



1.0 LATROBE CITY

A NETWORK CITY

FUTURE MORWELL

1.0 | LATROBE CITY A NETWORK CITY

1.1 | OVERVIEW

1.2 | STATE PLANNING CONTEXT

A REGIONAL CENTRE

The Gippsland region is recognised as an important driver of the Victorian and Australian economies because of its vital role in supplying energy, earth resources, timber, water food and fibre.

It also comprises nationally recognised tourist destinations and some of the state's most important environmental and cultural heritage assets. However, the region is facing a period of significant change especially with respect to its role in energy production which needs to transition to low carbon economies, and cleaner and greener value-adding opportunities are needed in natural resource and food production.

A NETWORK CITY

Latrobe city is unique among all the other Regional Centres in Victoria as it is not identified as a single urban centre, but is comprised of a network of primary townships that include Morwell, Moe, Traralgon and Churchill, and related satellite towns of various scales and characteristics.

There exists in this Network City structure the potential to generate unique differences between each town that add to the strength and capacity of the overall Latrobe Regional City. In this manner each town has the scope to support the others, and in turn benefit from the mutually inclusive relationship.

From a tourism perspective this suggests that any tourist drawn to a specific event or attraction at any one town is encouraged to visit similar or very different attractions in any of the other towns within the Network City. This not only increases the potential business at each key attraction, but may add to the motivation of attending the initial attraction. The resultant effect is to increase the visitors length of stay, and thereby the opportunity to engage with other businesses and activities.

Overlaps that occur between the function, events, and activities of each town may be reconsidered to encourage a level of productive competition that supports and complements each one.

A SUSTAINABLE & DIFFERENTIATED CITY

Latrobe City is a collection of towns geographically located within a low lying valley region that extends beyond Latrobe City's local government area. The Latrobe Valley occupies an inland area between the Strzelecki Ranges and the Baw Baw Ranges. It contains the major urban population areas of Warragul, Morwell, Moe and Traralgon, and is bordered to the south by the Strzelecki Ranges and the reaches of the Victoria Alps to the North.

Latrobe River is the main river system that flows through and defines the Latrobe Valley Region. Within the Region of the Latrobe City the Latrobe River branches from the Morwell River, and the Traralgon River that themselves determine key characteristics of the valley landscape.

The difference in identity between towns encourages new possibilities. At the scale of the Network City difference it is important to avoid unnecessary competition, so that each town is not simply a copy of other towns. Through differentiating towns it aims to generate choice, better ways of living and value adding to each other in Latrobe City, the regional city.

Difference may be informed by the specifics of its physical environment and natural ecology, its history, its diverse social capital, and the identified characteristics of each town. In this manner difference supports and enables the notion of sustainable towns, and a sustainable Latrobe City through an integrated consideration of economic, ecological and social values. This can be seen across all scales from the neighbourhoods and hubs of each town, the unique identity and capacity of each town, and the cumulative product that is the uniqueness of Latrobe City as a networked city.

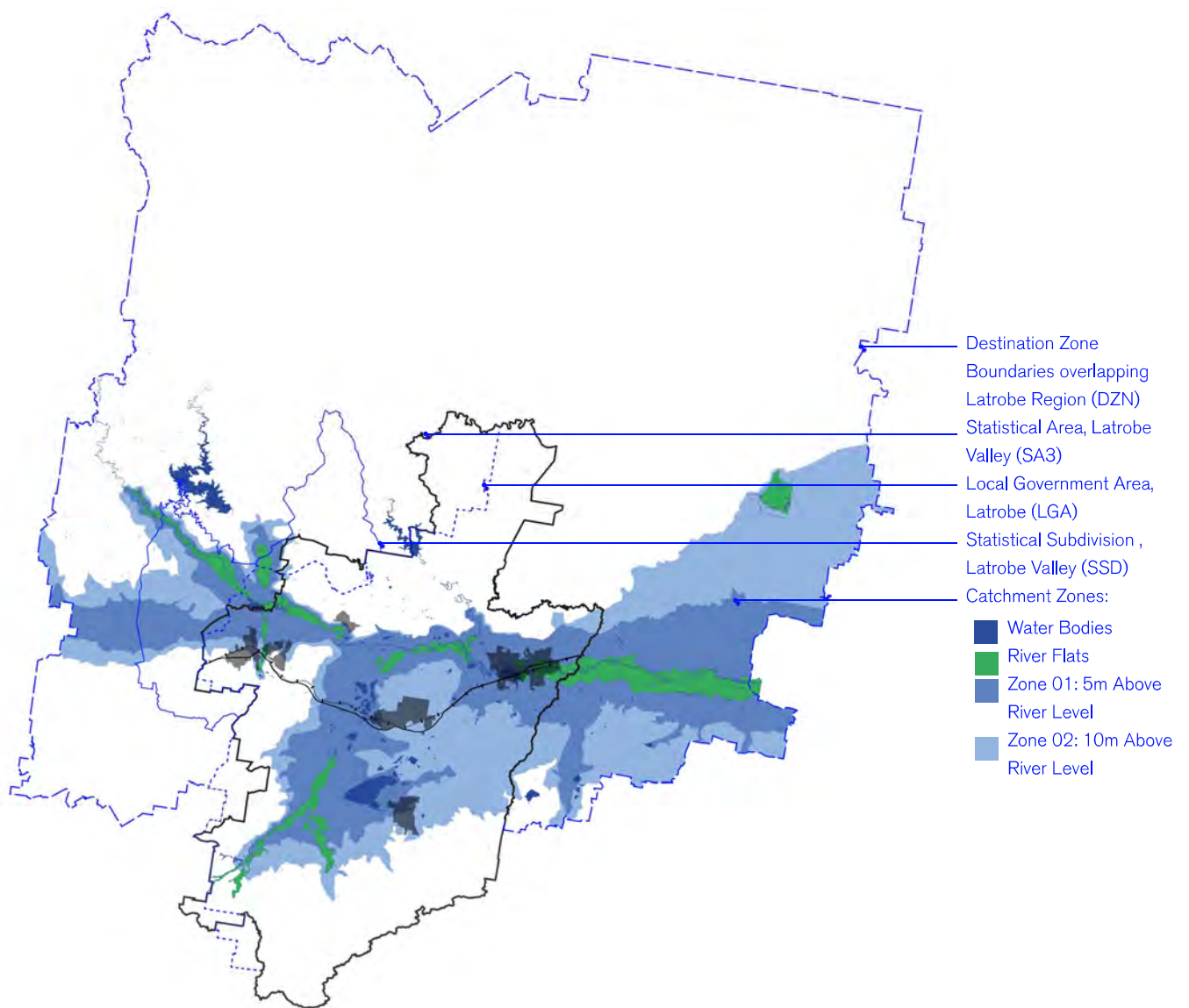


Figure 2 - Statistical Subdivision (SSD), Local Government Area (LGA) and Geographic Attributes

NATIONAL LEVEL



National Policies & Plans

Role:

- COAG Objectives and criteria for Capital Cities
- National Urban Policy. Our Cities, Our future
- Australian Urban Design Protocol

STATE LEVEL



State & Regional Planning Policy

Role:

- Regional/Metropolitan Settlement Strategies
- Regional City Growth and Infrastructure Plan

REGIONAL LEVEL



MUNICIPAL LEVEL



Regional Planning & Economic Policy

Role:

- Gippsland Local Government Growth Strategy
- Economic Development Strategy
- Local Area Planning Frameworks

Municipal Planning

Role:

- Street Scale Planning & Infrastructure
- Site Planning / Feasibility
- Urban Design and Streetscape Framework

FUTURE MORWELL – APPENDIX.

REFER TO:

- 1.1 OVERVIEW - POPULATION
- 1.1 OVERVIEW - AGE DEMOGRAPHICS
- 1.1 OVERVIEW - INCOME & HOUSE OWNERSHIP
- 1.3 LATROBE CITY A NETWORK CITY OVERVIEW:
A COMPARISON OF VICTORIA'S REGIONAL CITIES

Introduction

Gippsland comprises of nationally recognised tourist destinations and some of the state's most important environmental and cultural heritage assets. However, the region is facing a period of significant change especially with respect to its role in energy production which needs to transition.

The following points have been extrapolated from the key reference documents Plan Melbourne (2014), and the Regional Cities Growth Framework (2013), and other significant documents, in order to identify Latrobe City's projected direction, and Morwell's role in this.

Key Questions:

- What are the key global, national, state policy settings affecting Morwell/ Latrobe City?
- What is a Networked City?
- How does Latrobe City compare/ what are its defining characteristics relative to Victoria's other regional cities?
- What are the expected drivers for growth within the region?

Conclusions:

- The majority of population growth within the Gippsland Region is expected to occur in areas with closer proximity to Metropolitan Melbourne (Baw Baw) and coastal amenity (Bass Coast)
- Compared to other regional cities, Latrobe's expected rate of growth is relatively low
- Meeting the state government vision for Latrobe to perform as a Regional City is likely to require a proactive investment to attract new residents

Key Document 01:

Plan Melbourne: State of Cities 2014:

This is the state government plan establishing strategic directions and framework for growth of all regional towns.

Vision: To maximise the growth potential of Victoria by developing a state of cities which delivers choice, opportunity and global competitiveness.

Key Challenges & Opportunities

identified include:

The key challenge identified, with Victoria's population projected to rise to around 10 million by 2051, is for regional cities need to take a greater share of population growth.

The key opportunities identified to meet this challenge include:

- Supporting the development of Regional City CBDs and settlements as alternative locations for population growth (critical mass to support higher order services and amenities)
- Positioning regional industries for export growth in Asia (refer map 28: Key Commodities & Freight Flows)

Strategic Directions relevant to Latrobe include:

Direction 6.2 Rebalance Victoria's Population Growth from Melbourne to Regional Victoria:

- Proactive action by government to foster growth
- Higher income jobs and industry diversification
- Investment in infrastructure to build human capital
- Facilitating renewal and redevelopment of CBD areas
- Update long term population projections (Victoria in Future 2012)
- Short term actions include: Facilitate development of state and regionally significant employment precincts
- Support increased business and residential densities as well as social, civic and cultural facilities in regional city CBDs to strengthen them economically and socially

Direction 6.3 Integrate Metropolitan, Peri Urban and Regional Planning Implementation

- Establish consistent monitoring framework and data sources across state

Direction 6.4 Improve Connections between Cities

- Improve transport connections between Melbourne and Regional Cities (people)
- Strengthening transport links on national networks (movement of goods between cities, interstate and internationally)

Regional Plans: regional growth plans to provide 20-30 year growth strategies. Aim to identify land use and infrastructure initiatives to accelerate growth including:

Settlement options (density/ urban forms) distinctly different to metropolitan options

- Revitalisation options for regional city CBDs to encourage growth of knowledge economy jobs
- Retaining and enhancing health and education precincts
- Facilitate growth of export based industrial areas, enhancing regional connections identified in Victoria the Freight State
- Accelerate growth through the development of integrated infrastructure plans and delivery models.
- Auditing of land in regional cities to identify land for urban renewal and strategic redevelopment

Key Document 02:

Regional Cities Growth Framework 2013, Macro Plan

Aim: To develop a consistent growth framework for the following regional cities: Bendigo, Ballarat, Geelong, Warrnambool, Horsham, Mildura, Shepparton, Wangarratta, Wodonga and Latrobe.

The Study

- Acknowledges Victoria's compact urban form and regional city's relative proximity to and connectivity to Melbourne and each other as the defining elements of the State of Cities definition
- Identifies a framework and multi-criteria diagnostics tool to assess the performance of cities and to inform investment and policy & regulatory actions
- Framework and diagnostics tool was used to develop the Gippsland Regional Growth Plan

The strategic approach for considering how regional cities grow within a wider regional context includes:

1. Establishing a clear line of site between Global, National, State and Local policy frameworks.
2. Considering the relationship between the cities and their region, and their relationship to the Metropolitan City.
3. Establishing the city's "strategic orientation" defined by:
 - The historic context underpinning the city and region
 - The relative size and growth capacity of the city and the region it serves
 - The relative position the city holds in the current economic cycle (i.e. post GFC)
 - The importance of natural systems and events (including impacts of drought/bushfire etc.) for growth

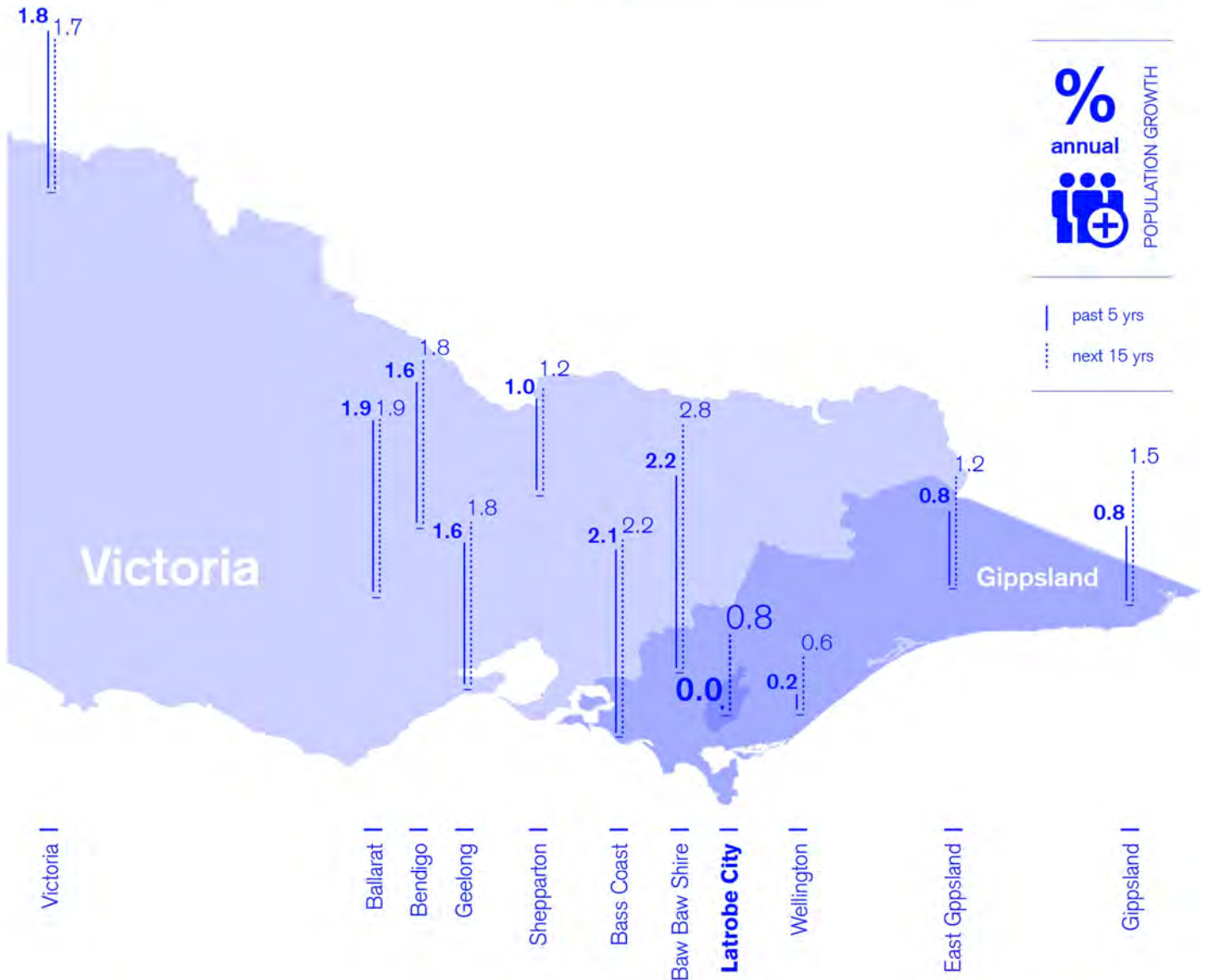
KEY REFERENCE DOCUMENTS:

- Victoria in Future 2015: the official state government projection of population and households through to 2051
- Plan Melbourne, State of Cities 2015: Victoria's state wide integrated growth plan
- Victoria's Renewable Energy Roadmap (being developed), Earth & Energy Resources
- State of the Valley: A profile of Latrobe Valley DEECD 2012
- Food to Asia Action Plan
- Tourism Strategies (Various)
- Victoria Regional Tourism Strategy 2013 - 2016
- Motorcycle Tourism Strategy 2013 - 2016
- Victoria's Cycle Tourism Action Plan 2011 - 2015
- Victoria's Trail Strategy 2014 - 2024
- Transport Strategies
- Victorian Freight Plan (no available policy)
- Transport Investing in Regions initiative 2012 (no available policy)
- Victoria's Cycling Strategy (2016 update)
- Victorian Health Priorities Framework 2012 - 2022
- Creative Victoria Research Plan

A target of **Plan Melbourne** is for Latrobe City to become the Regional City for Gippsland.



PROJECTED POPULATION GROWTH



GOAL - DISTRIBUTION OF POPULATION



goal
distribute
population growth
to regional cities

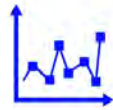
need
proactive
state investment

NEEDED - STATE INVESTMENT



Regional Cities Growth Framework (2013)

how regional cities grow



size and growth capacity



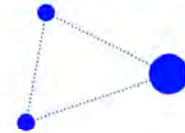
natural systems & events



economic position



historic context



metro city to city



city to region

establish strategic orientation



consider relationships

The Regional Cities Growth Framework

defines how Victoria's regional cities can chart their course for growth by understanding their urban relationships and establishing a unique strategic orientation.

Plan Melbourne

identifies ways in which regional cities can facilitate this distribution of population growth.

Plan Melbourne (2014)

support development of regional city CBDs as alternatives for population growth

position regional industries for export growth

how?

+ higher income jobs

+ industry diversification

+ investment in infrastructure

+ CBD renewal

+ employment precincts

+ increased housing density

+ strengthened community facilities

+ transit connections



Region

Character



The **Gippsland Regional Growth Plan** identifies Gippsland as a fast growing region of Victoria

FUTURE MORWELL – APPENDIX.
REFER TO:

- 1.2 REGIONAL PLANNING CONTEXT INDUSTRY PROFILES

> growth

Gippsland Regional Growth Plan (2014)

guiding principles for growth + investment



Morwell
Moe
Traralgon
Churchill

Latrobe City networked city

> Latrobe Regional City



civic assets central regional location regional transport links manufacturing + commercial facilities

The **Gippsland Regional Growth Plan** recognises the existing assets of Latrobe City as providing a platform for future prosperity

FUTURE MORWELL – APPENDIX.
REFER TO:

- 1.3 LATROBE CITY PLANNING CONTEXT - EMPLOYMENT PER INDUSTRY

land use

objectives for town

how?



The Future Morwell Revitalisation Plan offers strategic recommendations to enhance activity and urban form for Morwell

> linkages and liveability

key opportunity areas



residential



commercial



industrial



infrastructure

The Future Morwell Revitalisation Plan offers strategic recommendations to enhance linkages and liveability in Morwell

FUTURE MORWELL

1.0 | LATROBE CITY A NETWORK CITY

1.3 | REGIONAL PLANNING CONTEXT

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The Gippsland Regional Growth Plan envisages Latrobe City comprising Moe, Morwell, Traralgon and Churchill as the Regional City for Gippsland. The planning challenge for Latrobe city is seen as one that considers these diverse townships as a collective urban system or “Networked City” with the capacity to accommodate and service this projected population and economic growth.

Latrobe City's Regional City status is underpinned by its central location and strategic transport links within the region's broader network of centres, significant assets including the Latrobe Regional Hospital, Latrobe Regional Airport, the University campus at Churchill and manufacturing and commercial facilities. The Regional Growth Plan sees these assets as providing a platform for a future knowledge driven economy utilising the regions resources in new and sustainable industries.

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*Regional Planning Context,
Future Morwell Future Latrobe Valley Revitalisation Plan*

The Gippsland Regional Growth Plan¹ identifies Gippsland as a fast growing part of Victoria² fuelled by people's desire to relocate to the region from Melbourne. The Plan considers the implications of a growth scenario which sees a 40% increase in the regional population (from 270,000 to 386,000 people) by 2041.

Planning for growth and investment within the broader Gippsland Region is underpinned by four guiding principles:

Principle 01: Strengthen economic resilience by growing **a more diverse economy** that is supported by new investment, innovation and value-adding in traditional strengths.

Principle 02: Promote a **healthy environment** by valuing Gippsland's environmental and heritage assets, and by minimising the region's exposure to natural hazards and risks.

Principle 03: Develop **sustainable communities** through a settlement framework comprising major urban centres that ensures residents have convenient access to jobs, services, infrastructure, and community facilities.

Principle 04: Deliver **timely and accessible infrastructure** to meet regional needs for transport, utilities and community facilities.

The growth plan envisages Latrobe City comprising Moe, Morwell, Traralgon and Churchill as the Regional City for Gippsland. The planning challenge for Latrobe city is seen as one that considers these diverse townships as a collective urban system or "Networked City" with the capacity to accommodate and service this projected population and economic growth.

Latrobe City's Regional City status is underpinned by

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As Gippsland's regional city it is proposed that Latrobe City will be the focal point for higher order regional infrastructure and service investment. Investment is expected to help achieve the momentum necessary for a more diverse and resilient economy capable of attracting more specialised services alternatively found in Metropolitan Melbourne.

KEY DOCUMENTS:

1. Gippsland Regional Growth Plan, Gippsland Local Government Network 2014
 2. Victoria in future 2015
- Refer Map 17: Gippsland Regional Growth Plan (source Gippsland Regional Growth Plan) or Map 3 Gippsland Strategic Assets perhaps try to combine into one? Note show key assets and links
- Refer Table 1: Gippsland Fast Facts(source Gippsland Regional Growth Plan)
- Refer Table 2: Population growth projections (Source: Victoria in the Future 2015).
- [Fig 03] Regional Growth Plan, May 2014. p. 21,48.

DOCUMENT REFERENCES(S) :

GIPPSLAND REGIONAL GROWTH PLAN

<http://www.dse.vic.gov.au/effective-engagement> http://www.dtpli.vic.gov.au/__data/assets/pdf_file/0017/229310/Gippsland-Regional-Growth-Plan-May-2014.pdf

FUTURE MORWELL – APPENDIX.

REFER TO:

- 1.3 LATROBE CITY PLANNING CONTEXT - EMPLOYMENT PER INDUSTRY

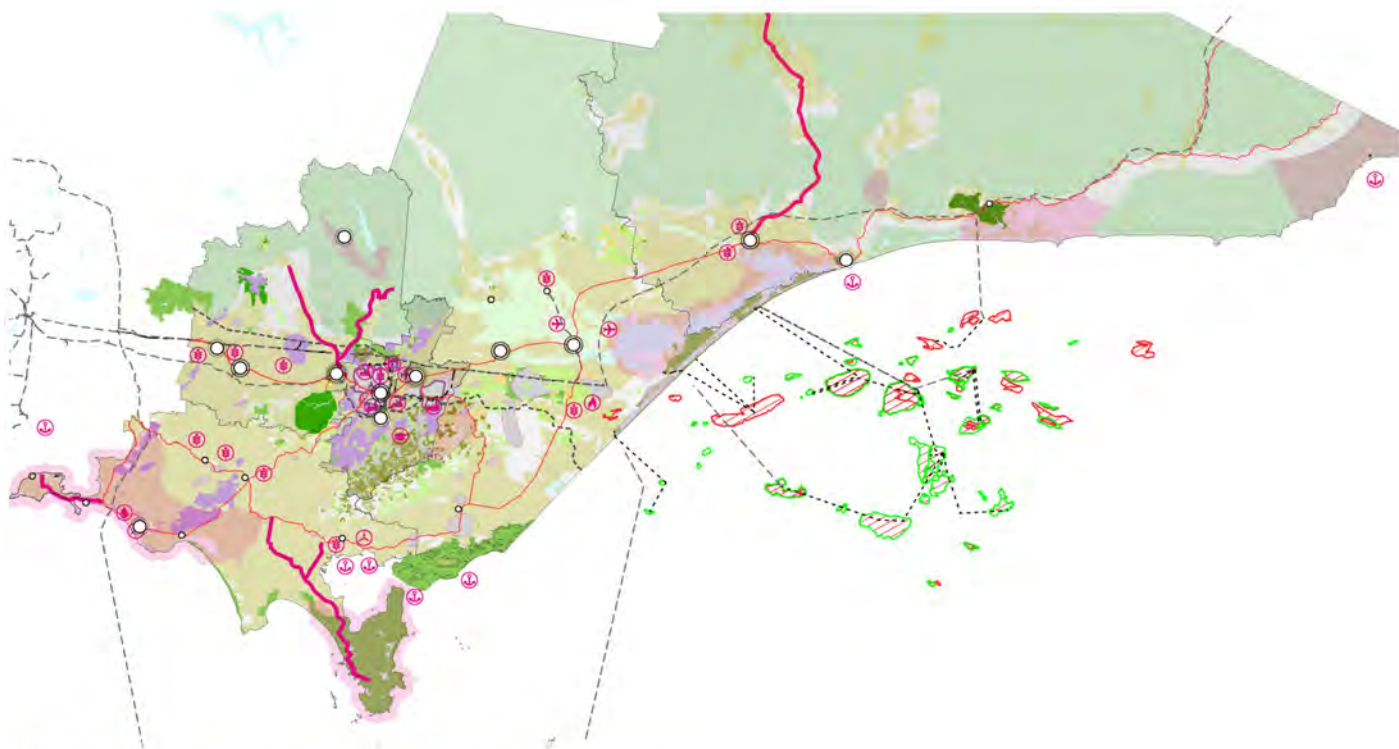


Figure 3 - Regional Growth - Infrastructure and Natural Resources

Key

<ul style="list-style-type: none"> Key Road Corridors Settlement 	<ul style="list-style-type: none"> Rock/Sand/Gravel Horticulture Forestry Pasture - Irrigations Pasture - Dryland Linkage to Key Tourist Routes Significant Tourism Assets Electricity Transmission Line 	<ul style="list-style-type: none"> Gas/Oil Pipeline Port Airport Food Production Hub Desalination Plant Gas Plant Power Station Wind Farm 	<ul style="list-style-type: none"> Australian Paper Mill University
Infrastructure + Resources <ul style="list-style-type: none"> Coal Reserve HVP Softwood Plantation HVP Hardwood Plantation Oil Gas 			Natural Resources <ul style="list-style-type: none"> Linkage to Key Tourist Routes Significant Tourism Assets Forest Reserves High Value Terrestrial Habitat Lakes

FUTURE MORWELL – APPENDIX.
REFER TO:

- FIGURE 3 - REGIONAL GROWTH - INFRASTRUCTURE AND NATURAL RESOURCES (AT A3 FORMAT)

Gippsland - Regional Context

269,790
current population

67%

Proportion of land in the Gippsland region made up of state owned forests, national parks and reserves, and native freehold forests

89,386

Number of jobs currently within the region



345,888
projected population in 2031

Gippsland Supplies...

60% Supply of Melbourne water needs

90% Percentage of Victoria's electricity generated in Gippsland in 2010

97% Percentage of Victoria's natural gas extracted from Gippsland

25% Percentage of Victoria's beef produced in Gippsland

20% Percentage of Australia's milk produced in Gippsland

29% Percentage of Victoria's agricultural, forestry and fishing exports contributed by Gippsland

37% Percentage of Gippsland business involved in agriculture and fishing

14% Percentage of Australia's oil extracted from Gippsland

15% Percentage of Gippsland business involved in agriculture and fishing processing operations



FUTURE MORWELL

1.0 | BACKGROUND:

LATROBE CITY A NETWORK CITY

1.4 | LATROBE CITY PLANNING CONTEXT

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Encouraging well designed, infill residential development throughout the existing urban area, especially in locations close to activity centres, areas of open space and areas with good public transport accessibility

Encouraging walkable neighbourhood centres and increased densities around Transit City areas and neighbourhood clusters

Retaining clear boundaries between urban areas and the surrounding rural environment

Maintaining and enhancing town and gateway entrances

”

*Latrobe City Planning Context,
Future Morwell Future Latrobe Valley Revitalisation Plan*

1.4 | LATROBE CITY LOCAL PLANNING CONTEXT

Structure Planning for the main towns of Moe, Morwell, Churchill and Traralgon in 2007 identified a 5 year supply of land in Morwell with a 4 year supply in Traralgon, 8 years in Moe and adequate supply in Churchill. Future expansion of town boundaries for greenfield development is most constrained around Morwell where the towns boundaries are heavily constrained by mining operations to the west and south, timber plantations and the Australian paper mill operations to the north, and significant existing and proposed industrial areas to the east.

The overarching land use objective for the main towns is: To provide the flexibility for development to occur in each town to accommodate the needs of its population as well as to contribute to the municipal networked city by:

- Encouraging well designed, infill residential development throughout the existing urban area, especially in locations close to activity centres, areas of open space and areas with good public transport accessibility
- Encouraging walkable neighbourhood centres and increased densities around Transit City areas and neighbourhood clusters
- Retaining clear boundaries between urban areas and the surrounding rural environment
- Protecting areas for future urban growth, particularly the fragmentation of rural land on the urban fringe of major towns
- Protect the effectiveness of the transport corridors between the towns
- Maintaining and enhancing town and gateway entrances
- Reducing industrial residential land use conflicts

Employment Growth - Business, Manufacturing & Services Growth

Focus on “Value Adding” to existing primary/ resource industries: Food processing, engineered timber; Service sector/ office jobs and health/ social services associated with Regional City Status.

Socio Demographic Analysis

Areas of multiple disadvantage across all centres but predominant in Moe and Morwell. Concentration of disadvantage reflected in property values, and relative growth of centres.

Transport Networks

Intratown links: Public Transport, Road Connections, Cycling/ Trails with focus on Churchill connection. Energy Sector Infrastructure. Transport links (road & rail), Electricity & Gas Links Environmental Infrastructure.

Image & Identity

Distinctive engineered landscapes and imposing structures – opportunities for cultural tourism centred on power works & power trail tourism.

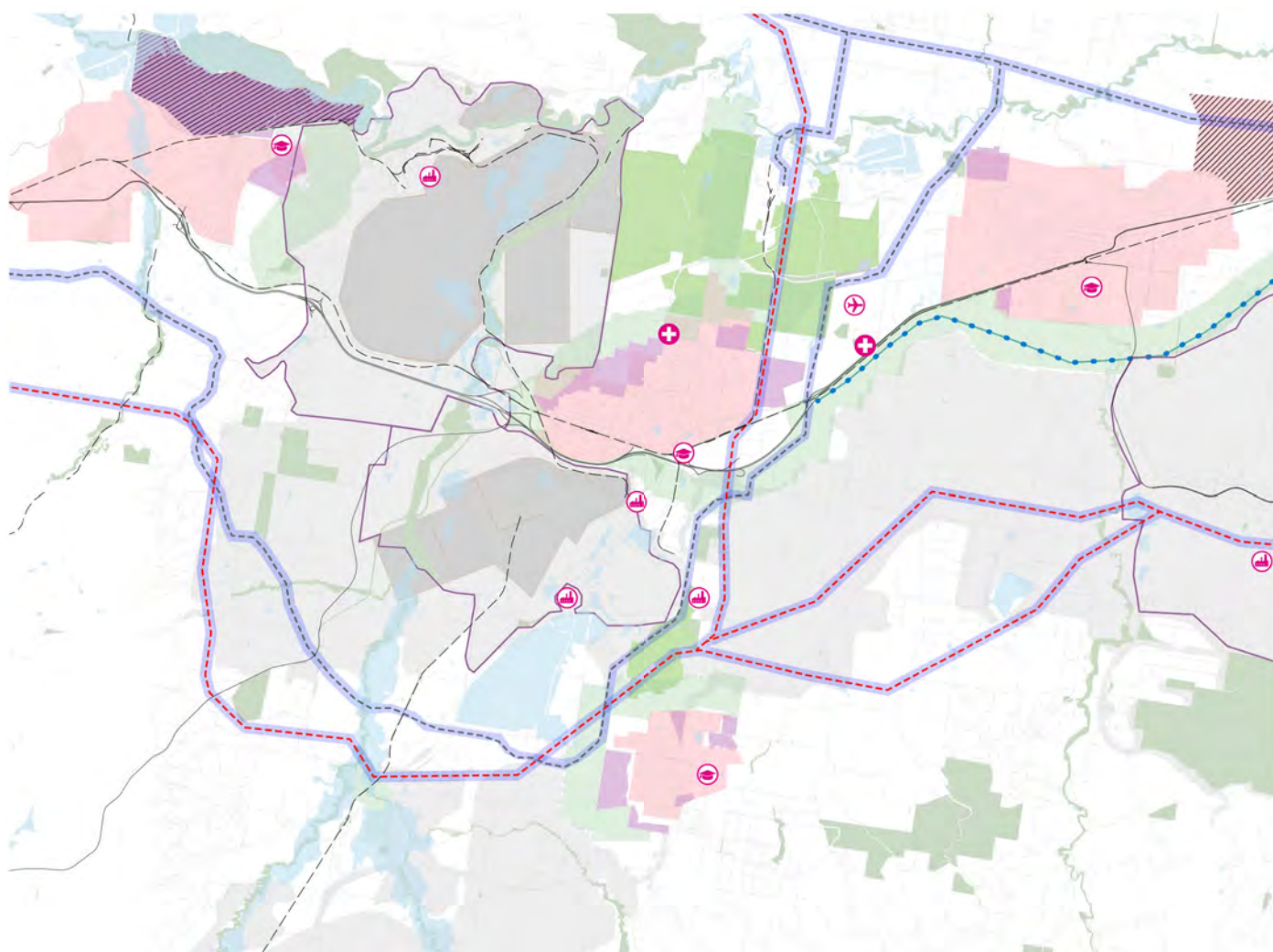
DOCUMENT REFERENCES(S):

[1] ECONOMICS AND POPULATION INDICATORS

FUTURE MORWELL – APPENDIX.

REFER TO:

- 1.4 REGIONAL PLANNING CONTEXT - INDUSTRY PROFILES
- 1.5 LATROBE CITY PLANNING CONTEXT - ECONOMY & INVESTMENT
- FIGURE 4- REGIONAL FRAMEWORK PLAN (AT A3 FORMAT)



**Figure 4 -
Regional Framework Plan**

Key

Gas Pipeline	Public Land	Corridor	Water Bodies
Electricity Transmission Line (500kV)	Mine Licence Area	Australian Paper Mill	
Easements	Mine Development	Airport	
General Residential	Coal Resources	Power Station	
Development Plan Overlay	Environmental Significance	Hospital	
Planned Future Urban Growth	Overlay	University	
Future Investigation For Urban Growth	Traralgon Bypass Acquisition	Rail	

Latrobe City - Local Planning Context

76,640
current population^[1]

90,741
projected population in 2031^[1]

25,620

Number of jobs currently within the region



The Regional Growth Plan anticipates modest population growth within Latrobe City 3000 people 4% by 2031.

Net overall growth in population within the main towns in 10 year period from 2001 to 2011 has been modest with significant (24% growth) in Traralgon partially offset by population losses of 3% and 4 % in Moe and Churchill respectively. There was no net change in population in Morwell.

FUTURE MORWELL

1.0 | LATROBE CITY A NETWORK CITY

1.5 | MORWELL'S ROLE IN THE NETWORK CITY

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Residential

Encourage higher density housing around the town centre within the Transit City Precinct and neighbourhood clusters.

Commercial

Encourage neighbourhood clusters in key locations as outlined in the Morwell Structure Plan and only encourage basic goods, services, community services and facilities in these clusters.

Industrial

Protect industry from residential encroachment that may result in interface conflicts and impact on industry operations.

Infrastructure

Expand the network of on and off road cycling paths across Morwell. Maintain and enhance the town and gateway entrances, with a particular emphasis on the western entrance to Morwell.

”

*Morwell's Role in the Network City,
Future Morwell Future Latrobe Valley Revitalisation Plan*

Key Opportunities for improved linkages and liveability.

Residential

- Resolve the Maryvale Coalfield Environmental Significance Overlay Buffer along the western border of Morwell and Area 1
- Facilitate the orderly planning of Area 1 generally bounded by Maryvale Road, Latrobe Road, Crinigan Road and Holmes Road for residential development
- Encourage the development of Area 1 in accordance with the North-West Development Plan Overlay
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan
- Where appropriate mitigate flooding and encourage residential development within Areas 4 and 7
- Future land uses and zoning in Areas 8a, 8b, and 8c should be investigated subsequent to a detailed assessment of industrial land requirements for Morwell as part of an industrial strategy
- Encourage higher density housing around the town centre within the Transit City Precinct and neighbourhood clusters
- Retain large farming lots along the north eastern town boundary of Morwell to provide for long-term industrial growth

Commercial

- Discourage further development and/or replacement of existing businesses within Area 2 (light industrial area near Morwell West entrance)
- Encourage neighbourhood clusters in key locations as outlined in the Morwell Structure Plan and only encourage basic goods, services, community services and facilities in these clusters
- Encourage new retail, office and residential mixed use developments within Morwell Primary Activity Centre (Area 3) and Mid Valley (Area 5)

- Discourage major new retail, office development outside of the Morwell Primary Activity Centre (Area 3), Mid Valley (Area 5) and Princes Drive, Morwell (Area 3)
- Encourage Restricted Retailing to locate within Mid Valley (Area 5) and Princes Drive, Morwell (Area 3)

Industrial

- Review the existing industrial Areas 8a, 8b, and 8c, with a view to confirming the role and viability of this area as service industrial development or conversion to residential development
- Provide a buffer along the western edges and eastern edge of the industrial precinct in Area 6
- Explore options in Areas 6 and 9 for Industrial 2 uses along the eastern boundary and Industrial 3 uses along the western boundaries of the industrial precinct and for open space and vegetation to screen industry from proposed and potential future residential areas
- Protect industry in Area 6 and 9 from residential encroachment that may result in interface conflicts and impact on industry operations
- Investigate flooding impact upon land designated as having existing or future industrial opportunities in Areas 6 and 9
- Where appropriate, encourage the development of new industry within Area 6 and 9 that is sensitive to existing creeks

Infrastructure

- Investigate opportunities to provide direct bus routes between proposed hubs and neighbourhoods
- Investigate rail connections to the proposed Gippsland Intermodal Freight Terminal south of Mid Valley
- Expand the network of on and off road cycling paths across Morwell. Maintain and enhance the town and gateway entrances, with a particular emphasis on the western entrance to Morwell (Area 2)

KEY DOCUMENTS:

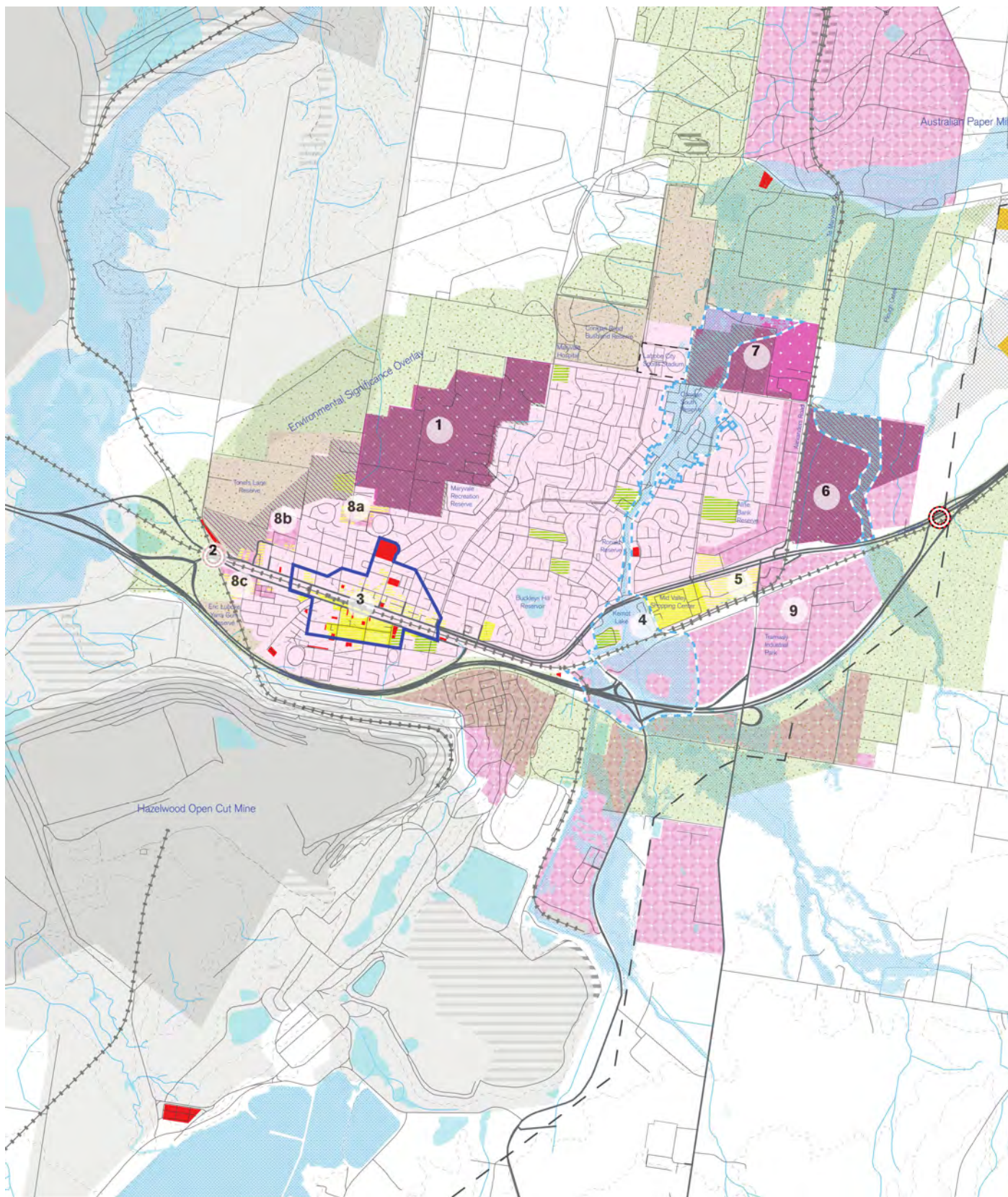
- Morwell Structure Plan 2007
- Morwell East Industrial Precinct Development Plan
- Crinigan Road Development Plan
- Morwell North Development Plan
- Morwell West Development Plan
- Gippsland Logistics Precinct Master Plan
- Former Lurgi Site Master Plan
- Morwell Outdoor Recreation Plan

KEY FACTS:

- Morwell East Industrial Precinct Development Plan
- Gippsland Logistics Precinct
- Morwell East Development Plan
- Crinigan Road Development Plan
- Morwell North Development Plan
- Morwell West Development Plan

FUTURE MORWELL – APPENDIX. REFER TO:

- 1.6 Morwell's Role in the Network City - Industry
- 1.6 Morwell's Role in the Network City - Employment in Services
- FIGURE 5- MORWELL STRUCTURE PLAN (AT A3 FORMAT)



**Figure 5 -
Morwell Structure Plan**

Key (Reference document: Latrobe Structure Plans for Churchill, Moe, Newborough, Morwell & Traralgon - 2007)

Central Business District - Defined by Latrobe Planning zones	Educational Facilities - Defined by Latrobe Planning Zones	Environmental Significance Overlay - Defined by LCC	Utilities - Defined by DEPI
Urban Area - Defined by DEPI	Heritage Overlay - Defined by LCC	Development Planning Overlay - Defined by LCC	Main Roads
Urban Area 2 (Industrial) - Defined by Latrobe Planning Zones	Morwell Circuit Boundary	Water Bodies-Defined by DEPI	Roads
Urban Development Zone - Defined by LCC	Airport Environs Overlay - Defined by LCC	Flood Overlay-Defined by LCC	Rail Lines
Commercial - Defined by Latrobe Planning Zones	Air Infrastructure - Defined by DEPI	Gateways	Rivers/Creeks
		Coal Mine	Flood Affected Land
		Mining Lease Area	Major Gas Pipeline

