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Proposed C155latr

SCHEDULE 3 TO CLAUSE 37.08 ACTIVITY CENTRE ZONE

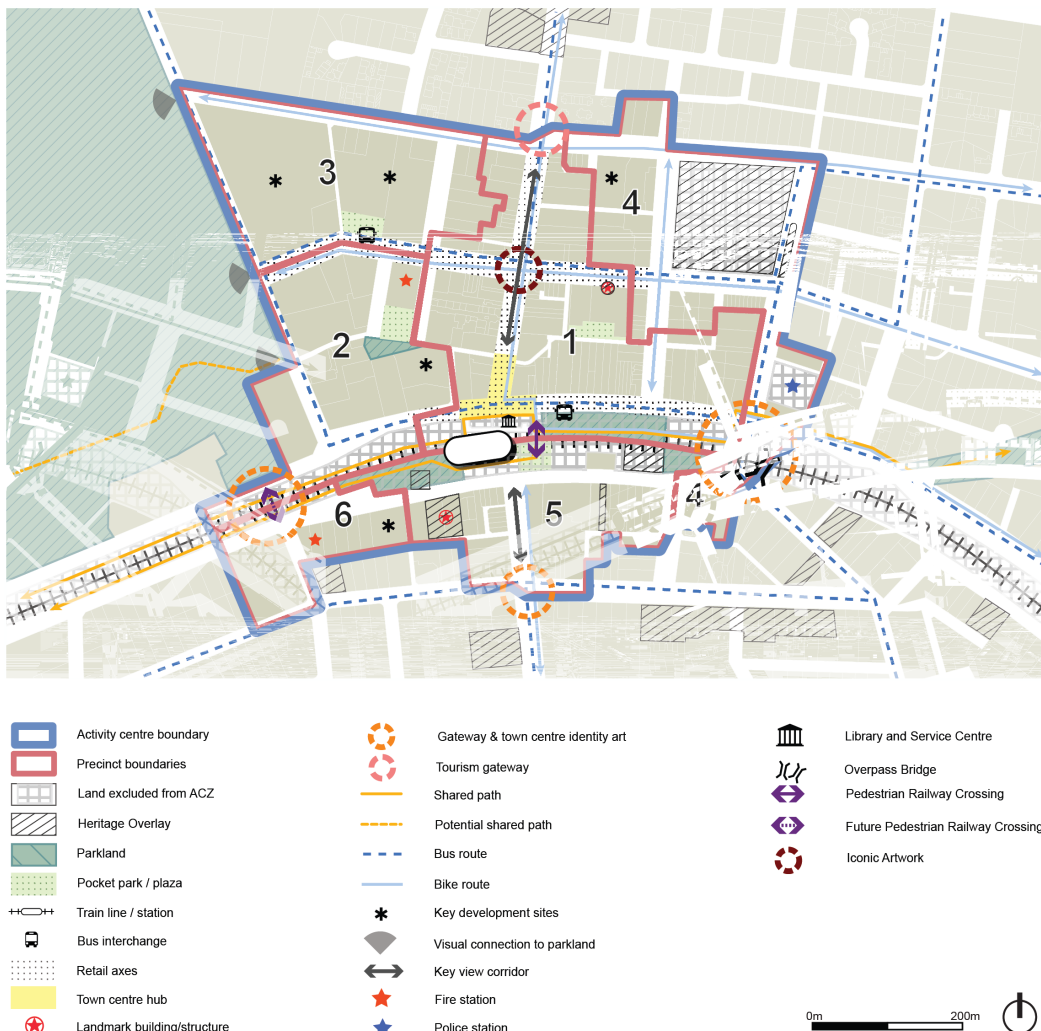
Shown on the planning scheme map as **ACZ3**.

MOE ACTIVITY CENTRE

1.0

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Moe Activity Centre Plan



2.0

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Land use and development objectives to be achieved

Land Use

To reinforce the local identity through art and placemaking promoting Moe's emerging role as an art hub/hotspot.

To provide avenues for reuse of vacant spaces for creative purposes.

To support vertical mixed-use opportunities within the Activity Centre core including residential uses at upper levels.

To emphasise the key retail axis of Moore Street and Albert Street and the secondary retail streets of George Street and Fowler Street in a way that strengthens activity along the key retail axis, around the railway station and enhance a sense of place across the Moe Activity Centre.

To define precincts and streets with distinct functions, character and uses in the Moe Activity Centre.

To encourage activation of pedestrian priority laneways.

Access and Movement

To provide a connected network of safe, comfortable and legible cycling and micromobility routes throughout the Moe Activity Centre.

To manage car parking to meet the needs of the community within the Moe CBD.

To support streetscape design that contributes to a walkable environment, enhances on-street activity and a sense of place across the Moe Activity Centre.

To support and enhance active transport modes (walking and cycling), and access to public transport into and within the activity centre.

Public Realm

To promote local art at key entrances for wayfinding purposes in Moe Activity Centre.

To increase urban greening and canopy cover along open spaces, activity hubs and key destination routes.

To create a network of high quality, inclusive and functional public spaces that contributes to a cohesive, legible public realm across the Moe Activity Centre.

To establish a 'shared space' in the form of a town square at the intersection of George Street and Moore Street.

To integrate cultural, historical, and environmental narratives into the landscape.

Built Form

To encourage a mid-rise scale of development in the Moe Activity Centre, which retains the 'village character' feel while reinforcing its role as a sub-regional retail centre within Latrobe.

To enhance the visual quality of the built environment that responds to the public realm, respects the fine grain character of the key retail spine and responds to the Moe Activity Centre's character.

To consolidate the town centre by infilling blocks and creating a consistent street wall.

To respect and integrate development with the surrounding context and neighbourhood character.

To celebrate heritage buildings and landmarks across the Moe Activity Centre.

3.0

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Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Community care accommodation, Corrective institution, Camping and caravan park, Host farm, Residential village, Retirement village, Rooming House and Small Second Dwelling.)	Any frontage at ground floor level must not exceed 2 metres. Must meet the application requirements for potential offsite amenity impacts in section 6.0 of this schedule if in Precinct 2 and 3.
Amusement parlour	
Art and craft centre	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.

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Use	Condition
Bank	
Bus terminal	
Child care centre	Any frontage at ground floor level must not exceed 2 metres and access must not be shared with a dwelling (other than a caretaker's house).
Cinema	
Cinema based entertainment facility	
Community care accommodation	Any frontage at ground floor level must not exceed 2 metres Must meet requirements of Clause 52.22-2.
Education centre	
Exhibition centre	
Home based business	Must meet the requirements of Clause 52.11.
Informal outdoor recreation	
Medical centre	Must be located in Sub-precinct 1C, Precinct 3, 4, 5 or 6
Office (other than Bank, Medical centre, Real estate agency and Travel agency)	Any frontage at ground floor level must not exceed 2 metres unless in Precinct 4.
Outdoor recreation facility	Must be in sub-Precinct 2B.
Place of Worship	The gross floor area of all buildings must not exceed 250 square metres. Any frontage at ground floor level must not exceed 2 metres except in Precinct 4B.
Railway station	
Real estate agency	
Retail premises (other than Landscape gardening supplies, Manufacturing sales, Motor vehicle, boat or caravan sales, Primary produce sales, Restricted retail, and Shop)	
Restricted retail	Must be located in Precinct 2 or 6.
Shop (other than Adult sex product shop and Sex services premises)	
Travel agency	
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Adult sex product shop	Must be at least 200m (measured by the shortest route reasonably accessible on foot) from a residential zone, or land used for a hospital, primary school, secondary school or childcare, or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Car wash	Must be located in Precinct 6.
Container deposit scheme centre	
Leisure and recreation (other than Informal outdoor recreation, Major sports and recreation facility, Motor racing track, Outdoor recreation facility and Outdoor sports ground)	
Place of Assembly (other than Carnival, Cinema, Cinema based entertainment facility, Circus, Exhibition centre, and Place of worship)	
Motor Repairs	Must meet the requirements of 53.10.
Residential village	Any frontage at ground floor level must not exceed 2 metres. Must meet the application requirements for potential offsite amenity impacts in section 6.0 of this schedule if in Precinct 2 and 3.
Retirement village	Any frontage at ground floor level must not exceed 2 metres. Must meet the application requirements for potential offsite amenity impacts in section 6.0 of this schedule if in Precinct 2 and 3.
Rooming house	Must not be located in Precinct 1, 2 or 3. Any frontage at ground floor level must not exceed 2 metres. Must meet the requirements of Clause 52.23-2.
Service station	Must be located in Precinct 6.
Sex services premises	Must be at least 200m (measured by the shortest route reasonably accessible on foot) from land used for a hospital, primary school, secondary school or childcare, or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school. Any frontage at ground floor level must not exceed 2 metres.
Utility installation (other than Minor utility Installation and Telecommunications facility)	Must not be a purpose listed in the table to Clause 53.10.
Any other use not in Section 1 or 3	

Section 3 - Prohibited**Use**

Agriculture
 Camping and caravan park
 Cemetery
 Corrective institution
 Crematorium
 Display home centre
 Earth and energy resources industry
 Funeral parlour
 Hospital
 Host Farm
 Industry (other than Car wash and Motor repairs)
 Landscape gardening supplies
 Major sports and recreation facility
 Manufacturing sales
 Motor racing track
 Motor vehicle, boat or caravan sales
 Open sports ground
 Primary produce sales
 Recreational boat facility
 Saleyards
 Small second dwelling
 Tramway
 Transfer station
 Transport terminal (other than Railway station and Bus terminal)
 Warehouse
 Winery

4.0

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Centre-wide provisions**4.1**

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Use of land

A permit is not required to use land for the purpose of Local Government provided the use is carried out by, or on behalf of, the public land manager.

4.2

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Subdivision

Subdivision of existing sites that are not associated with a development proposal that supports the objectives of this schedule are discouraged.

Subdivision should create road networks and lots that promote walkability and where appropriate provide mid-block access through lanes, pedestrian-only streets and other open spaces.

4.3

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Buildings and works

No permit is required to construct a building or construct or carry out works for the following:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
 - The alteration does not include the installation of an external roller shutter.

- At least 80 per cent of the building façade at ground floor level is maintained as an entry or windows with clear glazing.
- An awning that projects into a road reserve if it is authorised by the relevant public land manager.

4.4

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Design and development

The following design and development requirements apply to an application to construct a building or construct or carry out works:

General

- Development at key development sites and entries into the Activity Centre should be of high quality, use contemporary materials and emphasise their important strategic positions as local landmarks.
- Avoid overshadowing of footpaths within the Activity Centre between 10am and 3pm at the Spring Equinox (22 September) to retain the sense of openness.
- Avoid overshadowing to a minimum 50 per cent of key open spaces areas between 10am and 3pm at the Winter Solstice (22 June) to retain the sense of openness.
- Ensure future development contribute to passive surveillance of the public realm, publicly accessible car park and pedestrian priority laneways.
- Development should be constructed to the preferred maximum building height.
- Development must respond sensitively to heritage interfaces where they affect or abut a heritage site, including views to heritage features and roof lines.
- Development of sites with wide frontages should be arranged as a 'suite of forms', rather than a single development envelope - reflecting the fine grain character of the precinct.
- Development with commercial and retail uses should avoid ground level setbacks to streets and present active and engaging public interfaces.
- Support street-oriented development that is built to the street frontage and contributing to the activation of the street frontages.
- Discourage large blank facades, including blank walls of big box stores, and other non-visually permeable obstructions.
- Protect view corridors to Mount Baw Baw along Moore Street and views to the Strzelecki Ranges.

Building Heights and Setbacks

- Building heights and setbacks should meet the precinct requirements specified at Clause 5 of this schedule.
- Provide 4 metres in height per storey.
- Provide a consistent street wall of 2 storeys, except where specified.
- Upper levels beyond 2 storeys should be visually recessive, stepping back by a minimum of 4 metres to maintain the prominence of the continuous street wall.
- The street edge wall height (where a building is on sloping land) is the height of the wall at the mid-point on the front title boundary where there is no front setback.
- Where a retail premises is adjacent to residential streets, the building height and form should transition in scale to the surrounding streets and residential areas. In such cases, the retail premises building must include a ground-level setback of a minimum 2 metres on the residential-facing side to allow for landscaping and screening.

Streetscapes and Facades

- Design upper-level setbacks as occupiable terraces with direct access from adjoining internal spaces, ensuring setbacks contribute to building amenity, activation, and façade articulation.
- Where this is not possible, all upper levels must have operable windows with clear glazing that encourage passive surveillance.
- All projections into street reserves must be a minimum of 5 metres above ground level to ensure pedestrian safety.
- Upper-level elements like Juliette balconies, adjustable screens, or architectural features may project beyond the setback line up to 500 millimetres to create visual interest and positive connection to street users.
- Upper-level projections should not span more than 75 per cent of the building width, ensuring visual breaks.
- Projections should use transparent or partially see-through materials to reduce visual bulk.
- Security grills and window bars or other like security elements should be transparent and mounted internally to maintain visibility into tenancies.
- Entrances to buildings should be clearly discernible and be at natural ground level.
- Buildings on sloping sites should be articulated to reduce visual bulk and improve the appearance of new development. The ground floor of new buildings should be at the same level as the existing footpath, where possible.
- Development should respond to the sloping topography to minimise the need for cut and fill.
- Provide a continuous awning treatment or other shade/weather protection devices along the 'key retail spine'.
- Shopfronts should employ depth, thickness, and articulation, avoiding uninterrupted floor-to-ceiling glass expanses to contribute to Moe's unique streetscape character.
- Developments should ensure direct, at-grade connections to activated ground-level tenancies.
- Locate main entrances to buildings on the primary street address and make clearly visible from public footpaths in the street
- Integrate universal access as part of the design of the primary building entrance/s.
- Ensure new development avoids the presentation of overly stepped, or 'wedding-cake' profile.
- Avoid the use of platform lifts external to buildings.
- Buildings designed for corner sites should:
 - Appropriately interface and interact with each street and the street corner;
 - Allow for design innovation appropriate to the prominence of the site;
 - Incorporate an street front where the building's exterior walls meet at a 45 degree-angle rather than a sharp corner (except for corner sites on laneways).

Active Frontages

- Require an active frontage where specified. This includes:
 - Active ground floor uses;
 - Use of clear glazing;
 - Higher quality design detailing to provide visual interest; and
 - Fine grain or strong vertical articulation at ground level.

- Ground-level interfaces should feature a mix of pedestrian entries and transparent windows, avoiding long stretches of blank walls.
- At least 80% of the combined length of ground-level interfaces should consist of transparent windows or building entries, unblocked by posters, paints, signs or frosted glass.
- Avoid opaque, tinted, or highly reflective glass that disrupts views between the public realm and building interiors.
- Ground-level active uses should encourage footpath spill-out spaces.

Access and Movement

- Retain and enhance existing public and semi-public links.
- Provide a minimum through-block width of 3 metres for activated, pedestrian links.
- Provide a minimum width of 5 metres for through-block links required to accommodate vehicle access.
- Pedestrian priority zones should be maintained where vehicle access is required (e.g. for rear parking access, for service or emergency vehicles).
- Articulate the form of through block links to provide additional tenancy frontages and/or to incorporate more flexible and higher amenity public/ common areas.
- Support the incorporation of 'pedestrian streets' (which may also form part of identified through-block links) through larger building structures/complexes, and as a means of linking surrounding public streets and spaces.
- Avoid new private vehicle access points, via crossovers of main pedestrian thoroughfares, to on-site parking or for loading/servicing to minimise conflict with pedestrians and other vehicles.
- Use side streets and internal laneways, both existing and proposed, to provide more efficient, consolidated access to adjoining development sites.
- Locate and design driveways and crossovers to prevent loss of, or impacts on, the health of trees within the public domain.
- Design crossover widths to be a maximum of 6 metres.
- Minimise the frequency of crossovers.
- Car parking structures located above ground should be visually recessive within the building facade.
- Provide access for service and emergency vehicles via public streets and laneways.

Loading Bays and Storage Areas

- Locate loading areas within the title boundary of the site to minimise impacts on public streets and spaces.
- Conceal waste storage areas within the title boundary of the site.
- Provide amenities to support walking, cycling and public transport journeys in safe, accessible and undercover locations at street-level.
- Ensure building servicing attributes such as bin storage areas are located to the side or rear of commercial buildings and are screened from view within the public realm.

Car Parking

- Car parking entrances at ground level should:
 - Be located discretely within the facade (e.g at or near the edge of the building);
 - Be a maximum of 6 metres in width;

- Be integrated with the design and materials of the public domain; and
- Be avoided on small sites to prevent a disproportionate impact on the street address and public domain
- Design car parking structures to enable future re-purposing.
- On-site surface parking requirements should be provided at the rear of a site and not within front or side setbacks, where possible.
- Where on-site car parking cannot be provided at the rear of the site, it should be provided on the side and screened from view.
- Minimise the visual impact of car parks, loading bays and service accesses from the public realm.

Signage

- Signage should complement the existing character of Moe through the use of elements such as colour and typography, reflecting local heritage and recognised community identity. This should include specific consideration of the differing roles and character of the retail precinct compared to other areas within the CBD.
- Use durable, locally appropriate materials that withstand weather conditions.
- Signage must be appropriately scaled to the building and streetscape, avoiding visual clutter and overpowering of the environment.
- Ensure signage is easily readable without excessive brightness or glare, at standing or wheelchair heights.
- Locate signage to avoid obstructing sight lines, pedestrian pathways, and providing distractions to vehicles.
- Ensure all signage is accessible and easily interpreted.
- Wayfinding and directional signage should be simple, legible, and strategically placed close to areas of high pedestrian activity to enhance pedestrian and vehicular navigation while avoiding overcrowding of footpaths.
- Discourage signs that restrict visibility through building windows.
- Avoid signage that impacts on walls with street art murals.

Public Realm and Landscaping

- Provide seating facilities that integrate with the façade of the building where possible to encourage street-level engagement.
- Landscape treatments should be used to reduce the visual impact of blank walls and large areas of car parking.
- Development should avoid overshadowing of key pedestrian routes and public open spaces.
- Incorporate canopy trees and other soft landscaping within setback areas where possible.
- Require a minimum 30 per cent tree canopy cover over hardscape surfaces.
- Encourage integration of semi-public areas on the street edge at ground-level, subject to the suitability of location, use/s development density and available site frontage.
- Subject to meeting the following requirements, these areas will be exempt from the 0 metre setback requirement (see Front Setbacks). Semi-public areas should:
 - Be suitably sized to support public use and gathering;
 - Have active uses and an activated building interface design;

LATROBE PLANNING SCHEME

- Incorporate amenities for public use (e.g. fixed street furniture, soft landscaping and lighting);
- Be open to the sky, and where partly covered by a building projection, have at least two storeys of clear height;
- Not exceed 50 per cent of the street elevation frontage width;
- Be wider than deep in proportion;
- Be directly visible from the street and directly accessible by people of all ages and abilities; and
- Have at least four hours of sunlight access during the late morning and/or afternoon, measured at the time of the Spring Equinox (22 September).

Sustainability

- Ensure infrastructure and services are located underground.
- Use water-sensitive urban design (WSUD) principles in the design of future streetscapes, medians and open spaces.

5.0

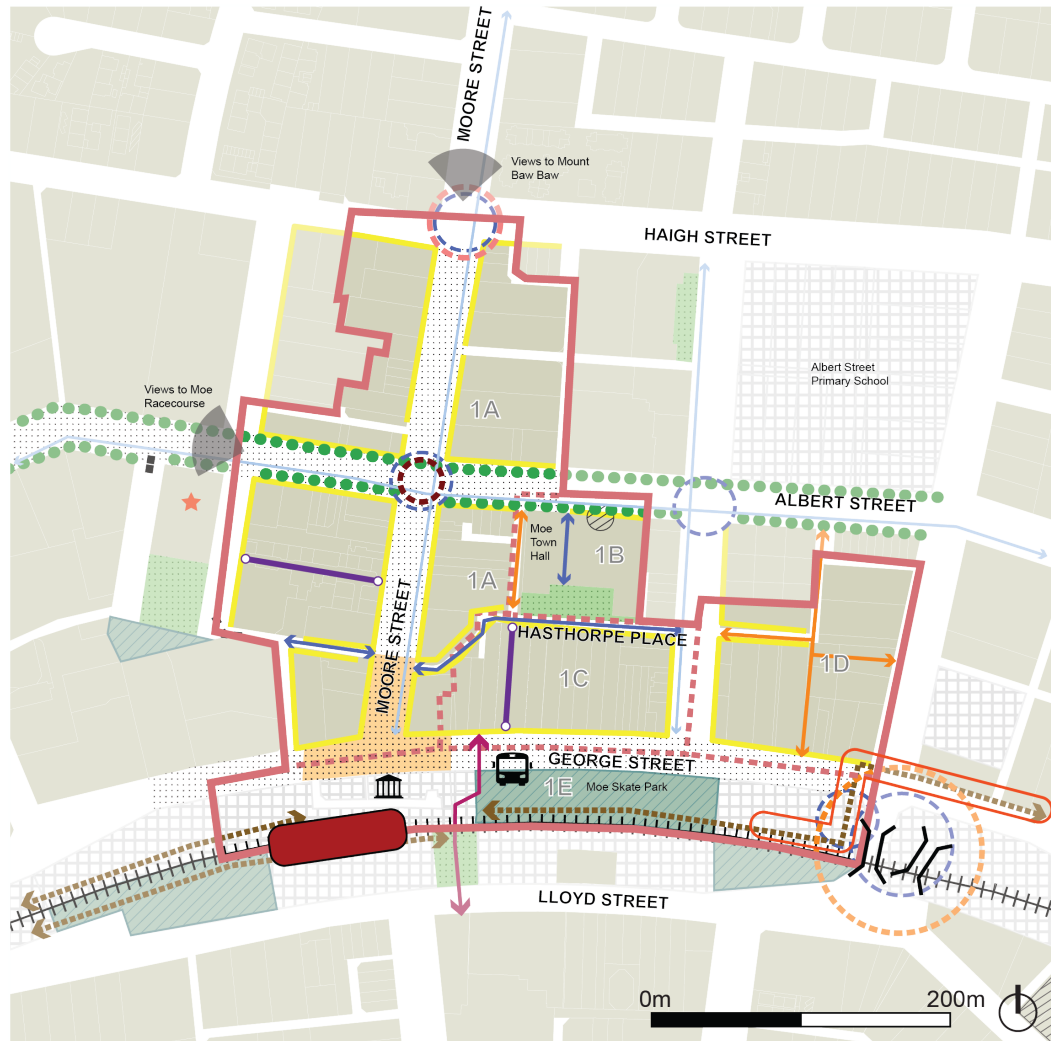
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5.1

Precinct provisions

Precinct 1 – Precinct Retail and Commercial Heart

5.1-1 Precinct map



	Precinct Boundary		Overpass Roundabout Bridge		Fire Station		Key Retail Spine
	Sub-precinct Boundary		Bus Interchange		Shared Path		Active Frontage
	Land excluded from ACZ		Bus Route		Bike Lane		Boulevard Treatment
	Pocket park / plaza		Heritage Building		Activated Laneway		Improved Pedestrian Connection
	Parkland / reserve		Key Development Site		Activated Arcade		New Road Openings
	Railway Station		Town Centre Hub		Through block link		Roundabout
	Railway Line		Moe Library and Service Centre		Key Pedestrian Connection		Visual Connections
	Iconic Artwork		Gateway & town centre identity art		Tourism gateway		

5.1-2

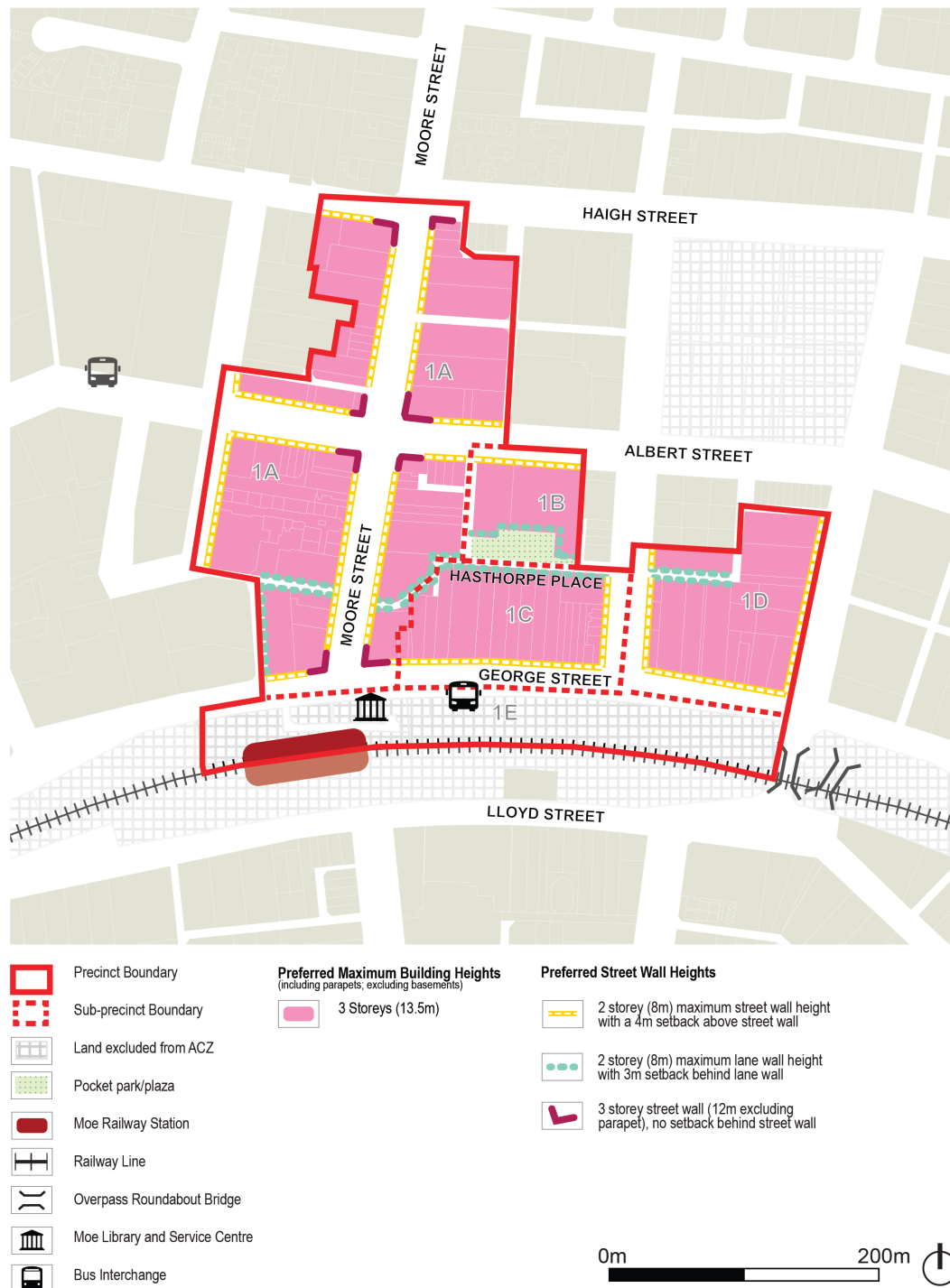
Precinct objectives

To reinforce the role of traditional retail and commercial uses within the core of Moe Activity Centre across the day and night.

To foster a consistent village character across the precinct.

To encourage shop-top residential opportunities and upper residential levels in new developments north of the rail line.

5.1-3 Precinct requirements



5.1-4 Precinct guidelines

Direct uses such as eateries, fine grain retail and everyday services to the key retail spine.

Develop Hasthorpe Place as an activated laneway that extends as an 'eat' street extending from Moore Street.

Encourage residential uses above ground level commercial and retail tenants.

Reinforce an intimate ‘village’ scale along the ‘key retail spine’ of George Street, Moore Street, and Albert Street, defined by a finely grained, 2-storey street wall with additional levels visually recessed behind.

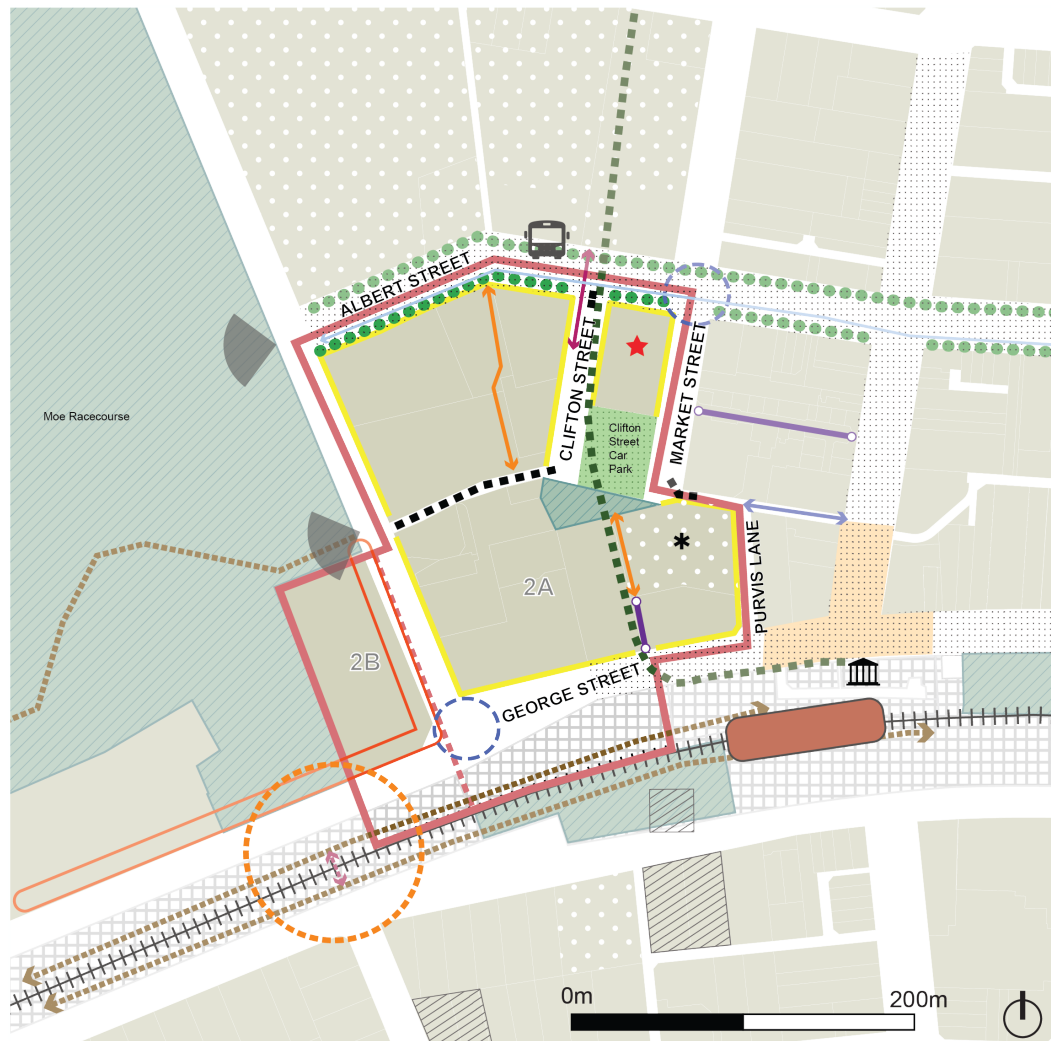
Support the development of exemplary contemporary buildings that address and frame views to Mount Baw Baw.

5.1-5 Any other requirements

None specified

5.2 Precinct 2 – Precinct Market Street

5.2-1 Precinct map



	Precinct Boundary		Integrated Car Parking		Fire Station		Key Retail Spine
	Sub-precinct Boundary		Bus Interchange		Shared Path		Active Frontage
	Land excluded from ACZ		Bus Route		Bike Lane		Boulevard Treatment
	Pocket park / plaza		Heritage Building		Activated Laneway		Improved Pedestrian Connection
	Parkland / reserve		Key Development Site		Activated Arcade		New Road Openings
	Railway Station		Town Centre Hub		Through block link		Roundabout
	Railway Line		Moe Library and Service Centre		Key Pedestrian Connection		Visual Connections
	Gateway & town centre identity art				Former Moe Walhalla Rail Line		

5.2-2 Precinct objectives

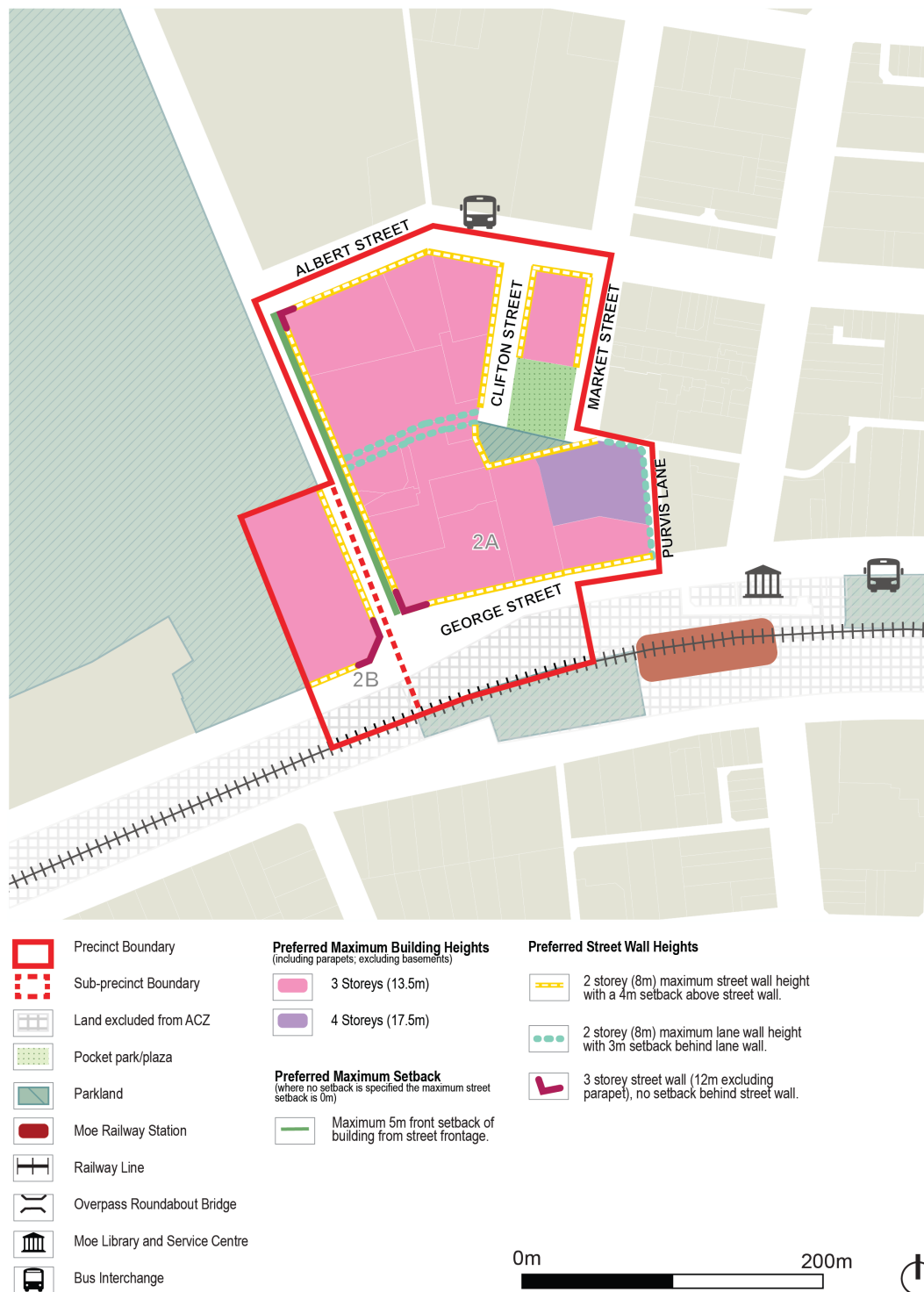
To improve the movement and accessibility of the precinct.

To strengthen the connection between key locations.

To celebrate the old Moe-Walhalla Railway Line.

5.2-3

Precinct requirements



5.2-4

Precinct guidelines

Repurpose the Clifton Street Car Park to be public open space.

Encourage shop-top housing around the public open space.

Encourage finer grain convenience retail particularly facing towards the public open space, as well as along George and Albert Streets.

Reconfigure Market Street to join Purvis Lane.

Reopen Clifton Street to allow left in and left out traffic.

5.2-5 Any other requirements

None Specified

5.3 Precinct 3 – Precinct Albert Street

5.3-1 Precinct map



	Precinct Boundary		Integrated Car Parking		Fire Station		Key Retail Spine
	Sub-precinct Boundary		Bus Interchange		Shared Path		Active Frontage
	Pocket park / plaza		Bus Route		Bike Lane		Boulevard Treatment
	Parkland / reserve		Heritage Building		Through block link		Improved Pedestrian Connection
	Roundabout		Key Development Site		Key Pedestrian Connection		New Road Openings
	Visual Connections		Tourism gateway		Former Moe Walhalla Rail Line		

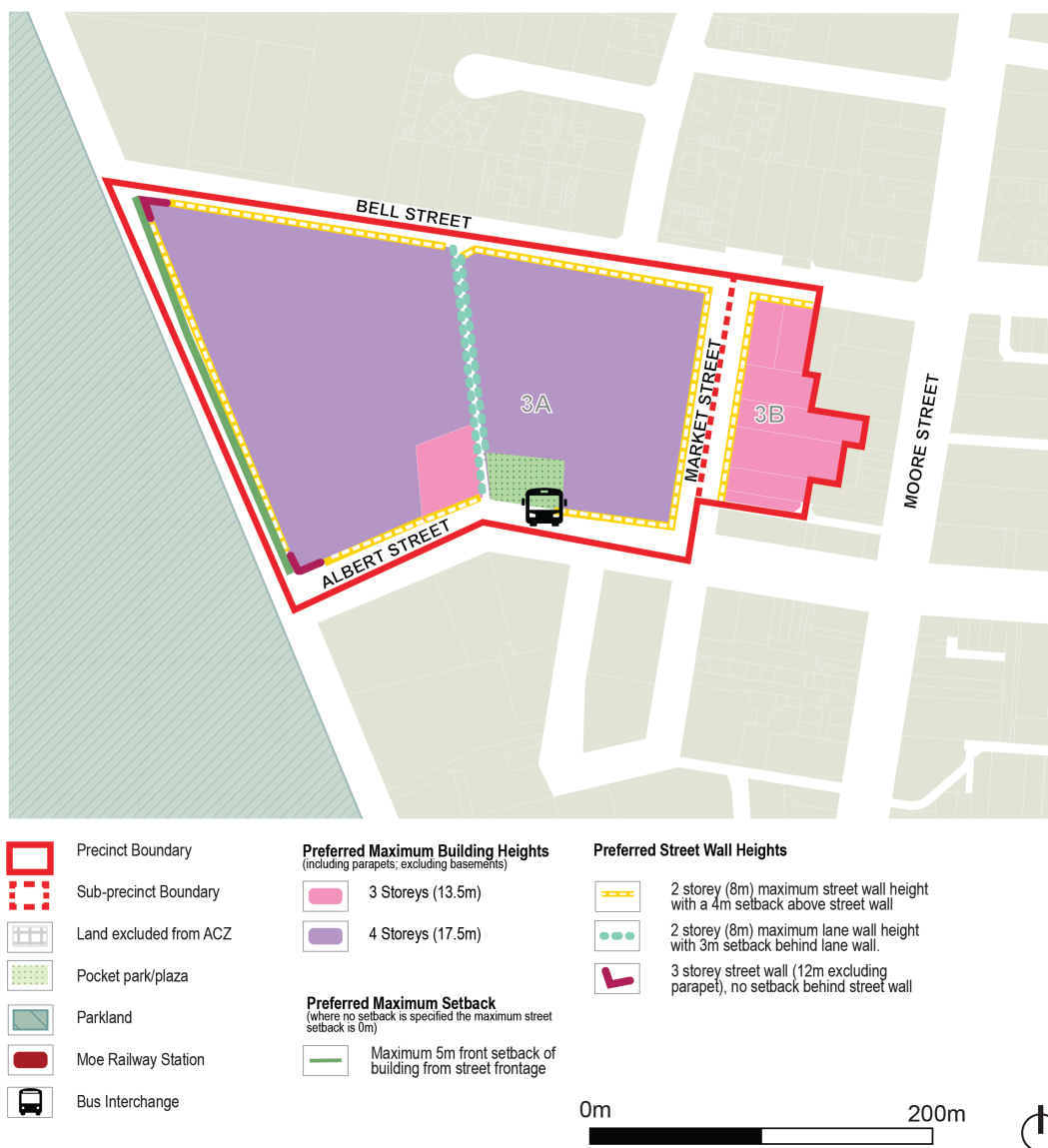
5.3-2 Precinct objectives

To promote cohesive development across the precinct.

To ensure development responds to the nearby industrial land.

5.3-3

Precinct requirements



5.3-4

Precinct guidelines

Blank walls should be presented in an interactive manner.

Big box development should be sleeved with finer grain shops on Bell Street, Market Street and Albert Street.

Encourage the supermarket on 92-104 Albert Street, Moe to have its main entrance facing towards development on 110-112 Albert Street, Moe.

Waste and storage areas should be screened from public view.

Support a plaza/pocket park facing Albert Street, next to the bus interchange.

Provide a maximum of 5 metre landscaped front setback on Bell Street.

Encourage the consolidation of carparks for 92-104 Albert Street and 110-112 Albert Street, Moe.

Minimise crossovers onto Albert Street and Bell Street.

Ensure pedestrian access between the supermarket at 92-104 Albert Street and department store at 110-112 Albert Street, Moe.

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Encourage shared access to properties at 3A and 5 Market Street, and 42A Moore Street.

Key development sites should incorporate parking into the built form.

Limit signage facing residential interfaces along Bell Street.

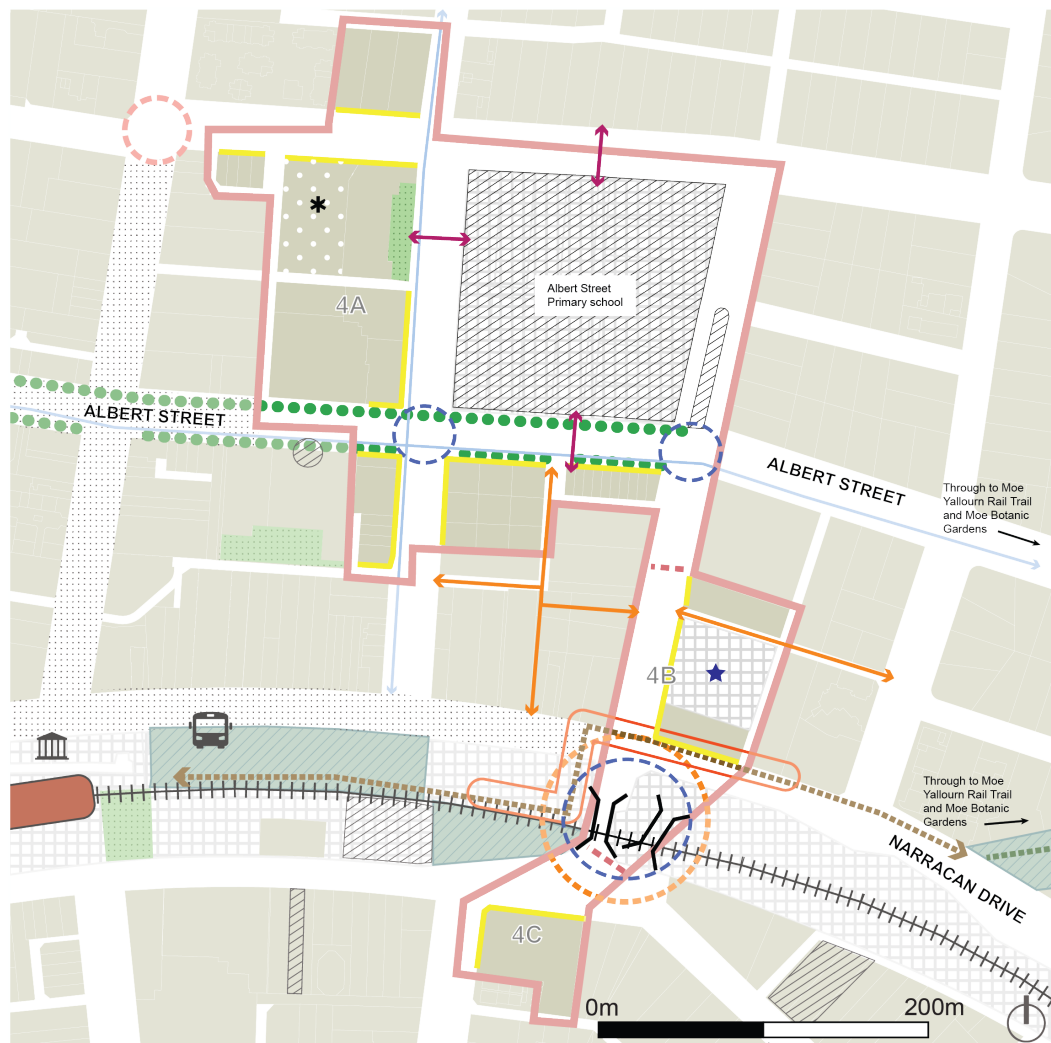
Key development sites should incorporate signage and lighting into its built form.

5.3-5 Any other requirements

Prepare a master plan for Sub-precinct 3A to ensure cohesive development.

5.4 Precinct 4– Precinct CBD Periphery

5.4-1 Precinct map



	Precinct Boundary		Integrated Car Parking		Police Station		Key Retail Spine
	Sub-precinct Boundary		Bus Interchange		Shared Path		Active Frontage
	Land excluded from ACZ		Bus Route		Bike Lane		Boulevard Treatment
	Pocket park / plaza		Heritage Building		Through block link		Improved Pedestrian Connection
	Parkland / reserve		Key Development Site		Key Pedestrian Connection		Overpass Roundabout Bridge
	Railway Station		Retail Spine		Roundabout		Moe Yallourn Rail Trail
	Railway Line		Moe Library and Service Centre		Gateway & town centre identity art		Tourism gateway

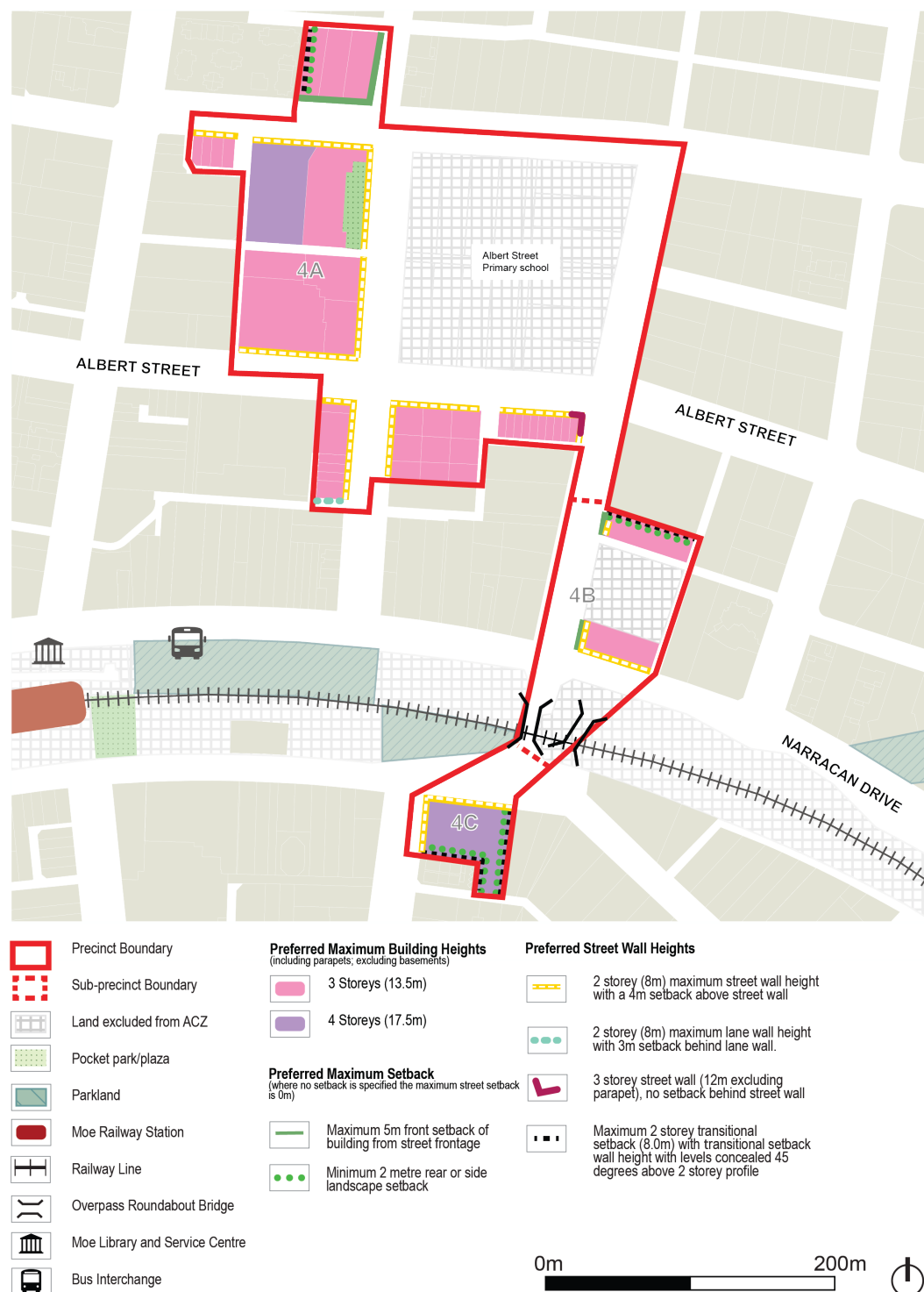
5.4-2 Precinct objectives

To provide a transition between the Activity Centre commercial core and peripheral residential areas.

To support office uses and service based uses.

5.4-3

Precinct requirements



5.4-4

Precinct guidelines

Include canopy trees in setbacks from the adjoining residential land.

Ensure lighting provides pedestrian safety by lighting up footpaths and bus stops.

Provide separated bus stops and bike lanes down Albert Street.

Continue a shared path from Moe-Yallourn Rail Trail along Albert Street and Narracan Drive.

LATROBE PLANNING SCHEME

Strengthen the connection to the Moe Botanical Gardens.

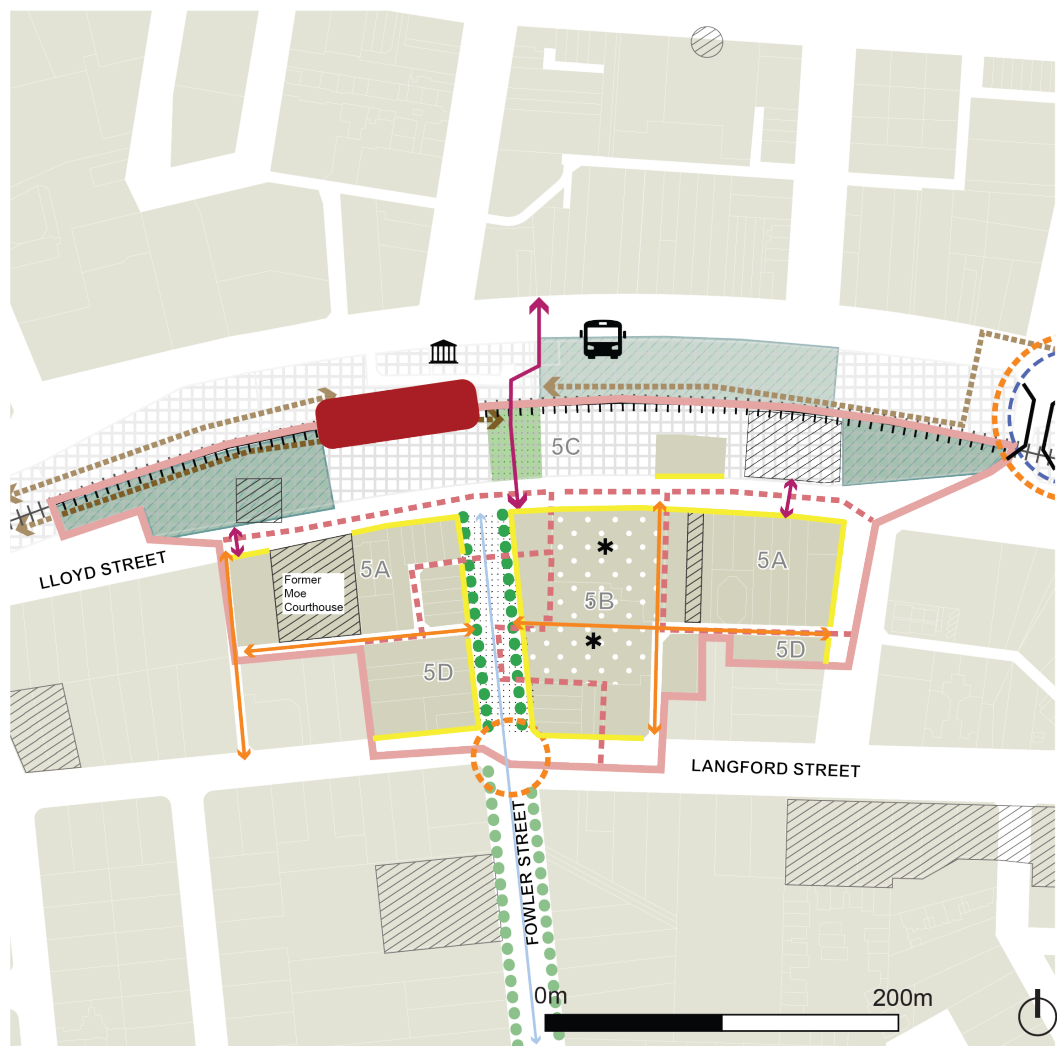
Limit signage where it interfaces with residential properties.

5.4-5 Any other requirements

None specified

5.5 Precinct 5 – Precinct Fowler Street

5.5-1 Precinct map



	Precinct Boundary		Integrated Car Parking		Roundabout		Key Retail Spine
	Sub-precinct Boundary		Bus Interchange		Shared Path		Active Frontage
	Land excluded from ACZ		Bus Route		Bike Lane		Boulevard Treatment
	Pocket park / plaza		Heritage Building		Through block link		Railway Line
	Parkland / reserve		Key Development Site		Key Pedestrian Connection		Overpass Roundabout Bridge
	Railway Station		Moe Library and Service Centre		Gateway & town centre identity art		

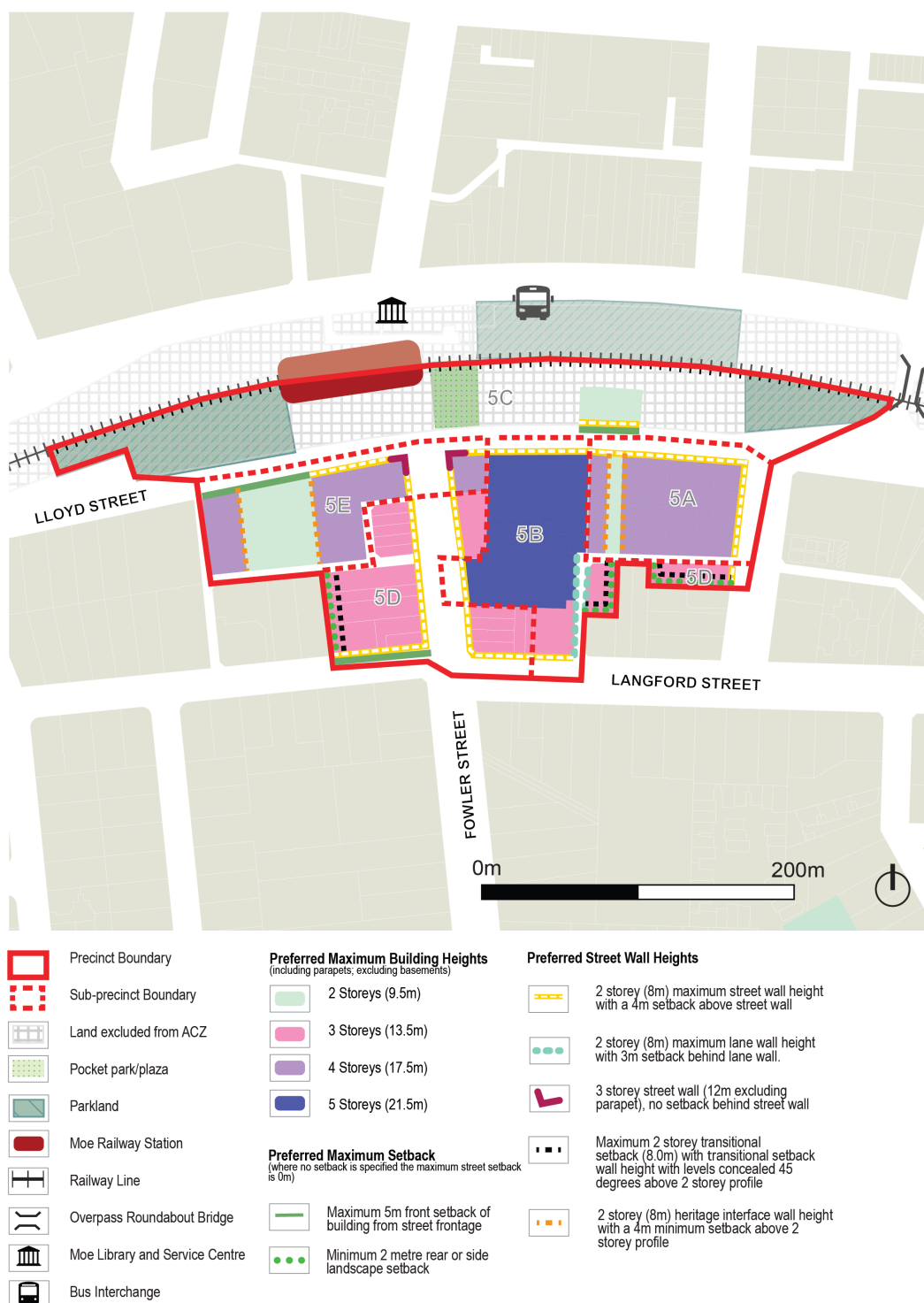
5.5-2 Precinct objectives

To support a taller edge along Lloyd Street.

To provide greater connection to the south side of the railway line to the north side both visually and physically.

To activate the land around the train station through creative uses, accommodation and service based offerings.

5.5-3 Precinct requirements



5.5-4 **Precinct guidelines**

Encourage health based services to locate in the precinct.

Encourage the repurposing of the former Moe Courthouse at 59-61 Lloyd Street, Moe to a creative space, if possible.

Establish a tourism/accommodation precinct (shown as Sub-precinct 5B) at 41-49 Lloyd Street (including the two smaller parcels shown as Lot 1 LP140249) and 3-13 Fowler Street, Moe.

Encourage mixed use with ground floor convenience retailing and/or cafe at 10 Lloyd Street and the old electricity substation in Sub-precinct 5C.

Building height must be modulated, in response to heritage significance and/or amenity factors, by:

- Matching the height of part of a new building to an adjacent heritage place and increasing height with distance from the heritage place; or
- Articulating the height and form of a new building in response to distinctive and important features of an adjoining heritage place; or
- The use of linking structures where a heritage place forms part of a development; or
- Maintaining a well-proportioned, undeveloped open space between a new building and heritage place.

Where development abuts a heritage building avoid balconies and protruding elements above ground floor to reduce the visual bulk and dominance over significant heritage features of adjoining building.

Retain heritage setbacks.

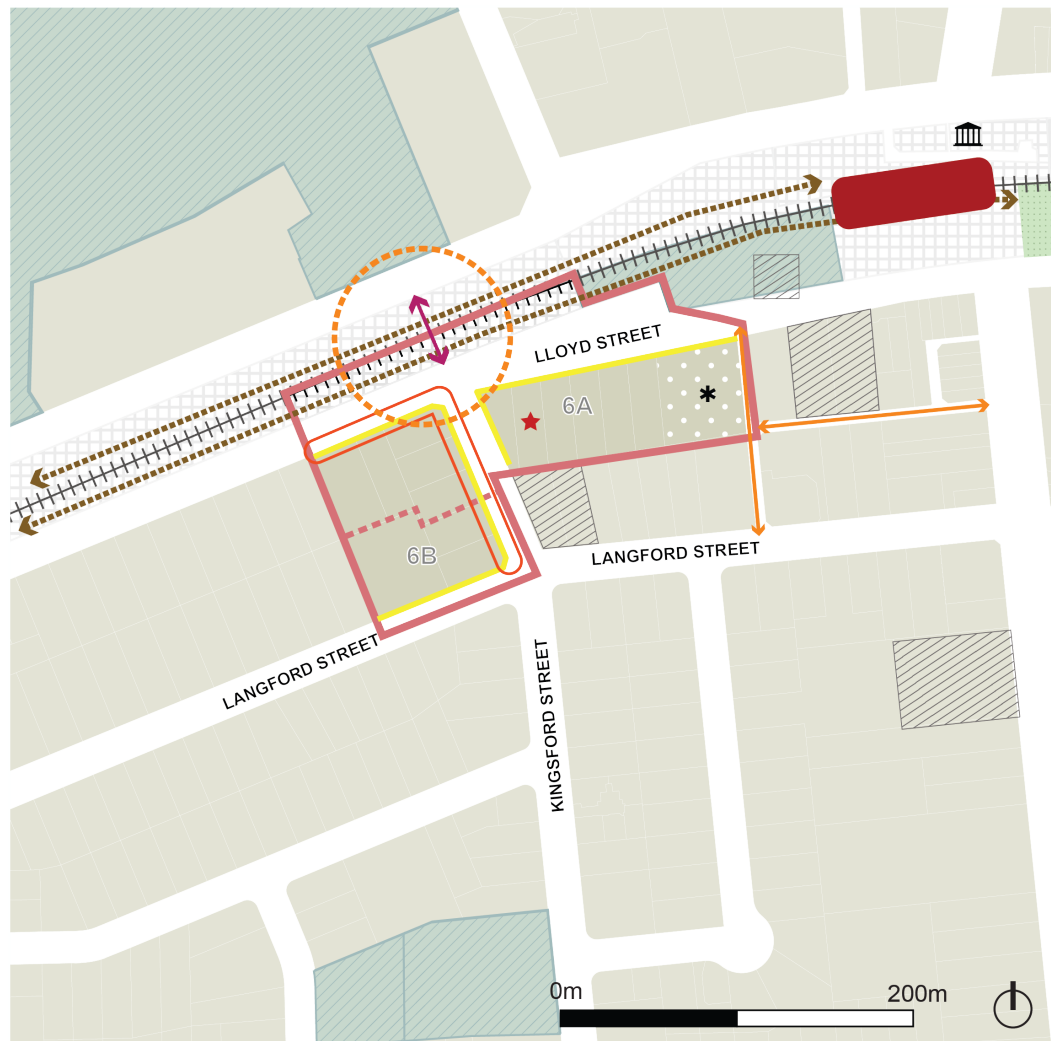
Encourage a station forecourt at the Moe Railway Station.

5.5-5 **Any other requirements**

None specified.

5.6 Precinct 6 – Precinct Lloyd Street

5.6-1 Precinct map



	Precinct Boundary		Active Frontage		Shared Path		Fire Station
	Sub-precinct Boundary		Bus Interchange		Bike Lane		
	Land excluded from ACZ		Moe Library and Service Centre		Through block link		
	Pocket park / plaza		Heritage Building		Key Pedestrian Connection		
	Parkland / reserve		Key Development Site		Improved Pedestrian Connection		
	Railway Station		Railway Line		Gateway & town centre identity art		

5.6-2 Precinct objectives

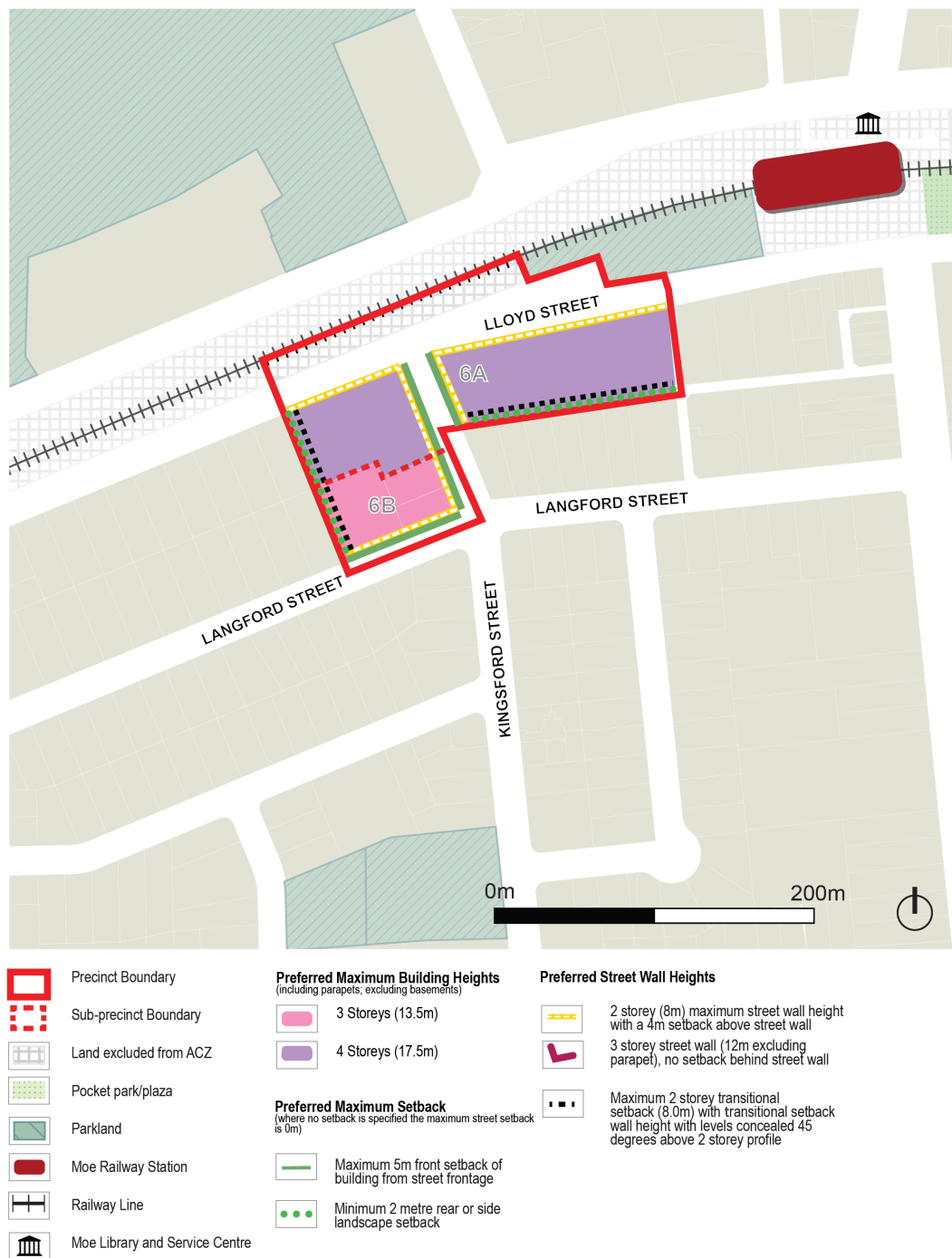
To consolidate larger/bulkier commercial activities outside of the fine grain activities in Precinct 1.

To improve the public realm presentation of Lloyd Street for an enhanced ‘first impression’ of Moe Activity Centre.

To strengthen the connection between the train station and southern side of Lloyd Street, both visually and physically.

5.6-3

Precinct requirements



5.6-4

Precinct guidelines

Carparking, storage and waste areas should be located to the side or rear of the development and screened from view.

Provide a cycling corridor on the south side of the railway line.

Limit crossovers to one per property unless it is a corner site.

Limit signage facing residential interfaces along Langford Street.

Avoid illuminated, electronic or animated signage along Langford Street.

5.6-5 Any other requirements

None specified.

6.0 Application requirements

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The following application requirements apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:
 - An urban design assessment for any development relating to buildings identified in this plan as having an active frontage.
 - 3D modelling of any development of four or more storeys within the Moe Activity Centre.
- A Green Travel Plan for development with a gross floor area of over 2000sqm.
- An application that includes the provision of new retail floorspace must be accompanied by a Retail Planning Assessment Criteria which includes the following information:
 - The details of the proposed retail component including the amount of retail and non-retail floorspace; the number of retail and non-retail tenancies and sizes; types of retail floorspace; signage and car parking (if applicable); and
 - Details of other (non-retail) components, where applicable, including, but not limited to, office floorspace, entertainment uses, residential components.
 - Consideration of:
 - The demand for additional retail facilities and how the proposal meets the demand; and
 - How the proposed development will impact on the role of the centre and the viability of other activity centres in Latrobe.
- An application for a sensitive use including residential uses, childcare and a children's playground in Precinct 3 within a 60m of Bell Street must be accompanied by an Industrial Interface Assessment that assesses:
 - The industrial uses within the adjoining Industrial area;
 - Whether those uses have a specified separation distance in Clause 53.10 and/or Separation Distance Guideline (Environment Protection Authority Victoria, 2024);
 - Whether any additional noise, odour or dust assessments need to be undertaken;
 - What the mitigation measures will be, if any are required, based on the noise, dust and odour assessments; and
 - Whether the mitigation measure appropriately addresses the noise, odour or dust impacts.
- An application for a sensitive use including residential uses, childcare and a children's playground along Saviges Road in Precinct 2 and 3 must be accompanied by an Offsite-Amenity Impact Assessment that assesses the noise impacts of the Moe Racing Club and whether any mitigation measures are required.

7.0

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Notice and review

An application to use, subdivide land or construct a building or construct or carry out works within 30 metres of land (not a road) which is in a residential zone, land used for an education centre or land in a Public Acquisition Overlay to be acquired for an education centre is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

8.0

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Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.08, in addition to those specified in Clause 37.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the use will detrimentally affect the amenity of the neighbourhood, including through the:
 - Transport of materials, goods or commodities to or from the land.
 - Appearance of any buildings, works or materials.
 - Emissions of noise artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
- Whether the proposal is of a high design quality, and designed with respect for the key features of the town centre setting.
- Whether the proposal responds sensitively to heritage interfaces where they affect or abut a heritage site.
- Whether the proposal for retail floorspace will provide an overall contribution to net community benefit.
- Whether a proposal for new retail floorspace contributes to employment in both construction and retail operation.

9.0

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Signs

Sign requirements are at Clause 52.05. All land located within Precinct 1, 2, 3 and 5 (except sub-precinct 5D) is in Category 1. All other land is in Category 2.

10.0

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Other provisions of the scheme

None specified.

11.0

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Background documents

Moe Activity Centre Plan 2026.

Moe Activity Centre Plan Background Reports, 2026.

- Planning Context
- Economic Analysis
- Consultation Summary
- Potentially Contaminated Land Report
- Social Infrastructure Needs Analysis
- Urban Design and Built Form Plan
- Transport, Movement and Car Parking Plan
- Transport, Movement and Car Parking Addendum

Moe Rail Revitalisation Plan 2009.