

# Traralgon Station Precinct Master Plan

June 2011



## Acknowledgements and Recognition

The Traralgon Station Precinct Master Plan has been prepared for Latrobe City Council by **hansen partnership**. This project is a partnership between Department of Planning and Community Development, Department of Transport, VicTrack, VicRoads, V/Line and Regional Development Victoria.

The project included a consultation program and the development of the Master Plan was informed by community needs and concerns communicated through this process. We would like to extend thanks to all those who participated in the project:

- Latrobe City Councillors and Council Officers
- GippsTAFE
- Victoria Police
- Latrobe Regional Development Group
- Traralgon Chamber of Commerce and Industry
- Latrobe Valley Bus Lines
- Latrobe City Christian Church
- Traralgon and District Historical Society
- Traralgon and District Arts Society
- Local interest groups
- Local businesses
- Local Residents

Background work for this Master Plan involved **CPG Australia** working in partnership with:

**Anthemion Consultancies** – Heritage Assessment

**Ecology Partners** – Ecological Assessment

**Noel Arnold and Associated** – Land Contamination and Risk Assessment

**Matters More** – Economic Assessment

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# 1 introduction

In 2002, Moe, Morwell and Traralgon were identified as Transit Cities under the Victorian Government's Melbourne 2030 policy document. The Transit Cities Program seeks to revitalise centres that are situated adjacent to a railway line through a combination of high quality mixed use development.

While the station is a focus of activity, the Princes Highway and the railway line are divisive barriers to the effective integration of the northern and southern parts of Traralgon.

Several recent events precipitated the need to commence planning for revitalisation of the Traralgon Station Precinct ("Precinct"), including:

- Finalisation of a route for the Princes Highway bypass of Traralgon. The route selected is closer to the township than first anticipated so as to protect the State's significant coal resources. This has severed an area of land (from the township) previously 'ear-marked' for future residential growth.
- Unprecedented growth in rail patronage, following completion of the Regional Fast Rail Project and subsequent improved service frequencies between Melbourne and Traralgon.
- The need to accommodate an inter-modal public transport interchange within the Precinct.
- Constraints in V/Line services yards and staff amenities.
- Increased concerns for safety and security of pedestrians south of the railway line seeking access to Traralgon's town centre.
- Changing demographic profile in Traralgon, which is seeking alternative housing types.
- Traralgon's identification as a Transit City and the opportunities presented by this; including enhancing the appearance and experience of the Precinct and providing higher density and more affordable housing near transit centres,

The Traralgon Station Precinct Master Plan presents a strategic and conceptual plan to guide future development of land adjacent to the Traralgon train station, in order to address these and other constraints and opportunities.

## 1.1 methodology

A Steering Committee was formed to guide development of the Master Plan and was made up of representatives from the following organisations:

- Latrobe City Council (project lead)
- Department of Planning and Community Development
- Department of Transport
- VicTrack
- VicRoads
- V/Line
- Regional Development Victoria

The first stage of the project involved gathering background data and undertaking analysis of existing constraints and opportunities for the Precinct. As part of this background and context-setting phase, a consultation program was undertaken. This included consultation with key stakeholders and the broader community through a series of workshops, one-on-one interviews, phone conversations and email correspondence.

Following on from this, an Enquiry-by-Design workshop was held with key stakeholders in order to debate and agree upon the best ways to achieve designs and layouts for the Precinct. The workshop's key consideration was to identify options that reflected the opportunities and constraints of the Precinct, while taking into account Transit City objectives and the community and other stakeholders' views, as well as reflecting best practice and sustainable urban design principles.

Resulting from this, a series of preliminary options for locating each of the separate uses within the Precinct was presented to the Steering Committee. Several Master Plan options were developed which incorporated all the different uses located within the Precinct.

This document presents a summary of the background analysis undertaken, including the community consultation program and provides the justification behind the Master Plan. It should be read in conjunction with the Background Analysis Report and the Community Workshop Summary Report.

A draft Master Plan (CPG January 2010) was considered by Council at the Ordinary Council Meeting of 19 April 2010. Council resolved to release the draft Master Plan for exhibition to the community for a period of 8 weeks. Nine written submissions were received which raised a number of issues. At its Ordinary Council Meeting of 4 October 2010 Council resolved to consider a final draft Master Plan at a future Council meeting. It was proposed that further work on the Traralgon Station Precinct Master Plan was required due to the following reasons:

*"The draft Master Plan was formulated with the assumption that the proposed GippsTAFE development will consist of minor modifications to the existing structure, which would take a number of years to complete.*

*Funding received from the federal government has enable GippsTAFE to construct a new building on the site rather than modify the existing structure. This change in circumstances makes the objectives of the draft Master Plan in respect to this area unachievable.*

*The draft Master Plan identifies the possible demolition of the VRI Hall south of the railway line to allow for car parking. The local significance of the VRI Hall is identified in the Latrobe Heritage Study 2010*

*and is reiterated in the recent Planning Panel report for Amendment C14 which introduces the Heritage Overlay to the Latrobe Planning Scheme. The opportunity for retention and/ or adaptive re-use of the VRI Hall should be investigated through further work"*

It was therefore proposed that:

*"...further work will now be completed that will see a redesign of the bus interchange precinct, and investigate retention of the VRI Hall. Given the Master Plan vision will not be achievable."*

The revised final draft Master Plan presented in this report responds to the issues outlined above, the nine submissions received, and includes other changes required to ensure the coherence of the Precinct design.

## 2 background

In order to establish a vision and Master Plan for the Precinct, it is necessary to understand the existing physical, economic and social characteristics of the Precinct.

### 2.1 historic development

The Traralgon area was initially settled by squatters for grazing runs in the 1840's and the first accommodation house was established near what is now Victory Park in 1846. The first Hotel in the district was built in 1858 and served as the post office, store, court house and church for a number of decades. Gold was discovered in Gippsland in the 1860's which led to growth and the first district policeman in 1860. Land releases and selection led to a dramatic increase in the district population by the mid 1870's accompanied by the construction of public buildings and shops.

A railway line from Sale to Morwell was opened in 1877 and led to the town centring itself on Franklin Street. The full connection to Melbourne was opened in April 1879. A number of branch lines to the north and south

of this main line were constructed in the coming years which led to repair shops and a locomotive depot locating at Traralgon. The location of Traralgon at the juncture of main and branch lines meant that by the mid-1880's Traralgon was a large and busy railway town providing goods and services for settlers in the surrounding area. Traralgon was important to Gippsland as a railway centre.

The development of Traralgon in the twentieth century was greatly impacted by the 1930's construction of an APM paper mill nearby and the associated building of 1,000 workers homes in the 'garden suburb style' within Traralgon. The development of the nearby Loy Yang open cut coal mine in the second half of the twentieth century also greatly impacted Traralgon with the influx of over 5,000 workers.

Branch lines from Traralgon helped to stimulate the dairy and saw-milling industry in the surrounding areas and were operational between the 1880 and the mid to late twentieth century. The rail line between Traralgon and Melbourne was eventually electrified and duplicated by 1956 to expedite the haulage of brown coal to Melbourne. The need for brown coal in the city eventually declined and electrification was pulled back to Warragul and replaced with diesel locomotives. However the line remains busy and was upgraded to provide a fast rail link between 2004 and 2007 under the State Government's Regional Fast Rail Project. As a result of this, patronage on the Bairnsdale line has been steadily growing.

### 2.2 positioning

The Precinct is located centrally within Traralgon along the Bairnsdale to Melbourne Railway, is on the southern side of the Princes Highway and on the southern edge of the existing Traralgon Central Activities District (CAD). The Precinct is adjacent to the Traralgon Creek Reserve on its eastern edge and is opposite residential areas to the south.

The following surrounding land uses provide context for the Precinct:

- The Traralgon CAD is approximately 40ha in size and is structured by a grid layout which is highly permeable.

- The Traralgon town centre is the largest regional centre in Latrobe and provides commercial and administrative services for the region.
- The majority of the town centre is located within walking distance (400m radius) of the Precinct with access provided by a signalised intersection on the Princes Highway to the town centre.
- The town centre streets form the function of a typical country town 'main street' with commercial and retail uses lining both sides of the street.
- The town centre, as with many regional centres, is dominated by car usage and vehicular movements. Within the town centre pedestrian links are limited to intersections, with the street a predominately car-orientated space.
- The town centre has a number of landmark buildings.
- The north east section of the town centre is dominated by the Traralgon Centre Plaza - a contemporary shopping centre. This area currently includes the bus interchange.
- Defining the southern edge of the town centre is the Princes Highway. The Princes Highway is the major arterial road through Traralgon and Gippsland.
- To the south of the site is an established residential neighbourhood. This residential area, like the town centre is laid out on a modified rectilinear grid.
- Queens Parade is the residential street that forms the interface between the Precinct and residential areas.
- To the east of the Precinct is the Traralgon Creek and associated parkland and open space areas.







## 2.3 uses and role of the precinct

The Precinct includes the key function of a train station and transport interchange, however there are a number of uses within the Precinct, as outlined below.

### 2.3.1 northern side

On the northern side of the railway line, moving from east to west, there is the Southside Central Shopping Centre with associated retail car parking for approximately 60 cars. The Shopping Centre, which backs onto the station platform and railway line, includes the entrance to the Traralgon Train Station. The station entrance is not very prominent and is difficult to see from the Princes Highway, although improved signage has recently been installed. The car parking is located in front of the retail complex, fronting the Princes Highway.

The Latrobe Visitor Information Centre is located on the Princes Highway, roughly opposite the Franklin Street intersection. It is housed within an old church, which was re-located and re-built in its current location in the early 1990's. The buildings along the Princes Highway frontage west of the Visitor Information Centre include two commercial premises (a dressmaker and a vacant commercial building) and the GippsTAFE site.

Commuter car parking is provided between the Gipps Tafe site and the railway line. Currently 84 car parks exist in this location.

In addition, there are several indented bus bays located on the Princes Highway on the northern edge of the Precinct and two bus bays, located adjacent to the Southside Central Shopping Centre. A pedestrian bridge crosses the railway line, with ramps on both the north and south sides. However, the ramps (and therefore the bridge) are not Disability Discrimination Act (DDA) compliant as the grades are too steep.



*Commuter car park*



*GippsTAFE building under construction*



*Existing bus stops*



*Southside central shopping centre*



*Existing tourist information centre*

### 2.3.2 southern side

The footprint of the southern portion of the Precinct is larger than the north and includes several uses. Moving from east to west, there is the heritage listed Traralgon Engine Shed and Turntable and V/Line offices and associated car parking. The southern platform and station building houses the Traralgon and District Arts Society. To the south of this building is a second commuter car park with capacity for approximately 35 cars, however the line marking has faded and is not clearly visible.

Next to the car park is the locally significant VRI Hall, which is currently operated by the Latrobe Christian Church and can be hired for public and community use. There are two clay tennis courts located to the west of



the VRI Hall, but these are in a dilapidated condition and not currently used. A small recreation reserve with children's play equipment is located to the west of the tennis courts.

The block to the west of the playground and fronting onto Queens Parade is currently vacant, while two commercial warehouses back onto the railway line in this location.



*Repurposed station building and pedestrian overpass*



*Existing commercial premises to west*



*V/Line offices*



*Existing unformed car park*



*Heritage listed railway turntable*

The next building to the west is an old Army Drill Hall which is currently being used as a private residence. This site is adjacent to a small commercial centre on the westernmost end of the Precinct, which includes an Indoor Sports Centre (catering for indoor cricket and netball and containing an indoor pool) and a small cluster of commercial premises.



*Existing playground area*

## 2.4 urban design

The Precinct encompasses a wide range of uses (as described in previous sections), a varied scale of development and several different interfaces to address. Key features and urban design issues include:

### northern side

- Buildings along the western portion of the northern side are generally one to two storeys high with no setback.
- The eastern portion of the northern side has undergone comprehensive redevelopment in the past decade to include the Southside Central Shopping Centre. The Shopping Centre is built in a modern style and backs onto the station platform creating visibility and access issues.
- The associated retail car parking fronts Princes Highway and makes pedestrian movement difficult.



- The Traralgon Train Station is located within the Southside Central Shopping Centre and is poorly signed. Directional signage for pedestrians accessing the station is insufficient.

#### southern side

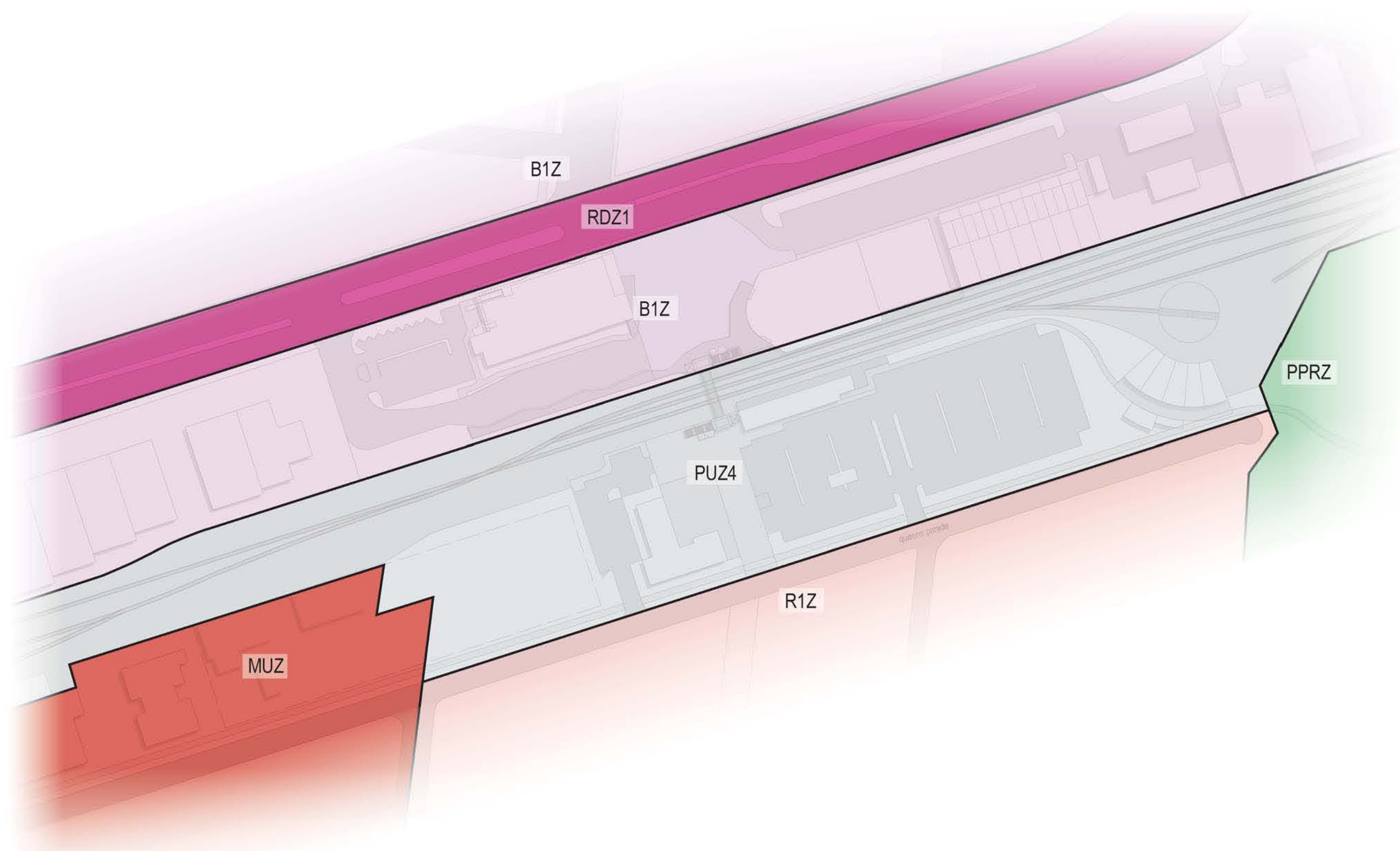
- The area adjoining the creek parkland on the southern side is dominated by a heritage item, the state significant Traralgon Engine Shed and Turntable. This area is inaccessible to the public and has poor amenity.
- The central portion of the southern side of the Precinct interfaces with the rail line and Queens Parade and comprises minimal existing development, with three one-storey buildings of significantly different styles (V/Line office, old station building and VRI Hall). The car park has some mature trees.
- Whilst a pedestrian overpass of the rail line is provided, access to it is not readily visible from Queens Parade. The rail line, therefore, provides a significant barrier to north-south movement both within the Precinct and for residents living south of the Precinct wanting to access the Traralgon town centre to the north.

## 2.5 land use planning controls

Existing planning controls for the Precinct are outlined below and illustrated on the following plans.

- The northern side of the Precinct is zoned Business 1, for business, retail and commercial uses.
- The majority of the southern side of the Precinct, including the rail lines and areas to the east of the access road opposite Collins St is zoned Public Use Zone 4 – Transport.
- The commercial type uses on the southern side, located in the westernmost part of the Precinct are currently zoned Mixed Use.
- A Heritage Overlay (HO7) applies to the Turntable and Engine Shed.
- Under the Heritage Overlays approved as part of Amendment C14 (approved and gazetted on 21 October 2010) the Drill hall (HO130)

and the Traralgon Railway Station Complex (HO129) are also affected by planning controls.



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STATUS

NO.	REVISION	DATE
A	FOR APPROVAL	02/05/2011

- legend
- B1Z (Business 1 Zone)
  - RDZ1 (Road Zone - Category 1)
  - PUZ4 (Public Use Zone - Transport)
  - R1Z (Residential 1 Zone)
  - MUZ (Mixed Use Zone)
  - PPRZ (Public Park & Recreation Zone)

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PROJECT  
**Traralgon Station Precinct**

DRAWING TITLE  
**Zoning Plan**

DRAWN	CHECKED	SCALE	A3
SL	SS	A1 1:750	1:1500

PLOT DATE	JOB NUMBER	CLIENT REF
01/03/11	10.453	LATRCOUN
DRAWING NUMBER	REV	

**LCD-004** **A**



## 2.6 heritage

An analysis of heritage values within and surrounding the Precinct was undertaken by an independent heritage adviser. This analysis identified the key features regarding heritage in the area. Certain aspects of the Precinct have heritage significance and protection, including the Traralgon Engine Shed and Turntable on the south side of the Precinct, which is included on the Victorian Heritage Register as H1979. This protection requires a permit from Heritage Victoria for any works to the site.

Amendment C14 introduced a new series of Heritage Overlays to the Latrobe Planning Scheme on 21 October 2010. This heritage overlay acknowledges the local significance of the majority of the southern portion of the Precinct to recognise the historic values of the area and its contribution to Traralgon's development.

An analysis was done of those “historic” components within and around the Precinct which could have an impact on the Master Plan. Those areas around the Precinct which may impact on the development of the area include the proposed heritage precinct, including residences to the south (along Queens Parade). The Precinct itself is considered to be significant for the following reasons:

- The Traralgon Station is considered to be significant as one of the most intact railway station complexes in the Gippsland region and symbolises the importance of Traralgon as a centre for rail activity in the region in comparison with neighbouring townships. The station building itself is important as the only building dating from 1881 to remain intact and in situ.
- Socially, it is significant as a place that has served the community for over 120 years.

The various sites below are deemed by the independent heritage adviser to have some heritage significance.

### the engine house and turntable

- Shed dating from 1903, a simple timber-framed, gabled and curved structure which has a roof lantern ventilator and which is clad in galvanised corrugated steel. The Engine Shed contains five roads from the Turntable.
- Listed on the Victorian Heritage Register and covered by a Heritage Overlay.
- The Rocket-type Turntable is located in front of the Engine Shed, south of the “up” line. It is a large circular, brick-lined pit with ballast in the bottom. The Turntable is still in operation as required. It is periodically used by railway historical societies.
- The Engine Shed and Turntable are significant heritage structures unusual in combination and the shed (or roundhouse) is rare as a semi-circular plan form. There is little scope for demolition. Their location close to the lines restricts development in the immediate vicinity because of safety issues. The fact that the facility is still used is also a constraint with regard to future development.

### the old station building, queens parade

- The original station building, dating from 1881, is a single storey timber-framed, weatherboard gabled structure with a corrugated steel roof penetrated by two brick corbelled chimneys. The cast iron-framed cantilevered veranda on the platform side was added in 1901.
- Internally the building retains many original or early features including pressed metal and timber boarded ceiling(s), timber boarded dado, V-jointed boarded doors, architraves and skirtings, timber mantel and cast iron grate.
- The platform is the original brick platform with sandstone copings and an asphalted surface. It is used by a local art society as a studio.
- At the north end is a small hatch in the face of the platform which is reported to have been used in association with the old hot coal metal foot warmers.

- Located on the platform is a set of old scales outside the station building.
- Located on the down side platform is one of the original slatted timber bench-style platform seats.
- The station building and platform is locally significant and it is recommended that it should not be demolished or unsympathetically altered.
- Any redevelopment of the station building should also retain the area in front of the station building as an entry forecourt which could be landscaped, or otherwise enhanced, in a manner which is compatible with the heritage nature of the station building.

### the footbridge

- The footbridge is mentioned as an element of railway infrastructure in close proximity to the station building, in the citation for the Traralgon Railway Station Complex in the Latrobe City Heritage Study.

### the victorian railway industry hall (vri hall), queens parade

- Single-storey cream brick building in the Moderne style.
- Identified as being a significant part of the railway station complex in the Latrobe City Heritage Study.
- It is now a church and is also used as a community venue for hire.
- The former VRI Hall is locally significant and the heritage adviser recommends its retention or that it not be unsympathetically altered.

### the former army drill hall, queens parade

- The former Army Drill Hall is mentioned in the citation for the Traralgon Railway Residential Precinct in the Latrobe City Heritage Study.
- This unusual barrel-vaulted structure with hipped roof wings to either side is clad with what appears to be cement sheet and sheet metal and appears to date from the 1920s or 1930s.
- It appears to now be a residence.

- The former Army Drill Hall is locally significant and the heritage adviser recommends its retention or that it not be unsympathetically altered.

#### the railway precinct

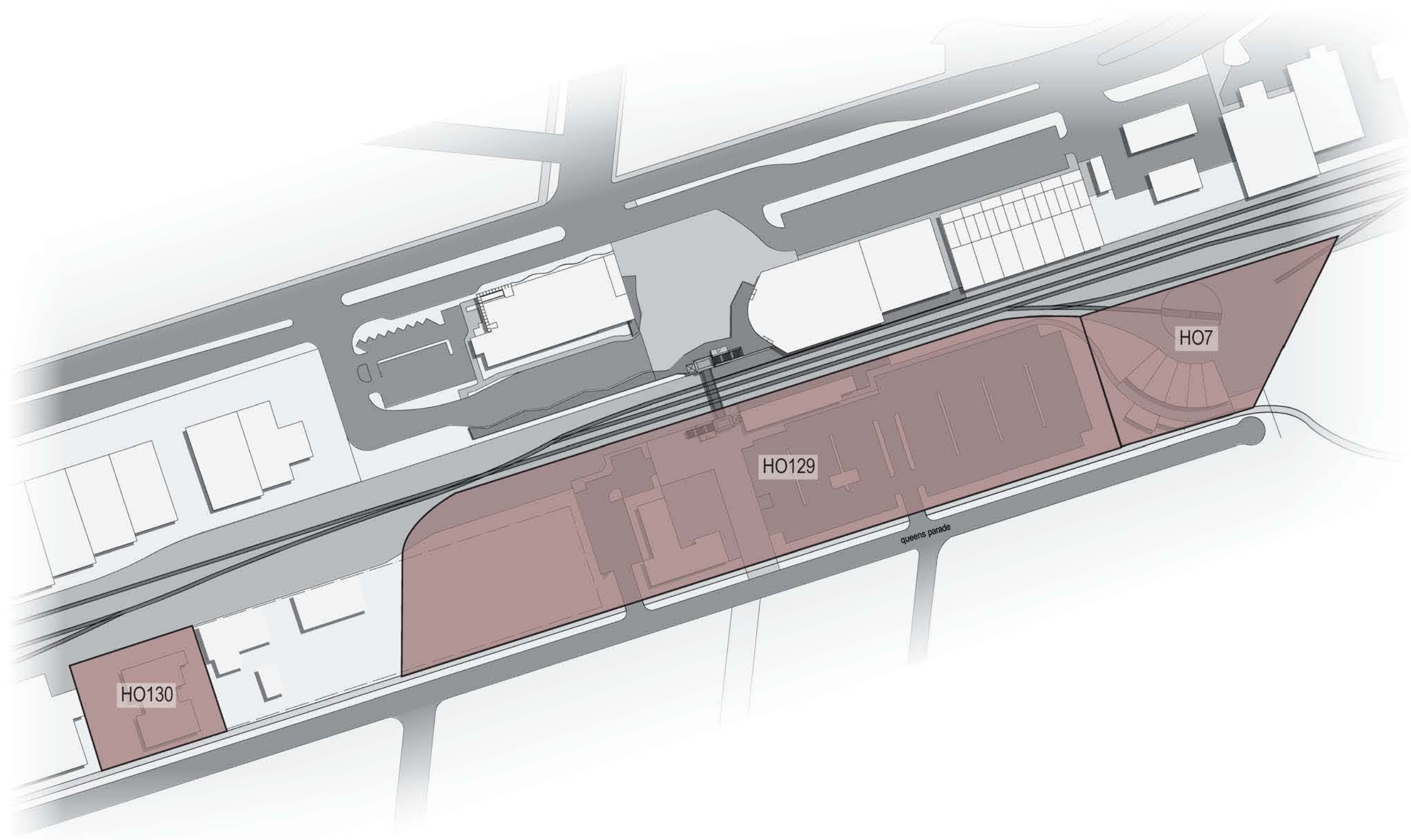
- The area around the railway station on the south side has been identified as the Traralgon Railway Station Residential Precinct in the Latrobe City Heritage Study.
- The Precinct has been identified as being of significance because it is an area that is associated with an important phase of development of Traralgon in the early to mid twentieth century that began the transfer of the railway depot to Traralgon in 1903, which led to increased demand for accommodation for railway workers in proximity to the station and stimulated the development of Traralgon as a regional centre.
- The Precinct provides tangible evidence of the consequent expansion of the town beyond its originally surveyed boundaries to the south of the railway.
- It has architectural significance as a representative example of a twentieth century residential precinct that provides evidence of the evolution and development of domestic architecture in Traralgon.
- The citation also mentions ‘Etheldale’ , a fine Queen Anne brick house [which] occupies a landmark position on the corner of Shakespeare and Collins Street, and is probably the best example of this style in the Latrobe Valley.

The recent heritage study proposed to include a number of heritage overlays, some of which relate to the Precinct.

- HO129 Traralgon Station Complex will cover the area on the south side of the railway line to the east of and including the VRI Hall, station platform and Engine Shed. The citation indicated the station complex is of local historic, social and architectural significance to Latrobe City.

- HO130 Former Army Drill Hall will cover the drill hall separately to the rest of the Precinct as it is considered to be of local historic and architectural significance to Latrobe City.





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STATUS

NO.	REVISION	DATE
A	FOR APPROVAL	02/05/2011

legend

HO  
(Heritage Overlay)

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PROJECT  
**Traralgon Station Precinct**

DRAWING TITLE  
**Heritage Overlay**

DRAWN	CHECKED	SCALE	A3
SL	SS	A1 1:750	1:1500

PLOT DATE	JOB NUMBER	CLIENT REF
01/03/11	10.453	LATRCOUN
DRAWING NUMBER	REV	

**LCD-005** **A**

## 2.7 ecological assessment

An ecological assessment of the Precinct was undertaken to investigate any potential constraints associated with the proposed development of the area. The assessment identified the following ecological features within the Precinct:

- The Precinct is a highly modified landscape largely devoid of indigenous vegetation. It is dominated by exotic tree species.
- Four (4) scattered trees of high conservation significance exist on the site with entirely exotic under stories:
- Three (3) swamp gums (one medium size and two small size trees)
- One (1) blackwood (medium size)
- A small conservation/recreation reserve is located adjacent to the western boundary of the study area (corner Princes Highway and Hyland Highway). This is outside the study area; however Remnant Plains Grassy Woodland occurs within this reserve. This vegetation community is listed as critically endangered under the EPBC Act.
- Traralgon Creek and the associated conservation/recreation reserve to the east consist of areas of remnant Swampy Riparian Woodland.
- If the four ‘scattered trees’ within the study area are proposed to be removed they will need to be offset according to the West Gippsland Native Vegetation Plan.
- Measures to mitigate and/or ameliorate impacts of the proposed development upon the ecological values in and adjacent to the study area should be considered.

The assessment concluded that proposed development will have a negligible impact on ecological values within the study area.

## 2.8 land contamination

A desktop land contamination assessment was conducted to determine the potential for contamination within the Precinct. The findings of this

assessment revealed that the site had previously been used for a range of potentially contaminating uses and that there were existing potentially contaminating uses in the surrounding area.

The Precinct has previously been used for potentially contaminating uses and potential on-site sources of contamination include:

- Construction of the railway and other small industry from 1887.
- The historical uses of the station as a locomotive depot.
- The goods shed – a potential source of soil and/or groundwater contamination due to the storage of chemicals.
- Prior substations on the site.
- Historical construction works and station redevelopment indicate the potential for uncontrolled fill material.
- The current aquatic centre and sports area.
- The Cleaner’s world warehouses.

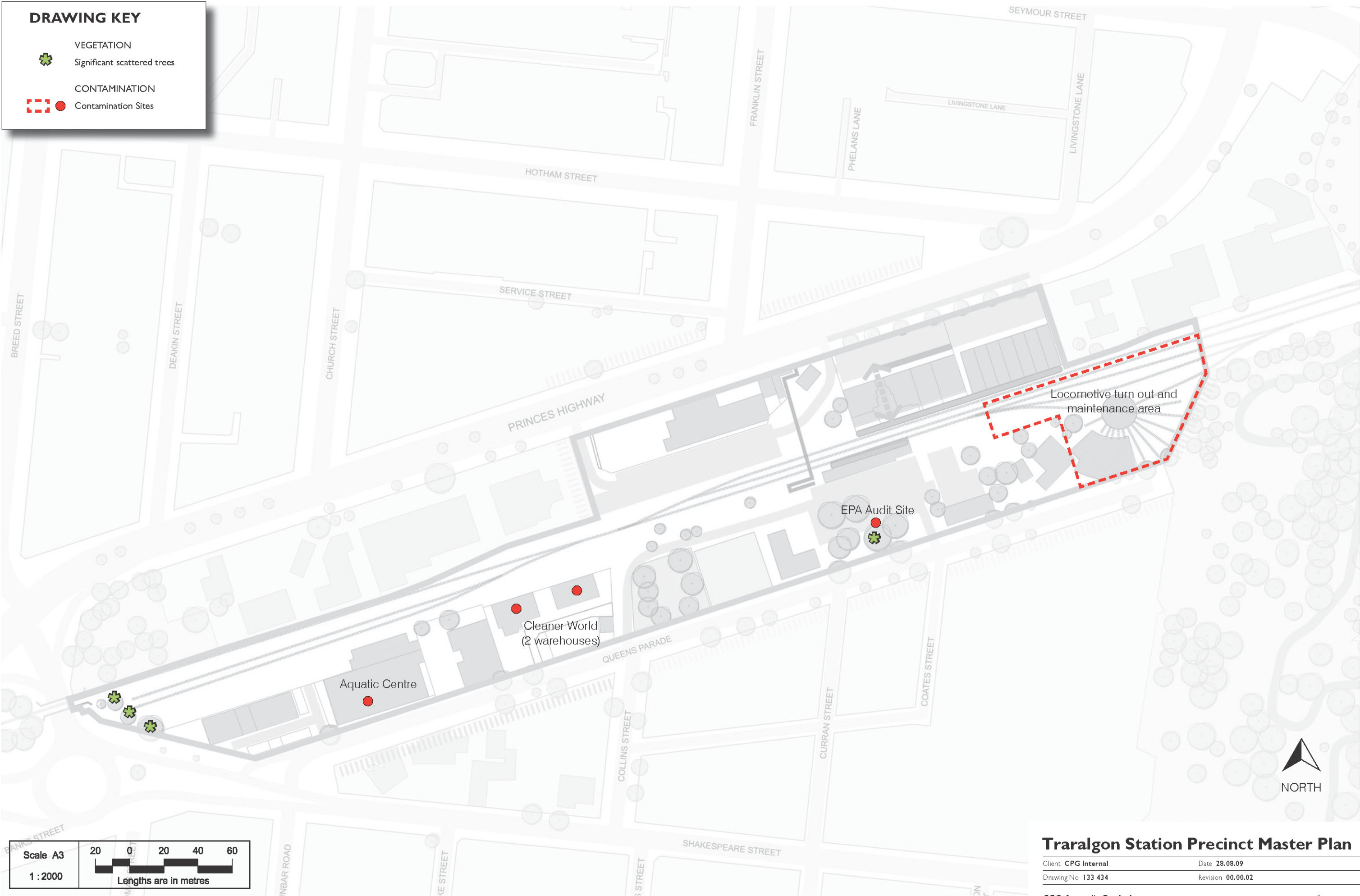
Potential off-site sources of contamination include:

- Five services stations located in close proximity to the Site.
- Nearby polluting industries – the Sibelco lime and limestone manufacturing facility and Works Infrastructure hot mix asphalt facility.

One site within the Precinct, land known as 14-16 Queens Parade, is listed on the EPA Priority Sites Register as a current industrial site requiring assessment or clean up.

The historic and current uses of land surrounding the Precinct led to an assessment of the site having a high likelihood for contamination and the recommendation that further testing and analysis be undertaken, prior to development of individual sites.





## 2.9 traffic and transport

A traffic and transport analysis of the Precinct was undertaken to assess the operation and accessibility of the current movement networks. The analysis looked at the issues of vehicle access, public transport provision, pedestrian and cyclist networks and car parking.

The Precinct is located on the Princes Highway and access to the northern part of the Precinct is directly onto the Highway. The Princes Highway (East) is the main route through the Latrobe Valley linking locations in eastern Victoria to Melbourne and beyond. It has a substantial role as a freight route. As the Princes Highway is a key tourism route within Victoria, traffic flows are heavier during holiday periods with eastbound flows towards the Gippsland Lakes increasing at the beginning of the holiday period and then westbound flows towards Melbourne increasing towards the end of the holiday period.

Whilst a bypass route of Traralgon has been identified and protected in the Latrobe Planning Scheme, existing traffic volumes on the Princes Highway through Traralgon do not currently justify such a bypass. It is anticipated that the construction of the bypass is still around 20 years away.

### northern side

Current arrangements for vehicle access to the northern side of the Precinct are described below:

- Vehicles can access the Precinct via three un-signalised T-junctions, intersecting with Princes Highway; the eastern access near the Mobil service station, the central access near the Latrobe Visitor Information Centre and the western access near Bob Jane T-Marts.
- Vehicles currently mix with buses and taxis at each of these access points. There is currently no segregation between public transport modes and private vehicles.

- Traffic signals along the Princes Highway result in platooning of traffic and provide a gap in the traffic stream for access into the Precinct.
- Buses from Melbourne are required to turn right into the eastern access near the Mobil Service station and travel through the car park to the bus bays. When exiting the bus bay area to head east towards Sale they need to turn right at the western access and due to the parked vehicles adjacent to the sports retail shop opposite the access, they occasionally reverse on the highway to make the turn.
- The two western access points to the Precinct on the Princes Highway have sub standard left turn declaration lanes. Splitter islands at the access points have signs missing which are used to delineate the exposed end of the splitter island.

The following issues for the safe and efficient operation of public transport should be considered:

- There are conflicts with buses, taxis and cars entering the Precinct and buses and taxis may be delayed as a result.
- There are inadequate bus stop facilities and the number and placement of bus bays causes inefficient and unsafe operation.
- Access to the train station is through the Southside Central Shopping Centre and directional signage is inadequate.
- There is a lack of connectivity between different modes of transport within the Precinct.
- The taxi rank has insufficient space during peak times and taxis and buses share the bays immediately outside the train station, causing conflicts for safe and efficient bus operation.

Current pedestrian access both to and within the Precinct is indirect and in places, inadequate. Key issues that arose from the analysis of the pedestrian and cyclist movement networks include:

- There is currently only one signalised pedestrian crossing of the Princes Highway leading to the Precinct.

- There are no ideal pedestrian links through the car park, particularly from the station to Princes Highway
- Much of the Precinct is not DDA compliant due to the age of the infrastructure. In particular, the existing pedestrian overpass of the railway line is not DDA compliant. In addition, cyclists are not permitted to ride on the pedestrian overpass.
- The railway line is a significant barrier to accessibility within the site.
- Other options for crossing the railway line are to cross at Breed Street approximately 450m to the west or at Whitakers Road approximately 400m to the east of the pedestrian overpass.
- There are currently no bicycle facilities such as bicycle racks.

### southern side

Access to the southern side of the Precinct is via Queens Parade. This area is generally easily accessed from Hyland Highway and then either Queens Parade, Collins Street or Curran Street.

There is an existing pedestrian operated signal on Hyland Highway (west of Collins Street) linking the residents south of the station to the Precinct and an existing shared path between Queens Parade and Hyland Highway.

### car parking

Car parking is a key issue for all station precincts with a need to balance commuter parking requirements with the highest and best use of land in close proximity to transport nodes. The following analysis was made of existing car parking provision within the Precinct:

- There are a total of 84 commuter car parking spaces available on the northern side of the railway line. This does not include the retail car parking spaces in the retail car park directly opposite the station.



- There are a total of 35 car parking spaces available between the railway line and Queens Parade on the southern side of the railway line.
- The V/Line depot located on the south side also has an area fenced off for staff parking.
- There is evidence of congestion in the car park adjacent to the retail precinct especially during the evening/dinner period.
- There are no disabled parking bays on the station side of the car park.
- There is no directional signage informing commuters of the location of the southern car park.
- The Precinct lacks loading bays for delivery vehicles.
- There is no speed limit control through the commuter and the retail car park.
- There is anecdotal evidence that Queens Parade can become congested with parked cars associated with the Indoor Sports Centre.

## 2.10 demographic profile of traralgon

With a population of 28,900, Traralgon is the largest urban centre in the Latrobe Valley. Traralgon's population is expected to increase to 35,000 by 2030. Over this period, the town's population is expected to age quite markedly, with an estimated 20% of the population aged 65 years and over by 2030.

There were almost 10,000 dwellings counted in the Traralgon SLA in the 2006 housing census, although there is little diversity in housing stock, with 87% of the total stock being separate houses. In 2006, two thirds of lone-person households lived in separate houses, with the majority of these living in three-bedroom houses. Since older people traditionally have a propensity to live alone, the ageing of the population is expected to bring an increase in the number of lone person households, creating a need for a greater number of smaller dwellings in the future.

## 2.11 community consultation

In preparing the Master Plan, consultation sessions were held with key stakeholders and the local community. These sessions, and in particular the community workshops, provided a wealth of information regarding the community's expectations and desires for the Precinct. Comments were sought on the Precinct's strengths and weaknesses and these are summarised below.

### 2.11.1 strengths of the precinct

- Significant sites of heritage value on site and to the south - particularly the “roundhouse” and former railway cottages
- It's location is convenient to the Traralgon CBD
- Close to open space and a park and trees within the Precinct
- The indoor pool and sports centre (including indoor cricket venue)
- Convenient car parking provided on both sides
- Bus stops outside the station door
- Activities for the elderly and the arts (including arts society)
- The new footbridge provides good access over the railway line
- The location of the Latrobe Visitor Information Centre
- The VRI Hall is used frequently and is an excellent community resource
- Having the only clay tennis courts within Traralgon
- Good road access to southern side of Precinct
- Village atmosphere on both sides
- Variety of Southside Central Shopping Centre
- GippsTAFE campus will be a huge positive for Traralgon generally and this area specifically

### 2.11.2 weaknesses of the precinct

- Parking

- Not enough parking for all users, modes and times
- Potential negative impact on the Precinct of the GippsTAFE campus (greater demand for parking)
- Latrobe Visitor Information Building
- Traffic, parking, poor location and lack of visibility
- Safety, Security, Lighting
- Lack of lighting, security/safety at night,
- Access
- Car access to southern side and to Shopping Centre
- Poor traffic and pedestrian management on the northern side
- Pedestrian overpass and general access/movement (for all abilities)
- Conflicts between cars, pedestrians and bikes (including taxis)
- Poor access to heritage area
- Bus Interchanges/stops
- Lack of capacity, shelter, movement, and poorly located
- No proper taxi rank
- Train Station/Train Operations
- Poor access and visibility; lack of shelter and signage
- Train noise, maintenance and safety
- Signage, Way finding
- Lack of effective signage and information to and within Precinct
- No sense of regional hub/regional centre
- Aesthetics and Maintenance
- Poor maintenance, visibly rundown, eyesores (infrastructure/buildings)
- Southside Central Shopping Centre is poor (toilets particularly)
- Current use of site

- Mix of uses is not complementary, interfacing is poor, uses not at capacity
- Property ownership unknown
- Community and heritage assets/uses require work

Listening posts around the Precinct were also conducted to ensure a range of voices and interests were heard. Responses indicated that users liked the location of the station and its proximity to town; the variety of shops and facilities within the Precinct; village atmosphere with heritage buildings and modal interchange facilities. However, the responses also indicated a number of dislikes about the Precinct including comments regarding poor linkages and facilities; the lack of amenity and security; lack of user friendliness and difficult parking arrangements.

### 2.11.3 potential actions for precinct

In addition to identifying strengths and weaknesses of the Precinct, the community were given the opportunity to suggest potential options or actions for improvement of the Precinct, in particular improving upon use mix, accessibility and amenity. These are summarised below.

- Good design to maximise movement efficiency
- Include green public open space
- Signage and information
- Improve safety
- Provide linkages to surrounding area
- improve train station
- Provide parking (bus, car, bike)
- Regional bus interchange
- Multi-level parking/mixed use facilities
- Accessible facilities and services
- Residential development
- Feature and highlight the railway heritage

- Consolidate recreational land uses
- Upgrade community amenities and facilities
- Develop southern side as a “village area”
- Encourage café type development
- Focus on physical activity and relaxation spaces

The actions suggested by the community for Precinct improvements also indicate the range of opportunities that could possibly be accommodated or occur within the Precinct.

## 2.12 opportunities for the precinct

A summary of the opportunities identified through the analysis process, workshops and consultation for the future development of the Precinct is listed below.

There are significant opportunities to create an efficient transport interchange within the Precinct, facilitating flow of passengers across all transport modes, removing conflicts and improving safety, particularly for pedestrians. An interchange would ensure that passengers can easily and conveniently switch between different public transport services and is important to increasing the attractiveness of public transport as a travelling option. Some of the important components of an interchange to be considered include:

- Improving access and accommodation for coaches, buses and taxis (up to 8 bus bays and 3 taxi bays are required)
- Providing extra car parking spaces for commuters in addition to retaining 40 car parking spaces for V/Line staff (these staff spaces need to be secure in a lockable compound)
- Upgrading passenger facilities at the train station
- Improving access for passengers with disabilities or limited mobility
- Providing safe and direct pedestrian access into, within and through the Precinct

Other opportunities for the Precinct include:

- The adaptive reuse of key historical buildings
- Creation of user-friendly and attractive open areas, including improving the streetscape with new paving, furniture and improved public realm
- Complementary redevelopment of the southern side for higher density or residential uses
- Improvements to access networks to integrate the Precinct internally and with the surrounding area
- Consolidation of office and commercial development
- Integration of additional site users through the TAFE and consolidation of site uses
- Creation of certainty for the direction and development of the Precinct

## vision and design principles

The vision for the Traralgon Station Precinct Master Plan has been developed through the consideration of policy objectives, including transit city objectives, community expectations and an understanding of the site and surrounding area context. The consideration of these factors has led to the development of a Vision for the Precinct, which has been translated into the development opportunities highlighted in the Master Plan. Design principles have also been articulated in order to help achieve the Vision.

The Vision for the Precinct is:

*Traralgon Station Precinct will be a Gateway to Traralgon for residents and visitors. It will provide an integrated transport hub which is well-connected, safe and accessible for all. The Precinct will contain a mix of public and private uses to maintain its vibrancy as a significant community and educational hub.*

This section details the key policy and community expectations and the design principles for the Master Plan.

### 2.13 the transit cities program

The Transit City Program of which Traralgon is a part seeks to revitalise centres that are situated adjacent to a railway line through a combination of high quality mixed use development. The specific objectives of Transit Cities as they relate to Traralgon are to:

- Provide a broader range of integrated transport and movement opportunities between rail, bus, car, cycling and pedestrian networks in order to improve public transport usage and the integration of public transport services.
- Enable new, mixed use outcomes that will reinforce the role and contribution of the land to the activity centre and maximise access and convenience to transport choices.

- Create greater planning certainty and increase business innovation.
- Strengthen land use and movement patterns between the CBD and South Traralgon
- Improve movement, safety and efficiency of transport.
- Enhance the appearance and experience of the station and the broader transit city by improving the overall quality of places/high quality urban and built design standards.
- Encourage sustainable city development based on triple bottom line principles.
- Develop higher density housing at strategic development sites in and near nominated centres, including delivering a range of housing types, including more affordable housing in or near transit centres.
- Create better access to services and stimulate greater local employment opportunities.
- Increase pedestrian trips.
- Create a high standard of liveability.
- Improve safety.

### 2.14 community vision for traralgon station precinct

Consultation sessions with the local community detailed the community's vision for the Precinct. The key attributes of this vision were as follows:

- Regional centre landmark, showpiece and gateway
- Cosmopolitan and Busy
- Futuristic
- Sheltered
- Safe and Efficient
- Environmentally friendly and Green
- Attractive and Inviting
- Kid-friendly
- Better use of vertical space (multi-storey)

- Community hub that is informative, educational with meeting spaces
- Celebration of heritage
- Well-connected and user friendly access with no barriers
- Integrated with an inter-modal interface
- High amenity
- Sustainable

### 2.15 guiding principles

Guiding principles for the Precinct have been formed with regard to the policy context for the area, together with the outcomes of the community and stakeholder consultation processes. The planning and design principles for the Precinct are to:

- Create a safe, efficient, accessible, vibrant, environmentally-friendly community hub.
- Ensure connectivity and accessibility across the train line and between the Precinct and the Traralgon CAD, the residential areas to the south and the recreational areas to the east.
- Establish permeable and legible pedestrian links throughout the Precinct.
- Ensure development within the Precinct recognises and supports the station's primary purpose as an inter-modal transit hub for both Traralgon and the broader region.
- Protect the character of residential neighbourhoods to the south of the Precinct.
- Identify opportunities for higher-density housing (compared to the residential average for Traralgon) within the Precinct, in line with its proximity to the Traralgon CAD and the train station.
- Provide community facilities within the Precinct for both recreational and educational purposes.



- Ensure development within the Precinct supports sustainable design principles including energy and resource efficiency, best practice urban form and spatial design and community safety and wellbeing.
- Promote higher density and mixed use development in the station surrounds.
- Ensure safety for pedestrians within the Precinct by providing passive surveillance opportunities and avoiding places of concealment.

## 2.16 design principles

Specific design principles to assist in achieving the Vision include:

- Clearly mark the location of the station as an entrance Gateway to Traralgon by providing appropriate site lines from Princes Highway and signage.
- Ensure the Precinct is permeable for pedestrians moving into and through the Precinct by providing an easily accessible and identified link over the railway line.
- Provide a direct pedestrian link from the Precinct, north to the Traralgon town centre over the Princes Highway and up Franklin Street.
- Encourage safe and efficient traffic flow by removing conflicts and separating cars and public transport movements within the Precinct.
- Provide commuter parking on the southern side of the Precinct, to allow for higher uses on the northern side, adjacent to the Princes Highway.
- Reduce conflicts between pedestrians and cars using car parking facilities.
- Separate commuter parking from retail and other use parking within the Precinct.
- Ensure that new development is sympathetic to the local area, whilst capitalising on its location close to the railway line.
- Maximum building height to be kept at three storeys.
- On the northern side, ensure new buildings are set-back from the Princes Highway to provide adequate pedestrian space.
- Construct parallel to the road and predominantly rectilinear in plan.

### 3 the revised master plan

The revised masterplan detailed on the following pages responds to the main issues raised in the submissions that were received in response to the exhibition of the previous Draft Traralgon Station Precinct Masterplan and the Council report of 4 October 2010.

Of note, this masterplan attempts to take a more holistic view of development within the Precinct and responds to the anticipated development within the surrounding areas. As such, there is a reduction in emphasis on the provision of retail space, and also in space allocated for higher density development within the relatively small 'station precinct'. This is in recognition of the availability of other, perhaps more suitable, areas within the wider Traralgon Activity Centre where the increase in residential densities sought under the Transit City program may be accommodated. This has allowed for a more open, visible and easily surveilled bus interchange to be provided.

In addition, the reduction in land allocated to residential development has allowed for the retention of the locally significant VRI Hall, which is envisaged as playing an important role in providing a meeting place for the wider Traralgon community, increasing activity and perceptions of safety around the southern part of the Precinct. Greater connections to the residential areas to the south and to the Traralgon Creek to the east will build on this vibrancy and increase the attractiveness of the area for residential development.

This report provides a more detailed description of the Traralgon Station Precinct Masterplan on the following pages.

Subsequent to the exhibition of the previous draft Traralgon Station Precinct Masterplan, additional meetings were held with key stakeholders within the Precinct. This was to ensure the revised masterplan was functional from a transport and movement perspective. This remains the most important function of the Precinct and increasing the ease and

amenity of those using the Precinct to generate greater public transport usage has been the underlying aim of this masterplan.

An amended staging and implementation program has also been developed to reflect the revision made to the exhibited masterplan and can be found at section 5 of this report.

**WARNING**  
BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE INDICATIVE ONLY. THEIR EXACT POSITION SHOULD BE PROVIDED ON SITE.

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO SUPERINTENDENT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. ALL DRAWINGS MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT PRIOR PERMISSION FROM THE LANDSCAPE ARCHITECT.



A	PRELIMINARY	10/11/10
B	PRELIMINARY	18/11/2010
C	FOR APPROVAL	13/12/2010
D	FOR APPROVAL	17/12/2010
E	FOR APPROVAL	24/01/2011
F	FOR APPROVAL	21/02/2011
G	FOR APPROVAL	01/03/2011

- legend**
- existing trees to retain
  - proposed trees
  - proposed shrubs
  - grass
  - plaza
  - covered walkway
  - railway line
  - pedestrian overpass
  - stairs
  - lift
  - pedestrian priority crossing
  - potential redevelopment site
  - bike cage
  - bus holding bays h1
  - bus stops s1

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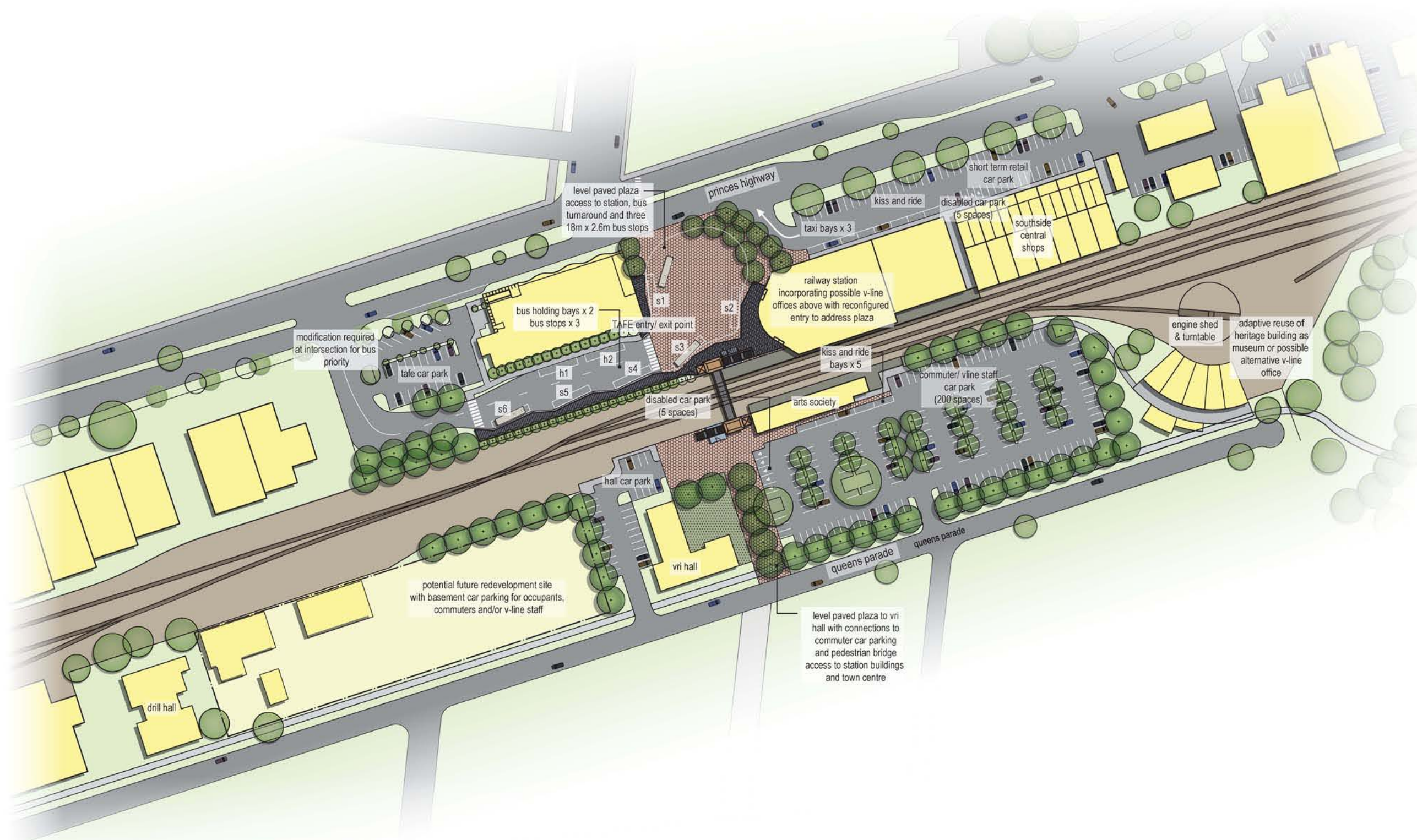
**Traralgon Station Precinct**

**Concept Plan**

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### 3.1 northern side of the precinct

The northern side of the Precinct is the focus of commercial and educational activity and the intermodal transport interchange. It also includes provision for a public realm in the form of an open plaza.



#### 3.1.1 retail/ commercial and car park

The existing retail area, which also provides an entrance to the current station area, is a relatively recent standalone shopping centre with a number of retail tenancies. The frontage of the retail area currently includes car parking, and informal bus and taxi facilities.

In the Station Master Plan, the retail/commercial and car park area plan will involve:

- The existing Southside Central retail development comprises two parts, which are separated by a laneway. The eastern portion is unchanged in this master plan although redevelopment of the site with a two or three storey building form, accommodating office or other uses above is encouraged. Additional expansion of the Southside Central's retail role is not encouraged in this location and should be directed to the town centre to the north of Princes Highway. Awnings over the footpath in front of this building should be retained in any redevelopment.
- The western portion of the Southside complex is proposed to be redeveloped as a two storey building accommodating an expanded

station building within the existing internal mall space and the retention of retail to the east of this. It is proposed that this western portion of the building be redeveloped as a two storey form which should accommodate the offices of V/Line staff at the upper level, either across the whole building footprint or the western portion only, depending on need. The western portion of the building should also be reorientated so access to the building is available from both the north and west elevations, with the western end of the building designed to allow maximum surveillance over the bus interchange.

- Kiss and Ride (or drop-off/pick-up zone) and taxi zone will be provided within the parking area to the north of the station building. This facility will include 5 dedicated Kiss and Ride spaces and 3 dedicated taxi spaces, which will be positioned closest to the station building to allow mobility impaired users easier access to the station building. There will also be 4 dedicated disabled parking spaces provided in this location. These spaces will be provided in a parallel formation, with 90 degree parking for the retail uses retained in the remainder of the space.
- Access arrangements to the retained short term retail car parking area have been altered to separate the movement of this traffic from public transport and pedestrian movement. The access point to the current commuter car park has been removed, with access to the retail car park, taxi rank and Kiss and Ride to provide as 'in' from the eastern end of the car park and 'out' as a left hand only movement at the western end.
- The existing indented bus stop to Princes Highway is to be removed and should form part of an expanded landscape strip separating the retail car park from the highway. This expanded landscape strip should be densely planted with low vegetation to discourage pedestrian movement across this space.
- Existing tree planting along the front of the Southside complex should be retained and developed to form part of any future 'landscaping' of the Princes Highway.



#### 3.1.2 station & plaza

The current station at Traralgon is considered ineffective in meeting the needs of the rail users and does not provide adequate facilities or amenity. With anticipated growth in rail patronage in the future, a larger train station building is considered necessary.

The Master Plan provides for the construction of a double storey building in place of the existing internal mall at the western end of the Southside complex. This will form the new station building which will have the following features:

- A floor area for station uses of approximately double the footprint of the existing internal mall area. A primary entrance located on the western elevation as well as access from the north.
- A highly contemporary and innovative form, to reflect the importance of Traralgon within both the Latrobe Valley and the wider Gippsland region.
- Highly visible entrances along the northern and western frontages of the station building, marking the station as a Gateway to Traralgon and providing easy access to the station for users from the south and north of the Precinct as well as from the proposed bus interchange, Kiss and Ride and taxi ranks. The western elevation will include extensive glazing to allow for surveillance of the bus interchange area.
- A range of facilities on the ground floor including:
  - Passenger amenities

- Food/magazine facilities
- Ticket office
- Visitor information provision (maps, brochures, electronic displays)
- Seating (indoor and outdoor)
- Real time information
- Storage areas
- The upper level will contain office floor space. It is our recommendation that this space be occupied by the V/Line Regional Office, vacating its current site on the southern side of the Precinct. This upper level may extend further to the east depending on V/Line estimates for required future space.

To the west of the station building there will be a large plaza area, which will also function predominantly as a turning circle for buses. The details of the bus movement are explained further below. The plaza space will be designed to also function as a pedestrian space when not utilised by buses, and will be a single level distinct paved area stretching from the TAFE building to the west and wrapping around the western end of the station building. A clear 'pedestrian only' path will be designated from the Franklin Street intersection around the turning circle area. This will facilitate safe pedestrian movements between the TAFE, the station and the retail complex, in addition to providing a key north-south link through the Precinct. The plaza is proposed to comprise 2, 588m<sup>2</sup>, and will be facilitated by the removal of three existing buildings fronting Princes Highway and the relocation of the existing bus stops.

The plaza will provide access to the new bus platform which will function as an extension of the plaza, along the north side of the rail line to the rear of the TAFE. The plaza will also provide access to a new, DDA compliant overpass which will be accessed by both stairs and a lift on both sides of the railway line. The overpass will be adequately lit to provide a safe connection between the southern and northern sides of the Precinct and surrounding areas.

It is recommended that the new overpass be constructed in the same alignment as the existing overpass, in order to provide a direct and visible link through the Precinct, facilitating and reinforcing north-south pedestrian movements.

A new shade structure will extend along the bus platform to the station building, allowing for pedestrians to move between the bus stops and the train station protected from the elements. Seating and appropriate lighting and other infrastructure such as bins, recycling stations and water bottle refill stations should also be provided

The plaza area will include bicycle facilities, in the form of a bike storage cage under the stairs of the overpass, on both sides of the rail line. This location will allow for easy access to bicycle storage from the bus platform, TAFE building, station building and Franklin Street intersection. The lifts on both sides of the overpass should be built to enable use by cyclists using the surrounding shared path networks.

The plaza will provide a more visible, safe and amenable space than is currently available and will enable a better balance between public car access and pedestrian and public transport movement. The planting of trees will provide shelter and shade within the plaza area and soften the space.

The recommendation of the station building entrances and the Additional glazing will ensure appropriate passive surveillance of both the plaza area and the new bus interchange.



### 3.1.3 bus interchange and gippstafe

A key component of the success of the Traralgon Station Precinct Master Plan is the inclusion of an effective intermodal transport interchange within the northern part of the Precinct. This interchange should facilitate the efficient movement of transport passengers between transport modes, including trains and local, regional and V/Line buses. As such it is proposed to utilise the space east of and behind the new TAFE building to provide a bus interchange which meets both current and future requirements. The Department of Transport's bus patronage projections show continued growth in the future. The existing bus facilities at the station will be unable to cope with this forecasted growth. It is anticipated that over the next 15-20 years there will be a requirement for up to eight bus bays. The Master Plan's proposed bus interchange will provide for this growth, allowing greater public transport use for Traralgon and surrounds.

The Master Plan for the bus interchange and TAFE site involves:

- The retention of the recently constructed GippsTAFE building and associated car park, with construction of a pedestrian footpath to the south of this with landscaping treatments to soften the southern elevation of the TAFE building.
- The southern part of this area of the Precinct will form a bus platform capable of accommodating 3 bus bays. A further three bus bays will be provided within the 'shared zone' to the immediate east, immediately adjacent to the station building and overpass. Two holding bays for buses will be provided in the northern portion of the bus interchange area.
- Access to the bus interchange will be via the existing two way vehicular entrance from Princes Highway at the western edge of the Precinct. Buses will utilise the turning circle in the plaza area and exit via same access point. Buses will be able to turn left or right at this junction, which could be signalised to provide priority access for buses if this is required in the future. It is anticipated that there may need to be some initial modifications to this intersection.

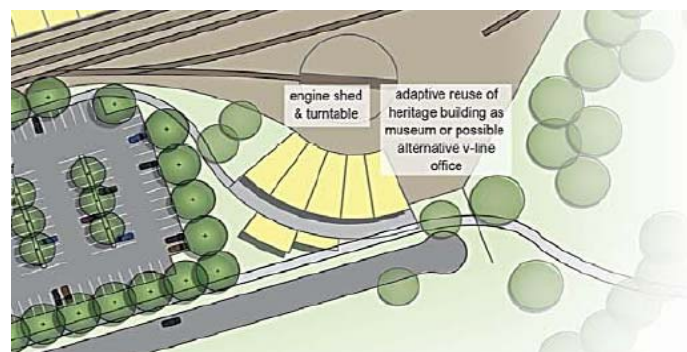


- Pedestrian paths will be provided to the rear of the TAFE building, with zebra crossing provided at both ends of the bus terminal to facilitate safe pedestrian movement.
- Shelter will be provided along the bus platform to provide protection from the weather, which will extend to the station building.
- There will be no private vehicular access beyond the entrance to the GippsTAFE car park ensuring that the bus interchanges area is free from vehicles.
- The development of the bus interchange complex will facilitate effective and efficient movement between bus and train services, and improved amenity for passengers using these services, potentially improving public transport usage.
- Additional tree plantings to the west of the bus terminal area and shrub plantings along the north and south of the area will be provided in addition to the landscaping mentioned above.
- The entire area will be well lit to ensure the safety of users.

Whilst not shown on the plans, there is potential in the future to construct above the railway line, and thus connect both the northern and southern parts of the Precinct, this development may include a mix of retail, commercial and residential uses.

### 3.2 southern side of the precinct

The southern side of the Precinct has the greatest development potential and is envisaged as having the role of higher density residential and / or commercial development, community and heritage facilities and commuter parking areas.



#### 3.2.1 community/ commercial use of traralgon engine shed and turntable

Given the heritage significance of the Traralgon Turntable, it is our recommendation that this be retained. As the Turntable is still used for railway purposes, albeit intermittently, we recommend its retention as is.

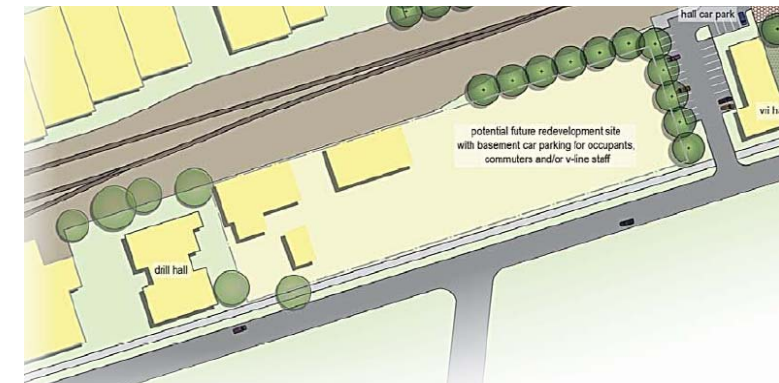
The Engine Shed is also of State significance but given its lack of use, it holds a greater potential for adaptive re-use. This would require a feasibility assessment and planning approval and we recommend that prior to any development proposals being considered, a Conservation Management Plan be prepared to ascertain the condition of the existing building and to manage any potential development.

Consideration of the best way to adapt the heritage listed Engine Shed was made with potential opportunities including:

- Commercial redevelopment in the style of Sydney's wharf areas (The Wharf - Pier 4 comprising Sydney Theatre Company, Restaurant, and Sydney Dance Company studios).
- Community use as a gallery or occasional market (farmers or craft) space.
- Restore and conserve as is and provide historical information for visitors to the area.

The Master Plan identifies the need to retain the Engine Shed in line with its state significance, however the plan does not designate a particular use for the site as this should be determined by Heritage Victoria and the Department of Transport. The Master Plan identifies the site for adaptive reuse or as an alternative location for V/Line offices. The Master Plan however, does seek minor changes to this area to remove redundant structures surrounding the Engine Shed, including disused V/Line sheds. After this has occurred, it is recommended that the fencing around this area be refreshed and some rationalisation and maintenance of the existing vegetation be undertaken to improve the appearance of this part of the Precinct.

In addition, it is recommended that a pedestrian path be constructed along the north side of Queens Parade to link up the existing indoor recreation area, any potential future higher density residential development and the station area to the existing path down to Traralgon Creek. This could also provide easy pedestrian access for any future reuse of the engine shed.



#### 3.2.2 residential site

In the Master Plan, a large area in the south west of the Precinct has been designated as a 'potential future re-development site with basement car parking'. This area extends from the existing tennis courts to the Drill Hall, comprising an area of around 5623sq2 and could accommodate a residential development. It is considered that the format of this higher density residential development will be determined by market forces, but it is recommended that Council seek a relatively intensive development of this land, and Council must ensure that any development provides car parking in a basement to maximise use of the land. Basement car parking should also seek to provide some flexibility with the provision of extra commuter and/ or V/Line staff car parks explored as part of any redevelopment. It is considered that the form should not exceed three storeys to ensure there is an appropriate transition to the predominantly single storey dwellings south of Queens Parade. The northern interface of this development will need to provide appropriate buffers to the rail reserve and train line to the north.



Any development of this site in its entirety will also require the acquisition of the two existing warehouse premises. However, there is the potential for this 'residential' area to be developed in stages, with the VicTrack owned portion of the land developed as Stage 1, with the development of the privately owned parcels at a later stage.

It is recommended that the Drill Hall be considered by Council for use as a community facility which would allow for the restoration and public access to this important historic building. Given the location next to the indoor sports facilities it is suggested that the space is appropriate as either a 'youth space' or an additional multi purpose recreational facility. The Drill Hall Community Facility would ideally be run by a local neighbourhood house or Council's community services department.

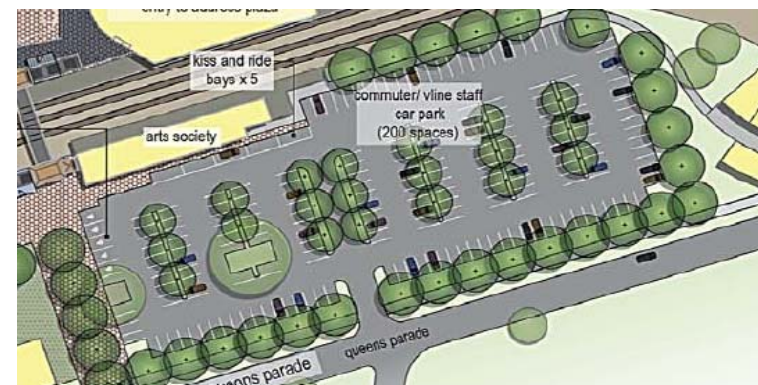
The use of the Drill Hall as a community facility ensures the community's desire for a community meeting space. It also facilitates activity within this end of the Precinct and ensures the protection of a locally significant structure. While an existing pedestrian path provides access to VRI hall and the station and along to the existing recreation facility, some rationalisation of existing crossovers and additional tree planting is encouraged as part of any future redevelopment of this area. It is noted that, should the Drill Hall be developed for community purposes, there is an opportunity to provide a replacement for the existing playground that will be removed as part of any residential development in the open area to the immediate west of this building. Should the need for an additional playground be identified as residential populations in the area increase. Note: this playground was identified in the Latrobe City Playground Strategy (2006) as being surplus to requirement.

The inclusion of residential development within the Precinct increases the housing diversity and density in Traralgon within close proximity of public transport facilities and enabling more affordable and appropriate housing options to meet the needs of the district's changing demographic. The scale and design of the residential areas to a maximum of three stories in a landscaped terrace block style is designed to complement the heritage significance and style of the buildings on the southern side of Queens

Parade. Furthermore the inclusion of residential development at the site is in keeping with the Transit City policy, as well as community expectations, design guidelines and the vision for the Precinct.

V/Line have indicated that there is a need to provide an additional portion of land for rail tracks to the immediate north of the land identified for residential development. The land required by V/Line is shown on the Master Plan, noting that any residential development will need to include appropriate buffer treatments.

Several options for locating rail related fuel storage tanks have been considered by the Department of Transport, one of which would impact upon the development of any future residential buildings. It is our understanding that the final location of these tanks has not yet been decided, but there are options to locate these outside the Precinct. In order to best meet Transit City objectives and the vision for this Precinct, it is our recommendation that the fuel storage tanks be located outside the Precinct, as the siting of the tanks within the Precinct would not be complementary to proposed residential, community and commercial uses.



### 3.2.3 train station commuter car park

The location of commuter parking as close to the train station as possible is considered a key driver for guiding future development of the Precinct by the Steering Group. As such, it is proposed to construct a large commuter car parking area within the southern portion of the Precinct to provide a total of 200 parking spaces for train travellers. The possibility of providing additional commuter car parking in basement form within any

residential development is also highlighted on the Master Plan. A portion of this car park will need to be dedicated for V/Line staff parking and secured by fencing in the short-medium term. In addition to the 200 spaces, 5 disabled spaces are provided immediately adjacent to the plaza area and a Kiss and Ride facility has been provided for those accessing the station from the south, immediately south of the old station building.

It is recommended that the Arts Society currently utilising the station building be allowed to continue using this facility. It is recommended that Council capitalise on the opportunity to develop the VRI Hall into a multi purpose community facility. This would fulfil a known gap in the provision of community services in Traralgon and also increase activity and therefore surveillance and perceptions of safety in the southern portion of the Precinct. This should be developed as a flexible space that can meet a wide range of community needs. The Master Plan also recommends the existing fence that surrounds the VRI Hall be removed so that the grassed area forms part of the plaza space and spaces for entrapment are minimised.

The commuter car park would be located immediately adjacent to east of the plaza area which will be positioned at the interface with the overpass. An additional car parking area accommodating 38 parking spaces has been shown to the west of the VRI Hall to accommodate parking needs associated with the proposed uses of this building.

It is important that the overall design and presentation of the car parking areas, being in such a visually important and sensitive location, do not detract from the historical significance and uses of the Precinct and the surrounding area. The car parking area retains existing mature native trees and should incorporate additional tree plantings and water sensitive urban design and should be well lit.



### 3.2.4 public plaza area

Running from the overpass to Queens Parade is a second plaza space which is expected to have the same paving treatment as the northern plaza, providing a visual link between the two sides of the rail lines.

Forming a visual and physical link between Queens Parade (at the intersection with Curran Street) and the overpass will be a plaza area. This area will comprise the following:

- New overpass with lift and stairs
- Landscaping including retention of some existing vegetation
- Plaza-style paved areas leading up from Queens Parade between the car parking areas and around the station building
- Network of paths directing users from the southern residential precinct through the area towards the overpass

The plaza will form part of the key north-south pedestrian route through the Precinct, connecting to the railway overpass and onto the pedestrian plaza on the northern side. This route will provide access through the Precinct both for Precinct users and residents of South Traralgon accessing the Traralgon CAD.

The Plaza area will also provide direct access to the shared path which runs south into the residential areas and, via the new and existing footpath, to the Traralgon Creek.

### 3.2.5 recreation/ commercial area

The existing recreation/ commercial area at the western end of the Precinct should be retained for mixed use and commercial purposes in accordance with market demand. Full scale residential development is considered inappropriate at this end of the Precinct given its location opposite an industrial style area, which includes a service station and at a busy intersection.

## 3.3 movement and access

The masterplan details improved access arrangement for all major vehicular users of the Precinct, including:

- Buses have a dedicated area, which is separated from private vehicular traffic. While users of the GippsTAFE car park will use the same entrance off the Princes Highway at the western end of the Precinct, they will not have access beyond the GippsTAFE car park entrance, leaving the buses to use the interchange area exclusively. If required this intersection to Princes Highway could be signalised to provide bus priority, but the need for this should be monitored over time.
- Vehicles accessing the retail offering of the shopping centre will be able to enter from the Princes Highway as they do currently at the eastern end, park in the car park in front of this area (screened by additional planting to Princes Highway) and will then exit back onto Princes Highway before the plaza area, rather than being able to travel further west through the Precinct. Disabled parking and a Kiss and Ride drop off for the public transport facilities are also provided within the space to allow for those coming from the north side of Traralgon to access the station conveniently. All commuter car parking is now provided to the south of the Precinct to ensure streamlined vehicular movement.
- Commuters are intended to access a large commuter car park area to the south which can be supplemented by additional basement parking under the development area as required (Depending on the extent and depth of any basement provided, this development area

could potentially accommodate between 150 – 300 additional car spaces). Additional, and separate, car parking is provided for users of the VRI Hall to ensure that there is parking available for the community uses, independent of the commuter areas. The car park has been designed to allow ease of movement with a single entry/ exit provided from which cars can access Queens Parade and then the roundabout intersection to the west. Disabled car parking and Kiss and Ride drop off points are provided to the south as well, to avoid residents from the south needing to go to the north side of the station to drop off and to ensure that those requiring disabled spaces have the opportunity to do so on both sides of the rail line.

- Pedestrian and cycle movement is improved through the provision of plaza spaces to the north and south of the rail lines, and careful consideration of the provision of new footpaths and crossings. A crossing has been provided at the western end of the bus shelter to ensure that those using the buses who wish to exist to the west have a safe opportunity to do so. This crossing also allows GippsTAFE students to access the western end of the interchange safely. Another crossing is provided at the eastern end of the interchange to perform a similar function. The area to the north of the retail car park is to be expanded into the current bus indentation and more heavily planted to ensure pedestrian movement along this space is discouraged. A new footpath/ cycle link which extends along the north side of Queens Street will provide direct and safe access to the station from the Traralgon Creek corridor for the first time and the plaza space aligns with the shared path which runs between Queens Parade and Shakespeare Street providing direct access to the southern residential areas. A new DDA compliant footbridge, with bike storage cage underneath on both sides, provides further improvements to the pedestrian and cycle movement through the Precinct.









**WARNING**  
BEWARE OF UNDERGROUND SERVICES. THE LOCATIONS OF UNDERGROUND SERVICES ARE INDICATIVE ONLY. THEIR EXACT POSITION SHOULD BE PROVEN ON SITE.  
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK. REPORT ALL DISCREPANCIES TO SUPERINTENDENT PRIOR TO CONSTRUCTION. FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. ALL DRAWINGS MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT PRIOR PERMISSION FROM THE LANDSCAPE ARCHITECT.

STATUS 

NO.	REVISION	DATE
A	PRELIMINARY	01/03/2011

- legend
- Existing buildings to be retained 
  - Proposed building foot prints 
  - Existing buildings to be removed 
  - Heritage buildings to be retained 

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**hansen**  
CLIENT  
**Latrobe City Council**  
PO Box 264  
Morwell 3840

PROJECT  
**Traralgon Station Precinct**

DRAWING TITLE  
**Building analysis diagram**

DRAWN	CHECKED	SCALE	A3
TR	SS	A1 1:750	1:1500

PLOT DATE	JOB NUMBER	CLIENT REF
01/03/11	10.453	LATRCOUN
DRAWING NUMBER	REV	

**LCD-003** **A**



### 3.4 structures to be removed from the precinct

A number of current structures within the Precinct are not included in the Master Plan and are proposed to be removed. Those aspects that are proposed for removal/demolition are discussed below.

#### commercial properties fronting the highway

The proposal for the northern side of the Precinct requires the demolition of the three small buildings fronting Princes Hwy between the car park and TAFE site. These buildings include the Visitor Information Centre (VIC), a dress makers shop and a vacant shop (formerly a design and drafting consultancy). These businesses are recommended to be moved to other areas of the Traralgon centre as their removal is crucial to the development of the Precinct.

#### latrobe visitor information centre

Discussions with Council tourism staff indicated that the existing site is insufficient for their needs. As such, the decision was made to remove a standalone VIC within the Precinct; however visitor information (pamphlets, maps and the like) should be provided and maintained within the new station building. In addition to this electronic information displays may be provided. The provision of basic information at the station will cater to visitors arriving via public transport.

### 3.5 justification of the master plan

The proposed Master Plan directs the future redevelopment and use of the Precinct. The Master Plan allows for the development of the Precinct into an intermodal transport interchange, community hub, mixed use Precinct and residential area. The Master Plan will ensure that future development of the Precinct meets the objectives of transit cities and strategic policy as well as community expectations in the following ways:

- Enhancing accessibility through the identification of movement networks and path development, including linking with the proposed shared path network along Curran Street, and proving a north-south link through the Precinct and over the railway line.
- Encouraging the use of alternative transport modes by users of the Precinct through the provision of bicycle storage facilities, removal of cyclist ban on the overpass and construction of path networks throughout the Precinct.
- Creation of an intermodal transport interchange through the location of the bus interchange adjoining the new station building which has the potential to improve public transport usage.
- Improving pedestrian and user safety through the separation of transport modes and uses – buses and cars will no longer share the same entrance or parking areas.
- Overall quality improvements to the area through the opening up of the station area and creation of pedestrian plazas and public realms to the north and south.
- increasing housing diversity and density within the Precinct in close proximity to public transport facilities, enabling more affordable and appropriate housing options for Traralgon's changing demographic.
- Protection of heritage structures including the Station Building, Engine Shed and Turntable, VRI Hall and Drill Hall through adaptive reuse and restoration for commercial and community purposes.
- Providing planning certainty for development of the Precinct and opportunities to ensure the highest and best use of the site in an orderly manner.
- Providing passive surveillance opportunities increasing the safety and amenity of the Precinct.
- Enhancing interfacing between the Precinct and surrounding uses including open spaces and residential areas.
- Improving connectivity with the CAD to the north and with the residential area to the south.
- Creating a more inviting and innovative Precinct that attracts people and enhances the perception of safety.
- Improving DDA compliance and accessibility.
- Integrating education uses into the Precinct and activity centre.

## 4 implementation

The Traralgon Station Precinct Master Plan addresses the development vision for the Traralgon station and surrounds for the next 15 to 20 years. It makes a series of recommendations of varying scales and associated costs. It is proposed that the Master Plan development be achieved in three stages.

The use of the three stages will allow for the orderly planning and development of the area and enable elements to properly and realistically establish over time.

Implementation of the Master Plan will be a joint responsibility between local and State Government and private industry. In the first instance, should the recommendations of the Master Plan be adopted, Latrobe City Council will need to take the lead to incorporate the Traralgon Station Precinct Master Plan into the Latrobe Planning Scheme as well as rezoning land required to facilitate development.

The proposed stages of the implementation of this Master Plan are detailed below:

- **Stage 1:** The construction of the bus interchange, plaza and new station building to the north side of the Precinct, and associated works. This stage will also need to include the new overpass building and the formalisation of the eastern portion of the commuter car park to the south. It is suggested that this stage could be implemented in three parts, as follows if necessary:
  - 1a) development of the station building and V/Line offices
  - 1b) development of the commuter car park on the site of the former V/Line offices and the new overpass
  - 1c) development of the bus interchange and plaza on the site of the former commuter car park.

- **Stage 2:** The works to the south of the rail line, including the remainder of the commuter car park, the southern plaza and redevelopment of the VRI Hall as a community facility.
- **Stage 3:** The development of residential and/ or community facilities to the east and west of the commuter car park.

Detailed design and development drawings will need to be undertaken to ensure that the matters outlined within this Master Plan are documented to construction standards.

### 4.1 planning controls

In order to implement the Master Plan for the Traralgon Station Precinct it is suggested that there will need to be extensive rezoning of the Precinct. Our recommendation would be that the zoning be considered as part of any rezoning that may occur within the wider Traralgon Activity Centre as part of the plan which is currently being prepared for the centre.

One option which would provide a good outcome for Council would be the use of an Activity Centre Zone across the whole of the Traralgon Activity Centre. This would allow the Planning Scheme to define particular guidelines and allowable land uses for the Precinct as one element of the wider centre. The inclusion of the 'station precinct' under the same zoning would also allow for more consistency across the scheme and ensure ease of understanding.

The other alternative is the use of a Comprehensive Development Zone which would allow the Master Plan to be incorporated into the scheme to ensure all development and use of the Precinct is generally in accordance with this plan.

The Master Plan requires the acquisition of a number of properties on both sides of the Precinct. In order to facilitate this it is recommended that at the time of rezoning a Public Acquisition Overlay (PAO) be placed on the following sites:

- Dress shop fronting Princes Hwy

- Design consultancy fronting Princes Hwy
- The additional land title within the Southside Central centre adjacent to the existing train station building.

The successful acquisition of these properties on the northern side is crucial to the development and success of the Master Plan.

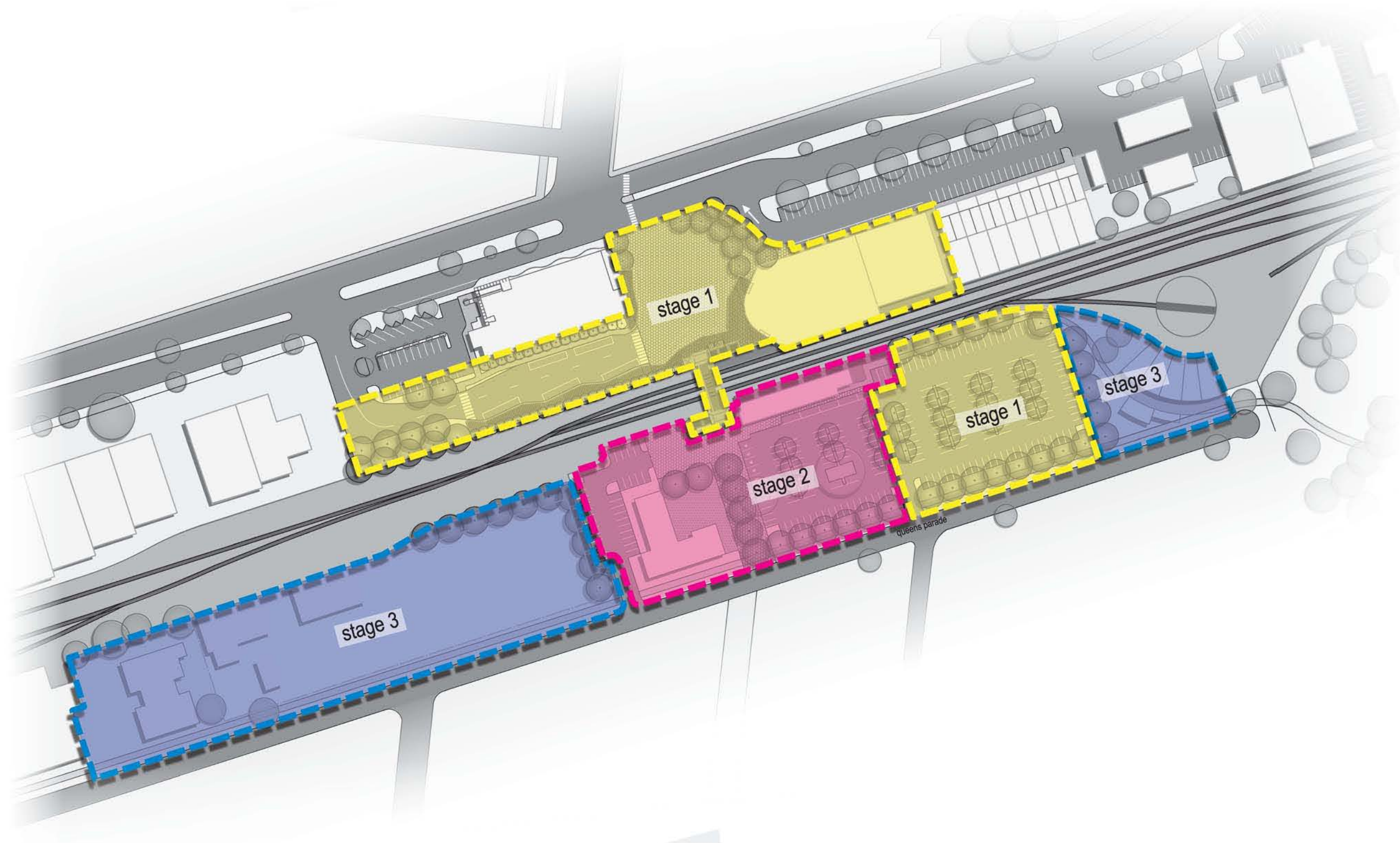
Council may also wish to consider acquisition of the old Drill Hall, however this is not considered vital to the implementation of this Master Plan.

### 4.2 funding

The realisation of the Traralgon Station Precinct Master Plan can only become a reality as funding becomes available. Council's capital works budget, State Government funding and private sector investment will all need to be utilised to their greatest potential if the vision for the Precinct is to be achieved.

Funding could be sought from the following sources:

- Community organisations and clubs, such as Apex, Rotary or Lions Clubs, churches or regional industries to sponsor specific community projects
- Corporate sponsorship
- Government funds
- Community support
- Arts Victoria
- Local Area Access Program
- Regional Infrastructure Development Fund
- Public Heritage Program



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STATUS

NO.	REVISION	DATE
A	FOR APPROVAL	04/02/2011

- legend
- stage 1
  - stage 2
  - stage 3

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PO Box 264  
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PROJECT  
**Traralgon Station Precinct**

DRAWING TITLE  
**Staging Plan**

DRAWN	CHECKED	SCALE	A1	A3
SL	SS	1:750	1:750	1:1500

PLOT DATE	JOB NUMBER	CLIENT REF
04/02/2011	10.453	LATRCOUN
DRAWING NUMBER	REV	

**LCD-002** **A**