

INTRODUCTION

This Development Plan applies to land referred to as the Traralgon East Bulky Goods Precinct. The Development Plan covers an area of approximately 10.7 hectares on the eastern periphery of Traralgon's urban area, as displayed in the locality plan at Figure 1 overpage. It abuts Stammers Road to the east and Princes Highway to the south.

The Development Plan precinct was rezoned in 2010 from Industrial 1 to Business 4 with the Development Plan Overlay, Schedule 9 and Design and Development Plan Overlay, Schedule 4. The Business 4 Zone was replaced by the Commercial 2 Zone in 2018.

The Development Plan will guide the future development of the site for bulky goods/large format retail in accordance with the Development Plan Overlay, Schedule 4 (Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct). The objectives of Schedule 4 are:

- To implement the structure plan, policy, strategy or guidelines relating to the land that have been adopted by the Responsible Authority.
- To ensure that the standard of development, architecture and built form in the Traralgon East Bulky Goods Precinct is of a high quality given their strategic locations at town entrances.
- To implement the *Bulky Goods Retail Sustainability Assessment (2009)*.

The intent of the Development Plan is to stipulate how a specific area will be developed in terms of overall layout, provision of infrastructure, roads and reserves, staging and urban design.

The Traralgon East Bulky Goods Precinct Development Plan has been prepared in accordance with the relevant provisions of the Latrobe Planning Scheme and is informed by the site's key features and best practice urban design principles. The Development Plan provides the guidance to create a bulky goods/large format retail precinct featuring:

- Approximately 32,000m² of retail floorspace across multiple tenancies;
- Safe and functional vehicular access/egress and pedestrian permeability;
- Car parking areas for both staff and customers;
- Landscaping;
- Retention of significant vegetation where appropriate; and,
- Stormwater management including treatment via two bioretention systems.

The Development Plan is comprised of the following two documents:

- The Report that provides the project background, site context and site analysis, traffic and environmental assessments and a design response detailing the key components of the Plan and its implementation; and,
- The Plan that visually depicts how the land should be used and developed for bulky goods retailing purposes, including indicative building envelopes and built-form design, access and egress from adjoining roads, accessways, loading areas and car parking, pedestrian pathways, protection of native vegetation, landscaping, primary servicing infrastructure and stormwater management, indicative staging and subdivision design.

Future planning permit applications to construct a building or carry out works, display signage or subdivide land must be prepared generally in accordance with this Development Plan.

The Development Plan has been informed by the following investigations, reports and assessments (these documents are provided as attachments to this report, except for the survey plan which is included in Figure 3):

- Stormwater Management Strategy and Flood Impact Assessment by Water Technology, 18 September 2025.
- Ecological Assessment of Stammers Road/Princes Highway, Traralgon East, prepared by ID Ecological Management, February 2025 and updated March 2026.
- Targeted Survey for Matted Flax-lily, Grey Billy Buttons and the Gippsland Red Gum Grassy Woodland and Associated Native Grassland for Stammers Road/Princes Highway, Traralgon East, prepared by ID Ecological Management, February 2025.
- Native Vegetation Assessment for 1 Stammers Road, prepared by ID Ecological Management, April 2025.
- Traffic Impact Assessment by Beveridge Williams, 27 October 2025.
- Cultural Heritage Due Diligence by Anita Barker, September 2025.
- Feature and Level Survey by Beveridge Williams, May 2025.

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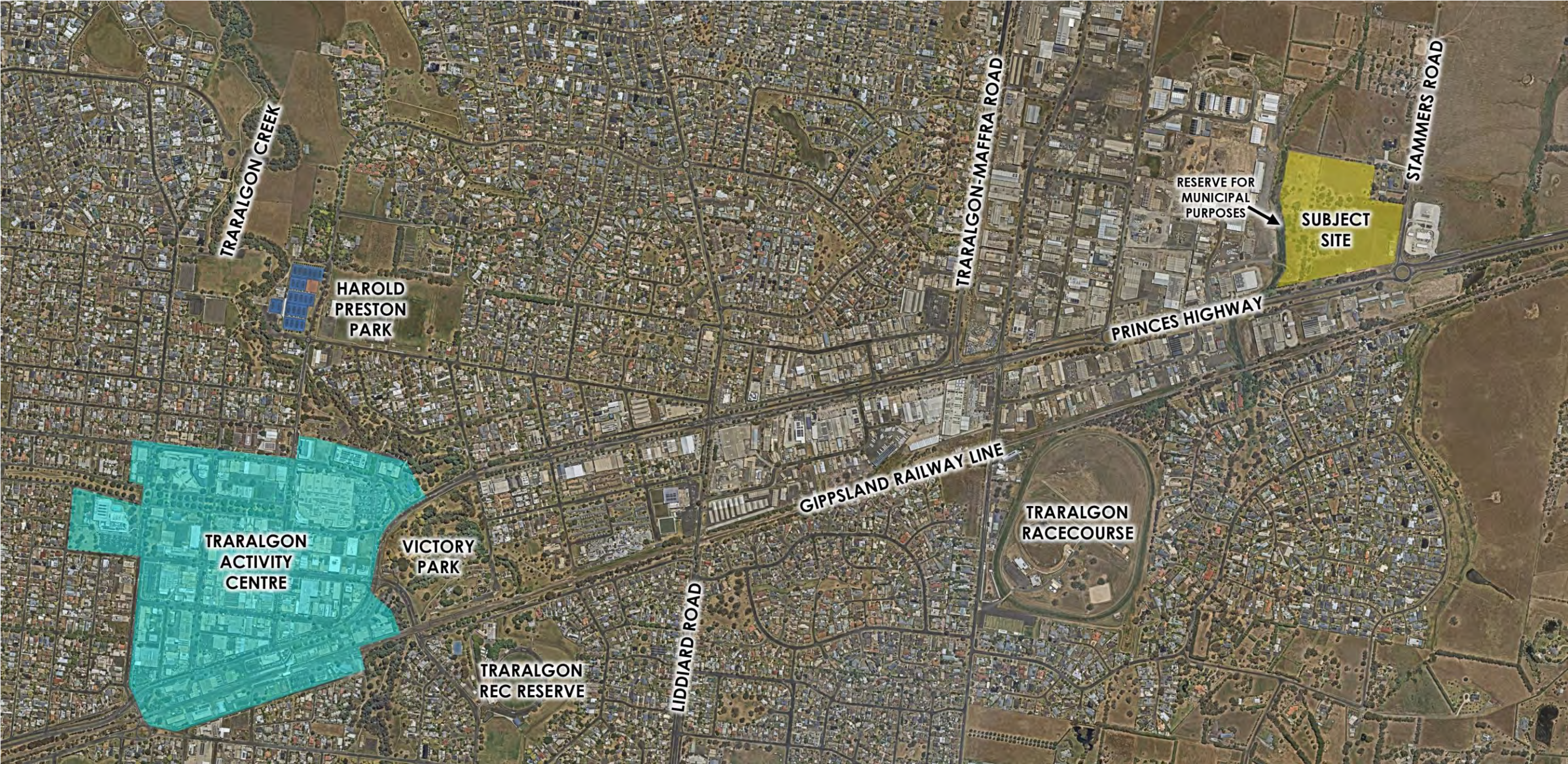
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Figure 1 – Site Locality Plan (aerial photo source: Nearmap 2025)



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REGIONAL AND LOCAL CONTEXT & SITE DESCRIPTION

The Traralgon East Bulky Goods Precinct Development Plan applies to land comprised within Lots 2 & 3 on Plan of Subdivision 445357Y and Lot B on Plan of Subdivision 537834D, having a total area of approximately 10.7 hectares.

This section of the report provides a description of the site's regional and local context and physical characteristics.

Regional Context

Traralgon is situated within the municipality of Latrobe City in the Gippsland region, approximately 150 kilometres east of Melbourne. It is located within the Latrobe Valley, south of the foothills of the Great Dividing Range and north of the Strzelecki Ranges. In population terms, the municipality of Latrobe City is the third largest outside the Melbourne metropolitan area and Geelong. It is recognised as the main regional centre for Gippsland.

Traralgon is a large regional town located on the Princes Highway transport corridor. It is a major commercial centre that provides a wide range of services and facilities for both the town's resident population and the wider Gippsland region.

Local Context

The site is strategically located on the Princes Highway at the eastern entrance to Traralgon's urban area. It is approximately 3.2 kilometres north-east of the Traralgon Train Station which is positioned on the southern perimeter of the Primary Activity Centre.



Development Plan Area

The Traralgon East Bulky Goods Precinct Development Plan (DP) applies to three adjoining allotments which collectively have an abuttal to the Princes Highway along their southern boundary and Stammers Road along their eastern boundary.

The Certificates of Title for the land are contained in Appendix 1 and are summarised as follows:

- Lot 2 on Plan of Subdivision 445357Y and contained in Certificate of Title Vol. 10601 Fol. 674. This parcel has an area of 8,029m² and is not subject to any encumbrances. It has a formal street address of 1 Stammers Road and also has an abuttal to the Princes Highway.

Lot 3 on Plan of Subdivision 445357Y and contained in Certificate of Title Vol. 10601 Fol. 675. This parcel has an area of 6.726 hectares and is encumbered by a 3 metre wide drainage easement in favour of Latrobe City Council, which abuts the full length of its northern boundary. It does not have a formal street address but has abutments to both the Princes Highway and Stammers Road.

Lot B on Plan of Subdivision 537834D and contained in Certificate of Title Vol. 11079 Fol. 899. This parcel has an area of 3.17 hectares and has an abuttal to the Princes Highway only. It is encumbered by two adjoining easements in its north-west corner which have a combined width of 6 metres. One easement is for drainage purposes in favour of Latrobe City Council, whilst the other is for pipeline and ancillary purposes in favour of Central Gippsland Water Authority. There are two Section 173 Agreements registered on the title:

- AD357549G, registered 11/01/2005

This Agreement contains a specific condition which relates to Planning Permit no. 03352 (issued 12 November 2003) which authorised a multi-lot industrial subdivision west of the Development Plan site. The Agreement requires that the owner of the land will:

1. Pay the Council the sum of \$7,988 per hectare as a contribution to drainage headworks, or other such agreed arrangement or contribution, as per a condition on the abovementioned Permit; and,
2. Pay the drainage headworks charges if and when the drain through Lot 2 on PS 524311L is required to be piped by Council as a result of future development of Lots 1 or 2 PS 524311L.

- AF874317C, registered 29/05/2008

This Agreement contains specific conditions which relate to Planning Permit no. 05056/A (issued 13 May 2005 and amended 8 April 2008) which authorised a multi-lot industrial subdivision west of the Development Plan site. The Agreement requires that the owner of the land will:

1. Consolidate Lot B on PS 537834D with Lot 3 on PS 445357Y;
2. Submit plans to the satisfaction of the Responsible Authority for drainage and landscaping works within the Drainage Reserve; and,
3. Complete the above works within 2 years of registration of Plan of Subdivision 537834D.

Development Plan Area - Site Analysis

Lot 2 on Plan of Subdivision 445357Y (1 Stammers Road)

This land is situated in the south-east corner of the Development Plan precinct. It has an 82.67 metre abuttal to Stammers Road along the full length of its eastern side boundary, a splay of 16.50 metres in length at its south-east corner and a 71 metre abuttal to Princes Highway along the full length of its southern boundary.

The site is developed with a brick/steel industrial building and attached commercial showroom/office with substantial areas of shopfront glazing. The buildings are currently vacant, but have been used previously by air-conditioning/heating, refrigeration and electrical businesses. The buildings are positioned near the eastern boundary of the site, with the showroom orientated to address both adjoining roads. An at-grade bitumen sealed informal car parking area is provided along the entire east side of the buildings and is accessed directly from Stammers Road without a formal crossover arrangement.

The balance of the site is covered in pasture grass, with one small planted tree adjacent to its south-east corner and a small patch of native vegetation in its south-west corner. A bitumen sealed crossover and concrete culvert provides access to this portion of the site from Stammers Road.

The undeveloped portion of the site is surrounded by chain mesh security fencing topped with three strands of barbed wire. There is an access gate at the abovementioned crossover.

Lot 3 on Plan of Subdivision 445357Y & Lot B on Plan of Subdivision 537834D

This land comprises the balance of the Development Plan precinct, is in common ownership and used contiguously as a single parcel. It has a 276.30 metre abuttal to the Princes Highway along the full length of its southern boundary. Its eastern boundary partially abuts Stammers Road for a distance of 80.42 metres, with the remaining 398.71 metres wrapping around the side and rear boundaries of 1 and 25 Stammers Road. The western boundary has a length of 413.23 and abuts a drainage reserve. The northern boundary has a length of 254.83 metres and abuts 35 Stammers Road.

The site is vacant and is lightly grazed by a small number of horses and cattle. The site is predominantly comprised of pasture grass, interspersed with native vegetation (including vegetation in patches and individual trees). A post and wire farm fence extending east-west separates the land into two separate grazing paddocks.

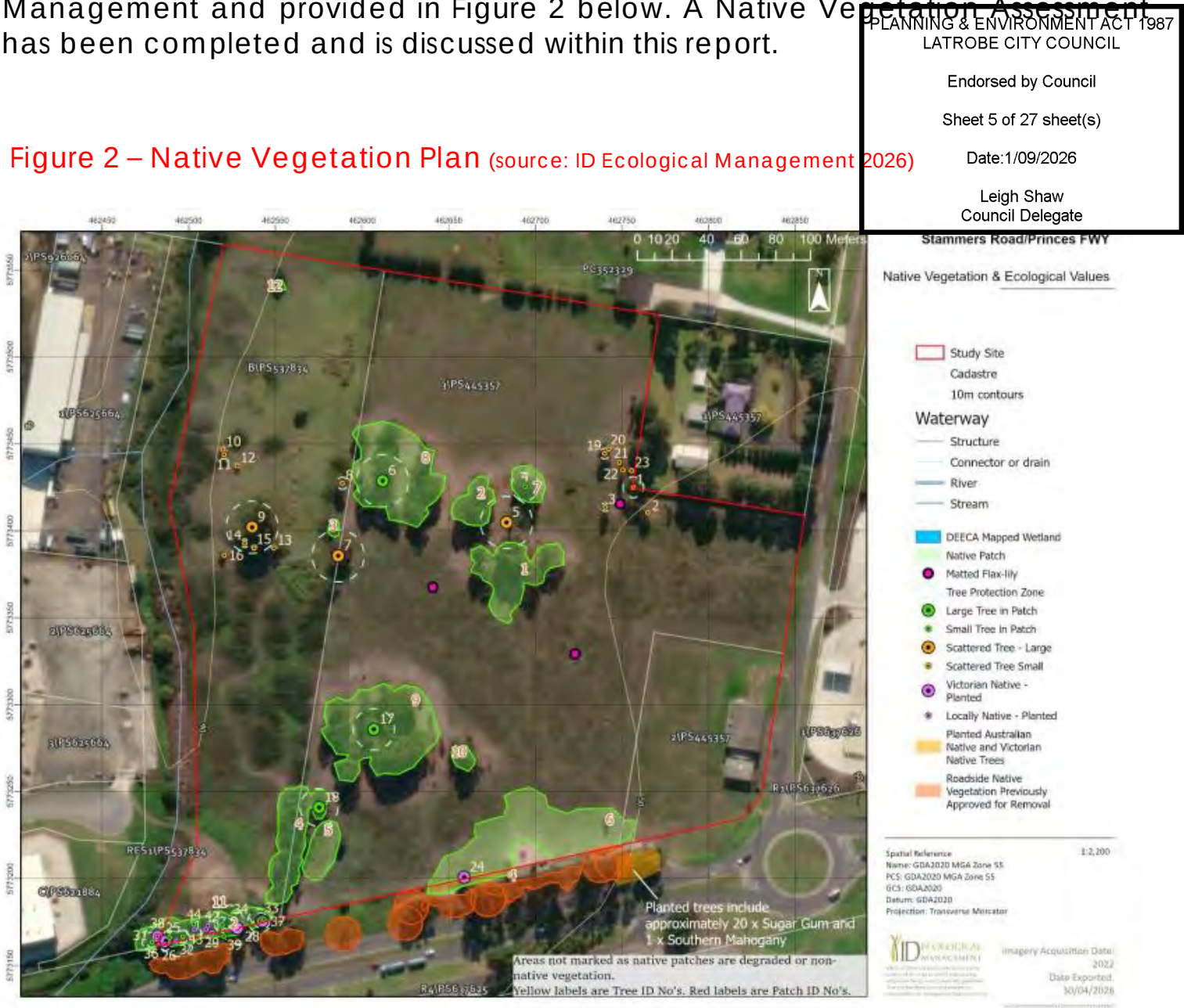
The boundaries of the site are fenced with rural post and wire treatment.

Access to the site is provided at the Stammers Road abuttal, where there is a farm gate and informal grassed crossover over a concrete drainage pipe.

There is a formed vehicular turning area in the south-west corner of the site which connects to a formed access track which crosses the drainage reserve and extends to the eastern end of Woodcutter Place.

The extent of native vegetation coverage across the Development Plan precinct is detailed in the Native Vegetation Plan prepared by ID Ecological Management and provided in Figure 2 below. A Native Vegetation Assessment has been completed and is discussed within this report.

Figure 2 – Native Vegetation Plan (source: ID Ecological Management 2026)



Development Plan Area - Site Analysis (continued)

The Feature and Level Survey of the Development Plan Precinct in Figure 3 below displays the topography of the land, location of existing vegetation, drainage lines and other features.

No part of the land is mapped as being within an area of Aboriginal cultural heritage sensitivity, as displayed in Figure 4. As per the provisions of the *Aboriginal Heritage Regulations 2007*, a mandatory Cultural Heritage Management Plan will not be required to precede any use, development or subdivision of the land.

Figure 3 – Feature and Level Survey Plan (source: Beveridge Williams 2025)

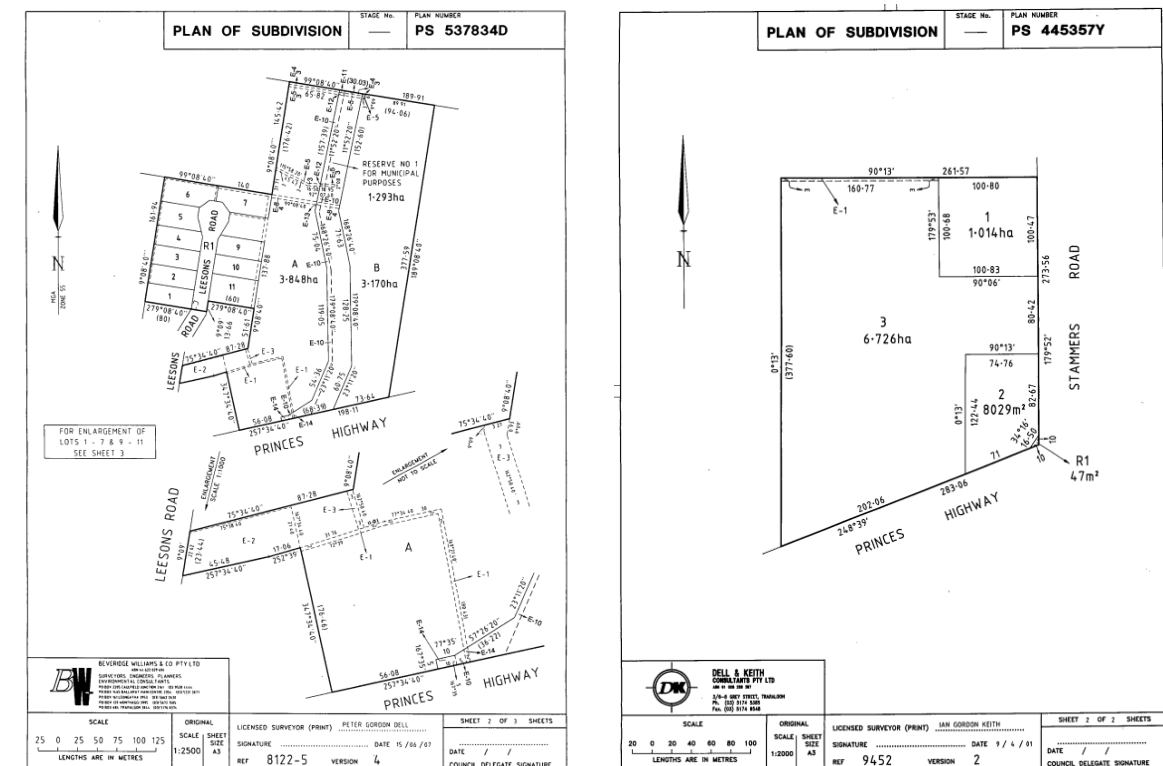


Figure 4 – Mapped Areas of Cultural Heritage Sensitivity
(source: achris.vic.gov.au 27.08.2025)



The Development Plan Precinct boundaries are displayed in the title plans in Figure 5 below.

Figure 5 – Title Plans for Lot B PS 537834D and Lots 2 & 3 PS 445357Y
(source: Certificates of Title Vol. 10601 Fols. 674 & 675 and Vol. 11079 Fol. 899)



Development Plan Area - Site Analysis (continued)



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Figure 6 – Photo points (aerial photo source: Nearmap 2025)



Development Plan Area – Surrounding Land Context

Land use and development surrounding the Development Plan precinct is summarised as follows and displayed in the site locality plan at Figures 7, 8 & 9.

North

The northern boundary abuts land at 35 Stammers Road, which is used and developed for rural living purposes. The property is rectangular in shape and is 8.679 hectares in area. A dwelling and shed are positioned in the south-east corner of the property and are accessed from Stammers Road. The balance land is comprised of pasture grass, scattered trees and shelterbelt vegetation. An unnamed watercourse traverses the western portion of the land.

This property is currently zoned part Farming and part Industrial 1 and the eastern portion is designated for future residential growth on the Traralgon Structure Plan in the Latrobe Planning Scheme.

East

The northern portion of the eastern boundary wraps around land at 25 Stammers Road, which is used and developed for rural living purposes and zoned Industrial 1. The property is square in shape and is approximately 1 hectare in area. It is developed with a dwelling and several sheds which are accessed from Stammers Road and largely screened from view by a high front fence. The balance land is substantially comprised of landscaping in a domestic garden setting.

The remainder of the eastern boundary abuts Stammers Road. This is a local rural access road which commences at its intersection with the Princes Highway and extends in a northerly direction approximately 1.2 kilometres before terminating at Dranes Road. Where the road abuts the Development Plan precinct, it is bitumen sealed with a grassed swale drain on its west side and concrete kerb and channel drainage on its east side. There are no footpaths on either side of the road.

Opposite the site, on the east side of Stammers Road, is an Ampol Foodary service station and a KFC restaurant with drive-through facility. The site is accessed from both the Princes Highway and Stammers Road. It is developed with a large single storey commercial building and canopy structures over the petrol bowzers, surrounded by large expanses of concrete for vehicle access and parking. The site perimeter is landscaped with primarily low-level shrubs in mulched garden beds. Signage is predominantly limited to the building façade, with three standalone business identification/direction signs on the southern boundary adjacent to the Princes Highway.

Figure 7 – Site Locality Plan (aerial photo source: Nearmap 2025)



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Development Plan Area – Surrounding Land Context (continued)

West

The western boundary abuts a Council drainage reserve which is noted on Plan of Subdivision 537834D as ‘Reserve No. 1 for Municipal Purposes’. The reserve is 1.293 hectares in area, with an average width of 30 metres along its overall length of approximately 400 metres. Its southern boundary abuts the Princes Highway and its northern boundary terminates level with the northern boundary of the Development Plan precinct. An unnamed declared waterway extends through the middle of the reserve. This waterway originates from the southern side of the Princes Highway, extending under this road and continuing through adjacent properties to the north of the reserve. The reserve is encumbered by numerous easements for drainage, water and sewerage. Land within the reserve is predominantly comprised of a grassy drainage swale, with a few scattered trees, shrubs and shrubs. There is an informal vehicular track traversing the southern portion of the reserve between the western boundary of the Development Plan precinct and the eastern end of Woodcutter Place.

On the western side of the drainage reserve, is the Traralgon East Industrial Precinct. The precinct is comprised of approximately 90 hectares of Industrial 1 zoned land that has been subdivided into lots of varying size which abut Eastern Road, Southern Road, Stratton Drive, Dodd Court, Rocla Road, Stirloch Circuit, Leeson Road, Woodcutter Place or the Princes Highway. A variety of industrial uses exist within the precinct, including steel fabrication and construction, concrete recycling, timber processing, motor vehicle/motorcycle/caravan service and repair businesses, cabinet makers, shopfitters, painting and building related businesses, along with general storage and warehousing. Properties with a direct abuttal to the Princes Highway are predominantly occupied by restricted retail or trade supplies businesses. Development is typically characterised by large-scale concrete tilt-slab or metal-walled buildings with ancillary concrete or gravel car parking areas and minimal landscaping.

Figure 8 – Site Locality Plan (aerial photo source: Nearmap 2025)



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Development Plan Area – Surrounding Land Context (continued)

South

The southern boundary abuts a road reserve which lies on the northern side of the Princes Highway carriageway, extending between Stammers Road and the drainage reserve. At each end of the road reserve, there are vehicle entry and exit ‘tie-in’ points which were constructed as part of the highway duplication works completed several years ago. Apart from these openings, the southern edge of the road reserve adjacent to the carriageway is delineated by a wire rope barrier. The land within the road reserve is otherwise comprised of both native and non-native vegetation.

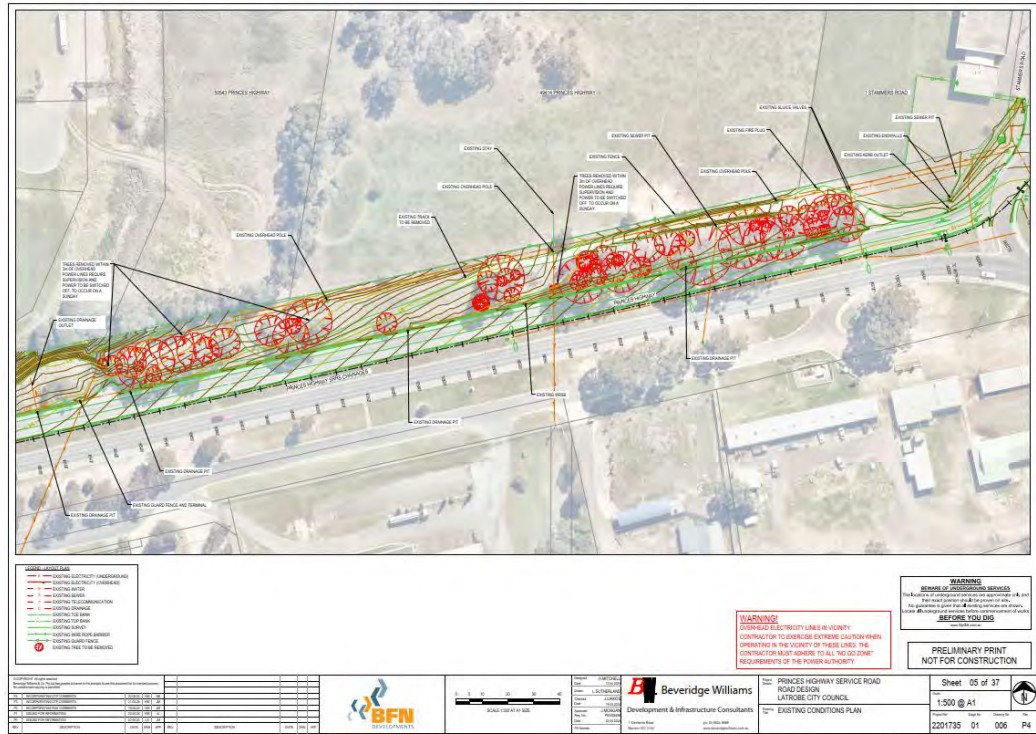
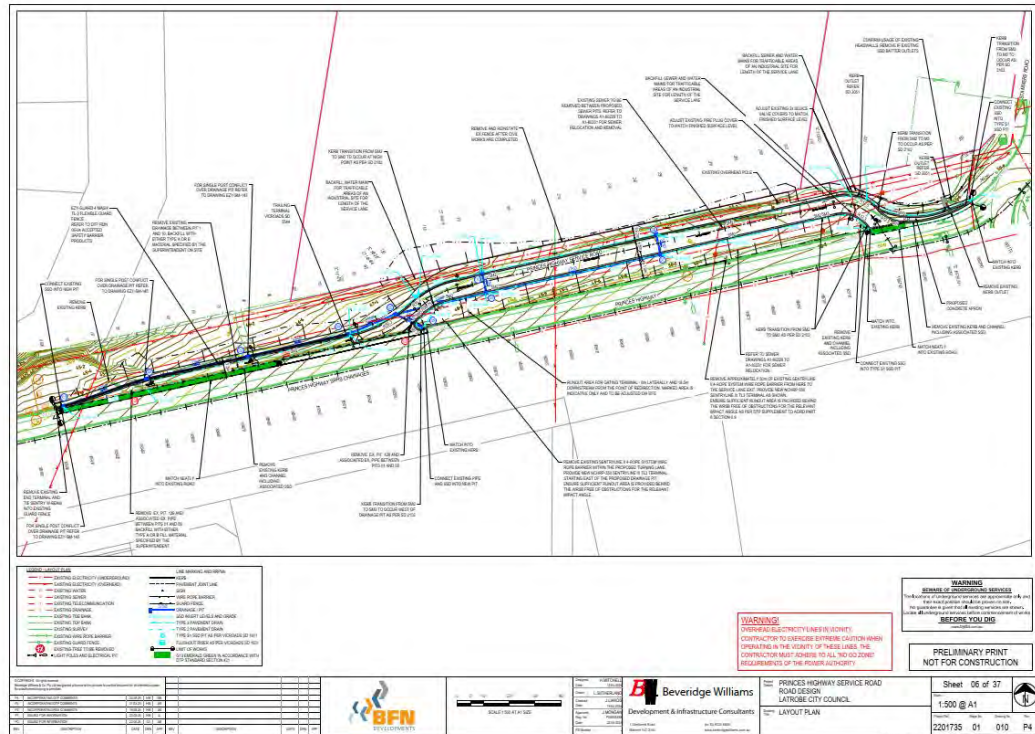
Approvals from both Latrobe City Council and the Department of Transport have been obtained to construct a one-way service road and remove all vegetation within the Princes Highway road reserve abutting the Development Plan Precinct. These works are scheduled to be completed by mid 2026. An extract of the approved plans for the service road are provided at Figure 10.

The Princes Highway carriageway abutting the southern edge of the site is comprised of two east-bound lanes, separated from the west-bound lanes by a central grassed median. The intersection of the highway and Stammers Road is controlled by a roundabout. On the south side of the west-bound carriageway, is a service road that provides access to highway commercial/industrial businesses at 360-416 Princes Highway which include a yoghurt/cheese factory, motel, diesel fuel station and equipment suppliers. To the east of this, is a site which has been approved for a new service station development.

Figure 9 – Site Locality Plan (aerial photo source: Nearmap 2025)



Figure 10 – Approved Service Road Design for North Side of Princes Highway adjacent to Development Plan Precinct (source: Beveridge Williams)



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LATROBE PLANNING SCHEME – DEVELOPMENT PLAN REQUIREMENTS

The Development Plan is required to be prepared under the provisions of the Development Plan Overlay, Schedule 4 – Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct of the Latrobe Planning Scheme ('the Scheme').

The purpose of the Development Plan Overlay, as stated in Clause 43.04 of the Scheme, is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

The objectives of Schedule 4 to the Overlay, as stated in Clause 1.0 of the schedule, are:

- To implement the structure plan, policy, strategy or guidelines relating to the land that have been adopted by the Responsible Authority.
- To ensure that the standard of development, architecture and built form in the Traralgon East Bulky Goods Precinct is of a high quality given their strategic locations at town entrances.
- To implement the Bulky Goods Retail Sustainability Assessment (2009).

In context of the above, preparation of the Development Plan has been guided by the applicable provisions of the Scheme which are summarised as follows:

Municipal Planning Strategy

- Clause 02.01 (Context), which states that the Latrobe City is the population and regional service centre for Gippsland and is one of Victoria's strongest regional economies. As the regional retail service centre for Gippsland, it provides a large proportion of jobs and contributes significantly to the local economy.
- Clause 02.02 (Vision), which states that in 2031, Latrobe City will be known as the most liveable regional city and will support the equitable diversification of its economic base.

Clause 02.03-1 (Settlement – A networked city), which states that the four main urban areas of Latrobe City together form a 'networked city', however Traralgon and Morwell form the primary population centre and Traralgon has developed its own function as the key Regional Retail Centre for Gippsland. Due to its role as a commercial centre, Traralgon is experiencing higher population and urban growth, a trend which is predicted to continue.

Clause 02.03-1 (Settlement - Activity centres), which states that Latrobe City's retail sector plays an important role for the municipality's economic transition from a high dependence in the mining and energy sectors and that the continued creation of a diverse economic base including retail will support its long term economic viability. The Latrobe City Retail Centre Hierarchy identifies specific roles and functions for retail centres. The Development Plan site is identified in the retail hierarchy as a 'Homemaker Precinct', providing for a range of large-format and restricted retail premises what would otherwise be difficult to accommodate in traditional retail centres. This is visually represented in the Latrobe City Retail Hierarchy Plan in Clause 02.04.

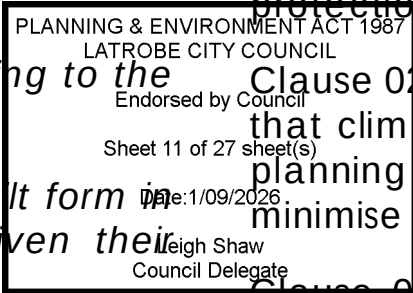
Clause 02.03-2 (Environmental and landscape values), noting that planning for the environment and landscape values seeks to balance development with the protection of the natural environment.

Clause 02.03-3 (Environmental risks and amenity – Climate change), which states that climate change will impact the daily lives of Latrobe's community and that planning seeks to support use and development that can adapt to this and minimise its negative impacts.

Clause 02.03-3 (Environmental risks and amenity – Bushfire), which notes that most of the municipality is within a bushfire prone area and that planning seeks to decrease the level of bushfire risk to life, property, the environment and biodiversity.

Clause 02.03-8 (Transport), which states that Latrobe is the hub of road networks for greater Gippsland but public and active transport are also increasingly important modes of transport for an aging population. Planning for transport seeks to consolidate urban areas to provide for shorter travel distances, walking, cycling and access to public transport.

Clause 02.04 (Strategic Framework Plans), noting that on both the Strategic Framework Plan and Settlement Plan, Traralgon forms part of Latrobe's 'Networked City' and is identified as a 'Population Centre' at the top of the settlement hierarchy where Council is encouraged to 'Promote Future Growth'. On the Retail Hierarchy Plan, the Development Plan precinct is identified as a 'Homemaker Precinct (planned)'. These plans can be seen in Figures 11, 12 & 13 overpage.



Planning Policy Framework

- Clause 11.01-1S (Settlement) & Clause 11.01-1R (Settlement – Regional Victoria), which state that regional investment and growth needs to be focussed within regional cities such as Latrobe City, as shown on the Victoria Settlement Framework plan at Figure 14 overpage.
- Clause 11.01-1R (Settlement – Gippsland), which identifies Latrobe City as Gippsland's Regional city where urban growth is supported, as shown on the Gippsland Settlement Framework plan at Figure 15 overpage.
- Clause 11.01-1L-08 (Traralgon), which states that retail and office development that is significant in floor size and economic impact is to be directed to the Primary Activity Centre, Argyle Street and the Princes Highway/Stammers Road commercial areas. The Traralgon Town Structure Plan at Figure 16 overpage identifies the Development Plan precinct for 'Restricted Retail Supply'.
- Clause 11.02-1S (Development capacity), which seeks to ensure that there is a sufficient supply of land for retail uses to meet forecast demand and the needs of current and future Victorians.
- Clauses 12.01-1S & 12.01-1L (Biodiversity - Protection of biodiversity), which seeks to protect and enhance Victoria's biodiversity.
- Clause 12.01-2S (Biodiversity – Native vegetation management), which seeks to ensure that there is no net loss to biodiversity due to the removal, destruction or lopping of native vegetation. The three-step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017)* is to be applied.
- Clause 13.02-1S (Bushfire planning), which seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.
- Clause 13.02-1L-02 (Bushfire prone areas), which seeks to ensure that use and development of land identified in Clause 13.02-1S incorporates measures to mitigate bushfire risk.
- Clauses 15.01-1S & 15.01-1L (Built environment – Urban design), which seeks to create urban environments that are safe, healthy, functional and enjoyable.
- Clause 15.01-2S (Built environment – Building design), which seeks to achieve building design and siting outcomes which contribute positively to the local context, enhance the public realm and support environmentally sustainable development.
- Clause 17.01-1S (Employment – Diversified economy), which seeks to facilitate growth in the retail employment sector.
- Clause 17.02-1S (Commercial – Business), which seeks to encourage development that meets the community's needs for retail services and provide for an adequate supply of commercial land to cater for this.
- Clause 17.02-1L (Business), which specifically encourages the development of restricted retail premises (homemaker precincts) to be directed to the Development Plan precinct at Princes Highway and Stammers Road, Traralgon East, as per the Traralgon Town Structure Plan.
- Clause 18.01-1S (Land use and transport – Land use and transport integration), which seeks to support urban development that makes jobs and services more accessible in accordance with forecast demand and by taking advantage of all available modes of transport.
- Clause 19.03-3S & 19.03-3L (Development infrastructure – Integrated water management) seeks to sustainably manage water resources, drainage and stormwater through an integrated water management approach.

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Figure 11 – Strategic Framework Plan
(source: Latrobe Planning Scheme)

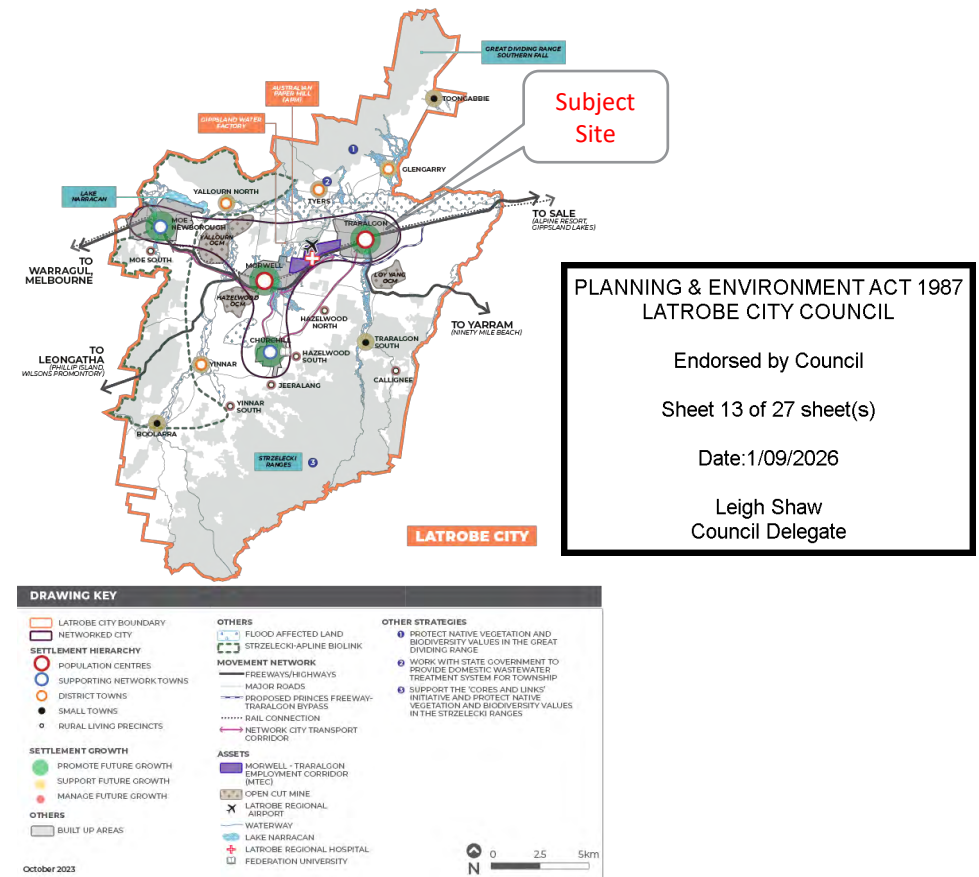


Figure 12 – Settlement Plan
(source: Latrobe Planning Scheme)

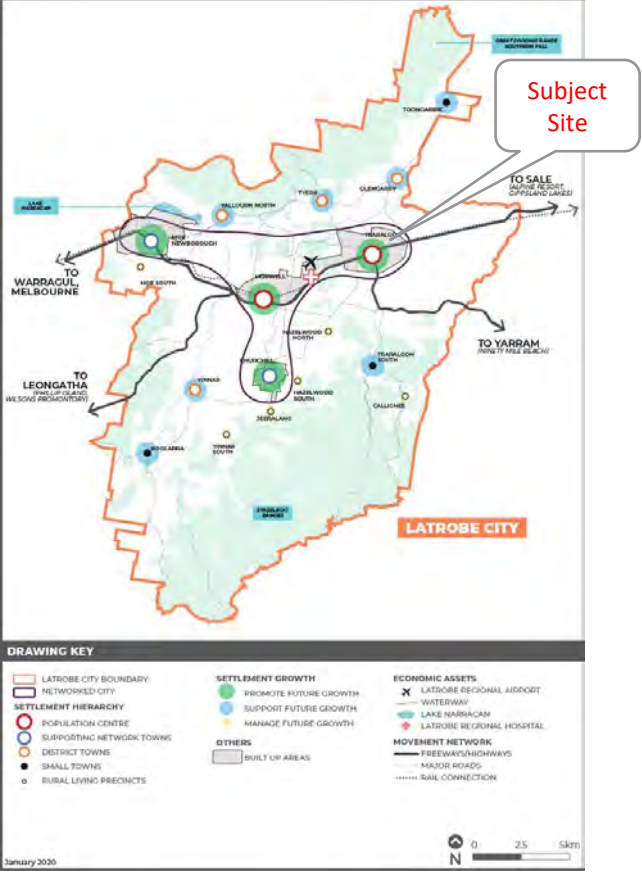


Figure 13 – Retail Hierarchy Plan
(source: Latrobe Planning Scheme)

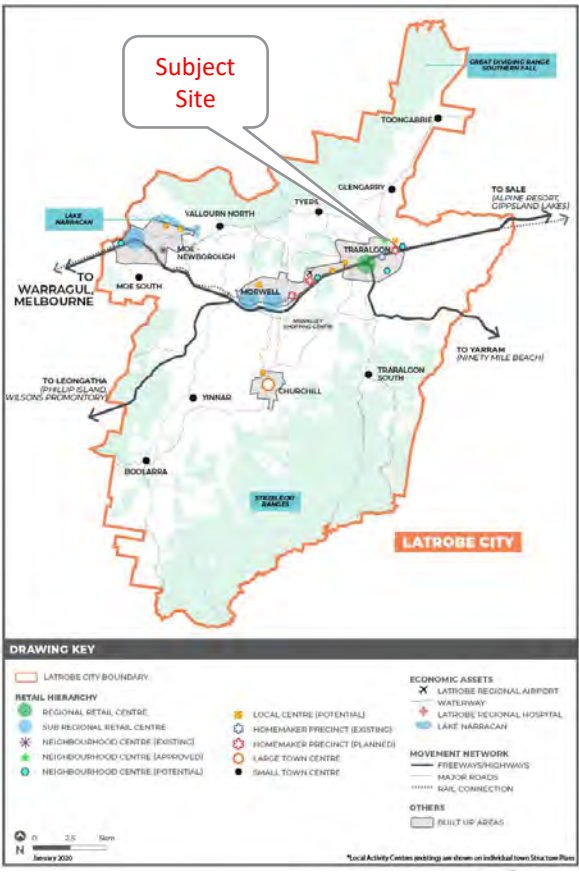


Figure 14 – Victoria Settlement Framework
(source: Latrobe Planning Scheme)

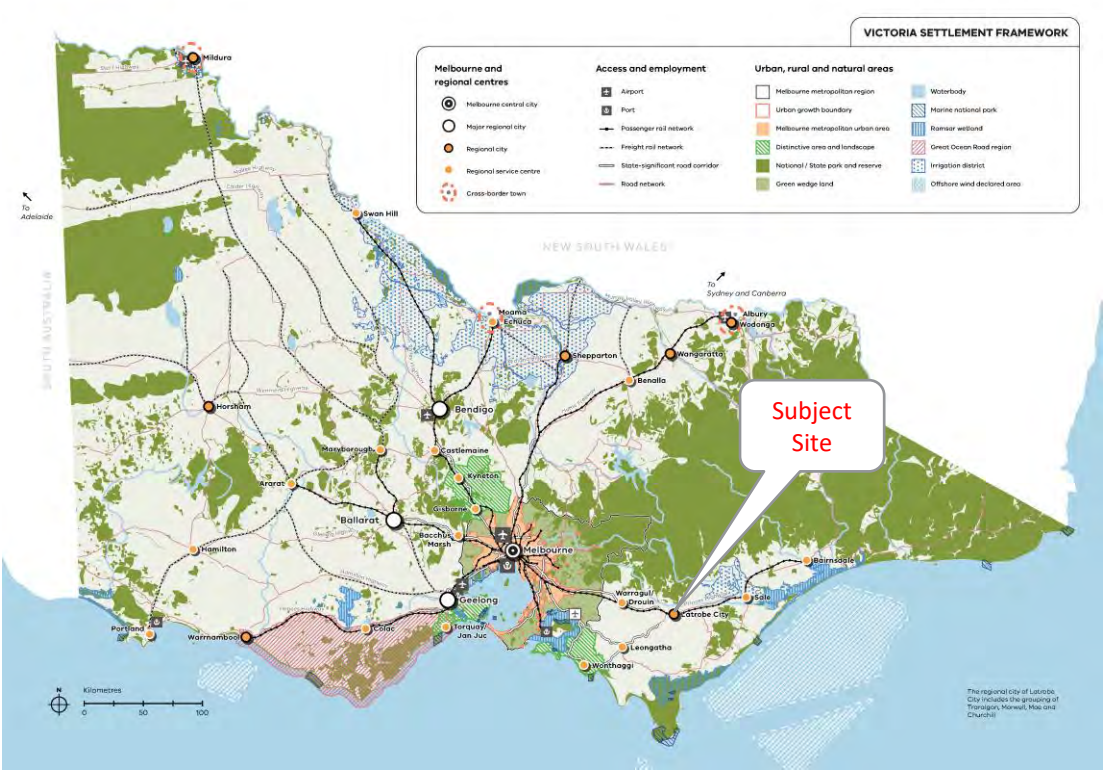


Figure 15 – Gippsland Regional Growth Plan
(source: Latrobe Planning Scheme)

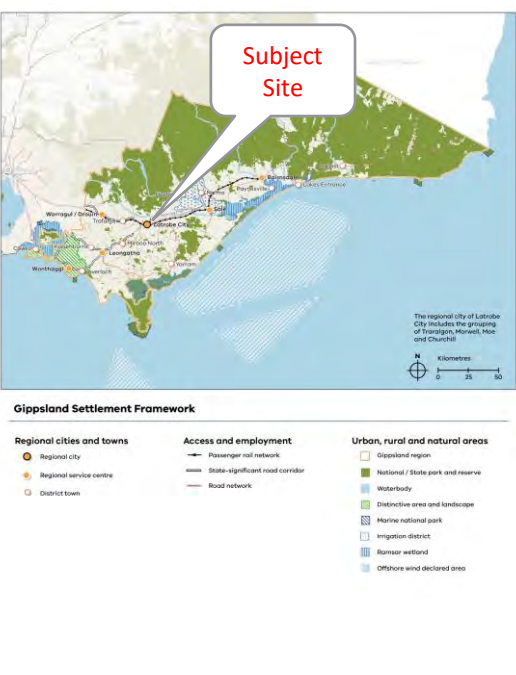
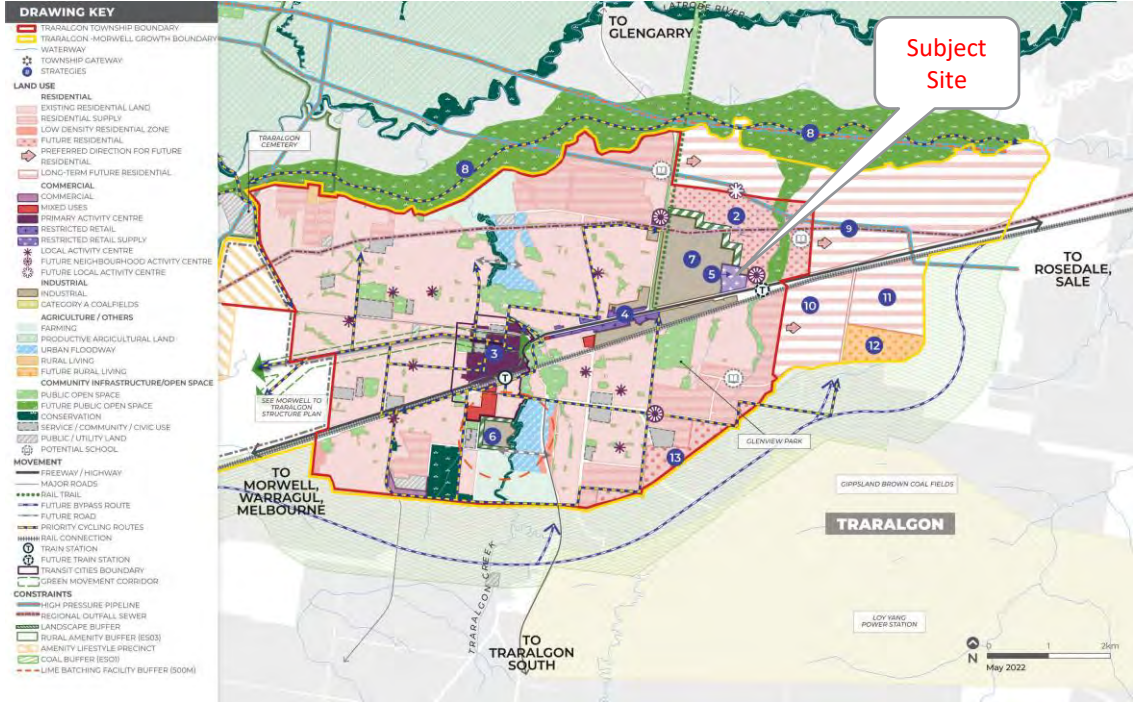


Figure 16 – Traralgon Town Structure Plan
(source: Latrobe Planning Scheme)



Zone and Overlays

The Development Plan precinct is:

- Located within the Commercial 2 Zone (Clause 34.02) – see zoning map at Figure 17;
- Affected by a Design and Development Overlay, Schedule 9 – Morwell east Bulky Goods Precinct and Traralgon East Bulky Goods Precinct (Clause 43.02) – see overlay map at Figure 18;
- Affected by a Development Plan Overlay, Schedule 4 - Morwell East Bulky Goods Precinct and Traralgon East Bulky Goods Precinct (Clause 43.04) – see overlay map at Figure 18; and,
- Abuts a road in the Transport Zone, Schedule 2 – Principal road network (Clause 36.04), being the Princes Highway – see zoning map at Figures 17 & 18.

Particular Provisions

Clause 52.06 Car Parking

Clause 52.17 Native Vegetation

Clause 52.29 Land Adjacent to the Principal Road Network

Clause 52.34 Bicycle Facilities

Clause 53.18 Stormwater Management in Urban Development

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Figure 17 – Zoning Map (source: mapshare.vic.gov.au)

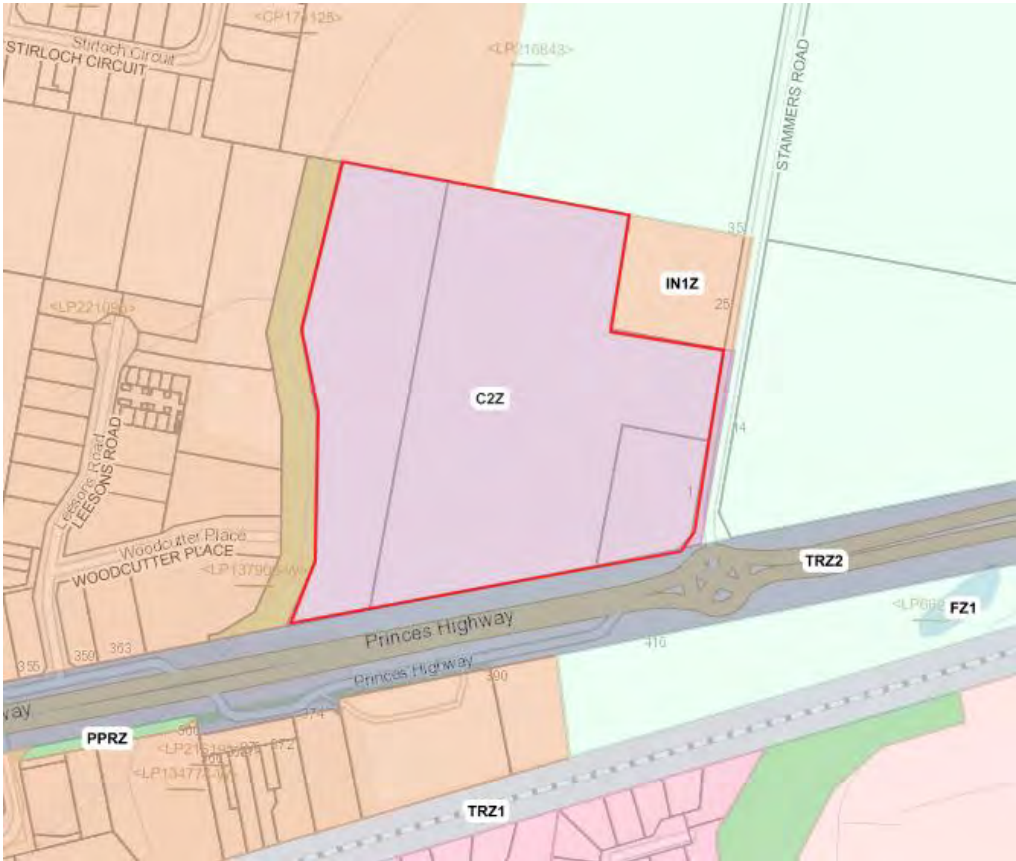
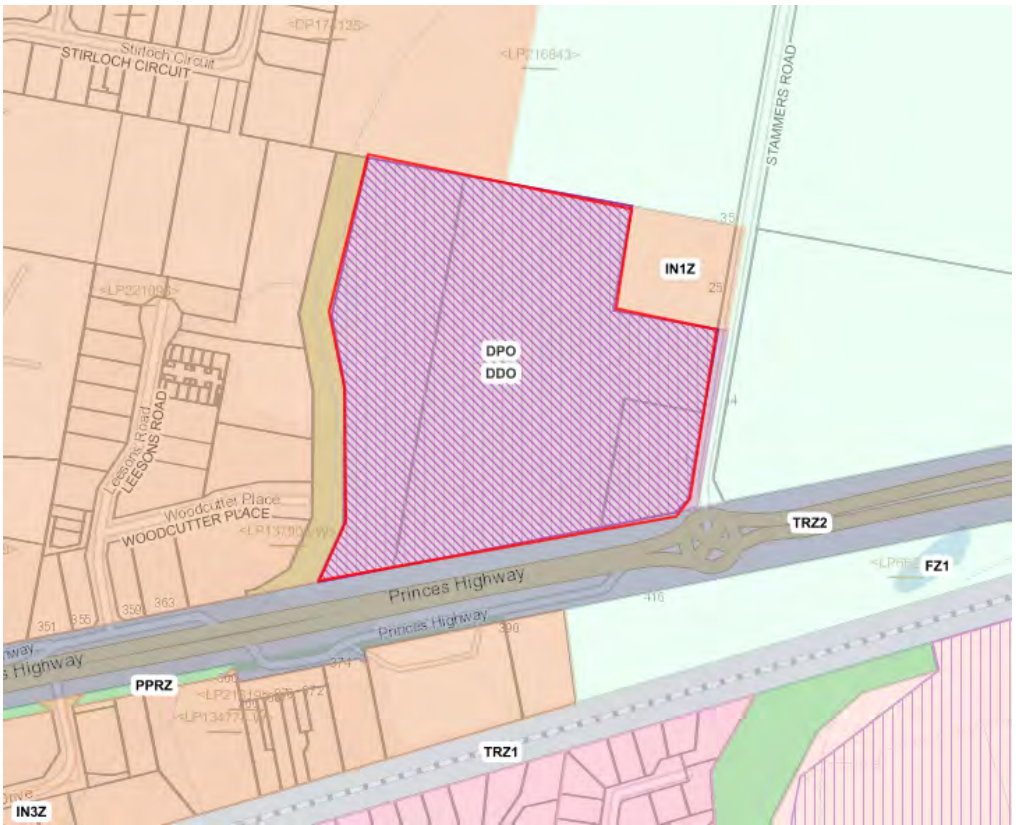


Figure 18 – Overlay Plan (source: mapshare.vic.gov.au)



THE DEVELOPMENT PLAN

The Traralgon East Bulky Goods Precinct Development Plan has been prepared in accordance with the objectives of the Latrobe Planning Scheme and the Traralgon Town Structure Plan. The Development Plan is attached at Appendix 2.

Schedule 4 to the Development Plan Overlay relates to both the Traralgon East Bulky Goods Precinct and the Morwell East Bulky Goods Precinct. The Development Plan for the Morwell East Precinct was endorsed by Latrobe City Council on 30 November 2011. Schedule 4 to the Overlay stipulates specific matters which must be addressed through the Development Plan:

- Land Use, Development and Subdivision
- Infrastructure Services
- Landscape Plan
- Native Vegetation
- Cultural Heritage
- Management Plan
- Flooding
- Plough Creek and Environment (*noting that this is only applicable to the Morwell East Bulky Goods Precinct*)
- Amenity



The following assessment addresses each of the abovementioned requirements of the DPO4, as applicable.

Land Use, Development and Subdivision

The Development Plan has been designed to provide for the primary use of the site for bulky goods/restricted retailing and associated activities. As per the Latrobe City Retail Centre Hierarchy Plan, the entire site is identified as a 'Homemaker Precinct' and it is expected that the retail mix will primarily comprise a range of large format retail tenancies which will collectively provide a critical mass of complementary businesses. The Development Plan has not been designed to accommodate industrial uses other than a small-scale car service (tyre/auto) business or similar, which are commonly paired with these types of retail developments. Other 'section 2 permit-required' land uses in the Commercial 2 Zone can be considered, provided they are complementary to the dominant use of the precinct for bulky goods/restricted retailing and have negligible traffic/car parking impacts.

The *Latrobe City Council Bulky Goods Retail Sustainability Assessment (2009)* and *Bulky Goods – Indicative Design Response (2009)* identified three principles which highlight best practice in dedicated large format bulky goods centres – Design and Layout, Car Parking and Loading Bay Requirements and Tenancy Mix and Themes. These principles require the following components for a successful centre:

- Access and exposure to attract passing trade to remain competitive;
- 'U' or 'L' shape design, to maximise exposure to passing trade to all tenants, maximise site coverage, centralised car parking for all tenants, rear loading truck access so that large vehicles do not obstruct customer vehicle access or visibility or pedestrian access; and,
- Groups of retail tenants which can form a theme for the centre.

The Development Plan has been based upon these three principles and the natural site features and constraints, including native vegetation, topography and drainage.

The Development Plan seeks to provide bulky goods large format retail precinct featuring:

- Approximately 32,000m² of retail floorspace across multiple tenancies;
- Safe and functional vehicular access/egress and pedestrian permeability;
- Car parking areas for both staff and customers;
- Strategically located free-standing signage;
- Retention of native vegetation within landscape and drainage reserves;
- Provision of new landscaping; and,
- Stormwater management including treatment via two bioretention systems.

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The Development Plan site is held by two individual landowners who propose to develop their land independently of each other. The Plan indicates a staging boundary which generally aligns with the current land ownership, with some overlap where shared vehicular access/egress is required. Formal agreements between the two owners will be sought prior to lodgement of planning permit applications, to ensure that appropriate apportionment of development costs/easements, etc. are agreed upon and provided. It is noted that the preparation of the Plan has been undertaken with the full involvement of both landowners and their knowledge that the development of their respective properties will require some sharing of costs associated with the orderly and timely provision of infrastructure.

The key components of the Development Plan are summarised as follows:

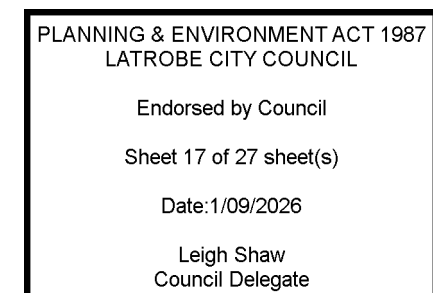
- The building footprints have been designed in the typical 'U' or 'L' shape, with centralised car parking areas to maximise accessibility and usage.
- The building footprints are schematic and subject to detailed architectural design; however, they have been based on the maximum leasable retail floorspace requirements sought by each landowner to achieve an economically viable development.
- The Princes Highway service road design has been approved by the Department of Transport and the access/egress locations are aligned to match.
- Building setbacks of 10 metres to the Princes Highway service road and 5 metres to Stammers Road are provided, in accordance with the requirements of the Design and Development Overlay, Schedule 9. These zones are to be used for landscaping and freestanding business identification signage only.
- All areas designated for access, car parking, landscaping, vegetation protection and drainage will be designated as common property to be managed and maintained by an Owners Corporation.
- No public roads will be provided within the site.
- Stammers Road reserve will be widened by approximately 0.53 metres along the full length of its abuttal to the site, to provide for the required road upgrade to a fully constructed 'Collector Street – Level 1' with an 8.4 metre wide carriageway and no provision for on-street parking.

- A minimum 30 metre wide drainage reserve (measured from the centreline of the watercourse) will be transferred to the Council as a revegetated buffer zone. Part of the 30 metre wide buffer zone already lies within an existing Council drainage reserve, so the remaining required area within the site has been shown as the extended/enlarged drainage reserve to achieve the 30 metre zone.
- All proposed stormwater treatment infrastructure will be located at least 50 metres from the centreline of the watercourse.
- A 4 metre wide concrete maintenance access track and shared path will be provided along the eastern edge of the enlarged drainage reserve, extending from the eastern end of Woodcutter Place through to the northern edge of the reserve abutting 35 Stammers Road. The purpose of the access track is to facilitate Council's maintenance and management of the reserve and to provide for future pedestrian/cyclist connectivity to adjoining land. Shared paths will be provided at strategic locations within the site, to provide connections to the access track.
- Pedestrian circulation will be accommodated via designated pathways within the site, with connections to the Princes Highway service road, Stammers Road and the landscape/drainage reserves.
- Pedestrian paths will be provided within both the Princes Highway service road and Stammers Road reserves abutting the Development Plan boundary.
- Loading and service functions will be located at the side or rear of buildings and can be appropriately screened from adjoining properties as required.
- Primary and secondary building frontages have been identified, including minimum requirements for glazing to facilitate two-way surveillance.
- Preferred external building materials and standards for location/screening of rooftop plant and signage are identified.
- The likelihood of a future rezoning of adjacent land at 35 Stammers Road to the Industrial 3 Zone has been considered in the design, by avoiding any points of connection to this land (i.e. public roads and pedestrian paths) outside the proposed Council drainage reserve.
- Stormwater will be managed via an internal piped network and bioretention systems. The drainage assets will be located within common property to be managed and maintained by an Owners Corporation.
- Provision for all the land to be connected to reticulated infrastructure, including sewerage, which will be extended to service the site.
- Native vegetation will be retained to the maximum extent possible, in the context of the need to develop the site for commercial purposes in accordance with its zone and designation as a key bulky goods retailing site within Latrobe City.

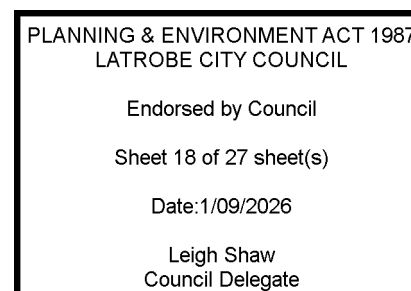
A Significant Impact Assessment (SIA) as per the EPBC Guidelines has been completed for the three *Dianella amoena* patches within the development footprint. The SIA determined that if mitigation actions for the *Dianella* are undertaken, impacts are unlikely to be significant. The primary mitigation action is the translocation of the plants under a DEECA approved Salvage and Translocation Plan.

Pursuant to the provisions of *Victoria's Native Vegetation Management: A Framework for Action*, vegetation that is required to be removed to facilitate the development will be appropriately offset.

All native vegetation within the landscape/drainage reserves west of the development area will be retained.



- A Landscape Master Plan has been prepared which addresses:
 - Overall landscape design vision and theme, including planting and fencing treatments;
 - Consistent landscape character across the Princes Highway and Stammers Road frontages;
 - Setback landscape strategies for land within:
 - 10m Princes Highway setback
 - 5m Stammers Road setback
 - Indicative tree and/or shrub planting palette
 - Protection and integration of existing native vegetation
 - Buffer treatments to the drainage reserve and adjoining land uses
 - Landscape treatment within car parking areas, in line with project constraints
 - Fencing strategy, including:
 - Solid fencing to sensitive interfaces (Stammers Road properties);
 - Permeable fencing to reserve interfaces; and,
 - No fencing to primary road frontages.
 - Integration with existing and proposed movement networks.
- The development will be designed to allow subdivision of individual retail tenancies onto separate lots, with shared accessways/carparking/landscape reserves and drainage assets designated as common property. Easements will be created to protect new assets, as required.



Infrastructure Services

Stormwater Management

A Stormwater Management Strategy has been prepared by Water Technology. The strategy proposes an integrated stormwater drainage solution for the site which encompasses the following:

- Minor stormwater flow is to be managed by a piped internal drainage network designed for the 5% AEP;
- Major/Gap overland flow paths are to generally follow the proposed trunk pipe network/paths and are expected to run along the development's proposed accessways;
- Treatment of stormwater runoff from the development by using two end-of-line bioretention basins with sediment forebays to meet current Best Practice Environmental Management (BPEM) water quality targets. The bioretention systems will be privately managed and maintained by an Owners Corporation; and,
- Outfall discharge to the existing waterway within the Council drainage reserve west of the site.

The proposed stormwater strategy has been prepared in consultation with the West Gippsland Catchment Management Authority.

A detailed Stormwater Management Plan must be developed to the satisfaction of the West Gippsland Catchment Management Authority and Council at the planning permit application/s stage.

Traffic Management

A Traffic and Transport Assessment has been prepared by Beveridge Williams and provides an assessment of the Development Plan with regards to traffic generation, access design catering for the largest nominated vehicle, access points and required setbacks, car parking, walking and cycling connectivity and public transport opportunities. The assessment provides the following key findings and recommendations:

- Access crossovers will be required to comply with Council and Infrastructure Design Manual requirements.
- Car parking layouts would need to accord with Clause 52.06 of the Latrobe Planning Scheme and AS2890.1, including required DDA spaces, circulating footpaths and pedestrian crossings.
- The proposal includes internal loop roads designed for both customer and service vehicle circulation. These roads will connect the retail buildings and provide access to loading and waste collection areas.
- A swept path analysis shows that appropriate design vehicles are able to enter, exit and circulate within the site.
- The proposed layout generally aligns with the requirements of the DDO9 overlay in terms of site layout, landscaping and setbacks.
- Consideration for extending the Bus Route 45 to include a stop adjacent to the site would enhance public transport accessibility for the site and surrounds.

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In summary, the assessment concludes that the proposal is appropriate from a traffic design and engineering perspective and is expected to operate without causing detriment to the surrounding road network.

Written approval will be required from the Department of Transport under the provisions of the *Road Safety (Traffic Management) Regulations* for the proposed pedestrian zebra crossings, before any planning permit applications are submitted.

Major Infrastructure Easements

The site is unencumbered by major infrastructure easements and no new major easements will be required.

Sewerage

Water

A Water and Sewer Servicing Plan is provided in Figure 23 overpage.

Electricity

Natural gas

Telecommunications

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Figure 20 – AusNet Infrastructure
(service plan source: byda.com.au / aerial photo source: Nearmap 2025)

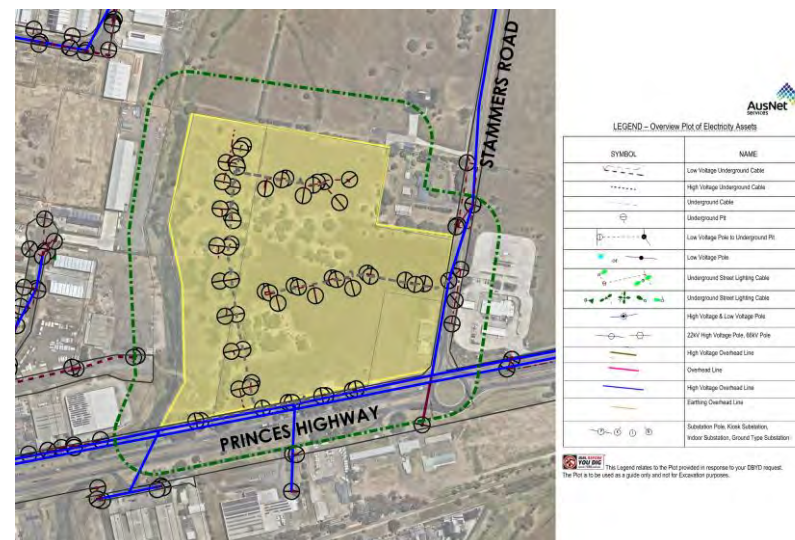
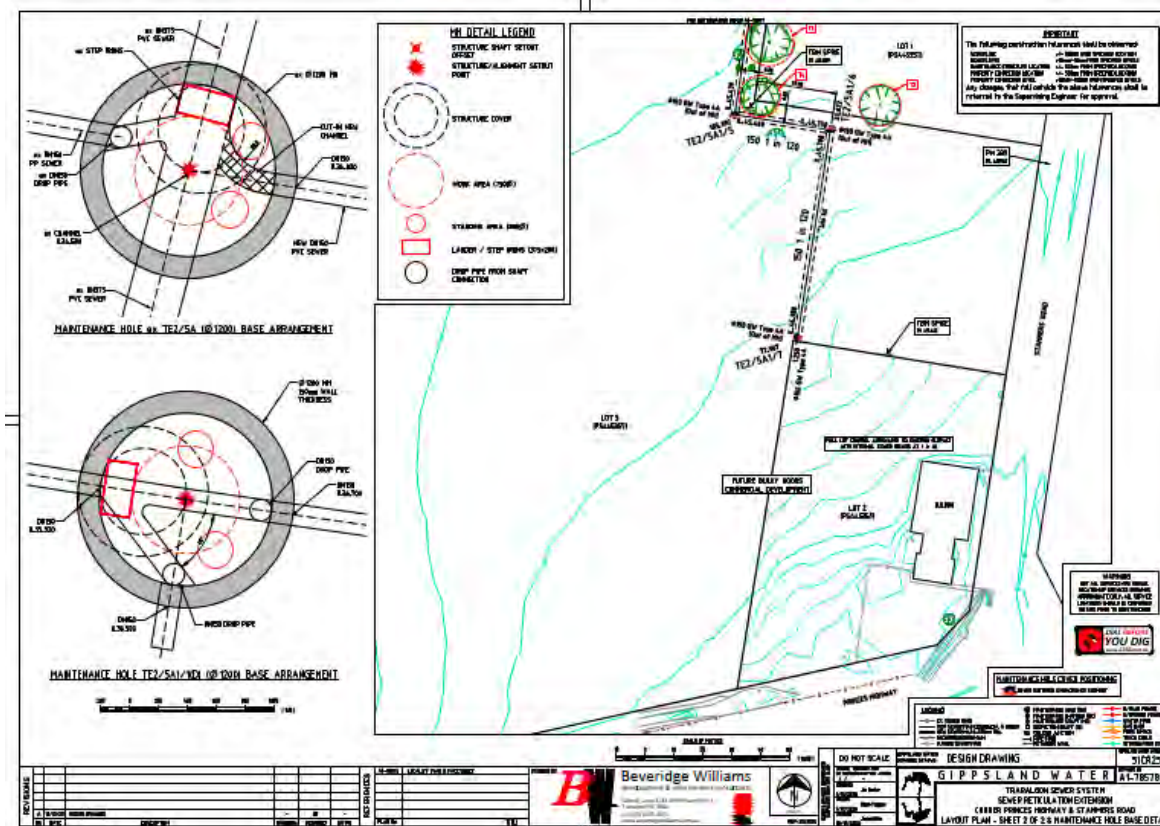
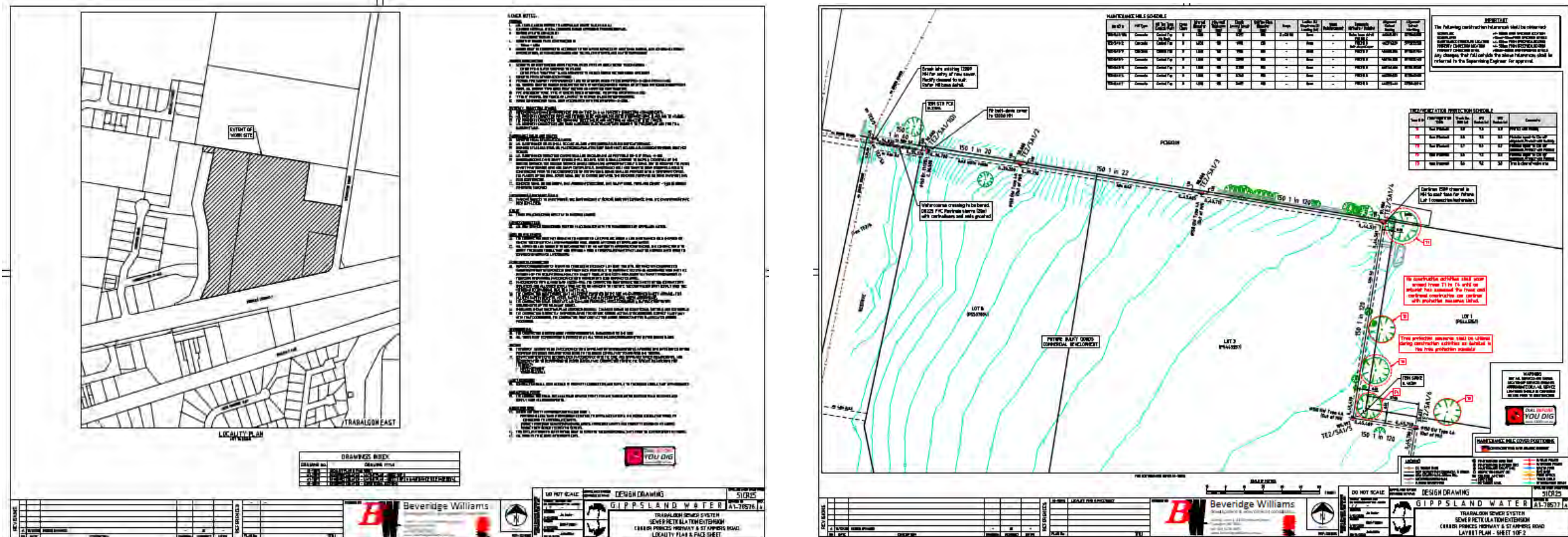
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Figure 22 – Sewer Reticulation Extension Plan – Stammers Road & Princes Highway, Traralgon East
(source: Gippsland Water/Beveridge Williams)



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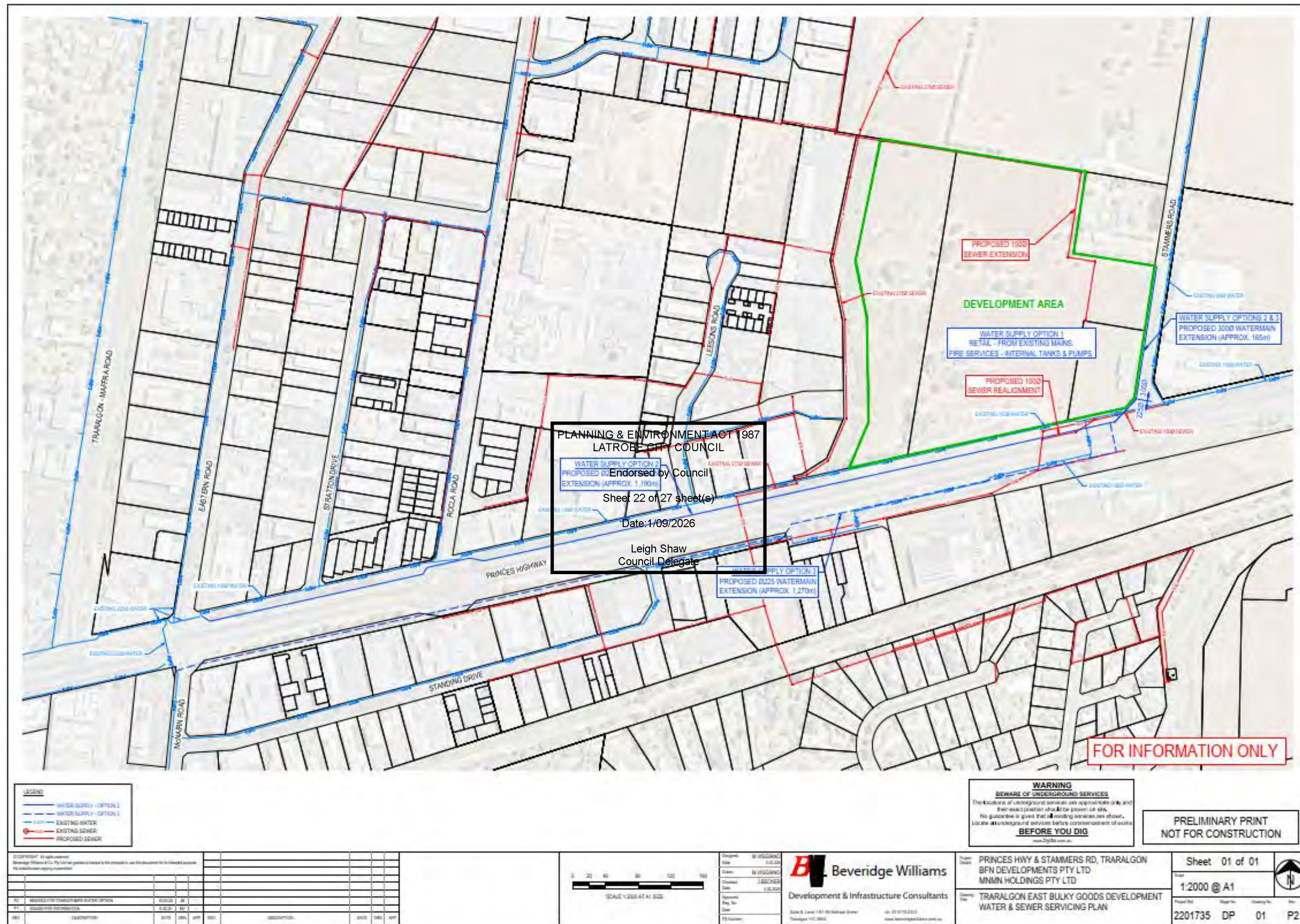
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Figure 23 – Water & Sewer Servicing Plan



Landscape Plan

A full vegetation assessment has been undertaken across the Development Plan area by ID Ecological and native vegetation will be retained and protected within the development footprint, where possible. The vegetation assessment acknowledges that, prior to commencement of any works, Tree Protection Specifications (TPS) must be prepared as per AS4970-2025 for the protection of all sites during construction and development. This requirement will need to be a condition of any permit issued.

A Landscape Master Plan has been prepared which addresses:

- Overall landscape design vision and theme, including planting and fencing treatments;
- Consistent landscape character across the Princes Highway and Stammers Road frontages;
- Setback landscape strategies for land within:
 - 10m Princes Highway setback
 - 5m Stammers Road setback
- Indicative tree and/or shrub planting palette
- Protection and integration of existing native vegetation
- Buffer treatments to the drainage reserve and adjoining land uses
- Landscape treatment within car parking areas, in line with project constraints
- Fencing strategy, including:
 - Solid fencing to sensitive interfaces (Stammers Road properties);
 - Permeable fencing to reserve interfaces; and,
 - No fencing to primary road frontages.
- Integration with existing and proposed movement networks.



Native Vegetation

Native vegetation will be retained to the maximum extent possible, in the context of development of the site for commercial purposes in accordance with its zone and designation as a key bulky goods retailing site within Latrobe City.

Within the development footprint, the Development Plan seeks to retain native trees within surrounding patches of understorey vegetation. A Landscape Master Plan has been prepared which displays the retained native vegetation, the required 'exclusion zones' and type/location of protective perimeter fencing.

A Significant Impact Assessment (SIA) as per the EPBC Guidelines has been completed for the three *Dianella amoena* patches within the development footprint. The SIA determined that if mitigation actions for the *Dianella* are undertaken, impacts are unlikely to be significant. The primary mitigation action is the translocation of the plants under a DEECA approved Salvage and Translocation Plan.

All native vegetation in the western portion of the site which sits outside the development footprint, will be retained. Stormwater treatment areas will be designed to avoid this vegetation.

Pursuant to the provisions of *Victoria's Native Vegetation Management: A Framework for Action*, vegetation that is required to be removed to facilitate the development will be appropriately offset. An offset was secured for a previous (now expired) permit approval to remove native vegetation from the site and can be utilised if required.

ID Ecological has completed three detailed assessments of the site, which identified the following ecological values within the study area:

- Vegetation across the site was found to comprise a mix of native patches, scattered trees, planted vegetation and degraded (non-indigenous) exotic species dominated vegetation. The vegetation quality assessment identified native vegetation patches across two ecological vegetation classes. Native patches comprise ten *EVC 55: Plains Grassy Woodland* habitat zones and one *EVC 125: Plains Grassy Wetland* habitat zone. Three large trees in patches were recorded along with three large and sixteen small scattered trees.
- The assessments found that no ecological communities listed under the EPBC Act are currently present on the site but did identify that the Gang-Gang Cockatoo has a 'moderate' likelihood of occurrence.
- Targeted surveys were undertaken to determine the habitat suitability presence/absence of the FFG Act listed Grey Billy-buttons (*Crapedia canens*) and the FFG Act and EPBC Act listed Matted Flax-lily (*Dianella amoena*). These surveys revealed that Grey Billy-buttons are not present on the site, but the Matted Flax-lily was identified at three locations with a total of 3 patches recorded. A Significant Impact Assessment as per EPBC Guidelines has been undertaken for the Flax-lily as detailed previously.

Whilst the Development Plan establishes the overall development framework for the site, opportunities to further apply the avoid and minimise principles should continue to be explored through future detailed design and planning permit applications. This includes consideration of opportunities to retain additional native vegetation and habitat values, including Habitat Zones 5 and 7 and Tree 17, where practicable and consistent with achieving the intended development outcome.

Cultural Heritage

A Cultural Heritage Due Diligence assessment has been completed by Anita Barker, Archaeologist, as part of preparation of this Development Plan. The assessment states that:

- No registered Aboriginal places are present in, or within close proximity to, the study area.
- No areas of cultural heritage sensitivity relate to the study area.
- A Cultural Heritage Permit is not required, as no Aboriginal places are within, or in close proximity to, the study area.
- A mandatory Cultural Heritage Management Plan is not required, as the study area is not considered to contain any areas of cultural heritage sensitivity.



Management Plan

Management plan/s will be provided at the planning permit application stage for the following matters:

- Management and maintenance of the landscape reserve area in the western portion of the site, including ongoing requirements for an Owners Corporation to ensure that the land is maintained to an acceptable standard and drainage assets are managed appropriately.
- Protection of native vegetation within the development footprint, during construction and post-development.

If required, the plans can be enforced via a Section 173 Agreement with Council.

Flooding

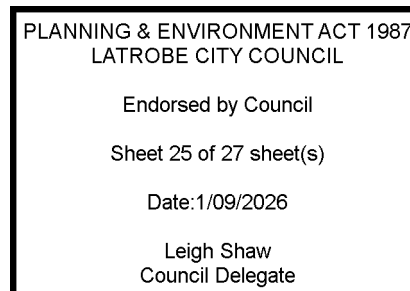
A Flood Assessment has been prepared by Water Technology which considers the existing flood conditions from the adjacent waterway under Current Climate conditions and 2100 Climate Change conditions. The assessment concludes that:

- The 1% AEP flooding from the waterway in both scenarios is largely confined to the drainage reserve and well away from any area proposed to be developed;
- There is safe site access and egress along the Princes Highway under Current Climate 1% AEP flood conditions. Under a 2100 Climate Change 1% AEP flood scenario, flood conditions at the Princes Highway road sag point around the waterway will only present an unsafe flood risk for a relatively short duration;
- The proposed development's building floor levels are expected to be well above the Climate Change 1% AEP flood levels along the waterway; and,
- Peak 1% AEP flood velocities along the waterway are driven by upstream catchment flows, therefore development of the site will not change the 1% AEP flood erosion risk along the waterway.

Amenity

The Development Plan has been designed to ensure the safe and efficient movement of vehicles into, within and out of the site. The accompanying Traffic Impact Assessment demonstrates that there will not be a risk to public safety due to traffic movements associated with the development.

The site has a direct abuttal to two properties at 25 & 35 Stammers Road which are both developed with dwellings. The provision of solid fencing along the site's shared boundaries with these properties will assist to reduce any amenity impacts.





Appendix 1 – Certificates of Title

Appendix 2 – Traralgon East Bulky Goods Precinct Development Plan

- Development Plan – Sheets 1 & 2
- Staging Plan
- Overall Building Layout and Built form Character Plan
- Concept Subdivision Plan
- Typical Cross-Section of Stammers Road

Appendix 3 – Traralgon East Bulky Goods Precinct Landscape Master Plan

Appendix 4 – Traralgon East Bulky Goods Precinct Concept Waterway Management Plan

Appendix 5 – Stormwater Management Strategy and Flood Impact Assessment

Appendix 6 – Ecological Assessments

Appendix 7 – Targeted Survey for Matted Flax-lily, Grey Billy Buttons and the Gippsland Red Gum Grassy Woodland and Associated Native Grassland

Appendix 8 – Traffic Impact Assessment

Appendix 9 – Cultural Heritage Due Diligence Assessment

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