Open Space and Path Networks

Key issues in Latrobe are:
- Public transport opportunities, walking and cycling paths, and linkages between small and main towns in Latrobe City are not always available or well defined. An improved standard of maintenance for bus stops is required along with streets designed to allow bus access along bus routes.
- Currently Latrobe City lacks appropriate alternatives for walking/cycling paths that provide both leisurely and direct routes. Providing path/tracks that allow both recreational opportunities and destination based routes would benefit residents and visitors by enabling journey choice.

Healthy by Design® principles should be considered in designing open spaces and path networks within Latrobe, including community facilities.

General principles for open space and path networks are:
- A well designed open space and path network needs to include regular intervals of well arranged seating that promotes opportunities for social interaction, provides public amenities and shelter.
- All users of a path or park should be able to see and be seen in their surroundings at all times.
- Shade is an important aspect for paths and parks, however it should not obstruct maintaining clear sightlines.
- Existing linear open spaces and public parks can be improved by applying Healthy by Design® principles through minor adjustments including planting new shade trees, maintaining clear sightlines and bridging missing linkages to create a network of well-lit, walking and bicycle paths.
- The use of lighting has the potential to encourage or discourage use and therefore should be carefully designed in all parks and linear open spaces, especially along walking and cycling paths.

Does the proposed design reflect the Urban Design Guideline principles for open space and path networks?

- Does the proposed design incorporate Healthy by Design® principles through minor adjustments including planting new shade trees, maintaining clear sightlines and bridging missing linkages to create a network of well-lit, walking and bicycle paths?
- Are all residents have access to public open space (large local parks) within 500m of their dwelling?
- Does landscaping delineate routes and destinations?
- Are tracks safe and attractive (where relevant)?
- Do footpaths incorporate lighting, calmed traffic and crossing points (where relevant)?
- Do clear sightlines maintained at intersections and crossings?
- Does the proposed design incorporate Healthy by Design® principles through minor adjustments including planting new shade trees, maintaining clear sightlines and bridging missing linkages to create a network of well-lit, walking and bicycle paths?
- Are clear sightlines maintained at intersections and crossings?
- Are safe paths and crossings provided along frequently used pedestrian/cycle paths, including approaches to key destinations (where relevant)?
- Are safe connections achieved through signage, landscaping and lighting?
- Does landscaping delineate routes and destinations?
- Are cycle lanes provided in accordance with Latrobe City Bicycle Plan 2007-2010 (where relevant)?

Further Information

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Healthy Urban Design Good Practice Guideline

Meeting Healthy by Design® Objectives

What is Healthy by Design®?

This Urban Design Guideline is largely derived from the Heart Foundation’s Healthy by Design® Guide (2004) which aims to accommodate the community, pedestrians and cyclists as a high priority in street, building and open space design. It encourages active and healthy lifestyles by providing Supportive Environments for Physical Activity (SEPA).

The Guide provides direction for designing and developing healthy lifestyles for the community. Healthy by Design® builds on State Government initiatives such as Melbourne 2030 and the Victorian Planning Provisions. Healthy by Design® encourages:

• Walkable neighbourhoods, including safe and attractive pedestrian and cycle routes to all key local destinations;
• Design of legible street networks that are clear and easy to navigate;
• Open space that incorporates a range of shade, shelter, seating and signage opportunities;
• Building design that maximises natural surveillance and active street frontages;
• Maximised public transport options and connections to all key destinations;
• Community spaces or buildings that incorporate a variety of uses;
• Avoiding opportunities for concealment and entrapment along paths and in community spaces;
• Minimal fencing and walls, with maximum lighting, windows, doors, articulation to facades and use of low walls and transparent fencing.

The Healthy by Design® Guide includes the Matrix of Like Design Considerations (cited in Heart Foundation 2004) which has been produced incorporating Crime Prevention Through Environmental Design (CPTED) principles, VicRoads road safety and Cancer Council shade policy as key resources to progress Healthy by Design® outcomes.

This Urban Design Guideline applies to all development covered by the Development Plan Overlay including Residential Zones 1, 2 and 3, Township Zone and Low Density Residential Zone, within the Latrobe Planning Scheme as well as infill and retrofitted sites.

All Healthy by Design® principles are relevant to large-scale subdivisions of more than 75 lots. It is anticipated that housing development and subdivisions of a smaller scale, especially those of less than 10 lots will only need to comply with the principles that do not note ‘where relevant’.

Incorporating Healthy by Design® into a Planning Permit application?

A pre-application meeting with Council to discuss the design concepts, including Healthy by Design® principles and design considerations.

The application submitted to Council should include a design response that considers how the proposal addresses Healthy by Design® principles and design considerations.

Addressing the seven design considerations in Healthy by Design®, such as walking/cycling routes, streets, local destinations and open space, is an integral aspect of this process to encourage active living.
Residential Development

Key issues in Latrobe are:

- The main towns of Latrobe (Moe, Morwell, Traralgon and Churchill) are experiencing significant growth. As these towns continue to grow, new residential development is located further from town centres, and therefore access to services and community facilities is reduced.
- Residents of the Latrobe City have a low life expectancy due to higher incidences of cancer, cardiovascular disease and mental disorders (The Burden of Disease Study, DHS 2001). Council therefore recognises the need to influence health outcomes through the built environment by encouraging active living and social interaction for residents.

Healthy by Design® principles can be incorporated into residential developments within Latrobe through street layout and construction, public transport, open space networks, paths and landscape design.

Use the Matrix of Like Design Considerations from the Healthy by Design® Guide as the basis of addressing the standards that should be met for all new subdivisions and multi-dwelling designs.

General principles for residential development are:

- Residential developments must plan for maximum connectivity of open space networks, local services and facilities to avoid predictive route movements and encourage residents to walk within and around the greater neighbourhood.
- Promote active lifestyles and avoid social isolation by designing new dwellings to be close to user-friendly pedestrian and cycle paths that incorporate shade, seating, directional signage where possible and toilet facilities where appropriate.
- All subdivision housing developments must ensure that community spaces or buildings are provided within a walkable distance (approximately 400-800 metres) where appropriate.

Community Centres

Key issues in Latrobe are:

- New residential development on the fringe of expanding main towns within Latrobe City are at risk of being disconnected from community services and facilities without walkable access to local hubs.
- Street lighting, particularly in laneways, needs to be improved within Latrobe to increase safety and amenity of community areas at night.

Healthy by Design® principles are based on creating a sense of community and ownership of a local neighbourhood.

General principles for community centres are:

- To promote walkability within new developments, community centres or buildings (appropriate to the scale of development) of approximately 400-800 metres from all dwellings (refer to ResCode for further details). This is important for promoting active lifestyles, social interaction and fostering community spirit.
- By allowing new and existing residents to be a part of the planning and design stages of their community spaces, Council and developers can encourage residents to foster the Latrobe community spirit and take pride in their local community.
- Retail areas are commonly accessed community centres and should be encouraged to be walkable spaces that promote physical activity and provide infrastructure such as bicycle racks.
- Encouraging high quality community art in public spaces can help to foster community spirit, as well as provide attractive, quality neighbourhood designs.
- Community centres must be designed to encourage active street frontages and promote "eyes on the street" for natural surveillance. Provision of a mix of uses and programs that allow uses to socialise is recommended. These spaces are encouraged to be located near schools, public transport, civic areas and parks which will also assist in ensuring a viable community heart.

Does the proposed design reflect the Urban Design Guideline principles for residential development?

- Are safe accessible walk/cycle paths provided to and from all key destinations (where relevant)?
- Are paths comprised of both direct and leisurely alternatives?
- Are active streets promoted?
- Are active streetfronts encouraged?
- Are uses compatible with residential areas considered?
- Are kerb cut outs and splitter island breaks provided (where relevant)?
- Are roundedabouts maximise pedestrian visibility and safety (where relevant)?
- Are bus shelters provided that enable passengers to wait in sheltered conditions?
- Are community facilities linked by "Continuous and Accessible Paths of Travel" for all users (where relevant)?
- Are property lines clear and barrier free?
- Are active street frontages encouraged?
- Are long, straight streets avoided (where relevant)?
- Are solar access in winter?
- Are the most appropriate trees planted so as to not obstruct solar access in winter?
- Are property lines clear and barrier free?
- Do designs comply with AS 1428?

Does the proposed design reflect the Urban Design Guideline principles for community centres?

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