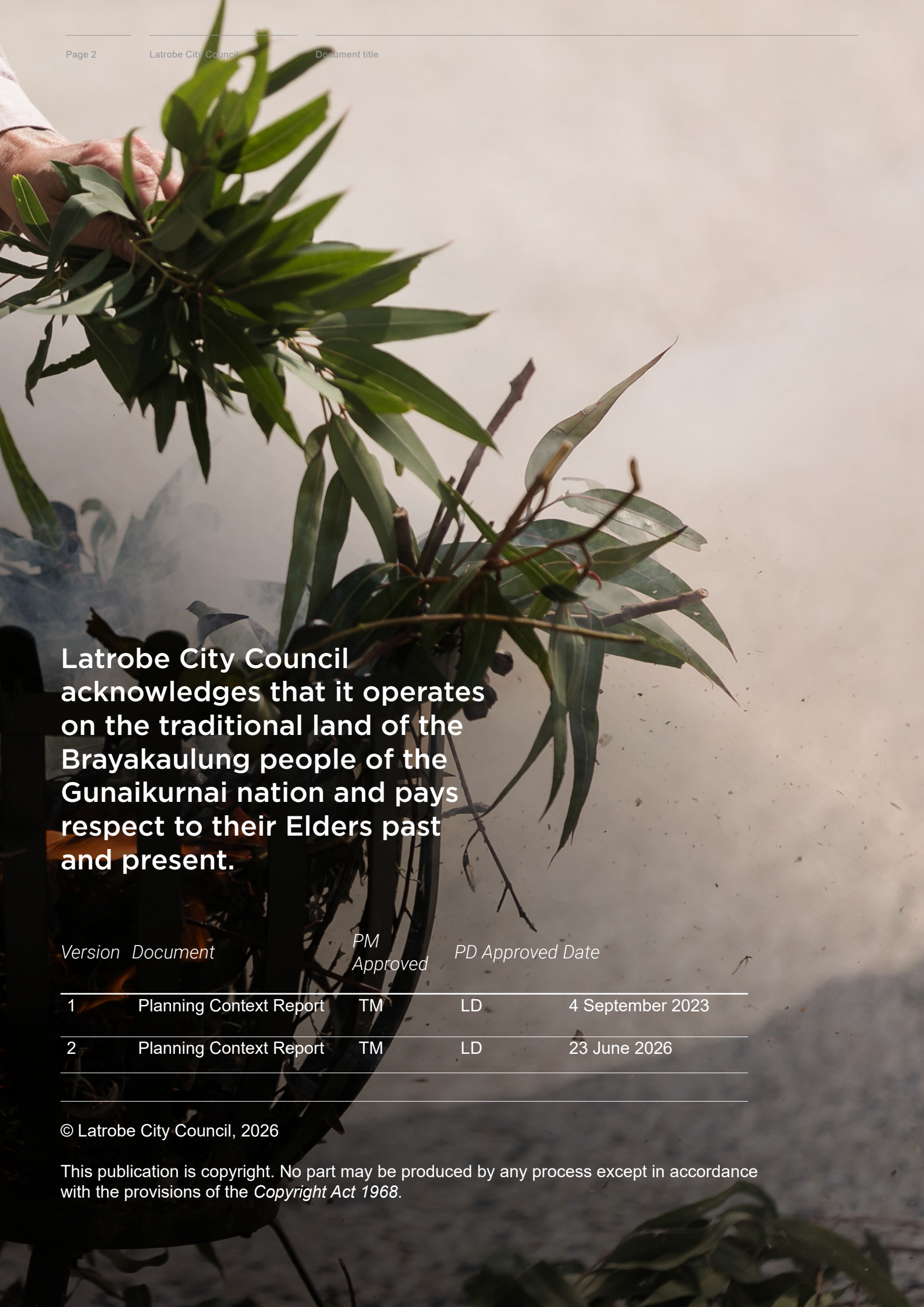
LATROBE CITY COUNCIL

PLANNING CONTEXT

Moe Activity Centre Plan Review



Latrobe City Council acknowledges that it operates on the traditional land of the Brayakaulung people of the Gunaikurnai nation and pays respect to their Elders past and present.

Version	*Document*	*PM Approved*	*PD Approved*	*Date*
1	Planning Context Report	TM	LD	4 September 2023
2	Planning Context Report	TM	LD	23 June 2026

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1.0 Introduction



1.1 Introduction

Latrobe City Council is reviewing and updating the activity centre plan for the Moe Central Business District (CBD). The plan is intended to provide guidance for both land use planning and urban design within the of Moe CBD over the next 15 years.

The Moe Activity Centre Plan (Moe ACP) aims to develop a shared vision for the CBD of Moe and to identify the type and scope of change projected over time. The plan will help manage, influence and facilitate change within the Moe CBD.

It is important before beginning any such plan to develop a sound understanding of the existing context. This report examines the statutory and strategic planning context of the Moe CBD and specifically identifies other matters which will either need to be considered, or will exert an influence on the CBD of Moe over the next 15 years. It forms part of a suite of background reports which will inform the development of the Moe CBD including:

- Community Infrastructure Assessment;
- Economic Analysis;
- Consultation Summary;
- Traffic, Movement and Carparking Assessment;
- Urban Design Analysis; and
- Potentially Contaminated Land Report.

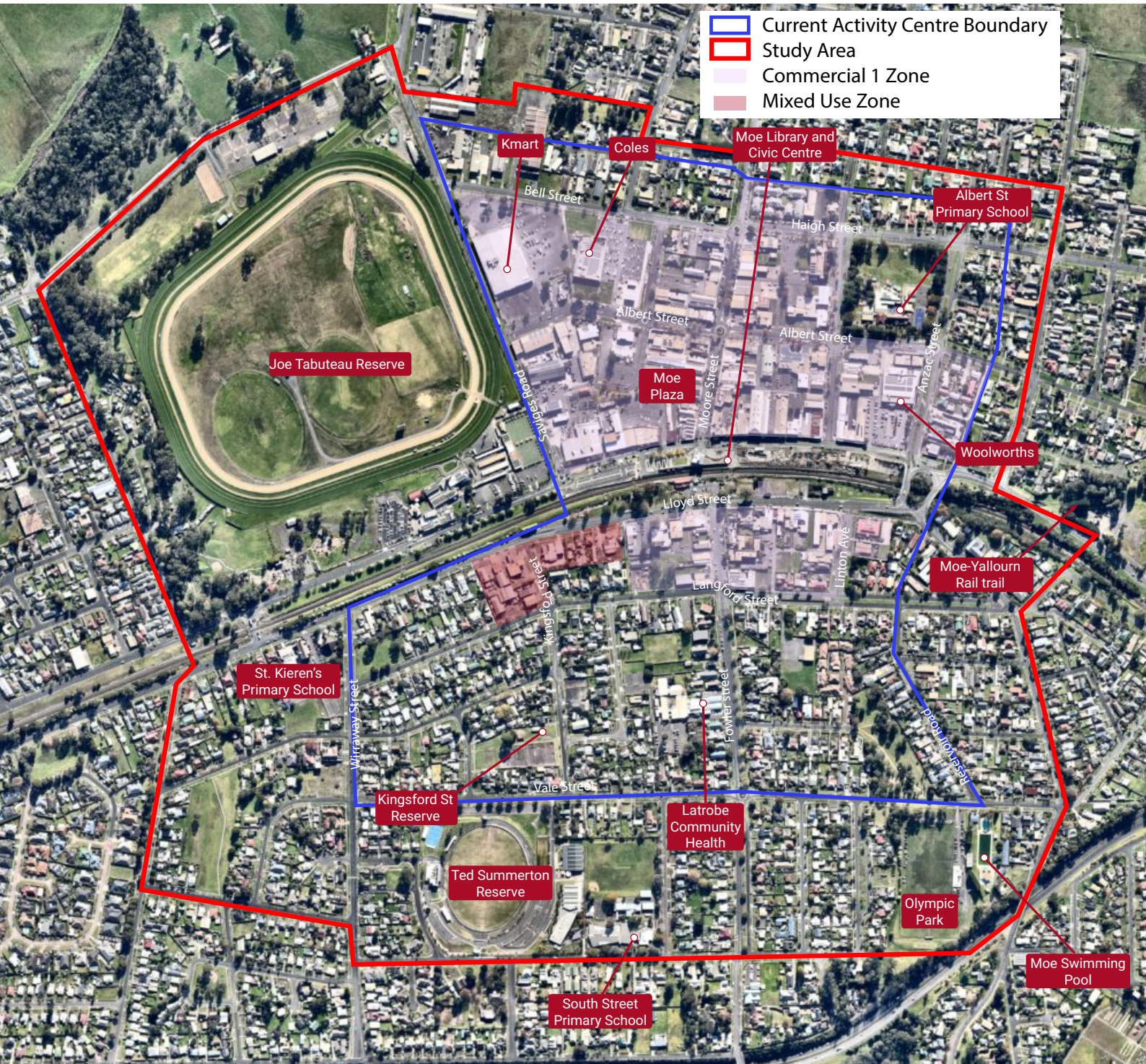
1.2 Study Area

The study area is the Moe CBD (see Figure 1), it is identified in the Latrobe Planning Scheme as the Moe Activity Centre and is broadly bordered by Bell Street, and Haigh Street to the north and includes the properties to the north of these streets; Anzac Street and Reservoir Road to the east, Vale Street to the south and Wirraway Street, Waterloo Road and Saviges Road to the west.

It covers an area of approximately 90.18 hectares (ha). It includes areas that are used for:
Civic uses such as schools and libraries,
Commercial and office uses,
Recreational uses,
Industrial uses, and
Residential uses.

The railway bisects the study area into two separate halves. There is a pedestrian crossing at the Moe Railway Station and a road crossing at a raised roundabout at the Lloyd Street, George Street and Anzac Street intersections. There is a further crossing point up at Waterloo Road but this does not fall within the study area.

Figure 1: Study Area



1.3 Context

1.3.1 Regional Context

Moe is a large township within the Gippsland region of eastern Victoria and is approximately 150 kilometres east of Melbourne (see Figure 2). The Moe and Newborough urban areas are joined, creating a single urban settlement (Moe-Newborough) that is serviced by the Moe Primary Activity Centre (Sub-Regional Retail Centre within the Latrobe City Retail Centre Hierarchy). Moe-Newborough has the potential to be a commuter town to Melbourne. It is the first of the four major towns within the Latrobe City Council from Melbourne and consequently is identified as the 'Gateway to Latrobe'. The town forms part of the Latrobe City 'networked city', and is designated as a service centre and a supporting network town.

Moe is located on the main train line to the east of Melbourne, known as the Bairnsdale line. Moe is a designated Transit City, under State government guidelines. This 'Transit City' designation is explicit within Melbourne 2030 where Moe-Morwell-Traralgon, along with Warragul, forms the 'Latrobe Warragul Transit City'. Notwithstanding the 'network city' concept, it remains Council policy that each town grow in its own right and maintain a 10-15 year supply of urban land.

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



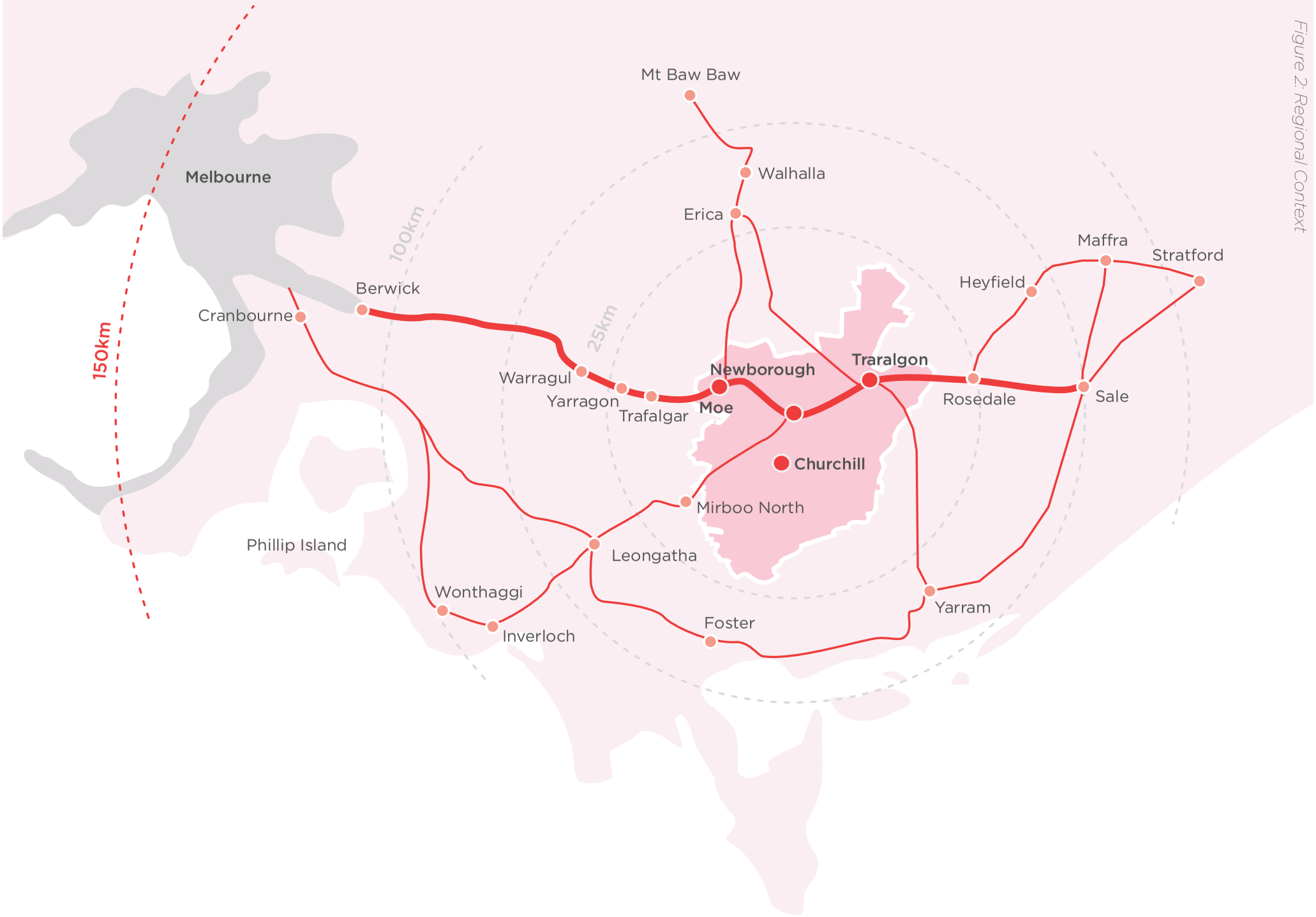


Figure 2: Regional Context

1.3.2 Local Context

Moe-Newborough is the western town of Latrobe City (see Figure 3) and has a population of 17,291 (2021 Census). It is surrounded by:

- Lake Narracan, the Latrobe River and the foothills of the Great Dividing Range to the north,
- Strzelecki Ranges to the south,
- Churchill to the south-east of Moe.
- Yallourn open cut mine, Morwell and Traralgon to the east, and
- Warragul and Melbourne to the west.

The Mowie (now Moe) swamp was an area that provided endless food for the Gunaikurnai and had been inhabited continuously until European settlement. The Mowie swamp was first inhabited by European settlers as a coach stop in the 1850s and 1860s. In 1853, William Lyall took up the 'Moe' run, (where the township gets its spelling from). The township was established in the present area in 1877, the same year that the Gippsland railway line opened and John Lardner surveyed the township around the railway. However, it was not until 1885 that the township was officially proclaimed. In 1899 the Moe swamp land (after being cleared and drained in 1893) was thrown open for settlement. In 1947, the first town plan for Moe and Newborough was published. In 1948, Moe East was renamed Newborough forming the two townships. Many of the residents of Moe were employed in Yallourn (6 km to the east) by the State Electricity Commission, a company that had planned and developed the area since 1921. The State Electricity Commission was privatised in 1994, then sold off between 1995 and 1999, which saw a decline in the population in Moe and Newborough.

Moe-Newborough has the CBD in Moe which has retained a relative compact shape and has a strong grid pattern of wide streets, with Bell and Haigh Streets to the north, Anzac Street and High Street to the east, Saviges Road and Wirraway Street to the west, and Langford Street to the south forming the main boundaries of the CBD. It also has the smaller Newborough Neighbourhood Activity Centre on Rutherglen Road along with several local shopping strips. The traditional town centre is the focus of this plan. The Gippsland regional railway dissects the CBD, effectively dividing the centre into two separate precincts:

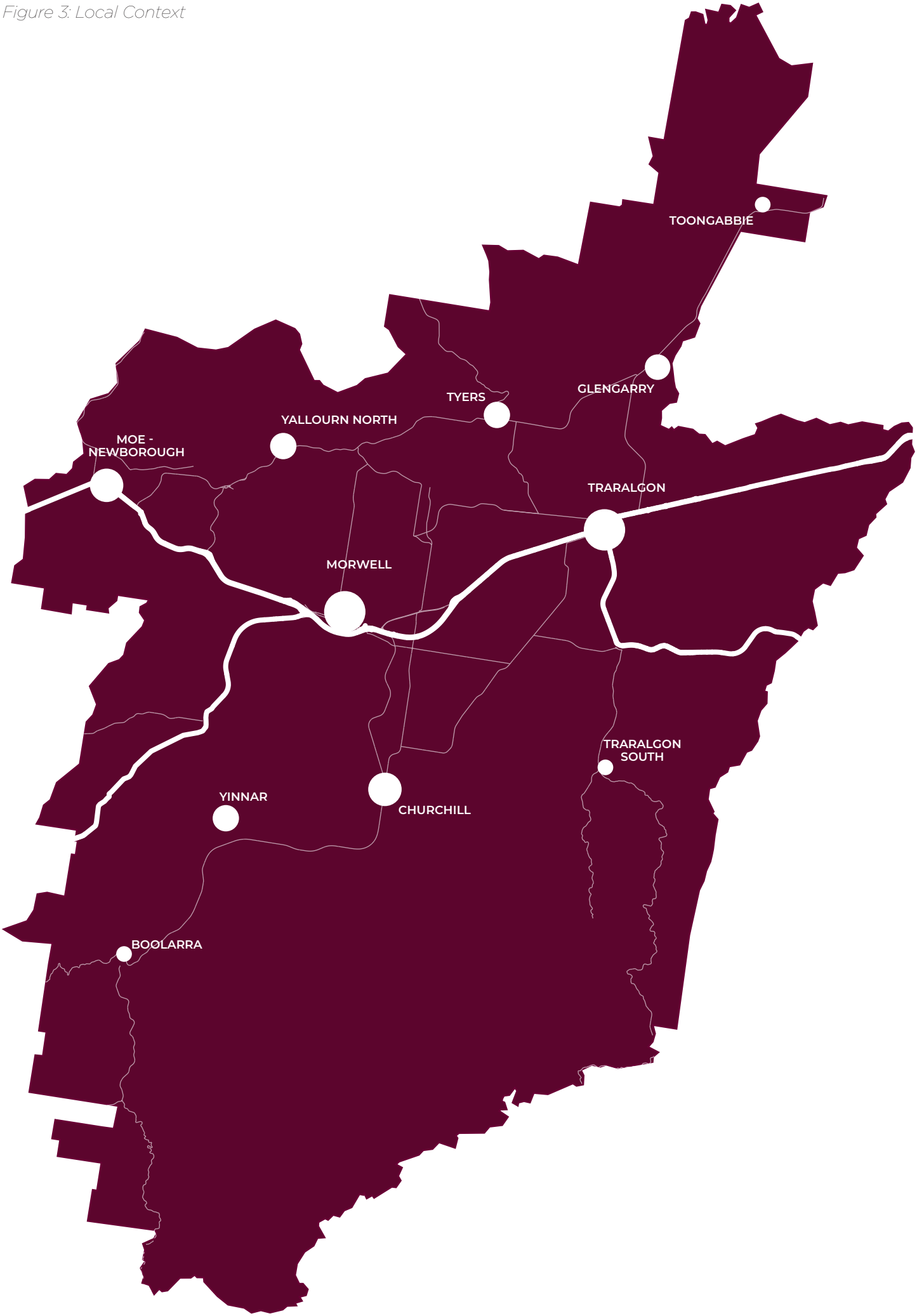
- A northern precinct, and
- A southern precinct.

Although the two halves are connected by a rail crossing, the main retailing centre is located north of the railway line while shops on the southern side cater primarily for services (medical, automotive etc.,), some food and drink premises and offices.

The main entrances into the Moe CBD are along Lloyd Street off the Princes Highway and Narracan Drive coming from Newborough. It has secondary gateways along Waterloo Road and Moore Street from the north. The CBD is directly adjacent the Moe Racecourse and has strong connections to the Ted Summerton Reserve Olympic Park and the Moe outdoor pool which all sit to the south of the study area and the Moe-Yallourn rail Trail and Moe Botanical Gardens which sits to the east of the study area. The CBD is generally surrounded by residential land to the north, south, east and west. With Industrial land directly abutting the activity centre to the north and the Moe Racecourse to the west.

Moe, combined with Newborough, is identified as a key service centre by the Strategic Framework Plan with it supporting population growth as a secondary urban centre to Morwell-Traralgon. The biggest new residential estate in Moe-Newborough is located to the north-east (Lake Narracan). Other estates include
Waterloo road to the west, Monash Views to the east and Hunter Park to the south.

Figure 3: Local Context



1.4 Population Profile and Projections

Socio Economic Profile

The following are statistics (ABS, 2021) for the Moe-Newborough area:

- Median age is 45 years old
- 48.8% are male and 51.2% are female
- 2.6% identify as Aboriginal and/or Torres Strait Islander people;
- 11.2% were born overseas;
- 11.1% have completed year 12 as their highest level of educational attainment. 24.1% have completed a certificate III or IV and 7.4% have an advanced diploma or diploma;
- 48.9% of the population participate within the work force;
- 5110 persons work in Moe-Newborough;
- 49.7% of the work force work full-time;
- Average 2.2 persons per dwelling;
- Median weekly personal income is $583;
- There is a high percentage of unemployment sitting at 8.4%; and
- The top three industries of employment are Aged Care (4.2%), Hospitals (4.2%), Other Social Assistance Services (4.1%).

Figure 4 is a snapshot of the Moe-Newborough demographic profile.

SEIFA Index of Economic Resources

Index of Economic Resources focuses on Census variables like the income, housing expenditure and assets of households. The Statistical Area - Level 1 of Moe is ranked as the most disadvantaged across the four indicators for the SEIFA index. In terms of economic resources (see Figure 5), the north of the CBD has a score of 690 and is ranked as the 82nd most disadvantaged SA1 in Victoria. While the southern portion of the CBD has a score of 769 with a rank of 198nd most disadvantaged in Victoria. Both of these rank in the top one and top two percentile respectively for most disadvantaged. Effectively, this means that there is low percentage of expendable income in Moe.



Figure 5: Index of Economic Resources

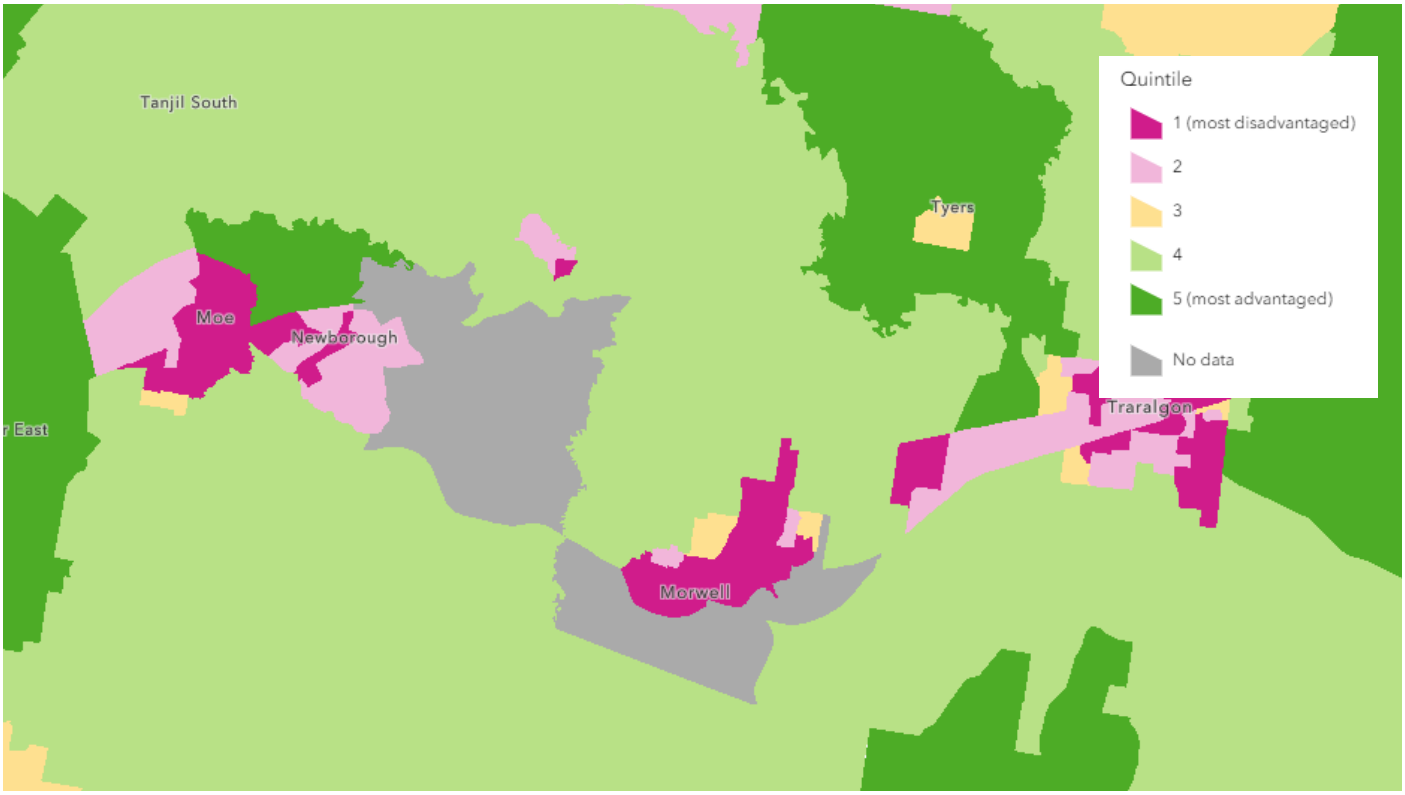


Figure 4: Population Profiles and Projections

Moe/Newborough Township Snapshot

Population of
17,291 people

51.2% Female
48.8% Male

Average person per dwelling
2.2

Median age is
45 years

2.6%
Identify as Aboriginal and/or Torres Strait Islander people

Participate within the workforce
48.9%

High percentage of unemployment
8.4%

Work in Moe/Newborough
5110 person

49.7%
Work fulltime

11.2%
Were born overseas

Median personal income is
$583 per week

Education attainment

11.1%	Completed year 12
24.1%	Completed a certificate III or IV
7.4%	Diploma or advanced diploma

The top three industries of employment are

Aged Care	4.2%
Hospitals	4.2%
Other Social Assistance Services	4.1%

Historic Population Trends

Moe-Newborough has a historically low growth rate of 0.13% between 2001 and 2021, this decreased to 0.07% between 2011 and 2021. Over the ten years from 2011 to 2021 Latrobe City's population increased by approximately +4,700 persons, equating to average growth of +470 persons or +0.63% per annum as shown in Table 1 over the page. In contrast, Regional Victoria's average annual population growth was significantly higher at +1.59% for the same period.

Population Forecasts

Latrobe City's population is forecast to increase from 77,096 persons in 2021 to 85,252 persons by 2041, representing an increase of +8,156 persons. Average growth per annum for the municipality over the 15 years is forecast to be 0.53% per annum, slightly below the long-term historic trend of 0.63% per annum between 2011 and 2021.

The population in Moe-Newborough is forecast to remain relatively constant between 2021 and 2026, and is forecast to experience moderate population growth. Moe-Newborough's population is forecast to increase by 1,136 persons to 17,114 persons (see Table 2).

Although Moe offers access to services, affordable housing and relative proximity to metropolitan Melbourne by virtue of VLine (regional rail service) and the Princes Highway, the potential for future population growth relies on the following:

- The extent to which property development can work as a catalyst for rejuvenation.
- Land releases and the availability of trunk infrastructure to support development.
- Actively promoting opportunities and attracting new investment.
- Job creation and industry diversification.
- Potential investment in 'region shaping' public infrastructure such as high-speed rail.

Population forecasts for Latrobe City are shown in Table 2 and take into consideration forecast growth rates from the State Government's official population projections *Victoria in Future 2019*, which have been re-based to reflect the latest Estimated Residential Population (ERP) release by the ABS (Cat: 3218.0).

Residential Growth Areas

Moe-Newborough currently has nine future residential growth fronts (see Figure 6). The largest is a Precinct Structure Plan around Lake Narracan. Three have approved development plans with one currently being prepared. The development areas include:

- Lake Narracan Precinct Structure Plan;
- Monash Views;
- Haigh Street;
- Narracan Meadows;
- Waterloo Road/Mitchell Grove;
- Hunter Park;
- Bowmans Road;
- Watsons Road; and
- Mountain Glen Drive.

Mountain Glen Drive, Watsons Road and Bowmans Road are the only development fronts that have not started the subdivision process.

There is the potential for an additional 5154 dwellings (see Table 3), or an additional 11,340 persons. Moe-Newborough is only anticipated to grow by 2,398 persons over the next 18 years to 2041. As such, there is an adequate supply of residential land.

Table 1: Historic Population Trends

	2001	2006	2011	2016	2021	AAGR (%)
Moe-Newborough	15,352	15,582	16,674	16,551	16,788	0.13%
Additional Persons		+230	+1092	-123	+237	
Average Annual Growth Rate (AAGR) (%)		0.29%	1.36%	-0.15%	0.28%	
Latrobe City	66,819	69,329	72,396	73,257	77, 096	0.72%
Regional Victoria	1,273,393	1,333,435	1,345,715	1,433,818	1,576,613	1.07%

Source: Australian Bureau of Statistics, 2021

Table 2: Forecast Population Moe-Newborough

Forecast Population Moe-Newborough	2021	2026	2031	2036	2041	Additional Persons	AAGR (%)
VIF 2019 Projections	16,788	17,114	17,377	17,660	17,924	+1,136	0.36%
Forecast .iD	16,788	17,394	17,792	18,081	18,401	+1,613	0.53%
Building Occupancy Permit Rate* ((using 5 year new dwelling rate)	16,788	17,358	17,947	18,556	19,186	+2,398	0.67%
Latrobe City	77,096	78,416	80,736	83,028	85,252	+8,156	0.53%

Source: Australian Bureau of Statistics, 2021 Victoria in Future, 2019; Forecast .iD 2023

Table 3: Growth Areas

Growth Area	Total Lots	Permitted Lots	Developable Lots	Potential Lots Remaining
Lake Narracan Precinct Structure Plan	3700	1300	36	3664
Monash Views	221	209	118	103
Haigh Street	80	11	0	80
Narracan Meadows	69	69	34	35
Waterloo Road/Mitchell Grove	750	531	228	522
Hunter Park	102	102	48	54
Bowmans Road	152	0	0	152
Watsons Road	195	0	0	195
Mountain Glen Drive	349	0	0	349
Total	5618	2222	464	5154

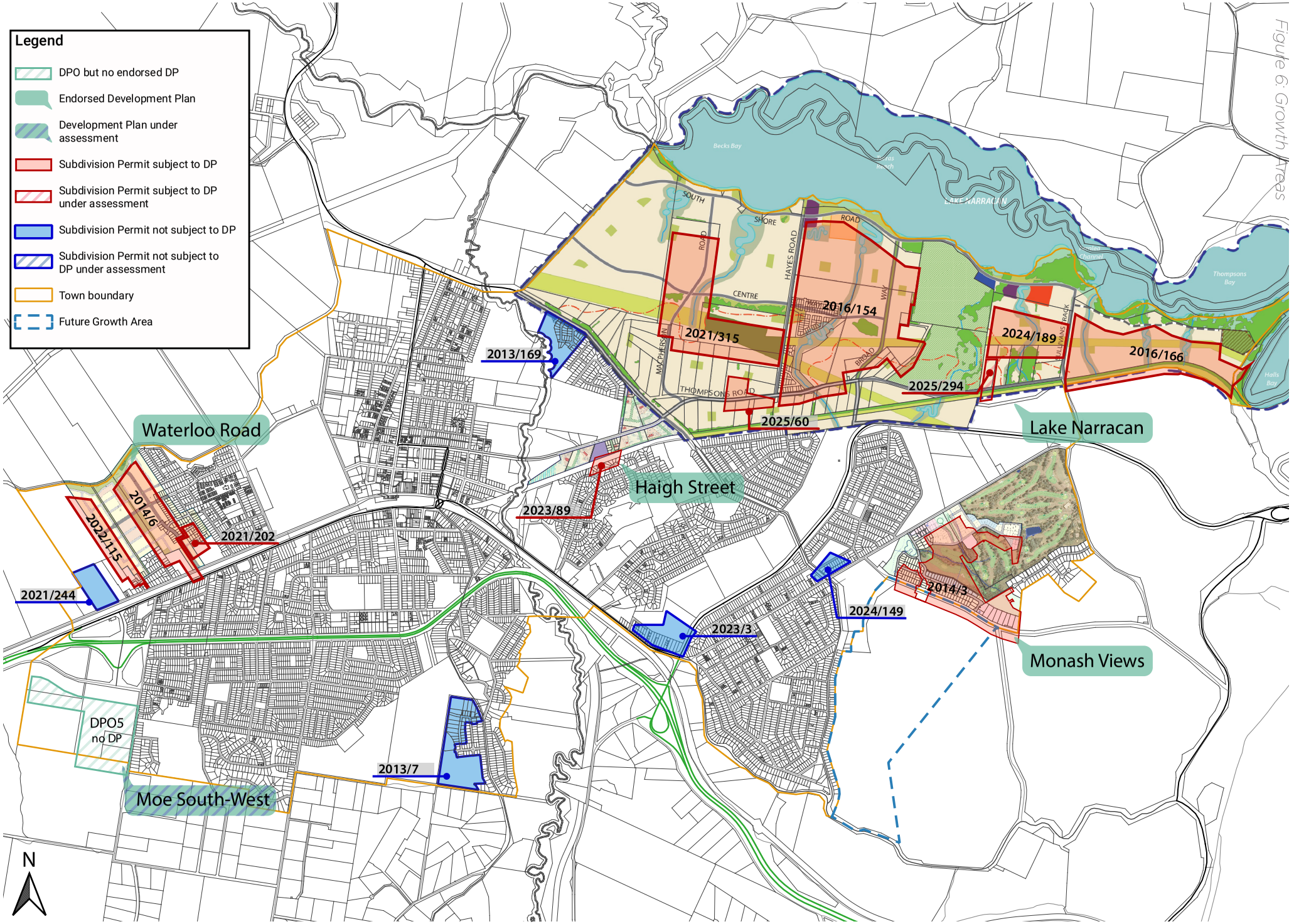


Figure 6: Growth Areas

2.0 Policy Context



Table 4: Planning Policy Framework

Theme	State Clause and Regional Clause	Local Clause
Municipal Planning Strategy		02.02 Vision 02.03 Strategic Directions 02.04 Strategic Framework Plans
Settlement	11.01-1S Settlement 11.01-1R Settlement - Gippsland 11.02-1S Managing Growth 11.03-1S Activity Centres	11.01-1L Latrobe Settlement Patterns 11.01-1L Moe-Newborough 11.03-1L Activity Centres 11.03-1L Moe Activity centre
Environmental Risks and Amenity	13.01-1S Climate Change Impacts 13.05-1S Noise Management 13.07-1S Land Use Compatibility 13.07-3S Live Music	13.07-1L Land Use Compatibility
Built Environment and Heritage	15.01-1S Urban Design 15.02-1S Building Design 15.01-3S Subdivision Design 15.01-4S Healthy Neighbourhoods 15.01-5S Neighbourhood Character 15.03-1S Heritage Conservation 15.03-2S Aboriginal Cultural Heritage	15.01-1L Urban Design 15.01-2L Energy and Resource Efficiency 15.03-1L Subdivision Design 15.01-5L Neighbourhood Character 15.03-1L Heritage Conservation
Housing	16.01-1S Housing Supply	16.01-1L Housing Supply (including the Moe-Newborough Housing Framework Plan) 16.01-5L Residential Aged Care
Economic Development	17.01-1S Diversified Economy 17.01-1R Diversified Economy - Gippsland 17.01-2S Innovation and Research 17.01-2R Innovation and Research - Gippsland 17.02-1S Business 17.02-2S Out-of-Centre Development 17.03-1S Industrial Land Supply 17.02-2S Sustainable Industry 17.04-1S Facilitating Tourism 17.04-1R Tourism - Gippsland	17.01-1L Diversified economy 17.01-2L Innovation and Research 17.02-2L Out-of-Centre Development 17.03-1L Sustainable Industry 17.04-1L Major Attractions and Commercial Tourism in Latrobe
Transport	18.01-1S Land Use and Transport Integration 18.01-2S Transport System 18.01-2R Transport System - Gippsland 18.01-3S Sustainable and Safe Transport 18.02-1S Walking 18.02-2S Cycling 18.02-3S Public Transport 18.02-4S Roads 18.02-5S Freight	18.01-2L Transport System 18.02-2L Sustainable Personal Transport
Infrastructure	19.02-2S Education Facilities 19.02-3S Cultural Facilities 19.02-4S Social and Cultural Infrastructure 19.02-5S Emergency Services 19.02-6S Open Space 19.03-3S Integrated Water Management	19.02-6L Open Space 19.03-3L Integrated Water Management

2.1 Municipal Planning Strategy

2.1.1 Vision

Clause 02.02 identifies Council's vision, based on the 2017-2021 Council Plan.
The Council Plan identifies 5 key objectives as follows:

- Support job creation and industry diversification to enable economic growth in Latrobe City.
- Encourage improved education & training outcomes in Latrobe City.
- Improve the liveability and connectedness of Latrobe City.
- Provide a connected, engaged and safe community environment, which is improving the well-being of all Latrobe City citizens.
- Grow the civic pride of our municipality and solidify Latrobe City's image as a key regional city.

It is noted that there is a Council Plan for 2021-2025, however, this is yet to be implemented into the Planning Scheme.

2.1.2 Strategic Directions

Clause 02.03 identifies the following strategic directions:

Settlement

Churchill, Moe-Newborough, Morwell and Traralgon together form a 'networked city' where each town provides services and facilities to meet the needs of the community. Traralgon and Morwell form the primary population centre in Latrobe, supported by Churchill and Moe-Newborough. Transport corridors form key elements of the networked city. The Morwell to Traralgon Employment Corridor's gradual development over the next 20 years will link Morwell and Traralgon together to form a continuous urban area.

Each town has developed its own function, with Traralgon as a regional retail centre; Morwell as a centre for government offices and industry; Moe-Newborough as a service centre and Churchill as a university town.

Council's settlement planning seeks to:

- Integrate the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system by:
  - Promoting growth in Traralgon-Morwell as the primary population centre, serving as the dominant residential, commercial and retail node.
  - Promoting growth in the Morwell to Traralgon Employment Corridor to provide a range of development opportunities for health, aviation, industrial, commercial and residential uses.
  - Promoting growth in Moe-Newborough and Churchill as supporting network towns, serving as secondary urban centres.
- Strengthen Traralgon's role as the Regional Retail Centre for Gippsland.
- Support Morwell as a key industrial and government office centre.
- Support Moe-Newborough's role as a key service centre and a peri-urban lifestyle option near Melbourne.
- Support Churchill's role as a University town.
- Support growth in district towns that reinforces their role as key retail and service centres for a moderate population base and the hinterland.
- Support growth in small towns to provide a limited range of services for residents and the surrounding rural areas.
- Facilitate the growth of towns to be commensurate with access to services, infrastructure, transport and the protection of natural resources.

Activity Centres

Latrobe City is the retail and regional service centre for Gippsland. Retail services provide the second highest level of employment in Latrobe City providing close to 4,000 jobs.

The Latrobe City Retail Centre Hierarchy outlines specific roles and functions for retail centres. A key role of the hierarchy is the promotion of a local retail network in which individual centres complement one another with respect to their retail offer, rather than directly compete for trade.

Moe is identified as a Sub-regional Retail Centre.

Sub-regional Retail Centres serve a broad surrounding region, although not as large as a regional centre. They provide a full range of convenience and comparison retailing. Sub-regional centres can also provide a range of non-retail uses such as community and recreation facilities and offices.

Councils objectives are to:

- Support the development of a network of activity centres that satisfy a range of local and regional retail, entertainment, commercial, government and community service needs in accordance with the Latrobe City Retail Centre Hierarchy.
- To facilitate the growth and viability of Latrobe's Activity Centres.
- Create vibrant, high quality, walkable, safe and active retail areas.

Heritage

Planning for heritage seeks to:

- Protect places of heritage, cultural and social significance.

Housing

Planning for housing seeks to:

- Encourage a substantial increase in housing density and diversity to maximise access to existing services, transport and infrastructure in Substantial Change Areas.
- Promote opportunities for infill development in all main urban settlements as a priority.
- Provide aged care facilities within residential growth areas close to Neighbourhood Activity Centres.

Economic Growth

Planning for economic growth seeks to:

- Enable the community to prosper from the transition to a low carbon future by supporting the diversification of employment opportunities.
- Encourage alternative energy industries, including renewable energy and clean coal in locations with convenient access to existing energy distribution infrastructure.
- Facilitate the growth of service sector jobs targeting regional health services, tertiary education, retail, entertainment and government administration.

Industry

Planning for industry seeks to:

- Develop the Morwell – Maryvale Industry Growth Corridor as the main industry growth area of Latrobe.
- Facilitate the supporting role that industrial land in Moe, Churchill and Traralgon play in Latrobe's industrial development.
- Support the retention of buffers between industrial and sensitive use areas where amenity is impacted.

Transport

Planning for transport seeks to:

- Facilitate expansion of public transport options in growth areas and integrate it with other modes of travel.
- Consolidate urban areas to provide for shorter travel distances, walking, cycling and access to public transport.
- Facilitate infrastructure that encourages alternative transport options including walking and bicycle transport options.

Freight

Planning for freight seeks to:

- Develop an intermodal terminal and logistics precinct at the Gippsland Logistics Precinct that supports increased efficient handling of freight through rail.
- Encourage road, rail and air freight capabilities that connect to regional and national networks.

Infrastructure

Planning for infrastructure assets seeks to:

- Protect infrastructure assets from encroachment of development that would compromise their efficient functioning and safety.
- Manage land use and development in the vicinity of the pipelines to minimise risks to human life and the functional operation of the pipelines.

Community Infrastructure

Planning for community infrastructure seeks to:

- Support a range of health, social and

recreational facilities including the expansion of educational facilities.
- Support hubs of integrated community services.
- Encourage community facilities to locate in or near activity centres and be accessible by public transport.

Open Space

Planning for open space seeks to:
- Design public open spaces so they are accessible and can be used by people of all abilities, ages and interests.
- Encourage the provision of a connected open space network that extends from urban to rural areas and has both north-south and east-west linkages.
- Encourage the development of linear parks, habitat corridors and linkages between key open spaces, community destinations and employment precincts to improve connectivity.
- Extend open space corridors along major waterways where open space linkages can be achieved.

Development Infrastructure

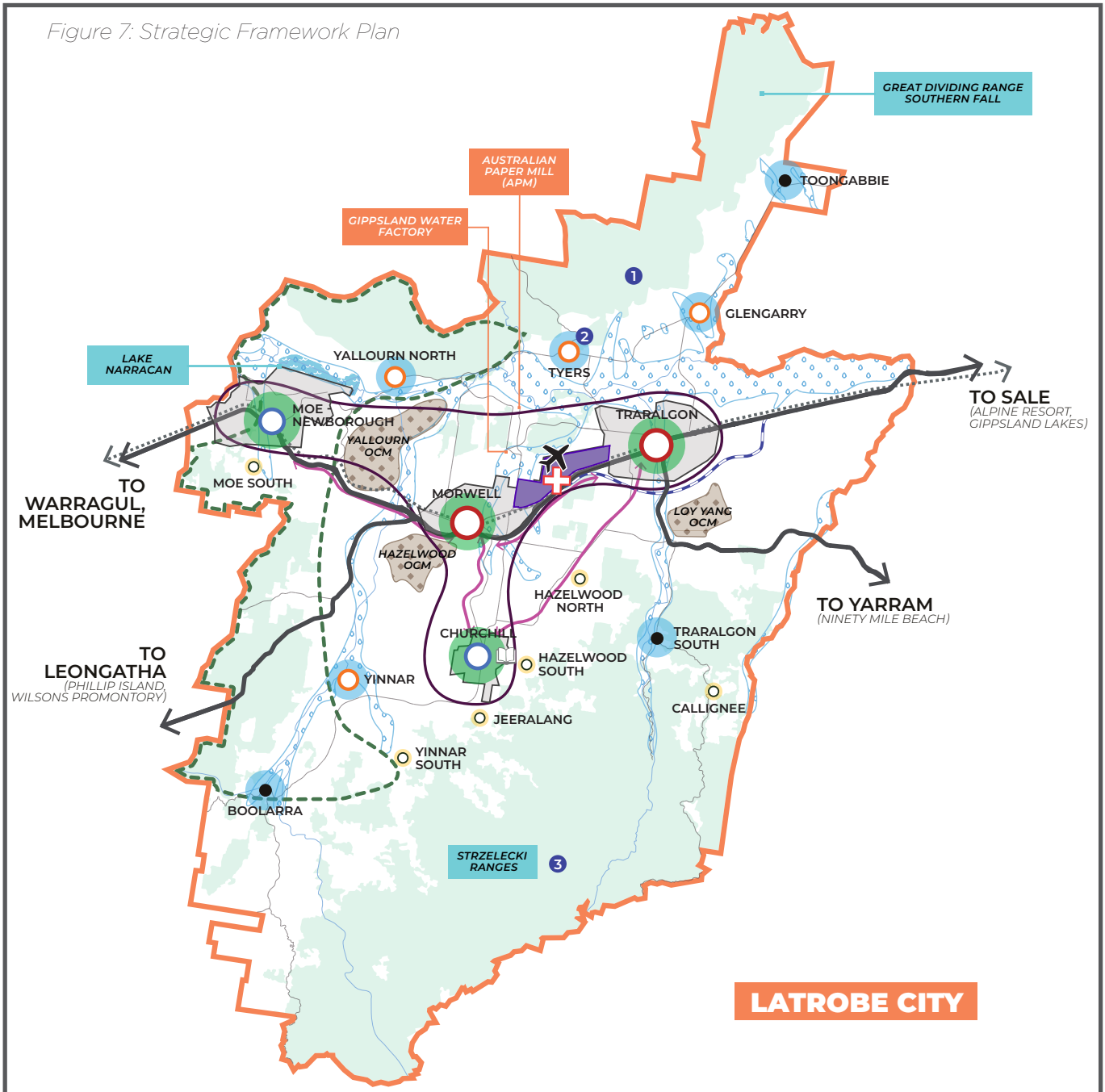
Planning for development infrastructure seeks to:
- Align development with the delivery of key infrastructure items and economic and employment growth.
- Encourage a consistent approach to the design and construction of infrastructure across the municipality.

2.1.3 Strategic Framework Plans

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

Plans that apply to this project include:
- Strategic Framework Plan (Figure 7);
- Retail Hierarchy Plan (Figure 8); and
- Economic Strategy Plan (Figure 9).

Figure 7: Strategic Framework Plan



DRAWING KEY

- LATROBE CITY BOUNDARY
- NETWORKED CITY

SETTLEMENT HIERARCHY

- POPULATION CENTRES
- SUPPORTING NETWORK TOWNS
- DISTRICT TOWNS
- SMALL TOWNS
- RURAL LIVING PRECINCTS

SETTLEMENT GROWTH

- PROMOTE FUTURE GROWTH
- SUPPORT FUTURE GROWTH
- MANAGE FUTURE GROWTH

OTHERS

- BUILT UP AREAS

OTHERS

- FLOOD AFFECTED LAND
- STRZELECKI-APLINE BIOLINK

MOVEMENT NETWORK

- FREEWAYS/HIGHWAYS
- MAJOR ROADS
- PROPOSED PRINCES FREEWAY-TRARALGON BYPASS
- RAIL CONNECTION
- NETWORK CITY TRANSPORT CORRIDOR

ASSETS

- MORWELL - TRARALGON EMPLOYMENT CORRIDOR (MTEC)
- OPEN CUT MINE
- LATROBE REGIONAL AIRPORT
- WATERWAY
- LAKE NARRACAN
- LATROBE REGIONAL HOSPITAL
- FEDERATION UNIVERSITY

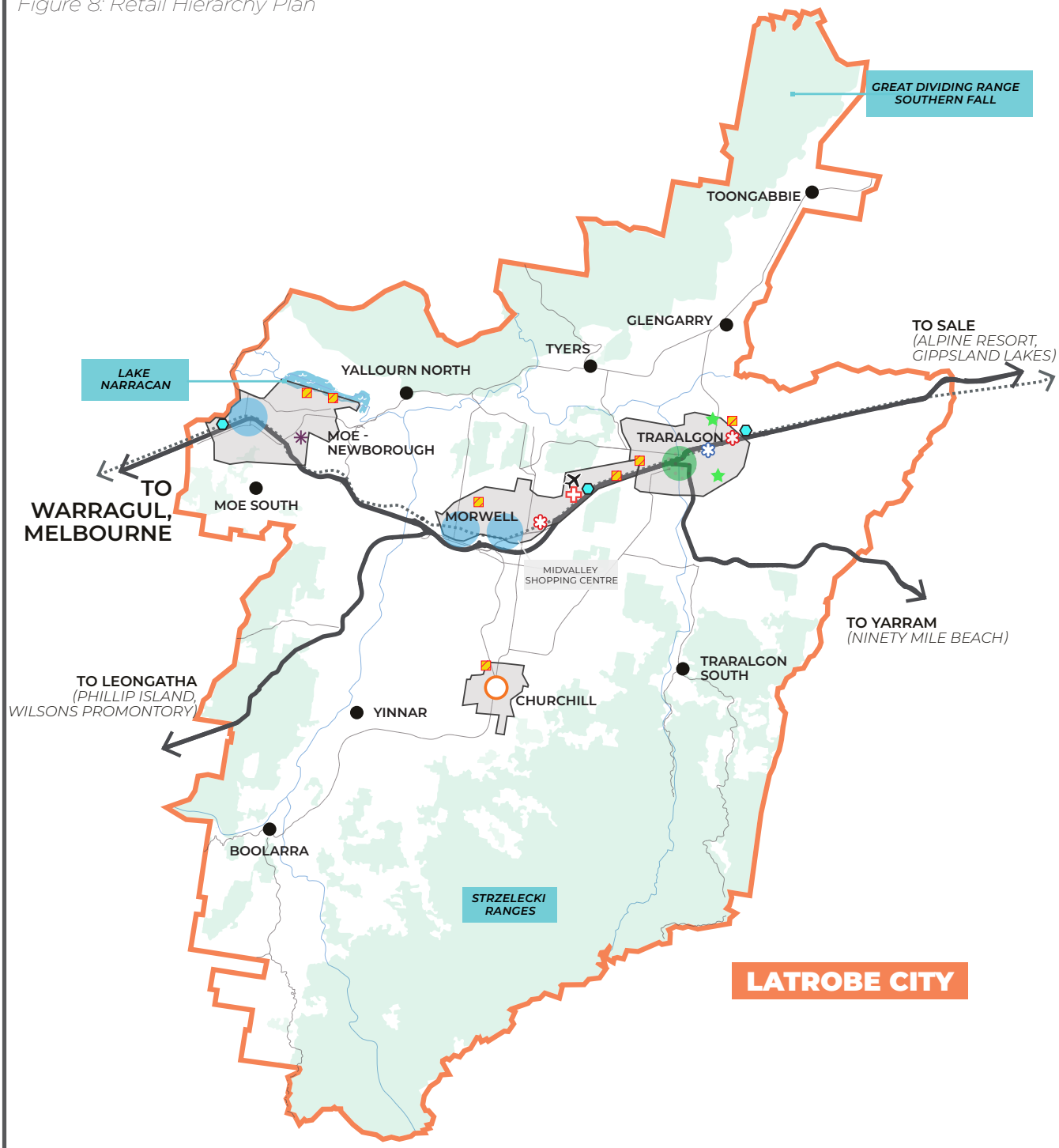
OTHER STRATEGIES

1. PROTECT NATIVE VEGETATION AND BIODIVERSITY VALUES IN THE GREAT DIVIDING RANGE
2. WORK WITH STATE GOVERNMENT TO PROVIDE DOMESTIC WASTEWATER TREATMENT SYSTEM FOR TOWNSHIP
3. SUPPORT THE 'CORES AND LINKS' INITIATIVE AND PROTECT NATIVE VEGETATION AND BIODIVERSITY VALUES IN THE STRZELECKI RANGES

N 0 2.5 5km

January 2020

Figure 8: Retail Hierarchy Plan



DRAWING KEY

LATROBE CITY BOUNDARY

RETAIL HIERARCHY

- REGIONAL RETAIL CENTRE
- SUB REGIONAL RETAIL CENTRE
- NEIGHBOURHOOD CENTRE (EXISTING)
- NEIGHBOURHOOD CENTRE (APPROVED)
- NEIGHBOURHOOD CENTRE (POTENTIAL)
- LOCAL CENTRE (POTENTIAL)
- HOMEMAKER PRECINCT (EXISTING)
- HOMEMAKER PRECINCT (PLANNED)
- LARGE TOWN CENTRE
- SMALL TOWN CENTRE

ECONOMIC ASSETS

- LATROBE REGIONAL AIRPORT
- WATERWAY
- LATROBE REGIONAL HOSPITAL
- LAKE NARRACAN

MOVEMENT NETWORK

- FREEWAYS/HIGHWAYS
- MAJOR ROADS
- RAIL CONNECTION

OTHERS

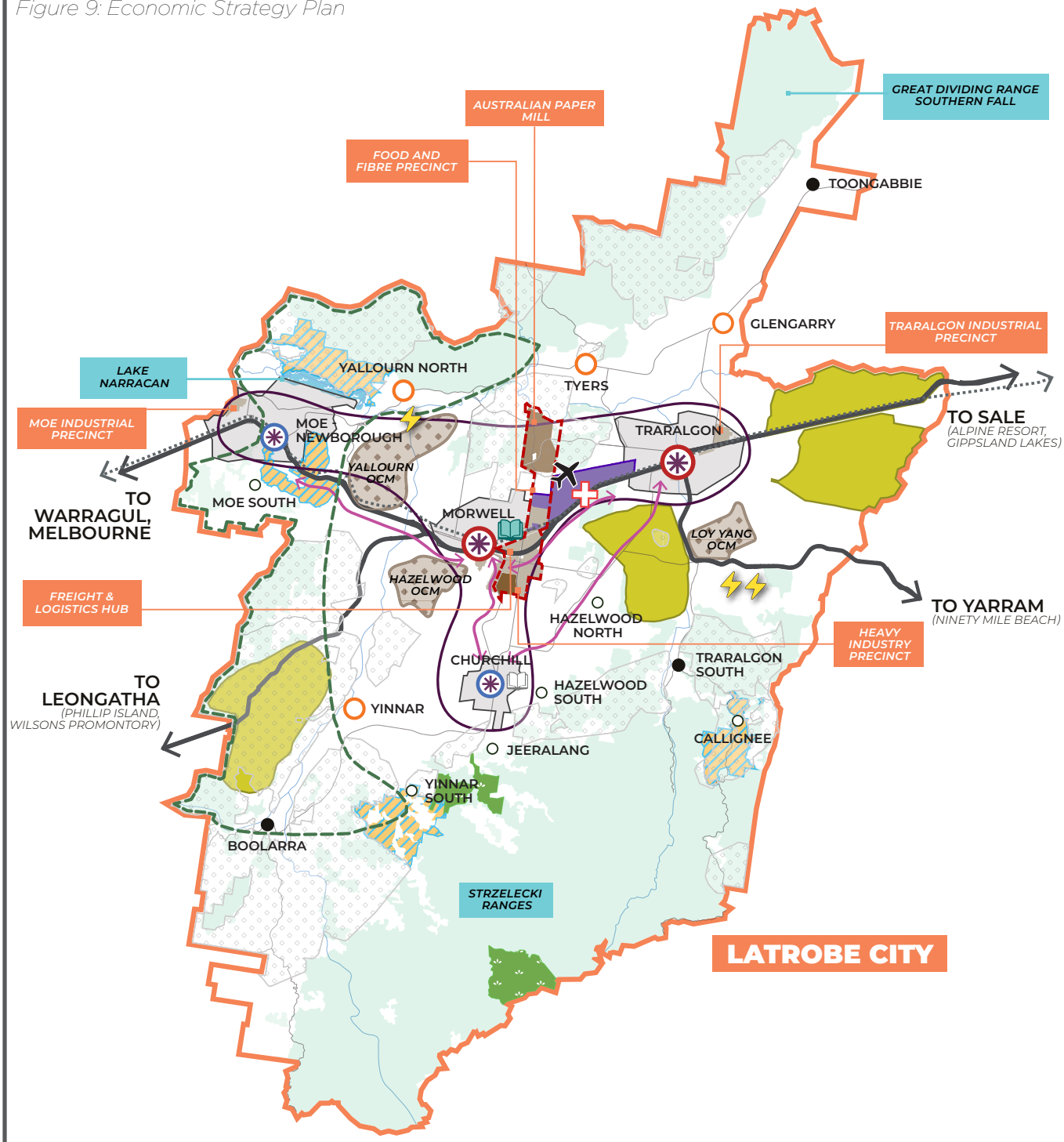
- BUILT UP AREAS

N 0 2.5 5km

January 2020

*Local Activity Centres (existing) are shown on individual town Structure Plans

Figure 9: Economic Strategy Plan



DRAWING KEY

- LATROBE CITY BOUNDARY
- NETWORKED CITY

SETTLEMENT HIERARCHY

- POPULATION CENTRE
- SUPPORTING NETWORK TOWNS
- DISTRICT TOWNS
- SMALL TOWNS
- RURAL LIVING PRECINCTS

OTHERS

- BUILT UP AREAS

ECONOMIC ASSETS

- MORWELL - TRARALGON EMPLOYMENT CORRIDOR (MTEC)
- MORWELL - MARYVALE INDUSTRY GROWTH CORRIDOR
- INDUSTRIAL 1 PRECINCTS
- INDUSTRIAL 2 PRECINCTS
- OPEN CUT MINE
- EXTRACTIVE INDUSTRY INTEREST AREA
- POWER STATION
- STATE FOREST
- NATIONAL PARK
- LATROBE REGIONAL HOSPITAL
- LATROBE REGIONAL AIRPORT
- LAKE NARRACAN
- PRIMARY ACTIVITY CENTRE

ECONOMIC OPPORTUNITY

- FEDERATION UNIVERSITY
- HI - TECH PRECINCT
- SUPPORT RURAL TOURISM
- STRZELECKI-ALPINE BIOLINK
- INTENSIVE AGRICULTURE PRECINCTS

MOVEMENT NETWORK

- FREEWAYS/HIGHWAYS
- MAJOR ROADS
- RAIL CONNECTION
- NETWORK CITY TRANSPORT CORRIDORS

N 0 2.5 5km

January 2020

2.2 Planning Policy Framework

This section references what is currently in the Latrobe Planning Scheme which may use planning terminology for areas such as the Moe CBD.

Clause 11 Settlement

Planning is to:

- Anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.
- Prevent environmental, human health and amenity problems created by siting incompatible land uses close together.
- Facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

Key Strategies include:

- Discourage retail and office development outside of the Primary Activity Centre (Moe-Newborough Town Structure Plan (MNTSP) Area 1), other than office developments at the former Moe Hospital at Ollerton Avenue, Newborough (MNTSP Area 2).
- Encourage retail, office and residential mixed use developments within Moe Primary Activity Centre (Moe CBD) (see Figure 10 for the current Moe Activity Centre Plan).
- Facilitate development of key sites adjacent to public transport, including bus routes and the Moe Train Station, that encourage pedestrian linkages between the private and public realm, including the expansion of shopping centres.
- Develop the northern side of the railway line as an active urban environment and the southern side as a landscape focused area with passive recreation community spaces.
- Enhance the image of the Railway Precinct as the focal point of Moe by establishing a civic hub at the Precinct that includes a pedestrian plaza and community-based facilities.
- Design development to maintain views to and from the Rail Precinct and Station.
- Activating the central green open spaces in the Railway Precinct by encouraging localised commercial activity and transit-oriented development.
- Locate convenience retailing between the west end of the Service Station (opposite 37 Lloyd Street, Moe) and the south Station forecourt to provide active frontages to the pedestrian crossing in the Railway Precinct.
- Encourage landscaping at the Lloyd Street frontage of the Service Station (10 Lloyd Street, Moe) and the open space to the east.
- Reinforce Moore Street as the primary shopping street in the town.
- Support development that provides a high level of pedestrian amenity at Hasthorpe Place Precinct including pedestrian arcades to Moore Street and George Street (Moe Activity Centre Plan (Moe ACP Area 2).
- Facilitate development that fronts car parking and the pedestrian network at the Clifton Street Precinct (Moe ACP Area 1).
- Support the redevelopment of higher density housing to the south of Moe town centre and train station through a demonstration project (Moe ACP Area A to D).

Clause 13 Environmental Risks and Amenity

Planning should:

- Strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.
- Identify, prevent and minimise the risk of harm to the environment, human health, and amenity through:
    - Land use and development compatibility.
    - Effective controls to prevent or mitigate significant impacts.
- Identify and manage the potential for the environment and environmental changes to impact on the economic, environmental or social wellbeing of society.
- Ensure development and risk mitigation does not detrimentally interfere with important natural processes.
- Prepare for and respond to the impacts of climate change.

Key Strategies include:

DRAWING KEY

- MOE-NEWBOROUGH TOWNSHIP BOUNDARY
- WATERWAY
- LAKE NARRACAN
- TOWNSHIP GATEWAY
- POTENTIAL LANDMARK USE
- MOE-NEWBOROUGH STRUCTURE PLAN AREA

LAND USE

RESIDENTIAL
- EXISTING RESIDENTIAL LAND
- RESIDENTIAL SUPPLY
- FUTURE RESIDENTIAL
- LONG TERM FUTURE RESIDENTIAL
- PREFERRED DIRECTION FOR FUTURE RESIDENTIAL

AGRICULTURAL
- RURAL LIVING

COMMERCIAL
- RESTRICTED RETAIL SUPPLY
- MIXED USES
- PRIMARY ACTIVITY CENTRE
- NEIGHBOURHOOD ACTIVITY CENTRE
- LOCAL ACTIVITY CENTRE
- FUTURE NEIGHBOURHOOD ACTIVITY CENTRE

INDUSTRIAL
- INDUSTRIAL ZONE
- FUTURE INDUSTRIAL ZONE

COMMUNITY INFRASTRUCTURE / OPEN SPACE
- PUBLIC OPEN SPACE
- FUTURE PUBLIC OPEN SPACE
- CONSERVATION
- SERVICE / COMMUNITY / CIVIC USE
- PUBLIC / UTILITY LAND
- SPECIAL USE ZONE
- POTENTIAL SCHOOL

MOVEMENT
- FREEWAY / HIGHWAY
- MAJOR ROADS
- FUTURE ROAD
- RAIL CONNECTION
- TRAIN STATION
- TRANSIT CITIES BOUNDARY
- RAIL TRAIL
- SHARED PATHWAYS

CONSTRAINTS
- COAL BUFFER (ESO1)

0 0.5 1km

N

January 2020

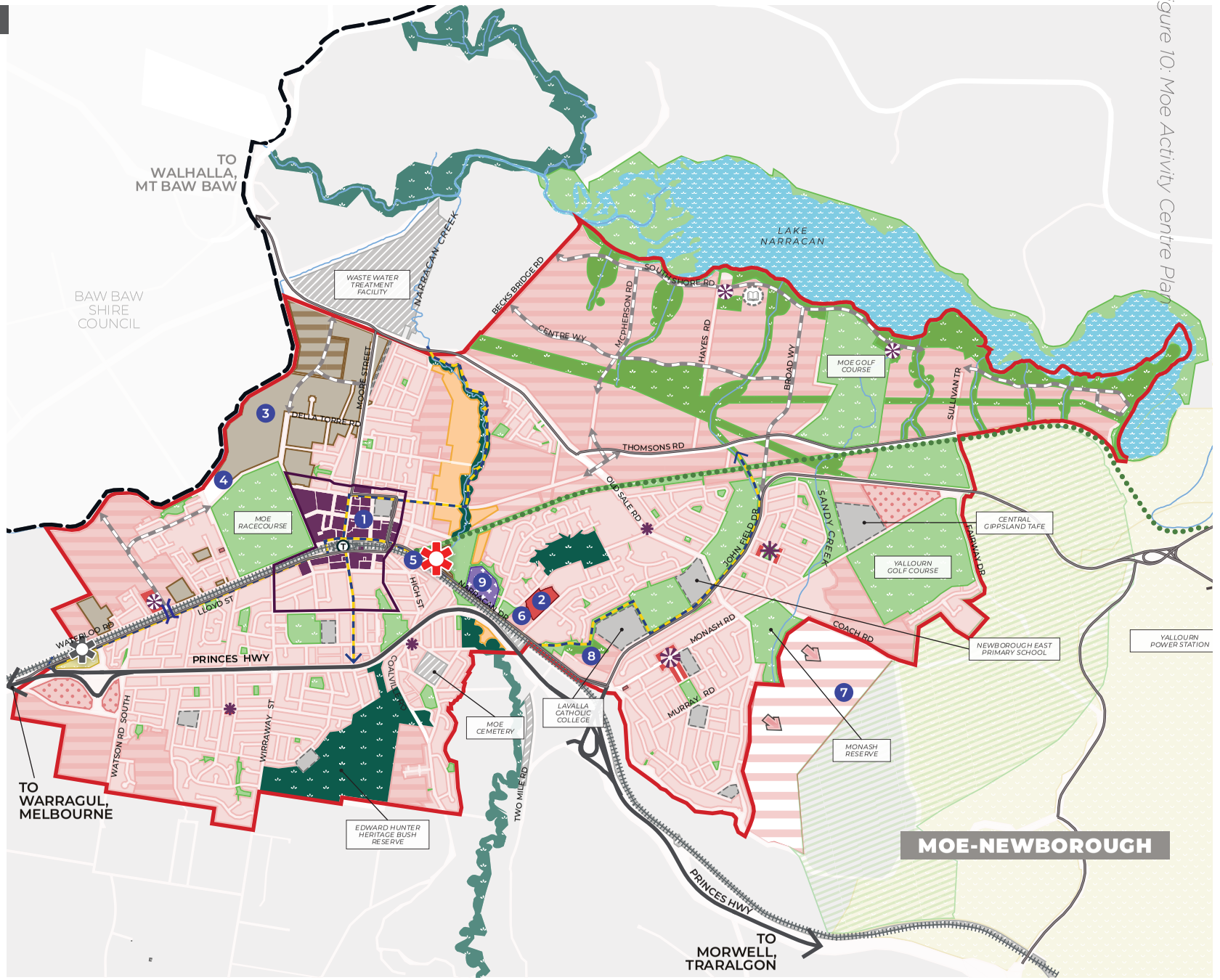


Figure 10: Moe Activity Centre Plan

- Respond to the risks associated with climate change in planning and management decision making processes.
- Identify at risk areas using the best available data and climate change science.
- Develop adaptation response strategies for existing settlements in risk areas to accommodate change over time.
- Ensure planning controls allow for risk mitigation and climate change adaptation strategies to be implemented.
- Site and design development to minimise risk to life, health, property, the natural environment and community infrastructure from natural hazards.
- Consider as relevant the potential for contamination to impact the proposed use or development through an assessment that is proportionate to the risk, including:
    - An assessment in accordance with the National Environment Protection (Assessment of Site Contamination) Measure (National Environment Protection Council, 1999)
    - A preliminary risk screen assessment or environmental audit under Part 8.3 of the *Environment Protection Act 2017*.

Clause 15 Built Form and Environment

Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.

Planning should:

- Ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.
- Protect places and sites with significant heritage, architectural, aesthetic, natural, scientific and cultural value.
- Incorporate measures to protect culturally significant heritage places in locations exposed to climate related hazards.

In addition, planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.

Key Strategies include:

- Encourage built form that provides and enhances passive surveillance.
- Encourage all retail outlets to provide active street frontages, including low level signs to street frontages and minimising blank walls to street façades.
- Improve the visual appearance of key transport routes, main road approaches to urban centres, streets and town entrances through urban design and landscaping in accordance with the Latrobe City Council Urban Design Guidelines (Latrobe City, 2019).
- Support the upgrade of degraded areas (including commercial and industrial land), in particular at town entrances and primary transport routes, in accordance with the Latrobe City Council Urban Design Guidelines (Latrobe City, 2019).
- Encourage development to incorporate energy efficient design measures.
- Discourage demolition of heritage structures and trees unless the demolition will result in net community benefit.
- Design and site development so that it does not adversely affect the significance of the heritage place or any adjoining heritage place.

Clause 16 Housing

Planning should:

- Provide for housing diversity, and ensure the efficient provision of supporting infrastructure.
- Ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.
- Include the provision of land for affordable housing.

Key strategies include:

- Encourage and concentrate a diverse range of housing in locations with access to community services, activity centres and public transport in accordance with the Housing Framework Plans

in this Clause.
- Locate specialised aged care facilities in sites that are:
  - Close to retail, community and recreational facilities.
  - Serviced by public or community transport.

Clause 17 Economic Development

Planning is to:
- Provide for a strong and innovative economy, where all sectors are critical to economic prosperity.
- Contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

Key Strategies include:
- Discourage the establishment of 'out of centre' large format supermarkets and retail developments, unless there is demand and existing centres would not be detrimentally affected.
- Encourage development of event related facilities to support Latrobe as a conference and major events destination.
- Facilitate tourism development, such as accommodation and hospitality, that supports visitation to Latrobe's events and attractions, including its industrial heritage.
- Encourage commercial tourist development to locate within urban areas.

Clause 18 Transport

Planning should ensure a safe, integrated and sustainable transport system that:

- Provides access to social and economic opportunities to support individual and community wellbeing.
- Facilitates economic prosperity.
- Actively contributes to environmental sustainability.
- Facilitates network-wide efficient, coordinated and reliable movements of people and goods.
- Supports health and wellbeing.

Key Strategies include:
- Design residential estates to include a bicycle network that links with the principal bicycle routes.
- Facilitate the expansion of cycling and pedestrian networks in all towns and between all activity centres

Clause 19 Infrastructure

Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities. In addition, planning should:
- Ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.
- Facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.
- Minimise the impact of use and development on the operation of major infrastructure of national, state and regional significance, including communication networks and energy generation and distribution systems.

Infrastructure planning should avoid, minimise and offset environmental impacts, and incorporate resilience to natural hazards, including future climate change risks.

Key Strategies include:
- Develop community facilities that are multi-functional.
- Support recreation and community facilities that are compatible with the needs, character and socioeconomic profile of the local area.
- Locate community centres close to schools, public transport, civic areas and parks.

- Provide a consistent standard of the design and construction of infrastructure across the municipality.

Clause 74 Strategic Implementation

A planning authority must take into account the schedule to this clause when it prepares an amendment to this planning scheme.



2.3 Zones

Figure 23 on page 33 shows the existing land use zoning within the Moe Activity Centre Plan study area which includes:

- Commercial 1 Zone (C1Z)
- Mixed Use Zone (MUZ)
- Industrial 3 Zone (IN3Z)
- Residential Growth Zone - Schedule 2 (RGZ2)
- Residential Growth Zone - Schedule 3 (RGZ3)
- Public Use Zone - Schedule 2 (Schools) (PUZ2)
- Public Use Zone - Schedule 6 (Local Government) (PUZ6)
- Neighbourhood residential Zone - Schedule 1 (NRZ1)
- Public Park and Recreation Zone (PPRZ)
- Transport Zone - Schedule 1 (Railways) (TRZ1)
- Transport Zone - Schedule 2 (Principal Road Roads) (TRZ2)
- Transport Zone - Schedule 3 (Significant Municipal Roads) (TRZ3)

Below is a description of the existing zones.

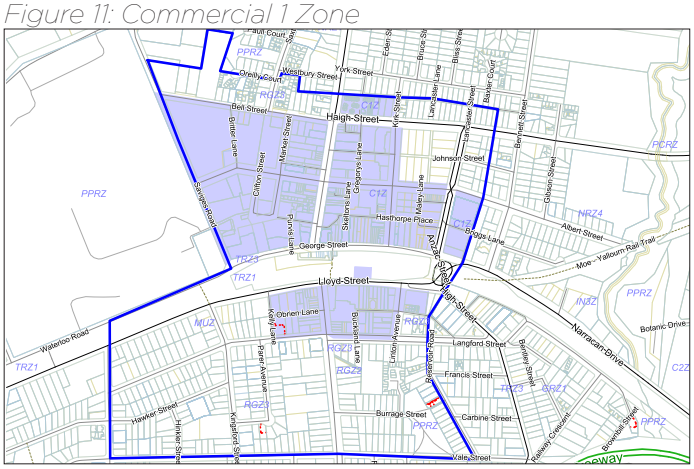
Commercial 1 Zone

Purpose:

- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

C1Z covers the majority of the Moe CBD to the north and down to Langford Street south of the railway line. The land is occupied by various retail and office businesses.

Figure 11: Commercial 1 Zone



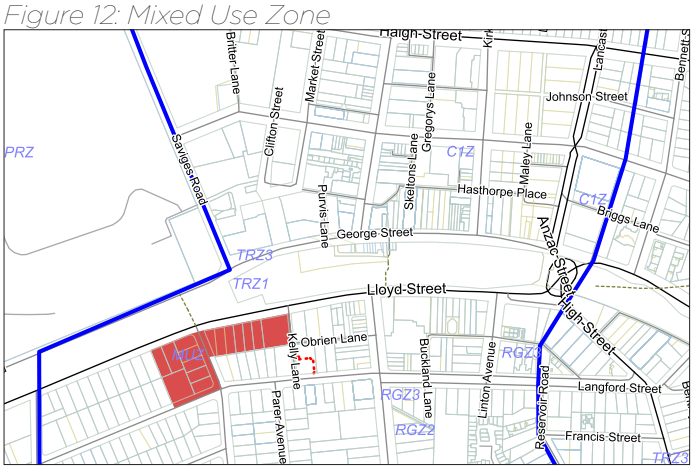
Mixed Use Zone

Purpose:

- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.

The area contained within MUZ is along Lloyd Street, Kingston Street and Langford Street in the central-west of the activity centre area.
The land uses range from residential, commercial and industrial.

Figure 12: Mixed Use Zone



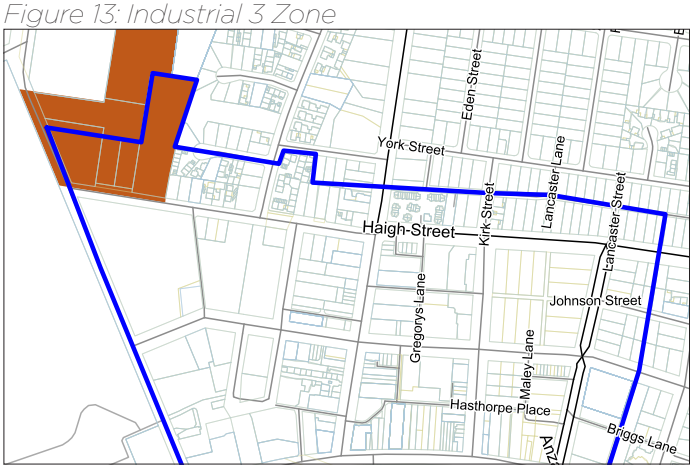
Industrial 3 Zone

Purpose:

- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

The north-west corner of the activity centre is covered by IN3Z. The land uses range from commercial to light industrial use.

Figure 13: Industrial 3 Zone



Residential Growth Zone - Schedule 2

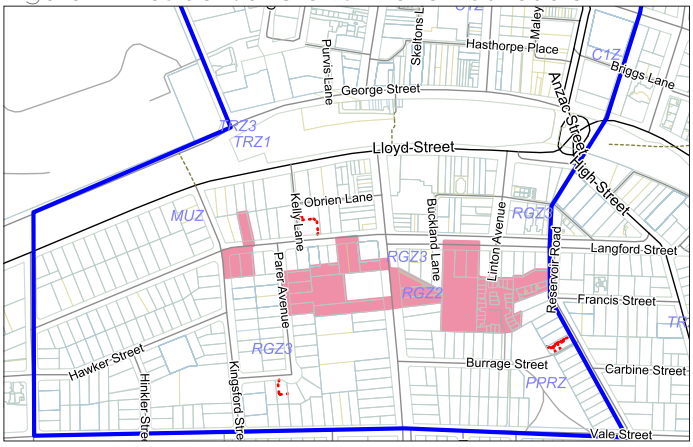
Purpose:

- To ensure that the design and siting of new buildings does not dominate the streetscape or compromise identified heritage character.
- To ensure upper levels of buildings are set back to minimise dominance within the streetscape.
- To ensure that the design of vehicle access points and car parking support a safe, accessible and walkable neighbourhood.

Land included in the zone is situated in the southern area of the activity centre. The land uses in the zone are a mix of community based commercial buildings and residential.

These areas are next to heritage overlays. The zone is intended to allow greater development while respecting the adjoining heritage character.

Figure 14: Residential Growth Zone - Schedule 2



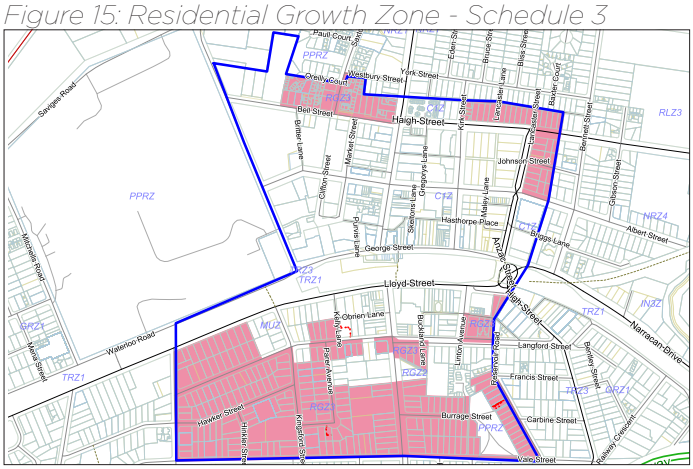
Residential Growth Zone - Schedule 3

Purpose:

- To facilitate development of smaller housing types comprising apartments, shop-top housing, townhouses and units to maximise access to activity centres, services, transport and infrastructure.
- To encourage multi-storey developments on allotments of sufficient size and width to achieve required building setbacks, a garden landscape within the front setback and off street car parking.

This zone is in the north and south of the Moe CBD. This is the predominant zone in area South of the trail line within activity centre. The land use of the area is predominately residential.

Figure 15: Residential Growth Zone - Schedule 3



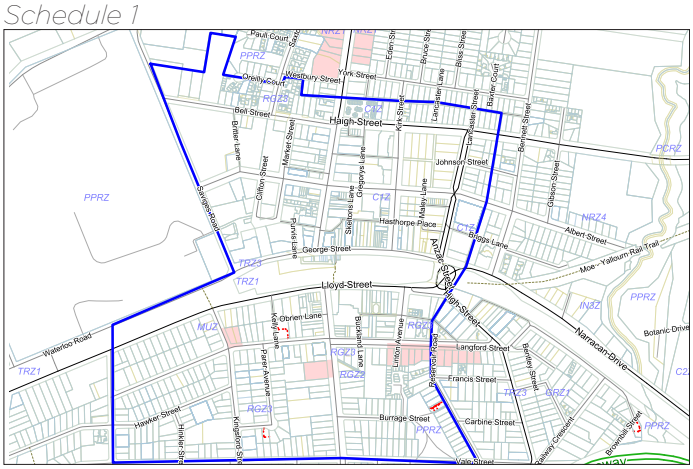
Neighbourhood Residential Zone - Schedule 1

Purpose:

- To recognise areas of predominantly single and double storey residential development.
- To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

Fifteen properties south of the train line are zoned NRZ1 as a part of the Langford Street heritage precinct. The buildings are predominately dwellings, with two separate places of worship included in the zone to the west of dwellings. All properties include a heritage overlay.

Figure 16: Neighbourhood Residential Zone - Schedule 1



Public Use Zone

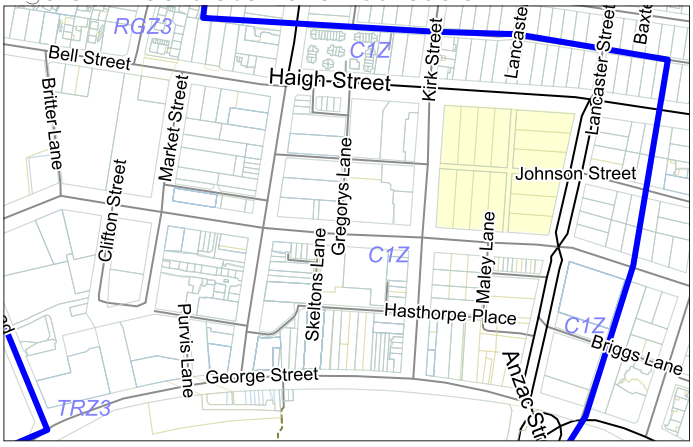
Purpose:

- To recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.

Public Use Zone - Schedule 2 (Education)

Located to the north-east corner of the Moe CBD, the zone covers the block of land surrounded by Albert Street, Kirk Street, Anzac Street and Haigh Street. The land is occupied by Albert Street Primary School.

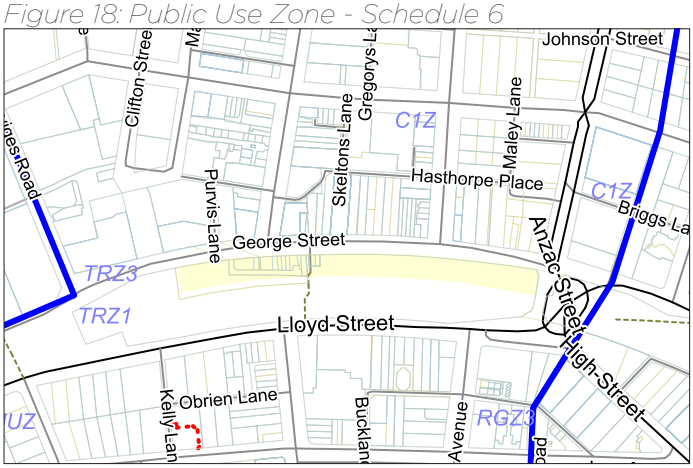
Figure 17: Public Use Zone - Schedule 2



Public Use Zone - Schedule 6 (Local Government)

The zone runs alongside the railway line to the north, fronting George Street. The land is occupied by the Moe Library and service centre, a skate park and playground.

Figure 18: Public Use Zone - Schedule 6



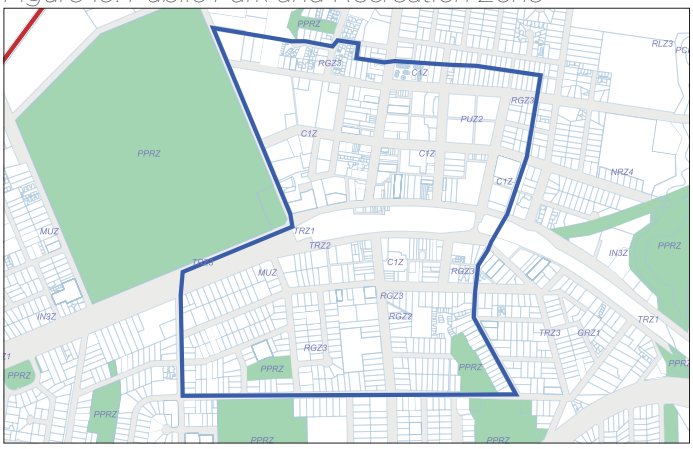
Public Park and Recreation Zone

Purpose:

- To recognise areas for public recreation and open space.
- To protect and conserve areas of significance where appropriate.

A single area (H.G. Stoddart Memorial Park) of PPRZ is included in the activity centre. This area is bordered by the southern boundary and provides access from residential to community open space areas. However, several parks and reserves lie just outside the precinct boundary including the Moe Racecourse to the west, Ted Summerton Reserve, Olympic Park and the Moe Swimming Pool to the south. It is noted that the Kingston Street reserve is not zoned Public Park and Recreation Zone.

Figure 19: Public Park and Recreation Zone



Transport Zone

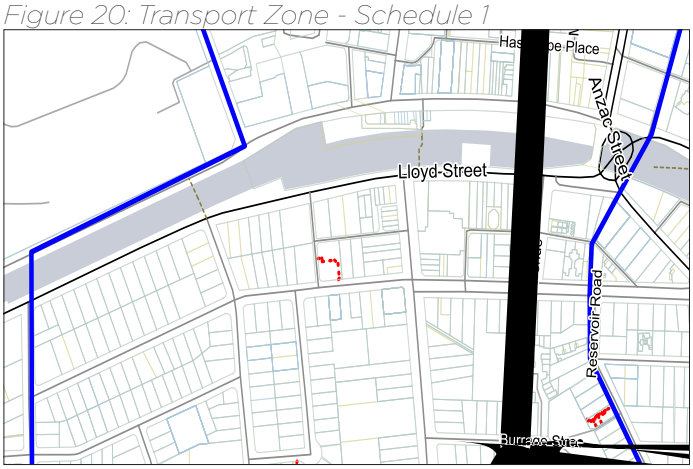
Purpose:

- To provide for an integrated and sustainable transport system.
- To identify transport land use and land required for transport services and facilities.
- To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.
- To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.

Transport Zone - Schedule 1 (Railways)

Victrack occupies the zone for railway stations and relevant facilities. The zone runs through the Moe CBD from east to west in a manner that separates the activity centre from north to south.

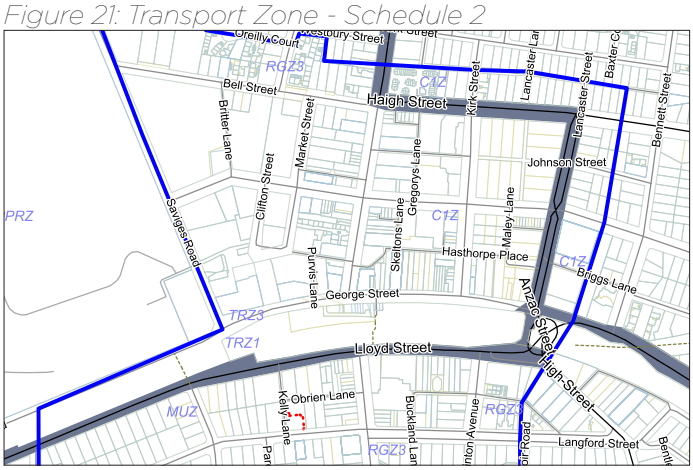
Figure 20: Transport Zone - Schedule 1



Transport Zone - Schedule 2 (Principal Road Network)

Three roads that provide access to the town centre are included in the TRZ2, Moore Street provides access from the north, Lloyd Street from east and Narracan Drive from the west. Anzac Street connects these roads together.

Figure 21: Transport Zone - Schedule 2



Transport Zone - Schedule 3 (Significant Municipal Road)

Roads that provide access through the Moe CBD as major thoroughfares are included in the TRZ3, these roads are Moore Street and George Street.

Figure 22: Transport Zone - Schedule 3

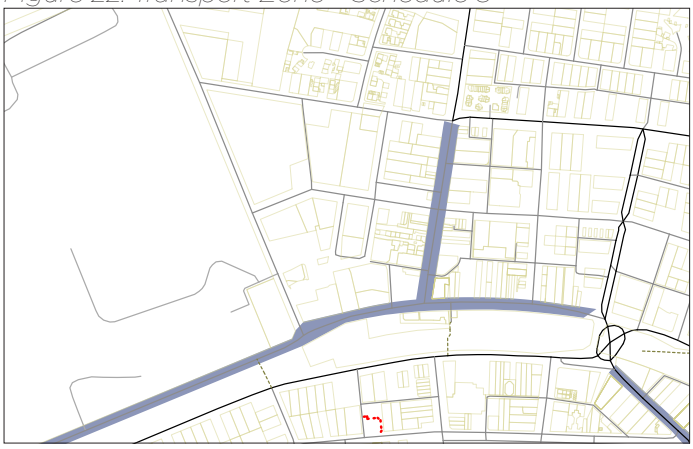
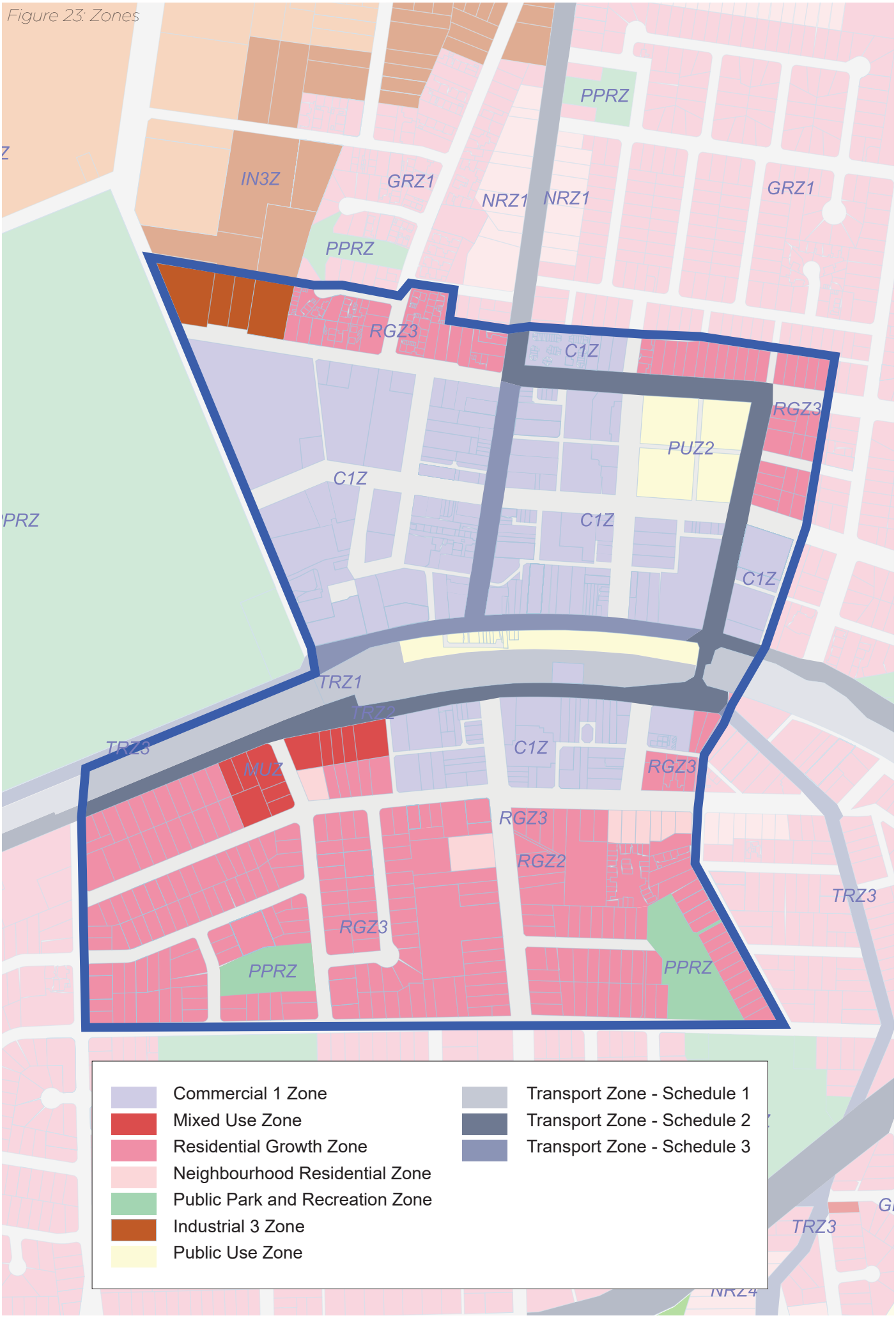


Figure 23: Zones



2.4 Historical Zonings

The CBD of Moe has gone through minimal zoning changes over the last 30 years. The Shire of Moe Planning Scheme (Feb 1988 (see Figure 24)) identified the commercial area of Moe as being zoned Commercial “B”, offices were also encouraged via a Commercial “D” Zone on Anzac Street.

Under the Commercial B Zone, no petrol stations were allowed on:

- The west side of Anzac street;
- Both sides of George Street;
- Both sides of Moore Street;
- Both sides of Market Street;
- Both sides of Scott Avenue;
- Both sides of Hasthorpe Place; and
- South side of Lloyd street.

The area in the southern precinct that is currently zoned Mixed Use Zone was zoned Light Industrial and Commercial “B” Zone. There was a small section along Langford Street between Linton Avenue and Collins Lane that was zoned Commercial “A”, which was more restrictive in the types of uses, only allowing shops, restaurants, commercial premises and civic services.

Several sites in the CBD including the Moe Town Hall, and the Moe Council Chambers and office building were zoned Proposed Public Purpose Reserve. While the CFA building on Albert Street and the Albert Street Primary School were zoned Existing Public Purpose Reserve.



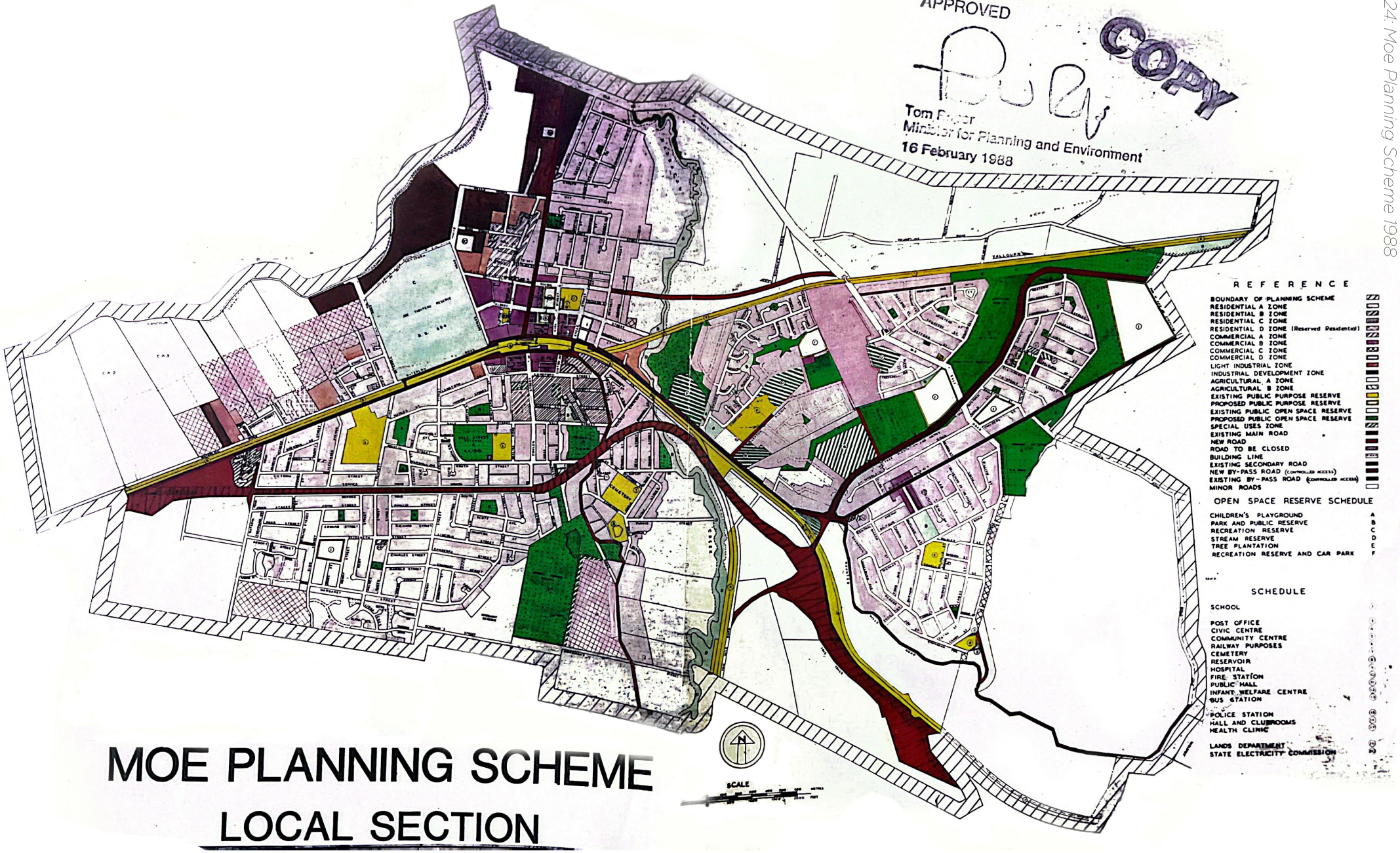


Figure 24: Moe Planning Scheme 1988

A State wide amendment (S45) on 5 September 1996 amended all planning schemes to insert new terms and definitions and make consequential changes to the State zones and other State section provisions to use the new terms. Subsequently the labelling of the Commercial Zone changed to Business Zone (B1, B2 and B4). The majority of the Moe CBD became Business 1 Zone.

In 1997 through Amendment L40, 9-11 Anzac Street was rezoned from Commercial “D” to Business 5 Zone.

On 11 December 1997, the Gregory’s Lane Car park, 5A Haigh Street, 32-34 Kirk Street and 44 Albert Street were rezoned from Public Purposes Civic Centre to State Section Business 1 Zone through Amendment L42 which was to encourage intensive development of business centres for retailing and other complimentary commercial, entertainment and community uses.

Amendment L46 rezoned 27-29 Moore Street and 48 Haigh Street, Moe from Commercial B to the State Section Business 5 Zone which encouraged the development of offices or multi-dwelling units with common access from the street.

Between 1996 and 1997 Council completed the “La Trobe Strategy Plan” and the “One Valley One Future” (Structure Plans for Churchill, Moe, Morwell and Traralgon) which informed the development of the New Format Latrobe Planning Scheme. The New Format Latrobe Planning Scheme was finalised and exhibited between December 1997 and February 1998. A Panel hearing took place in November 1998 to consider the amendment and submissions received. The amendment was formally approved by the Minister for Planning on 2 March 2000.

In March 2000, the New Format Planning Scheme was introduced (see Figure 25). As a part of this amendment, the Mixed Use zoned precinct along Lloyd Street was rezoned from Industrial 3 Zone and Business 1 Zone to Mixed Use Zone.

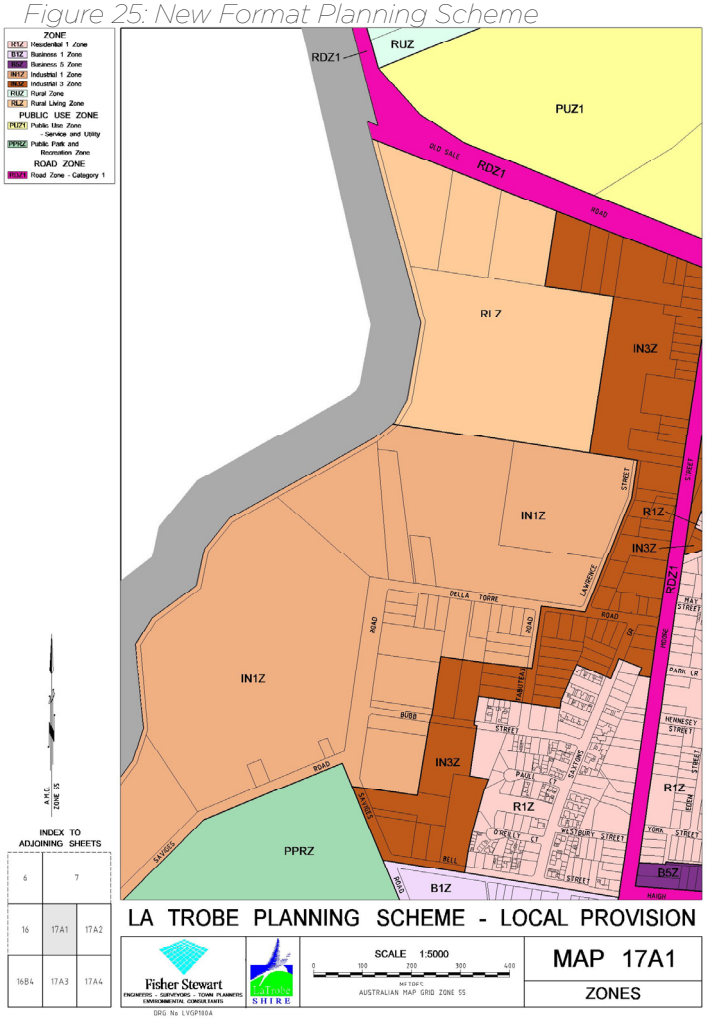
Amendment C79 was approved in 2014, which rezoned land within the Moe Station Precinct from Public Use Zone - Schedule 4 (Transport) to Public Use Zone - Schedule 6 (Local government).

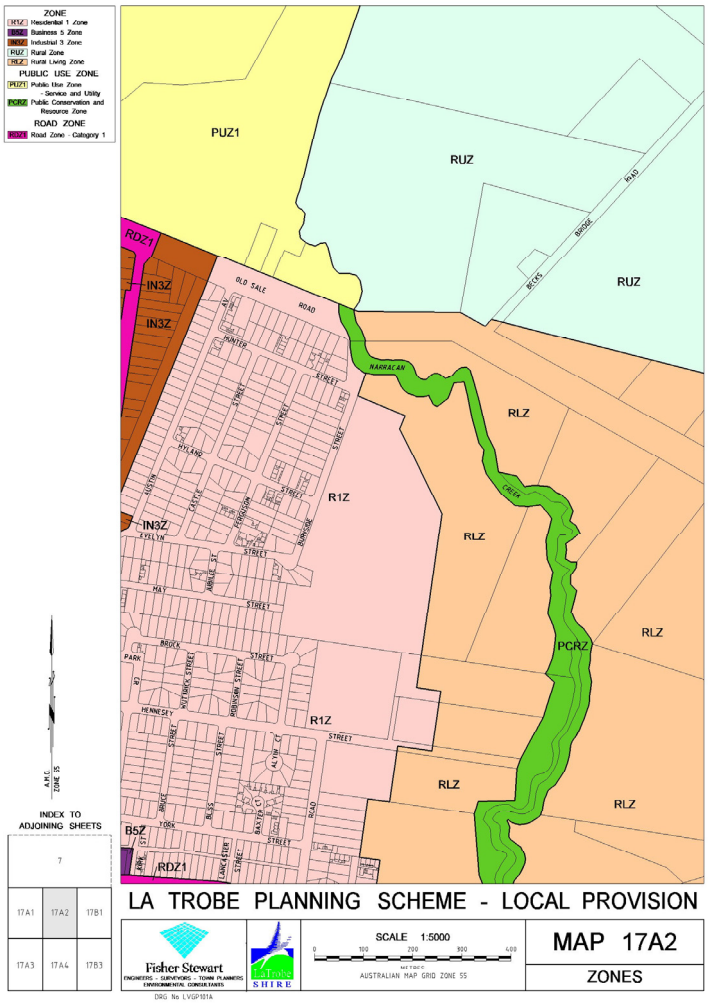
Amendment C84 was approved in 2014 and introduced the new residential zones. The amendment rezoned the Residential 1 Zone within the Moe Transit City Precinct to Residential Growth Zone - Schedule 1 (RGZ1).

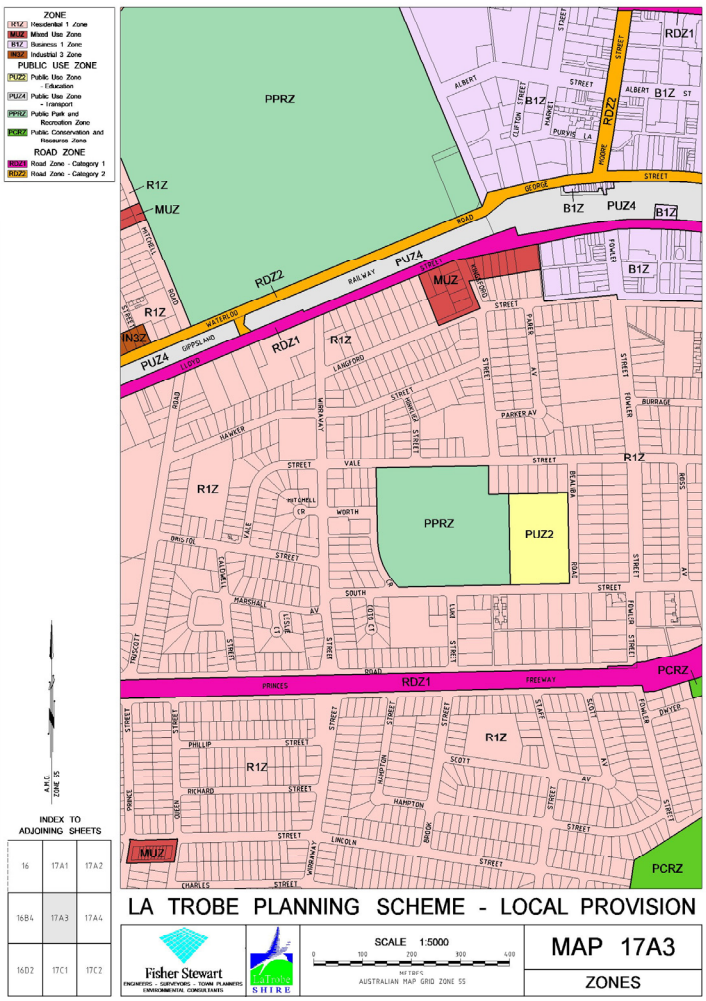
Amendment C105 was approved in 2019 and rezoned the residential area within the Transit City Precinct from Residential Growth Zone Schedule 1 (RGZ1) to Residential Growth Zone Schedule 2 and 3 (RGZ2 & RGZ3).

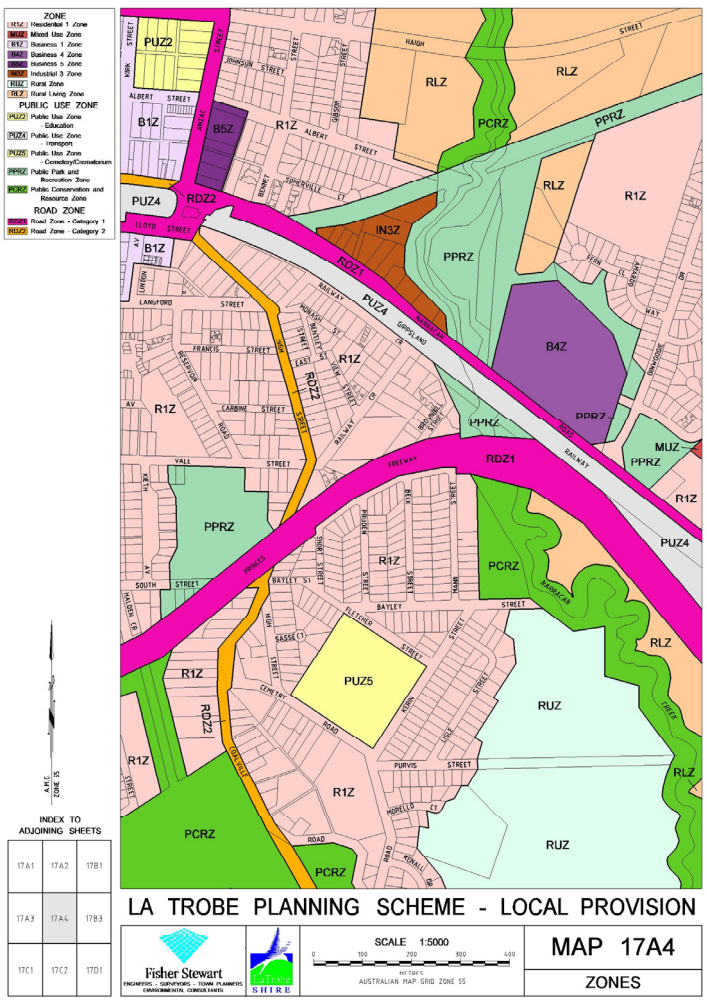
Amendment VC205 was approved in 2022, it changed the Public Use Zone - Schedule 4 (Railways) to Transport Zone - Schedule 1 (State Significant Infrastructure), Road Zone Category 1 (Arterial Roads) to Transport Zone - Schedule 2 and Road Zone - Schedule 2 to Transport Zone - Schedule 3.

Figure 25: New Format Planning Scheme









2.5 Overlays

Figure 28 shows the existing overlays within the Moe Activity Centre study area which includes:

- Heritage Overlay (HO)
- Specific Controls Overlay - Schedule 1 (SCO1)

Below is a description of the existing overlays.

Heritage Overlay

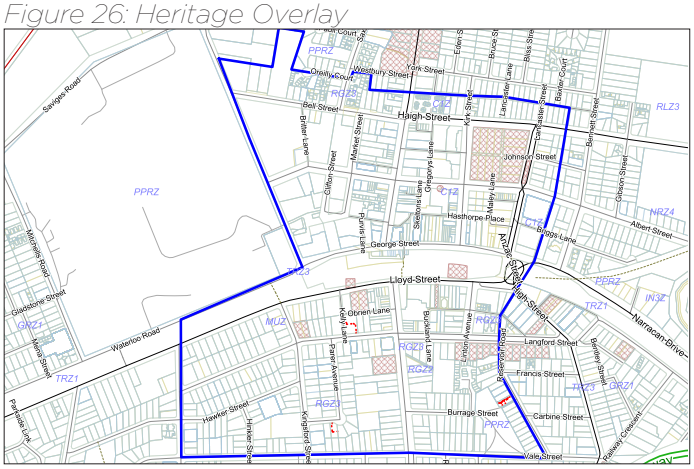
Purpose:

- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

The Heritage Overlay applies to

- Precinct - Langford Street (HO30 - partially included in study area)
- Moe Primary School, No. 2142 (HO32)
- World War 1 Memorial (HO33)
- Bofors Anti-aircraft Gun (HO34)
- St Andrew's Presbyterian Church (HO35)
- Moe Uniting Church (former Wesleyan Methodist Church) (HO39)
- Moe Railway Substation (HO40)
- Oak tree (Quercus Robur) near Moe railway Station (HO41)
- Former ES & A Bank (HO42)
- Moe Courthouse (HO43)

Figure 26: Heritage Overlay



Specific Controls Overlay - Schedule 2

Purpose:

- To apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.

The SCO can only apply if there is a related incorporated document in Clause 72.04 of the Latrobe Planning Scheme.

SCO2 applies to the land included in the Gippsland Line Upgrade through the Corridor Works Incorporated Document (April 2020). Victrack owns the land for railway station and relevant facilities that the overlay applies to.

Figure 27: Specific Controls Overlays - Schedule 2

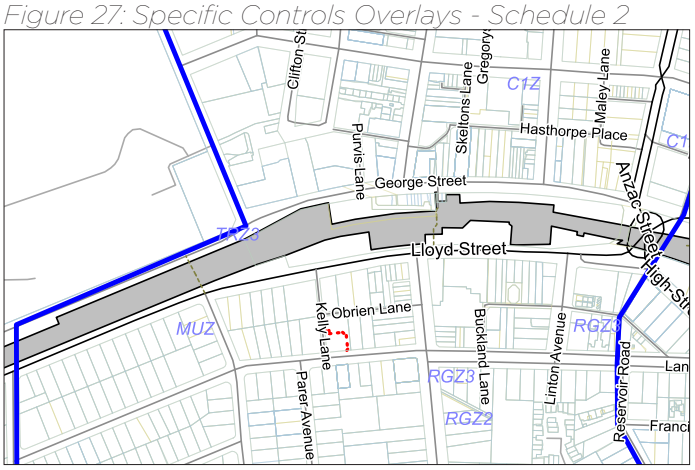
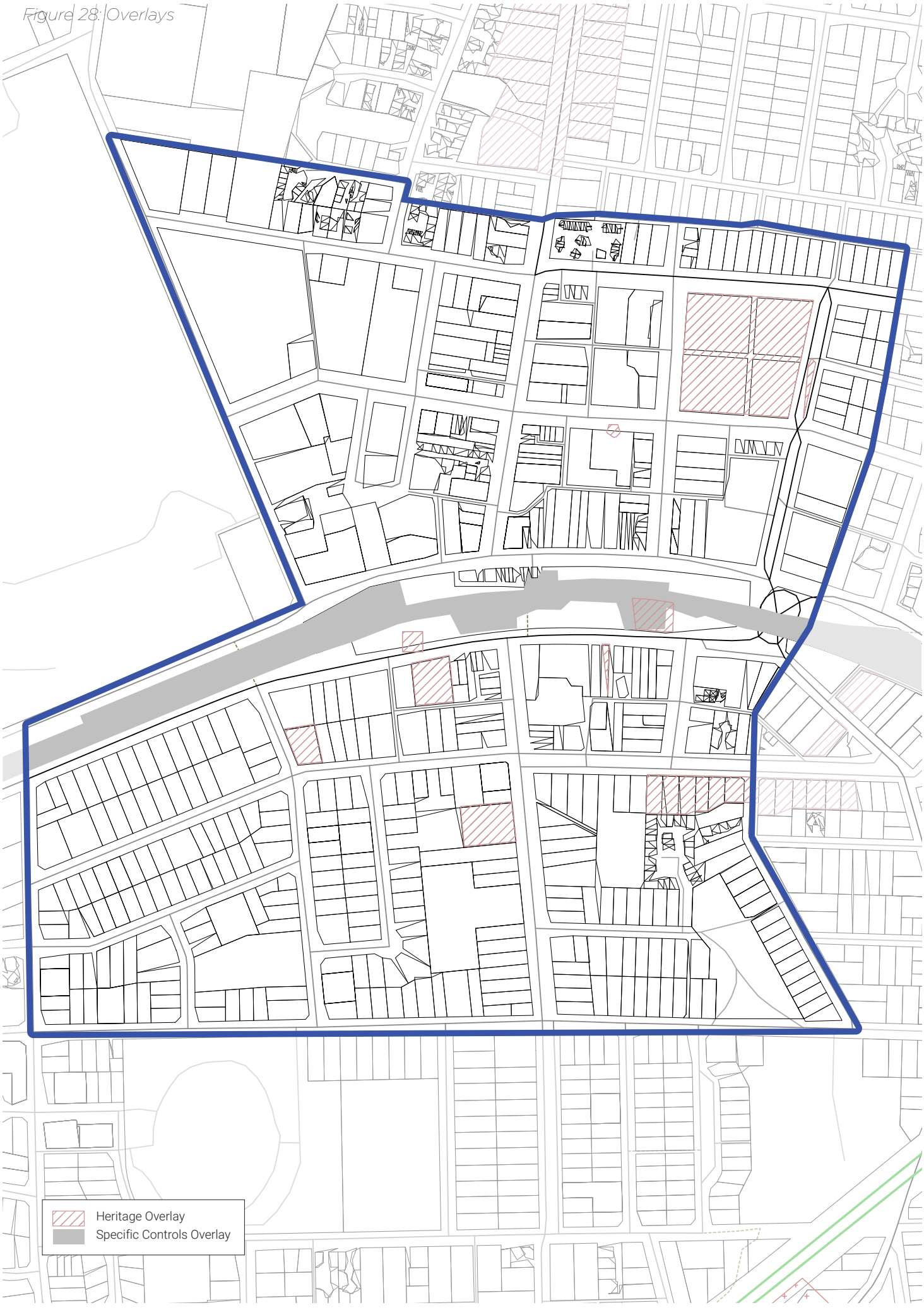


Figure 28: Overlays



2.6 Planning Scheme Amendments

Relevant amendments that affect the Moe Activity Centre include:

Amendment C62 MSS Review

The Moe Activity Centre Plan and Moe-Newborough Town Structure Plan were implemented into the Latrobe Planning Scheme through Amendment C62 on 14 January 2010.

The panel report for the amendment noted, “One of the biggest challenges facing the Council in Moe is to revitalise the town centre as a transit city that can improve employment opportunities, capitalise on the transit city notion, and improve the sense of vitality and sense of community pride in the town centre.”

Amendment VC148 Planning Policy Framework (PPF) and Latrobe Amendment C122

Amendment VC148 (July 2018) implemented changes to the Victoria Planning Provisions (VPP) and planning schemes. As noted in *Planning Advisory Note 71*:

“The Amendment implements the first stage of the new Planning Policy Framework (PPF) which replaces the existing State Planning Policy Framework (SPPF). In future the PPF will, in conjunction with the new Municipal Planning Strategy (MPS), also replace the Local Planning Policy Framework (LPPF) in each scheme. The PPF enables all policy content in planning schemes to be merged into a single source.”

The MPS and PPF are intended to work together and constitute the basis of each municipality’s planning scheme. Council completed Amendment C122 in May 2021 which translates the current Municipal Strategic Statement (MSS) and Local Policies into the new Planning Policy Framework introduced by the State Government through Amendment VC148.

Amendment GC124 Gippsland Line Upgrades

The Moe Train Station was included for upgrades as part of this project. The upgrade features a second platform to enable more frequent and reliable services.

It will include accessibility and amenity improvements for better passenger journeys and the extension of the Morwell crossing loop, to enable more services and improve service reliability by giving trains more opportunities to pass each other.

In preparation for the line upgrades commuter car parking at Moe Station has been built to provide an additional 100 all day car parking spaces, additional accessible car parking and improvements to safety and security with CCTV and lighting were built on the north side of the railway line, adjacent to the Moe Library and Service Centre.

Amendment C105 Live Work Latrobe

Live Work Latrobe (2019) encompassed the development of three distinct, yet complementary strategies to guide the City’s long term growth and development associated with housing, industry and employment and rural land use, It provides an integrated municipal wide approach to and use planning that forms the basis for both statutory planning controls and a framework for growth, that targets investment and collaborative action with businesses, community agencies and authorities.

Specifically the Housing Strategy identified that ‘Substantial Change Areas’ (see Figure 35) should occur in areas within close walking distance of existing Principal Activity Centres. Substantial change areas encourage housing growth and diversity at increased densities to maximise access to existing services, transport and infrastructure. Future housing in Substantial Change Areas will generally be in the form of low scale apartments, shop-top housing, townhouses and unit developments.

Amendment C105 also included the development of Urban Design Guidelines for residential, industrial and commercial areas. The Commercial Guidelines apply to new development within Latrobe’s town centres and specifically land zoned Commercial 1 Zone and Mixed Use Zone.

Amendment C105 was approved and Gazetted

on 21 November 2019 and now forms part of the Latrobe Planning Scheme.

Amendment C119 Latrobe City Council Retail Strategy

Amendment C119 implements the findings of the *Latrobe City Council Retail Strategy 2019* (the Strategy).

The Strategy provides the strategic basis to coordinate future planning and development of the municipality's retail sector and activity centres.

A revised Retail Centre Hierarchy was developed for the municipality; with the Moe CBD being defined as a Sub-Regional Retail Centre, along with Morwell CBD and Mid Valley Shopping Centre.

Amendment C119 did not propose any changes to land zonings or overlays at this stage, however it did outline at Section 8.2 Zones, that:

Moe CBD south, Morwell CBD north, Churchill and Newborough will require further investigation to determine whether the current land zoning is appropriate or if an alternative zone would more adequately facilitate their proposed role as identified in the Retail Hierarchy. Potential rezoning of these retail centres, or specific parcels of land in the centres, will need to undergo a separate investigation and this may include an Activity Centre Planning or Structure Planning process, informed by the Retail Strategy.

While these areas have been identified as part of this strategy, other rezoning needs may be discovered through the undertaking of further strategic work.

Amendment C119 was approved and Gazetted on 13 August 2020 and now forms part of the Latrobe Planning Scheme.

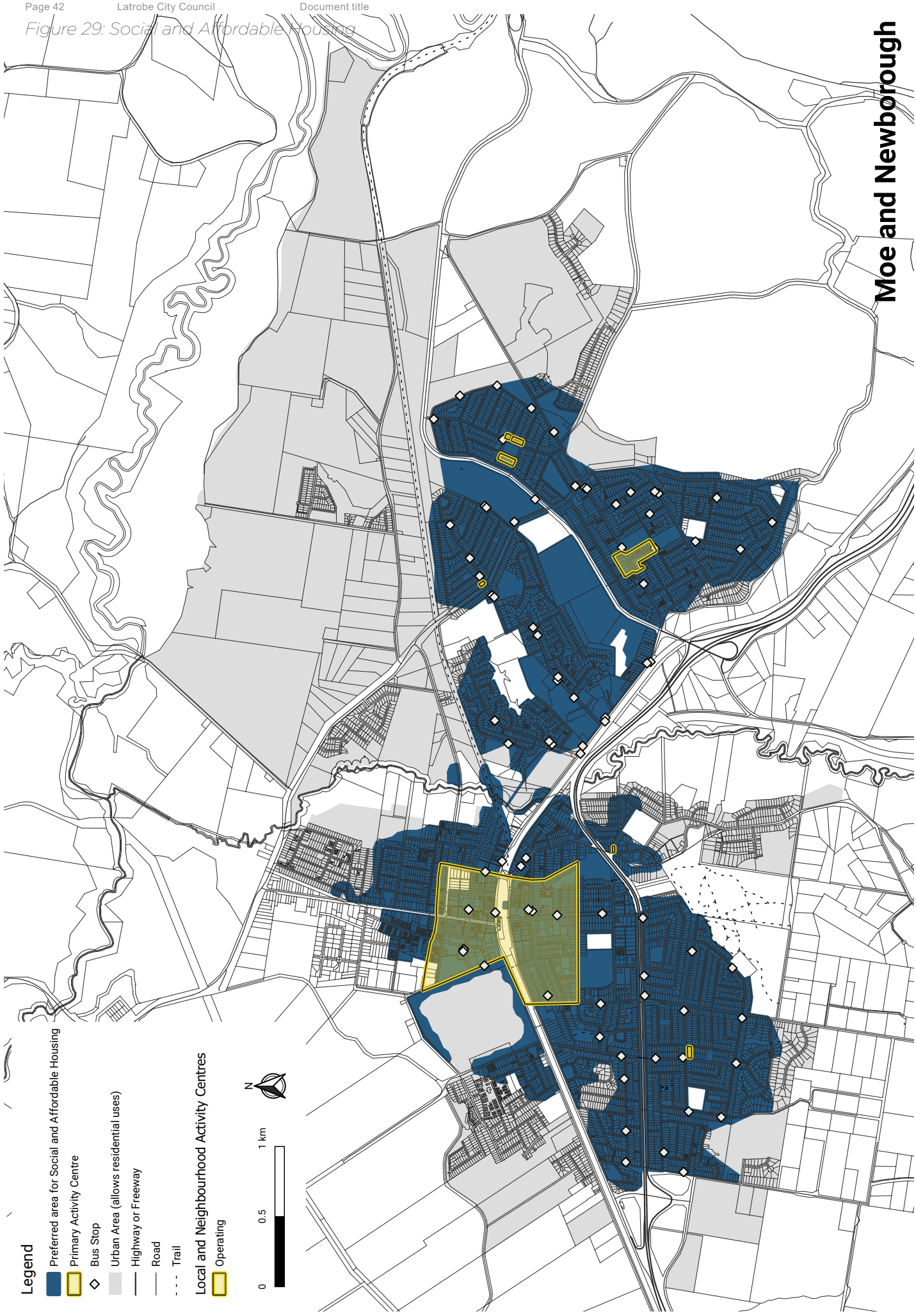
Amendment C136 Social and Affordable Housing

The Amendment ensures social and affordable housing is appropriately provided, designed and located.

Social and Affordable Housing is encouraged to be developed in well-serviced areas (see Figure 29). The areas identified as appropriate for social housing had the following criteria:

1. Locations within 400 metres walking distance of a bus stop that is serviced, at minimum, every hour or within 800 metres walking distance of a train station.
2. Locations within 200 metres walking distance of an identified performing Neighbourhood or Local Activity Centre, or within 800 metres to a Primary Activity Centre (containing public open space, education facilities, employment opportunities and healthcare services).

Figure 29: Social and Affordable Housing



2.7 Current Projects

2.7.1 Current Strategic Planning Projects and Amendments

Amendment C151 - Signage Strategy

The aim of the project is to develop an 'Advertising Signage Strategy/Policy' to be incorporated in the Planning Policy Framework (PPF) of the Latrobe Planning Scheme, which will guide the future provision of advertising signage when a planning permit is required

New local signage policy is required to guide consideration of advertising signage and ensure that the City's development standards for signage are robust and reflective of current practice so that the public domain is attractive, safe, and has a diversity of experiences for its users.
The key objectives of the project are to:

- Promote a high standard of signage design.
- Ensure a fair and consistent approach is taken by Council in the consideration of planning applications for outdoor advertising signage across the City.
- Streamline the overall time spent by Council in consideration of planning applications for advertising signage.
- Develop an 'Advertising Signage Policy' which achieves a balance between the promotion of businesses, products, goods, and services and preferred image of the City.

Signage in the town centres contributes to the look and feel of a place and as such this strategy will influence outcomes within the Moe Activity Centre.

Industrial Interface Assessment

Latrobe City Council is undertaking an Industrial Interface Assessment. The purpose of the project is:

- Identify existing industrial land and current land uses within Churchill, Moe / Newborough, Morwell and Traralgon;
- Identify buffers which exist from current land uses in accordance with Clause 53.10 of the Latrobe Planning Scheme;
- Identify where there is potential for existing industrial and sensitive land use conflicts;
- Ensure the protection of the health of the community whilst balancing the economic development and growth opportunities for the municipality;
- Undertake an economic assessment on areas identified as 'Industrial Transition' in Morwell and Moe and determine economic viability for transition;
- Undertake an assessment for potential contamination on sites identified as viable for industrial transition; and
- Review areas with potential industrial and sensitive land use conflicts and recommend actions which can be implemented via the Latrobe Planning Scheme (zoning changes, overlay controls, policy etc.,) or through other means (i.e. capital works etc);

As Industrial land sits within the Moe Activity Centre boundary, this project will influence policy decisions along Bell Street.

2.7.2 Other Council Projects

Moe Rail Revitalisation Stage 2 and 3

The Moe Revitalisation Project Stage 2 (MRP2) project (Figure 31) will see the re-imagining of the existing car park and old skate park in George Street in Moe, turning it into a vibrant shared youth precinct and community open space. The facility will include a modern skate park inclusive of large open doughnut bowl, playground for younger children, barbecue and picnic amenities, green lawn space for leisure, events and markets.

Stage 3 will see the upgrade of the car park near the intersection of George and Anzac Street as well as upgrades to the George Street/Moore Street intersection.

Kingsford Street Reserve Masterplan

The Kingsford Street Reserve is a large open space reserve located between Kingsford Street and Hinkler St Moe. Since 2010, when the tennis club moved to the botanical gardens there has been limited utilisation of this underdeveloped area of public open space.

It is considered that the best use of the Kingsford Street Reserve in the future is as a 'Senior Park'. A 'Senior Park' (see Figure 30) is an inclusive and accessible outdoor environment that encourages older adults within the community to engage in physical exercise and social interaction to promote healthy aging.

Streetscape Masterplanning

All major towns are currently having a streetscape masterplan prepared so that the branding for Latrobe is consistent across the board. The Moe ACP will need to incorporate this into the plan.

Inter-township Trail Network

An Inter-Township Trail Network will connect all Latrobe City towns via rail trails and shared paths. It will enhance community connectivity as well as recreational, social, tourism and economic outcomes for the region.

This project will create the following trail connections:

- Boolarra (Grand Ridge Rail Trail) to Morwell via Yinnar, Churchill and Hazelwood.
- Morwell to Moe via Yallourn, Yallourn North and Newborough.
- Traralgon CBD to the Gippsland Plains Rail Trail (Traralgon East).
- Traralgon to Tyers.
- Traralgon to Traralgon South.

This network is a fundamental element of the Gippsland Odyssey, connecting Melbourne and Phillip Island to the Gippsland Lakes.

Outcomes and community benefit of the inter-township trail network include:

- Improved opportunities for various forms of exercise.
- Enhanced health and wellbeing outcomes for the community.
- Improved connection between the community and both natural and built environments.
- Improved tourism offering and increased visitation numbers in Latrobe City.
- Potential for employment in construction (25 jobs) and ongoing roles (50 jobs).

Figure 30: Kingsford Street Reserve Masterplan



LIST OF ITEMS

1. Angled car parking to Hinkler Street, one (1) accessible parking space and two (2) standard parking spaces.
2. Transparent fencing to both street frontages with pedestrian gates.
3. Signage to junctions of access paths at the intersections of the two streets. Main entrance sign with map at Kingsford Street, secondary entrance sign with map at Hinkler Street.
4. Orchard areas of mainly Apples, Pears, Citrus, Hazelnuts and Olives.
5. Sealed pathways to comply to L.C.C. Standards.
6. Bicycle racks-central location on a concrete pad.
7. Mulched area around the Mahogany Gum and Lilly Pilly.
8. Seats with back and arm rests.
9. Public art central feature.
10. Lighting to the main path system.
11. Sheltered conversation/reading area under pergola/arbour with grape vines. Offers passive surveillance to the open grassed area.
12. Granitic sand path between the orchard and the open grassed area.
13. Row of shrubs along the fencelines to the neighbouring properties.
14. Unisex Accessible toilet near Kingsford Street.
15. Main angled car parking to Kingsford Street south of the existing entry, two(2) accessible parking spaces and three(3) standard parking spaces.
16. Potential low hedge maze - Sensory garden.
17. Raised sensory garden beds - Sensory garden.
18. Picnic table and concrete wheelchair pad, one or two tables to have a chess board on their tabletop. Two picnic tables with covered shelters.

LEGEND

- EXISTING EVERGREEN TREE TO BE RETAINED AND MULCHED UNDERNEATH
- PROPOSED EVERGREEN TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED SHRUBS
- EXISTING / PROPOSED GRASSED AREAS AS NOTED
- PROPOSED GROUND COVERS AND LOW SHRUBS
- PROPOSED WOOD MULCH
- PROPOSED GRANITIC SAND SURFACE
- PROPOSED LIGHTING
- PROPOSED SEATS
- PROPOSED PICNIC TABLES AND WHEELCHAIR PAD
- PROPOSED RAISED TIMBER BOXES SENSORY GARDEN BEDS
- PROPOSED SIGNAGE TO JUNCTIONS OF ACCESS PATHS AT EACH STREET FRONTAGE
- PROPOSED TRANSPARENT FRONTAGE FENCING WITH PEDESTRIAN GATES
- PROPOSED UNISEX ACCESSIBLE TOILET
- PROPOSED BICYCLE RACKS ON A CONCRETE PAD
- PROPOSED SEALED PATHWAY TO L.C.C. STANDARDS
- PROPOSED GRANITIC SAND PATH BETWEEN THE ORCHARD AND THE OPEN GRASSED AREA
- PROPOSED POTENTIAL LOW HEDGE MAZE
- PROPOSED SHELTERED CONVERSTAION /READING AREA UNDER PERGOLA/ARBOUR WITH GRAPE VINES
- PROPOSED ANGLED CAR PARKING TO STREET INCLUDES ACCESSIBLE CAR PARKING SPACE(S)

Amendments:
REVA - Coloured drawing and wording, 26.09.2019

Print Issue:
24.09.2019 - Emailed to R.Bowen
26.09.2019 - REVA Emailed to R.Bowen

SCALE 1:250 (B1 SHEET)

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Drawn:
Date: 20/09/2019
Project No.: 19-029
Cad File:
Drawing No.: Sheet 1 of 1

Title: L1 - LANDSCAPE CONCEPT PLAN, KINGSFORD STREET RESERVE, MOE
Client: LATROBE CITY COUNCIL

L1-LANDSCAPE CONCEPT PLAN - KINGSFORD STREET RESERVE, MOE

LATROBE CITY COUNCIL

Figure 31: Moe Rail Revitalisation - Stage 2



Legend

- Stage 2 Extent of Works
- ① Market Lawn
- ② Gantry (lights and visuals)
- ③ Skate Park
- ④ BBQ shelter and picnic tables
- ⑤ Toilets & Shelter (part of Stage 1 - completed)
- ⑥ Natureplay
- ⑦ Event Lawn
- ⑧ Rail trail
- ⑨ DDA ramp and stair entry

2.8 Relevant Strategies

2.8.1 Strategy Overview

See Appendix 1 for a review of all the below strategies.

Figure 32: Strategy Overview

STATE STRATEGIES	REGIONAL STRATEGIES	LOCAL STRATEGIES	
Plan for Victoria 2025	Gippsland Regional Plan 2015-2020	Latrobe City Council Plan 2025-2029	Moe Activity Centre Plan 2007
Housing Statement 2024-2034	Gippsland Regional Growth Plan	Live Work Latrobe Housing Strategy	One Valley One Future
Experience Victoria 2033	Towards 2030 Gippsland Destination Management Plan	Live Work Latrobe Industrial & Employment Strategy	Moe-Newborough Town Structure Plan
		Latrobe Retail Strategy	Latrobe Transit Centred Precincts 2003-2006
		Latrobe City Public Open Space Strategy	Bulky Goods Retail Sustainability Assessment
		Latrobe City Heritage Study Vol 1-3	Tracks, Trails and Paths
		Latrobe Economic Development Strategy	Latrobe City Road Safety Strategy 2019-2024
		Latrobe City - Our Transition	Latrobe City Public Toilet Strategy
		Latrobe Urban Design Guidelines	Healthy by Design
			Wood Encouragement Policy

2.9 Moe Activity Centre Plan Review

No.	Action	Notes	Complete
Project 1: Moe Station Precinct			
1	Full survey of Victrack land.	Formed part of the Moe Rail Revitalisation Project.	Yes
2	Acquisition of retail land fronting George Street.	Library and Service Centre has been constructed on the site.	Yes
3	Facilitate quality redevelopment of service station site (café/restaurant).	Vacant and needs to be remediated.	No
4	Detailed carparking review and study for entire town centre. Confirm commuter car parking requirements in short and longer term with V-Line/DOI.	Any carparking study related to this project will now be out of date. However, a car parking review has been undertaken as a part of this Review. Commuter car parking has been provided through the Regional Car Parking Fund.	Yes
5	Coordinate expressions of interest in “goods yard land” adjacent to the redeveloped Civic Hub with focus on employment/training.	Superseded by the Regional Car Parking Fund.	No longer required
6	Detailed engineering study to guide the relocation of the pedestrian crossing to the west to align with the new civic hub and Moore Street.	Not possible, due to the location of the library.	No longer required
7	Revisions to the train station platform to allow the relocation of the pedestrian crossing.	Not possible, due to the location of the library.	No longer required
8	Establishment of the Moe-Yallourn Rail Trail through the entire train station corridor.	Partially, will be undertaken as a part of the Moe Rail Revitalisation Project; however, still does not connect to the rail trail due to overpass.	Partially
Project 2: Integrated Bus Loop and Street Upgrades			
9	Undertake survey works for streets incorporating new bus stops for the purpose of developing detailed design.	Bus interchange and routes updated in 2017.	Yes
10	Liaise with developers of key sites adjacent public transport, to identify opportunities for better integration of pedestrian movements and public/private realm interface.	Bus interchange and routes updated in 2017.	Yes
11	Liaise with key stakeholders such as the local and regional bus operators to coordinate routes, stops and co-locating services with the train station precinct.	Bus interchange and routes updated in 2017.	Yes
Project 3: Moore Street Shared Zone			
12	Develop agreed intersection treatment for Moore and George Streets.	Partially, upgrades required. Proposed to be undertaken as a part of the Moe Rail Revitalisation Project - Stage 3.	Partially

No.	Action	Notes	Complete
13	Undertake necessary survey work to develop detailed design options for shared zone precinct.	Operates ineffectively.	Yes
Project 4: Clifton Street Car Park			
14	Clarify land ownership within centre of block, and liaise with land owners to develop car park plan which will facilitate new street network.	Undertaken as a part of the development of the Clifton Street Urban Design Guidelines.	Yes
15	Liaise with CFA, Purvis Plaza owner and other key owners to develop detailed land use vision for block.	Undertaken as a part of the development of the Clifton Street Urban Design Guidelines.	Yes
16	Establish and confirm intentions of key land and lease holders in relation to future development.	Undertaken as a part of the development of the Clifton Street Urban Design Guidelines.	Yes
17	Establish a set of Urban Design Guidelines in a Framework document for the precinct in order to guide future planning and development.	Incorporated into the Latrobe Planning Scheme as a background document.	Yes
Project 5: Hasthorpe Place Precinct			
18	Undertake detailed survey of the precinct.	No evidence that this has occurred. It has been picked up as a continuation in the proposed Moe Activity Centre Plan.	No
19	Undertake detailed traffic management and road engineering study of the precinct.	No evidence that this has occurred. It has been picked up as a continuation in the proposed Moe Activity Centre Plan.	No
20	Establish and confirm the intentions of key land and lease holders within the precinct in order to coordinate future applications.	No evidence that this has occurred. It has been picked up as a continuation in the proposed Moe Activity Centre Plan.	No
21	Establish a set of Urban Design Guidelines within a framework document for the precinct to guide future development and planning.	No evidence that this has occurred. It has been picked up as a continuation in the proposed Moe Activity Centre Plan.	No
Project 6: Roundabout Overpass			
22	Undertake necessary survey of underpasses to confirm feasibility of Rail Trail connection.	Redirection along George Street footpath suggested due to infeasibility of roadworks to the overpass.	Yes
23	Consider “value adding” design amenity improvements to short term option (currently proposed by Vic Roads) including landscaping.		Yes
24	Undertake traffic modelling for an updated study of the assessment of the roundabout in terms of vehicle and pedestrian movements.	While any previous modelling will be out of date, traffic modelling was undertaken as a part of the Moe Activity Centre Plan Review project.	Yes

No.	Action	Notes	Complete
Project 7: Southern Precinct Housing			
25	Further scope opportunities for “whole of government” demonstration project in Langford street “court house” block.	This has been superseded by the Big Build and updates to the Latrobe Planning Scheme to include location criteria for social and affordable housing.	No longer required
26	Consider better utilising Affordable Housing Association models rather than public housing.	This has been superseded by the Big Build.	No longer required
27	Develop a masterplan for the precinct adopting current best practice urban renewal principles comparable to other DHS projects e.g. Corio Norlane.	Updates to the Latrobe Planning Scheme to include location criteria for social and affordable housing have replaced the need for this strategy.	No longer required

2.10 Discussion

2.10.1 Zoning

Zones - Northern precinct

The majority of the northern side of the Moe CBD study area is zoned Commercial 1 Zone (C1Z).

The C1Z is considered appropriate given the multi-purpose function of the activity centre and the historically preference to consolidate commercial activity to the northern precinct.

The schedule to the C1Z does not specify maximum leasable floor area requirements for retail premises, shops or offices within Moe. Moe CBD is heavily occupied by service based businesses and bulky goods retail, which have, in more recent times, started to occupy areas of the Moe CBD which are encouraged to be used for retail purposes. This has created a lack of on street activity and significantly limited the retail offerings. Again the current policy provides very little direction on preferred land uses and/or locations.

There is a number of single dwellings and aged care facilities that sit in the C1Z, in addition the RGZ2 and RGZ3 largely contain single storey dwellings or single storey units.

There are two large areas of Public Use zoned land, one to the north east containing the Albert Street Primary School which is zoned Public Use Zone Schedule 2 (PUZ2) and one to the south containing the Library and Service Centre, skate park, playground and car park zoned Public Use Zone Schedule 6 (PUZ6).

There are two areas of Public Park and Recreation Zone (PPRZ) land that sit directly outside the study area, one being the Moe Racecourse directly adjacent to the CBD to the west, the other being the Saxton Drive reserve which connects the residential land to the indoor sports centre. There are no facilities or pathways in this reserve. The Moe-Yallourn Rail Trail and Moe Botanical gardens sits to the east of the northern precinct.

There is a small pocket park in Purvis Lane and the Saviges road carpark, behind the Mitre 10 store, however, this is underutilised due to its location in the carpark. It contains paths, limited seating, trees and garden beds. The works being undertaken along George Street will add a skate park and playground to the south in addition to the existing public toilets and plaza which will add to the public open space network. There are additional public toilets fronting Albert Street at the intersection with Clifton Street. Overall however, it is considered that there is a lack of public open space in the CBD within the northern precinct.

Zones - Southern Precinct

The majority of the southern side of the Moe CBD study area is zoned residential including:

- Residential Growth Zone Schedule 3 - Morwell and Moe Transit City (RGZ3);
- Residential Growth Zone Schedule 2 - Compact Living with Special Character (RGZ2); and
- Neighbourhood Residential Zone Schedule 1 - Heritage Precincts and Areas Affected by Environmental Constraints (NRZ1).

Given the proximity to the railway station and the CBD the residential zoning is considered appropriate.

There is a smaller area of C1Z to the north bounded by Kelly Lane, Langford Street, Linton Avenue and Lloyd Street which is heavily occupied by services and offices. A small pocket of Mixed Use Zone (MUZ) exists to the north-west which is occupied by services and bulky goods retail.

The unscheduled application of the MUZ to this pocket poses some problems, restricting development by triggering permits for shops and food and drink premises where the leasable floor area exceeds 150 sqm and offices (other than a Medical centre) that exceed 250sqm. A dwelling is a section 1 use (no permit required) in the MUZ, however there are no conditions associated with their development including preferred location/s or scale of development as there are within the commercial zoning to the south. Accommodation is a section 2 use. In addition, the MUZ applies the Category 3 (High amenity areas) for signage thus triggering permits for a range of signs such as basic business identification and internally illuminated signs.

The Ted Summerton Reserve, Olympic Park and the Moe Outdoor Pool lie just outside of the study area in the south. It is considered that the amount of public open space available within the southern precinct is acceptable. The H.G. Stoddart Memorial Park ,which includes a playground, is within the study area. While the Kingsford Street Reserve, which sits within the study area is identified for upgrades, however, it is noted that this site is not currently zoned Public Park and Recreation Zone. It is also noted that the pool is partially zoned Residential Growth Zone.

2.10.2 Overlays

The Heritage Overlay has been applied to a limited number of properties in Moe, on both the northern and southern sides. Unfortunately, Moe has previously lost a significant amount of heritage buildings due to redevelopment prior to the implementation of the Heritage Overlay.

The Special Control Overlay Schedule 2 has been applied to the Gippsland Line Upgrade – Corridor Works. The Overlay applies specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances. Land affected by this overlay may be used or developed in accordance with a specific control contained in the incorporated document. It is considered that the insufficient use of overlays contribute to the lack of direction on preferred built form outcomes over the years, contributing to a lack of development and investment in the Moe CBD (in particular the southern precinct).

2.10.3 Strategic Directions

There has been little to no strategic direction updates for Moe-Newborough since the implementation of the Moe-Newborough Town Structure Plan and the Moe Activity Centre Plan in Amendment C62. The Retail Strategy recommends undertaking a Moe Activity Centre Plan update. Work has or is being undertaken on the residential and industrial areas over the past five years so the commercial development is seen as the missing link.

Strategic Directions identify Moe as a gateway to tourism opportunities and as such, there is an opportunity to build on Moe's location, specifically with accommodation and food offerings.

It is also likely to see further growth as Lake Narracan develops and improvements to the Gippsland Rail Line will likely see Moe-Newborough grow as a peri-urban township with people commuting to Melbourne for work. As such, diversifying the retail options is seen as a priority.

In addition, there is a lack of bulky goods specified locations within Moe, so part of the township (particularly, the west side of the northern precinct) has developed as a bulky goods precinct.

3.0 Issues, Opportunities & Constraints



3.1 Issues

History

The form of the Moe township has developed over more than a century through varying social, economic, planning and regional factors. Recent history of the area highlights the economic issues likely to have affected investment in the town. The analysis of this evolution across a range of scales relative to the town centre indicates a number of physical and planning changes that have occurred that form opportunities and constraints for future revitalisation of the town:

- A dispersal of activity away from the train station precinct;
- A diminished civic focus resulting from consolidation of civic activity elsewhere in the town; and
- Haphazard development of land adjacent the Walhalla rail corridor.

The Moe CBD has largely remained the same since it was first surveyed in 1877, with the closure of the Moe-Walhalla Railway and subsequent reallocation of that reserve to road carriageways or lots that were sold off. However, the Moe - Wahalla Railway line still creates an invisible barrier in the township where the lots to the west are larger and cater towards industry and bulky goods.

Moe once thrived on the success of the power industry, developing into a city offering substantial housing and financial opportunities for its many residents. Restructuring and privatisation of the State Electricity Commission in the 1990's led to massive job losses in the region, which accelerated the decline of Moe's CBD. Amalgamation of the local councils following a statewide review of local government boundaries in 1994 saw Moe become part of the City of Latrobe and the civic centre established in Traralgon. With the re-establishment of an elected council, the civic centre was moved back to Morwell and the new council building constructed in 2005. This led to a further decline of the city centre. With the upcoming closure of the Yallourn Power Station there is further concern about how that will affect the viability of the town centre.

Physical Separation

The CBD of Moe straddles the Gippsland Railway line, which has, in the past, hindered the proper and balanced development of the CBD. Although the two halves are connected by a railway crossing, the main retailing centre of Moe is located in the north while shops on the southern side cater primarily for service businesses. Visual connections between the two precincts are limited.

Vacancy rates

Moe has an extremely high level of shop front vacancy (total of 10.9% at May 2019). The northern area has a shop front vacancy rate of 10.2% which is reasonably high for a regional centre with a sub-regional service role. The area to the south of the rail line is characterised by a significantly higher shop front vacancy rate (16.1%) and a lack of new investment.

Urban Environment

The Retail Strategy 2019 states that 'the quality of the public realm and built form is poor in parts contributing to a 'tired appearance' of the centre as-a-whole'. The upgrades along George Street will boost the appearance to some extent. In addition, the lack of integration of major tenants with other nearby businesses, especially Coles and Kmart, limits the ability of smaller businesses to leverage the customer activity generated from anchor tenants.

Retail Offering

Moe CBD is heavily occupied by service-based offices (non-retail commercial), which has created a lack of on street activity and has limited retail offerings. Due to the lack of Commercial 2 Zoned land in Moe, there is a significant portion of bulky goods stores in the CBD, which contributes to a lack of activity. There is a limited supply of food catering and entertainment options including licensed venues. This may be due to lack of supply or suitable available shops or due to a lack of population growth or low spend rates making more food catering unviable.

Population Growth and Residential Development

Moe township has experienced limited population growth in recent years, this trend of limited growth is

forecast to continue. There are some areas that are affected by amenity buffers in the Moe CBD where residential densification is limited, particularly in the north-west corner near the Industrial Precinct.

Low Incomes

The 2021 Census showed the median weekly household income of Moe residents to be the second lowest of the three major Latrobe Valley towns at $1017. Approximately 66.5% own their own home (29.4% with a mortgage). Home ownership with a mortgage is lower than Victoria (36.1%) suggesting less investment in the area than average. Approximately 29.2% rent a dwelling on par with the Victorian average with a large percentage utilising social housing.

Retail Investment

Limited population growth along with a relatively poor market perception has contributed to limited private sector investment. However, perceptions may be changing as their has recently been an influx of shops into the Moe CBD.

Safety

There are safety concern from residents and visitors alike in relation to being in the CBD 'after dark'. A lack of food catering and entertainment options open during the evening hours contributes to limited activity in the evening heightening the sense of an unsafe environment.

Council joined with Monash University's gender, design and space specialists, XYX Lab and CrowdSpot to gather perceptions of safety in public spaces in 2019. 'Your Ground' was then launched with the results to be used to inform future decisions about public open spaces across Latrobe City. The data collected identifies the following areas within the Moe CBD as being perceived as unsafe:

- Lloyd Street near the Moe Hotel;
- Market Street; and
- Moore Street.

It is noted that a CPTED Assessment has been completed and some works have been completed through the Public Safety Infrastructure Fund provided by the Department of Justice.

Car Parking

There is a perceived lack of car parking in Moe, however, no carparking study has been undertaken for the whole CBD since 2017. No comprehensive traffic and movement has been undertaken for Moe in recent history.

In 2023 an eight-week parking occupation survey was conducted of the on and off-street parking on Lloyd Street. It found that the station off-street car park was 100% utilised (excluding accessible which was 50%). It found that the Lloyd Street on-street unrestricted angled parking had varied utilisation related to its distance from the station from 65% to 0%.

Since the Parking Study was undertaken two car parking developments have been completed:

- Regional Car Park Fund (RCPF) – target for 100 spaces formal car space to replace existing informal parking area.
- Moe Revitalisation Project Stage 2 (MRP2) – removal of existing skate park and providing 60 car parks, which is an overall net increase of available parking spaces.

Amenity

The northern section of the Moe Activity Centre is affected by amenity buffers from adjacent industry. This is discussed more in section 3.3 Constraints.

Public Open Space

There is a lack of public open space in the northern precinct. It is noted that there is a small pocket park in the Saviges Road carpark connecting to Purvis Lane, however, this is not seen as a resting point rather a thoroughfare. It is also not very visible from the street. The upgrades along George Street will also provide additional open space.

Overpass

The overpass at the intersection between Narracan Drive, George Street, Anzac Street, Lloyd Street and High Street is convoluted and confusing and does not allow for clear wayfinding.

The original bridge was built in 1913 in the current location, with a concrete bridge replacing it in

early 1950's. After continuing serious accidents on the bridge, a second bridge was built creating the current roundabout over the railway line.



Moe-Yallourn Rail Trail, Source: Visit Latrobe City, 2023

3.2 Constraints

Industrial Interface

Clause 53.10 of the Latrobe Planning Scheme outlines industrial uses that require a buffer around that use where sensitive uses such as dwellings should be restricted. These buffers vary depending on the use and could relate to noise, dust or odour. The northern boundary, in the north west of the Activity Centre Study Area is zoned Industrial 3 Zone which does include uses that have a 100m buffer. This has minimal impact on the commercial areas but it does impact the residential areas adjacent to the industrial land along Bell Street. There are additional uses in the Industrial 1 Zone that have a 500m buffer that also impact on these areas.

Consideration will need to be given to how the buffers affect the activity centre and proposed uses.

Potential Land Contamination

The planning system is an important mechanism for triggering the consideration of potentially contaminated land. When land use or development on a contaminated site changes, associated risks can be identified and managed to mitigate any risk posed to human health or the environment.

Section 12 of the Planning and Environment Act 1987 requires a planning authority, when preparing a planning scheme or planning scheme amendment to '*take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment*'.

A 2019 investigation into current and former land uses has identified 11 sites within the study area that may be subject to potential land contamination. Potentially contaminated land is defined in *Ministerial Direction No.1 - Potentially Contaminated Land* and Clause 73.01 General Terms of the Victoria Planning Provisions (VPP) as land:

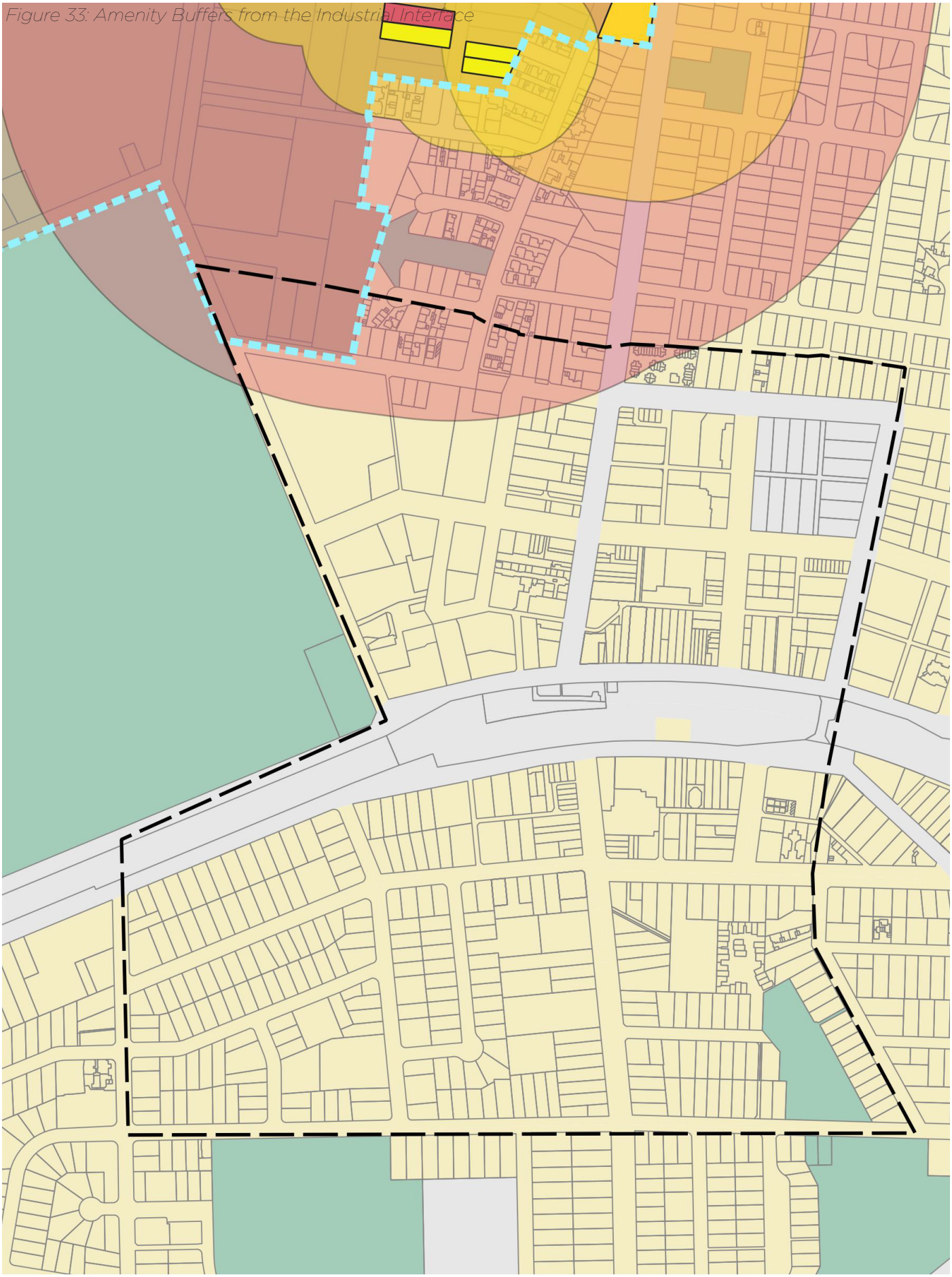
> *(a) used or known to have been used for industry or mining;*
> *(b) used or known to have been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land); or*
> *(c) where a known past or present activity or event (occurring on or off the land) may have caused contamination on the land.*

Identified sites include:

- 81 Lloyd Street (current petrol station)
- 77 Lloyd Street (former petrol station)
- 65-69 Lloyd Street (former petrol station)
- 53 Lloyd Street (former petrol station)
- 10 Lloyd Street (former petrol station)
- 8B Saviges Road (current petrol station)
- 7B Moore Street (former fuel storage/garages with fuel bowsers)
- 37-39 Kirk Street (current petrol station)
- 58 Albert Street (current drycleaner)
- 92-96 Albert Street (current petrol station)
- 42 Bell Street (current mechanic for CFA)

A further report into potentially contaminated land report will form part of the suite of background documents to the Moe Activity Centre Plan Report and further sites may be identified.

Figure 33: Amenity Buffers from the Industrial Interface



3.3 Opportunities

Planning Policy

Local Planning Policy could be strengthened to ensure the preferred land uses and built form outcomes are achieved for the activity centre. Examples of this are:

1. Further integration of Moore Street with George Street and the civic centre to encourage further activity;
2. Infill development around the Coles and Kmart to encourage greater activation;
3. Ad hoc building heights, setbacks and built form throughout the CBD which contribute to the fragmentation of the CBD and overall poor visual appearance of the CBD;
4. Potential to remove any conflicting directions; and
5. Potential to consider a revised role of the CBD area to the south of the railway line.

Public Realm

Moe has a number of lanes and arcades which could be investigated for possible re-activation, providing Moe with a unique attribute, and improving movement within the centre.

The addition of historical signage (possibly with photos) may assist with creating a sense of place and character. Due to the large amount of heritage buildings demolished within the township it's easy to forget the history of the town and the significant role it played within the municipality.

With recent upgrades to the northern precinct, the public realm is now much poorer within the southern precinct's commercial area. Efforts should be made to ensure the southern precinct isn't further disadvantaged due to a lack of investment. The northern precinct would also benefit from additional passive open space (pocket parks).

Improving the 'destination appeal', of the CBD area for Moe residents and visitors through urban design works that improve attractiveness, comfort and connectedness. Improving the quality of the building stock by encouraging new investment and the redevelopment of old or tired buildings will also improve the public realm.
Latrobe City is currently working on s municipal wide streetscape master plan which will inform public realm improvements

High Amenity Areas

Market Street and Kirk Street are considered areas with higher amenity suitable for upper storey residential development in the northern precinct. Both streets have nice views out to the south and are a very short walk to all CBD services.

Views and Vistas

There is an opportunity for greater direction for incorporating views and vistas from the Moe Library, along Moore Street, and towards Mt Baw Baw and the Great Dividing Ranges. There is currently direction to develop and maintain views to and from the Rail Precinct and Station only.

Accommodation

George Street, Moore Street, Lloyd Street and Albert Street are considered good locations for accommodation at upper levels. They generally provide good amenity and are close to public transport and services.

Increased Investment

Local population growth and spending associated with the residential development at Lake Narracan will likely see increase investment in the area.

Movement

The streetscape has been improved significantly in recent times with works to George Street and the Department of transport and Planning's suite of works and speed reductions through the CBD through the Safe Travel in Local Streets program. Parts of Moore Street and Lloyd Street would benefit from upgrades to increase the pedestrian experience as well.

The CBD would benefit significantly through improvements to cycling infrastructure, additional shared pathways and better connections both physically and visually to and from public transport nodes and recreation areas as well as improved connectedness of major anchor tenants with nearby businesses.

4.0 Summary



4.1 Conclusion

State and Regional Policy

State and Regional Policy acknowledge the role that regional centres play in contributing to Victoria's long term prosperity by offering alternate housing and employment opportunities within commuting distance of Melbourne.

They also acknowledge that by continuing to invest in regional Victoria it will support housing and economic growth, enhance social and economic participation and grow strong, healthy communities.

The Moe township appears to lack attraction for large employment bases, however, there does appear to be a large medical cohort that works in Moe. Increasing Moe's ability to obtain its share of this possible population shift (and attract residential growth generally) will be vital to the future growth of the retail sector and a revitalisation of the Moe CBD as a larger employment base will drive greater need for food and retail.

The Movement and Place Framework offers progressive ways of working so that a variety of considerations and outcomes in land-use and transport planning are better integrated as well.

Local Policy

Based on a thorough review of the strategic direction for Moe, it is considered that the policy has achieved what it set out to do however, that policy is largely project based and does not provide strategic direction around land use, built form, traffic and movement which makes it somewhat ineffective. The blanket application of certain zones along with the lack of clearly defined local policy (including schedules to zones and the application of overlays) has provided little direction for the activity centre.

Without clear direction for the Moe CBD, in particular the southern precinct, development and investment have stagnated, contributing to the large amount of vacant and derelict properties.

Latrobe City is the retail and regional service centre for Gippsland. Current policy supports the development of a network of activity centres and the need to facilitate the growth of the Morwell, Moe, Traralgon and Churchill Town Centres. As such the Vision, Objectives and Strategies outlined for Moe and specifically the Moe Activity Centre can begin to be realised through the development of a new plan for the Moe Activity Centre Plan.

Local policy should be strengthened to ensure that any strategic work undertaken for Moe is consolidated and integrated into the Latrobe Planning Scheme to ensure Moe can continue to develop into the future as a sub-regional retail centre for Latrobe City.

Zones and Overlays

The current Commercial 1 Zoning within the Moe CBD is considered to be generally functional, logical and in accordance with council policy direction. However, the area would benefit from clearer direction on preferred land uses, including locations which would assist with improved street activation, retail offerings and redevelopment opportunities. The Activity Centre Zone could provide this direction.

The pocket of Mixed Use Zone in the southern precinct may be inappropriate as it is largely mechanics and bulky goods. An alternate zone such as the Commercial 1 Zone, Commercial 2 Zone or Activity Centre Zone may be more appropriate. There are also a number of houses and aged care facilities that may be better suited to a residential zone than the current Commercial 1 zoning. The existing overlay controls are considered to not provide an appropriate level of guidance as to council's preferred form of development, resulting in a lack of coherency between development, both private and in the public realm. This has had significant impacts on Moe's built form thus far and could continue to result in poor outcomes as intensification of the town centre occurs.

As Moe has remained relatively low scale, this has not yet had a significant impact on the towns form. However, as the activity centre intensifies into the future, the incorporation of some form of controls will likely be required to ensure the town centre grows as a pleasant and attractive place. The controls may be through Design and Development overlays or scheduling though and Activity Centre Zone to

control built form.

Consideration of Alternative Zones

The application of the Activity Centre Zone should be considered for the centre. Whilst this zoning has been developed primarily for Metropolitan Activity Centres, it is also intended for application in larger regional centres, and has recently been applied to the Traralgon Activity Centre and Morwell Activity Centre. An activity centre zoning in the town centre would need to be carefully considered, however, this zoning allows the division of the centre into different precincts which can have different requirements for use and development to achieve identified outcomes. In addition to this, objectives relating to matters such as car parking, sustainable development, public realm and signage can also be addressed under this zoning. The activity centre zoning also allows for certain applications which meet the requirements included within the schedules to the zone to be exempt from notification, this allows a greater level of certainty for both Councils and developers.

Consideration of other Overlays

The application of the Parking Overlay should be considered for the centre if it is found that parking rates outlined in Clause 52.06 of the Latrobe Planning Scheme could be reduced to facilitate more activation of the street. In addition, as previously mentioned the Design and Development Overlay could be considered to facilitate urban design outcomes if the Activity Centre Zone is not used.

Land Contamination

Several sites within the study area have been identified as having a high potential for contamination based on previous and current known land uses. Currently there are no sites within the study area that have the Environmental Audit Overlay (EAO) applied to them.

The presence of an EAO on a site identifies it as known or reasonably suspected of contamination or potential contamination. An environmental audit is required prior to that land being used for a ‘sensitive use’, such as developing housing, building a primary school or an early childhood centre. This may be because, for example, the site was once used for industry, or the storage of chemicals or wastes.

The application of the EAO should be considered to those sites identified as having a high potential contamination.

4.2 Summary of Recommendations

No.	*Actions*
1	Undertake a traffic, movement and carparking study for the whole Moe Activity Centre.
2	Strengthen and consolidate local policy to ensure that the vision, objectives and strategies for Moe align and ensure Moe can continue to develop into the future as a sub-regional retail centre for Latrobe City.
3	Review land zonings and overlays in both the southern and northern precincts to better reflect preferred land use and built form outcomes and reduce permit triggers. This should include the investigation of utilising the Activity Centre Zone.
4	Apply the EAO (or another appropriate measure) to land identified as having a high potential for land contamination.
5	Investigate laneway/arcade ownership to determine interblock link opportunities and additional retail space.
6	Advocate for the reactivation of vacant buildings.
7	Continue to advocate for investment in upgrades to public realm, in particular around the train station, Moore Street, Albert Street, Lloyd Street, Langford Street, Market Street, Saviges Road and Bell Street.
8	Undertake further background reports to inform an updated Moe Activity Centre Plan including an Urban Design Analysis, Consultation Summary, Community Infrastructure Assessment and Economic Analysis.
9	Explore opportunities to develop greater connections to adjoining public open space. Explore opportunities for pocket parks in the Moe CBD.
10	Explore controls to protect views and vistas, particularly in regards to the train station and library and their connection to Mount Baw Baw.
11	Advocate for more rail crossing points and lines of vision to connect the north and south.
12	Explore the addition of historical signage (possibly with photos) to assist with creating a sense of place and character.

Appendix 1: Strategy Overview



A1.1 Strategy Review

A1.1.1 State Strategies

Plan for Victoria 2025

Plan for Victoria is the long-term plan to achieve more homes, more jobs, great communities.
It's shaped by the community's views.
The plan commits to carefully planning and investing in open space, shared community places, transport, streets and the many diverse places Victorians call home.

The plan is structured around five pillars:
- Self-determination and caring for Country;
- Housing for all Victorians;
- Accessible jobs and services;
- Great places, suburbs and towns; and
- Sustainable environments.

The Moe Activity Centre Plan supports the broad objectives of Plan for Victoria by planning for more homes that promote sustainable building choices in an activity centre that are close to jobs and sustainable transport options. The Moe Activity Centre Plan promotes placemaking within the Moe Activity Centre which will make it a vibrant, resilient and inclusive place to live.

Housing Statement 2024 -2034

On current trends,Victoria is expected to build around 540,000 homes over the next decade. The work being done in the Housing Statement will facilitate an extra 250,000 homes being built in Victoria over the next ten years – and it'll support 16,000 jobs.
It seeks to:
- Make good decisions faster;
- Cheaper housing, closer to work;
- Protecting renter's rights;
- Provide more social housing;
- Provide a long-term housing plan

The Moe Activity Centre plan meets the objectives of the housing statement by increasing housing choice in activity centres increasing housing diversity in an area that is close to public transport, jobs and the Latrobe community Health Centre and Priority Care Centre, and ensuring streamlined decision making and planning certainty.
In addition, it seeks to encourage upgrades to fottpaths and create new pocket parks.

Experience Victoria 2033

Victoria is well-placed to lead Australia's growth in domestic and international tourism, following several difficult years of crisis and disasters. Now is the time to create business opportunities and jobs growth across metropolitan and regional areas.
To drive visitor growth it is planned to prioritise:
- First Peoples-led experiences;
- Wellness;
- Arts and Culture; and
- Nature.

A1.1.2 Regional Strategies

Gippsland Regional Plan 2015-2020

The Gippsland Regional Plan (GRP) is a long-term strategic plan for improving economic, social and environmental outcomes for the Gippsland region and its community, and responding to the most significant challenges and opportunities for the region over the next ten to twenty years.

The development and implementation of the GRP brings together all levels of Government and business, as well as a wide range of agencies and community organisations. The GRP provides a framework from which priority projects and initiatives that will drive improved regional capability are identified, agreed, and advocated for.

The Strategic Themes are:
1. Economic Prosperity
2. Education and Community Wellbeing
3. Natural Environment Stewardship
4. Connectivity

Each Strategic Theme includes Objectives that identify desired outcomes relevant to the theme. Strategic Priorities then identify the areas of activity needed to achieve those Objectives. This framework of Objectives and Strategic Priorities provides a platform from which relevant projects and initiatives can be identified, agreed, prioritized and implemented.

The GRP reinforces the recognition of Latrobe City as Gippsland's Regional City, consisting of Moe, Morwell, Traralgon and Churchill, highlighting its function as a collective urban system or networked city.

Gippsland Regional Growth Plan 2014

The Gippsland Regional Growth Plan (GRGP) as shown in Figure 34 provides direction for land use and development across regional Victoria, providing more detailed planning frameworks for key regional cities and centres. There are eight Growth Plans for the regional areas throughout Victoria, complementing the metropolitan planning Strategy Plan Melbourne, acknowledging the interdependence of urban settlements and facilitating their growth as a networked, 'state of cities'.

The GRGP recognises Latrobe City's importance to Gippsland, as the region's only regional city, it is seen as a collective urban system or 'networked city'. This is consistent with the policy approach of "a state of cities" which is articulated within Plan Melbourne. The GRGP seeks to promote the continued growth for
Latrobe City as the Regional City of Gippsland, as follows:

"As Gippsland's regional city, Latrobe City will be a focal point for growth, infrastructure and service investment. Growth will be planned in a way that integrates the four centres so that they function as a single urban system. This will provide a focus for future regional investment and support continued growth in the Princes Highway corridor, including the regional centres of Warragul, Sale and Bairnsdale.

To establish a connected regional city, planning across the four centres will allow for the right type of growth in the right locations for residential, industrial and commercial development. Efficient and reliable transport between the four centres will be critical to ensure access and connectivity."

The GRGP identifies that the region has aspirations to diversify from a coal region to a region that produces low emissions energy resources and technology; and from an agricultural commodities region to a region that increasingly value-adds to its commodities for domestic and export markets. In particular, the region wants to grow its food production capacity. In comparison to other regions, Gippsland's road and rail infrastructure connections to Melbourne's port and airports have less capacity. Growing new markets for low emission energy resources and food will therefore rely upon strong partnerships and investment by the State Government to improve freight and logistics services and upgrades to water infrastructure.

Towards 2030 Gippsland Destination Management Plan 2019

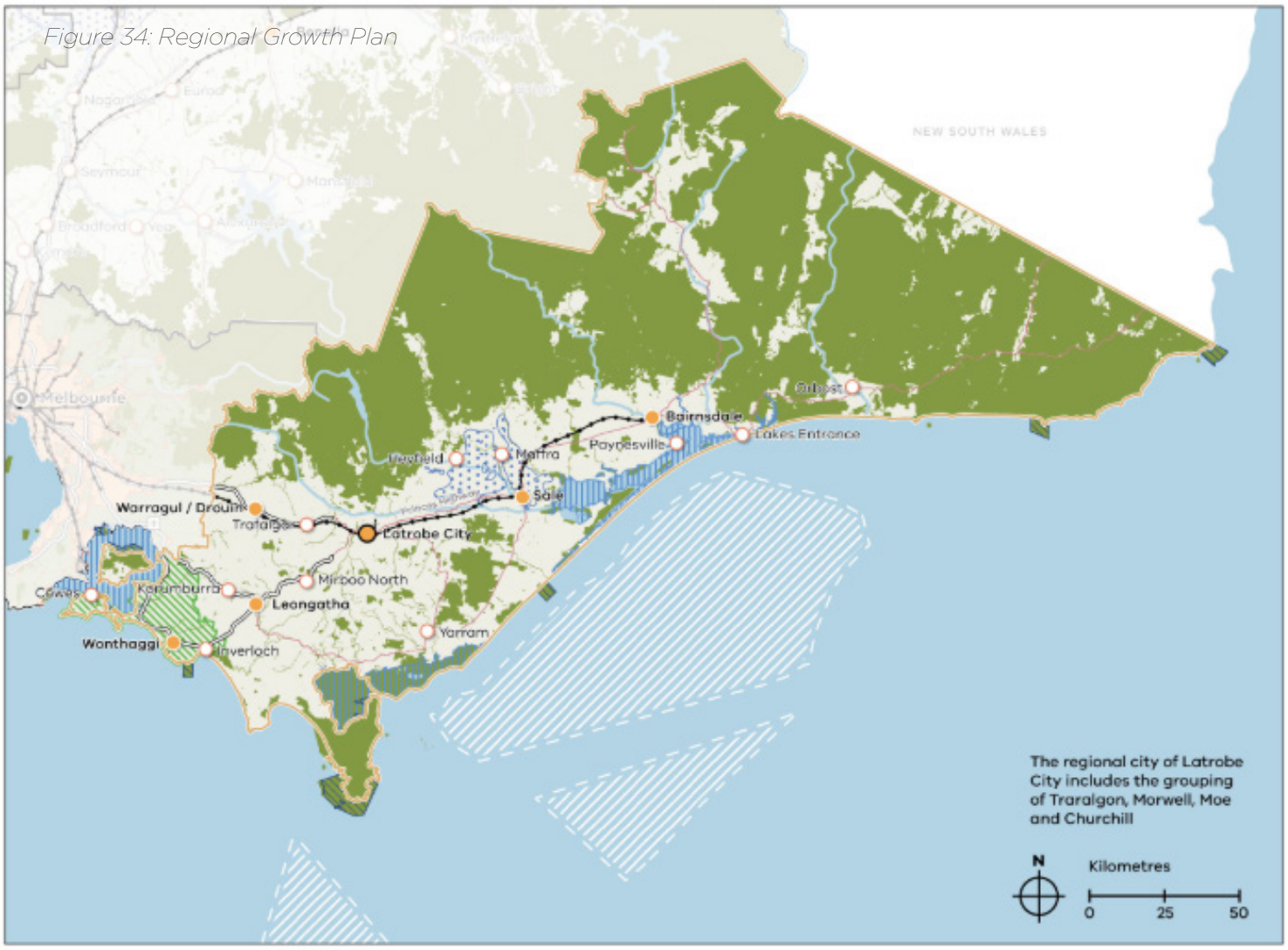
The Latrobe Valley is identified as a destination hub, particularly for its sporting events, of which Ted Summerton reserve in Moe-Newborough is one facility that can offer world-class events.

In addition, The strategy has identified to actions under the ‘Inspired Adventure’ category that relate to Moe-Newborough, including creating the Central Gippsland Mountain Biking Hub With Haunted Hills MTB park at the centre of this ‘hub’ – visitors will have the choice of staying in a central location and riding one of many MTB parks within 30 minutes’ drive. It creates a unique offering and diversity that other destinations do not have.

Developing Gippsland’s Trail Network The Gippsland Trail Feasibility Study has identified several strategic trail corridor extensions that would, if built, form a ‘trail spine’ through Gippsland from Melbourne’s outer eastern growth suburbs and rail corridor in the west to Orbost in the east. Other trail developments could also provide an outstanding network.

The $53 million Gippsland ‘Odyssey’ Trail project is to be recognised nationally and internationally as a must do long distance multi-use trail showcasing the best of Gippsland while activating towns and communities. It will do so by linking all the existing rail trail corridors throughout Gippsland and taking advantage of the diverse landscape, our iconic lakes and beaches, lush valleys and ranges. Whilst predominantly off road, the trail will also make use of roads less travelled and at times the rail network to link visitors from north to south and west to east, making the whole of Gippsland accessible by bike and funnelling visitors into villages and towns along its route.

Figure 34: Regional Growth Plan



Gippsland Settlement Framework

Regional cities and towns

- Regional city
- Regional service centre
- District town

Access and employment

- Passenger rail network
- State-significant road corridor
- Road network

Urban, rural and natural areas

- Gippsland region
- National / State park and reserve
- Waterbody
- Distinctive area and landscape
- Marine national park
- Irrigation district
- Ramsar wetland
- Offshore wind declared area

A1.1.3 Local Strategies

Latrobe City Council Plan 2025-2029 including the Municiapl Health and Wellbeing Plan

The vision of the Council Plan is:
In 2035, Latrobe City is a vibrant, thriving, healthy, connected and welcoming regional community where everyone feels safe and involved.

Our local businesses prosper, create diverse job opportunities, foster a highly skilled workforce and draw significant investment. Latrobe City is a hub of growth, learning, opportunity, and innovation.

We have stunning natural surroundings and outstanding creative, educational, recreational and cultural opportunities that underpin exceptional wellbeing and renowned visitor experiences.

The Council Plan is based around the four Strategic Directions of:

1. Our Economy
2. Our City
3. Our Community
4. Our Organisation

Each of the Strategic Directions have Strategies, Advocacy and Indicators to achieve the Strategic Directions. The following strategies are considered to be directly relevant to the project:

Our Economy:

- Develop and implement an Economic Development Strategy.
- Deliver infrastructure that will support new industry and businesses to establish, grow and create new jobs in Latrobe City.
- Promote small business and local enterprise
- Reduce or simplify the fees, charges and associated regulatory costs to establish and undertake business in Latrobe City.
- Implement the Latrobe City Events and Visitor Economy Strategy
- Promote our local tourism industry and tourist attractions
- Develop and implement Place Brand Strategy

Our City:

- Improve the amenity and presentation of town entrances and CBD streetscapes, activity centres and public spaces through:
  - increased cleaning and beautification
  - programs
  - signage improvements
  - provision of ample parking spaces
  - focus on garden maintenance and plantings
- Review Asset Strategy and Asset Plan
- Develop Streetscape Strategy
- Develop Plans as identified as further strategic
- work in the Latrobe Planning Scheme including:
  - Integrated Transport Plan
  - Social Infrastructure Plan
- Implement:
  - Public Toilet Plan
  - Recreation Needs Assessment & Recreation
- Infrastructure Funding Policy
- Undertake further consideration in relation to the preservation of historically significant buildings within the municipality.
- Plan for improved outcomes for housing, liveability, urban design and job creation.
- Prioritise the delivery of infrastructure and/or planning scheme amendments that will support increased land supply to support residential housing growth in key precincts
- Work towards the delivery of Victorian Government Latrobe City Housing Targets.
- Develop and implement Active Transport Strategy that covers the inter-township trail network, missing links and linking townships, improved street and park lighting and bike trails.
- Prepare for extreme weather events.

Our Community:

- Promote the benefits of physical activity and encourage use of Council facilities, halls and open spaces across the municipality
- Provide spaces and services that support the community's physical health and mental wellbeing.
- Deliver accessible library services with a focus on addressing barriers to participation
- Work with partners to reduce harm to members
- of the community and increase the overall feeling of safety and security.
  - Advocate for resources to improve public,

pedestrian and road safety in all areas of the municipality.
    - Advocate for resources that decrease instances of anti-social behaviour in central business district areas
- Create opportunities for the community to connect with each other and to Council services.
- Deliver a broad range of activities and events to build community pride, celebrate diversity and enhance liveability
- Implement the Reconciliation Action Plan
- Build community pride through the activation of community facilities and spaces.
    - Support volunteering programs and community group and club networks
    - Design and deliver programs, events, services and facilities to ensure accessibility for all members of the community
    - Promote the local arts sector
    - Support free entertainment in public parks and art in public spaces

The Municipal health and Wellbeing section of the Council Plan has four principles. These include:
1. Fairness
2. Accessibility
3. Shared Responsibility
4. Prevention

The Moe Activity Centre Plan can contribute to the following actions:
- Improving public spaces through good urban design, lighting and tree planting;
- Influencing different types of housing stock with a focus on affordability;
- Addressing concerns preventing community from participating e.g. perceptions of safety;
- Activating streets and parks; and
- Promoting and supporting diversity in the community.

Live Work Latrobe - Housing Strategy 2019

Latrobe City contains a variety of residential settings, ranging from compact urban areas to conventional Australian suburbs and expansive rural acreages. The Housing Strategy provides a framework to guide the growth and change of residential areas in Latrobe City over the next twenty years.

The strategy identifies the following the change areas that are relevant to the Moe Activity Centre:
Substantial Change - Support diversity and density of housing with easy access to existing services,transport and infrastructure including:
- Low scale apartments
- Shop-top housing
- Townhouses
- Unit developments

Minimal Change - Minimal housing change due to the environmental, heritage or character of the area. Generally houses are located on large allotments with generous front and side setbacks. Future housing will comprise:
- Single houses
- Some dual occupancies
- One to two storeys

The strategy contains a range of initiatives and actions to ensure that the municipality is well positioned to provide a diverse range of dwelling opportunities for its growing and changing population. It seeks to ensure that the ‘right’ type of development occurs in the ‘right’ locations, through addressing key issues of housing affordability, design and sustainability. In particular, it develops a settlement hierarchy that identifies Moe-Newborough as a supporting network town that is a secondary residential, commercial, and retail node within Latrobe City and contain a moderate employment base. It sets out direction to support growth consistent with Structure Plans and/or settlement boundaries for the area in small towns.

Live Work Latrobe - Employment and Industry Strategy 2019

The Industrial and Employment Strategy provides a framework to guide the growth and development of industrial areas in the City of Latrobe over the next twenty years from 2018.

In Moe, the Moore Street/Della Torre road Industrial Precinct consists of 81.5Ha. It borders the Moe Activity Centre which means that Industrial Activity and freight movements must be taken into account as a part of the Moe Activity Centre Plan Review.

Housing Framework Plan
MOE-NEWBOROUGH

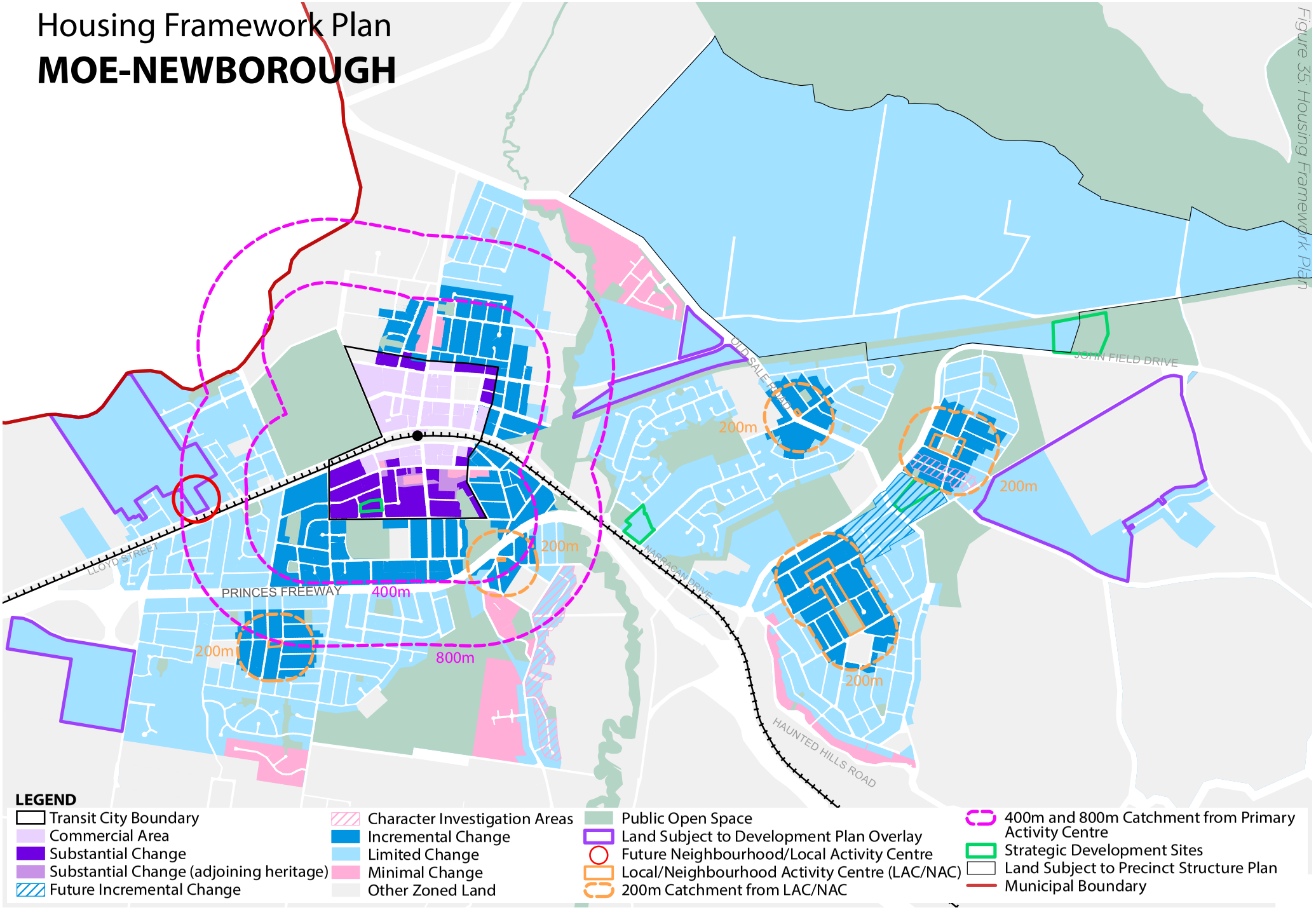


Figure 35: Housing Framework Plan

Key actions identified in the Strategy include:
- Implement appropriate local law requiring clean sites/frontages;
- Encourage buildings and hard stand/storage to meet design guidelines; and
- Support in relocating existing industry / tenant groups to the area from older areas within Moe.

Latrobe Retail Strategy 2019

The Retail Strategy provides the vision, objectives and actions to guide future decision-making with respect to retail centre development.
Relevant Actions for the Moe CBD from the Strategy are outlined below:

Action 2.16. Prepare a revised Moe Activity Centre Plan that considers revitalisation of the centre, improved integration of land uses, quality of the public realm as a catalyst for generating on-street activity and private sector investment, and the most appropriate land use zone for land to the south of the railway line.

Action 2.17. Support new investment and the redevelopment of derelict buildings and sites to improve public realm, perception of the centre, attract new investment and support the viability of the centre.

Action 2.18. Support the future development of residential land in Moe and Newborough as a means of stimulating population growth and retail spending in the catchment.

Action 2.19. Continue to support and implement the Moe Rail Precinct Revitalisation Project (2012)

Latrobe City Public Open Space Strategy 2013

Effective open space provision is integral to the promotion of healthy communities. Specific objectives of the strategy include:
- Define what is Public Open Space;
- Evaluate usage, capacity and distribution of existing public open space;
- Assess indicative demand and supply of open space across the City;
- Consider opportunities for additional provision (where appropriate), including possible regional or district open space;
- Consider opportunities for rationalisation of underutilised or surplus open space;
- Enhance linear linkages and connections; and
- Strengthen Council's Planning Scheme provisions for open space contributions and acquisition.

It defines a hierarchy for public open space. The hierarchy and desired distribution for residential areas is defined as follows:
- Local - The majority of houses in residential areas should have access to a minimum of 0.5 hectares of public open space within a 500 metre radius.
- District - The majority of houses in residential areas should have access to district level public open space within a 3 km radius.
- Regional - Each town with a population of over 10,000 people should have access to regional standard public open space venue/s.

Latrobe City Heritage Study (Vol. 1-3) 2010

The Latrobe City Heritage Study consists of three volumes which are:
- Volume 1: Thematic Environmental History
- Volume 2: Key Findings and Recommendations
- Volume 3: Heritage Place and Precinct Citations

There is also an associated incorporated plan *Latrobe City Heritage Overlay Planning Permit Exemptions and Application Requirements Incorporated Plan 2010*.

Key findings of the Latrobe City Heritage Study 2010 include:
- A list of the places of local or State heritage significance, which are recommended for inclusion in the Heritage Overlay or the Victorian Heritage Register.
- A list of places of potential local heritage significance that require further assessment.
- A list of the places found to be not significant. For most of these sites no further action is required, but interpretation (by signage or other means of recording) of some public sites may be desirable.

Those found places and precincts found to have local or state significance have had a Heritage Overlay applied to the land through Amendment C14.

Latrobe Economic Development Strategy 2016-2020

The Strategy outlines a bold, forward-thinking agenda to build a diversified, inclusive, and resilient economy that secures longterm prosperity for all.

The cornerstone of the Strategy is the vision of Latrobe City becoming a nationally significant industrial hub that is diverse, innovative, and highly productive. It's a vibrant regional destination where people choose to live, visit, work, invest and do business, where everyone can participate and thrive in a strong, inclusive economy.

The Strategy is structured around five key themes that reflect the drivers of change shaping the region's economic future. These themes define where Latrobe City will focus its strategic efforts to deliver meaningful and lasting impact:

The themes include:

- A place where people want to live, visit, work and invest.
- A diverse, resilient industrial base, built on regional strengths and positioned for national impact.
- A future-ready workforce.
- An economy that benefits our community, and
- place where starting and doing business is easy.

The Moe Activity Centre Plan supports the Economic Development Strategy by actioning or providing frameworks around the following:

- Plan placemaking activities to deliver on the economic identities of each town;
- Improve community safety in townships;
- Improve the amenity and presentation of Latrobe City's town entrances, activity centres and public spaces through signage, art and plantings and greening of the city ;
- Create an investment prospectus for key precincts and industries;
- Package and promote land availability; and
- Advocate for improved public transport.

Latrobe City - Our Transition 2022

Latrobe City has reached a critical point in its transition, with the 2028 closure of the Yallourn Power Station and the recently announced early closure of Loy Yang in 2035, combined with increasing priorities of government policy and investment in renewable energy. While there has been significant government investment in Latrobe City, it is recognised that private sector investment is also a key element in guiding the future economic growth in the city and will further underpin opportunities to create long-term employment.

Actions that underpin this transition include:

- Attract investment
- Net Zero Emissions
- Upskilling to meet needs
- Liveability
- Skilled Workforce Promotion
- Promote Latrobe City
- Future Jobs
- Transport
- Business Support
- Collaboration and Leadership

Latrobe Urban Design Guidelines 2020

The Urban Design Guidelines apply to Latrobe's residential, industrial, and commercial areas.

The Commercial Guidelines apply to new development within Latrobe's town centres and specifically land zoned Commercial 1 Zone, Activity Centre Zone and Mixed Use Zone. The guidelines specify requirements for building height, heritage, building design, street presentation, upper levels and vehicle access. A design detail section specifies further requirements with regard to signage, landscape, weather protection, material selection, environmental sustainability and the location of services for both commercial and residential development.

Moe Activity Centre Plan 2007

The Moe Activity Centre Plan was prepared by Tract Consultants for Latrobe City Council in December 2007. The report was intended to build upon previous planning studies such as the Urban Renewal Framework. The study identified projects that Council could take a lead in implementing,

particularly public projects that can have a catalyst effect on broader regeneration. The report concludes that focus for development should be on delivering a high quality transport and activity hub at the train station. This would alleviate the divisive nature of the rail corridor. In addition, other "finer grain initiatives" are also recommended that will slowly improve the amenity, vibrancy and liveability of Moe. This plan identifies a number of proposed urban design improvements to the town centre including:

- Implementing the rail station precinct in accordance with the Moe Activity Centre Plan. This document includes more specific urban design directions to direct development in the town centre. This document is to be included as a reference document to the scheme.
- Identify the location for improved bus facilities.
- Identifies More Street as the primary shopping street and pedestrian route.
- Identifies the Clifton Street precinct as an area for improved retail and parking facilities.
- Identifies the location for pedestrian improvements through Hasthorpe Place and across the roundabout crossover of the rail line.
- Identifies housing areas south of the rail line where significant housing redevelopment is to be promoted.

The actions, with the exception of the housing projects have been completed or are currently being completed.

The social and affordable housing actions have been superseded by Live Work Latrobe and the Social and Affordable Housing Strategy.

La Trobe Strategy Plan and the "One Valley One Future" (Structure Plans for Churchill, Moe, Morwell and Traralgon) 1997

One Valley One Future prepared the Moe Structure Plan as a means for implementing the La Trobe Municipal Strategy Plan.
It noted that "whilst Moe is an integral part of the networked city of La Trobe, it is more self-sufficient than the other towns."

For the Moe Activity Centre, it had the following objectives:

- To ensure all new retail and commercial development occurs within current zone boundaries to consolidate the existing town centre. Expansion of the town centre is likely to be unnecessary.
- To encourage peripheral retail activities to occur in the town centre, along the south side of Lloyd Street adjacent to the town centre or along the north end of Moore Street.
- To facilitate a town strategy for Moe, implementing a strong urban design emphasis to encourage improved integration between disparate parts of the town centre.

It identified issues for the town centre that included:

- Reorganising the location of retail provision;
- Diversification of retail offerings;
- Accommodating large specialist retailers;
- Accommodating tourism; and
- The need for new retail investment.

Latrobe Transit Centred Precincts 2003-2006

The Latrobe Transit Centred Precincts – Moe Town Summary document was prepared by David Lock Associates in association with SGS Economics and Planning PBAI Australia in June 2006. The document deals with the Transit City Principles that form the foundation of the Urban Renewal Frameworks, and the urban areas with Latrobe that are affected by these. This document deals with Moe's role within this framework.

The Coles and Kmart sites and Clifton Street blocks are identified as fragmented, consisting of isolated buildings in a broad expanse of car parking, creating an unpleasant environment and potentially unsafe pedestrian environment. While on the south side, it identifies intermittent underutilised sites and/or activities that are incongruent with residential dwellings adjacent and opposite along Langford Street.

Moe-Newborough Town Structure Plan 2007

The Latrobe Structure Plans were prepared by Beca for Latrobe City Council in August 2007.
The Structure Plans were prepared to "provide for growth and change in a planned and managed manner over a 30-year period." They also intended

to “provide clear direction to the community, government and the development industry about appropriate development.” The Structure Plan defined various areas that were to achieve specific, strategic objectives. The Structure Plans presented various implementation strategies and planning scheme amendments to achieve these objectives over the next 30 years. For the Town Centre, it found that there was an oversupply of retail and commercial land so there was a need to attract more businesses into the Activity Centre and restrict these uses on other areas outside the Moe Activity Centre.

Latrobe City Council Bulky Goods Retail Sustainability Assessment 2009

The Bulky Goods Retail Assessment focused on the competitive framework for bulky goods retail in the three main urban centres of Moe, Morwell and Traralgon. In general terms, bulky goods retail refers to land uses as described under the Victorian Planning Policy as “Restricted Retail Premises”. The assessment included the identification of appropriate sites for bulky goods development within Latrobe City. For Moe, it identified that sites in Moe are not expected to face market acceptance from prospective bulky goods retail tenants. In addition, it noted Moe township has a single, vacant B4Z lot of 5.92 hectares, resulting in 100% vacancy of B4Z land in Moe, and representing approximately half of all vacant B4Z (now C2Z) land in Latrobe City Council.

Latrobe City Tracks, Trails and Paths 2016

The Latrobe City Tracks, Trails and Paths Strategy is a municipal wide strategy to guide planning, development, management and promotion of tracks, trails and paths.

The municipality already has a successful network of paths, tracks and trails that connect a majority of locations, yet usage in places is very low. The strategy not only looks to fill gaps in the network and ensure links to destinations but to examine ways to promote greater use.

A main objective was to establish principal pedestrian networks in the four major towns of Traralgon, Morwell, Moe and Churchill based around key activity centres.

Latrobe City Road Safety Strategy 2019-2024

Council manages an infrastructure network that consists of over 1669 km of road and 685 km of footpaths. This network requires regular review to ensure current standards are maintained, and any significant areas of risk are identified and rectified. The Strategy provides information on the Injury Crashes and Fatal and Serious Injury Crashes in Latrobe City, identifies potential areas of improvement and nominates an Action Plan to overcome some of these issues.

Healthy Urban Design Guidelines 2013

Healthy by Design has been developed in response to local government requests for practical guidance in designing walkable, and ultimately more liveable, communities. Healthy by Design supported the Neighbourhood Principles in Melbourne 2030. This strategy emphasised fostering healthy lifestyles through walkable neighbourhoods, where it is easy and attractive to walk or cycle to facilities and services. Many of the design considerations in Healthy by Design build on the Victoria Planning Provisions (VPP).

Latrobe City Public Toilet Strategy 2023

This strategy guides the future maintenance and development of public toilet facilities across Latrobe City.

Complementary Parking Measures Assessment 2017

The study looked at the carparking within the four main towns. For Moe it found that there are a few stressed on-street parking zones in the study area, these being:

- The corner of Haigh and Kirk Streets (near the state government offices);
- Albert Street, between Moore and Kirk Streets (although only some sections and only some of the day);
- The block bordered by Albert Street (north), Market Street (west) and Moore Street (east);
- Market Street to the north of Albert Street; & Moore Street to the north of Albert Street.

The Moe RSL is a stressed car park. Of the

remaining council owned car parks, Gregory Lane had the highest occupancy level (74%) of the car parks, while Market Street Car Park and Saviges road car Park both recorded low levels of occupancy.

Latrobe City Council – Wood Encouragement Policy 2014

The wood encouragement policy generally requires responsibly sourced wood to be considered, where feasible, as the primary construction material in all new-build and refurbishment projects. This is usually limited to public sector buildings but could be applied across residential and commercial.

Latrobe City Bike Plan (currently being updated)

This strategy guides priorities for the provision of cycling links between the major towns and links between the smaller towns and nearby centres including on-road routes and shared trails across Latrobe City.Latrobe City Play Space Strategy 2016 The Play Space Strategy identifies a coordinated approach to planning, developing, and maintaining play spaces (outdoorsfacilities provided for play that include play equipment in public parks).

The strategy identifies that play spaces should be distributed within 500m of each other.

Community Garden Guidelines 2023

Community Gardens are valuable assets as they provide multiple benefits for the health and wellbeing of community including improved social connections, physical activity, healthy eating, environmental education and positive mental wellbeing outcomes.

Community Gardens Guidelines 2023 have been developed to support and guide the establishment of Community Gardens within Latrobe City.

These guidelines respond to the Council Plan Strategic Directions and in particular - Healthy - the vision for abundant green spaces that are accessible, inclusive and safe, and promote positive health outcomes for all.

These guidelines address the following strategies:

- Ensure health and wellbeing planning is at the centre of council planning in promoting safe communities, positive mental and physical health programs, resilience and connection to natural and built environments
- Support community groups and sporting clubs to increase engagement, participation and volunteerism, leading to increased social connections within the community

Two community gardens are identified in Moe-Newborough:

- GEST Community Garden on Old Sale Road which is open to volunteers; and
- Moe Community Pollinator Garden at 99 Saviges Road which is open to all members of the community.

Fenced Dog Park Guidelines 2021 and Implementation Plan 2024-2034

Fenced dog parks provide an off-leash option for dog owners to exercise and socialise their dogs. The guidelines place Council in a proactive position to deliver a strategic approach to the provision of fenced dog parks within the municipality by providing a structure for decision-making that provides consistency yet enough flexibility for Council to tailor the approach to different contexts. Fenced dog parks should be distributed across the municipality based on areas of need and established in strategically located areas. Fenced dog parks should service a group or cluster of suburbs.

For Moe-Newborough, the Implementation Plan identifies the Moe Botanic Gardens as the preferred location for a fenced dog park.

Public Art Policy 2018

The Public Art Policy applies to existing and future public art of a visual arts nature; whether integrated, traditional, ephemeral (temporary), cross-disciplinary, multimedia or community based; public art that is located in Council owned or operated facilities or on land owned or managed by Latrobe City Council, or owned by another public authority, with which the Latrobe City Council is able to

successfully partner.
The Public Art Policy objectives include:
1. The development of a professional, innovative, economically responsible and well maintained public art program
2. The implementation of consistent, transparent and equitable processes for the identification, commissioning, management, maintenance and decommissioning of public artworks.
3. An increase in cultural tourism and branding opportunities for the region.
4. The ongoing development of a sustainable and strong creative industry; increasing the capacity of local artists.

Latrobe City Disability and Inclusion Plan 2022-2025

The Disability Access and Inclusion Plan 2022 - 2025 outlines how Latrobe City Council will work with the community and our partners to embed access, inclusion and equity principles across service delivery and the community under four priority areas - Safe, Healthy and Active, Resilient and Supported, Natural and Built Environments.

Cultural Diversity Action Plan 2020-2024

The 2020-2024 Action Plan has been prepared as part of Council's ongoing commitment to the cultural and linguistic diverse population in Latrobe City and outlines a strategic approach to meet the needs of our culturally diverse community. The Action Plan provides an opportunity for Latrobe City Council services, information and facilitates to be more inclusive and accessible for people from diverse backgrounds.

Ageing Well Latrobe 2022-2026

Ageing Well Latrobe is the Latrobe City community's plan to help shape a healthy, safe and resilient community for older people to live.
Six principles for action support this plan and should be front of mind when implementing any actions associated with this plan.
Five priority areas are identified:
1. Support community members as they age;
2. Indentify and respond to key community safety priorities and needs;
3. Support everyone to achieve their best physical and mental health;
4. Work together to build a resilient, connected and adaptive community; and
5. Consider the connection between health and our physical environment.

Latrobe City Events and Visitor Economy Strategy 2024-2028

The Latrobe City Events and Visitor Economy Strategy delivers a collective vision for Latrobe City's events and visitor economy. Goals and priorities frame the direction for attracting and maximising events and for the visitor economy in the municipality over the next five years and beyond.

Pillars of the strategy include:
- Events: Events are the heart of the Strategy, recognising that Latrobe City's strength is in its capacity to deliver events of regional, state, and national significance.
- Visitor Economy: Enabling the emerging visitor economy to grow to maximise outcomes from events and support year-round visitation.
- Identity: Creating a strong, united voice and common identity for Latrobe City that is supported by community and industry, and appeals to visitors.

Appendix 2: Practitioner’s Guidelines



A2.1 Ministerial Directions

Ministerial Direction – The Form and Content of Planning Schemes

This Direction applies to the form and content of all planning schemes prepared under Part 3 of the Planning and Environment (Planning Schemes) Act 1986 and any amendment to those planning schemes.

Unless prepared and published by the Department of Transport and Planning a planning scheme or planning scheme amendment must be prepared and presented in accordance with the style guide set out in Annexure 1 and written in plain English.

Direction No. 1 - Potentially Contaminated Land

This direction applies to potentially contaminated land.

In preparing an amendment which would have the effect of allowing (whether or not subject to the grant of a permit) potentially contaminated land to be used for a sensitive use, agriculture or public open space, a planning authority must satisfy itself that the environmental conditions of that land are or will be suitable for that use.

Direction No. 11 - Strategic Assessment of Amendments

Minister's Direction No. 11 Strategic Assessment of Amendments requires a planning authority to evaluate and discuss how an amendment addresses a number of strategic considerations. What should be considered as part of the direction is explained in this practice note.
The Strategic Assessment Guidelines provide a consistent framework for preparing and evaluating a proposed planning scheme amendment and its outcomes.

Under the Minister's Direction, not all amendments require an assessment against the strategic considerations. This practice note also outlines how some minor amendments only require a brief assessment against the strategic considerations.

Amendments that do require assessment should use the Strategic Assessment Guidelines in all stages of the amendment process and be evaluated against the strategic considerations.

Direction No. 15 - The Planning Scheme Amendment Process

The direction applies to the Minister for Planning, the Secretary of the Department of Planning and Community Development, a panel appointed under Part 8 of the Planning and Environment Act 1987 (Act) and all planning authorities in Victoria.

The direction sets times for completing steps in the amendment process, including:

- Preparing an amendment after authorisation has been granted
- Pre-setting a date for a directions hearing and a panel hearing
- Giving notice of an amendment
- Considering submissions and requesting the appointment of a panel
- Commencement of the panel's functions (that is, a directions hearing, or if a directions hearing is not required, the panel hearing).
- A panel submitting its report to the planning authority
- The planning authority and the Minister making a decision on the amendment.

Direction No. 19 - The Preparation and Content of Amendments that may Significantly Impact the Environment, Amenity and Human Health

This ministerial direction consists of two parts - Part A and Part B.

The purpose of Part A is to require planning authorities to seek the views of the Environment Protection Authority (EPA) in the preparation of planning scheme reviews and amendments that could result in use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution and waste.

This Direction applies to the review of planning schemes, preparation of planning scheme amendments and any strategies, policies, plans or

reviews forming the strategic basis for a review or amendment, including precinct structure plans.

The purpose of Part B is to set out information required of planning authorities by the Minister under section 12(1)(f) of the Planning and Environment Act 1987 (Act) in respect of planning scheme amendments that could result in significant impacts on the environment, amenity and human health due to pollution and waste.

In applying to the Minister for authorisation to prepare a planning scheme amendment under sections 8A or 8B of the Act, or preparing a planning scheme amendment under section 9 of the Act, a municipal council, Minister or public authority must provide the following information to the Minister:

- The written views of the EPA, including any supporting information and reports; and
- A written explanation of how the proposed amendment addresses any issues or matters raised by the EPA.



A2.2 Planning Practice Notes

PPN17: Urban Design Frameworks

The purpose of this practice note is to provide guidance about the preparation and use of Urban Design Frameworks. Frameworks are strategic planning tools that set out an integrated design vision for the desired future development of urban places.

The design quality of the urban environment is more important than ever. The viability of suburbs, towns and major centres requires sharpened competitiveness in response to economic, technological, demographic and social changes. Urban Design Frameworks provide direction for interventions that shape open space, buildings and landscape. They draw upon and integrate the traditional disciplines of designers (building, engineering and landscape) and planners (strategic, cultural and social), heritage advisers, economists and other specialists.

PPN22: Using the Car Parking Provisions

This practice note provides guidance about the car parking provisions of clause 52.06 (Car Parking) and clause 45.09 (Parking Overlay), calculating car parking requirements and information to submit with an application with car parking.

PPN30: Potentially Contaminated Land

The planning system is the primary means for regulating land use and approving development and is an important mechanism for triggering the consideration of potentially contaminated land.

The *Planning and Environment Act 1987* (the Act) requires a planning authority when preparing a planning scheme or planning scheme amendment to 'take into account any significant effects which it considers the scheme or amendment might have on the environment or which it considers the environment might have on any use or development envisaged in the scheme or amendment' (Section 12).

The Act also requires a responsible authority, before deciding on a planning permit application, to consider 'any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development' (Section 60). An assessment of the current or previous land uses of a site is an important step in the identification of potentially contaminated land. The practice note provides a guide on what uses are considered as having a high, medium or low potential for land to be contaminated.

PPN56: Activity Centre Zone

The purpose of this practice note is to:

- Explain the function of the Activity Centre Zone;
- Provide guidance on how to apply the Activity Centre Zone; and
- Assist councils in tailoring the schedule to the Activity Centre Zone to accord with their centre's adopted structure plan.

PPN57: Parking Overlay

This practice note provides guidance to councils about the preparation and application of the Parking Overlay.

The Parking Overlay's function is to manage car parking in a precinct, rather than site-by-site basis. It can be used for any precinct where local parking issues are identified, and a common strategy can be adopted to respond to them.

Several physical, social and economic indicators may suggest the need to address car parking issues in a precinct, including where a precinct:

- Is undergoing a rapid rate of development or land use change;
- Attracts significant numbers of trips from elsewhere;
- Experiences high levels of traffic congestion;
- Has an established parking provision deficit and experiences physical or market conditions that affect the future provision of car parking; and
- Experiences consistently lower or higher than average car parking demand.

PPN58: Structure Planning for Activity Centres

This practice note provides guidance to councils on the activity centre structure planning process.

It covers the reasons for structure planning in activity centres, the policy context, and possible inputs and outputs of the process. While this advice is designed specifically for metropolitan and major activity centres, the structure planning process can be tailored to all types of centres.

Approaches for dealing with proposed height and setback controls at activity centres are dealt with in *Planning Practice Note 60 Height and setback controls for activity centres.*

PPN59: The Role of Mandatory Provisions in Planning Schemes

This practice note sets out criteria that can be used to decide whether mandatory provisions may be appropriate in planning schemes.

In addition to this practice note, specific criteria and implementation approaches for proposed mandatory height and setback controls at activity centres are dealt with in *Planning Practice Note 60 Height and setback controls for activity centres.*

PPN60: Height and Setback Controls for Activity Centres

This practice note provides guidance on the department's preferred approach to the application of height and setback controls for activity centres.

This practice note should be read in conjunction with P*ractice Note 58: Structure planning for activity centres* and *Planning Practice Note 59: The role of mandatory provisions in planning schemes.*

PPN92: Managing Buffers for Land Use Compatibility

Many industrial and other land uses have the potential to produce off-site impacts, such as noise, dust, odour and hazardous air pollutants. While these impacts can often be prevented through onsite management, unintended off-site impacts due to equipment failure, accidents, abnormal weather events and other causes may still pose risks to amenity, safety and human health. These impacts are particularly concerning where residential areas, hospitals, schools and other sensitive uses may be exposed.

Ensuring land use compatibility is fundamental to the objectives of planning in Victoria. Where separation between incompatible uses is not considered as part of the planning process, land use conflict can occur. This often results in situations where the operation and viability of industries, including critical infrastructure, is threatened while communities are put at risk.

The purpose of this practice note is to provide guidance on:

- Planning for land use compatibility and the Planning Policy Framework
- Requirements in planning provisions relating to the management of buffers, including:
  - Clause 53.10 Uses and activities with potential adverse impacts
  - Clause 44.08 Buffer Area Overlay

A2.3 Planning Advisory Notes

A2.3.1 Planning Advisory Notes

AN25: New Car Parking Provisions

This advisory note provides information about changes to the car parking provisions in Clause 52.06 of the Victoria Planning Provisions (VPP) and all planning schemes, and the Parking Overlay to be introduced to the VPP.

This advisory note explains:
- The background to the car parking provisions.
- The main features of the car parking provisions.
- How the provisions affect existing uses, permit applications and approved parking precinct plans.

AN31: Amendment VC71: The Revised State Planning Policy Framework

This Advisory Note provides information about changes to the Victoria Planning Provisions and planning schemes made by Amendment VC71.

Amendment VC71 introduces:
- A revised State Planning Policy Framework (SPPF)
- Policies from Melbourne @ 5 Million and the Victorian Integrated Housing Strategy into the SPPF
- A new Particular Provision 52.46 for brothels
- A change to the Particular Provision 52.02 Easement, Restrictions and Reserves.

AN67: Amendment VC142: The first phase of Smart Planning's reforms to planning schemes

This advisory note provides information about Amendment VC142 which makes changes to the Victoria Planning Provisions (VPP) and planning schemes arising from the Smart Planning program.

Amendment VC142 is the first phase of Smart Planning's reforms to planning schemes. The amendment includes a wide range of reforms across the VPP that generally remove permit triggers, expand permit exemptions for land uses and buildings and works, remove superfluous and outdated provisions, update references, improve and update definitions, clarify common points of confusion and improve the usability of planning schemes

AN71: Amendment VC148: Planning Policy Framework (PPF)

This Advisory Note provides information about the Planning Policy Framework (PPF) introduced by Amendment VC148.

Amendment VC148 is part of the Smart Planning program's reforms to simplify and modernise Victoria's planning policy and rules to make planning schemes more efficient, accessible and transparent.

A2.3.2 Other Considerations

Principal Bicycle Network and Strategic Cycling Corridors

The Strategic Cycling Corridor (shown in blue in Figure 36) network supports the needs of commuter trips (to work or education) and other important transport trips such as to stations, shops or schools. The Principle Bicycle Network links the Strategic Cycling Corridor with other key destinations.

Principal Freight Network

The Principal Freight Network (Figure 37) includes freight corridors and places of national, state and regional significance that support high-capacity and efficient freight movements around Victoria. This includes the Gippsland Rail Line and the Princes Highway through Moe.

Figure 36: Principal Bicycle Network



Figure 37: Principal Freight Network



Appendix 3: Potentially Contaminated Land

LATROBE CITY COUNCIL

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Service Centres & Libraries

Morwell

Corporate Headquarters
141 Commercial Road, Morwell

Morwell Library
63-65 Elgin Street, Morwell

Moe

Moe Service Centre and Library
1-29 George Street, Moe

Traralgon

Traralgon Service Centre and Library
34-38 Kay Street, Traralgon

Churchill

Churchill Community Hub
9-11 Philip Parade, Churchill

For more information

Strategic Planning

1300 367 700

Latrobe@latrobe.vic.gov.au - Attention: Strategic Planning

To obtain this information in languages other than English, or in other formats, please contact Latrobe City Council on 1300 367 700.

This information in this document is correct as at the date of publication but is subject to change. Please check the Latrobe City Council website www.latrobe.vic.gov.au to make sure this is the latest version.

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