

21.04 BUILT ENVIRONMENT SUSTAINABILITY

12/01/2017
C87(Part 2)

21.04-1 Council Vision

14/01/2010
C62

Council will consider planning applications and make decisions in accordance with the following vision:

- To promote the responsible and sustainable care of our built environment for the use and enjoyment of the people who make up the vibrant community of Latrobe Valley.
- To develop clear directions and strategies through consultation with the community ensuring sustainable and balanced development.

21.04-2 Settlement Overview

17/12/2015
C86

The towns of Moe, Morwell, Traralgon and Churchill are recognised as being part of a 'networked city' as well as being places with unique characteristics which contribute to the local sense of place and provide diversity. Each town has developed its own role and function with Moe as a service centre; Morwell as a centre for government offices and industry; Traralgon as a commercial centre; and Churchill as a university town. Notwithstanding the 'networked city concept' it remains Latrobe City Council policy that each town grow in its own right and maintain a 10 to 15 year urban land supply within them.

Central to the concept of the networked city is acceptance by the community that higher order services and facilities (such as an art gallery or civic centre) that are provided in only one location can benefit the whole community and not just the town in which they are located. This should continue as the roles of towns evolve over time in response to changing social and economic influences.

Structure Plans for the 'Main Towns' of Churchill, Moe, Morwell and Traralgon have now been developed and these are included at Clause 21.05.

The role of the smaller settlements is to provide important diversity of housing and lifestyle as well as to be rural service centres. Local structure plans have been prepared for Boolarra, Glengarry and Tyers. Local structure plans will be prepared for Toongabbie, Traralgon South, Yallourn North and Yinnar. They will guide future land use decisions in these settlements. Commercial and community facilities and services for the townships and surrounding hinterlands should continue to be centralised to provide a focus for each town centre. This development pattern and the social community it engenders are qualities to be pursued and reinforced.

The diversity in housing types available in the municipality contributes to the lifestyle choices provided and the overall attractiveness of the municipality as a place to live and invest. The priorities in all the main urban settlements are on realising opportunities for infill development, diversity of housing types, upgrading areas of public housing, improving residential amenity, while maximising existing infrastructure and community facilities. Housing stock in some of the larger towns will require urban renewal initiatives to improve the quality and capacity of housing stock throughout the municipality. Future housing growth should be encouraged in future residential areas as designated in the relevant local structure plans.

Given the land use constraints around the major towns there is an increasing need to reduce average residential property sizes so the remaining land is consumed at a more sustainable rate. The location of medium density housing close to activity centres in the main towns and Transit Cities should assist in strengthening and reinforcing those centres.

Corridors form one of the key elements of the networked city concept. The Moe-Morwell, Traralgon-Churchill, Morwell-Churchill, and Morwell-Traralgon corridors provide transport links facilitating the movement of people and goods within as well as to and from

the municipality. The future of the Morwell-Traralgon corridor will be influenced by the location of the proposed Traralgon Bypass. The state government confirmed 'northern route' provides only limited development opportunities within the corridor on the south side of the highway. While future development is likely to be restricted to the northern side of the highway, there remain development opportunities for residential, industrial, health and airport related activities on this northern side.

Objective 1 - Settlement

- To build upon the existing structure of the towns and settlements to create an integrated network of urban areas.

Strategies

- Consolidate development within and around the existing towns and avoid unnecessary urban expansion and rural subdivision.
- Protect the effectiveness of the transport corridors between the towns.
- Ensure that current and forecast Latrobe Regional Airport operations are taken into account in planning for the use and development of land within the Morwell-Traralgon Corridor.
- Strongly encourage developments within close proximity to the Latrobe Regional Airport to be designed and constructed to avoid potential adverse impacts resulting from and to airport operations.

Objective 2 - Settlement

- To contain urban development within distinct boundaries.

Strategies

- Maintain a clear separation between urban settlements facilitating the self-containment and individual identity of each town, except for the northern side of the Morwell-Traralgon Corridor.

Objective 3 - Settlement

- To encourage a wider variety of housing types, especially smaller and more compact housing, to meet the changing housing needs of the community.

Strategies

- Encourage diversity of dwelling type to provide greater choice and affordability.
- Encourage infill and renewal at a variety of housing densities.
- Provide continuing opportunities for new residential development in small towns subject to land capability, infrastructure and environmental considerations, demonstrated demand and local community aspirations.

21.04-3

14/01/2010
C62

Rural Living Overview

Rural residential living has been a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. However, given the land use constraints around the major

towns, a more sustainable approach to the consumption of limited developable land is now required. The main urban settlements have zone boundaries that serve to contain urban development and use. Low density residential development on the periphery of urban areas provides a relatively compatible transition in the land use pattern to the rural areas and non-urban corridors.

Each of the main towns of Moe, Morwell, Traralgon and Churchill have adjacent or nearby complementary rural living communities. The smaller villages of Boolarra, Traralgon South, Glengarry, Toongabbie and Tyers also have complementary nearby rural living communities. Isolated subdivisions are another form of rural living found in the municipality. An emerging issue in the rural living area relates to amenity concerns associated with animal husbandry and other agricultural pursuits.

Objective 1 – Rural Living

- To identify appropriate locations for rural residential activity.

Strategies

- Support rural living or low density residential development in appropriate locations, taking into account current supply and demand for these types of subdivisions.
- Encourage facilities and services required by rural residents to locate in existing townships.
- Discourage further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.

Objective 2 – Rural Living

- To minimise conflict between agricultural activities and rural lifestyle.

Strategies

- Discourage animal keeping facilities in rural living areas.

21.04-4

21/10/2010
C14

Heritage Overview

Latrobe City has a rich and diverse cultural heritage that illustrates how the landscape has been changed by indigenous and non-indigenous peoples. Gippsland was occupied by the Gunnai Kurnai peoples for many thousands of years prior to European exploration and settlement. The first non-indigenous people to visit Gippsland were explorers, such as Paul de Strzelecki. Pastoralists followed, occupying vast cattle runs, which were later broken up and sold as the land was opened up for selection. This in turn led to the development of agricultural industries such as grazing and dairying. Transport improvements such as the 1865 coach road and the Gippsland Railway in 1879 connected the region to markets and established the pattern of settlements around railway stations which endured well into the twentieth century.

The greatest change to the cultural landscape was to come in the twentieth century with the exploitation of the vast brown coal reserves, which led to the creation of the industrial empire of the State Electricity Commission and the rise of major industries such as the Australian Paper Mills. In the space of 30 years – less than a generation - whole towns were born, while some disappeared and others were changed forever.

The diverse history of the area is reflected in the heritage places that have been identified by the *Latrobe City Heritage Study 2010*, which incorporates the findings of two previous studies; *Traralgon Heritage Study 1992* and the *Latrobe Heritage Study 1991*. The heritage

places include archaeological sites, township precincts, buildings, memorials, gardens, factories and trees.

Objective 1 – Heritage

- To ensure that the heritage of Latrobe City is protected and conserved.

Strategies

- Ensure that all heritage places and precincts of local or state significance receive appropriate statutory protection.

Objective 2 – Heritage

- To ensure that the management of heritage places will reveal rather than diminish the significance of the place.

Strategies

- Nominate heritage places, precincts and archaeological sites of potential state significance for inclusion on the Victorian Heritage Register.
- Provide assistance and support to owners and custodians of heritage places in the conservation and management of these places.

21.04-5

14/01/2010
C62

Urban Design Overview

The community is increasingly demanding high quality architectural and urban design outcomes for built form and open spaces. The appearance of rural, industrial, retail and residential areas and main road approaches to urban centres is considered important in maintaining a strong level of civic pride. A consistent landscaping treatment of private land and road reserves can also have a significant effect on the appearance and visual amenity of an area. In addition, the siting of buildings can have a critical impact on visual appearance within both urban streetscapes and rural landscapes.

Latrobe City Council is also keen to ensure that sustainability principles strongly influence the design, siting and servicing of dwellings and this will be achieved through the encouragement of adapting and reusing of existing buildings, retention and reuse of storm water, and the promotion of solar and energy efficient designs.

Objective 1 – Urban Design

- To provide a visually attractive urban environment which displays a high level of civic pride and community satisfaction, and creates a positive image.

Strategies

- Promote and support high quality urban design within the built environment.
- Continue to improve the urban design elements of urban areas throughout the municipality and to upgrade degraded areas.
- Improve and maintain visual appearance along key transport routes.
- Implement any Council adopted Urban Design Guidelines.

21.04-6 Infrastructure Overview21/06/2012
C26

Latrobe City's built environment is constantly changing, with new developments and redevelopments affecting the physical environment and public realm. To maintain and enrich the built environment, it is important to achieve positive outcomes in areas including the design of private developments and public spaces, parks and gardens, infrastructure provision and the maintenance of civil infrastructure.

Latrobe City has significant infrastructure that is vital to the on-going economic development of Victoria. Central to this are the four power generators that produce 85% of Victoria's power. Other regionally significant infrastructure includes education facilities; health facilities; the Latrobe Regional Airport; cultural and arts infrastructure; electricity, gas and oil infrastructure; and telecommunications network.

Council has adopted asset management plans (and standards) for a range of infrastructure items including roads, footpaths, drains, culverts, signs, trees, street lights; and community services such as children and aged services which will be considered in the assessment of all planning applications particularly for new subdivision.

Objective– 1 – Infrastructure

- To maximise the use of existing infrastructure.

Strategies

- Develop flexibility in facilities to cater for changing demands of the community.
- Ensure integration of roads, bike paths, footpaths and public transport options.
- Promote and support the infrastructure and development of small town communities.
- Ensure all proposed developments enhance the liveability and sustainability of the community.

Objective– 2 – Infrastructure

- To provide clear guidelines for developers regarding engineering requirements ensuring that minimum design standards are achieved.

Strategies

- Implement Latrobe City Council's Asset Management Strategy and associated guidelines.
- Ensure public infrastructure is maintained to meet community aspirations.

21.04-7 Implementation17/12/2015
C86

The objectives and strategies identified in this Clause will be implemented by:

Using zones and overlays

- Apply the General Residential Zone, Neighbourhood Residential Zone or the Residential Growth Zone to existing residential areas. Apply Mixed Use Zone to areas close to town centres with potential for complementary residential, commercial and industrial activities.
- Apply Township Zone to smaller settlements.

- Apply the Low Density Residential Zone to larger residential lots on the fringes of the main towns that are not within urban growth corridors.
- Apply the Farming Zone (with schedule) to agricultural areas.
- Apply Rural Living Zone to areas committed to rural residential type use.
- Apply Development Plans to undeveloped residential land which incorporate Urban Design Good Practice principals and the provision of infrastructure and community services through developer contribution plans if required.
- Apply Urban Growth Zone to land where a precinct structure plan has been prepared or where a strategy has been prepared which clearly identifies that the land is suitable for future urban development.

Further Strategic Work

- Prepare small town structure plans for Toongabbie, Traralgon South, Tyers, Yallourn North and Yinnar.
- Prepare a Development Plan and Development Contribution Plan for remaining rural residential land in the northern corridor west of Traralgon.
- Determine Residential Land Supply and Demand in all towns.
- Undertake Medium Density Housing Strategy.
- Undertake Rural Living/Low Density Residential Study.
- Prepare Urban Design Guidelines for small towns.
- Revise the Morwell-Traralgon Corridor Concept Plan and investigate opportunities for the co-ordinated redevelopment of farming, rural living and low density residential land to the north of Princes Highway taking into account and not conflict with the activities of the Latrobe Regional Airport and Latrobe Regional Hospital.
- Undertake further studies to document places of potential local significance that were identified but not assessed in detail by the Latrobe City Heritage Study 2010.
- Prepare Conservation Management Plans for Latrobe City Council owned or managed properties, where this is identified as a desirable action by the Latrobe City Heritage Study 2010.
- Identify, assess and document places of indigenous cultural heritage significance, where this is considered appropriate, in conjunction with indigenous communities or custodians.

21.04-8

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Reference Documents

The following strategic studies have informed the preparation of this planning scheme. All relevant material has been included in the Scheme and decisions makers should use these documents for background research only.

- Latrobe Structure Plans Volumes 1-5 (2007).
- Traralgon West Structure Plan (August 2013).
- Traralgon Growth Area Review Framework (August 2013).
- Traralgon Background Report (August 2013).
- Latrobe City Statistical Profile (2007).
- Morwell-Traralgon Residential Land Supply Analysis (2007).

- Latrobe City Council Residential and Rural Residential Land Assessment (2009).
- Latrobe City Heritage Study 2010, comprising:
 - Volume 1: Thematic Environmental History
 - Volume 2: Key Findings and Recommendations
 - Volume 3: Heritage Place and Precinct Citations (an Incorporated Document).
- Small Town Structure Plans: Boolarra, Glengarry & Tyers Background Report 2010 (revised edition).
- The Heritage Overlay: Guidelines for Assessing Planning Permit Applications (Public Draft February 2007).
- Australia ICOMOS Charter for Places of Cultural Heritage Significance 1999 (the Burra Charter).
- Latrobe City Heritage Overlay – Planning Permit Exemptions & Application Requirements Incorporated Plan , July 2010 (an Incorporated Document).
- Moe and Newborough Structure Plan, March 2015.
- Australian Paper: Maryvale Pulp Mill Buffer Requirements (July 2011).