

**21.02**

21/11/2019  
C105latr

**HOUSING AND SETTLEMENT**

This clause provides local content to support Clause 15 (Built Environment and Heritage) of the State Planning Policy Framework.

Specific references to individual towns are included in Clause 21.09 (Local Area Growth Plans).

**21.02-1**

**Settlement**

Latrobe City contains a variety of residential settings, ranging from compact urban areas, to conventional Australian regional suburbs and expansive rural acreages. The Strategic Framework Plan maintains that together Moe, Morwell, Traralgon and Churchill form a ‘networked city’, whereby each town and settlement provides services and facilities to meet the differing needs of the whole Latrobe City community.

Each town has developed its own role and function with Moe as a service centre; Morwell as a centre for government offices and industry; Traralgon as a commercial centre; and Churchill as a university town.

The Strategic Framework Plan identifies that Morwell and Traralgon combined as the Primary Population Centre, which together will provide the focus for housing and commercial growth in the future.

Latrobe City’s smaller towns and rural living settlements provide important diversity of housing and lifestyle choice. Some also function as service centres which provide commercial and community facilities and services for the townships and surrounding district.

Transport corridors form a key element of the Strategic Framework Plan. The Moe-Morwell, Traralgon-Churchill, Morwell-Churchill, and Morwell-Traralgon corridors facilitate the movement of people and goods within the municipality. The Princess Highway and Gippsland Rail line provide key connections to Melbourne and interstate.

The Morwell – Maryvale corridor is the focus for industrial and commercial investment and development. The Morwell - Traralgon corridor will provide for residential, commercial and industrial development. A strategic employment area is identified around the Latrobe Regional Airport and Latrobe Regional Hospital.

The rezoning of greenfield locations identified for future residential development is to be preserved for long term housing needs and related service needs as outlined by the Traralgon – Morwell Growth Framework Plan.

**21.02-2**

**Objective 1**

To build upon the existing structure of towns and settlements to create an integrated network of urban areas.

**Strategies**

- 1.1 Consolidate development within existing township boundaries and surrounding activity centres.
- 1.2 Protect and strengthen the effectiveness of private and public transport connections between the towns, broader region and to Melbourne.
- 1.3 Ensure that current and forecast Latrobe Regional Airport operations are taken into account in planning for the use and development of land within the Traralgon West Growth Corridor.
- 1.4 Ensure that future land use and development is consistent with the Strategic Framework Plan, Local Area Structure Plans and Housing Framework Plans.

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- 1.5 Preserve the significant environmental values and landscapes to maintain and enhance the liveability and sustainability of Latrobe City.
  - 1.6 Ensure that future growth of towns is commensurate with access to services, infrastructure, transport and the protection of natural resources.
  - 1.7 Maintain a clear separation between urban settlements facilitating the self-containment and individual identity of each town, with the exception of the Traralgon West Growth Corridor linking the urban areas of Morwell and Traralgon.
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### 21.02-3 Objective 2

Support land use and development which aligns with the settlement hierarchy in the Strategic Framework Plan.

#### Strategies

- 2.1 Promote growth in Traralgon-Morwell as the primary population centre, serving as the dominant residential, commercial and retail node.
  - 2.2 Promote growth in Moe-Newborough and Churchill as supporting network towns, serving as secondary urban centres with a wide range of services, high level amenity with good access to public transport.
  - 2.3 Support growth in Glengarry, Tyers, Yallourn North and Yinnar as district towns which serve as key retail and service centres for a moderate population base and hinterland, providing important alternative lifestyle opportunities within commuting distance of the larger centres.
  - 2.4 Support growth in Boolarra, Toongabbie and Traralgon South as small towns providing a limited range of educational, retail and recreation services, for residents and the community in the surrounding rural areas.
  - 2.5 Manage growth in rural living precincts including Jeeralang, Yinnar South, Hazelwood North, Hazelwood South, Callignee and Moe South, comprising clusters of housing on small rural lots with limited services.
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### 21.02-4 Objective 3

To achieve cost effective and orderly management of urban growth.

#### Strategies

- 3.1 Ensure that subdivision and development aligns with the delivery of key infrastructure items and the delivery of economic and employment growth.
  - 3.2 Consider the *Municipal Domestic Wastewater Management Plan 2006* and sewerage and water authorities infrastructure plans when assessing new subdivision and development in unsewered areas.
  - 3.3 Implement Development Plans and Development Contribution Plans in identified growth areas and key infill/redevelopment sites.
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**21.02-5 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 and contributing \$385 billion to the local economy annually. Additional retail floor space should be provided with a focus on increasing the vibrancy of main town centres.

Council supports the existing main town neighbourhood and small town retail centres. No new centres should be supported unless demand can be demonstrated, as well as substantiating that existing centres would not be detrimentally affected.

Two new dedicated bulky goods centres at Princes Drive, Morwell and Princes Highway and Stammers Road, Traralgon, have been identified in order to decrease expenditure leakage to competing centres outside of Latrobe City. Future expansion and development of bulky goods centres should be directed to these locations.

The Traralgon Growth Areas Review establishes an activity centre hierarchy, as follows:

- **Principal Activity Centre:** The main focus for a wide range of higher density commercial, community and residential uses with access to public transport.
- **Neighbourhood Activity Centre:** Centres which provide a more localised cluster of services and facilities, including community uses, a supermarket, and local shops and personal services. These centres may also provide local employment opportunities but should not compete with the Principal Activity Centre.
- **Local Activity Centre:** Small centres containing individual shops which commonly provide local convenience food shopping, take away food, personal services and have access to public transport. Kindergartens, open space and other more localised community uses may also be provided in such centres.

There is need to review the *Latrobe City Retail Strategy Review 2007* in order to better define the retail hierarchies across the municipality.

**21.02-6 Objective 1**

Support the development of a network of activity centres which satisfy a range of local and regional retail, entertainment, commercial, government and community service needs.

**Strategies**

- 1.1 Encourage a mix of retail, office, commercial, government services, entertainment, leisure, residential and community uses within Primary Activity Centres as identified within Structure Plans and Activity Centre Plans.
- 1.2 Provide for localised convenience retail, community and small business service needs within vibrant and attractive Neighbourhood and Local Activity Centres, including locations shown on endorsed Development Plans.
- 1.3 Increase access to retail, convenience goods and services by encouraging increased residential housing choice within and around Primary, Neighbourhood and Local Activity Centres to strengthen existing centres.
- 1.4 Encourage strong pedestrian and public transport connectivity to and between all activity centres.
- 1.5 Encourage the distribution of new bulky goods retail in Princes Drive, Morwell and Princes Highway and Stammers Road, Traralgon East in accordance with the Morwell and Traralgon Structure Plans.

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- 1.6 Discourage the establishment of new centres or 'out of centre' large format supermarkets and retail developments, unless demand can be demonstrated that existing centres would not be detrimentally affected.
  - 1.7 Implement any Latrobe City adopted retail land use strategy or activity centre plan.
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### 21.02-7 Objective 2

To facilitate the growth of the Morwell, Moe, Traralgon and Churchill Town Centres.

#### Strategies

- 2.1 Implement any Latrobe City adopted activity centre and town centre plans.
  - 2.2 Encourage a diverse range of land uses including accommodation, housing, office, retail, food and drink, transport, leisure, civic and community uses.
  - 2.3 Encourage high quality, accessible and environmentally sustainable design.
  - 2.4 Provide coordinated walking, cycling, pedestrian and vehicular movement.
  - 2.5 Identify and encourage the development of integrated high quality public transport interchanges.
  - 2.6 Provide well located and accessible car parking areas and non-vehicle transport options including provision of bicycle parking.
  - 2.7 Promote upper level residential development in areas of high amenity within Primary Activity Centres.
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### 21.02-8 Objective 3

To create vibrant, high quality, safe and active retail areas

#### Strategies

- 3.1 Encourage all retail outlets to provide active street frontages, including low level advertising signage to street frontages and minimising blank walls to street facades, to promote active and passive surveillance of the public realm.
  - 3.2 Support walkable spaces in retail areas that are in close proximity to community centres, schools, public transport, civic areas and parks.
  - 3.3 Support community centres in close proximity to schools, public transport, civic areas and parks.
  - 3.4 Support art in public spaces to enhance the public realm.
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### 21.02-9 Housing

The population of Latrobe City is forecast to grow to 82,460 by 2030. Council has aspirations to grow the municipal population to 100,000 by 2050.

Latrobe City's future population is expected to be dominated by a higher proportion of older people, compared with the State average. A significant shift to smaller households is also expected, with one and two person households expected to represent 76% of all new households over the next 15 years.

Structure Plans and Housing Framework Plans encourage a diverse range of housing with good access to activity centres and public transport whilst retaining the regional suburban character of established and growing neighbourhoods.

Given the land use constraints around the major towns and decreasing household size, urban renewal and housing intensification will play a key role across large and small settlements to diversify housing choice, accommodate growth and maximise access to infrastructure and services.

Housing Framework Plans provide direction regarding the extent and location of future growth and housing change, categorising residential land into four broad categories of change including Substantial Change, Incremental Change, Limited Change and Minimal Change.

The Latrobe City Housing Strategy directs that in most instances new medium to high density housing typologies are to be encouraged within 400 metres of the Principal Activity Centres of Moe, Morwell, Churchill, Traralgon.

Infill development in the form of townhouses and units is supported within 200 metres of existing or planned Neighbourhood Activity Centres and Local Activity Centres and the retail centres of District and Small Towns.

This approach supports other Latrobe City strategies relating to efficient use of infrastructure and enhancing the liveability of its towns, by supporting walkability and non-car based transport options and retaining Latrobe City's regional suburban character.

Council acknowledges that while land supply issues have been considered under the *Residential and Rural Residential Land Assessment 2009 and Latrobe Planning Studies Economic Analysis 2016*, ongoing analysis of housing development trends, land consumption and the changing population housing needs is necessary. There is also a need for improved linkages between completed growth plans for towns and infrastructure sequencing plans with relevant agencies and authorities.

### **21.02-10 Objective 1**

Support the objectives of the Latrobe City Council Structure Plans, Housing Strategy and Housing Framework Plans in the assessment of land use and development applications.

#### **Strategies**

- 1.1 Support change in the form, diversity and density of housing in accordance with the Housing Framework Plans.
  - 1.2 Encourage the development of smaller housing types, particularly one and two bedroom dwellings, in appropriate locations to meet the needs of the community.
  - 1.3 Encourage a diversity of housing across a variety of tenures, including Strategic Development Sites in order to provide affordable, social and supported housing types, in order to meet the changing housing needs of Latrobe City.
  - 1.4 Encourage public realm works and programs to improve the appearance, function and safety of residential streets.
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- 1.5 Support site amalgamation and consolidation to maximise opportunities for increased residential yield and integrated development in locations identified for Substantial and Incremental Change.
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**21.02-11**

**Objective 2**

**Substantial Change Areas**

Encourage a substantial increase in housing density and diversity to maximise access to existing services, transport and infrastructure.

**Strategies**

- 2.1 Encourage multi-level residential development in the form of low scale apartments, townhouses, shop-tops and units.
- 2.2 Encourage smaller housing types, particularly one and two bedroom dwellings.
- 2.3 Encourage public realm improvements to improve and enhance the amenity, function and safety of streets.
- 2.4 Encourage site amalgamation and consolidation to maximise opportunities for increased residential yield and integration of development.
- 2.5 Discourage housing intensification in areas identified for 'Future Substantial Change' south of Shakespeare Street Traralgon, until existing industrial development located to the south (Area 8a within the Traralgon Township Structure Plan) transitions to more compatible uses.
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**21.02-12**

**Objective 3**

**Incremental Change Areas**

Encourage higher density housing in the form of townhouses, units and dual occupancies, appropriate to the surrounding context.

**Strategies**

- 3.1 Support new medium density development that provides a sensitive and appropriate interface with adjoining streetscapes, buildings and residential areas.
- 3.2 Facilitate the development of streetscape character that contains private gardens in front yards, space between buildings, views to local landmarks and natural shade.
- 3.3 Discourage significant housing intensification south of Commercial Road, Morwell pending the completion of rehabilitation works to the northern extent of the Hazelwood open cut brown coal mine area (Area 13 on the Morwell Structure Plan).
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**21.02-13 Objective 4**

**Limited Change Areas**

Encourage housing growth which reinforces the spacious regional suburban character of established and developing residential areas.

**Strategies**

- 4.1 Reinforce the spacious regional suburban character of existing and developing residential neighbourhoods by supporting the development of detached dwellings and dual occupancies only. If a lot is greater than 1500m<sup>2</sup> a greater density could be supported if that lot:
- Is within 400m walking distance from a public transport network;
  - Meets the objectives and requirements of the Zone, Housing Strategy and Urban Design Guidelines;
  - Is consistent with the average lot size or density development of the area within a 150m radius. Only lots within a residential zone should be considered and should exclude the subject site; and
  - Not constrained by an overlay which affects the development potential of the lot (heritage, bushfire or flooding overlay).
- 4.2 Encourage the development of smaller and diverse housing types, including units and townhouses, within 200 metres of existing or planned Neighbourhood and Local Activity Centres and where good access to public transport is provided.
- 4.3 Discourage units or townhouses beyond 200 metres from an existing or planned Neighbourhood Activity Centre or Local Activity Centre, except on Strategic Development Sites.
- 4.4 Promote the development of streetscapes which support the regional suburban character of Latrobe City comprising built form which addresses public and common areas, wide streets with generous front setbacks and space between dwellings.
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**21.02-14 Objective 5**

**Minimal Change Areas**

Preserve and enhance the significant environmental, heritage or neighbourhood character attributes through minimal housing growth and change.

**Strategies**

- 5.1 Promote minimal change, in the form of detached houses and dual occupancies, in locations with special or distinct character attributes, such as heritage value, identified neighbourhood character values, environmental or amenity value or infrastructure limitations.
- 5.2 Maintain the generous front and side setback character of identified locations and encourage the retention and provision of vegetated areas including canopy trees and large garden spaces.
- 5.3 Ensure building siting and massing responds to the topography of the area and that hard surfaces occupy a low proportion of the site area.
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**21.02-15 Land Use Buffers and Constraints**

The major urban areas of Moe, Morwell and Traralgon are constrained from further development by a number of man-made and natural geographic features including:

- Open cut mines at Yallourn, Hazelwood and Loy Yang.
- State Resource Overlay.
- Latrobe River and associated flood plains.
- Strzelecki Ranges to the south and the Great Dividing Ranges to the north.
- Industry and associated amenity buffers (including Australian Paper's Urban Amenity Buffer)
- Latrobe Regional Airport.
- Traralgon Freeway Bypass.
- Wastewater Treatment Plants.
- Bushfire.

Buffers to the coal resource are intended to protect urban settlements from the impact of the coal industry. The urban (coal) buffers identified are:

- Areas between urban development and existing or future coal resource development based on the known impacts of earth subsidence, noise, dust, fire hazard and visual intrusion. Buffer areas extend for a distance of 750 metres from any urban settlement boundary to the perimeter of a 250 metre wide coal operational area. The total separation area between an urban settlement boundary and the crest of any future open cut development should not be less than 1 kilometre in width.
- An area 1 kilometre wide has also been identified on the western end of the Australian Paper Mill site at Maryvale so as to protect the mill from coal operations in the Yallourn mine as well as providing for future expansion.
- An area to protect the Morwell - Traralgon, Morwell – Moe, and Morwell - Churchill transport corridors from the potential conflict between settlement and urban functions and the exploitation of the coal resource.

In the identified coal related buffer areas, the mutual protection of urban amenity and coal development areas are the primary considerations. In existing urban areas and land identified for urban purposes, urban land uses are the primary considerations.

*Framework for the Future (1987)* and *Land Over Coal Buffer Study (1988)* remain current coal planning policy. There is a need to update these policies and Council has a strong interest in any review that is likely to result in changes to the current coal policy regime.

**21.02-16 Objective 1**

To minimise the land use conflict between the coal resource development and other development and use in the municipality.

**Strategies**

- 1.1 Discourage proposals for residential, rural living, commercial or non-coal related industrial land use and development within the buffer.
- 1.2 Discourage the subdivision of land to create allotments of less than one hectare.
- 1.3 Discourage the subdivision of land which would create average allotment densities of more than one allotment per 10 hectares.

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- 1.4 Discourage the construction of a house on an allotment of less than one hectare created prior to 13 April 1988.
  - 1.5 Discourage the construction of a house on land more than 200 metres from the nearest urban side of the urban buffer boundary unless the land is vacant; is not capable of having a house erected within 200 metres of the nearest urban side of the urban buffer boundary; and existed as a separate lot prior to 13 April 1988.
  - 1.6 Ensure that rural living is at least 200 metres from the nearest urban side of the buffer area boundary.
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### 21.02-17 Objective 2

To ensure that adequate spatial separation is provided between existing and proposed urban and industrial uses and existing or proposed coal development so as to reduce the likely effects of earth subsidence, the emission of noise, dust, fire hazard and visual intrusion.

To ensure that environmental and geotechnical risks are managed and reduced by regulators and licensees, so as to prevent the need to expand the Environmental Significance Overlay Schedule 1 adjacent to and towards township boundaries.

#### Strategies

- 2.1 Provide separation between coal development (and associated areas) and residential or other sensitive areas to alleviate the adverse effects of one upon the other.
  - 2.2 Encourage licensees to have regard to the Environmental Significance Overlay Schedule 1 when operating in accordance with the requirements applicable under the Mineral Resources (Sustainable Development) Act 1990.
  - 2.3 Ensure the Environmental Significance Overlay Schedule 1 compliments the regulatory measures for geotechnical risk under the Mineral Resources (Sustainable Development) Act 1990.
  - 2.4 Consider the Victorian Government's document Guidance Material for the Assessment of Geotechnical Risks in Open Pit Mines and Quarries regarding management of geotechnical risks in assessing future rezonings and the need for separation distances.
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### 21.02-18 Objective 3

To provide for uses and developments which are compatible to coal development and ancillary services within the buffer area.

#### Strategies

- 3.1 Encourage high amenity and low intensity uses of land such as farming and broad scale recreation uses within the buffer area.
  - 3.2 Ensure that any use or development in a buffer area is undertaken in a manner which minimises the potential impacts from sources, including earth subsidence, noise, dust, fire hazard and visual intrusion associated with open cut mining.
  - 3.3 Ensure that the management, use or development of land in all buffer areas minimises the potential fire risk to open cut mining.
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**21.02-19 Rural Living**

Residential use of land in a rural setting is a popular and attractive lifestyle choice in Latrobe City and continues to attract residents. It is intentionally accommodated in the Low Density Residential Zone in urban areas and in the Rural Living Zone in rural areas.

There are a range of rural residential opportunities in Latrobe City, including locations adjoining the main townships of Moe, Morwell, Traralgon and Churchill. Isolated subdivisions are another form of rural living found in the municipality. Rural residential development needs to be managed to ensure it does not compromise agricultural productivity or impede the long term urban growth of settlements.

An emerging issue in the Farming Zone relates to resident amenity concerns with animal husbandry, forestry operations and other more intensive agricultural pursuits. While agricultural, tourism and rural enterprises are permissible uses in areas zoned for Rural Living, it should retain its ability to accommodate rural residential land uses and small scale farming pursuits.

**21.02-20 Objective 1**

To identify and support rural living and associated land use within appropriate locations.

**Strategies**

- 1.1 Encourage rural living where there will be minimal or no negative environmental impact or conflict with commercial agriculture.
  - 1.2 Support rural living where it can be demonstrated that improved land management outcomes will result.
  - 1.3 Discourage rural living where there is substantial risk to life and property.
  - 1.4 Encourage facilities and services required by rural residents to locate in existing townships.
  - 1.5 Discourage further rural living or low density residential development on the fringes of the major towns where land is designated as a long-term urban growth corridor.
  - 1.6 Encourage animal keeping facilities or animal production uses in rural living areas only where the proposal is of low intensity, and is able to be undertaken in accordance with relevant codes of practice, environmental standards and guidelines (including noise).
  - 1.7 Discourage new rural living zone areas on existing timber haulage routes to avoid road safety and amenity issues.
  - 1.8 Support rural living in lower bushfire risk locations or where bushfire risk can be reduced to an acceptable level.
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**21.02-21 Liveability**

Latrobe City offers families and individuals high quality health care, education, and housing affordability, as well as recreational, cultural and sporting facilities. Allied to this is a diverse range of employment opportunities. Community liveability includes a number of interrelated elements, including community safety, provision of health services, education services, mobility and accessibility and a 'sense of place'.

Community liveability is a concept that relates to the unique combinations of these community assets, the provision of services and the ways in which they make a positive contribution to the community's quality of life. Council has a strong commitment to building an inclusive, harmonious community that acknowledges diversity, engages and communicates with citizens and develops liveable neighbourhoods.

Latrobe City has a proud history of welcoming people from diverse backgrounds and cultures into the community. Their arrival has enriched our culture, strengthened our workforce industry, added a diverse range of businesses, and made Latrobe City a more exciting, interesting and vibrant place to live. More than 30 per cent of our community has a cultural heritage that reflects the fact that either they, or one or both of their parents, were born overseas.

The development of the *Cultural Diversity Action Plan 2014-2018* demonstrates Council's commitment to address the cultural and linguistic barriers facing many of its citizens.

Strategies have also been developed to improve the health and wellbeing and level of support for older people, young people, the Koorie community, people with a disability, people with mental illness and those who are economically disadvantaged. Some of these strategies include the *Latrobe City Municipal Public Health and Wellbeing Plan 2013-2017*, *Older Persons Strategy 2007-2021*, *Latrobe Play Space Strategy 2016* and the *Disability Action Plan 2013/2014*.

### 21.02-22 Objective 1

To enhance the quality of residents' lives by encouraging positive interrelated elements including safety, health, education, quality of life, mobility and accessibility, and sense of place.

#### Strategies

- 1.1 Reduce the impact of gaming on community wellbeing.
  - 1.2 Promote the development of public infrastructure to enhance Latrobe Valley's cultural liveability.
  - 1.3 Promote and support an increase in the level of inclusion for older people, young people, the Koorie community, people from culturally and linguistically diverse backgrounds and people with a disability or mental illness.
  - 1.4 Support the multi-agency approach to enhancing the health and wellbeing of residents in Latrobe City in accordance with the *Latrobe City Municipal Public Health and Wellbeing Plan 2013-2017*.
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### 21.02-23 Public Open Space

Latrobe City currently owns and manages a diverse range of public parks and reserves across the municipality. A well planned and connected network of open space contributes to the liveability of a municipality and provides opportunities for formal sport and passive recreation. Effective open space provision is therefore integral to the promotion of health and wellbeing outcomes for communities which is a key requirement of local government through the *Victorian Public Health and Wellbeing Act 2008*.

The *Latrobe City Public Open Space Strategy 2013* (the Strategy) identifies a need to improve the existing open space system so that it is more effective in meeting the needs of the Latrobe community. There is demand for new open space with an emphasis on completing missing open space links in key areas and ensuring local reserves are accessible in emerging urban growth areas. The Strategy also identifies that open space levies on subdivision contributions in accordance with the *Subdivision Act 1988* and Clause 53.01 of the planning scheme, provide an important source of revenue for funding new acquisition and capital improvement of open space.

**21.02-24 Objective 1**

To improve the provision and quality of public open space.

**Strategies**

- 1.1 Encourage the development and maintenance of public open space in accordance with the Strategy, acknowledging the hierarchy of provision and variety in open space categories.
  - 1.2 Support new subdivision levy contributions on a fair and equitable basis to provide funding towards the provision of adequate open space proportionate to the needs of any intensified use which will arise from new residential, commercial, industrial and mixed use subdivisions in accordance with the *Review of Proposed Public Open Space Contributions Rates 2016*.
  - 1.3 Encourage diverse open space and recreational opportunities in accordance with the *Recreation and Leisure Strategy 2016*, *Latrobe City Public Open Space Strategy 2013* and the *Review of Proposed Public Open Space Contributions Rates 2016* and the *Latrobe City Play Space Strategy 2016*.
  - 1.4 Encourage the development of linear reserves, habitat corridors and linkages between key open spaces, community destinations and employment precincts.
  - 1.5 Extend open space corridors along major waterways where existing or future open space linkages can be achieved.
  - 1.6 Ensure that sustainable approaches for landscaping and irrigating the open space network are employed.
  - 1.7 Encourage the provision of a well-connected open space system that extends from urban to rural areas and has both north-south and east-west linkages.
  - 1.8 Encourage the development of existing and future open space through the provision of public art, park furniture and infrastructure in accordance with the *Public and Urban Art Policy 2011* and the *Public Toilet Strategy 2010*.
  - 1.9 Consider the Guidelines for Planning Permit Applications and Development Plans (which form part of the Strategy) to inform the location of open space in residential, commercial and industrial areas, design considerations and developer contributions (cash and/or land).
  - 1.10 Encumbered land (e.g. land that is constrained for development purposes including easements for power/transmission lines, sewers, gas, waterways/drainage, retarding basins/wetlands, landfill and conservation and heritage areas) although removed from the proposed contributions rate, should be retained as a potential means by which further usable public open space can be provided, particularly in greenfield areas.
  - 1.11 Create a network of public plazas and pocket parks within Primary Activity Centres.
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**21.02-25 Objective 2**

To improve the accessibility of public open space.

**Strategies**

- 2.1 Encourage residential, commercial, industrial and mixed use subdivision proposals to be linked with existing and proposed pedestrian and bicycle paths and trails in accordance with the *Bicycle Plan 2007-2010* and the *Tracks, Trails and Paths Strategy 2016*.
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- 2.2 Facilitate the expansion of cycling and pedestrian networks within all towns in accordance with the *Latrobe City Council Bicycle Plan 2017-2010* and the *Trails, Tracks and Paths Strategy 2016*.
  - 2.3 Encourage the development of open space linkages and improve connectivity to open space areas and destination points, within precincts and to connecting precincts.
  - 2.4 Promote the concepts of Universal Access in the design of open space areas to encourage use by residents and workers of all abilities, ages and interests, for both formal and informal open space activities.
  - 2.5 Encourage and support community stewardship within public open spaces.
  - 2.6 Improve existing linear open spaces by applying *Healthy Urban Design Good Practice Guideline 2008* principles.
  - 2.7 Create pedestrian and visual links from Kay Street to Victory Park and between Traralgon Creek and Grey Street.
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### 21.02-26

#### Implementation

The objectives, strategies and policy guidelines arising from this clause are implemented through the application of appropriate zones and overlays in Clause 21.10.