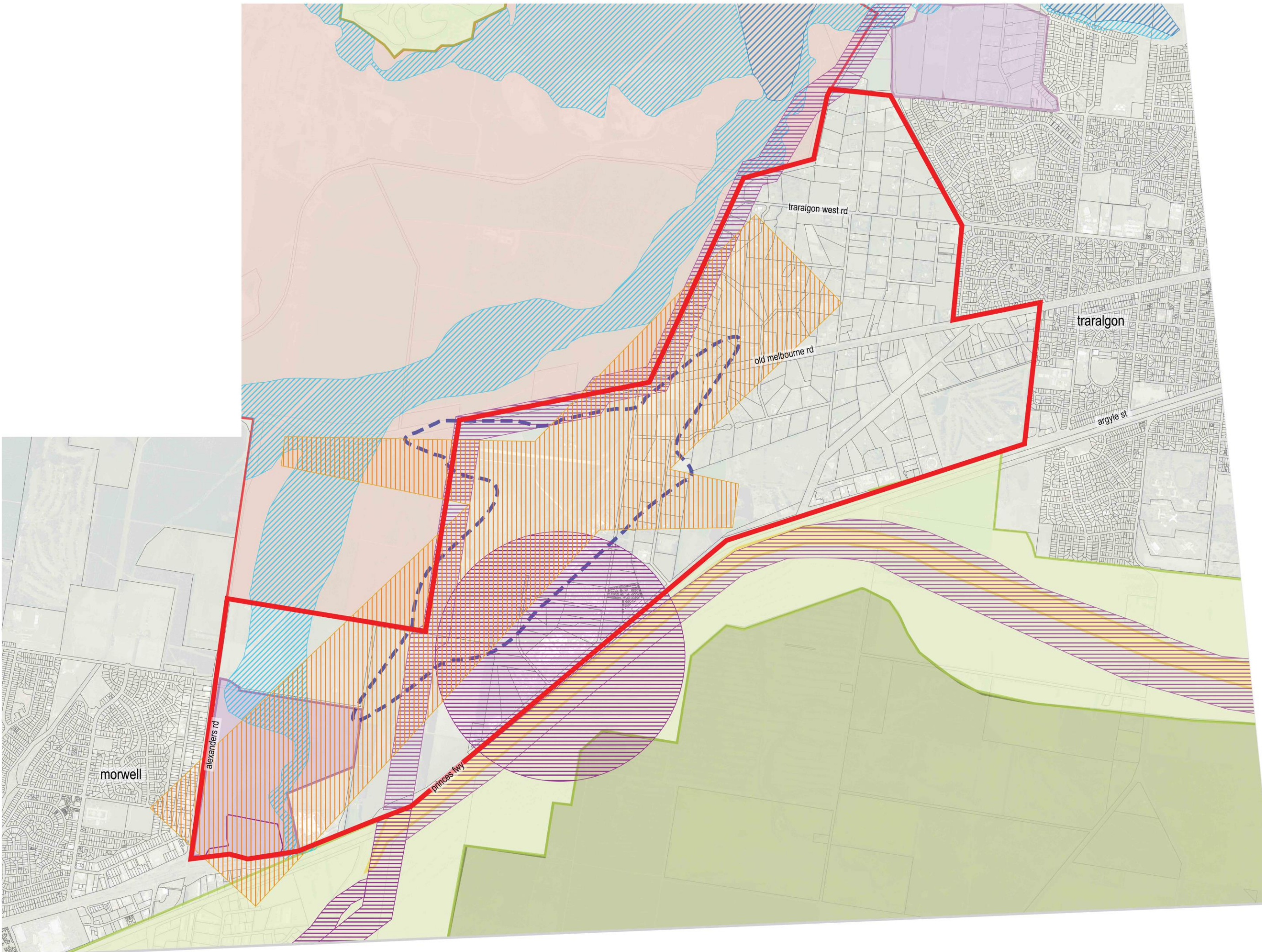
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Figure 3: current land use zoning

traralgon west structure plan overlays

legend

- study area 
- environmental significance overlay (ESO) 
- wildfire management overlay (WMO) 
- public acquisition overlay (PAO) 
- state resource overlay (SRO) 
- development plan overlay (DPO) 
- design & development overlay (DDO) 
- airport environs overlay (AEO) 
- floodway overlay (FO) 
- land subject to inundation overlay (LSIO) 
- design & development overlay (DDO) 




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 0 100 200 300 400 500m

Figure 4: existing overlays

2.4 constraints within traralgon west

There are some significant constraints to the development of this precinct. Development to date has been relatively ad-hoc and until recently, local planning policy has encouraged the retention of a 'non urban' break between Traralgon and Morwell. This 'break' was compromised by incremental development of motels, caravan parks, car yards and the presence of the Latrobe Regional Hospital. Much of the land within the study area, where it adjoins the existing urban area of Traralgon, is already developed with low density or rural living uses as a result of previous policy positions. In seeking to reposition this corridor and promote more sustainable development of the City as a whole, some of the important constraints which must be considered include:

- The existing fragmentation of the land, where landowners may have differing aspirations for their land and coordination of development may be difficult.
- Flooding associated with drainage lines which run through the precinct.
- Lack of existing connectivity through the study area.
- Potential impacts from noise / odour associated with the Australian Paper Mill and the extent of any urban amenity buffer to residential development that would be required to manage this to avoid conflict.
- Impacts in terms of safety or noise buffers to protect long term uses that may be required in relation to the Latrobe Regional Airport, including the existing Airport Environs Overlay.
- Lack of public transport or cycle lanes within the precinct.
- Potential bushfire impacts due to the proximity of plantations to the northwest of the precinct.
- Buffer requirements associated with the Gippsland Water storage lagoon located to the immediate north of the airport.

The extent of some of these constraints is identified on the following page.

2.5 opportunities for traralgon west

There are also a number of clear opportunities available which can be maximised to obtain benefit not just for new and existing residents in the immediate area but also for the broader Latrobe community as a whole.

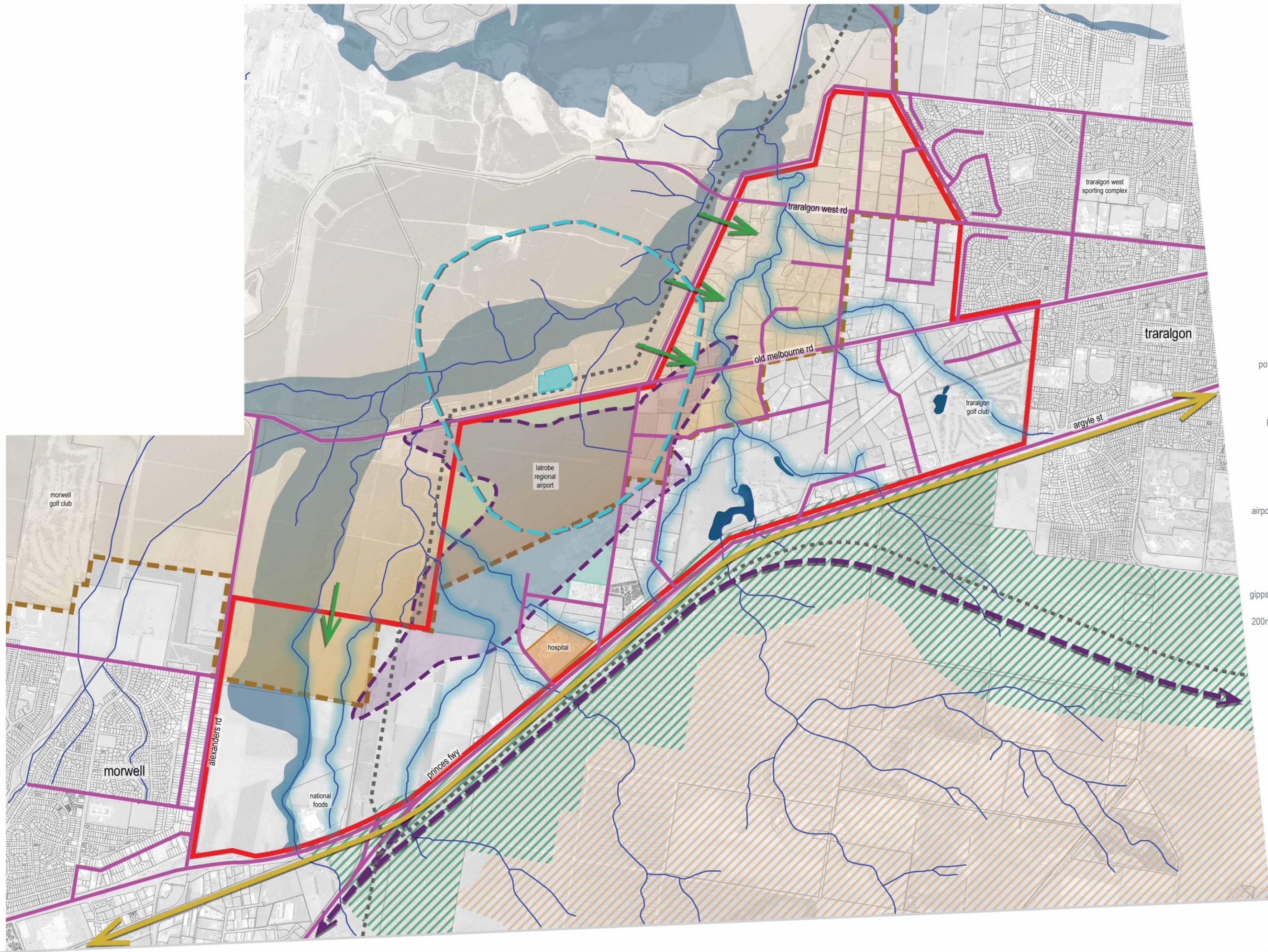
These include:

- Maximisation of the opportunities to develop employment generating uses supported by the airport and hospital.
- Improvements to public transport potential due to proximity to the Princes Highway.
- Locational advantage for residents between two Principal Activity Centres (Morwell and Traralgon).
- Proximity to Mid Valley Shopping Centre.
- Potential to provide interesting and diverse areas of public open space that can provide links to the wider open space network of Traralgon.
- Clear opportunities for excellent cycle and pedestrian linkages.
- The presence of two large strategic redevelopment sites that could act as catalysts for development.
- Highly amenable landscape setting.
- Opportunities to provide additional land for long term industrial or other employment uses contiguous with existing identified areas.

traralgon west structure plan constraints

legend

- study area
- latrobe regional airport
- latrobe regional hospital
- proposed flood controls
- dams
- water courses
- potential unmapped flooding
- existing roads
- proposed highway bypass
- existing rail
- urban amenity buffer
- airport environs overlay (AEO)
- fire risk from plantations
- gas pipeline
- gippsland water facility storage
- 200m buffer from water facility
- state resources overlay
- coal mine buffer



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Figure 5: traralgon west key constraints

3 traralgon west structure plan

The long term strategic future of Traralgon West will evolve over time. However, this structure plan seeks to facilitate the transition of this important corridor to an area which better reflects the opportunities available within the precinct, while responding appropriately to the constraints which exist within the area. The precinct will develop over time into a higher density residential corridor in the areas closest to the Princes Highway. The northern areas will remain as lower density residential in order to respond to the position of this land both at the 'urban edge' and also in proximity to the Australian Paper Mill. Residential areas along the corridor will be strongly connected to the urban areas of both Morwell and Traralgon by sustainable transport options. While the corridor will primarily accommodate residential uses to the east of Airfield Road, there are opportunities for the development of employment generating uses on the land between the Latrobe Regional Airport and the Princes Highway which is more constrained for residential development but which offers exciting opportunities to support the growth and development of new and existing industries.

3.1 key precinct principles

Key principles which should guide the development of this corridor include:

- The identification of the Princes Highway as a high frequency multi nodal public transport corridor. This should include rapid local bus services and on-road commuter cycle paths as well as rail services.
- The development of a Neighbourhood Activity Centre around the Latrobe Regional Hospital to provide services and facilities, both for residents of the higher density accommodation which exists in this area but also to provide for employees and users of both the hospital and the airport. This NAC should not compromise development in either the Morwell or Traralgon PACs.
- Consideration of the establishment of an additional train station to service the Latrobe Regional Hospital (allowing better access to regional users) and the residents and employees of this area.
- The development of the Old Melbourne Road and the existing Coopers Road road reserve leading to the 'Hollydale' site as key green links, providing not only vehicular access but priority cycle paths and landscaped pedestrian pathways (in addition to considerations of the Traralgon–Morwell shared path).
- The creation of a key corridor of open space leading from the large waterbody central on the 'Hollydale' site, along the creekline to connect with a broader system of new open space to be established to the north of Traralgon.
- Development of both the 'Hollydale' site and the Traralgon Golf Course in the longer term as medium density 'villages' in landscaped settings.
- Re-subdivision of identified low density and rural living land not affected by the urban amenity buffer for conventional residential development.
- Retention of lower residential densities in the northern areas of the precinct where there may be odour impacts arising from the presence of the paper mill. These areas may be able to redevelop over time as improvements to the management of emissions could reduce the extent of buffer requirements and should be reviewed periodically.
- Exploration of employment generating uses which may be suitable for land immediately adjoining the hospital and south of the airport identified as an 'employment investigation area' to support the Regional City role of Latrobe.
- Retention and potential long term expansion of the eastern industrial (and bulky goods) precinct of Morwell, to the north of existing zoned land.
- Clear policy to avoid 'strip' retail development fronting the Princes Highway in the study area.
- Clear movement networks and appropriate levels of highly accessible public open spaces, community infrastructure and local shopping opportunities.

traralgon west structure plan

legend

- study area
- bulky goods
- national foods
- industrial 1
- future industrial
- car sales
- employment investigation area
- latrobe regional airport
- latrobe regional hospital
- rural living
- proposed conventional residential
- strategic residential development site
- passive open space
- active open space
- key green movement corridor
- dams
- main roads
- high speed movement corridor
- proposed train station
- key intersection
- proposed bridge
- neighbourhood activity centre (NAC)
- local activity centre (LAC)
- airport environs overlay (AEO)
- urban amenity buffer
- proposed bypass
- residential interface buffer

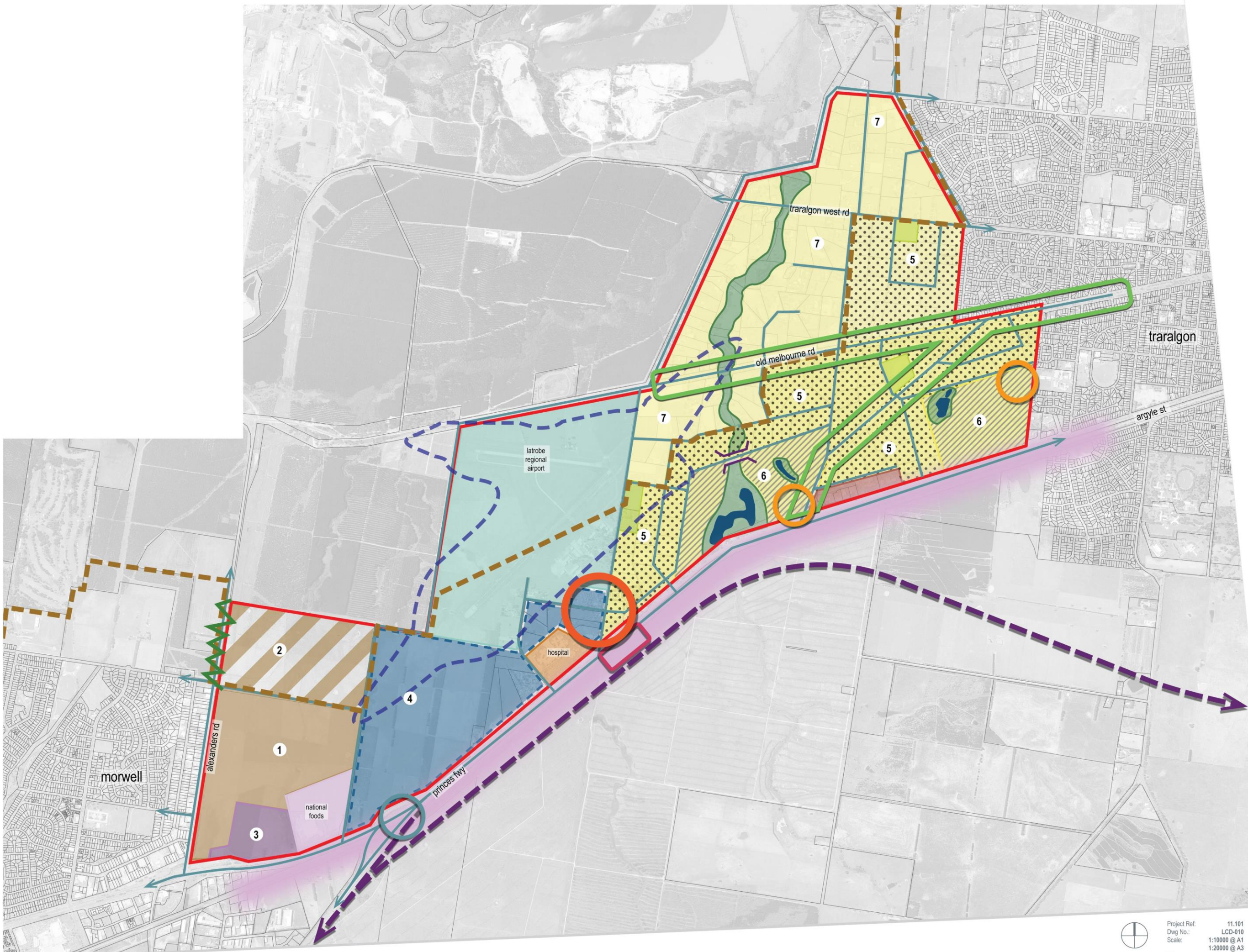


Figure 6: traralgon west structure plan

3.2 land use

Land uses proposed within the precinct are identified on the following land use plan as follows:

- **AREAS 1 & 3:** The existing areas of industrial and Business 4 (bulky goods) zoned land to the immediate east of Morwell are retained.
- **AREA 2:** Land to the north and east of the industrial area is retained as farming zoned land to protect longer term opportunities for the expansion of the industrial precinct. The need to maintain areas to accommodate additional industrial development in the longer term to protect the economic sustainability of the city is recognised by the identification of this land. Any development in this area will need to take into account appropriate buffers to the identified residential growth area on the western side of Alexanders Road.
- **AREA 4:** The hospital should be retained and expansion or intensification of health related uses should be encouraged. This may occur either through intensification of the existing area shown on the plan or through expansion into the 'employment investigation area'.
- The development of higher densities of residential development, including retirement villages and aged care, proximate to the hospital on otherwise unconstrained land (as is currently occurring) should continue on unconstrained land, preferably to the east of Airfield Road in order to not preclude development of employment generating uses.
- Land to the immediate west and north of the hospital should be retained as an 'employment investigation area' to be developed with either employment generating uses which are directly related to the hospital or airport. Regard should be had to the masterplans undertaken for both those key facilities and appropriate zoning should be considered once further detail regarding these land uses is determined.
- The airport should continue to be developed to make better use of the opportunities for more integrated development on the site. The existing masterplan for the site is currently being reviewed to ensure consistency with the Australian Paper Mill urban amenity buffer and as part of an assessment of economic development opportunities within the area.
- A Neighbourhood Activity Centre should be developed adjoining the hospital to provide service facilities and local shopping opportunities to both users and employees of the hospital and airport, and also to residents of medium density residential development in the area. This centre will provide a clear focal point for the "concentrated employment zone" (*Latrobe Economic Sustainability Strategy*) to be developed in relation to the airport as well as facilitating health related development. This centre should have strong connections to sustainable transport options, as well as pedestrian pathways. The centre should not compete with the larger activity centres of Morwell, Traralgon or Mid Valley, but may contain a small supermarket. A specific site has not been identified for this centre as the appropriate extent of this centre will need to be determined prior to an area being identified. This should be further explored at a broader level through an Activity Centre Strategy. However, the centre should be located close to the intersection of the Princes Highway and Airfield Road close to the Latrobe Regional Hospital.
- **AREA 5:** Existing Low Density Residential and Rural Living zoned land in the south of the precinct (as identified on the following plan) should intensify through development at conventional residential densities. A Development Plan should be prepared for the identified areas in collaboration with the existing landowners to ensure that appropriate connections and infrastructure are established as densities increase. Appropriate mechanisms to ensure developer contributions to fund infrastructure will also need to be considered.
- **AREA 6:** The 'Hollydale' site and Traralgon Golf Course should be developed with medium density urban 'villages' within a landscape context. This will diversify the housing offer within Traralgon as a whole and should be designed as 'sustainable' housing.
- Large waterbodies on those sites should be retained to provide areas of public open space, with the central waterbody on the 'Hollydale' site to be designed as a 'focal' area of open space with an important interface with the Princes Highway. These areas could connect through to an open space corridor to be established along the main drainage line through the area and to the broader new area of open space recommended to be established to the north of Traralgon in the *Traralgon Growth Areas Framework*.
- **AREA 7:** The remainder of existing Rural Living zoned land in the precinct should be retained as such, to respond to the potential impacts of odour associated with the Australian Paper Mill. Opportunities for new development in line with the potential allowable under existing zoning are supported where they are supported by the EPA and Australian Paper.
- The existing strip of car sales within the precinct is identified as remaining; however the extent of that area along the highway should not be increased and further retail activities should be discouraged in this precinct.
- Two smaller Local Activity Centres have been identified within the precinct. These have been located within the 'urban village' strategic sites. While their locations are indicative only, the relationship between the eastern centre and Lavalla College is to be pursued to ensure that co-location of any community facilities is possible. The proposed Local Activity Centre on the 'Hollydale' site is identified as being located on the Princes Highway, adjacent to the existing car yards. This location ensures that the centres are distributed in a way that provides equitable access to residents within the precinct. These centres are identified as playing a local 'convenience' role only, and are not identified as providing supermarket or bulky goods retailing. The size of these centres will need to be confirmed as part of an Activity Centre Strategy or similar study that considers this area as part of the broader Traralgon or Latrobe City context.

3.2.1 bulky goods and medium density development on the 'Hollydale' site.

It is understood that there are a number of options which have been put forward for the future development of the large site within Traralgon West known as 'Hollydale'. There is some pressure to allow development of this site for the purpose of bulky goods development. There is a clear strategic rationale for encouraging the uses of the land as identified above, which is elaborated further below.

The site is one of two large 'strategic' sites within the Traralgon-Morwell Corridor which are relatively unconstrained. The other site is the Traralgon Golf Course discussed in the following section. As such, the 'Hollydale' site represents the most likely site for development within the precinct.

It is acknowledged that the site was identified as the third option for the identified bulky goods requirements of Latrobe City in the adopted *Bulky Goods Retail Sustainability Assessment* (March 2009). It is noted that this was identified as having advantages due to the low density nature of residential development around the site and the potential for co-location with other trade supplies or light industrial uses. Should the corridor be developed for primarily residential purposes, then the suitability of this site for bulky goods development would be subsequently reduced.

That report identified that around 5-7 ha of B4Z land was required in the short term (to 2013), another 5-7 ha in the medium term (to 2018) and that longer term needs (beyond 2021) be assessed at a later date to ensure that decisions responded to changes in the retail environment or context. Subsequent to that report being issued, Council has rezoned land in the east of Morwell and the east of Traralgon for bulky goods uses (as part of Amendment C39). Those parcels were the top two ranked parcels in the bulky good assessment and combined provide over 20 ha. This is well in excess of the 10 – 14 ha identified as required to 2018.

It is not considered appropriate to allow for the establishment of a third area of bulky goods retailing until such a time as the existing available land has been utilised, particularly given those parcels were identified as more suitable than the 'Hollydale' site. At such a time as the available land is diminished, providing additional land that is proximate to the existing bulky goods centre, rather than dispersing the use is recommended (and is supported by the existing assessment which recommends the establishment of defined precincts rather than standalone sites).

An additional assessment of bulky goods needs was provided by proponents of a development seeking to utilise the Hollydale sites for such purposes. This report (*Latrobe Bulky Goods Retail Need Analysis Traralgon West*, MacroPlan Dimasi 2012) identified that there was a need to provide land above and beyond that identified in the original MacroPlan report. However, a peer review of that assessment (Review of economic support for the Masters development proposal in Traralgon West, Tim Nott 2012) identified:

- There is no need to rezone any additional land to accommodate bulky goods uses and the two recently rezoned sites can easily accommodate demand to 2026.
- Both the original MacroPlan report and the more recent development justification are based on a significant underestimate of existing bulky goods retail space.
- The development of the Hollydale site would be unlikely to result in any net increase in economic activity or employment as the development would be balanced by losses by existing businesses. As such there would not be sufficient overall community benefit to strategically justify (on the basis of economic development) an additional rezoning given existing available land.
- In addition, the assessment found that while the reduction in housing potential within Traralgon West would be modest, the impact on the development of a Neighbourhood Activity Centre at the hospital site would be compromised.

- Development of bulky goods on the relatively restricted Hollydale site may also compromise the ability for a more extensive precinct to develop. This may compromise the ability of independent bulky goods development to maximise benefits from co-location with an anchor tenant such as Masters in the longer term.

Furthermore it is considered that, due to the topographical and landscape characteristics of this parcel (including the presence of two large dams), there are clear opportunities for development of a more intensive residential use on the site. A medium density development on this site, within a landscape context, could go some way to offsetting the loss of land earmarked for residential development south of the Princes Highway. As such, the development of an integrated medium density residential development on the site is of strategic benefit to the broader area. Should the Princes Highway be established as a high frequency transit corridor, then residents in this precinct would have a high level of accessibility which is not found in all of the urban areas of Traralgon. While the use of the land for this purpose cannot be forced, there is considered enough justification to pursue this as a strategic objective through the *Traralgon West Structure Plan*.

3.2.2 traralgon golf course

The other large strategic development site within the Traralgon West area is the Traralgon Golf Course. However, although the golf club has the potential for medium density development, it does not mean that the club must develop their land. It allows for that opportunity in the longer term should the club management decide this is appropriate, either as a replacement for the club or part of a redevelopment of the course to include a housing component (as has occurred on many other sites).

The development of land to the north of the club at higher densities has been a long standing strategic aim, as identified through the Traralgon Structure Plan (at Clause 21.05 of the Latrobe Planning Scheme) and reflected in the inclusion of the land under DPCD's land supply calculations as 'future residential'. The land was originally proposed for rezoning under Amendment C58 but this rezoning did not proceed.

This Traralgon Growth Areas framework supports the rezoning of both the golf course itself, and the Low Density Residential land to the north land to the General Residential Zone. However, any rezoning of both areas of land would need to be accompanied by a Development Plan which addressed the interface with the golf course and ensure that appropriate setbacks or other measures are included. There may be merit in considering any future development of the golf course as part of this Development Plan to ensure both interim and potential long term interfaces are considered, as well as setting in place mechanisms for any required financial contributions towards necessary infrastructure.

3.2.3 neighbourhood activity centre

The identification of a Neighbourhood Activity Centre (NAC) is intended to support a network of activity centres in line with Clause 11.01 of the planning scheme. It is considered that the potential location of a train station in the area due to the regional nature of the hospital as well as the needs of hospital and airport workers means a high level of activity within this area is inevitable, particularly in the longer term given the aspirations of the draft *Gippsland Regional Growth Plan* which see Latrobe City growing substantially in reflection of its role as the 'capital city' of Gippsland. When this is considered in line with the existing and future residential populations in the area, the identification of a NAC in this area will allow this to be planned and considered strategically.

Under the *Melbourne 2030* definition, NACs have a limited mix of uses meeting local needs and are dominated by small businesses and shops and limited community services. They offer some local convenience services and some public transport provision. Their key features are:

- *generally, a limited mix of uses meeting local convenience needs*
- *generally less than 10,000 square metres of retail floor space*
- *accessible to a viable user population by walking/cycling*
- *accessibility by local bus services, and public transport links to one or more Principal or Major Activity Centres*
- *their role as important community focal points, ideally close to schools, libraries, child care, health services, police stations and other facilities that benefit from good public transport.*

It is noted that this definition relates to a metropolitan context and within the Latrobe context (where there are no Major Activity Centres), one of the key characteristics of a Neighbourhood Activity Centres should be a higher level of connectivity through public transport, which it is considered this centre can achieve. There is also more likelihood and strategic justification in improving connections to this area given the presence of the hospital. The issues with the application of a metropolitan hierarchy to a regional city is reflected in the recommendations as part of the Traralgon Growth Areas Review for an Activity Centre Strategy to be undertaken to ensure that the land use mix, level of transport connections and relevant floorspace targets at various level of the activity centre hierarchy are locally responsive. This is particularly the case given the ability of regional Councils to retain floorspace caps under recent changes to the Victorian Planning Provisions.

A single Neighbourhood Activity Centre (NAC) has been identified as establishing around the Latrobe Regional Hospital (LRH). This is considered a suitable site for a Neighbourhood Activity Centre for a number of reasons, including:

- Large number of people employed at the airport and hospital who would be able to access the centre.
- Availability of services and facilities within the NAC to users of the LRH.

- Recommended establishment of an additional rail station at this location would ensure improved and sustainable access.
- Existing higher density residential development in the form of retirement villages and a caravan park, as well as the accommodation options such as motels, in the area.

This activity centre is not intended to serve a significant retail function, as seen in centres such Mid Valley and the Traralgon and Morwell CBDs, rather it is intended to provide a locally accessible range of services and retail offer to meet the day to day needs of the resident and worker population of the area as well as support the airport and hospital by offering flexibility for related land uses to establish in proximity. Larger scale office uses should be restricted to the Traralgon CBD, or where there is a demonstrated nexus through co-location, such as in association with the hospital or airport.

The establishment of a supermarket in this area could be supported due to the increased residential population identified for the catchment and the siting of the centre where it is easily accessible by employees, patients and visitors to the hospital and to residents of retirement villages or aged care facilities which may be attracted to the Airfield Road area given proximity to the hospital.

3.2.4 local activity centre

While two Local Activity Centres (LACs) have been identified in the plan, these locations are indicative. Their identification is intended to highlight the need for locally accessible convenience retailing to be available to residents should the population density in this area increase. This principle is in line with established growth area planning principles which have been established through State Planning Policy. The definition of a local centre varies and is one of the reasons an Activity Centre Strategy has been suggested, however in this case the definition identified as part of the Growth Area Authority's (GAA) *Precinct Structure Planning Guidelines* has been adopted, as follows:

“An activity centre smaller than a neighbourhood activity centre which may include a small limited line supermarket or convenience store of between 500sqm and 1500sqm plus non-retail uses.”

As identified, further consideration will need to be given to the most appropriate size for any retail uses rather than convenience store in the Traralgon West context once an understanding of the population and densities in the area are further tested through a development plan process (understanding that the GAA's definitions as developed in a metropolitan context). While Section 3.2.6 identifies an indicative population, it is important to recognise that this is very much a high level assessment based on the theoretical capacity. The Traralgon West area is relatively unusual in that, while significant increases in population are expected, the area that will accommodate these new communities represents intensification of existing residential areas rather than being greenfield land. A more detailed assessment of the development capacity of the area once landowner expectations are better understood will provide a more accurate prediction. This understanding should not unduly influence the hierarchy of centres identified in this plan.

The locations shown on the plan have been identified where it has appeared logical. Establishing a LAC in proximity to the existing school site (Lavalla) allows the centre to be accessed not only by local residents but also by those accessing the school, increasing the catchment of the centre. This also offers the potential of the use of the activity centre to co-locate other educational or early years' facilities. The location of the other centre adjacent to the car yards, means that the centre will be accessible to those working in that precinct and its position on the highway offers potentially greater economic viability of any retail uses.

In addition, for practical reasons these have been identified on sites identified as being developed for medium density 'urban villages'. Establishing a new commercial centre as part of an integrated redevelopment of large parcels of land in single ownership allows for better outcomes to be pursued and more straightforward establishment of the centres. In addition, these areas are likely to see the greatest potential

increases in density and therefore the location of centres within these sites would provide the greatest access to large residential catchments.

3.2.5 employment investigation area

Land to the immediate north and west of the Latrobe Regional Hospital (Area 4) is identified as an 'employment investigation area'. This report identifies it should be developed for either employment generating uses preferably associated with the airport or hospital.

The Latrobe Regional Airport is identified as one of three areas of "significant commercial importance" to Latrobe City and as such this document has sought to provide an outcome which supports the areas identified role as a "concentrated employment zone" by providing the following:

- The potential for expansion to the south if required through this identification of an 'investigation area' and the avoidance of rezoning to residential uses which may conflict with future uses
- Identification of the area as a Neighbourhood Activity Centre, supporting a range of commercial and retail activities associated with the two facilities and providing facilities and services for employees in the area.
- The identification of an additional train station to provide sustainable transport access to the area for employees.

A priority of this investigation area is the protection of the long term economic opportunities associated with the two key sites. Latrobe City has enormous potential to grow as a key regional city but this will largely be driven by employment opportunities. Protecting a substantial area of land to allow exploration and establishment of innovative economic generators or land uses which benefit from synergies with the airport or hospital will support the long term growth of the municipality.

Given the proposed establishment of a Neighbourhood Activity Centre (discussed above) and the recommended establishment of an additional

train station to provide increased access to the LRH facilities across the region, as well as the employment opportunities provided by the hospital, airport and associated businesses, the establishment of additional residential development in the area would also provide a good planning outcome. Given existing constraints, residential development should generally only be provided to the east of Airfield Road. However, a residential component as part of a mixed use development on unconstrained land (where it will not compromise airport or hospital uses) could be supported.

The land has not been identified for retail uses with the exception of land that may form part of the NAC or be directly associated with the airport or hospital as dispersal of retail development is to be avoided without strong justification. This area lacks strategic justification for retail uses other than those outlined above.

3.2.6 anticipated traralgon west population

Given the existing development of much of the land within the Traralgon West area, an understanding of the likely population and dwelling numbers is difficult to predict without further assessment. A Development Plan process that establishes the desire for change among landowners and more clearly articulates how the residential areas are likely to develop will provide a greater level of understanding of the likely population that can be accommodated in these areas. This process will also allow further consideration of the appropriate densities for this area noting the figures used below are indicative only.

In the interim, in order to provide a broad understanding of the likely residential population, a series of nominal figures have been developed. It is important to note that these figures are preliminary and should not be used to guide decision making. This is particularly the case when assessing the establishment of activity centres, given the role that non-residential and worker populations will play in supporting identified centres.

In relation to the calculations, the following informed the relevant figures:

- Areas of potential residential land were identified and areas calculated using GIS mapping on the basis of the Traralgon West Structure Plan.
- A figure of 75% of land was presumed to be developable. This is lower than the 85% figure used within the Traralgon Growth Areas framework in light of the drainage lines which affect the Traralgon West area and the extent of existing development within the area.
- Differing development densities were used for calculating dwelling numbers within the area, with a gross figure of 8.5 lots/ha used for the conventional residential areas and a higher figure of 20 lots/ha used for strategic sites in light of the integrated and masterplanned development anticipated for those sites.
- In areas proposed for intensification a nominal 900sqm lot was deducted from the total in recognition of each existing dwelling within these established areas.
- Once the number of dwellings was identified, the average household size figures for Traralgon were applied to generate an indicative population figure.

Strategic Development Sites

site	total area	developable area	potential dwelling numbers
Hollydale	57ha	42.75ha	855
Golf Course	41ha	30.75	615

Residential areas

areas	total area	existing dwelling numbers	potential dwelling numbers
intensifying	235ha	29 + 55 (7.56ha)	1933
existing	n/a	61	n/a

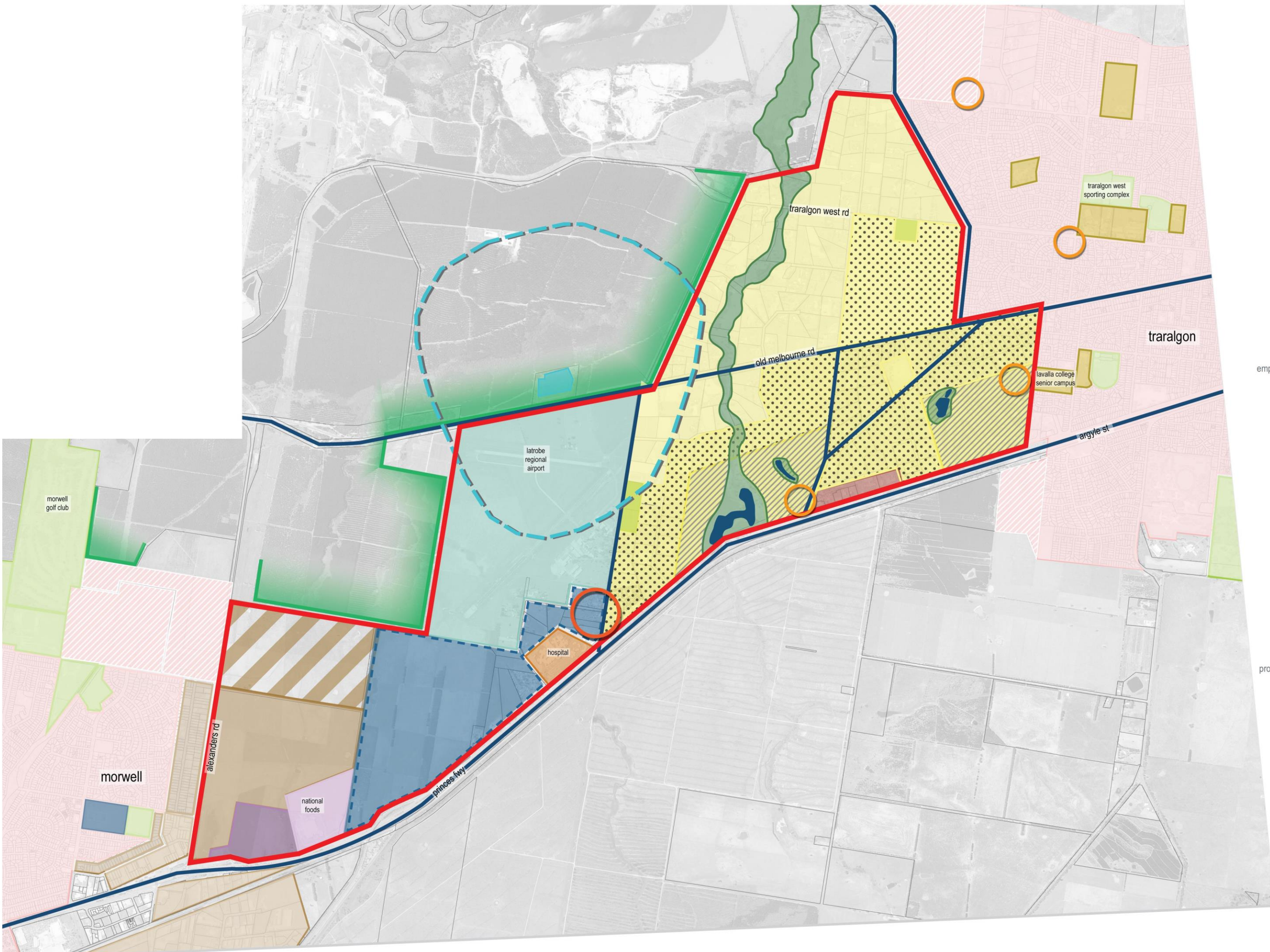
Given the identification of potential for 3,403 new dwellings in the precinct and 61 existing dwellings in the precinct, and the average household size in Traralgon of 2.46 persons per dwelling (2011 census figures), the preliminary residential population anticipated in the Traralgon West area is estimated at close to 8,500. As identified, these figures are very high level and are subject to further investigation and refinement through the recommended implementation actions outlined in Section 4 of this report.

It is also noted that the population within this area has the potential to increase should any reconsideration of the alignment of the Traralgon bypass and coal resource needs by the State Government occur. Should the identified alignment be revised to a more southerly position, additional land would become available within the Traralgon West area and this plan should be revised on that basis.

traralgon west structure plan land use

legend

- study area
- bulky goods
- industrial 1
- industrial 3
- future industrial
- car sales
- employment investigation area
- latrobe regional airport
- latrobe regional hospital
- national foods
- existing residential
- residential growth
- rural living
- proposed conventional residential
- strategic residential development site
- schools
- recreation
- proposed open space corridor
- plantation edge
- dams
- main roads
- neighbourhood activity centre (NAC)
- local activity centre (LAC)



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0 100 200 300 400 500m

Figure 7: traralgon west: land use

3.3 movement and access

The structure plan seeks to provide clear and logical routes through the area, and to increase opportunities to access more sustainable modes of transport both to, and within, Traralgon West. The plan identifies only key roads within the precinct and principles for future networks of local roads. The layout of the network of local roads will need to be determined as part of any future development plan for both the strategic development sites and the area that is to transition in dwelling intensity (i.e. existing low density and rural living land). Any development plan should have regard to the contents of this document. Movement and access within the precinct is proposed as follows:

- The Princes Highway will continue to develop as a key transport corridor. As identified in the *Traralgon Growth Areas Framework*, a high frequency bus service should be established along this corridor, in addition to cycle lanes and existing vehicular movement.
- A new train station should be provided adjacent to the hospital and near the proposed Neighbourhood Activity Centre.
- Old Melbourne Road and the existing Coopers Road road reserve within the precinct (which should be constructed to form a road) will be developed as key green movement corridors, having regard to the need to protect any important areas of native vegetation. Old Melbourne Road and Coopers Road should provide a high amenity pedestrian pathway, which may be used as part of a broader network of jogging/ walking tracks. The alignments of these green movement corridors should be further refined both through the Development Plan process, but also through the upcoming *Pathways, Tracks and Trails Strategy* which should have regard to this Structure Plan
- Another new shared path will be established along the key drainage line which is identified as an open space corridor providing a connection through to a broader area of open space proposed to the north of Traralgon as part of the *Traralgon Growth Areas Framework*.
- Bus services should be extended from the existing urban area into the southern portion of the precinct proposed for increased development and intensity of residential use. Bus stops should be provided within a 400m distance of dwellings as identified on the plan and stops should be provided at key areas of open space and activity centres.
- Apart from the construction of the existing road reserve (Coopers Road) which angles through the precinct, a number of other key road connections have been identified on the following plan, including along the boundaries of the 'Hollydale' and Traralgon Golf Club sites to provide east-west access across the centre of the precinct to Airfield Road.
- Careful consideration will need to be given to the most appropriate configuration of the bridge that will be required to cross the main drainage line (between Areas 5 and 6), to ensure that it is complementary to the proposed open space corridor.
- The remainder of the local road network must provide clear, permeable and legible connections through the precinct to key locations such as public open space, schools and activity centres, in line with relevant subdivision design standards.
- Cul-de-sacs should be avoided where possible and when provided must integrate pedestrian connections to avoid restrictions on movement.
- Roads should follow existing boundary alignments where possible to integrate and preserve existing canopy vegetation.
- Car parking provided in association with any commercial development in activity centres should be provided to the rear of buildings to ensure activated frontages are achieved and car parking does not dominate.

traralgon west structure plan access & movement

legend

- study area
- existing roads
- proposed bypass
- existing rail
- bus route
- on-road bicycle route
- off-road shared path
- high frequency bus corridor
- train station
- latrobe regional airport
- key green movement corridor
- key intersection
- proposed bridge
- bus stop (indicative location)
- proposed connector road
- proposed traralgon - morwell shared path



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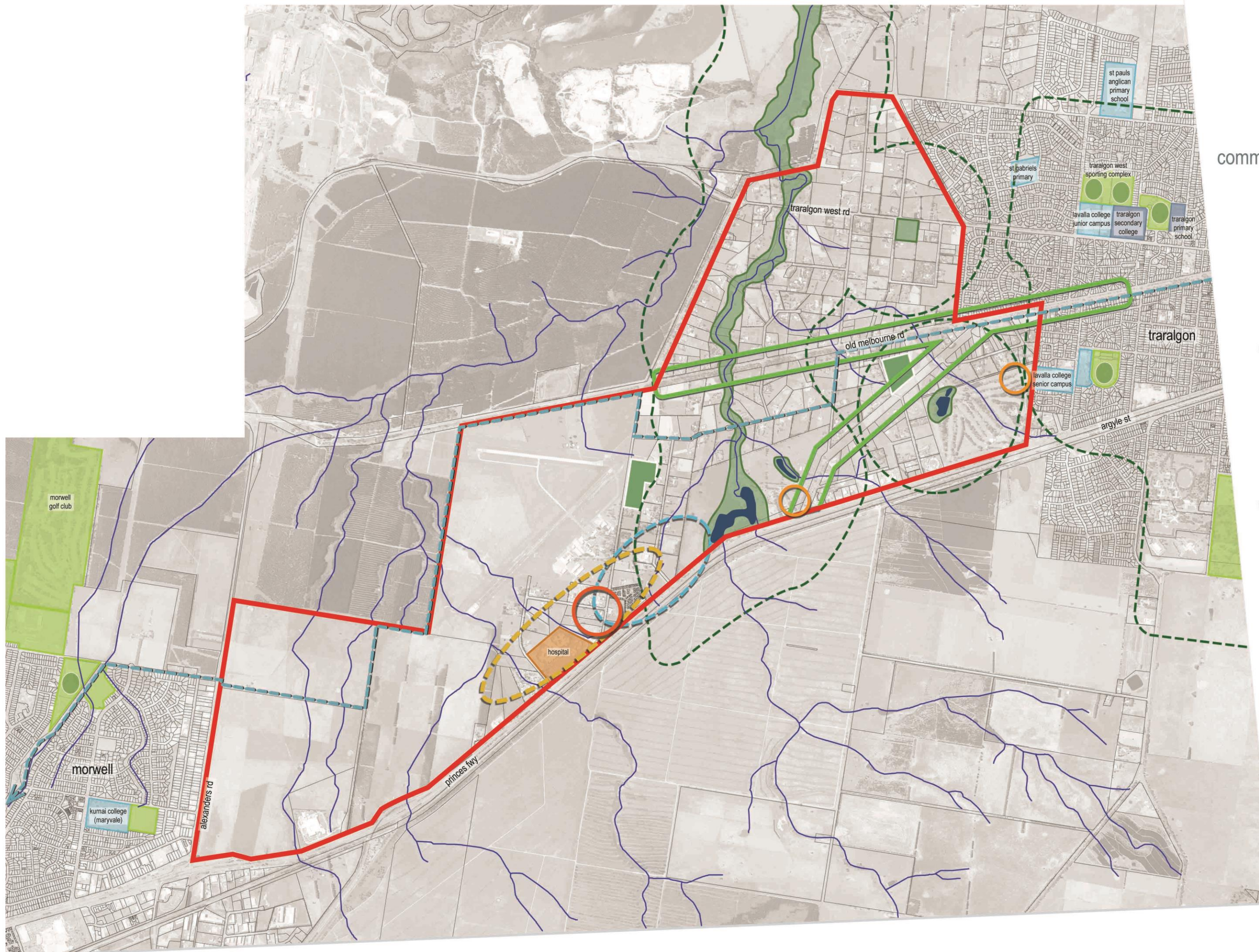
Figure 9: traralgon west: access and movement

3.4 community and open space

The structure plan details the distribution of proposed public open space and location of key community facilities within the precinct. The particular requirements for community infrastructure have not been identified at this time and will be subject to more detailed assessment over time, given the dependence on the rate of transition of previously developed land. Key elements of community infrastructure and open space are identified on the following plan, including:

- Ongoing development and expansion of health facilities and services associated with the Latrobe Regional Hospital.
- Development of aged care facilities and services in proximity to the hospital.
- Development of one Neighbourhood and two Local Activity Centres which should include community infrastructure such as kindergartens, child care, and community meeting rooms as required.
- Given there is no current school within the area, a preferred area for development of a new public primary school (if required) has been identified. While an indicative location has been identified proximate to the Neighbourhood Activity Centre, whether a school is required will need to be considered further once a Development Plan has been prepared for the residential areas as this will provide a more accurate indication of the likely local population. The location of any new school will need to be subject to further detailed analysis and the requirements of the relevant department for site location.
- A key green corridor of public open space has been identified along the drainage line which runs north south through the precinct, which will connect to a broader network of open space around Traralgon. A large area of public open space on the 'Hollydale' site will provide an 'end' or 'entry' point for this broader open space network and will be highly visible from the Princes Highway.
- Existing drainage basins and waterbodies have been utilised to provide areas of interest and focal points for areas of local open space. Open space has been identified in locations that ensure the majority of residents within the areas have access to open space not further than 400m distance from their dwelling.
- An area of public open space should also be developed within the Neighbourhood Activity Centre, although this is not specifically identified in the plan. Providing this open space close to the hospital site provides opportunity for users of the hospital to access quality open space and consideration should be given to working with the hospital to achieve this outcome
- Three indicative locations have been identified for the development of additional active open spaces, in line with the recommended GAA *Precinct Structure Planning Guidelines* which seek to have active open space provided within 1km of new residences.
- Residential areas adjoining areas of open space should all be developed with an active or attractive frontage and increase passive surveillance of these areas. In particular 'back fence' interfaces to public parkland should be avoided.
- Key green movement corridors link many of these open spaces and community facilities increasing access for residents via cycle and high amenity pedestrian pathways. The upcoming Pathways, Tracks and Trails Strategy should consider the growth patterns outlined in this framework and provide additional detail about how these linear connections might be achieved.
- The proposed Morwell-Traralgon Shared Path offers another opportunity for the development of a key linear open space that provides opportunities for both informal recreation and active connections and should be pursued.
- Other areas of public open space should be provided in line with any adopted Public Open Space Strategy prepared by Council.

traralgon west structure plan community & open space



legend

- study area
- latrobe regional hospital
- public schools
- private schools
- proposed open space corridor
- passive open space
- active open space (indicative location)
- existing ovals
- dams
- water courses
- key green movement corridor
- area to encourage aged care / retirement living
- neighbourhood activity centre (NAC)
- local activity centre (LAC)
- 400m radius from public open space
- potential location of new primary school campus
- proposed traralgon - morwell shared path

note:
location of open space are
indicative only and subject to
further consideration as part of
a development plan process

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Figure 9: traralgon west: community and open space

4 implementation

The implementation of this structure plan is unlikely to be achieved in the short term, and will require careful on-going management due to the large number of landowners within the precinct and the existing nature of development. Nonetheless, it is important that a clear strategic direction be established for the precinct in order to guide development as it occurs and to provide landowners with an understanding of the potential of their holdings.

New commercial and residential zones being introduced to the Latrobe Planning Scheme should not have a significant impact on the area, given existing minimum lot sizes and sewerage connections. However, following the release of the new Rural zones there may be a need for consideration of additional policy in order to protect the 'employment investigation area' from uses which may become 'as-of-right' and potentially compromise the longer term development of this area.

4.1 development plans

It is important that Council continues to work pro-actively with both the owners of identified strategic sites and also with groups or individual landowners of existing Low Density Residential or Rural Living zoned land. The preparation of this structure plan is the first step in the process. However a more detailed development plan will need to be prepared for particular areas and will need to be undertaken in close consultation with landowners. A development plan (or plans) will be particularly important for the areas proposed for redevelopment within this area.

Importantly, a Development Plan will also allow the identification of appropriate funding mechanisms to ensure that contributions from developers to the required infrastructure in the area is provided in a timely manner.

A Development Plan Overlay (and potential Development Contribution Plan Overlay) will ensure that development on the two large single landholdings in the area will need to be in accordance with the strategic aims of the precinct before any rezoning occurs. In relation to area 5, given the large number of landowners within the affected land, a development plan will be needed to ensure appropriate staging and provision of infrastructure is incorporated through and as part of any rezoning and subsequent development. The development plan process will allow a more site specific assessment of the relevant biodiversity, cultural heritage, servicing and other matters prior to the approval of any more intensive development of the land.

In particular it will be important to identify which landowners are interested in maximising the development potential of their land in the short to medium term to ensure orderly development is possible. In addition to the consultation held as part of TGAR, further contact should be made with landowners to ascertain level of interest in development and use this feedback to inform areas of change and staging of development as required. Any interest in commercial development of those landowners close to the intersection of Airfield Road and the Princes Freeway could also be ascertained through this process, noting that further investigations would be required prior to any of this land being identified for commercial use.

Council will also need to work closely with the owners of the 'Hollydale' site to ensure that a Development Plan is prepared for that area which accords with broader strategic objectives for Latrobe City.

Discussions should also be held with owners of the Traralgon Golf Course in relation to the possible relocation or redevelopment of the course to allow the site to be utilised for residential purposes. Relocation of this facility should be driven by the club, rather than Council.

4.2 further work

A number of other matters and / or further work will need to be considered or undertaken in order to implement the plan as outlined in the previous sections, as follows:

- The agreed urban amenity buffer for the Australian Paper Mill will need to be translated into appropriate planning controls, noting the need for further modelling to be undertaken in two investigation areas (Morwell North and Tyers South) identified in the *Traralgon Growth Areas Framework* (outside the Traralgon West study area).
- Discussions with the Latrobe Regional Airport Board, Latrobe Regional Hospital and relevant landowners in relation to land identified as an 'employment investigation area', to clarify the best future use for the land, as well as finalisation of masterplans for both those key facilities.
- A detailed landscape masterplan for the open space corridor should be prepared. This may be prepared as part of a larger project for the broader area of open space identified in the *Traralgon Growth Areas Framework*, or it may be prepared independently and feed into that project.
- Masterplans should be prepared to identify the preferred configuration of the Key Green Movement Corridors. This should be integrated with work undertaken in relation to the Traralgon-Morwell shared path.
- A detailed drainage assessment should be prepared for the area in order to inform any development plan, including the likely extent of flooding associated with the existing drainage lines, given the extent of current flood mapping does not cover this area.

- As part of an Activity Centre Strategy for Traralgon (or the Latrobe Regional City), the preferred location, extent, indicative floorspace and potential community infrastructure to be located within different activity centres within the precinct should be confirmed. This recommendation has been included to allow Council to establish a robust strategic basis for decision making in relation to the location of activity centres and the anticipated size and needs of activity centre residential catchments. An Activity Centre Strategy will enable a defined hierarchy and role for each area of commercial activity to be established. While this work may be undertaken for Traralgon, given the Regional City context (and in particular the proximity of Traralgon and Morwell) it is considered it may be more useful to undertake a study on that basis (i.e. for the Regional City). An Activity Centre Strategy would also offer the opportunity to assess the establishment of areas of commercial activity in a holistic manner based on an understanding of where growth is likely to occur and thus to ensure orderly planning of these centres. While a 'retail strategy' assesses floorspace requirements, an Activity Centre Strategy should also consider the incorporation of community and social uses which better reflects the accepted definition of an 'activity centre'. In the context of the *Traralgon West Structure Plan*, an Activity Centre Strategy could also consider in greater depth the most appropriate location for the identified Local Activity Centres, based on further analysis of existing activity and anticipated residential densities. In addition, it could also provide greater detail, assessed in an holistic manner, of the optimal size of the proposed Neighbourhood Activity Centre. Recommendations in relation to any additional community facilities that may provide benefit for the community by being located in this centre should also be explored.
- As a broad guide, the Activity Centre Strategy should include the following:
 - Updates to existing floorspace demand across a range of sectors;
 - Identification of existing areas of commercial activity (within all zones);

- Establishment of a range of broad principles to underpin activity centre policy;
- Identification of an activity centre hierarchy and definitions (from Principal to Local centres) suitable for a regional context; and
- Identification of a new network of centres in line with the established hierarchy, this could include (indicative) floorspace targets and key actions for each centre.

4.3 planning controls

In order to implement the structure plan for Traralgon West, there will need to be a number of steps undertaken. As discussed previously the development of this area will be determined largely by the speed of redevelopment by individual landowners, given the existing fragmented land ownership within the precinct. In order to best facilitate this transition over time, the following actions in relation to the Latrobe Planning Scheme are recommended.



- Update Clause 21 of the Latrobe Planning Scheme to reflect the objectives of the Traralgon West Structure Plan. In particular, sections relating to Clauses 21.04-2 and 21.04-7, which deal with settlement, and Clause 21.05-6, which address Traralgon's growth and development, will need to be updated. A plan should also be included within that Clause to ensure development direction is clear. In addition, this document should be included as a reference document under Clause 21.04-8.
- Rezone land within the precinct as identified on the following plan (Figure 10).
- Rezone land identified as 'employment investigation area' around the Latrobe Regional Hospital from Rural Living to a more suitable zone, once the best use for this land has been identified. The current minimum subdivision size of 8ha is considered to be a sufficient size to function as a 'holding' zone as most lots within the area are already significantly smaller than that. Uses which may compromise

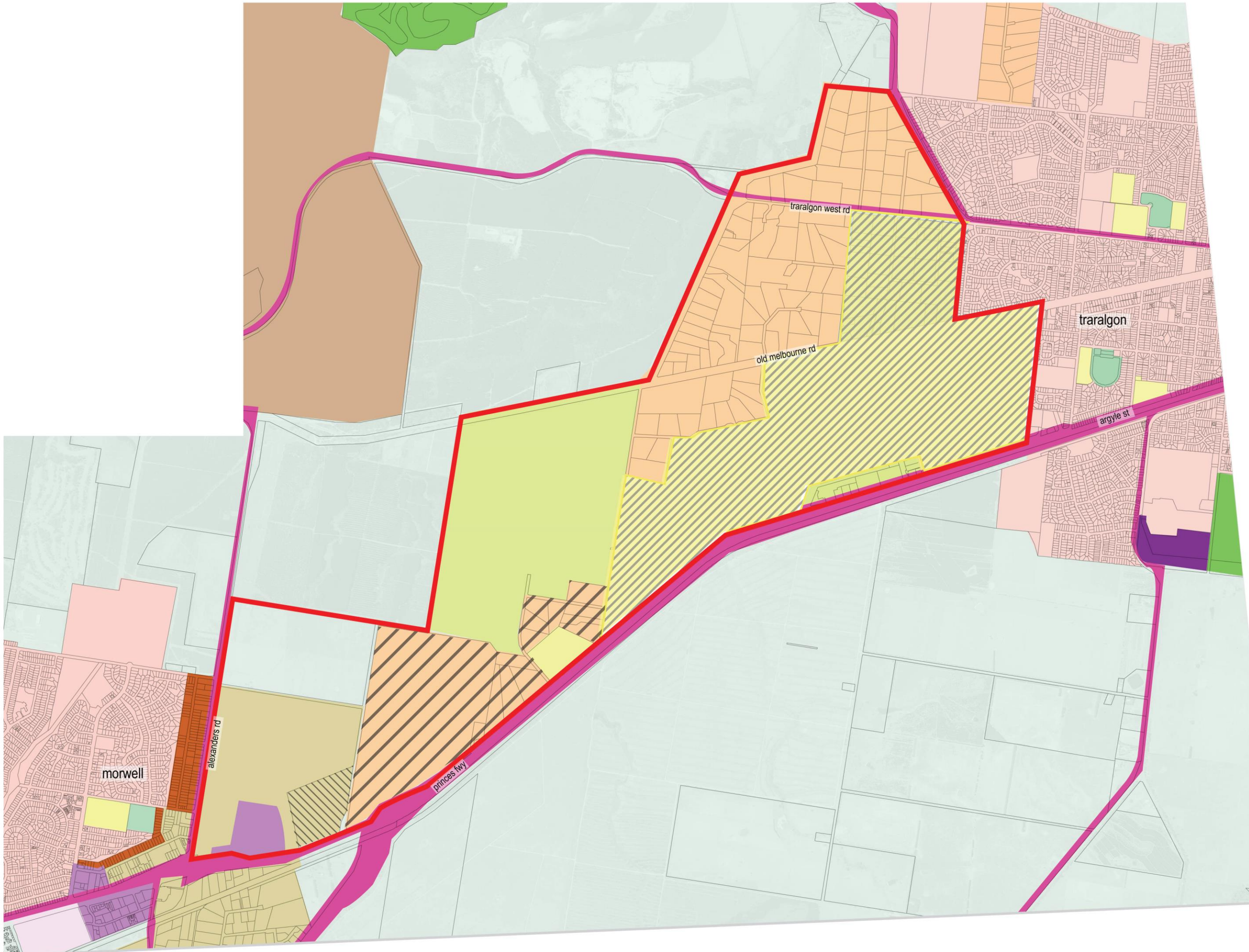
or 'lock-in' a future use of this land should be discouraged where possible until a clear set of objectives have been developed.

- Apply a Development Plan Overlay to the 'Hollydale' site and the Traralgon Golf Course site to ensure development of these key strategic sites is maximised and issues such as vehicular connections and public open space are considered in a broader, precinct wide context. Consider coordinating Development Plans for the golf course with the adjoining Low Density Residential area pending feedback from stakeholders.
- Apply a Development Plan Overlay to the areas currently zoned LDRZ and RLZ, which are proposed for rezoning to the General Residential Zone, in order to ensure that re-subdivision occurs in an orderly manner and that appropriate linkages, drainage management and open spaces are provided.
- Apply a Development Contribution Plan Overlay or other appropriate mechanism to the area to be rezoned to General Residential Zone, to ensure that key infrastructure is appropriately costed and costs are distributed equitable among landowners.

traralgon west structure plan proposed zoning

legend

- study area 
- business 1 zone (commercial 1 zone) 
- business 4 zone (commercial 2 zone) 
- business 5 zone (commercial 1 zone) 
- industrial 1 zone 
- industrial 2 zone 
- industrial 3 zone 
- residential 1 zone 
- low density residential zone 
- rural living zone 
- public use zone 
- road zone - category one 
- special use zone 
- public park & recreation zone 
- public conservation & resource zone 
- farming zone 
- proposed residential 1 zone (with DPO) or urban growth zone 
- employment investigation area 
- proposed industrial zone 



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Figure 10: proposed rezoning