

## 21.09 LOCAL AREAS

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

### 21.09-1 Churchill

Churchill is approximately 160 kilometres from Melbourne and has a population of 4,700 people. Churchill was originally designated as one of the major growth towns for the region in the 1960's that was planned to accommodate in excess of 30,000 people. The overall growth within Latrobe City is placing increased pressure on existing centres, particularly Traralgon; increasingly Churchill offers the potential to provide an alternative residential address in a well serviced township.

Churchill continues to operate as a local service centre, although its industry, retail and commercial activity is smaller in comparison to the other major towns in the municipality, with many people travelling to the other centres for goods and services.

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

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

#### Vision

Acknowledge Churchill's role as part of Gippsland's regional city that achieves greater integration across the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system.

Support Churchill's role as a University town that makes a significant contribution to the Latrobe City's residential land supply.

#### Local Area Implementation

Facilitate development in accordance with the *Churchill Town Structure Plan* (CTSP).

#### Residential

- Encourage medium density residential development in CTSP Area 4.
- Encourage mixed use residential developments along the proposed east-west connection (activity spine) between Churchill Town Centre and Federation University.
- Encourage residential development of CTSP Area 5, 6, 8 and 11.
- Encourage development of CTSP Area 10 for residential or research/education purposes.
- Where available, retain large farming lots along the eastern Township Boundary (CTSP Area 7) to enable future residential growth with sufficient lot density that can further the township objective to increase the intensity of land development around the inner core of the township.
- Review the future township boundary around CTSP Area 7 when rezoning CTSP Area 7 for future residential development.

#### Commercial

- Encourage the development of new retail and office developments within the Churchill Town Centre and new retail and office developments and residential mixed use along the east-west link (activity spine) between the Churchill Town Centre and Federation University.

## LATROBE PLANNING SCHEME

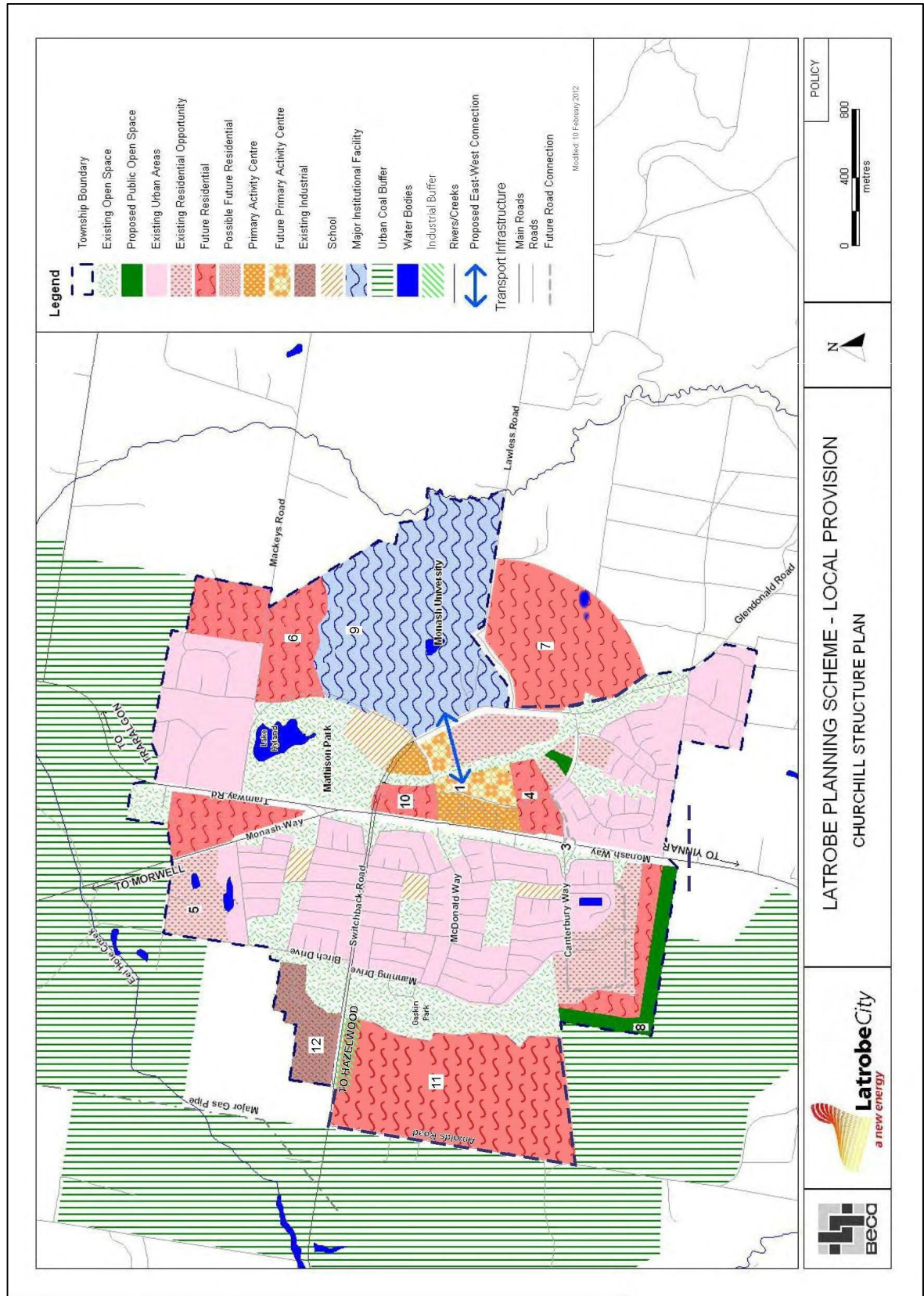
- Implement the Churchill Town Centre Concept Plan, the recommendations of the *Churchill Town Centre Plan* and the *Churchill East West Link Master Plan* including encouraging the consolidation of existing and future commercial uses; and a strengthened east-west link between the existing Churchill commercial precinct and the Federation University Gippsland Campus.
- Encourage all new retail or commercial development in the Churchill Town Centre to be consolidated within the existing centre.

### Industrial

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



Churchill Town Structure Plan



Churchill Town Centre **Concept Plan**



## 21.09-2 Moe-Newborough

Moe-Newborough are adjacent to one another and this creates a single urban settlement of 16,400 people that is serviced by the Moe Activity Centre. Moe-Newborough is situated on a key tourist route to the Great Dividing Ranges and the historic town of Walhalla. Moe-Newborough is only 130 kilometres from Melbourne and has the potential to act as a peri-urban settlement.

Moe-Newborough is the first of the four major towns within the Latrobe Valley from Melbourne and consequently is identified as the 'Gateway to Latrobe'.

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

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

### Vision

- Acknowledge Moe-Newborough's role as part of Gippsland's regional city that achieves greater integration across the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system.
- Support the function of Moe as one of the region's key service centres.
- Support Moe-Newborough as an attractive peri-urban lifestyle option close to Melbourne.

### Local area implementation

Facilitate development in accordance with the Moe-Newborough Town Structure Plan (MNTSP).

#### Residential

- Encourage residential development along Narracan Drive (MNTSP Area 7).
- Encourage residential development to the east of Narracan Creek (MNTSP Area 10) which is to be sensitive to the Narracan Creek environment.
- Future land uses and zoning in MNTSP Area 3 should be investigated subsequent to a detailed assessment of industrial land requirements for Moe-Newborough as part of an industrial strategy.
- Encourage higher density housing within the transit city precinct and around activity centres (MNTSP Area 11) and neighbourhood clusters in Moe.
- Encourage residential development in MNTSP Areas 5, 8 and 13 in accordance with the relevant Development Plan Overlay.
- Encourage residential development in MNTSP Area 14 in accordance with the Lake Narracan Precinct Structure Plan, March 2015.
- Review the future township boundary around MNTSP Area 12 upon detailed consideration when rezoning Area 12 for future residential development.

#### Commercial

- Establish Neighbourhood and Local Activity Centres in key locations as outlined in the Moe Structure Plan and the Lake Narracan Precinct Structure Plan, March 2015. Only encourage basic goods, services, community services and facilities in these centres.
- Encourage new retail, office and residential mixed use developments within Moe Primary Activity Centre (MNTSP Area 11).
- Restrict the development of new retail, and office use outside of the Primary Activity Centre, other than the redevelopment of the former Moe Hospital site.
- Implement the following aspects of the Moe Activity Centre Plan:
  - The Moe Station Precinct Revitalisation.
  - The Moe Integrated Bus Interchange.
  - The Moore Street upgrade as the primary shopping centre in the town.
  - The Clifton Street car park inclusive of facilitating new development which fronts it.

- The Hasthorpe Place Precinct inclusive of high amenity pedestrian access.
- Improve pedestrian, cycle movements, and visual landscape character at and around the Roundabout Overpass.
- Implement the Clifton Street Precinct Urban Design Guidelines.

### Industrial

- Review the existing industrial MNTSP Area 3, with a view to confirming the role and viability of these areas as service industrial development or conversion to residential development.
- Provide a sensitive interface as part of any future industrial development adjoining vegetation (MNTSP Area 2) that ensures environmental values of vegetation is maintained.
- Protect industry in MNTSP Area 1 from residential encroachment that may result in interface conflicts and impact on industry operations.
- Investigate flooding impact upon land designated as having industrial opportunities.

### Rural

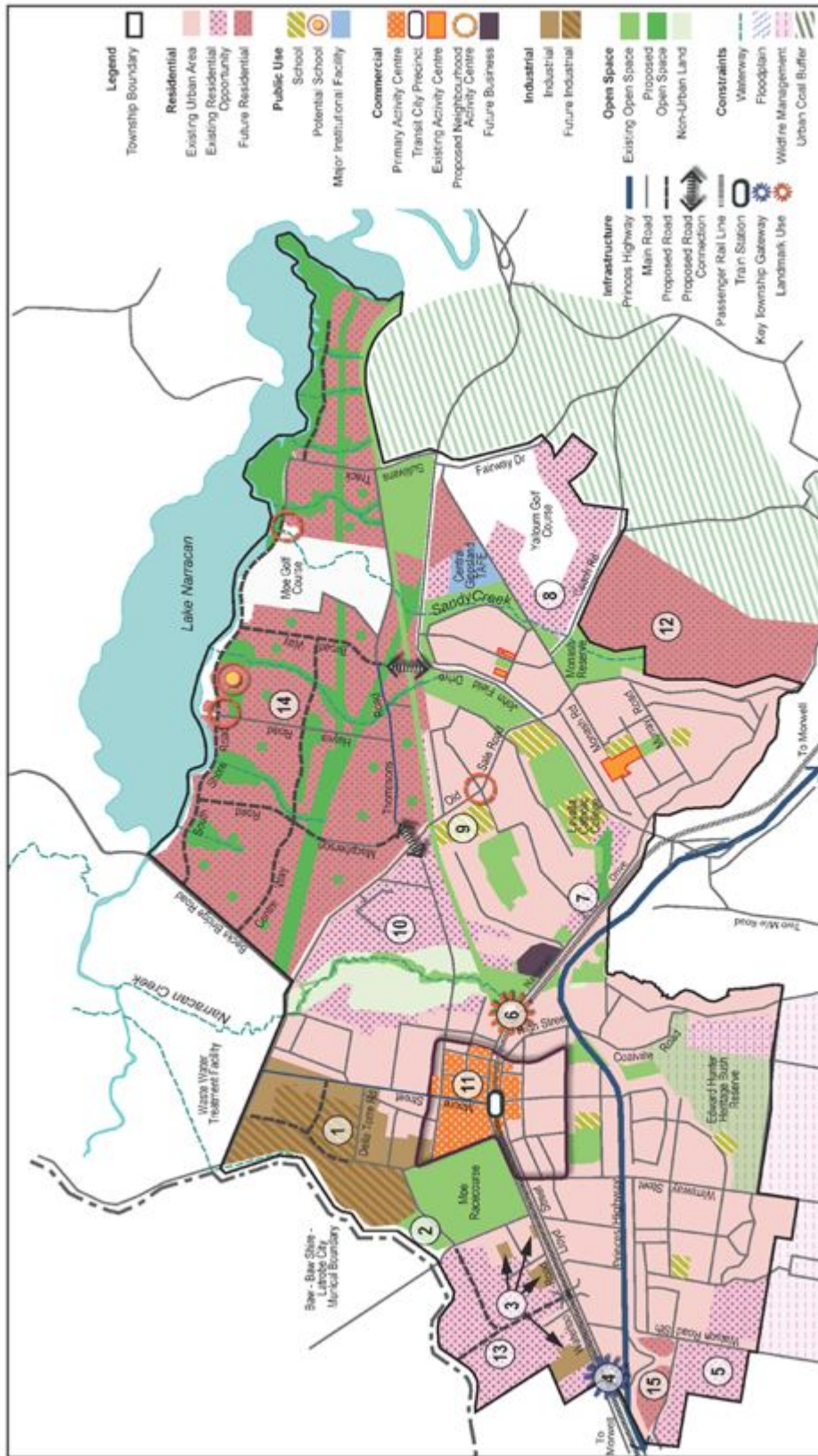
- Retain large farming lots along the eastern and north-western sides of the town boundary.
- Encourage Baw Baw Shire Council to retain land adjacent to the township of Moe as farming to enable future westerly township boundary extensions.

### Infrastructure

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



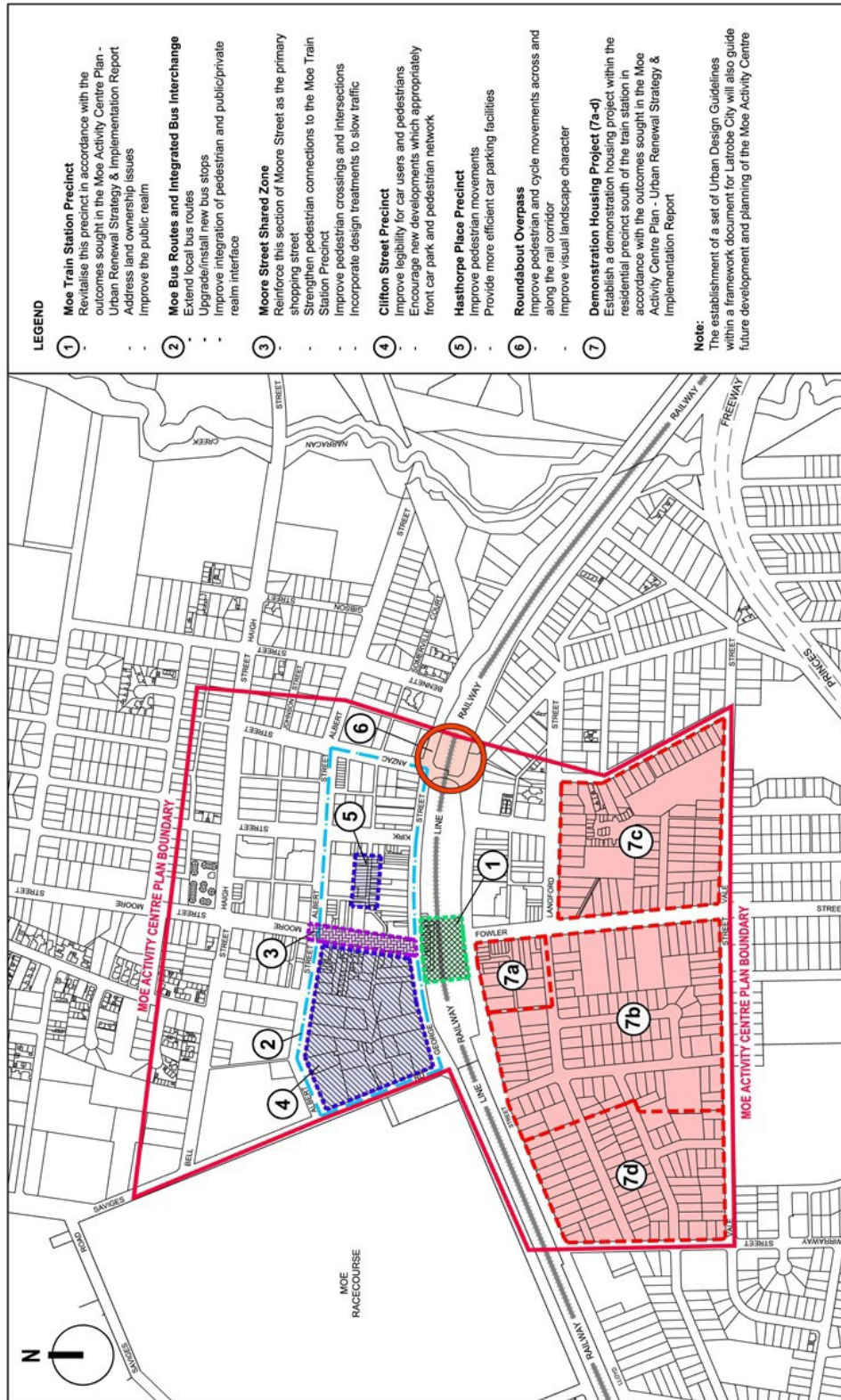
Moe-Newborough Town Structure Plan



<p><b>POLICY</b></p> <p>1: 0 25m 50m 100m</p> <p>1: 0 25m 50m 100m</p>	<p><b>LATROBE PLANNING SCHEME - LOCAL PROVISIONS</b></p> <p><b>MOE - NEWBOROUGH STRUCTURE PLAN</b></p>	<p><b>LatrobeCity</b></p> <p>a new entity</p>
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## Moe Activity Centre Plan



## LATROBE PLANNING SCHEME - LOCAL PROVISION



**SCALE:**



Australian Map Grid Zone 55

## MOE ACTIVITY CENTRE PLAN

**POLICY**

**21.09-3 Morwell**

Morwell is the central town to Latrobe City and has a population of 13,700. To the north of Morwell is the Latrobe River and the foothills of the Great Dividing Range, to the south is the Strzelecki Ranges and Churchill. To the east of Morwell is Traralgon and to the west is Moe and Melbourne. The Princes Freeway and Gippsland Railway connect Morwell to Traralgon, Moe and Melbourne. Relative to Melbourne, Morwell is the second of the four main towns within Latrobe City and is approximately 150 kilometres from Melbourne.

It accommodates transport serves (experiencing significant rail patronage in a regional context), government services, manufacturing, power and other industrial activities. Morwell has two retail centres, the traditional town centre and Mid Valley shopping centre on its south-eastern fringe. Major industry is located in and around Morwell and as such also has a function of higher level research, manufacturing, specialist service industry and transport/distribution capabilities.

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

**Vision**

- Acknowledge Morwell's role as part of Gippsland's regional city that achieves greater integration across the four centres of Churchill, Moe-Newborough, Morwell and Traralgon to support them functioning as a single urban system.
- Support the function of Morwell as one of the region's key commercial and government office centres.
- Support the function of Morwell as the key regional distributive and manufacturing centre.

**Local area implementation**

Facilitate development in accordance with the *Morwell Town Structure Plan* (MTSP).

**Residential**

- Facilitate the orderly planning of Area 1 generally bounded by Maryvale Road, Latrobe Road, Crinigan Road and Holmes Road for residential development.
- Encourage the development of MTSP Area 1 in accordance with the Morwell North-West Development Plan.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Where appropriate, mitigate flooding and encourage residential development within MTSP Areas 4 and 7.
- Future land uses and zoning in MTSP Area ~~8~~should be investigated subsequent to a detailed assessment of industrial land requirements for Morwell as part of an industrial strategy.
- Encourage higher density housing within the Transit City Precinct and Neighbourhood Activity Centres.
- Discourage rezoning that would result in further subdivision of Farming Zone and Special Use Zone land within the Amenity Rural Buffer and the Amenity Lifestyle Precinct (MTSP Area 11), due to the close proximity to the Australian Paper Mill.

**Commercial**

- Discourage further development and/or replacement of existing businesses within MTSP Area 2.
- Encourage Neighbourhood and Local Activity Centres in key locations as outlined in the Morwell Structure Plan and only encourage basic goods, services, community services and facilities in these centres.
- Encourage new retail, office and residential mixed use developments within Morwell Primary Activity Centre (MTSP Area 3) and Mid-Valley (MTSP Area 5)
- Discourage new retail, office development outside of the Morwell Primary Activity Centre (MTSP Area 3), Mid-Valley (MTSP Area 5) and Princes Drive, Morwell (MTSP Area 10).
- Encourage Restricted Retailing to locate within Mid-Valley (MTSP Area 5) and Princes Drive, Morwell (MTSP Area 10).

**Industrial**



## LATROBE PLANNING SCHEME

- Review the existing industrial area (MTSP Areas 8), to confirm the role and viability for industrial development or conversion to residential development.
- Provide a buffer along the western edge of the industrial precinct in MTSP Area 6.
- Explore options in MTSP Areas 6 and 9 ~~for Industrial 2 uses along the eastern boundary and Industrial 3 uses along the western boundaries~~ of the industrial precinct ~~and~~ for open space and vegetation to screen industry from proposed and potential future residential areas.
- Protect industry in MTSP Area 6 and 9 from residential encroachment that may result in interface conflicts and impact on industry operations.
- Investigate flooding impact upon land designated as having existing industrial opportunities in MTSP Areas 6 and 9.
- Where appropriate, encourage the development of new industry within MTSP Area 6 and 9 that is sensitive to existing creeks.

### Infrastructure

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





**21.09-4 Traralgon**

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

Over recent years it has experienced higher population and urban growth than the other Latrobe towns and according to population forecasts that trend is expected to continue. Traralgon has both a role in provision of goods and services to its local community as well as the wider population of the Latrobe City and the surrounding region.

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

**Vision**

- Recognise Traralgon as the commercial centre of Gippsland's regional city, a single urban system including the four centres of Churchill, Moe-Newborough, Morwell and Traralgon, known as Latrobe City.
- To continue to build on Traralgon's strength as one of the key regional commercial centres of Gippsland.

**Local area implementation**

Facilitate development in accordance with the *Traralgon Town Structure Plan* (TTSP) and the *Traralgon Activity Centre Plan* (TACP).

**Residential**

- Seek the views of the Minister administering the *Mineral Resources (Sustainable Development) Act 1990* regarding the assessment of geotechnical risk within 2,000 metres from the crest of the mine around the southern boundary of Traralgon prior to supporting the rezoning of land, subdivision, or an increase in dwelling density in TTSP Areas 5, 12b and 21.
- Investigate flooding impact upon land designated as having existing or future residential opportunities in the structure plan.
- Mitigate flooding and encourage residential development in TTSP Areas 1, 2,3, 4, 6 and 7 in the short term.
- In the longer-term, encourage residential intensification of land zoned rural living in TTSP Area 12a and facilitate the orderly planning of Area 11 and 13 for residential development with an appropriate interface with the Major Gas Pipeline.
- Investigate future land uses and zoning in TTSP Areas 8a and 8b for residential development following a detailed assessment of industrial land requirements for Traralgon as part of an industrial strategy.
- In the medium-term, facilitate the orderly planning of TTSP Areas 9 and 10 for residential development with an appropriate interface with the Major Gas Pipeline and buffer to industrial zoned land.
- Encourage higher density housing within the Transit City Precinct and existing and future Neighbourhood Activity Centres in Traralgon.
- Support shop-top or upper level residential opportunities within the Traralgon Activity Centre as outlined within the *Traralgon Activity Centre Plan* (TACP).
- Investigate opportunity for open space, walking and cycle trails, recreation and conservation uses in the area north of Traralgon (TTSP Area 14) bounded generally by Latrobe River to the north and Traralgon urban area to the south
- Discourage rezoning that would result in further subdivision of Farming Zone and Rural Living Zone land within the Amenity Rural Buffer, due to its close proximity to the Australian Paper Mill.

**Commercial**

- Establish Neighbourhood and Local Activity Centres in key locations as outlined in the TTSP and encourage basic goods, services, community services and facilities in these clusters.



## LATROBE PLANNING SCHEME

- Encourage the development of new retail, office and residential mixed use developments within Traralgon Primary Activity Centre (TTSP Area 15) and Argyle Street (TTSP Area 15).
- Discourage significant new retail and office development outside TTSP Area 15, Argyle Street (TTSP Area 16) and Princes Highway and Stammers Road (TTSP Area 18).
- Encourage Restricted Retailing to locate within Argyle Street (TTSP Area 16) and Stammers Road (TTSP Area 17).
- Encourage increased densities and vertical growth of Traralgon's Primary Activity Centre (TTSP Area 15) to support the growth of the retail and office sectors.
- Discourage dispersion of the office sector.
- Support the development of the land generally bounded by Grey Street, Franklin Street and the Traralgon Creek for mixed use purposes (TTSP Area 18).
- Support the development of a Neighbourhood Activity Centre on the corner of Traralgon Maffra Road and Marshalls Road (TTSP Area 3) in accordance with the Traralgon North Neighbourhood Activity Centre Development Plan to meet the local convenience needs of the local area.
- Support the development of land within the Traralgon Primary Activity Centre as identified within the TACP by:
  - Supporting the consolidation of lots to facilitate the creation of viable development sites.
  - Activating smaller streets and laneways to provide additional connections between streets in the town centre.
  - Supporting the development of the back of lots, through the increased activation of the existing laneway system.
  - Requiring new multi-level buildings to incorporate carparking within their form.
  - Requiring any redevelopment of strategic development sites as identified within the TACP to include integrated car parking.

### Industrial

- Encourage the early transition of industrial land uses in the southern parts of the Transit City Precinct to enable the conversion of land to residential uses.
- Explore options in TTSP Area 19 for industrial uses with an appropriate buffer to existing and future residential and rural living uses to the west and south.
- Protect industry in TTSP Area 20 from encroachment of sensitive uses that may result in conflicts and impact on industry operations, particularly with the development of residential uses to the north and east.
- Seek the views of the Minister administering the *Mineral Resources (Sustainable Development) Act 1990* regarding the assessment of geotechnical risk within 2,000 metres from the crest of the mine around the southern boundary of Traralgon prior to supporting the rezoning of land in TTSP Area 19.

### Rural

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

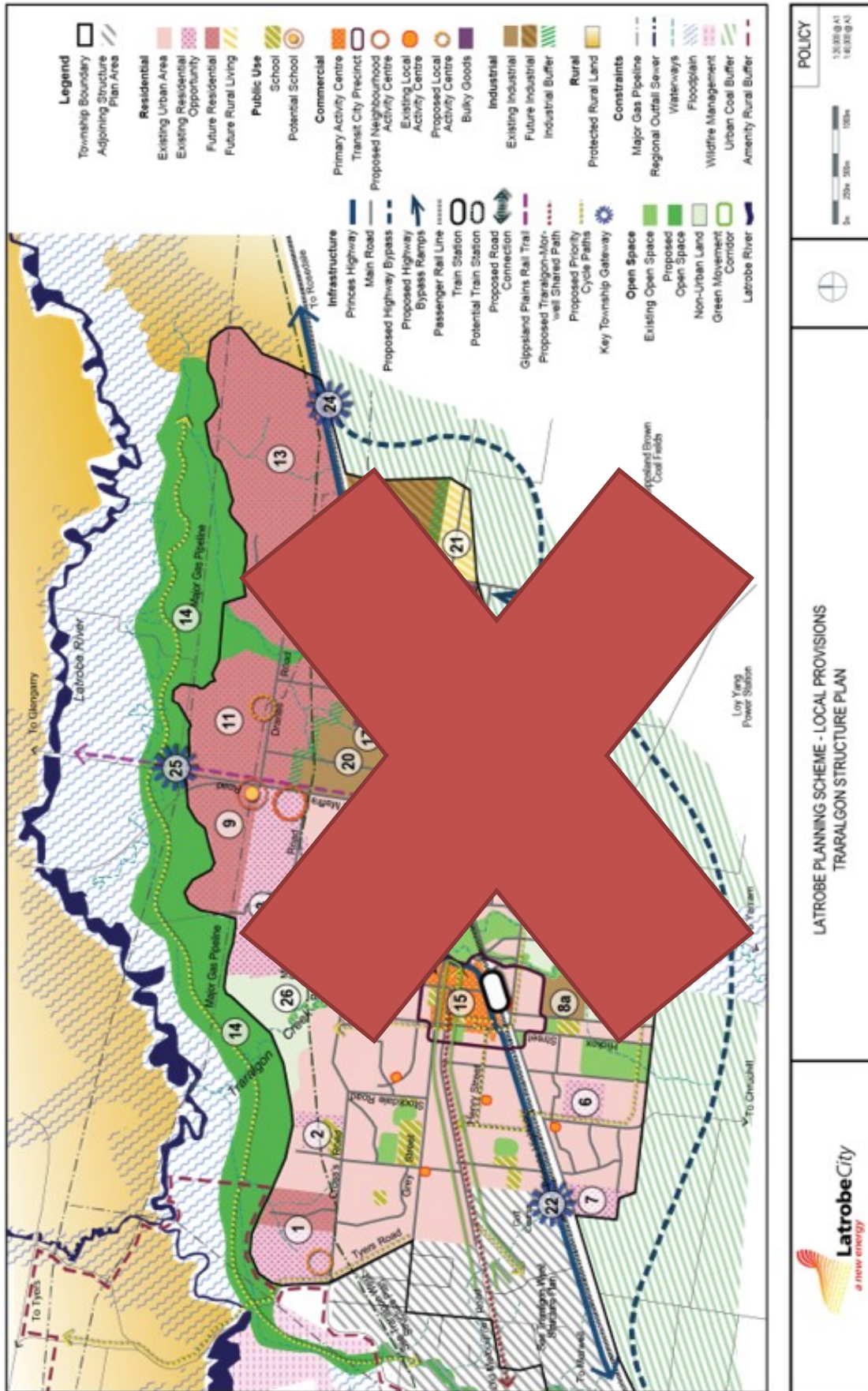
### Infrastructure

- Inter-connect Traralgon's network of on and off road cycling paths to provide for safe cycle links through the town centre.
- Facilitate cycling and pedestrian connections between the Morwell-Traralgon Shared Pathway and Victory Park.
- Explore the feasibility of extending the east-west road links over Traralgon Creek north and south of Princes Highway.
- Ensure that future decisions regarding the Environmental Significance Overlay Schedule 1 and

rezonings are informed by geotechnical monitoring data.

- Protect the designated alignment for the Traralgon Highway Bypass. Investigate route options for traffic, especially large vehicles, entering Traralgon from the south en route to the town centre and industrial precincts.
- Consider the impact of the proposed Highway Bypass and Bypass Ramps when planning for future development within TTSP Areas 12b, 19 and 21.
- Maintain and enhance the township gateway (TTSP Areas 22, 23, 24 and 25). In particular, the enhancement of Traralgon's southern entrance (TTSP Area 23) should be designed with consideration to the implications of the Traralgon Bypass Route.
- Support implementation of the recommendations of the Traralgon Station Precinct Masterplan (TSPM), including:
  - Stage 1: construction of a new bus interchange, plaza and station building;
  - Stage 2: works to southside commuter car park, southern plaza and VRI Hall;
  - Stage 3: development of residential and community facilities to the east and west of the southside commuter carpark.
- Implement the Car Parking Framework Review Traralgon & Morwell 2014.
- Protect and acknowledge the important operation of the Gippsland Water Regional Outfall Sewer while allowing complimentary use and development around the sewer easement.
- Acknowledge that Gippsland Water's emergency storage facilities may have potential interface amenity issues with sensitive uses while allowing complimentary use and development around these facilities.
- Implement the recommendations of the TACP by:
  - Improving public realm infrastructure.
  - Encouraging activation of the creek corridor by upgrading facilities along the creek.
  - Upgrading Wright Street as a key pedestrian link between Traralgon Creek and from Post Office Place.
  - Providing improved pedestrian safety on streets that will accommodate higher levels of foot traffic.
  - Supporting multi-deck car parks in accordance with the TACP. Providing additional, secure bicycle parking in the town centre. Upgrading connections to shared paths along Kay Street.
  - Providing additional, secure bicycle parking in the town centre. Upgrading connections to shared paths along Kay Street. Providing additional on-road cycle paths as shown on the Access and Movement Plan.
  - Improving pedestrian access between key public transport sites.
  - Creating a Princes Highway Boulevard as outlined within the TACP upon completion of the Princes Highway Bypass.

Traralgon Town Structure Plan



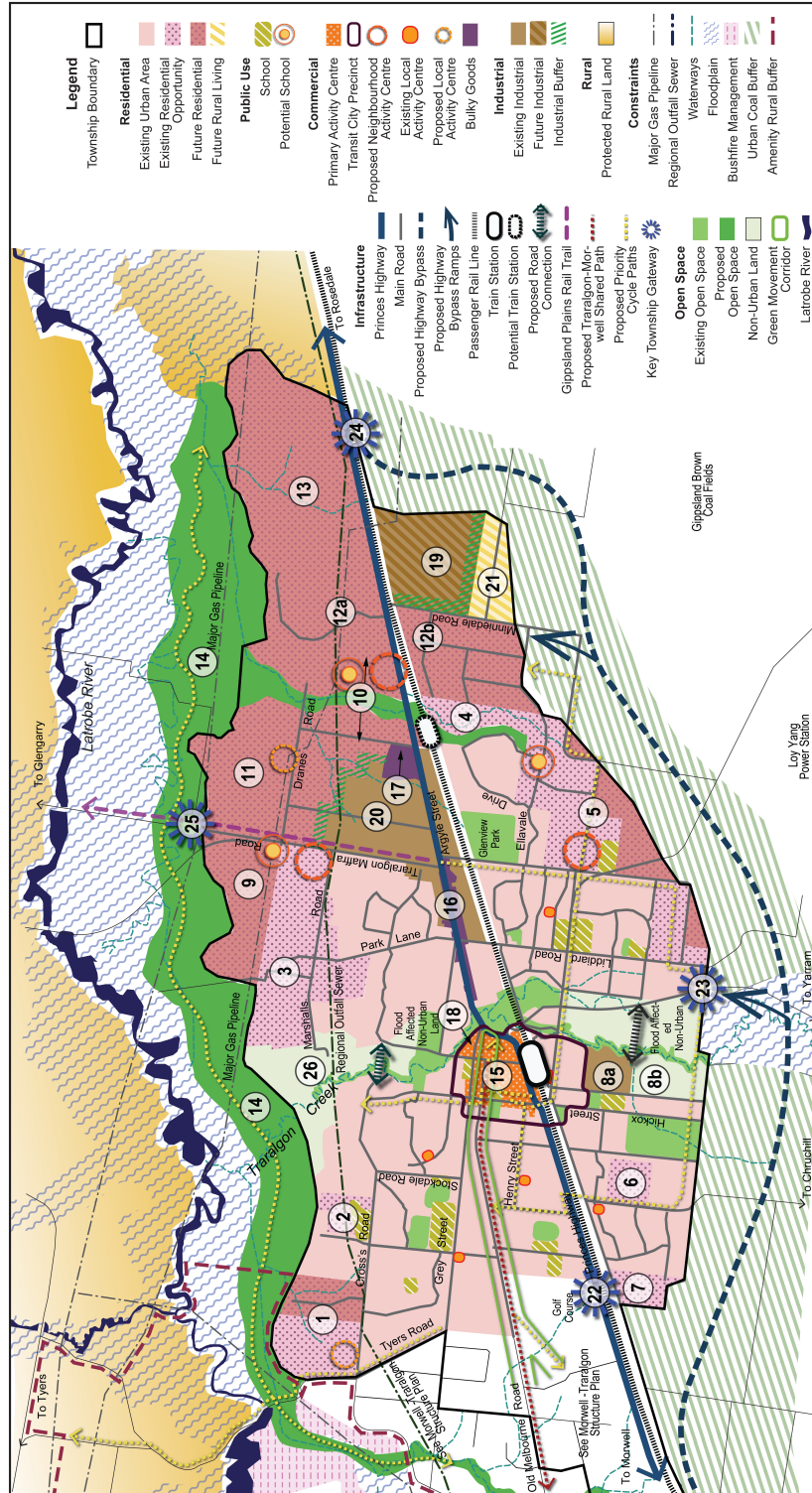
LATROBE PLANNING SCHEME - LOCAL PROVISIONS  
TRARALGON STRUCTURE PLAN



**POLICY**  
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# Traralgon Town Structure Plan





**Latrobe City**  
a new energy

LATROBE PLANNING SCHEME - LOCAL PROVISIONS  
TRARALGON STRUCTURE PLAN

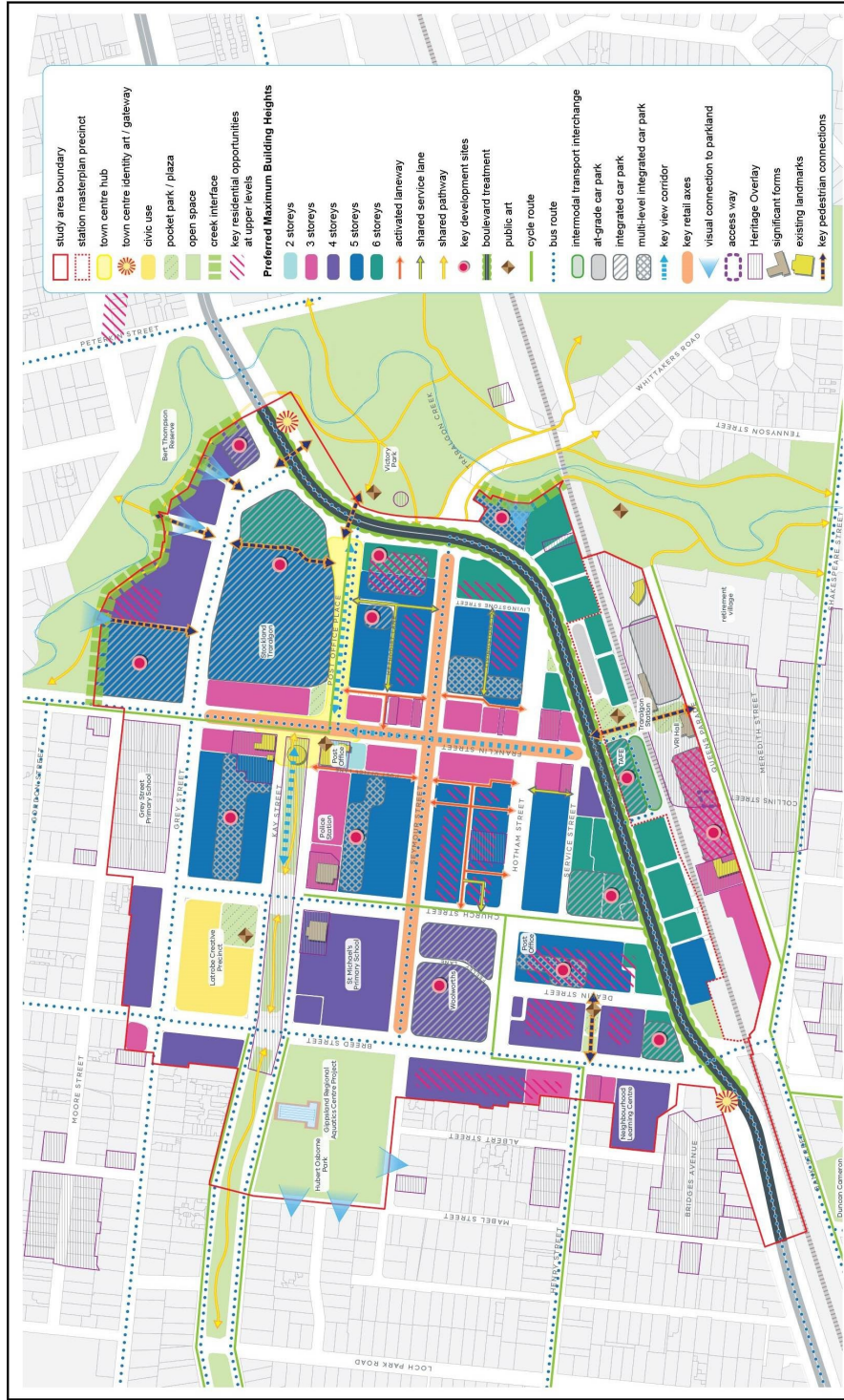
**POLICY**

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Traralgon Activity Centre Plan



**LATROBE PLANNING SCHEME - LOCAL PROVISIONS**  
**TRARALGON ACTIVITY CENTRE PLAN**

**POLICY**

**SCALE 1:6000 @ A4**

**0 50 100 150 200**

**KILOMETRES**

**AUSTRALIAN MAP GRID ZONE 55**

## 21.09-5 Specific Growth Corridor Strategies – Morwell to Traralgon ~~West~~ Structure Plan

Transport corridors form one of the key elements of the networked city concept. The Moe-Morwell, Traralgon-Churchill, Morwell-Churchill, and Morwell-Traralgon corridors facilitate the movement of people and goods within as well as to and from the municipality. The proposed Traralgon Bypass will protect and enhance the Morwell-Traralgon transport corridor by removing regional traffic. The Morwell to Traralgon ~~Morwell-Growth Framework~~ Structure Plan envisions the Morwell-Traralgon transport corridor as a high speed road with high frequency bus services.

The capacity of the Morwell-Traralgon and Moe-Morwell transport corridor is enhanced by the passenger railway line which runs between these three towns and connects the region to Melbourne.

### Vision

- Recognise the Morwell to Traralgon Employment Corridor and the major regional employment hub for Latrobe City
- To join the townships of Morwell and Traralgon as a single urban entity

### Local area implementation

Facilitate development in accordance with the Morwell to Traralgon ~~West Growth Corridor~~ Structure Plan (~~TWGCSP~~ MTTSP).

### Residential

- Encourage orderly development of farming zoned land in ~~TWGCSP~~ MTTSP Area 1 for medium density residential purposes.
- Encourage the relocation of the Traralgon Golf Course (~~TWGCSP~~ MTTSP Area 2) and orderly development of the site for residential purposes.
- Encourage orderly development of low density residential and rural living land in ~~TWGCSP~~ MTTSP Area 3 for residential purposes.
- Encourage creation of an open space corridor through ~~TWGCSP~~ MTTSP Areas 1, 3 and 7 along the waterway incorporating the existing water body in Area 1.
- In ~~TWGCSP~~ MTTSP Area ~~3~~ 8, support retirement village, aged care and higher density residential developments in proximity to the Latrobe Regional Hospital subject to considerations of aircraft noise impacts.  
  
~~Consider integrated residential development on unconstrained land in TWGCSP Area 4 where it will not compromise the future employment uses in the area, is ancillary to a health, aviation or other employment use and is subject to consideration of aircraft noise impacts as outlined in the Latrobe Regional Airport Master Plan (as amended).~~
- Discourage rezoning that would result in further subdivision of Farming Zone and Rural Living Zone land within the Amenity Rural Buffer and the Amenity Lifestyle Precinct, due to its close proximity to the Australian Paper Mill.

### Commercial

- Encourage the development of a ~~Neighbourhood~~ Local Activity Centre close to the intersection of Princes Highway and Airfield Road that supports the Latrobe Regional Hospital, ~~the future Latrobe Regional Airport and complementary uses associated with the Health and Aviation precinct.~~
- ~~commercial land uses within~~ Support in the medium to long term a business / employment investigation precinct in MTTSP area (~~TWGCSP Area 4) and future residents.~~  
  
~~The proposed Neighbourhood Activity Centre is encouraged to include an area of public open space in proximity to the Latrobe Regional Hospital to provide for the recreation needs of workers in the area.~~
- Encourage the development of a ~~Local~~ Neighbourhood Activity Centre near the intersection of Bradford Drive and ~~Princes~~ Princes Highway in ~~TWGCSP~~ MTTSP Area 1 subject to achieving a residential catchment area greater than 8000 people.
- Discourage further expansion of the existing area used for car sales along Princes Highway (~~TWGCSP~~ MTTSP Area 5).

- Encourage proposals for employment intensive businesses that are compatible with the nearby Latrobe Regional Hospital and Latrobe Regional Airport associated with health and aeronautics in ~~TWGCSP~~MTTSP Area 4 and 8, and ensure that these proposed businesses have an appropriate interface treatment with the Major Gas Pipeline in the area.

### Industrial

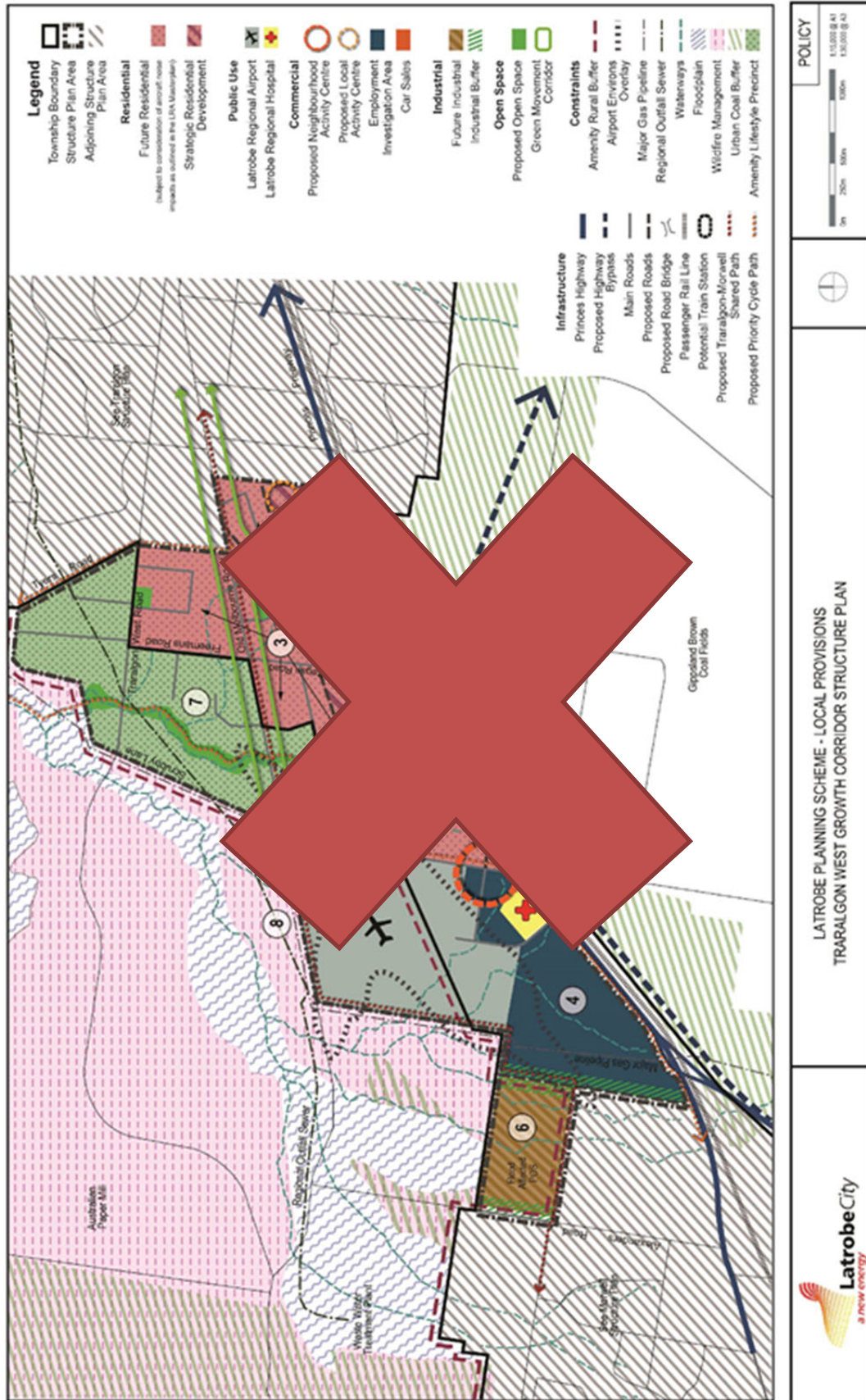
- Provide a buffer along the western edges and eastern edge of the industrial precinct in ~~TWSP~~MTTSP Area 6 and the adjoining industrial precinct within the Morwell Town Structure Plan (~~MTSP~~MTTSP Area 6).
- Support in the long term the expansion of Industrial Precinct in MTTSP Area 9
- Facilitate the development of MTTSP Area 10 for medium to large industrial uses, including food processing.

### Infrastructure

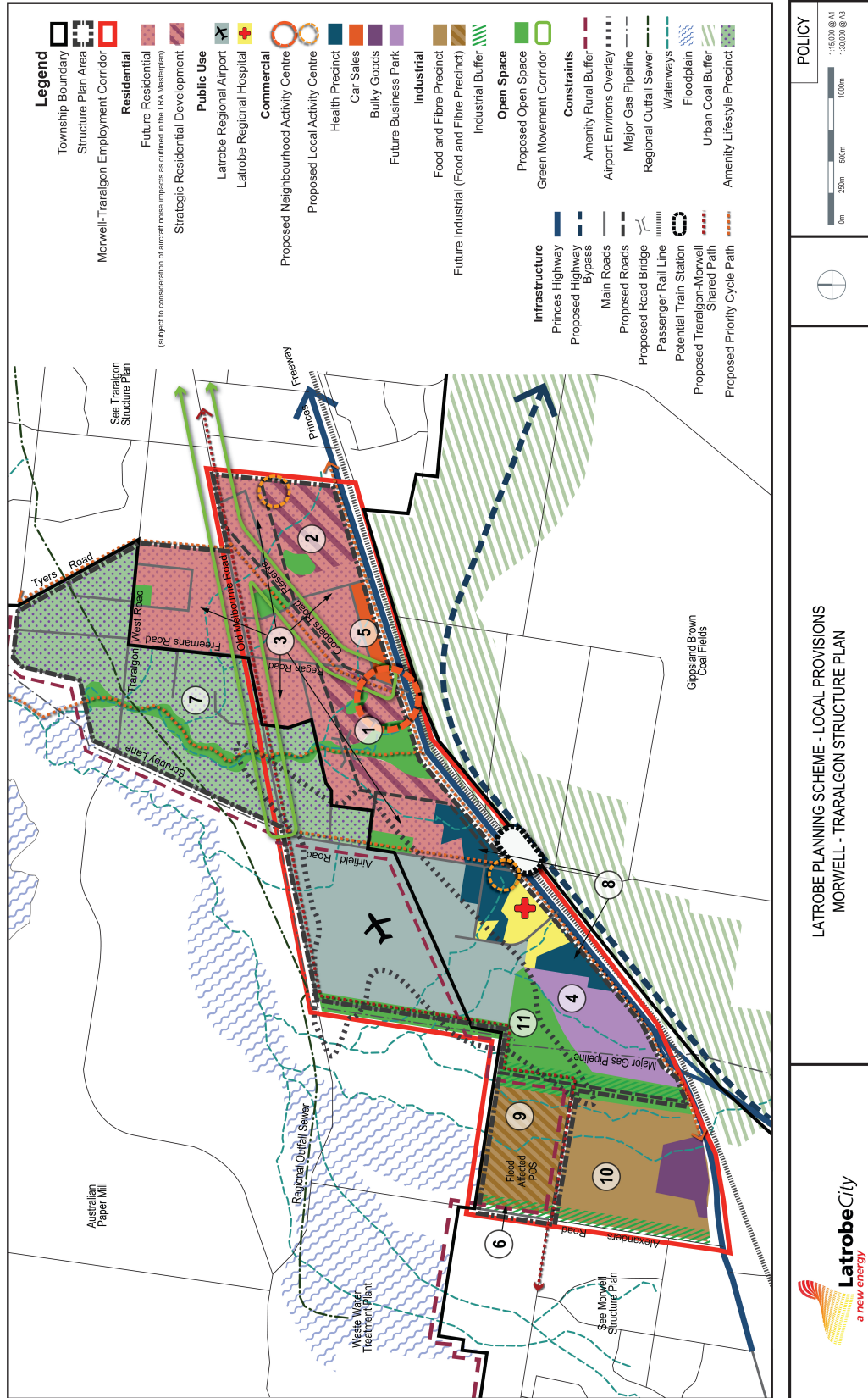
- Protect Latrobe Regional Hospital and support the intensification of health related uses on the hospital site or expansion into ~~TWGCSP~~MTTSP Area 48.
- Support the development of a new train station near the Latrobe Regional Hospital to service the Hospital, Latrobe Regional Airport, and future commercial and residential uses in the area.
- Encourage Princes Highway to continue to develop as a key transport corridor with high frequency bus services and new on-road cycle lanes.
- Encourage development of a highly permeable road network within the Structure Plan that provides legible connections through the precinct to key locations such as schools, public open spaces and activity centres. This road network will be based around new connector roads outlined in the Structure Plan.
- Encourage develop of a new bridge along the northern boundary of ~~TWGCSP~~MTTSP Area 1 across the main drain.
- Encourage development of a high amenity green movement corridor along Old Melbourne Road and the Coopers Road Reserve that incorporates pedestrian and cycle pathways, sections of the proposed Traralgon–Morwell shared path and important areas of native vegetation.
- Encourage development of a high amenity open space corridor through ~~TWGCSP~~MTTSP Areas 1, 3, 7 and 711 along ~~the main drain~~key infrastructure incorporating a shared path connecting to the broader proposed open space area to the north of Traralgon within the Latrobe River Floodplain.
- Acknowledge that Gippsland Water’s emergency storage facilities may have potential interface amenity issues with sensitive uses while allowing complimentary use and development around these facilities.



[Morwell to Traralgon](#) ~~West Growth Corridor~~ Structure Plan



Morwell to Traralgon Structure Plan



**21.09-6 Boolarra**

Boolarra is a small town situated in the foothills of the Eastern Strzelecki Ranges approximately 40 kilometres south west of Traralgon and 160 kilometres east of Melbourne. The town has a population of 550 and is located at one end of the Grand Ridge Rail Trail, which extends through the Strzelecki Ranges from Mirboo North to Boolarra. The township has grown due to logging and dairy industries, which are still important today. The Boolarra township comprises of a primary school, pre-school and childcare facilities, a cluster of local shops, a police station, a hotel and sporting and recreation facilities.

**Vision**

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

**Local area implementation**

Facilitate development in accordance with the *Boolarra Town Structure Plan* (BTSP).

**Residential**

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

**Commercial**

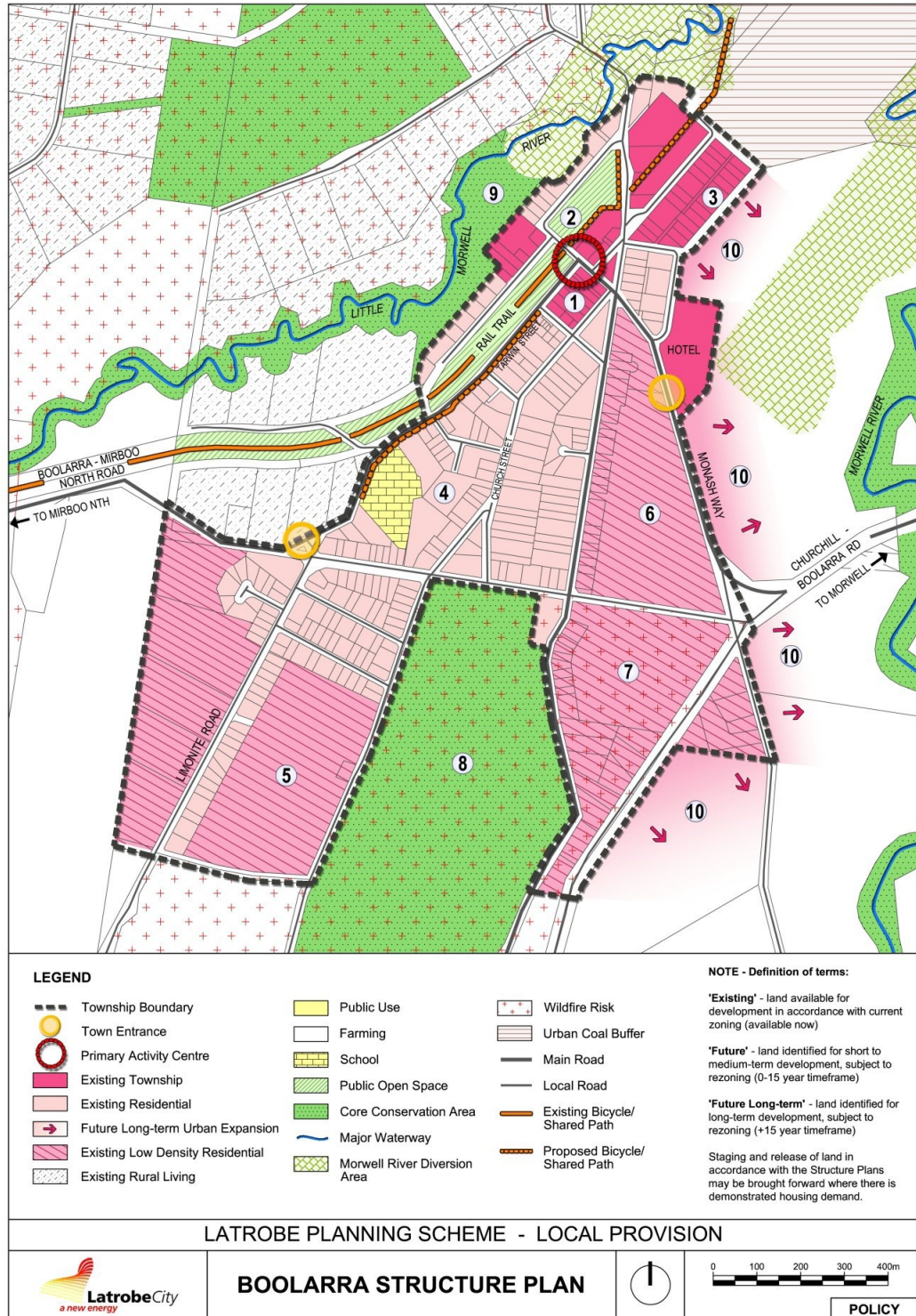
- Promote commercial activity in and around the primary activity centre (BTSP Area 1) and surrounding Township Zone.

**Infrastructure**

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



Boolarra Town Structure Plan



**21.09-7 Glengarry**

Glengarry is a small town situated approximately 11 kilometres north of Traralgon and 171 kilometres east of Melbourne. Glengarry has a population of 1,360 and was established after the railway arrived from Traralgon in 1883. The Glengarry township comprises of one primary school, one pre-school, local shops and businesses, public bar and restaurant and sporting and recreation facilities.

**Vision**

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

**Local area implementation**

Facilitate development in accordance with the *Glengarry Town Structure Plan* (GTSP).

**Residential**

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

**Commercial**

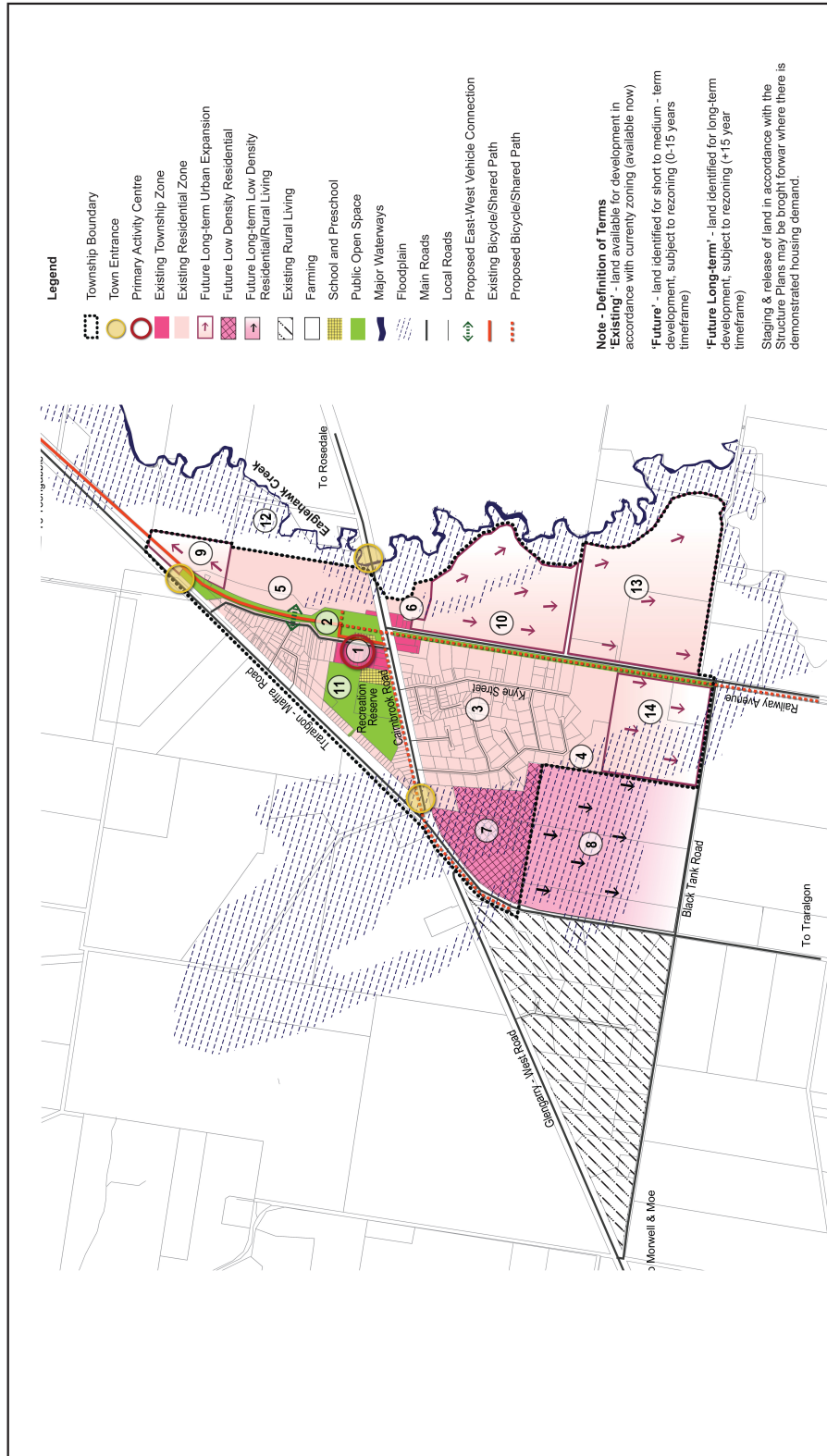
- Encourage commercial developments within the primary activity centre (GTSP Area 1).

**Infrastructure**

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



# Glengarry Town Structure Plan



**Latrobe City**  
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LATROBE PLANNING SCHEME - LOCAL PROVISIONS  
GLEN GARRY STRUCTURE PLAN

**POLICY**

**21.09-8 Tyers**

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

**Vision**

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

**Local area implementation**

Facilitate development in accordance with the *Tyers Town Structure Plan* (TYTSP).

**Residential**

- Encourage low density and rural living development to the north-east of the town, subject to the availability of sewerage infrastructure or the creation of lots capable of containing on-site domestic wastewater treatment systems (TYTSP Areas 3 and 9).
- Promote opportunities for infill development within the township boundary, such as TYTSP Area 7 and encourage increased diversity in residential allotment sizes, subject to availability of sewerage infrastructure.
- Ensure access from new development and individual allotments to the Main Road (Moe-Glengarry Road) and Tyers Walhalla Road is limited where possible.
- Investigate and review land affected by the ~~Wildfire~~[Bushfire](#) Management Overlay within the township boundary.
- Investigate ‘rezoning’ of TYTSP Areas 4 and 5 to appropriate zones.
- Encourage low density and rural living development to the east of town in GTSP Area 11 subject to lots being capable of containing on-site domestic wastewater treatment systems.
- Investigate the development potential of land in the Amenity Lifestyle Investigation Precinct south of the township for future rural living purposes (CTSP Area 8), due to its close proximity to the Australian Paper Mill.
- Investigate and resolve the development potential of land identified within the Extractive Industry Interest Area to the north of the town.

**Commercial**

- Encourage commercial developments within the primary activity centre (TYTSP Area 1).

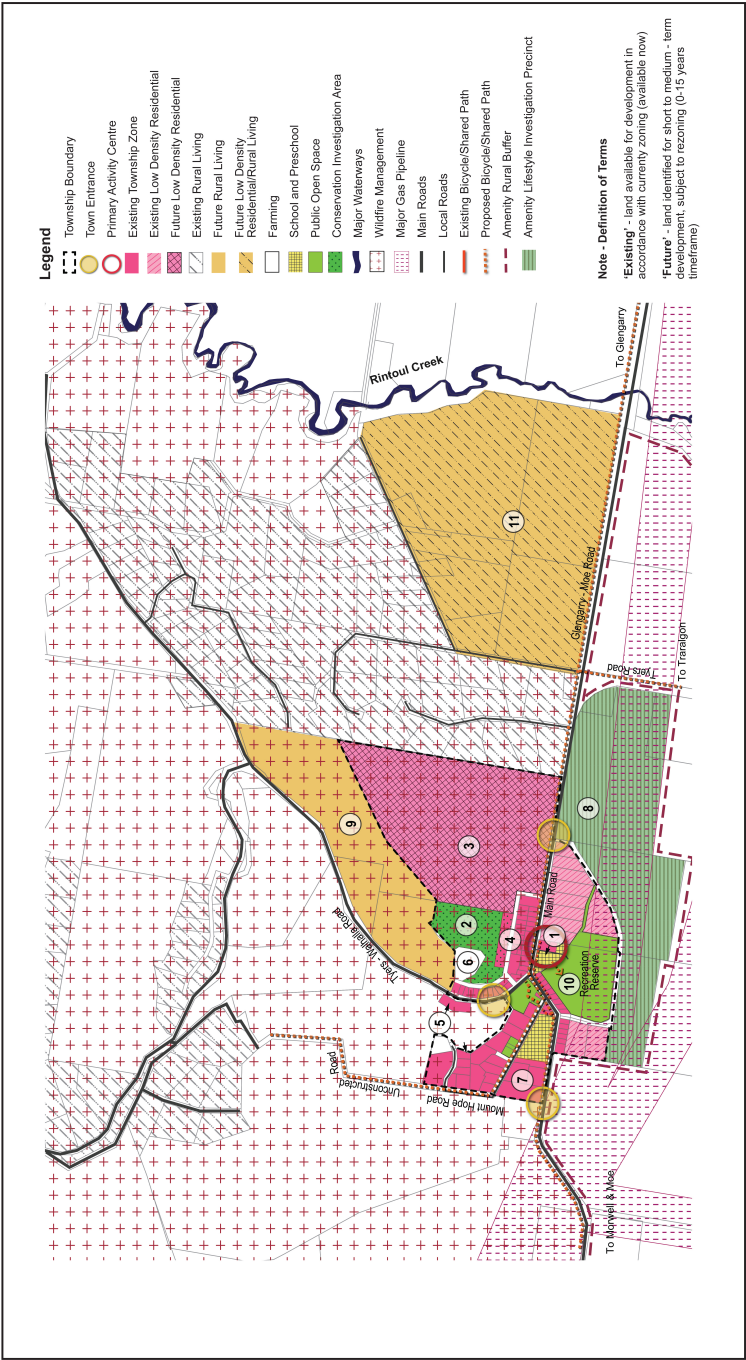
**Infrastructure**

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

## **LATROBE PLANNING SCHEME**

- Investigate innovative waste water disposal strategies in Tyers township.

Tyers Town Structure Plan





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LATROBE PLANNING SCHEME - LOCAL PROVISIONS  
TYERS STRUCTURE PLAN

**POLICY**

1:7,000 @ A3  
1:15,000 @ A2

0m 250m 500m 750m

**21.09-9 Yallourn North**

Yallourn North is located 8 kilometres north east of Moe and 146 kilometres south east of Melbourne. It has a population of approximately 1,500 people. Yallourn North was originally

called Brown Coal Mine as workers at the Yallourn W station settled in the area. Yallourn North township comprises of one primary school, one pre-school, local shops and businesses, public bar and restaurant and sporting and recreation facilities. The town contains many churches, including the only Serbian Orthodox Church and Mosque in the region.

**Local area implementation**

To prepare and facilitate development in accordance with the Yallourn North Town Structure Plan.

**21.09-10 Toongabbie**

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

**Local area implementation**

To prepare and facilitate development in accordance with the Toongabbie Town Structure Plan.

**21.09-11 Traralgon South**

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

**Local area implementation**

To prepare and facilitate development in accordance with the Traralgon South Town Structure Plan.

**21.09-12 Yinnar**

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

**Local area implementation**

To prepare and facilitate development in accordance with the Yinnar Town Structure Plan.