

21.0921/11/2019
C105latr**LOCAL AREAS**

This clause focuses the implementation of growth area plans and the objectives and strategies set out earlier in the Latrobe Planning Scheme. Each section relates to a particular precinct, settlement or town, and should be read in conjunction with the rest of the Municipal Strategic Statement. The vision for development in each of these local areas is that it creates environments that are supportive of the health and wellbeing of Latrobe's communities.

21.09-121/11/2019
C105latr**Network City Towns and Growth Corridors**

Structure Plans for the Main Towns of Churchill, Moe, Morwell, Traralgon and the Traralgon West Growth Corridor have been prepared to direct future growth and assist each area to develop its own unique character through consolidating development within their Activity Centres, incremental urban infill and logically staged urban expansion.

The Structure Plans for all four Main Towns and the Traralgon West Growth Corridor provide for sustainable housing growth, the expansion of industrial precincts in Moe, Morwell and the Morwell-Maryvale Industry Growth Corridor, and the renewal of underutilised industrial sites for residential use in Moe, Morwell and Traralgon.

The priorities in all the main urban settlements is to promote opportunities for infill development, concentrating diversity and density of housing types around activity centres to maximise access to infrastructure, community facilities and services.

The Traralgon - Morwell Growth Framework Plan has been developed to provide an overarching strategy for the long term growth of these two Main Towns. The Growth Framework Plan shows how the Traralgon West Growth Corridor's gradual development over the next 20 years will link Morwell and Traralgon together to form a continuous urban area.

The Traralgon West Growth Corridor will provide for residential, commercial and industrial development as well as a strategic employment area focused around the Latrobe Regional Airport and Hospital. The corridor will accommodate industry clusters where health, aeronautics, food processing, logistics or agriculture research and development could emerge.

21.09-221/11/2019
C105latr**Objective 1**

To facilitate development in accordance with the Strategic Framework Plan, specific Main Town Structure Plans, Housing Framework Plans, the Traralgon West Growth Corridor Structure Plan and the Traralgon-Morwell Growth Framework Plan.

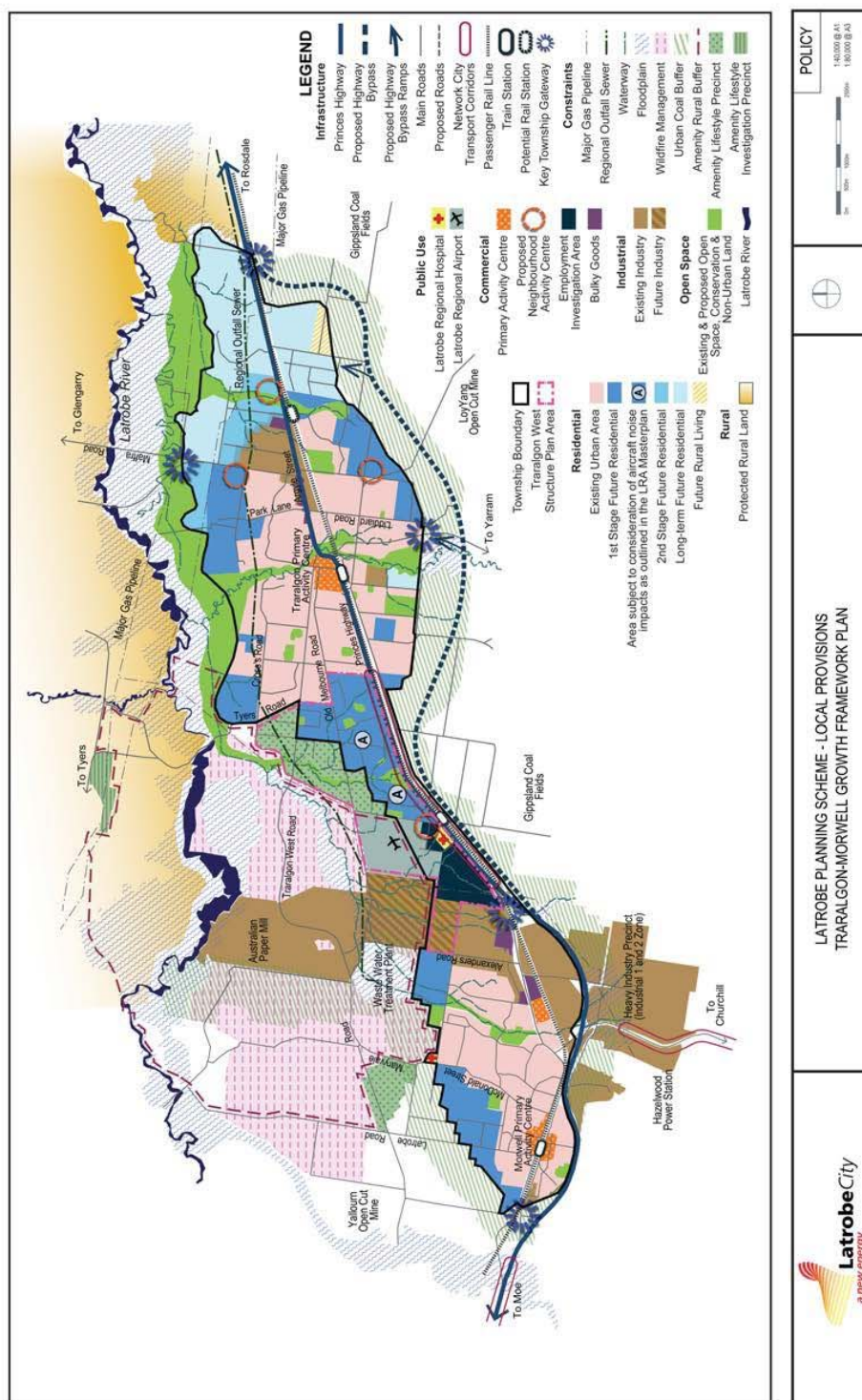
Strategies

1. 1	Encourage consolidation of urban settlement within township boundaries designated in the Structure Plans, the Traralgon-Morwell Growth Framework Plan and Housing Framework Plans.
1. 2	Encourage a logical expansion of urban settlements in accordance with staging guidance included in the Strategic Framework Plan, Structure Plans and the Traralgon-Morwell Growth Framework Plan.
1. 3	Encourage increased density and diversity of housing types within close proximity to activity centres in the Housing Framework Plans.
1. 4	Encourage new large format and heavy industry development within the Morwell-Maryvale Industry Growth corridor.
1. 5	Enhance town and gateway entrances as shown on Structure Plans.

LATROBE PLANNING SCHEME

1. 6	Discourage the fragmentation of land in the Farming Zone adjoining township boundaries to allow for future long term urban growth opportunities.
1. 7	Encourage the dissemination of any relevant geotechnical land form testing and monitoring data related to coal resources and urban areas.
1. 8	Ensure local area growth planning identifies bushfire risk and considers where development should be located and how any risk can be mitigated.

Traralgon - Morwell Growth Framework Plan



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Churchill

Churchill is approximately 160 kilometres from Melbourne and has a population of 4,700 people. Churchill was originally designated as one of the major growth towns for the region in the 1960s that was planned to accommodate in excess of 30,000 people. The overall growth within Latrobe City is placing increased pressure on existing centres, particularly Traralgon; increasingly Churchill offers the potential to provide an alternative residential address in a well serviced township. Churchill is identified as a supporting network town on the Strategic Framework Plan and continues to operate as a local service centre, although its industry, retail and commercial activity is smaller in comparison to the other major towns in the municipality, with many people travelling to the other centres for goods and services. [Churchill is identified as a Large Town Centre within the Latrobe City Retail Centre Hierarchy.](#)

Significant infrastructure has been invested in the town in anticipation of planned growth. It is now estimated that Churchill has a sufficient long term supply of residential land. Major water and hydraulic infrastructure services exist, in addition to two State primary schools, a State secondary school and a non-government school. The town contains significant education providers servicing the wider region, anchored by the Gippsland campus of Federation University and the Gippsland Education Centre.

Churchill is part of Gippsland's regional city under the *Gippsland Regional Growth Plan* where urban and population growth and regional infrastructure and service investment is encouraged.

Vision

- Recognise Churchill's role as part of Gippsland's regional city that achieves greater integration across the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system.
- Support Churchill's role as a University town.
- Support Churchill's contribution to the diversity of residential land and housing supply.

Local Area Implementation

- Facilitate development in accordance with the Churchill Town Structure Plan (CTSP) and Churchill Housing Framework Plan (CHFP).

Residential

- Encourage medium density residential development in CTSP Area 4.
- Encourage mixed use residential developments along the proposed east-west connection (activity spine) between Churchill Town Centre and Federation University.
- Encourage residential development of CTSP Areas 5, 6, 8 and 11.
- Encourage development of CTSP Area 10 for residential or research/education purposes.
- Review the future township boundary around CTSP Area 7 when rezoning CTSP Area 7 for future residential development.
- Encourage residential development, including medium density development in accordance with locations identified in the CHFP.

Commercial

- Encourage the development of new retail and office developments within the Churchill [Primary Town Activity](#) Centre and new retail and office developments and residential mixed use along the east-west link (activity spine) between the Churchill [Primary Activity Town](#) Centre and Federation University.
- Implement the *Churchill Town Centre Concept Plan*, the recommendations of the *Churchill Town Centre Plan* and the *Churchill East West Link Master Plan* including encouraging the

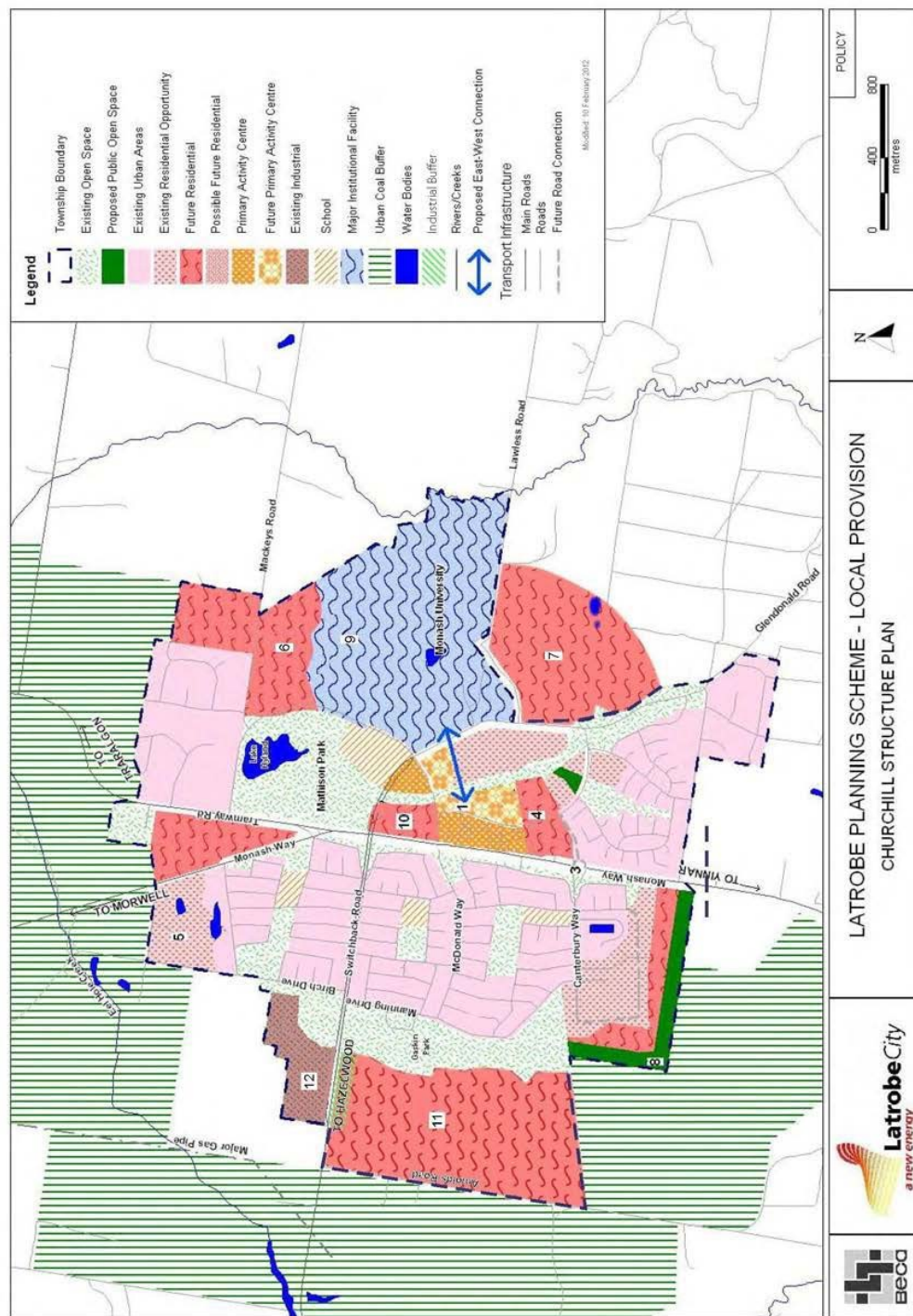
consolidation of existing and future commercial uses; and a strengthened east-west link between the existing Churchill commercial precinct and the Federation University Gippsland Campus.

- Encourage all new retail or commercial development in the Churchill [Primary Activity Town](#) Centre to be consolidated within the existing centre.
- [Encourage a Local Activity Centre at 2-4 Acacia Way \(CHFP\).](#)

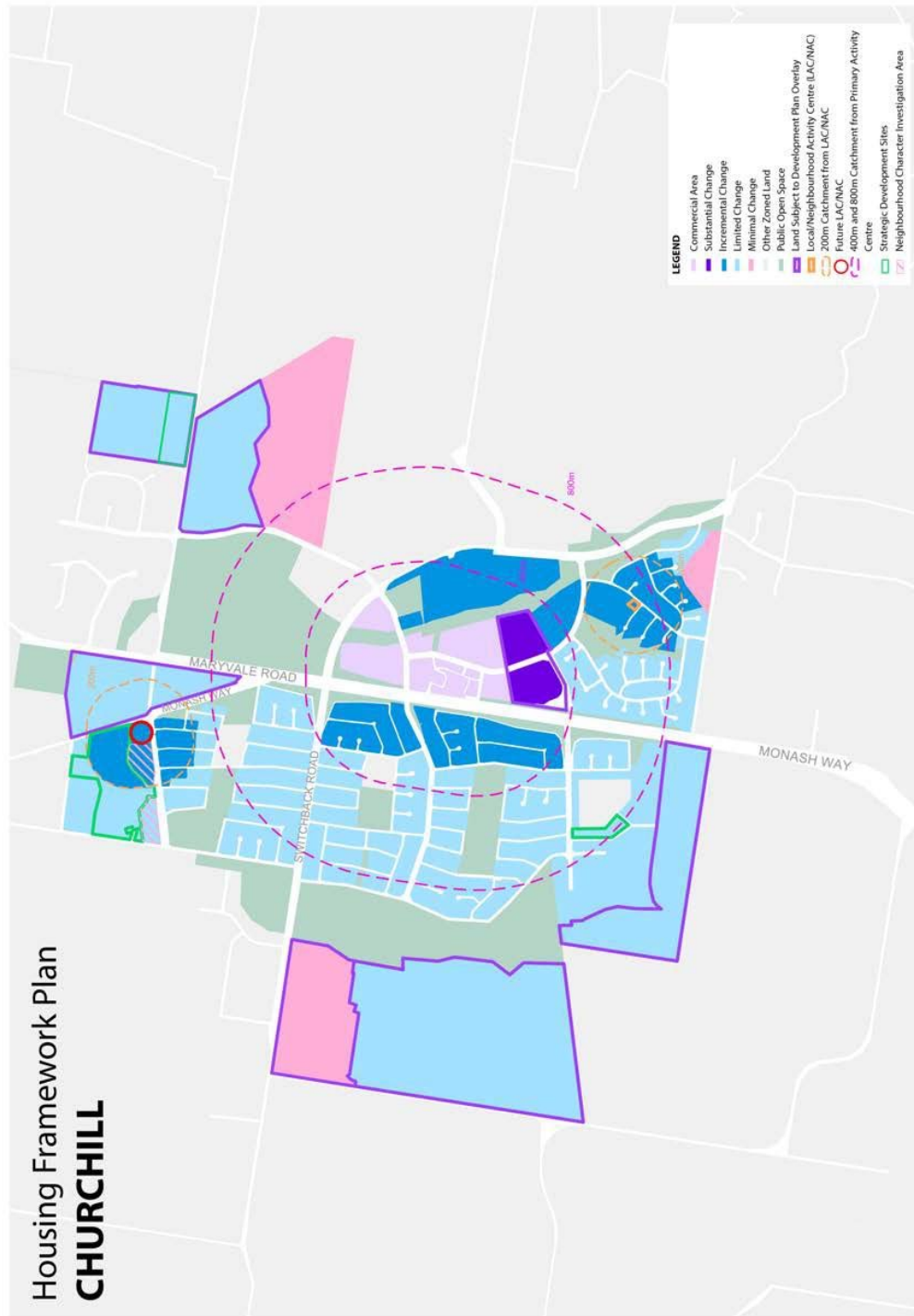
Industrial

- Encourage new industry to locate within the underutilised industrial precinct in the north-west of Churchill.
- Protect industry in CTSP Area 12 from the encroachment of sensitive uses that may result in conflicts and impact on industry operations.

Churchill Town Structure Plan



Churchill Housing Framework Plan



Churchill Town Centre Concept Plan



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Moe-Newborough

The Moe and Newborough urban areas are joined, creating a single urban settlement of 16,400 people that is serviced by the Moe [Primary](#) Activity Centre. It is situated on a key tourist route to the Great Dividing Ranges and the historic town of Walhalla. Moe-Newborough is 130 kilometres from Melbourne and has the potential to act as a peri-urban settlement. It is the first of the four major

towns within the Latrobe Valley from Melbourne and consequently is identified as the ‘Gateway to Latrobe’. The Strategic Framework Plan identifies Moe-Newborough as supporting network towns. [Moe is identified as a Sub-Regional Retail Centre within the Latrobe City Retail Centre Hierarchy.](#)

The Master Plan for the Moe Rail Precinct Revitalisation Project seeks to redevelop the Rail Precinct into a community hub for activity, which incorporates the principles of transit-oriented development that are encouraged under the *Moe Activity Centre Plan*.

Moe-Newborough is part of Gippsland’s regional city under the *Gippsland Regional Growth Plan* where urban and population growth and regional infrastructure and service investment are encouraged.

Vision

- Recognise Moe-Newborough’s role in Gippsland’s regional city integrating the four centres of Churchill, Moe-Newborough, Morwell and Traralgon as a single urban system.
- Support the function of Moe-Newborough as one of the region’s key service centres.
- Support Moe-Newborough as an attractive peri-urban lifestyle option close to Melbourne.

Local Area Implementation

- Facilitate development in accordance with the Moe-Newborough Town Structure Plan (MNTSP), ~~and~~ Moe-Newborough Housing Framework Plan (MNHFP).

Residential

- Encourage residential development along Narracan Drive (MNTSP Area 7).
- Encourage residential development to the east of Narracan Creek (MNTSP Area 10) which is to be sensitive to the Narracan Creek environment.
- Encourage higher density and diversity of housing within the Transit City Precinct and around activity centres (MNTSP Area 11) in Moe-Newborough as shown by the Housing Framework Plan.
- Encourage residential development in MNTSP Areas 5, 8 and 13 in accordance with the relevant Development Plan Overlay.
- Encourage residential development in MNTSP Area 14 in accordance with the Lake Narracan Precinct Structure Plan, March 2015.
- Review the future township boundary around MNTSP Area 12 upon detailed consideration when rezoning Area 12 for future residential development.

Commercial

- Establish Neighbourhood ~~/and~~ Local Activity Centres in [the following key](#) locations:
 - [Waterloo Road \(MNHFP\).](#)
 - [Becks Bay Village Centre and Fernlea Village Centre, Lake Narracan \(MNTSP Area 14\), as outlined in the Moe Structure Plan and the Lake Narracan Precinct Structure Plan, March 2015. Only encourage basic goods, services, community services and facilities in these centres.](#)
- Encourage new retail, office and residential mixed use developments within Moe Primary Activity Centre (MNTSP Area 11).
- Restrict the development of new retail, and office use outside of the [Moe](#) Primary Activity Centre, other than the redevelopment of the former Moe Hospital site.
- Implement the following aspects of the Moe Activity Centre Plan:
 - The Moe Station Precinct Revitalisation.
 - The Moe Integrated Bus Interchange.

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- The Moore Street upgrade as the primary shopping centre in the town.
- The Clifton Street car park inclusive of facilitating new development which fronts it.
- The Hasthorpe Place Precinct inclusive of high amenity pedestrian access.
- Improve pedestrian, cycle movements, and visual landscape character at and around the Roundabout Overpass.
- Implement the Clifton Street Precinct Urban Design Guidelines.

Industrial

- Investigate future land uses and zoning in MNTSP Area 3 for transition to uses compatible with the site, surrounds, town entrance position and local amenity.
- Provide a sensitive interface as part of any future industrial development adjoining vegetation (MNTSP Area 2) that ensures the environmental values of the vegetation are maintained.
- Protect industry in MNTSP Area 1 from residential encroachment.
- Investigate flooding impact upon land designated as having industrial opportunities.

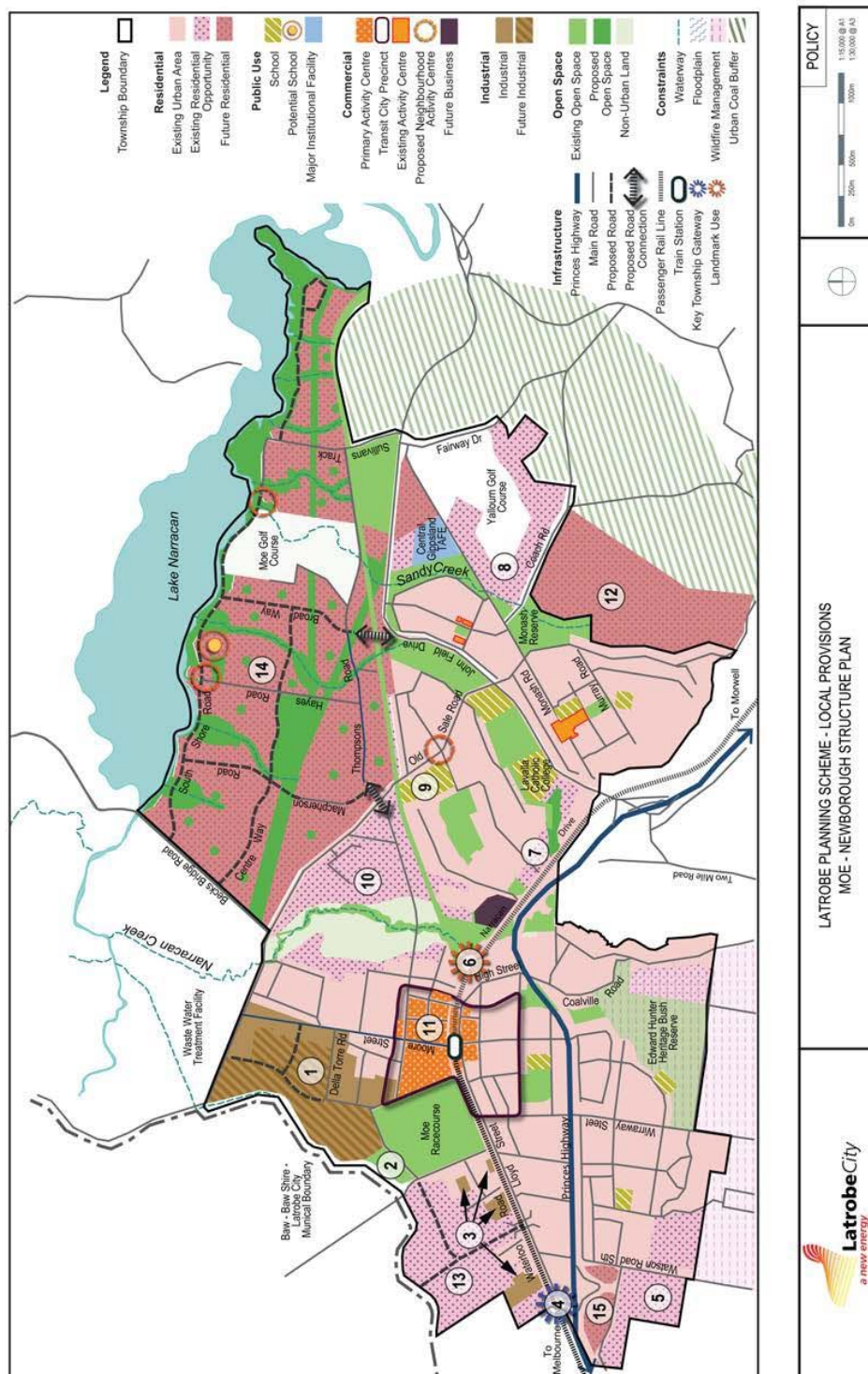
Rural

- Retain large farming lots along the eastern and north-western sides of the town boundary.
- Encourage Baw Baw Shire Council to retain land adjacent to the township of Moe as farming to enable future westerly township boundary extensions.

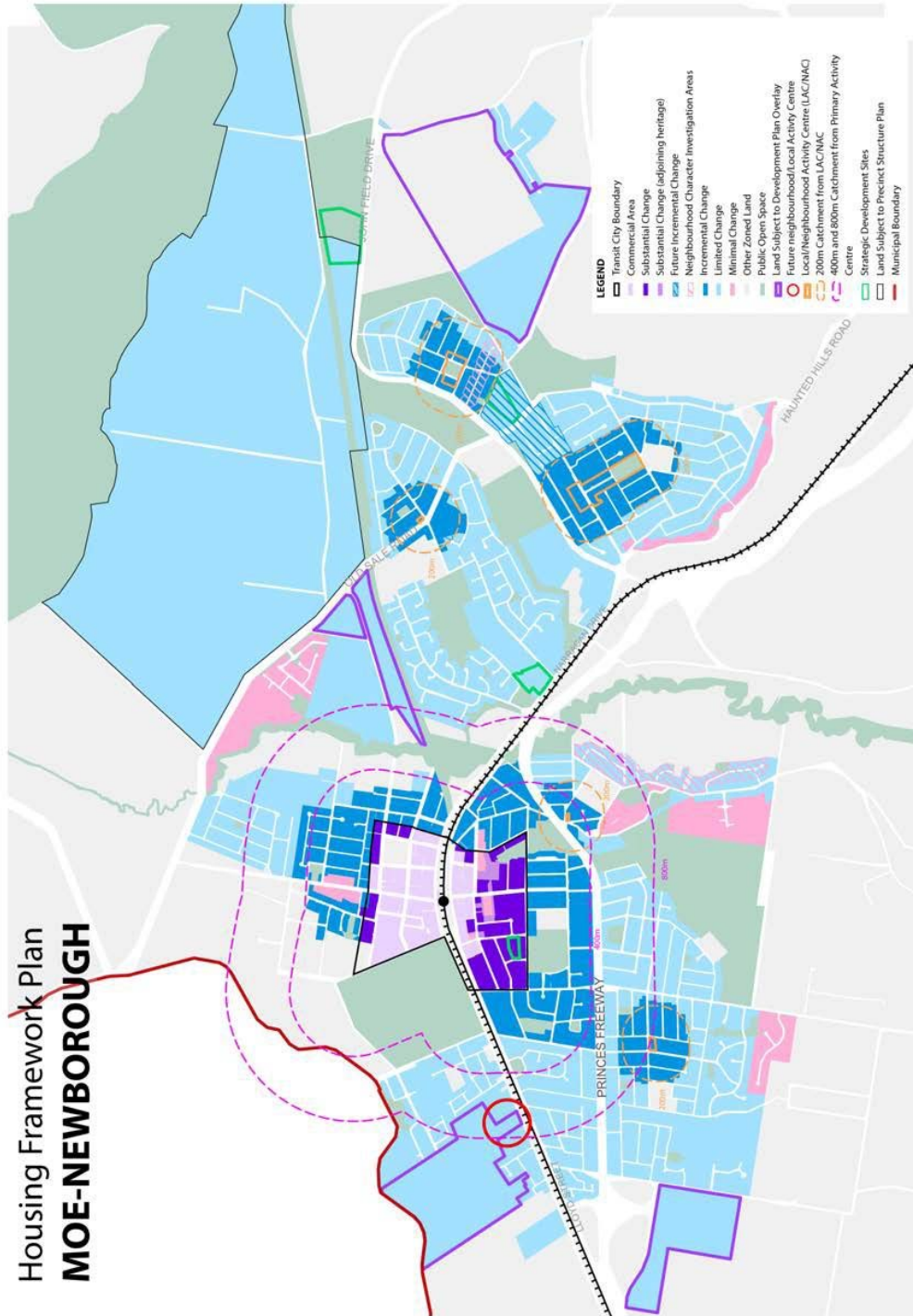
Infrastructure

- Expand the network of on and off road cycling paths across Moe.
- Encourage an alternative 'landmark use', such as a convention centre, at MNTSP Area 6 which complements the Botanical Gardens.
- Maintain and enhance the township gateways, with a particular emphasis on the western entrance to Moe (MNTSP Area 4).
- Provide for public open space connections from Narracan Drive through MNTSP Area 7 and connecting to John Field Reserve.
- Ensure the delivery of planned infrastructure for major roads, intersections, bicycle paths, sports facilities through implementation of the *Lake Narracan Development Contributions Plan, March 2015*.

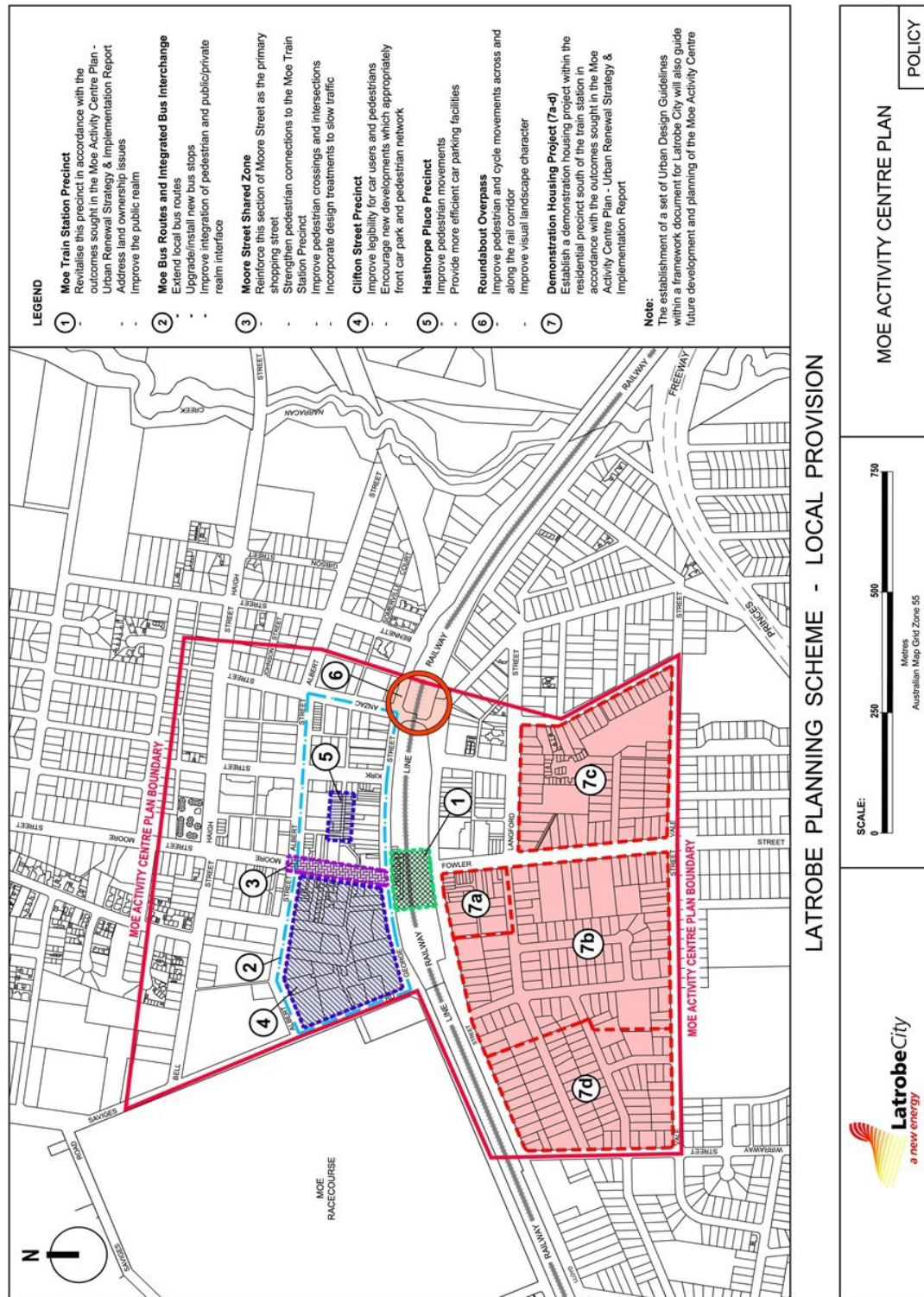
Moe Newborough Town Structure Plan



Moe-Newborough Housing Framework Plan



Moe Activity Centre Plan



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Morwell

Morwell is the central town to Latrobe City and has a population of 13,700. To the north of Morwell are the Latrobe River and the foothills of the Great Dividing Range, to the south are the Strzelecki Ranges and Churchill. To the east of Morwell is Traralgon and to the west are Moe and

Melbourne. The Princes Freeway and Gippsland Railway connect Morwell to Traralgon, Moe and Melbourne. Relative to Melbourne, Morwell is the second of the four main towns within Latrobe City and is approximately 150 kilometres from Melbourne.

Morwell, combined with Traralgon, is identified as the primary population centre by the Strategic Framework Plan. It accommodates transport services (experiencing significant rail patronage in a regional context), government services, manufacturing, power and other industrial activities.

Morwell has two retail centres, the traditional ~~Primary Activity town e~~Centre and Mid Valley ~~S~~shopping ~~C~~entre to the east. Morwell and Mid Valley Shopping Centre are identified as Sub-Regional Retail Centres within the Latrobe City Retail Centre Hierarchy.

Major industry is located in and around Morwell, with significant opportunity to locate large format heavy industries to the south of the Princess Highway. Industrial zoned land to the east of the township has access to infrastructure and services which support the establishment of higher level research, manufacturing, food processing and specialist service industry and transport/distribution capabilities.

Morwell is part of Gippsland's regional city under the *Gippsland Regional Growth Plan* where urban and population growth and regional infrastructure and service investment are encouraged.

Vision

- Support the function of Morwell as one of the region's key commercial and government office centres.
- Support the function of the Morwell- Maryvale Industry Growth Corridor as the centre for large format and heavy industries, manufacturing and logistics.

Local Area Implementation

- Facilitate development in accordance with the Morwell Town Structure Plan (MTSP) and [the Morwell Housing Framework Plan \(MHFP\)](#).

Residential

- Facilitate the orderly planning of Area 1 generally bounded by Maryvale Road, Latrobe Road, Crinigan Road and Holmes Road for residential development.
- Encourage the development of MTSP Area 1 in accordance with the Morwell North-West Development Plan.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Where appropriate, mitigate flooding and encourage residential development within MTSP Areas 4 and 7.
- Encourage higher density housing within the Transit City Precinct and Activity Centres.
- Discourage rezoning that would result in further subdivision of Farming Zone and Special Use Zone land within the Amenity Rural Buffer and the Amenity Lifestyle Precinct (MTSP Area 11), due to the close proximity to the Australian Paper Mill.
- Discourage increased housing densities south of Commercial Road (Area 13), until the completion of rehabilitation works to northern batter of the Hazelwood mine area.

Commercial

- Encourage Local Activity Centres in the [following locations:](#)
 - [Heritage Boulevard \(MTSP Area 1\).](#)

~~key locations as outlined in the Morwell Structure Plan and only encourage basic goods, services, community services and facilities in these centres.~~
- Encourage new retail, office and residential mixed use developments within Morwell Primary Activity Centre (MTSP Area 3) and Mid-Valley [Shopping Centre](#) (MTSP Area 5).

- Discourage new retail, office development outside of the Morwell Primary Activity Centre (MTSP Area 3), Mid-Valley [Shopping Centre](#) (MTSP Area 5) and Princes Drive, Morwell [East](#) (MTSP Area 10).
- Encourage Restricted Retailing to locate within Mid-Valley [Shopping Centre](#) (MTSP Area 5) and Princes Drive, Morwell [East](#) (MTSP Area 10).

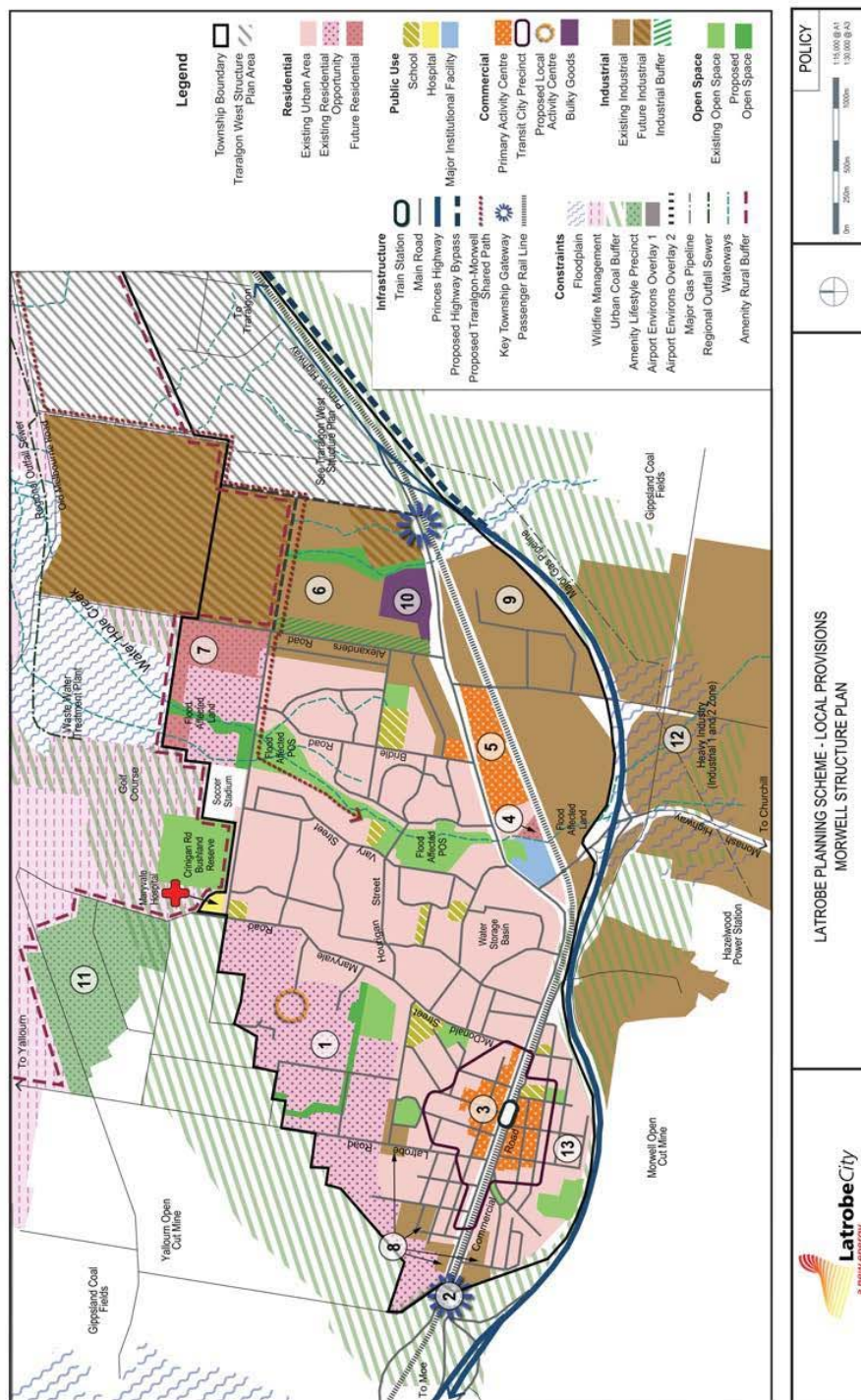
Industrial

- Investigate future land uses and zoning in MTSP Area 2 and 8 for transition to uses compatible with the site, surrounds, town entrance position and local amenity expectations.
- Provide a buffer along the western edge of the industrial precinct in MTSP Area 6.
- Encourage the establishment of new large format industries including heavy industry, food and fibre processing within the Morwell – Maryvale Industry Growth Corridor (Area 6, 9 & 12).
- Encourage Industrial 1 uses in Area 6 and the provision of open space and vegetation to screen industry from proposed and potential future residential areas along the western boundaries of the industrial precinct.
- Discourage land use and development that may jeopardise the long term expansion of industrial land to the north of Area 6.
- Protect industry in MTSP Area 6, 9 and 12 from residential encroachment.
- Investigate flooding impact upon land designated as having existing industrial opportunities in MTSP Areas 6 and 9.
- Where appropriate, encourage the development of new industry within MTSP Area 6 and 9 that is sensitive to existing creeks.

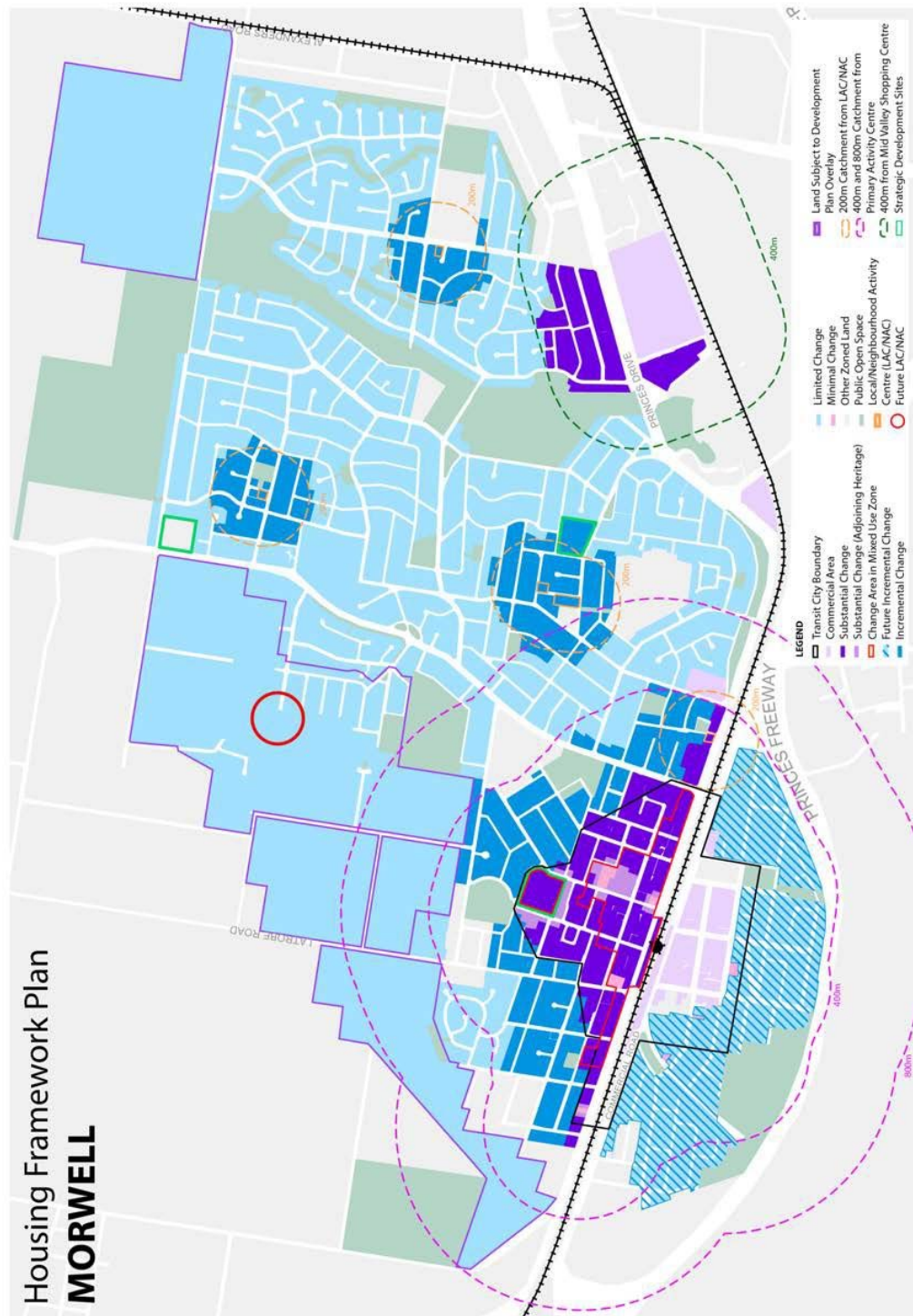
Infrastructure

- Investigate rail connections to the proposed Gippsland Intermodal Freight Terminal south of Mid-Valley.
- Expand the network of on and off road cycling paths across Morwell.
- Maintain and enhance the township gateways, with a particular emphasis on the western entrance to Morwell (MTSP Area 2).
- Implement the *Car Parking Framework Review Traralgon & Morwell 2014*.

Morwell Town Structure Plan



Morwell Housing Framework Plan



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Traralgon

Traralgon is the largest of the four main towns in Latrobe City and has a population of approximately 26,700. To the north of Traralgon are the Latrobe River and the foothills of the Great Dividing Range; to the south is the Strzelecki Ranges. The Princes Freeway and Gippsland Railway connect Traralgon to Morwell, Moe and Melbourne. Relative to Melbourne, Traralgon is the last of the four main towns within Latrobe City and is approximately 160 kilometres from Melbourne.

The Strategic Framework Plan identifies Traralgon, combined with Morwell, as the primary population centre in Latrobe City. Over recent years, Traralgon has experienced higher population and urban growth compared to other Latrobe towns and according to population forecasts, this trend is expected to continue. Traralgon has both a role in the provision of goods and services to its local community as well as the wider population of Latrobe City and the surrounding region.

Traralgon is part of Gippsland's regional city under the *Gippsland Regional Growth Plan* where urban and population growth and regional infrastructure and service investment are encouraged.

Vision

- Recognise Traralgon's role as the Regional Retail Commercial Centre ~~for~~ Gippsland's ~~regional city~~ and the primary population centre of Latrobe City.
- To continue to build on Traralgon's strength as ~~one of~~ the key Regional Retail Commercial Centres ~~for~~ Gippsland.

Local Area Implementation

- Facilitate development in accordance with the Traralgon Town Structure Plan (TTSP) Traralgon Housing Framework Plan (THFP) and the Traralgon Activity Center Plan (TACP).

Residential

- Resolve any Environmental Significance Overlay Buffer conflicts along the southern boundary of Traralgon and assess its impact on the southern area of Traralgon.
- Seek the views of the Minister administering the *Mineral Resources (Sustainable Development) Act 1990* regarding the assessment of geotechnical risk within 2,000 metres from the crest of the mine around the southern boundary of Traralgon prior to supporting the rezoning of land, subdivision, or an increase in dwelling density in TTSP Areas 5, 12b, 19 and 21.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Mitigate flooding and encourage residential development in TTSP Areas 1, 2, 3, 4, 6 and 7 in the short term.
- In the longer-term, encourage residential intensification of land zoned rural living in TTSP Area 12a and facilitate the orderly planning of Area 11, 13 and 19 for residential development with an appropriate interface with the Major Gas Pipeline.
- Manage urban development and urban renewal in existing residential or mixed use zones within the 500 m buffer of the Sibelco facility to mitigate potential noise impacts from continuing operation of the Sibelco site.
- Defer the conversion of farming zoned land south of the Janette Street Industrial Precinct (Traralgon South Structure Plan area 8b) to urban use while the Industrial 1 Zone applying to the precinct remains in the planning scheme.
- In the medium-term, facilitate the orderly planning of TTSP Areas 9 and 10 for residential development with an appropriate interface with the Major Gas Pipeline and buffer to industrial zoned land.
- Encourage higher density and diverse housing within the Transit City Precinct and existing and future aActivity cCentres in Traralgon.
- Support shop-top or upper level residential opportunities within the Traralgon Activity Centre as outlined within the Traralgon Activity Centre Plan (TACP).
- Investigate opportunity for open space, walking and cycle trails, recreation and conservation uses in the area north of Traralgon (TTSP Area 14) bounded generally by Latrobe River to the north and Traralgon urban area to the south.

- Discourage rezoning that would result in further subdivision of Farming Zone and Rural Living Zone land within the Amenity Rural Buffer, due to its close proximity to the Australian Paper Mill.

Commercial

- Establish Neighbourhood and Local Activity Centres in ~~key~~the following locations as outlined in the TTSP:
 - Corner Marshalls Road and Traralgon-Maffra Road
 - Melrossa Road West
 - Princes Highway, Traralgon East
 - Dranes Road
 - Cross's Road
- ~~and encourage basic goods, services, community services and facilities in these clusters.~~
- Encourage the development of new retail, office and residential mixed use developments within Traralgon Primary Activity Centre (TTSP Area 15) ~~and Argyle Street (TTSP Area 16).~~
- Discourage significant new retail and office development outside TTSP Area 15, Argyle Street, Traralgon (TTSP Area 16) and Princes Highway and Stammers Road, Traralgon East (TTSP Area 17).
- Encourage Restricted Retailing to locate within Argyle Street (TTSP Area 16) and Princes Highway/Stammers Road, Traralgon East (TTSP Area 17).
- Encourage increased densities and vertical growth of Traralgon's Primary Activity Centre (TTSP Area 15) to support the growth of the office sector.
- Discourage dispersion of the office sector.
- Support the development of the land generally bounded by Grey Street, Franklin Street and the Traralgon Creek for mixed use purposes (TTSP Area 18).
- ~~▪ Support the development of a Neighbourhood Activity Centre on the corner of Traralgon Maffra Road and Marshalls Road (TTSP Area 11) in accordance with the Traralgon North-Neighbourhood Activity Centre Development Plan to meet the local convenience needs of the local area.~~
- Support the development of land within the Traralgon Primary Activity Centre as identified within the TACP by:
 - Supporting the consolidation of lots to facilitate the creation of viable development sites.
 - Activating smaller streets and laneways to provide additional connections between streets in the town centre.
 - Supporting the development of the back of lots, through the increased activation of the existing laneway system.
 - Requiring new multi-level buildings to incorporate car parking within their form.
 - Requiring any redevelopment of strategic development sites as identified within the TACP to include integrated car parking.
 - Support the development and redevelopment of identified key sites.
 - Protect important views including:
 - Franklin Street towards the post office
 - West along Post Office Place to the post office and east towards Victory Park; and
 - In the direction of the church at the intersection of Church and Kay Streets.
 - Maintain building setbacks and street plantings to enhance and frame key view corridors.

Industrial

- Plan for the ongoing operation of the Sibelco Lime facility within the Janette Street Industrial Precinct (Traralgon Structure Plan area 8a) and support light industrial and other compatible uses within the precinct as a development buffer between the Sibelco plant and nearby residential and mixed uses.
- Protect industry in TTSP Area 20 from encroachment of sensitive uses, particularly with the development of residential uses to the north and east.

Rural

- Retain large farming lots to the east of the existing urban area of Traralgon until land is required for urban development.
- Investigate rezoning of existing farming zoned land currently used for rural living purposes to a rural living zone (TTSP Area 21).

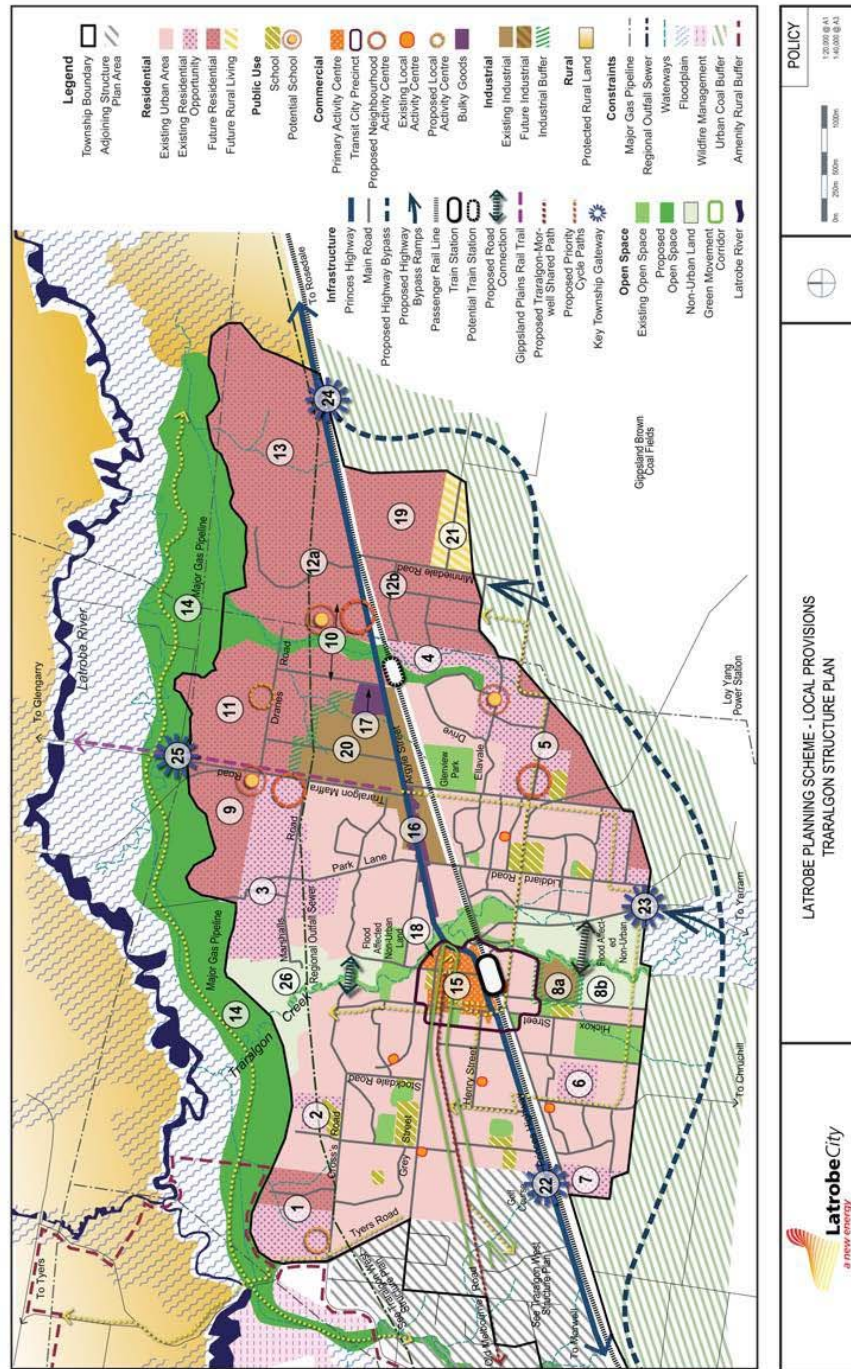
Infrastructure

- Connect Traralgon's network of on and off road cycling paths to provide for safe cycle links through the town centre and connecting the Morwell – Traralgon Shared pathway to Victory Park.
- Explore the feasibility of extending the east-west road links over Traralgon Creek north and south of Princes Highway.
- Ensure that future decisions regarding the Environmental Significance Overlay Schedule 1 and rezonings are informed by geotechnical monitoring data.
- Protect the designated alignment for the Traralgon Highway Bypass. Investigate route options for traffic, especially large vehicles, entering Traralgon from the southern route to the town centre and industrial precincts.
- Consider the impact of the proposed Highway Bypass and Bypass Ramps when planning for future development within TTSP Areas 12b, 19 and 21.
- Maintain and enhance the township gateway (TTSP Areas 22, 23, 24 and 25). In particular, the enhancement of Traralgon's southern entrance (TTSP Area 23) should be designed with consideration to the implications of the Traralgon Bypass Route.
- Support implementation of the recommendations of the Traralgon Train Station Master Plan, including Stage 1: Construction of a new bus interchange, plaza and station building; Stage 2: Works to Southside commuter car park, Southern Plaza and VRI Hall; and Stage 3: Development of residential and community facilities to the east and west of the Southside commuter carpark.
- Implement the *Car Parking Framework Review Traralgon & Morwell 2014*.
- Protect and acknowledge the important operation of the Gippsland Water Regional Outfall Sewer while allowing compatible use and development around the sewer easement.
- Acknowledge that Gippsland Water's emergency storage facilities may have potential interface amenity issues with sensitive uses while allowing compatible use and development around these facilities. Implement the recommendations of the TACP by:
 - Improving public realm infrastructure.
 - Encouraging activation of the creek corridor by upgrading facilities along the creek.
 - Upgrading Wright Street as a key pedestrian link between Traralgon Creek and from Post Office Place.
 - Providing improved pedestrian safety on streets that will accommodate higher levels of foot traffic.
 - Supporting multi-deck car parks in accordance with the TACP.
 - Providing additional, secure bicycle parking in the town centre.

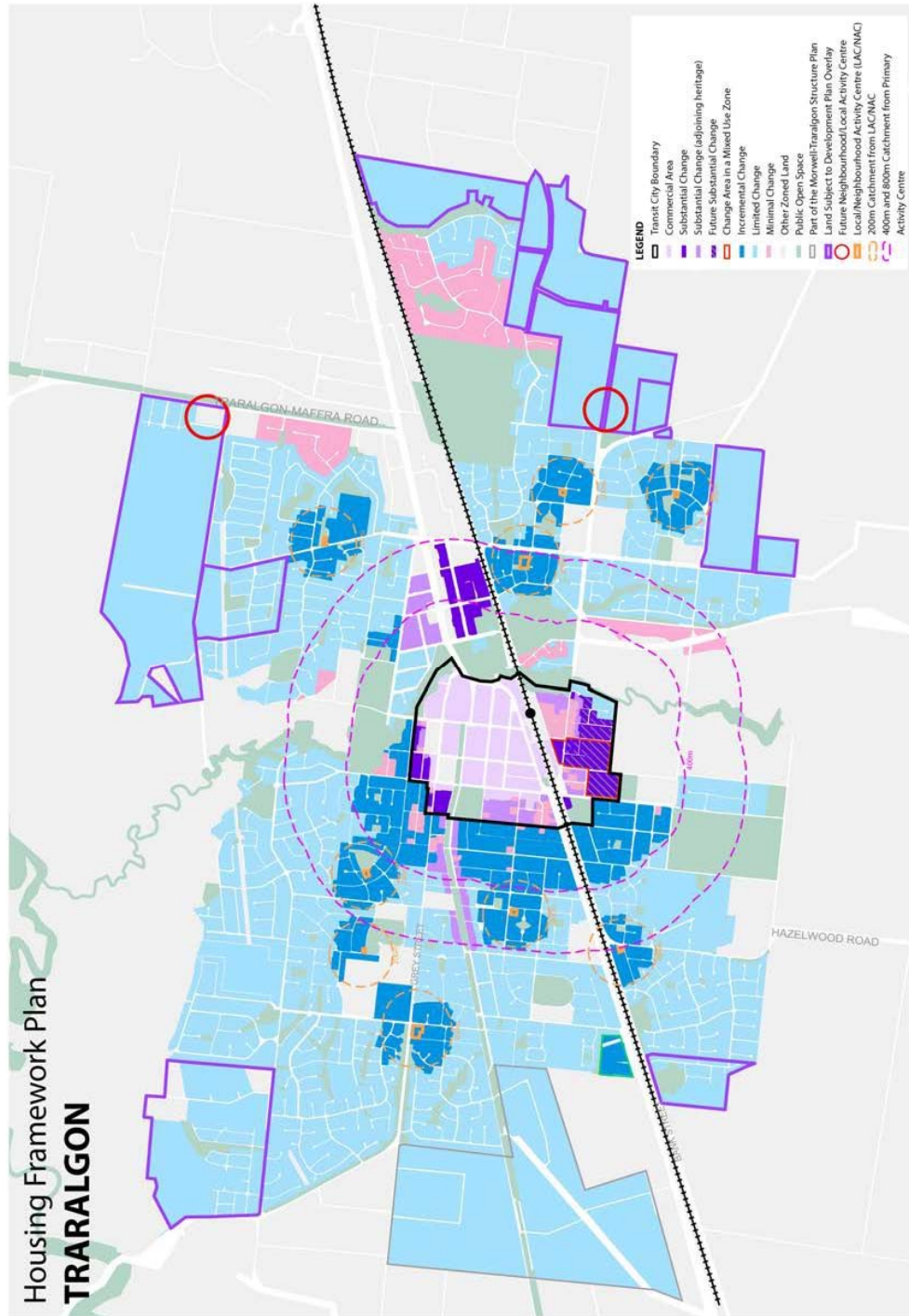
LATROBE PLANNING SCHEME

- Upgrading connections to shared paths along Kay Street.
 - Providing additional on-road cycle paths as shown on the Access and Movement Plan.
 - Improving pedestrian access between key public transport sites.
 - Creating a Princes Highway Boulevard as outlined within the TACP upon completion of the Princes Highway Bypass.
-
- ~~Protect important views including:~~
 - ~~—Franklin Street towards the post office~~
 - ~~—West along Post Office Place to the post office and east towards Victory Park; and~~
 - ~~—In the direction of the church at the intersection of Church and Kay Streets.~~
 - ~~Maintain building setbacks and street plantings to enhance and frame key view corridors.~~

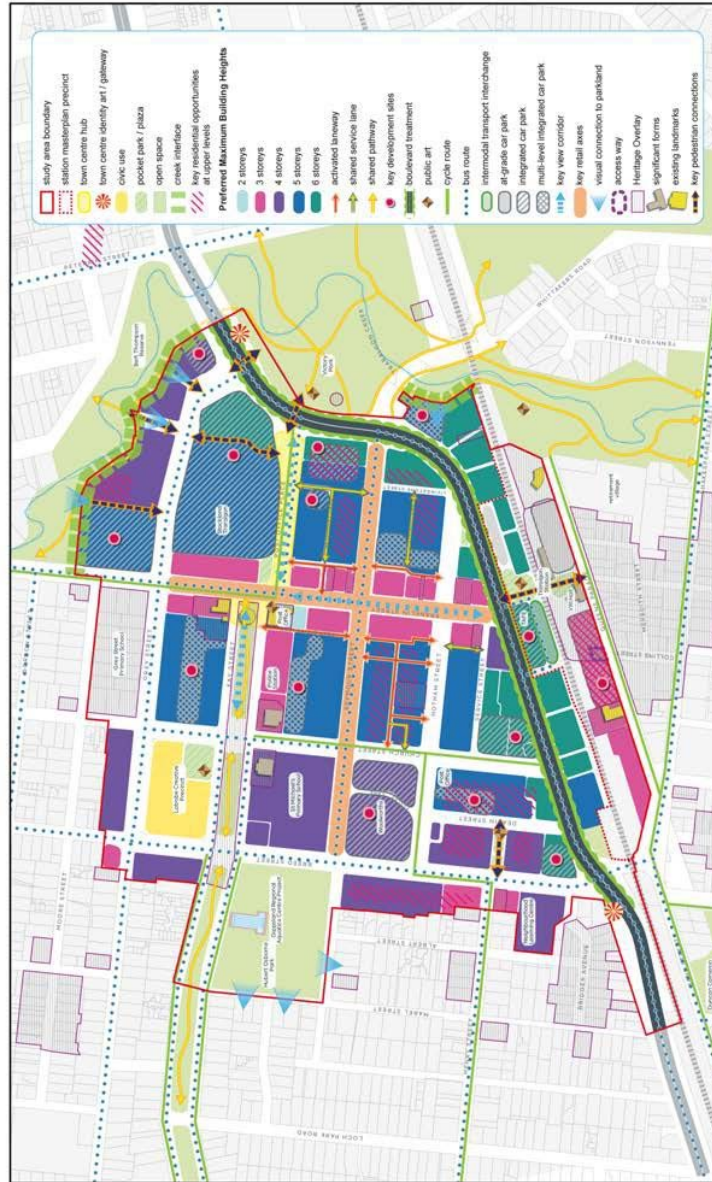
Traralgon Town Structure Plan



Traralgon Housing Framework Plan



Traralgon Activity Centre Plan



LatrobeCity
a new energy

LATROBE PLANNING SCHEME - LOCAL PROVISIONS
TRARALGON ACTIVITY CENTRE PLAN

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Specific Growth Corridor Strategies - Traralgon West

Transport corridors form one of the key elements of the networked city concept. The Moe-Morwell, Traralgon-Churchill, Morwell-Churchill, and Morwell-Traralgon transport corridors facilitate the movement of people and goods within as well as to and from the municipality. The proposed Traralgon Bypass will protect and enhance the Morwell-Traralgon transport corridor by removing regional traffic. The capacity of the Morwell-Traralgon and Moe-Morwell transport corridors is enhanced by the passenger railway line which runs between these three towns and connects the region to Melbourne.

Local Area Implementation

- Facilitate development in accordance with the Traralgon West Growth Corridor Structure Plan (TWGCSP).

Residential

- Encourage future rezoning of Farming zoned land in TWGCSP Area 1 for medium density residential purposes.
- Encourage the future relocation of the Traralgon Golf Course (TWGCSP Area 2) and orderly development of the site for residential purposes.
- Encourage orderly development of low density residential and rural living land in TWGCSP Area 3 for residential purposes.
- Encourage creation of an open space corridor through TWGCSP Areas 1, 3 and 7 along the waterway incorporating the existing water body in Area 1.
- In TWGCSP Area 3, support retirement village, aged care and higher density residential developments in proximity to the Latrobe Regional Hospital.
- Consider integrated residential development on unconstrained land in TWGCSP Area 4 where it will not compromise the future employment uses in the area, is ancillary to a health, aviation or other employment use and is subject to consideration of aircraft noise impacts as outlined in the *Latrobe Regional Airport Master Plan* (as amended).
- Discourage rezoning that would result in further subdivision of Farming Zone and Rural Living Zone land within the Amenity Rural Buffer and the Amenity Lifestyle Precinct, due to its close proximity to the Australian Paper Mill.

Commercial

- Encourage the development of a Neighbourhood Activity Centre close to the intersection of Princes Highway and Airfield Road that supports the Latrobe Regional Hospital, the future commercial land uses within the employment investigation area (TWGCSP Area 4) and future residents.
- The proposed Neighbourhood Activity Centre is encouraged to include an area of public open space in proximity to the Latrobe Regional Hospital to provide for the recreation needs of workers, residents and visitors in the area.
- Encourage the development of ~~a~~ Local Activity Centres near the intersection of Bradford Drive and Prices Highway in TWGCSP Area 1 and at the Traralgon Golf Course (TWGCSP Area 2).
- Encourage proposals for employment intensive businesses that are compatible with the nearby Latrobe Regional Hospital and Latrobe Regional Airport associated with health and aeronautics in TWGCSP Area 4 and ensure that these proposed businesses have an appropriate interface treatment with the Major Gas Pipeline in the area.

Industrial

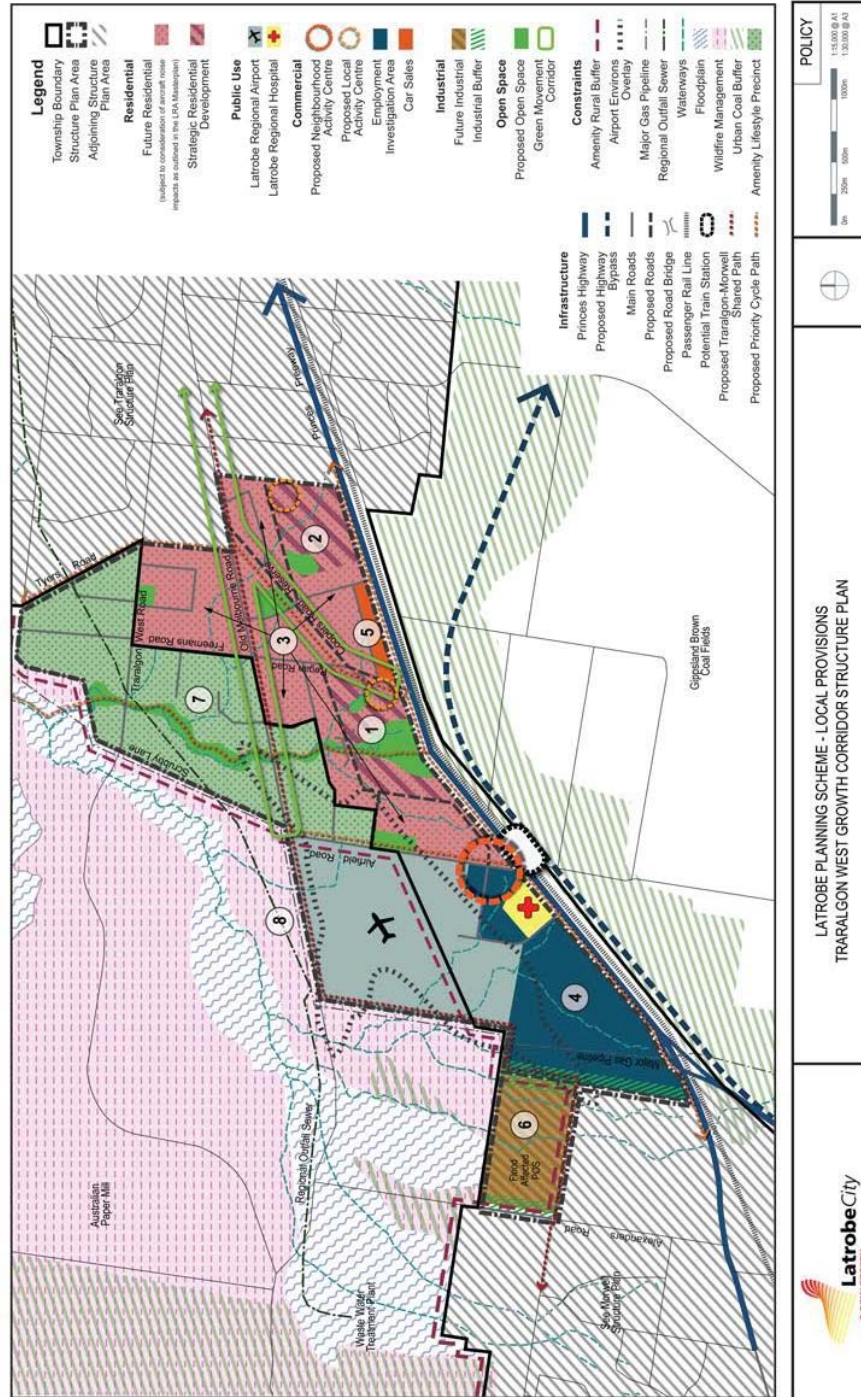
- Provide a landscaped buffer along the western and eastern edges of the industrial precinct in TWSP Area 6 and the adjoining industrial precinct within the Morwell Structure Plan (Area

6).

Infrastructure

- Protect Latrobe Regional Hospital and support the intensification of health related uses on the hospital site or expansion into TWGCSP Area 4.
- Support the development of a new train station near the Latrobe Regional Hospital to service the Hospital, Latrobe Regional Airport, and future commercial and residential uses in the area.
- Encourage Princes Highway to continue to develop as a key transport corridor with high frequency bus services and new on-road cycle lanes.
- Encourage development of a highly permeable road network within the Structure Plan that provides legible connections through the precinct to key locations such as schools, public open spaces and activity centres. This road network will be based around new connector roads outlined in the Structure Plan.
- Encourage development of a new bridge along the northern boundary of TWGCSP Area 1 across the main drain.
- Encourage development of a high amenity green movement corridor along Old Melbourne Road and the Coopers Road Reserve that incorporates pedestrian and cycle pathways, sections of the proposed Traralgon–Morwell shared path and important areas of native vegetation.
- Encourage development of a high amenity open space corridor through TWGCSP Areas 1, 3 and 7 along the main drain incorporating a shared path connecting to the broader proposed open space area to the north of Traralgon within the Latrobe River Floodplain.
- Acknowledge that Gippsland Water’s emergency storage facilities may have potential interface amenity issues with sensitive uses while allowing complementary use and development around these facilities.

Traralgon West Growth Corridor Structure Plan



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District and Small Towns

The role of the smaller settlements is to add to the diversity of housing choices in Latrobe City as well as functioning as service centres for local communities. Each settlement should have an attractive and distinctive town centre.

Glengarry, Tyers, Yallourn North and Yinnar are district towns which serve as key retail and service centres for a moderate population base and hinterland, providing important alternative lifestyle opportunities within commuting distance of the larger centres.

Boolarra, Toongabbie and Traralgon South are small towns providing a limited range of educational, retail and recreation services for residents and the community in the surrounding rural areas.

Rural living precincts including Flynn, Jeeralang, Hazelwood North, Hazelwood South, Callignee and Moe South comprise clusters of housing on small rural lots, with limited services. These areas support farming and rural living communities, providing an attractive lifestyle choice in a rural setting. Whilst a number of residents from these small towns and surrounding rural living areas work in the nearby main towns of Latrobe City, the residents often utilise the shops, schools and community facilities provided locally.

Small Town Structure Plans for Boolarra, Glengarry and Tyers have been prepared to guide future land use and development towards 2023. This includes medium density housing opportunities, commercial and community facilities and services. Structure Plans are to be prepared for Toongabbie, Traralgon South, Yallourn North and Yinnar, to guide future growth and development opportunities in response to community needs.

Urban infill and diversification of housing choice are also relevant for the small towns, to make efficient use of existing infrastructure (where present) and to enable residents to remain in their town whatever their housing need.

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Objective 1

To facilitate development in settlements in accordance with Structure Plans to preserve their unique attributes, valued by their communities.

Strategies

1. 1	Retain, promote and preserve the rural atmosphere and residential service centre role of District and Small Towns.
1. 2	Discourage , Promote and preserve the rural atmosphere and residential service centre role of District and Small Towns.
1. 3	Encourage urban infill and diversification of housing choice within 200 metres of established Local and Neighbourhood Activity Centres as outlined by the Housing Framework Plans.
1. 4	Encourage residential allotment sizes that respect the character of District and Small Towns.
1. 5	Provide a visually attractive urban environment and enhance town entrances.
1. 6	Support Encourage commercial development opportunities in and around town centres.
1. 7	Encourage well-designed development that responds to local site conditions with regard to character, environmental and heritage values and existing community infrastructure.

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Boolarra

Boolarra is a small town situated in the foothills of the Eastern Strzelecki Ranges approximately 40 kilometres south west of Traralgon and 160 kilometres east of Melbourne. The town has a population of 550 and is located at one end of the Grand Ridge Rail Trail, which extends through the Strzelecki Ranges from Mirboo North to Boolarra. The township has grown due to logging

and dairy industries, which are still important today. The Boolarra township comprises of a primary school, pre-school and childcare facilities, a cluster of local shops, a police station, a hotel and sporting and recreation facilities.

Vision

- Retain and promote Boolarra's rural atmosphere and residential service centre role.
- Provide a visually attractive urban environment and enhance town entrances.
- Provide a safe and effective road and path network that allows for convenient movement of vehicles, pedestrians and cyclists.

Local Area Implementation

- Facilitate development in accordance with the Boolarra Town Structure Plan (BTSP) and [the Boolarra Housing Framework Plan \(BHFP\)](#).

Residential

- Ensure new developments close to town entrances enhance the visual amenity, with particular emphasis on the eastern entrance from Monash Way.
- Promote opportunities for infill development within the township boundary and encourage increased diversity in residential allotment sizes (BTSP Areas 3, 4, 5, 6 & 7).
- Investigate the potential for BTSP Area 5 to yield higher density residential development.
- Protect the development potential of land to the east of the township (BTSP Area 10) for possible future long-term urban growth.
- Rezone the hotel site to reflect existing use and to facilitate future development opportunities (BTSP Area 11).
- Encourage residential development in accordance with locations identified in the BHFP.

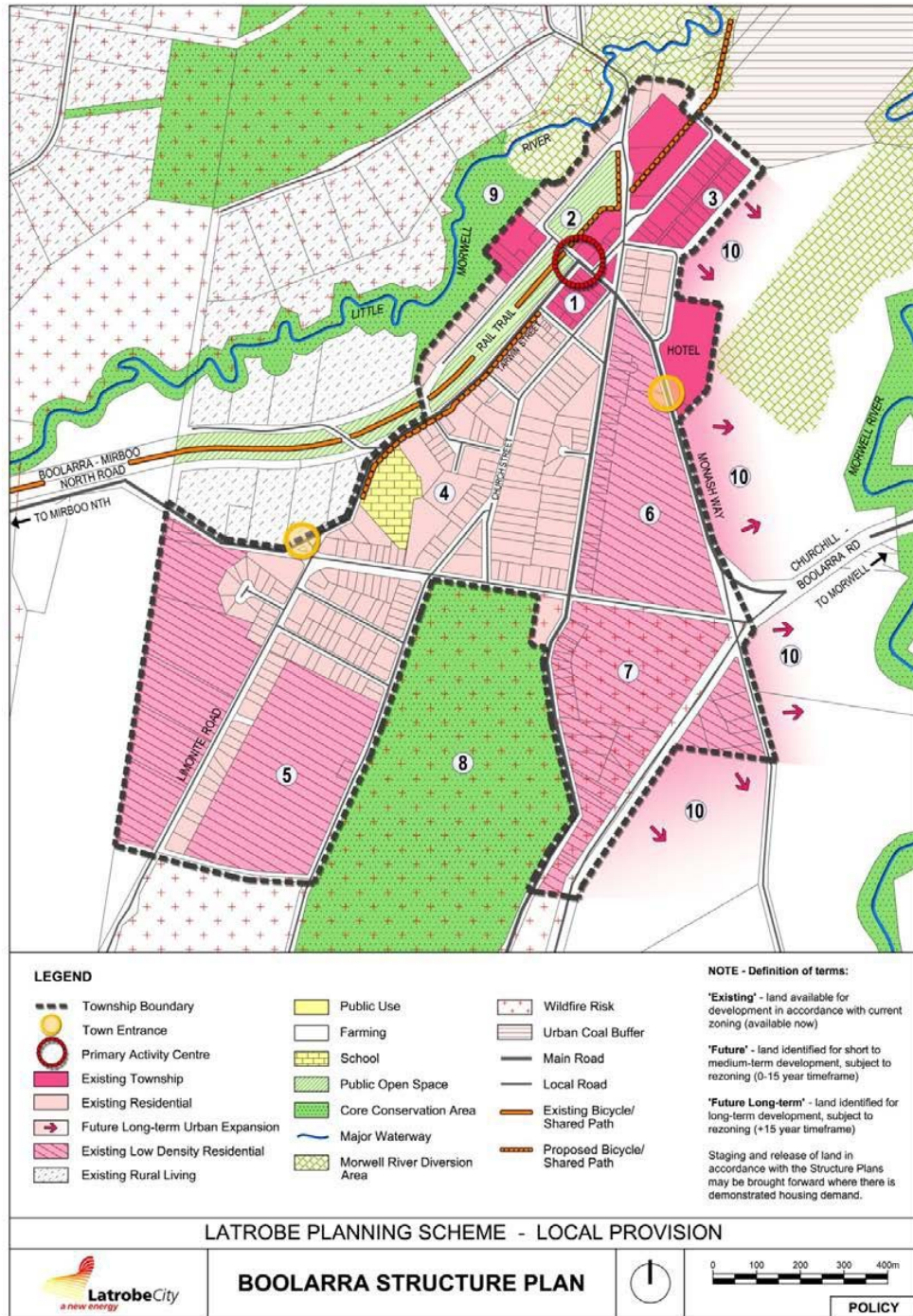
Commercial

- Promote commercial activity in and around the [Local primary Activity Centre](#) (BTSP Area 1) and surrounding Township Zone.

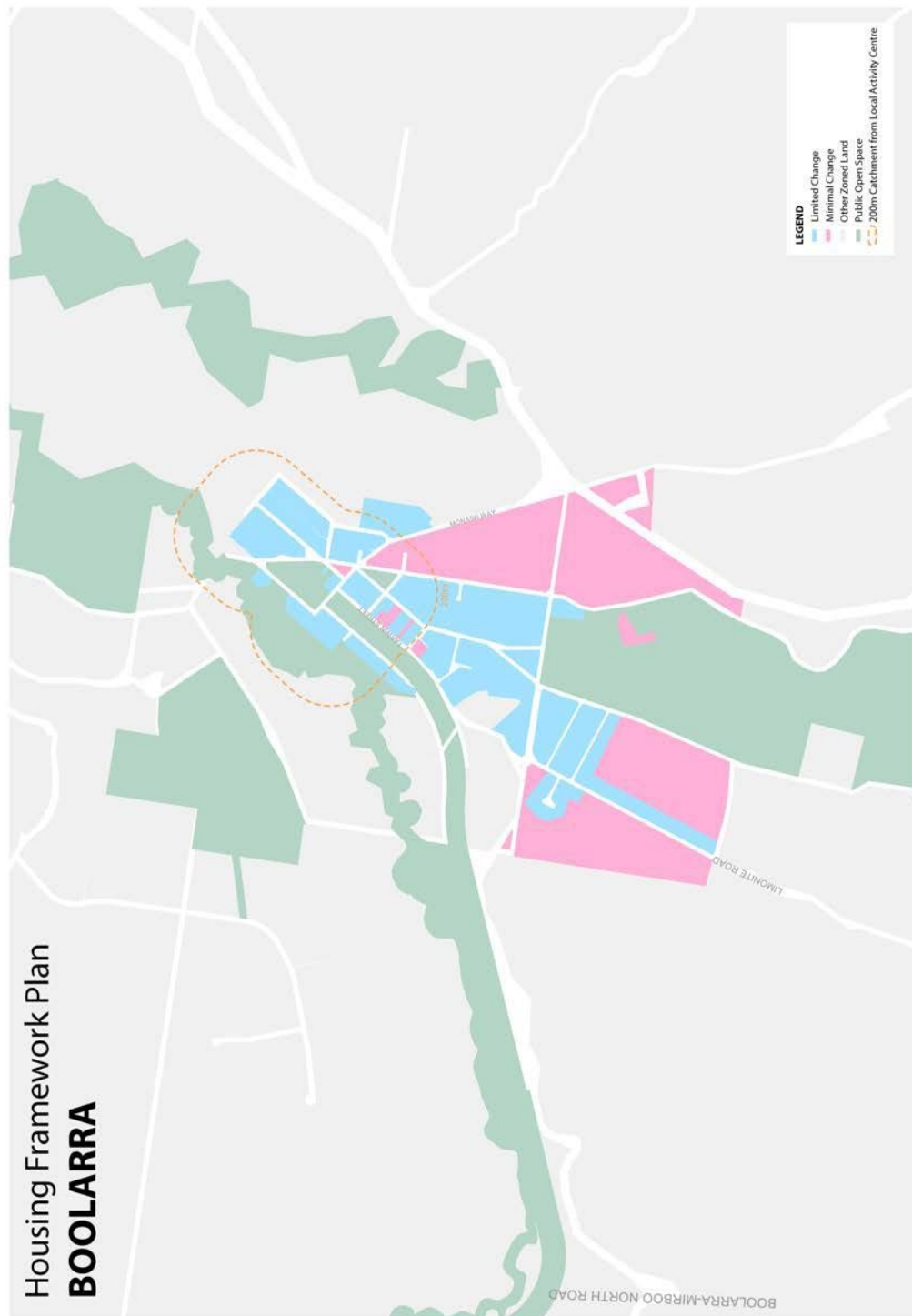
Infrastructure

- Maintain and enhance existing public open space reserves and protect the environmental features and habitat values of core conservation areas, including the Boolarra-Mirboo North Rail Trail (BTSP Areas 2, 8 & 9).
- Preserve and maintain waterway and wetland habitat values within the township (BTSP Area 6 & 9).
- Apply appropriate zones to public open space areas (BTSP Area 2).
- Ensure an appropriate buffer is provided between urban development and coal resource areas.

Boolarra Town Structure Plan



Boolarra Housing Framework Plan



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Glengarry

Glengarry is a small town situated approximately 11 kilometres north of Traralgon and 171 kilometres east of Melbourne. Glengarry has a population of 1,360 and was established after the railway arrived from Traralgon in 1883. Its town centre and adjacent recreation reserve is recognised as a heritage precinct. The Glengarry Township comprises one primary school, one pre-school, local shops and businesses, hotel and restaurant and sporting and recreation facilities.

Vision

- Retain and promote Glengarry's rural atmosphere and residential service centre role.
- ~~Support Glengarry's role as a dormitory suburb of Traralgon.~~
- Provide a visually attractive urban environment and enhance town entrances.
- Provide a safe and effective road and path network that allows for convenient movement of vehicles, pedestrians and cyclists.

Local Area Implementation

- Facilitate development in accordance with the Glengarry Town Structure Plan (GTSP) and [the](#) Glengarry Housing Framework Plan (GHFP).

Residential

- Ensure new developments enhance the visual amenity of town entrances, with particular emphasis on the southern entrance from Traralgon-Maffra Road (GTSP Areas 7 & 8).
- Encourage residential development to the east of the township which is to be sensitive to the Eaglehawk Creek environment and floodplains (GTSP Areas 5 & 6).
- Investigate and resolve the extent of the Eaglehawk Creek floodplain (GTSP Area 12).
- Encourage low density residential development in GTSP Area 7, subject to appropriate flood mitigation.
- Encourage subdivision and development of large vacant and developed allotments within existing residential areas GTSP Area 3.
- Protect development potential of agricultural land to the north, east and south of the township (GTSP Areas 9, 10, 13 and 14) for future long-term residential expansion. This residential development must be sensitive to the Eaglehawk Creek environment and floodplains.
- Resolve reticulated sewer and water serving issues affecting GTSP Areas 9, 10 and 13.
- Encourage residential development in accordance with locations identified in the GHFP.

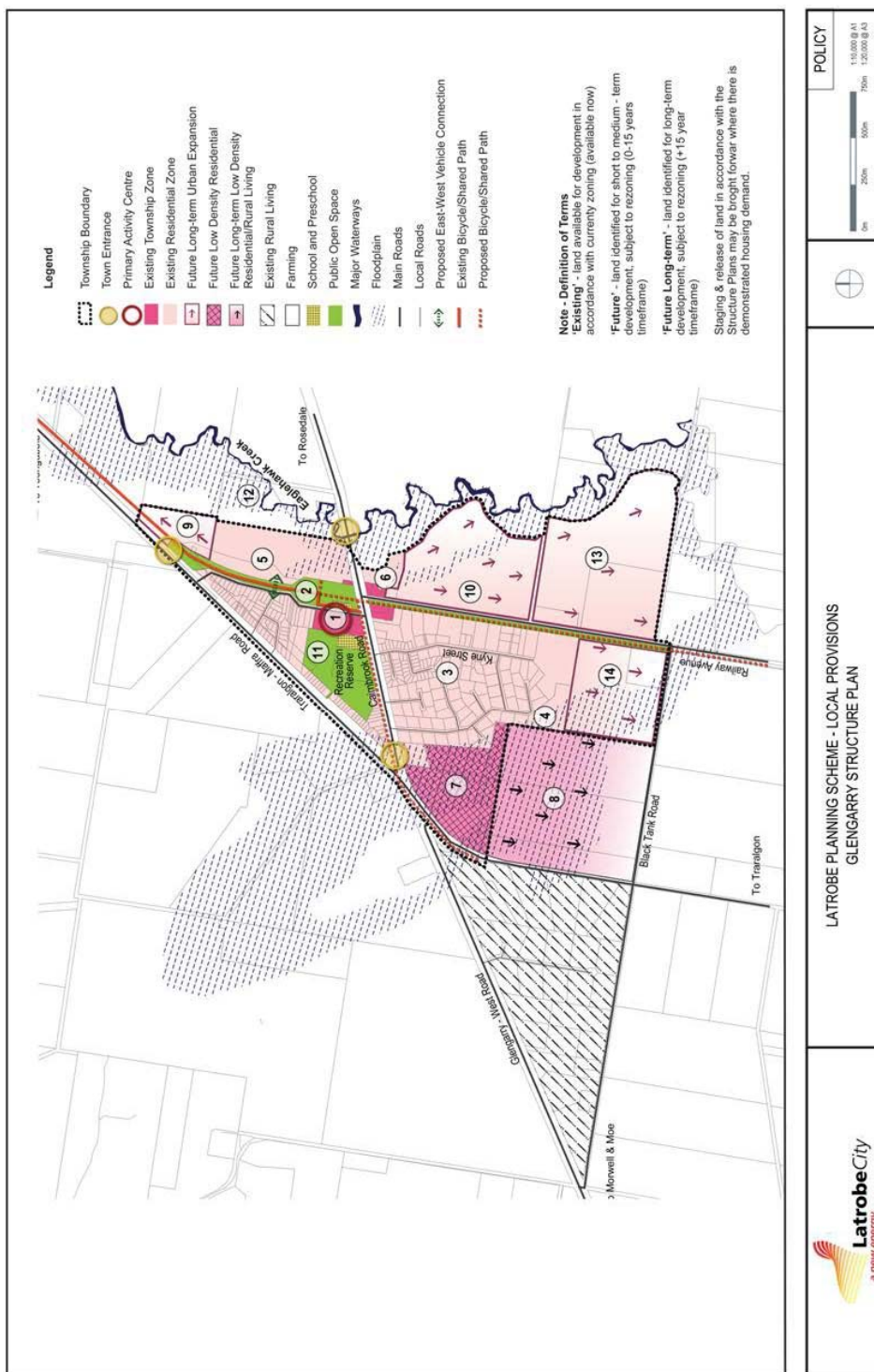
Commercial

- Encourage commercial use and development within the [Local primary a](#)Activity ~~e~~Centre (GTSP Area 1).
- Ensure new commercial development responds to the heritage features and significance of the heritage precinct.

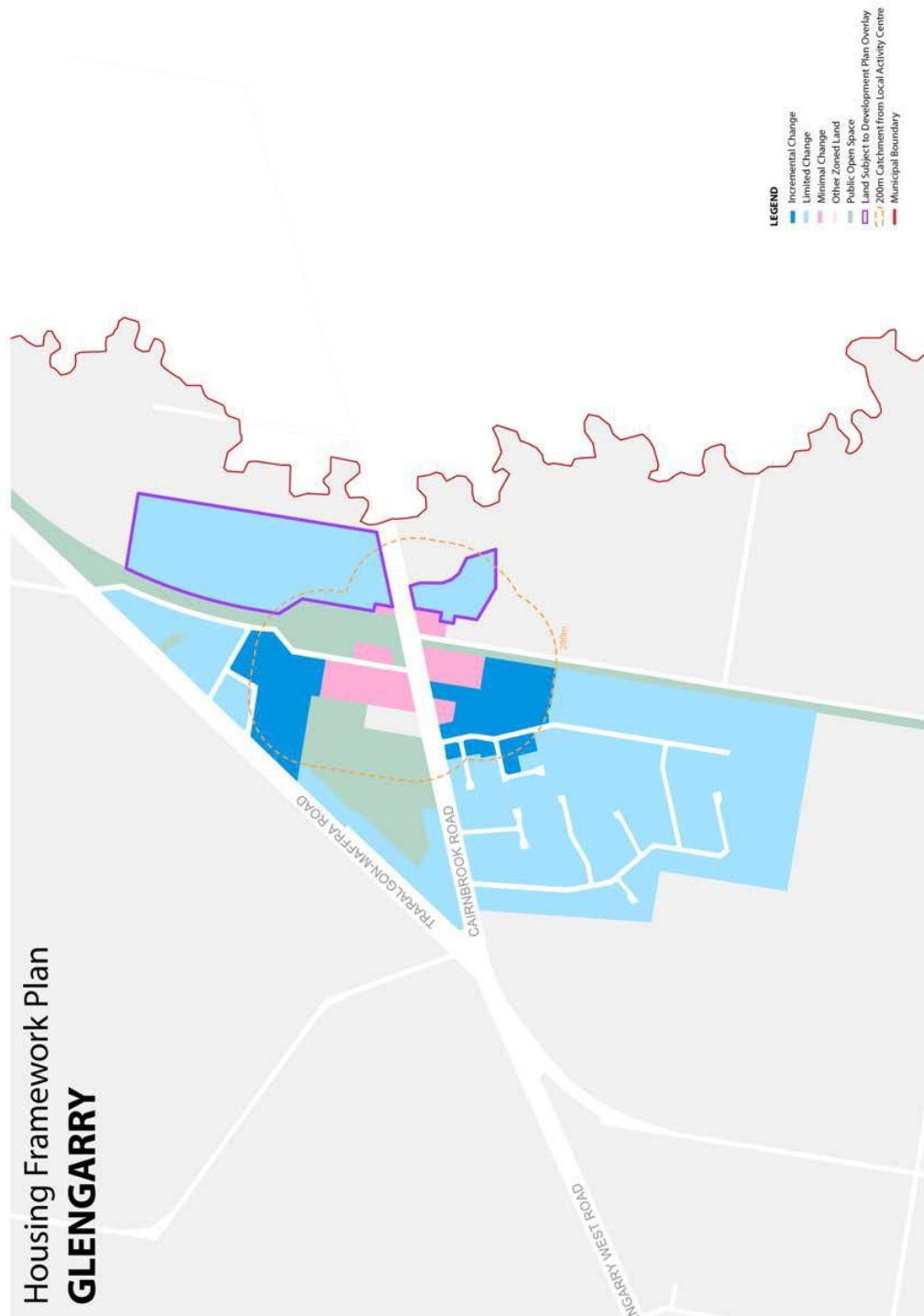
Infrastructure

- Maintain and protect public open space areas including the Gippsland Rail Trail, and implement the recommendations of the *Latrobe City Open Space Plan* (GTSP Areas 2 & 11).
- Encourage east-west shared path link and vehicular link between GTSP Areas 5 & 6 and the town centre. Links should be designed to ensure the safe passage of all pedestrians, bicycles and vehicles.
- Investigate opportunities for the future use and possible development of former drainage reserve (GTSP Area 4).
- In consultation with stakeholders, investigate and resolve appropriate vehicle access points to GTSP Area 5.
- In consultation with stakeholders, investigate opportunities for vehicle access from GTSP Area 3 to Railway Avenue.

Glengarry Town Structure Plan



Glengarry Housing Framework Plan



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Tyers

Tyers is a small settlement located approximately 10 kilometres north west of Traralgon and 158 kilometres east of Melbourne and has a population of 820. It was known as 'Boola Boola' until 1852 when it was named after the surveyor and explorer Charles Tyers. This small township has limited town centre services and facilities, including a pre-school, primary school, convenience store and service station, public hall and recreation reserves.

Vision

- Retain and promote Tyers' rural atmosphere and residential service centre role.
- Provide a visually attractive urban environment and enhance town entrances.
- Provide a safe and effective road and path network that allows for convenient movement of vehicles, pedestrians and cyclists.

Local Area Implementation

- Facilitate development in accordance with the Tyers Town Structure Plan (TYTSP) and [the](#) Tyers Housing Framework Plan (TYHFP).

Residential

- Encourage low density and rural living development to the north-east of the town, subject to the availability of sewerage infrastructure or the creation of lots capable of containing on-site domestic wastewater treatment systems (TYTSP Areas 3 and 9).
- Promote opportunities for infill development within the township boundary, such as TYTSP Area 7 and encourage increased diversity in residential allotment sizes, subject to availability of sewerage infrastructure.
- Ensure access from new development and individual allotments to the Main Road (Moe-Glengarry Road) and Tyers Walhalla Road is limited where possible.
- Investigate and review land affected by the Bushfire Management Overlay within the township boundary.
- Investigate 'rezoning' of TYTSP Areas 4 and 5 to appropriate zones.
- Investigate the development potential of land in the Amenity Lifestyle Investigation Precinct south of the township for future rural living purposes (CTSP Area 8), due to its close proximity to the Australian Paper Mill.
- Investigate and resolve the development potential of land identified within the Extractive Industry Interest Area to the north of the town.
- Encourage residential development in accordance with locations identified in the TYHFP.

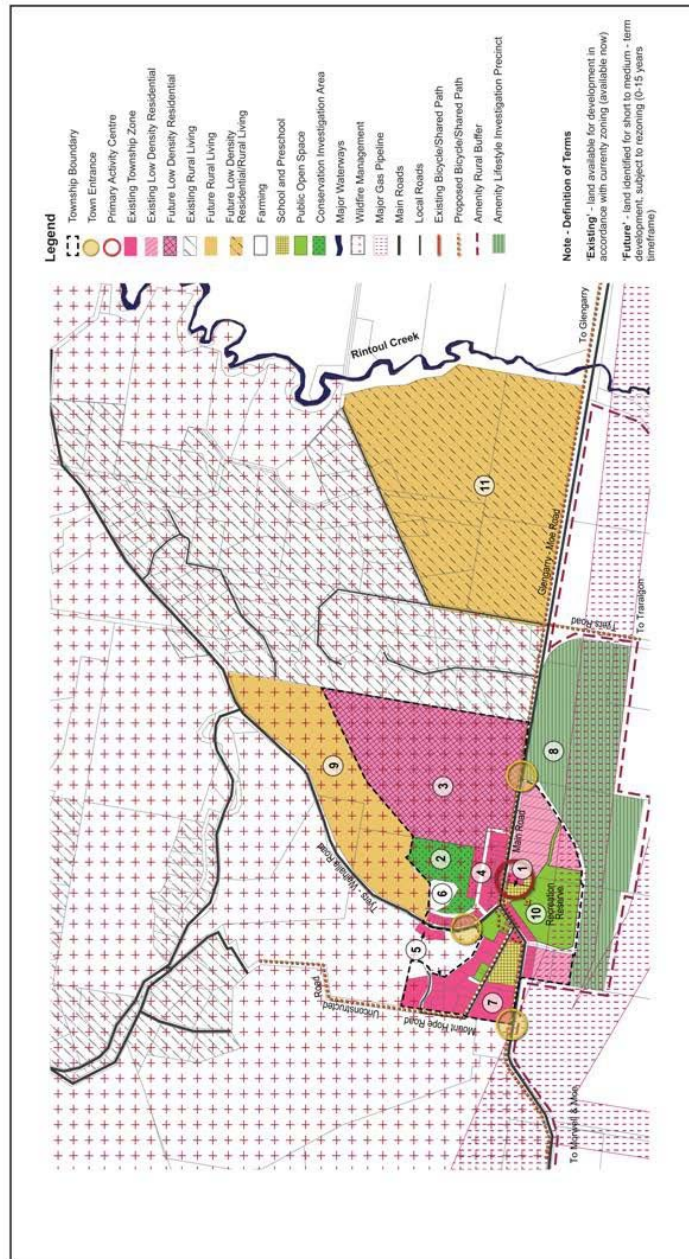
Commercial

- Encourage commercial developments within the [Localprimary A](#)activity [eC](#)entre (TYTSP Area 1).

Infrastructure

- Resolve domestic wastewater treatment issues in the township and identify improvements or additional infrastructure that may be required to accommodate future urban growth and development.
- Improve sewerage treatment on existing allotments and implement an integrated waste water management system for the township to the satisfaction of the responsible authority.
- Protect and enhance habitat values within the town and apply appropriate zone or overlays to core conservation TYTSP Areas 2, 4 & 6.
- Undertake detailed native vegetation assessment to clarify the subdivision and development potential on the periphery of TYTSP Areas 2 & 4 and apply appropriate zone or overlay.
- Encourage shared path link between future low density and rural living development (TYTSP Area 3 & 9) and the town centre (TYTSP Area 1).
- Protect road reserves, such as Hinde Road, to allow for future access to proposed development areas.
- Investigate innovative waste water disposal strategies in Tyers township.

Tyers Town Structure Plan





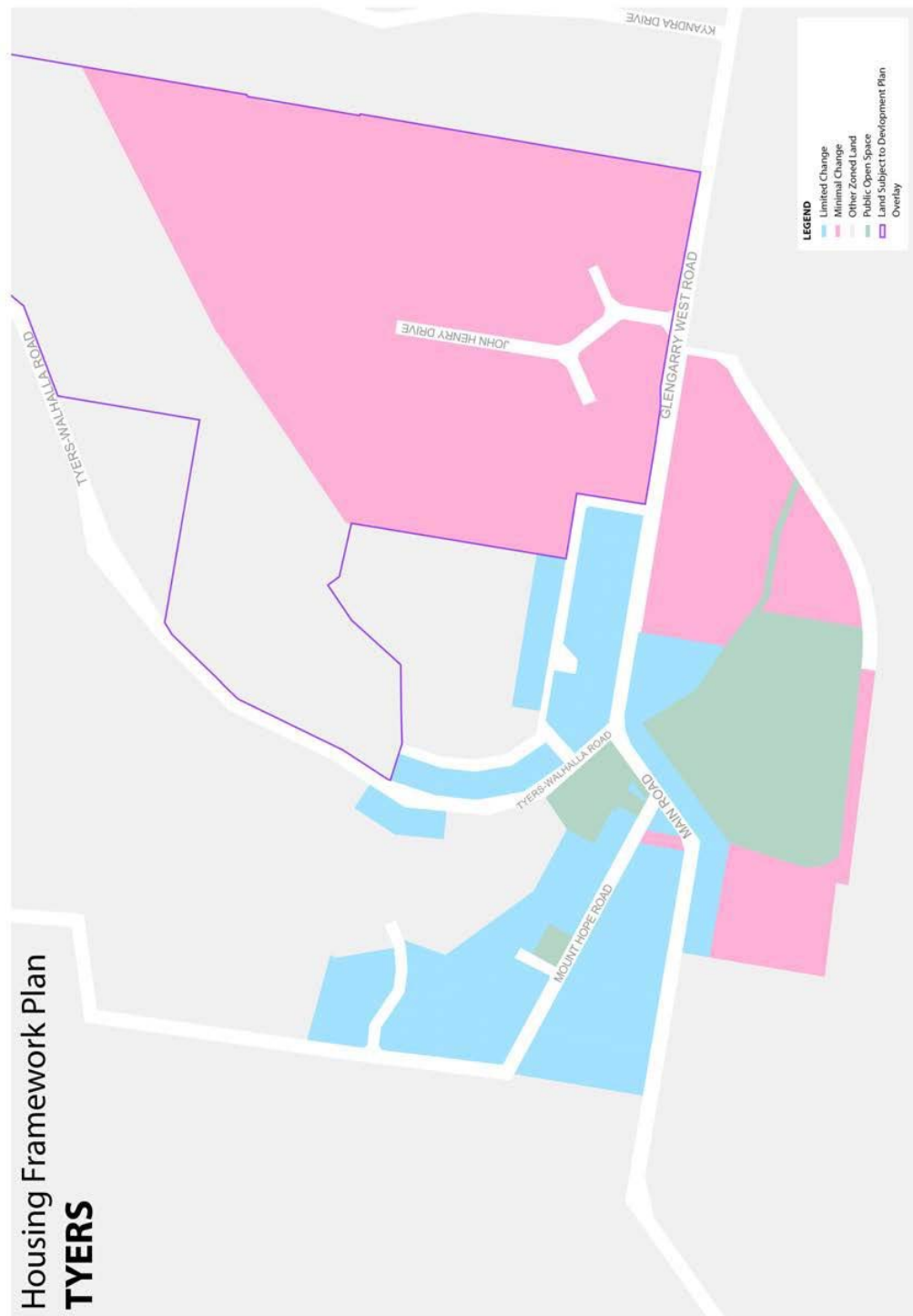
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LATROBE PLANNING SCHEME - LOCAL PROVISIONS
TYERS TOWN STRUCTURE PLAN

POLICY

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Tyers Housing Framework Plan



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Yallourn North

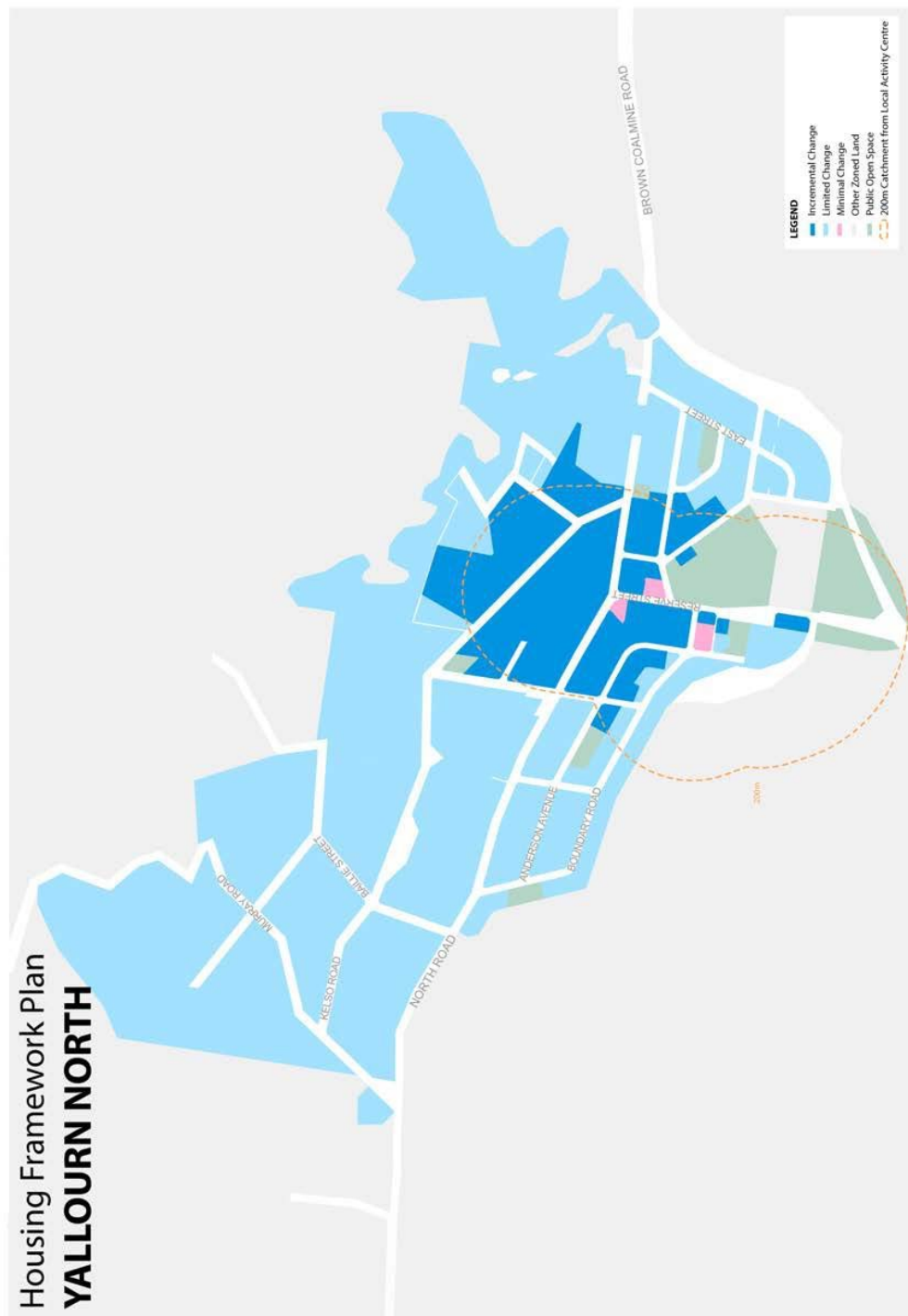
Yallourn North is located 8 kilometres north east of Moe and 146 kilometres south east of Melbourne. It has a population of approximately 1,500 people. Yallourn North was originally called Brown Coal Mine as workers at the Yallourn W station settled in the area. Yallourn North

township comprises one primary school, one pre-school, local shop and businesses, hotel and restaurant and sporting and recreation facilities. The town contains many churches, including the only Serbian Orthodox Church and mosque in the region.

Local Area Implementation

- Prepare and facilitate development in accordance with the Yallourn North Housing Framework Plan (YNHFP).

Yallourn North Housing Framework Plan



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Toongabbie

Toongabbie is a small, historic township approximately 177 kilometres east of Melbourne and 21 kilometres north of Traralgon. It is nestled in the foothills of the Great Dividing Ranges and crosses over two municipal boundaries – Latrobe City Council and Wellington Shire. Toongabbie has a total population of approximately 900. Toongabbie township comprises a general store, a primary school, a pre-school and sporting and recreation facilities.

Local Area Implementation

- Prepare and facilitate development in accordance with the Toongabbie Housing Framework Plan (TOHFP).
- Rezone land for Rural Living Purposes as outlined by the Rural Land Use Strategy.

Toongabbie Housing Framework Plan



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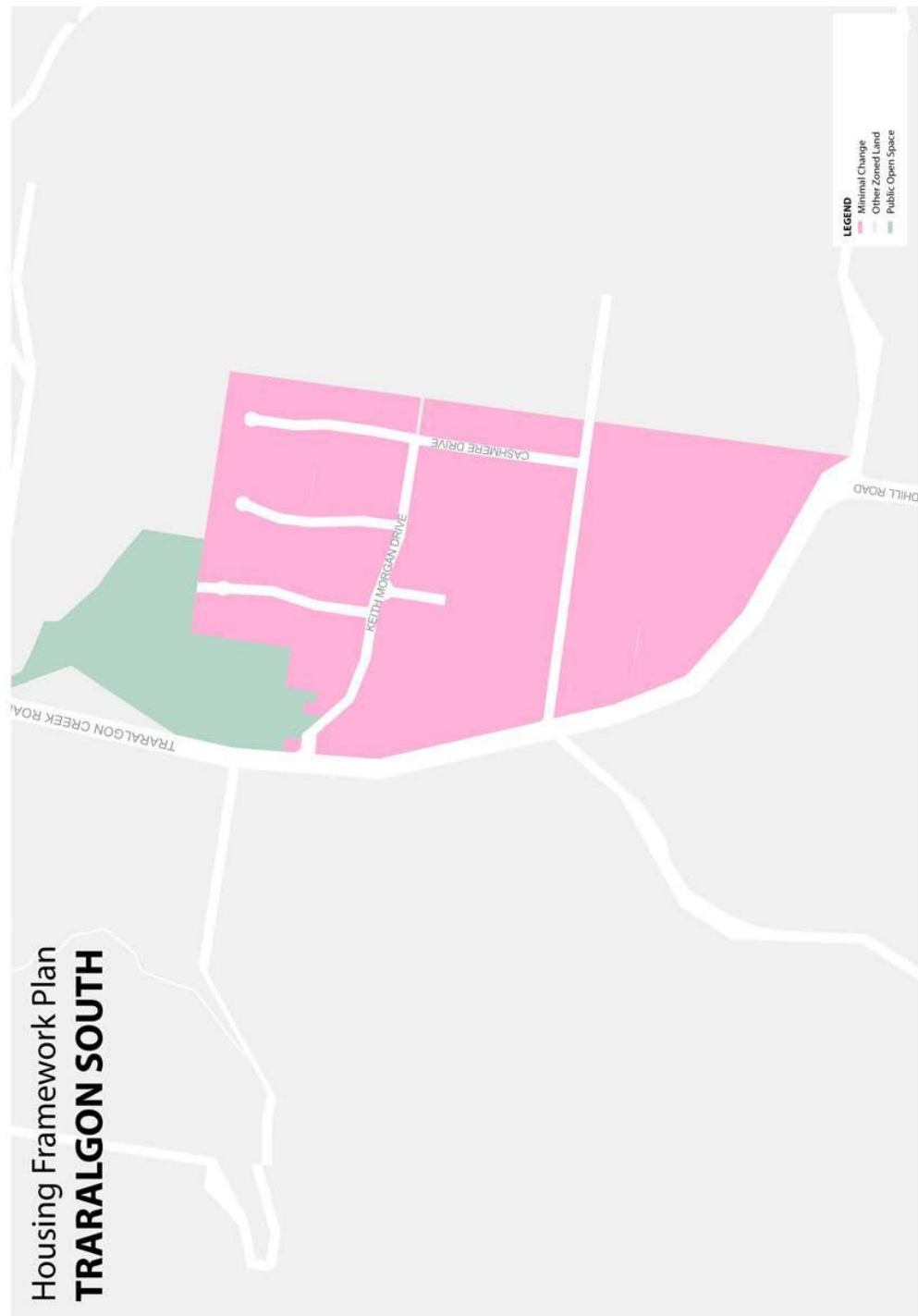
Traralgon South

Traralgon South is a rural township approximately 171 kilometres east of Melbourne and 13 kilometres south of Traralgon. The town has an approximate population of 470, however the residents of the surrounding rural living and farming communities utilise the facilities and services provided in Traralgon South. The township comprises a general store, a primary school, a pre-school and sporting and recreation facilities.

Local Area Implementation

- Prepare and facilitate development in accordance with the Traralgon South Housing Framework Plan (TSHFP).

Traralgon South Housing Framework Plan



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Yinnar

Yinnar is located in the Morwell River Valley, with views of the Strzelecki Ranges to the west and the Jeeralang Hills to the east. Yinnar is situated 160 kilometres east of Melbourne and 22 kilometres south of Morwell. The township provides urban lifestyle opportunities in a village setting for those employed in Latrobe City and has an approximate population of 600. Yinnar township comprises a range of shops and services, a pre-school and sporting and recreation facilities.

Local Area Implementation

- Prepare and facilitate development in accordance with the Yinnar Housing Framework Plan (YHFP).

Yinnar Housing Framework Plan

