

LATROBE CITY COUNCIL



URBAN DESIGN GUIDELINES

Version	Preliminary	A	B	C	D	E	F	G
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INTRODUCTION

The Urban Design Guidelines apply to Latrobe's residential, industrial and commercial areas. The guidelines specify requirements for new development and streetscapes within both established and greenfield areas.

This work forms part of the Live Work Latrobe project, which is a key initiative of Council, aiming to provide a long-term plan for Latrobe City through strategic directions which support future growth as Gippsland's Major Regional City, protecting significant municipal assets; and responding to changing housing, rural land use, industry and employment opportunities. Stage 1 of the Live Work Latrobe project identified a clear need for urban design guidelines to be established.

Purpose of the Guidelines

The purpose of the Urban Design Guidelines are:

- To respond to the needs of the Latrobe community and provide design direction for new development of varying scales and activity.
- To establish clear expectations of what is considered appropriate built form and to encourage a high standard of development to meet the growing demand for quality housing and a diverse economy in Latrobe.
- To ensure new development does not cause adverse amenity impacts on existing land use and strives to achieve design excellence in order to improve Latrobe's building stock and streetscapes.
- To provide guidance to Council Officers, Councillors and applicants on better design outcomes and allow for a clear decision making framework / performance criteria when Council are assessing planning permit applications.
- To ensure new development positively contributes to the physical environment and foster pride of place in order to improve the health and wellbeing of Latrobe residents.

Links to the health and wellbeing of the Latrobe community

Good urban design can positively contribute to a number of areas of focus for health and wellbeing in Latrobe, including:

- Social and community connectedness (ensuring access to services via walking, the road network and public transport)
- Active living (provision of walking and shared paths and public open space)
- Safe at home (achieving design outcomes that promote visibility of dwelling accessways from the public realm)
- Safe in the community (achieving design outcomes that promote passive surveillance of public places and reduced vehicle crossovers)

How will the Guidelines be implemented?

The Urban Design Guidelines will be read alongside the Live Work Latrobe project. The aim for these guidelines is to have as much 'weight' as possible to improve transparency of planning processes for applicants, Council and the community.

The residential guidelines will provide further guidance alongside the implementation of Council's new Residential Zone Schedules, which were established through the identification of 'Change Areas' based on the preferred future character of neighbourhoods.

The guidelines will be implemented through various mechanisms, which will be determined at the conclusion of the Live Work Latrobe Project. The key intention for the guidelines is for their adoption by Council and subsequent implementation into the Planning Scheme as a reference document.

The guidelines will form part of a consolidated amendment with the Live Work Latrobe project along with the relevant Framework Plans.



Components of the Guidelines

The guidelines are separated into 4 components which include;

Part A: Residential Guidelines

The residential guidelines are typology based, determined by the most common and emerging planning applications within the municipality. The typologies specified in this document include:

- Small Lots (<500m²);
- Second dwelling (to the rear of an existing dwelling);
- Dual occupancy (mid-block);
- Dual occupancy (corner);
- Townhouses;
- Units; and
- Apartments.

These guidelines apply to land zoned General Residential Zone, Neighbourhood Residential Zone and Residential Growth Zone. These guidelines may also apply to medium-density developments within the Commercial 1 Zone and Mixed Use Zone.

The guidelines illustrate requirements for a series of site planning based themes including; Site coverage, Street setback and presentation, side and rear setback, Walls on boundaries, Private open space and Landscape. A design detail section specifies further requirements with regard to architectural style, material selection, fencing, landscape, environmentally sustainable design, ancillary and storage.

Part B: Commercial Guidelines

The Commercial Guidelines apply to new development within Latrobe's town centres and specifically land zoned Commercial 1 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.

Part C: Industrial Guidelines

The industrial guidelines apply to new development within Latrobe's industrial areas. These guidelines hold particular weight for those sites determined to be 'Prominent', which are defined as those adjacent to Road Zone Category 1 and 2. The guidelines illustrate requirements for a series of site planning based themes including street setback, side and rear setbacks, access and parking, landscape and fencing.

A design detail section specifies further requirements with regard to building form, material selection, maintenance and storage, security, signage and environmentally sustainable design.

Part D: Streetscape Guidelines

The streetscape guidelines seek to provide directions for streetscape design in accordance with land use and built form typology. The guidelines are separated into four categories, including; new residential streets, existing residential streets, industrial streets and rural living streets. The aim for the guidelines is to advocate for improved walkability, pedestrian amenity and cycle networks, while maintaining effective and safe movement of vehicles.





LATROBE CITY COUNCIL

URBAN DESIGN GUIDELINES

FOR RESIDENTIAL DEVELOPMENT

Latrobe City Housing Framework Plans

The Residential Urban Design Guidelines are to be read in conjunction with the relevant Residential Zone Schedules under the Planning Scheme, guided by the Latrobe City Housing Framework Plan.

The Latrobe City Housing Framework Plans provide direction regarding the type of housing growth and change to be encouraged in different residential settings by categorising residential land into four broad categories as described below.

The Housing Framework Plans are included within the Latrobe Planning Scheme for large and small townships and are complemented by these Urban Design Guidelines which provide direction regarding the design of future housing types.

Substantial Change - RGZ1, RGZ3 & RGZ4

- Allow for 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, townhouse and unit developments.



Incremental with Access Areas - GRZ1, GRZ2 & GRZ4

- Encourage moderate housing growth and change in a manner which responds to the surrounding character. Incremental Change Areas will encounter modest housing growth in the form of townhouse, unit and dual occupancy development as well as detached houses.



Limited Change Areas - GRZ3, NRZ4

- Provide for a limited degree of housing growth and change in established residential areas. These locations are generally beyond reasonable walking distances of public transport and services. Limited Change Areas will encounter some housing change in the form of townhouse, unit and dual occupancy in locations with good access to an identified Local or Neighbourhood Activity Centre. New development in the wider Limited Change Area will comprise dual occupancies and detached houses.



Minimal Change Areas - NRZ2 & NRZ3

- Allow for minimal housing change due to the environmental, heritage and neighbourhood character of the area, or other significant development constraints. Future housing will predominantly comprise detached houses and opportunities for dual occupancies, of one to two storeys.





SMALL LOTS (< 500m²)

New dwellings on a lot less than 500m² in size

Urban design outcomes are sought that encourage passive surveillance of the streetscape and appropriate siting of private open space. This contributes to Latrobe City's focus on feeling and being safe in the community.

Applicable to all Change Areas, but encouraged in GRZ3 & NRZ1-4

Characteristics



- New dwelling to be designed and sited on a newly created small lot.
- Typically utilises a single driveway with integrated garage sited to side of dwelling.
- New dwelling can be double storey.

Typical site conditions



Example of a new small lot development

Issues & threats

The following undesirable characteristics are typical of small lot developments and should be mitigated or avoided:

- High site coverage and impermeability;
- Dominant garages to street frontages;
- Poor orientation and dimensions of private open space;
- Amenity impacts to side residential abuttal; and
- Reliance on high front fences to provide privacy to private open space positioned within the front setback.

Precedent development



Example of small lot development

GUIDELINES

1 Site coverage & permeability

Purpose

To minimise visual impact of continuous built form presentation to the street.

Requirement

- **Refer to relevant Zone Schedule.**
- One vehicle crossover no wider than 3m.
- Minimum permeability within front setback of 50% to encourage landscape and permeable paving.

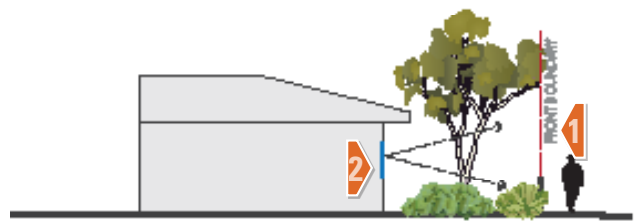
2 Street setback & presentation

Purpose

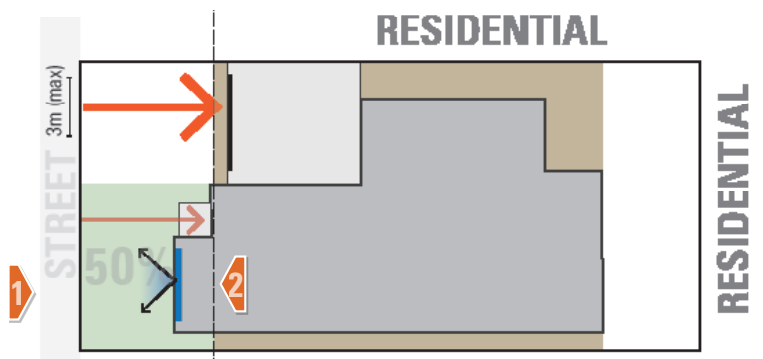
To ensure new dwellings complement the prevailing residential pattern and improves outlook to the street.

Requirement

- **Refer to relevant Zone Schedule for minimum front setback distance.**
- Ensure the new dwelling complements the scale of the existing dwellings when viewed from the street.
- The front door of any garage or carport, that is accessed from the front street, must be setback no less than 5.5m from the front street alignment.



Section illustrating preferred front setback and fence conditions



Example of site planning and front setback arrangement in a limited or minimal change area



SMALL LOTS

(< 500m²)

New dwellings on a lot less than 500m² in size

Urban design outcomes are sought that encourage passive surveillance of the streetscape and appropriate siting of private open space. This contributes to Latrobe City's focus on feeling and being safe in the community.

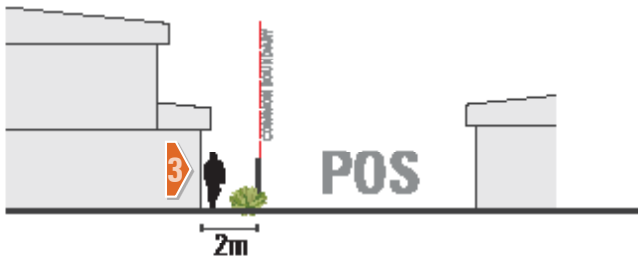
3 Side & rear setbacks

Purpose

To ensure adequate space between dwellings on abutting allotments which contributes to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirement

- Refer to relevant Zone Schedule for side setback dimension.
- Ensure a minimum 1m side setback for single storey presentation and a minimum 2m setback for double storey presentation.
- Ensure side setbacks comprise low-maintenance landscape and accessible footpath.
- A minimum 5m rear setback should be encouraged to ensure adequate space for private open space and landscape.



Section illustrating common boundary setback

4 Walls on boundaries

Purpose

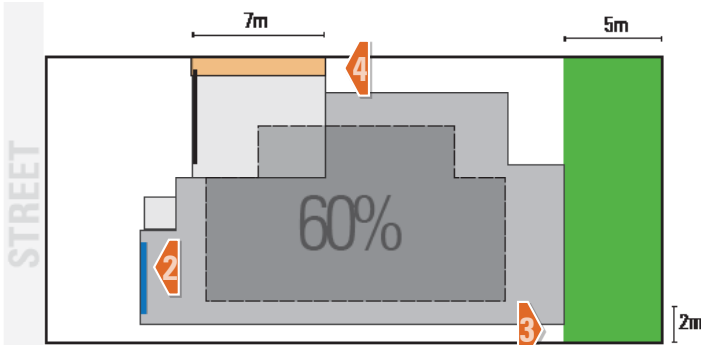
To minimise the length of walls on boundaries and limit adverse off-site amenity impacts (i.e. overshadowing of private open space or visual bulk).

Requirement

- ResCode Standard A11.**
- The maximum height of a building on and within 1m of a side or rear boundary, or a carport on or within 1m of a side or rear boundary, must not exceed an average of 3.2m with no part higher than 3.6m.
- Where an abutting allotment presents a wall on boundary, the proposed development should seek to replicate, ensuring a complementary streetscape rhythm and more equitable development outcomes.

Upper level requirement

- An upper level should be no greater than 60% of the ground floor area.



Example of setback arrangements to rear and walls on boundaries to side

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to ResCode Standard A17 for private open space requirements.
- Refer to relevant Zone for garden area requirements.
- Refer to Small Lot Housing Code.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.

6 Landscape

Purpose

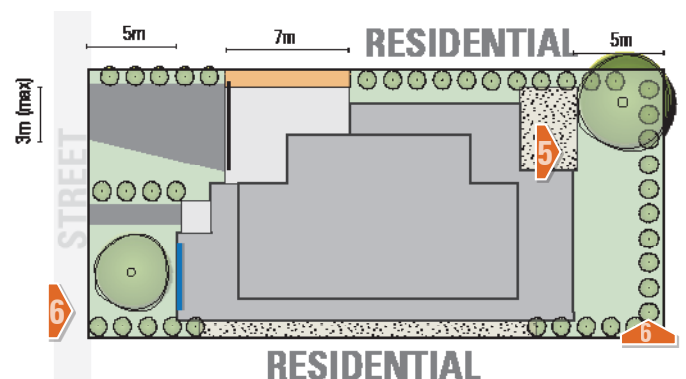
To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

- ResCode Standard A8:** Development should provide for the retention or planting of trees.
- 1 large canopy tree (50m² soil) is to be accommodated for each dwelling within the front setback.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.



Examples of vegetation to be incorporated into landscape plan



Example of landscape and open space allocation within a limited or minimal change area



SECOND DWELLING (FRONT-BACK)

retaining existing dwelling on site with the inclusion of a new dwelling to rear

Applicable to Limited & Minimal Change Areas
GRZ3 & NRZ1-4

Characteristics



- Existing dwelling sited to street frontage with new dwelling to rear.
- Typically utilises one common driveway with garages sited behind existing dwelling.
- New dwelling can be double storey.

Typical site conditions



Example of an existing dwelling plus one new dwelling to the rear

Issues & threats

The following undesirable characteristics are typical of dual occupancy developments and should be mitigated or avoided:

- Dominant new dwelling which does not complement existing;
- High site coverage and impermeability;
- Garages sited together along driveway;
- Two crossovers;
- Informal car parking and storage within front setback;
- Private open space exposed within front setback;
- Poor orientation and dimensions of private open space; and
- Amenity impacts to rear residential abuttal.

Precedent development



Example of dual occupancy development retaining front dwelling

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

GUIDELINES

1 Site coverage & permeability

Purpose

To minimise the impact of vehicle access and maximise landscape planting.

Requirement

- Refer to relevant Zone Schedule.
- One vehicle crossover no wider than 3m.
- Minimum permeability within front setback of 50% to encourage landscape and permeable paving.

2 Street setback & presentation

Purpose

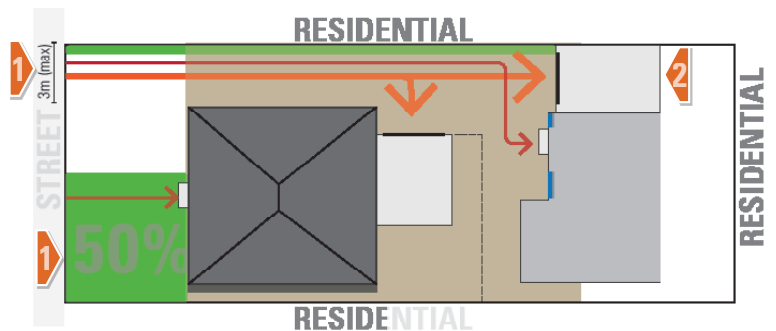
To ensure new dwellings complement the existing residential pattern and improve the outlook to the street.

Requirement

- Refer to relevant Zone Schedule for minimum front setback distance.
- Ensure any new car port or garage structures are set back behind the frontage of the existing dwelling.
- Locate garages to the rear of the existing dwelling to ensure only 1 garage is visible from the street.
- Ensure the new dwelling complements the scale of the existing dwelling when viewed from the street.
- Windows to the common driveway are encouraged to maintain passive surveillance.



Section illustrating preferred front setback and fence conditions



Example of site planning and front setback arrangement in a limited or minimal change area



SECOND DWELLING (FRONT-BACK)

retaining existing dwelling on site with the inclusion of a new dwelling to rear

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

3 Side & rear setbacks

Purpose

To ensure adequate space between dwellings on abutting allotments which contributes to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirement

- Refer to relevant Zone Schedule for side setback dimension.
- Ensure side setbacks comprise low-maintenance landscape and accessible footpath.
- A minimum 5m rear setback should be encouraged to ensure adequate space for private open space and landscape.
- Ensure the rear dwelling is sited 2m from the common boundary to allow landscape and footpath in front of the facade.

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to ResCode Standard B28 for private open space requirements.
- Refer to relevant Zone for garden area requirements.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.

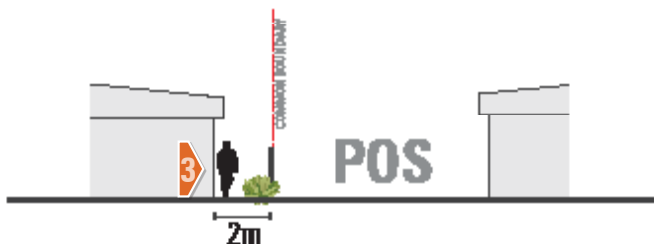
6 Landscape

Purpose

To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

- ResCode Standard B13:** Development should provide for the retention or planting of trees.
- 1 large canopy tree (50m² soil) to be accommodated within the front setback.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.



Section illustrating common boundary setback

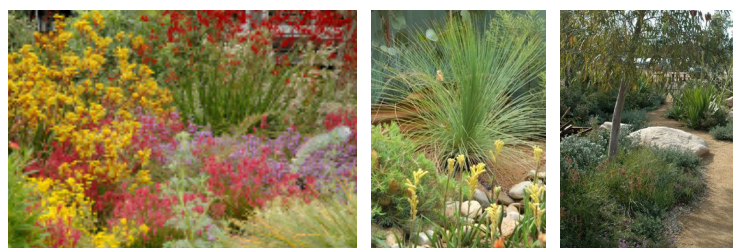
4 Walls on boundaries

Purpose

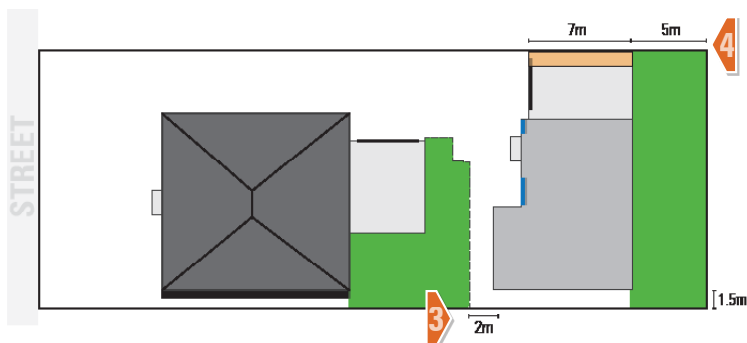
To minimise the length of walls on boundaries and limit adverse off-site amenity impacts (i.e. overshadowing of private open space or visual bulk).

Requirement

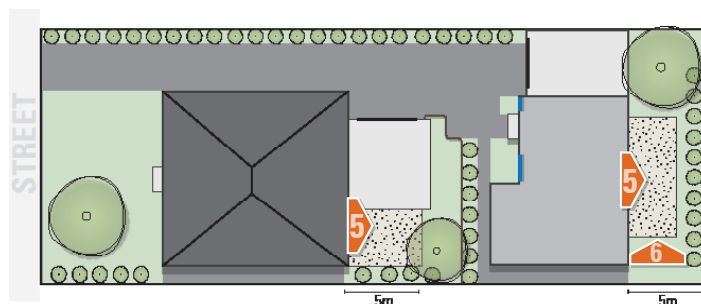
- ResCode Standard B18.**
- Where an abutting allotment presents a wall on boundary, the proposed development should seek to replicate, ensuring a complementary streetscape rhythm and more equitable development outcomes.



Examples of vegetation to be incorporated into landscape plan



Example of setback arrangements to rear and walls on boundaries to side



Example of landscape and open space allocation within a limited or minimal change area



DUAL OCCUPANCY (FRONT - BACK)

two dwellings on a lot with 1 dwelling to the street and a common driveway

● ● Applicable to Limited & Minimal Change Areas
GRZ3 & NRZ1-4

Characteristics



- Two new dwellings on a lot comprising a dwelling to the street and a second dwelling to the rear.
- Similar design and material palette (not necessarily identical).
- Can incorporate a common driveway.

Typical site conditions



Example of typical dual occupancy developments in Traralgon

Issues & threats

The following undesirable characteristics are typical of dual occupancy developments and should be mitigated or avoided:

- High site coverage and impermeability;
- Garages sited together along driveway;
- Lack of legibility of front door or windows from street frontage;
- Two crossovers;
- Informal car parking and storage within front setback;
- Private open space exposed within front setback;
- Poor orientation and dimensions of private open space; and
- Amenity impacts to rear residential abuttal.

Precedent development



Example of a dual occupancy development comprising two dwellings

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

GUIDELINES

1 Site coverage & permeability

Purpose

To minimise the impact of driveways and garages and maximise landscape planting.

Requirement

- Refer to relevant Zone Schedule.**
- Seek to utilise a single crossover for both dwellings accommodating a shared driveway with garages to the rear.
- Driveway maximum width 3m.
- Minimum permeability within front setback of 50% to encourage landscape and permeable paving.

2 Street setback & presentation

Purpose

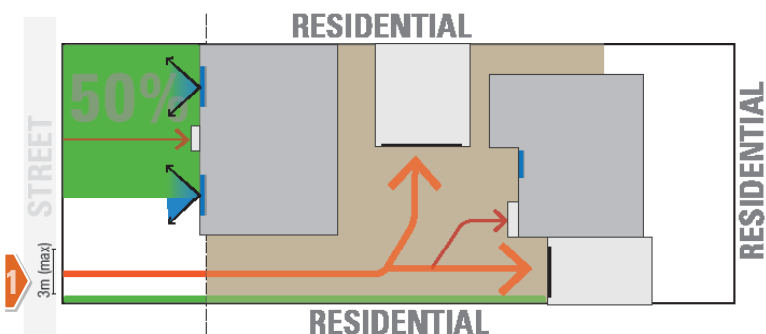
To ensure new dwellings complement the existing residential pattern and improve the outlook to the street.

Requirement

- Refer to relevant Zone Schedule for minimum front setback distance.**
- Ensure windows and the entry for front dwelling are oriented to the street frontage. A minimum 2 windows are required to the street frontage.
- Ensure garages are setback a minimum 0.5m behind the respective dwelling frontage and the driveway length can accommodate 1 parked car (without encroaching onto footpath).



Section illustrating preferred front setback and fence conditions



Example of site planning and front setback arrangement in a limited or minimal change area



DUAL OCCUPANCY (FRONT - BACK)

two dwellings on a lot with 1 dwelling to the street and a common driveway

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

3 Side & rear setbacks

Purpose

To ensure adequate space between dwellings on abutting allotments which contributes to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirement

- Refer to relevant Zone Schedule for side setback dimension.
- Ensure side setbacks comprise low-maintenance landscape and accessible footpath.
- A minimum 5m rear setback is encouraged to ensure adequate space for private open space and landscape, which contributes to the amenity of the dwelling as well as providing a rear landscape belt visible from the streetscape.

4 Walls on boundaries

Purpose

To minimise lengths of walls on boundaries and limit adverse off-site amenity impacts (i.e. overshadowing of private open space or visual bulk).

Requirement

- ResCode Standard B18.
- Where an abutting allotment presents a wall on boundary, the proposed development should seek to replicate, ensuring a complementary streetscape rhythm and more equitable development outcomes.

Upper level requirement:

- An upper level should be no greater than 60% of the ground floor area.

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to ResCode Standard B28 for private open space requirements.
- Refer to relevant Zone for garden area requirements.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.

6 Landscape

Purpose

To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

- ResCode Standard B13: Development should provide for the retention and planting of trees.
- 1 large canopy tree (50m² soil) to be accommodated within the front setback.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.



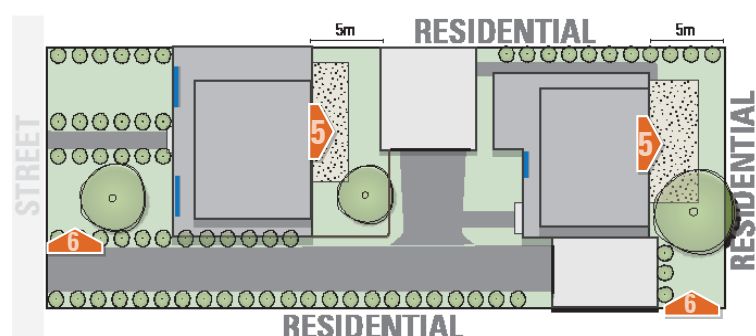
Section illustrating side setback comprising path and landscape belt



Examples of vegetation to be incorporated into landscape plan



Example of setback arrangements to rear and walls on boundaries to side



Example of landscape and open space allocation within a limited or minimal change area



DUAL OCCUPANCY (CORNER)

two dwellings on a lot, both with primary frontages to each street

Applicable to Limited & Minimal Change Areas

GRZ3 & NRZ1-4

Characteristics



- Two new dwellings on a corner lot comprising 1 dwelling to the primary street frontage and a second dwelling to the secondary street frontage.
- Similar design and material palette (not necessarily identical).
- Often comprises 1 crossover for each dwelling from respective street frontage.

Typical site conditions



Example of typical corner dual occupancy developments in Traralgon

Issues & threats

The following undesirable characteristics are typical of dual occupancy developments and should be mitigated or avoided:

- High site coverage and impermeability;
- Narrow setbacks to secondary frontage eroding consistent street setback condition;
- Dominant garages to street frontages;
- High fences to secondary street;
- Private open space exposed within front setback;
- Poor orientation and dimensions of private open space; and
- Amenity impacts to residential abutments.

Precedent development



Example of a good quality corner dual occupancy development

Urban design outcomes are sought that will encourage passive surveillance of the public realm, visibility of dwelling entrances from the streetscape and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

GUIDELINES

1 Site coverage & permeability

Purpose

To minimise the visual impact of driveways and garages and maximise opportunities for landscape planting.

Requirement

Refer to relevant Zone Schedule.

- Seek to utilise a single crossover to each dwelling from each street interface with a maximum driveway width of 3m.
- Minimum permeability within front setback of 50% to encourage landscape and permeable paving.

2 Street setback & presentation

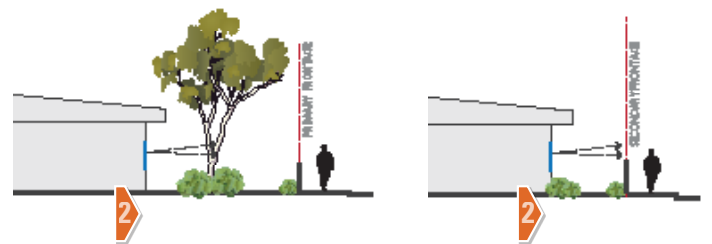
Purpose

To ensure new dwellings complement the existing residential pattern and improve the outlook to the street.

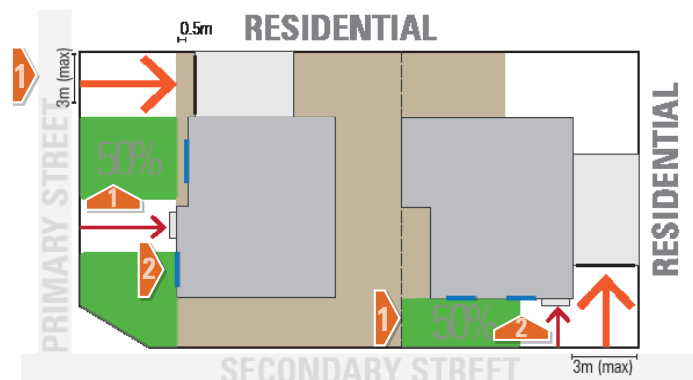
Requirement

Refer to relevant Zone Schedule for minimum front setback distance.

- Ensure windows and the entry for dwellings are oriented to their respective street frontages. A minimum 2 windows are required to street frontages.
- Ensure garages are setback a minimum 0.5m behind the respective dwelling frontage and the driveway length can accommodate 1 parked car (without encroaching onto footpath).



Section illustrating preferred front setback and fence continuities to primary & secondary frontages



Example of site planning and front setback arrangement in a limited or minimal change area



DUAL OCCUPANCY (CORNER)

two dwellings on a lot, both with primary frontages to each street

Urban design outcomes are sought that will encourage passive surveillance of the public realm, visibility of dwelling entrances from the streetscape and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

3 Side & rear setbacks

Purpose

To ensure adequate space between dwellings on abutting allotments which contributes to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirement

- In GRZ3, where a wall is not built to boundary, a minimum 1.5m setback is required along side boundaries to accommodate a 0.5m landscape belt to the boundary and 1m service path (**ResCode Standard B17** applies over 3.6m height).
- A minimum 4m rear setback should be encouraged to ensure adequate space for private open space and landscape, which contributes to the amenity of the dwelling as well as provide a rear landscape belt visible from the streetscape.

4 Walls on boundaries

Purpose

To minimise the length of walls on boundaries and limit adverse off-site amenity impacts (i.e. overshadowing of private open space or visual bulk).

Requirement

- ResCode Standard B18.**
- Where an abutting allotment presents a wall on boundary, the proposed development should seek to replicate, ensuring a complementary streetscape rhythm and more equitable development outcomes.

Upper level requirement:

- An upper level should be no greater than 60% of the ground floor area.

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to **ResCode Standard B28** for private open space requirements.
- Refer to **relevant Zone** for garden area requirements.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.

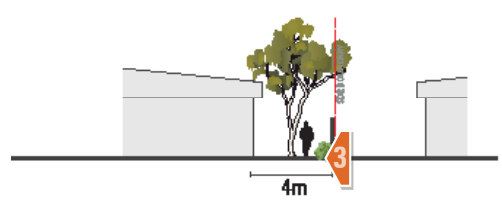
6 Landscape

Purpose

To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

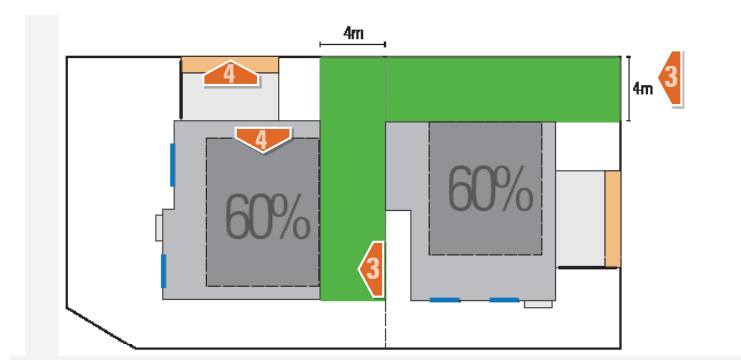
- ResCode Standard B13:** Development should provide for the retention and planting of trees.
- 1 large canopy tree (50m² soil) is to be accommodated for each dwelling within the front setback.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.



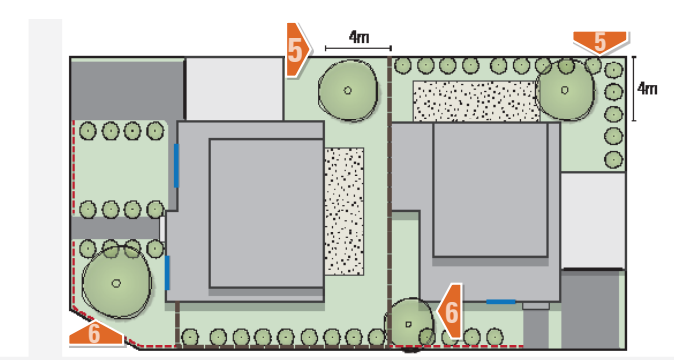
Section illustrating preferred rear setback and fence conditions to residential interface



Examples of vegetation to be incorporated into landscape plan



Example of setback arrangements to rear and walls on boundaries to side



Example of landscape and open space allocation within a limited or minimal change area



TOWNHOUSES (SIDE - BY - SIDE)

attached dwellings (2 or more) sited along street frontage

Urban design outcomes are sought that encourage passive surveillance of the streetscape, increased pedestrian safety and appropriate siting of private open space. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

Applicable to Substantial, Incremental & Limited Change Areas - RGZ1, RGZ3-4, GRZ1-2 & GRZ4

Characteristics



- Two new attached dwellings, both sited to street frontage.
- Can be either single or two stories.
- Can incorporate two separate driveways.

Typical site conditions



Example of typical townhouse development in Traralgon

Issues & threats

The following undesirable characteristics are typical of townhouse developments and should be mitigated or avoided:

- High site coverage and impermeability;
- Garages sited together creating a wide crossover and driveways;
- Poor sense of individual address for dwellings;
- Two crossovers creating a highly impermeable front yard;
- Informal car parking and storage within front setback;
- Amenity impacts to side residential abuttal.

Precedent development



Example of a double storey townhouse development.

GUIDELINES

1 Site coverage & permeability

Purpose

To minimise the visual impact of driveways and garages and maximise opportunities for landscape planting.

Requirement

- Refer to relevant Zone Schedule.
- Two crossovers no wider than 3m each or a shared crossover no wider than 4m.
- Minimum permeability within front setback of 50% to allow landscape.

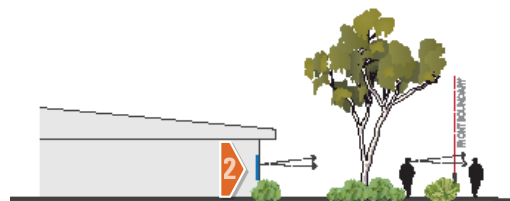
2 Street setback & presentation

Purpose

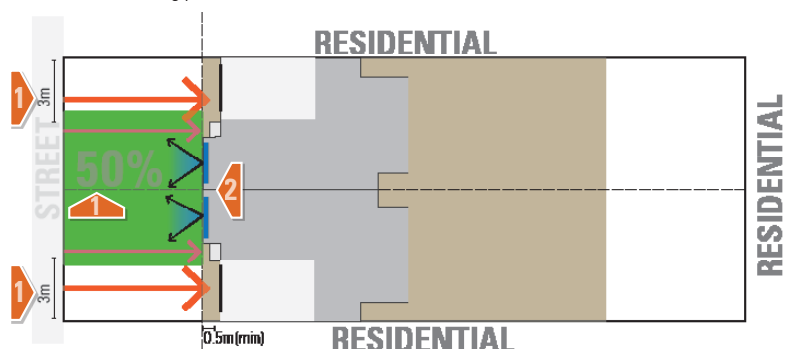
To ensure new dwellings complement the existing residential pattern and improves outlook to the street.

Requirement

- Refer to relevant Zone Schedule for minimum front setback distance.
- Ensure windows and both dwelling entries are oriented to the street frontage. A minimum 2 windows are required to the street frontages.
- Ensure garages do not visually dominate the streetscape presentation and are setback a minimum 0.5m behind the dwelling frontage and the driveway length can accommodate 1 parked car (without encroaching onto footpath).
- Where townhouses are proposed on consolidated sites, provide breaks along the street frontage (i.e. 2m break for every 20m of built form) to reduce the appearance of building mass to the street and provide additional pedestrian access to dwellings.



Section illustrating preferred front setback and fence conditions



Example of site planning and front setback arrangement in a limited or minimal change area



TOWNHOUSES (SIDE - BY - SIDE)

attached dwellings (2 or more) sited along street frontage

Urban design outcomes are sought that encourage passive surveillance of the streetscape, increased pedestrian safety and appropriate siting of private open space. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

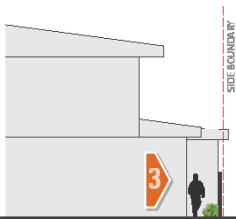
3 Side & rear setbacks

Purpose

To provide adequate space between dwellings on abutting allotments that contribute to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirement

- Where a wall is not built to boundary, a minimum 1.5m setback is required along side boundaries to accommodate a 0.5m landscape belt to the boundary and 1m service path (**ResCode Standard B17** applies over 3.6m height).
- A minimum 5m rear setback should be encouraged to ensure adequate space for private open space and landscape, which contributes to the amenity of the dwelling as well as providing a rear landscape belt visible from the streetscape.



Section illustrating side setback comprising path and landscape belt

4 Walls on boundaries

Purpose

To minimise the length of walls on boundaries and limit adverse off-site amenity impacts (i.e. overshadowing of private open space or visual bulk).

Requirement

- ResCode Standard B18.**
- Attached or semi-attached are encouraged. Partywalls should not exceed 10m in depth.

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to **ResCode Standard B28** for private open space requirements.
- Refer to relevant **Zone** for garden area requirements.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.

6 Landscape

Purpose

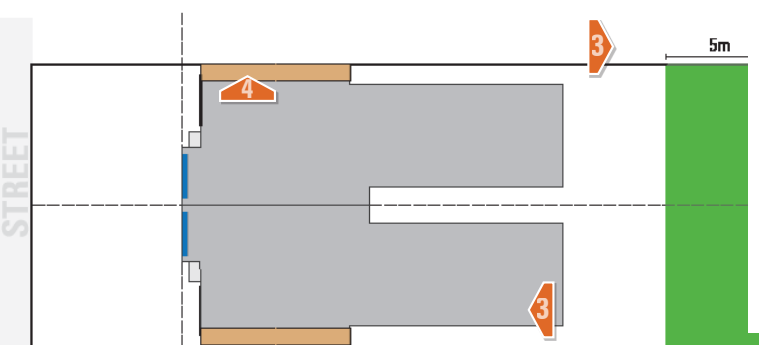
To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

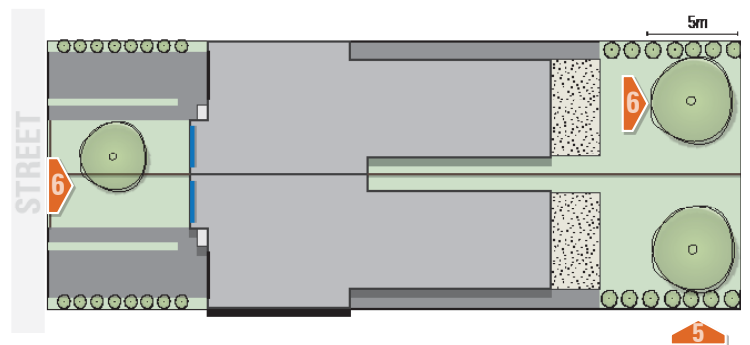
- ResCode Standard B13:** Development should provide for the retention and planting of trees.
- 1 large canopy tree (50m² soil) is to be accommodated for each dwelling within the front setback.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.



Examples of vegetation to be incorporated into landscape plan



Example of setback arrangements to rear and walls on boundaries to side



Example of landscape and open space allocation within a limited or minimal change area



UNITS (THREE OR MORE DWELLINGS)

three or more dwellings on a lot - typically of unit or townhouse configurations

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

 Applicable to Substantial, Incremental & Limited Change Areas - RGZ1, RGZ3-4, GRZ1-2 & GRZ4

Characteristics



- Three or more dwellings on a lot or consolidated parcel
- Multiple crossovers from the primary street.
- May include a mixture of single and two storey dwellings.
- May be a mixture of attached or detached forms.

Typical site conditions



Example of a multi-unit development in Moe



Example of a multi-unit development in Traralgon

Issues & threats

The following undesirable characteristics are typical of unit developments and should be mitigated or avoided:

- High site coverage and impermeability;
- Multiple crossovers from 1 street;
- Poor sense of individual address for dwellings;
- Two crossovers creating a highly impermeable front yard;
- Informal car parking and storage within front setback;
- Amenity impacts to side residential abuttal.

CONSIDERATIONS

1 Site coverage & permeability

Purpose

To minimise the visual impact of driveways and maximise opportunities for landscape planting.

Requirements

- **Refer to relevant Zone Schedule.**
- Minimum permeability within front setback of 50% to allow landscape.
- Ensure there is adequate space for permeable landscape and canopy vegetation within the rear setback to maintain the backyard realm traditional to Latrobe's townships.

2 Street setback & presentation

Purpose

To ensure new dwellings complement the existing residential pattern and improves outlook to the street.

Requirements

- **Refer to relevant Zone Schedule for front setback distance.**
- Street setbacks should reflect the existing prevailing setback condition in the streetscape.
- Ensure windows and front doors for front dwelling/s are oriented to the street/s. Where dwellings are sited behind the street frontage ensure windows and/or doors have outlook to common areas.
- Front setbacks should incorporate generous landscape response and avoid the use of visitor car parking.
- Wide or consolidated frontages should incorporate breaks in building mass to reflect the existing grain of residential form in the streetscape
- Incorporate porches or awnings to enhance sense of address.

3 Vehicle access & Garages

Purpose

To ensure vehicle driveways and garages are not visually dominant within the streetscape.

Requirements

- **ResCode Standard B14** applies.
- Ensure garages are setback a minimum 0.5m behind the respective dwelling frontage and the driveway length can accommodate 1 parked car (without encroaching onto footpath).
- Garage doors should not exceed 40% of the front dwelling frontage facing the street.
- Seek to avoid multiple crossovers from the street frontage.
- Driveways should not exceed 3m in width.
- Vehicle driveways and pedestrian paths should be clearly distinguished from one another utilising landscape and varying surface materials.



UNITS (THREE OR MORE DWELLINGS)

three or more dwellings on a lot - typically of unit or townhouse configurations

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of dwelling entrances from the streetscape, increased pedestrian safety and appropriate siting of private open space and driveways. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

4 Side setbacks & Walls on Boundary

Purpose

To provide adequate space between dwellings on abutting allotments that contribute to the spacious character of residential areas. Setbacks also ensure functional site plans, allowing for service areas, open space and a green outlook from habitable rooms and paved areas.

Requirements

- Refer to relevant Zone Schedule for minimum setback dimension.
- ResCode Standard B18 for walls on boundaries requirement.
- Where a wall is not built to boundary, a minimum 1.5m setback is required along side boundaries to accommodate a 0.5m landscape belt to the boundary and 1m service path (ResCode Standard B17 applies over 3.6m height).
- A minimum 4m rear setback should be encouraged for each dwelling to ensure adequate space for private open space and landscape, which contributes to the amenity of the dwelling as well as provide a rear landscape belt visible from the streetscape.

5 Private open space & garden area

Purpose

To ensure private open space is of a functional dimension with the ability to accommodate both paved and landscape areas.

Requirement

- Refer to ResCode Standard B28 for private open space requirements.
- Refer to relevant Zone for garden area requirements.
- Ground floor open space with the provision of weather protection extending from dwellings is highly encouraged.
- Ensure private open space is located to the rear or side of dwellings.

6 Landscape

Purpose

To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

- ResCode Standard B13: Development should provide for the retention or planting of trees.
- 1 large canopy tree (50m² soil) is to be accommodated within the front setback of each new dwelling facing the street.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Vegetation should be drought tolerant and reflective of the local landscape character.

PRECEDENT DEVELOPMENT



Example of an urban townhouse development providing permeable surfaces within front setback



Example of entry configuration to enhance sense of address



Example of attached dwellings, each with sympathetic garages - integrated into building design



Example of street setback and fencing incorporating existing and new landscape.



APARTMENTS

dwelling located above ceiling level or below floor level and part of a building.

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of building entrances from the streetscape and increased pedestrian safety. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

Applicable to Substantial Change Area - RGZ1, RGZ3-4

Characteristics



- A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.
- Consolidated car parking (basement or ground level).
- Typically includes a single pedestrian entry to dwellings.

Typical site conditions



Example of an apartment development in Traralgon



View of existing apartment typology in Traralgon

Issues & threats

The following undesirable characteristics are typical of apartment developments and should be mitigated or avoided:

- Poor presentation to the street;
- Visible ground level car parking;
- Poor sense of individual address for dwellings;
- Lack of architectural expression and visual interest;
- Poor quality external building materials; and
- Amenity impacts to residential abutments.

CONSIDERATIONS

1 Street setback & presentation

Purpose

To ensure apartment buildings complement the existing streetscape character, contribute to lively streets and improve passive surveillance.

Requirements

- **Refer to relevant Zone Schedule for front setback distance.**
- Street setbacks should reflect the existing prevailing setback condition in the streetscape.
- Front setbacks should incorporate generous landscape response and avoid the use of visitor car parking.
- Wide or consolidated frontages should incorporate breaks in building mass to reflect the existing grain of built form in the streetscape
- Incorporate architectural features to enhance sense of address.
- Minimum permeability within front setback of 50% to allow landscape.
- Ensure there is adequate space for permeable landscape and canopy vegetation within the rear setback to maintain the backyard realm traditional to Latrobe's townships.

2 Pedestrian access

Purpose

To ensure new apartment buildings provide highly legible pedestrian entries to ensure dwellings are provided with a meaningful sense of address.

Requirements

- **Refer to relevant Zone Schedule for front setback distance. Refer to ResCode Standard B42 for Building entry objectives.**
- Ensure building entries are well defined through architectural expression, material definition, landscape and/or signage.
- Ensure building entries are clearly visible from the street frontage.
- Ensure lift entries are clearly visible from the primary building entry.
- Seek to incorporate individual dwelling entries for apartments located to the ground floor street frontage.



Example of defined pedestrian entry incorporating landscape and seating



APARTMENTS

dwellings located above ceiling level or below floor level and part of a building.

Urban design outcomes are sought that encourage passive surveillance of the streetscape, visibility of building entrances from the streetscape and increased pedestrian safety. This contributes to Latrobe City's focus on feeling and being safe in the community and safe at home.

3 Vehicle access & car parks

Purpose

To ensure driveways and car parks are sensitively designed and concealed to ensure they are not dominant elements in the streetscape.

Requirements

- Refer to ResCode Standard B14.
- Ensure car park entries are well-defined yet sensitively designed as part of the overall design of the building.
- Where a site abuts a laneway, seek to locate vehicle crossovers from this interface.
- Seek to 'skin' ground floor car parks from street frontages with dwellings to avoid inactive ground floors.
- Ensure bicycle storage is located in a secure and convenient location with the opportunity to 'skin' Car park interfaces.
- Where no dwellings are proposed, ensure facade materials are of a high quality and are semi-permeable to provide depth and visual interest.

4 Private open space

Purpose

To ensure private open space is of a functional dimension and provides opportunities for small-scale, low maintenance vegetation.

Requirement

- Refer to ResCode Standard B28 (ground floor) B43 (above ground floor) for Private open space requirements.
- Ensure ground floor open space provides weather protection in the form of an awning.
- Avoid siting private open space at upper levels within 4.5m of a side boundary.
- Avoid using opaque glass balustrades to balconies and consider alternative material treatments including (but not limited to) vertical aluminum/ timber battens or 'hit-and-miss' masonry blockwork.
- Consider winter balconies extending from living areas, comprising operable louvers, which offer functional private open space during all seasons are encouraged.

6 Landscape

Purpose

To ensure new developments provide generous landscape responses to enhance the streetscape and maintain the landscape character of Latrobe.

Requirement

- Refer to ResCode Standard B13 for Landscaping requirements.
- Seek to incorporate high quality landscape effects to all boundaries.
- Side boundaries are to incorporate a minimum 1m landscape belt with a functional access path (where appropriate).
- Seek to incorporate multiple canopy trees within front and rear setbacks.
- Applications must comprise a landscape plan specifying hardscape and softscape finishes (i.e. paved areas, trees, garden beds etc.).
- Landscaping of front gardens should be completed prior to obtaining a Certificate of Occupancy.

5 Services & maintenance

Purpose

To ensure services and plant equipment are appropriately located into the overall building design and are not dominant visual elements when viewed from the street.

Requirement

- Refer to ResCode Standard B45 (waste and recycling)
- Ensure booster cabinets are integrated into the overall design of the building frontage, sited away from pedestrian entries and are concealed through high quality material effects.
- Integrate booster cabinets and substations into front fence treatments to minimise their visual impact.



Example of framed vehicle entry clearly separated from pedestrian entry



Example of booster cabinet integrated into street fence

DESIGN DETAIL

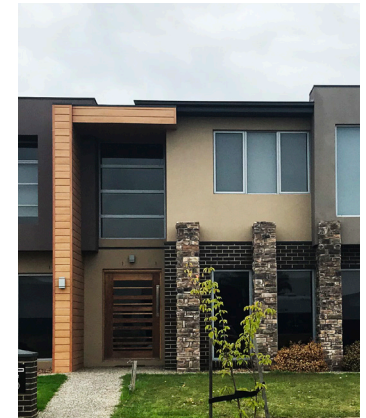
Architectural style

- Ensure high quality architectural design and finishes.
- Ensure building design reflects a contemporary style whilst respecting regional character of municipality.
- Ensure architectural design elements are incorporated including fenestrations, windows, verandas, porticos, materials and colour finishes to articulate building mass.
- Ensure garages are integrated into overall design of dwelling.



Material selection

- Ensure buildings incorporate a variety of complimentary materials particularly to the facade to enhance streetscape presentation.
- Suggested contemporary materials include timber slat cladding, bricks, stone and glazing.
- Ensure materials used minimise glare and reflection.
- Stackstone cladding is discouraged. Seek to utilise more robust stone products.



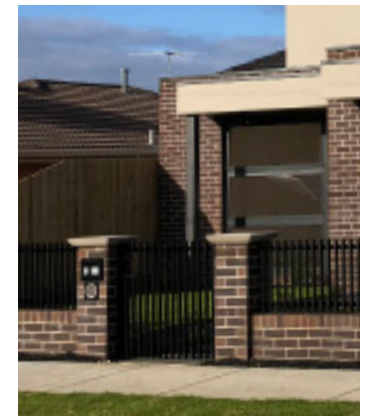
Facade treatment

- Ensure front doors are located to front (street) elevation and are clearly visible from the street.
- Ensure windows are of complementary proportions and avoid narrow configurations.
- Ensure dwelling facades incorporate design elements such as verandas and eaves of complementary scales and arrangements.
- Ensure dwelling facade treatments wrap around corners to ensure the building is read as a whole element from the street.
- Ensure service structures and downpipes are located to the side or rear of dwelling.



Fencing

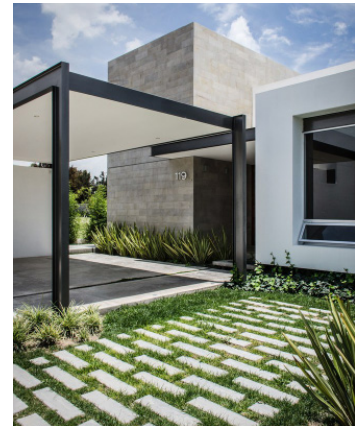
- Ensure residential fencing is complementary to the existing or preferred neighbourhood character.
- All side and rear fencing is located a minimum of 0.5m behind the front facade alignment.
- Maximum height of side and rear fences are 1.8m.
- Preferred fence materials include timber panel, timber picket (to street frontage), powder-coated colourbond and low height brick.
- For corner allotments, high, solid fencing may be provided along a secondary street frontage provided it does not exceed 40% of the length of the boundary.





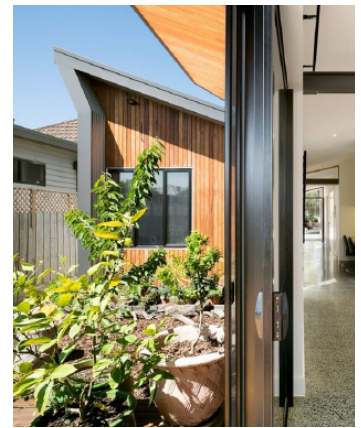
Landscape & Street Presentation

- Ensure front setbacks comprise adequate permeable surface (i.e. 50%) including but not limited to gravel, bark, permeable paving etc.
- Ensure landscape enhances the presentation of dwellings and complements materials and finishes.
- Ensure selected vegetation species are suitable to the landscape context. Native and climate appropriate species are strongly encouraged.
- Seek to integrate a variety planting of varying scales and textures whilst maintaining a degree of passive surveillance to front doors.
- Ensure cut and fill for building on sloping sites is minimised where possible. Where retaining walls are required maximum height is 0.5m.
- Landscaping of front gardens should be completed within 90 days of obtaining a Certificate of Occupancy.



Environmentally Sustainable Design

- Dwellings must achieve a 6 star energy rating. Energy-efficient houses are more comfortable and can significantly reduce running costs.
- Design the dwellings to maximise the extent of north-facing windows. Seek to locate living rooms and private open spaces to the north.
- Facilitate cross ventilation to cool the house in summer by locating opening windows on opposite sides of the house.
- Provide deep eaves or pergolas on the north side of the house to shade windows in summer and allow sunlight to pass beneath in winter.
- Rainwater harvesting, storage and gray water systems are encouraged.



Ancillary

- Ensure service related structures are not visible from the street. This includes clotheslines, bin receptacles, services meters, air conditioners, solar panels and hot water systems.
- Ensure wall-mounted air conditioning units are located below the eaves line and are screened from public view.
- Ensure air-conditioning units on the roof are positioned below the ridge line and are not visible from the public realm.
- Ensure solar hot water systems are sited to maximise efficiency and if possible, located away from the public realm.
- Feature lighting must be integrated into architecture or landscape design.



Maintenance & Storage

- Ensure lawn areas and gardens are neat and regularly maintained.
- Commercial /recreational vehicles, caravans, boats, trailers and other mobile machinery must not be parks on a lot or nature strip such that it is visible from the street.
- Ensure outbuildings/ sheds are located within rear setback and are not visible from street frontage.



GARDEN AREA IN LATROBE

What is the new Garden Area requirement?

- The garden area requirement applies to all land in the Neighbourhood Residential Zone and General Residential Zone that is 400 sqm or greater.
- The requirement applies to all new residential development including single dwellings, townhouses, units and apartments, as per Planning Practice Note No.84
- The garden area requirement will be assessed by Council officers at the planning permit application stage for two or more dwellings OR during building permit application stages for single dwellings.
- The garden area requirement is a mandatory requirement.



Comparison of new development abutting traditional houses in Latrobe

Why do we need the Garden Area requirement?

- Latrobe’s residential areas need to accommodate for high quality new housing which is affordable and provides diverse choices for its growing population. It is necessary for any new development to respond to the established character of residential areas.
- The new garden area requirement ensures the green open character of Latrobe’s neighbourhoods will be protected, by requiring a mandatory minimum garden area be provided when land is developed for new housing.

Understanding Garden Area

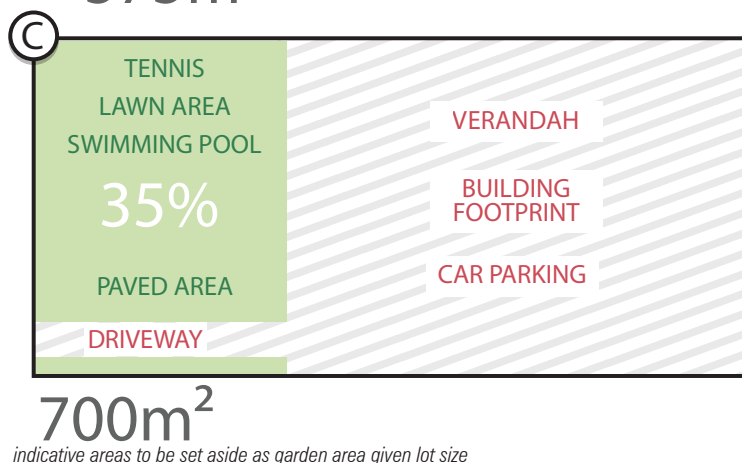
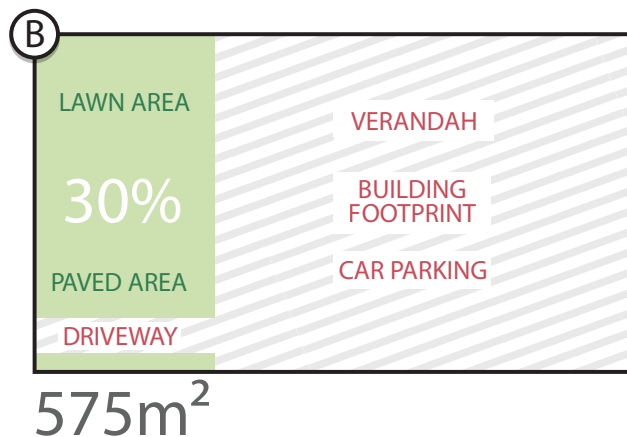
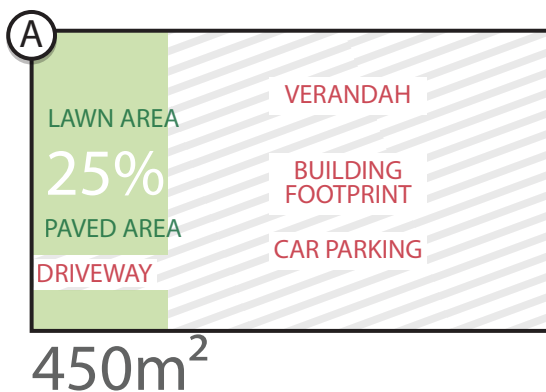
- The minimum garden area includes areas that are typically associated with the use of a garden area. The following table outlines what is included and excluded from the requirement:

INCLUDED IN THE GARDEN AREA	EXCLUDED FROM THE GARDEN AREA
lawns	driveways
garden beds	car parking and garages
swimming pools	roofed areas (including pergolas)
uncovered paved areas	garden sheds
tennis courts	

How is the Garden Area requirement applied?

- The larger the residential property the greater the minimum garden area requirement is. The table below outlines the range of land area to percentage of garden area required.

	LOT SIZE	MINIMUM PERCENTAGE OF A LOT SET ASIDE AS GARDEN AREA
A	400 - 500 square metres	25%
B	501 - 650 square metres	30%
C	above 650 square metres	35%





LATROBE CITY COUNCIL

URBAN DESIGN GUIDELINES

FOR COMMERCIAL DEVELOPMENT

COMMERCIAL URBAN DESIGN GUIDELINES

SITING & MASSING

Applies to Commercial Zones 1, 2 & 3, Activity Centre Zone and Mixed Use Zone

Building Height

Purpose

To ensure commercial forms respect the preferred character of the Activity Centre and minimise adverse amenity impacts to neighbouring sites and/or sensitive land uses.

Requirements

- Building heights should respond to existing zoning and overlay controls applied to the site.
- Building heights should respond to the preferred streetscape character.
- Ensure buildings respond to the parapet height of existing abutting built form (to create a rhythmic street pattern).
- Where a site has an immediate abuttal to residential land, building heights should transition to 2 storeys to the respective boundary.



Example of a 3 storey mixed use form

Heritage

Purpose

To ensure new development seeks to retain and upgrade heritage forms, which contribute to the character of the area.

Requirements

- New built form is to respond to Latrobe's Heritage Strategy (2014) and any relevant Heritage Overlay as specified under the Planning Scheme.
- Retain the integrity of areas considered historically significant without introducing mock-heritage forms.
- Where a heritage building is to be upgraded, ensure the new form respects the existing features and architectural details. Avoid facadism where possible.
- Where a heritage building is to be upgraded, maintain the existing building line and pedestrian entry configuration.
- Where new buildings are adjacent to heritage forms, seek to utilise complementary materials and colours to create a cohesive streetscape.



Example of retrofitted heritage form

Street Presentation

Purpose

To ensure new development responds to its street frontages and seeks to improve the presentation and function of the public realm.

Requirements

- Buildings in the commercial core of Activity Centres should reflect zero setbacks to the street to achieve good retail activation at ground level.
- For corner sites, buildings should address both street frontages and avoid the presentation of blank, inactive walls.
- Ensure entrances to buildings are oriented to the street frontage and are legible from long range views across the street.
- Ensure new built form provides glazed street frontages at the ground level to allow passive surveillance to the street. A minimum 70% of the street frontage should include transparent glazing.
- Where hospitality uses are proposed, operable glazed frontages are encouraged to allow active uses to 'spill' onto the street.



Example of glazed presentation to primary and secondary frontages

Building Design

Purpose

To ensure new development is well designed and of a high quality to enhance the character of the activity centre.

Requirements

- New buildings should respect and respond appropriately to the 'grain' and rhythm of existing buildings within the street.
- The design of new commercial buildings should take cues from surrounding built form and include high quality details such as window frames and articulated entries.
- The design of new buildings should incorporate functional and adaptable spaces to accommodate a variety of uses over time.
- New buildings should avoid sheer blank walls, particularly to street interfaces.



Example of complementary building frontages with well-defined entries

Upper Levels

Purpose

To ensure the upper levels of commercial forms are appropriately sited to minimise amenity impacts to neighbouring sites and the street as well as improve passive surveillance.

Requirements

- The massing and arrangement of upper levels should be designed in accordance with relevant planning controls.
- Locate office and residential uses above the ground floor.
- Windows and balconies at upper levels with outlook to the street are encouraged to maximise passive surveillance.
- Ensure upper levels are designed to avoid adverse overshadowing to the street or abutting sensitive land uses.



Example of commercial ground floor with residential above

Vehicle Access & Car Parking

Purpose

To ensure vehicle access and car parking is sited and designed to maximise pedestrian safety & minimise visual impact on the design of new buildings.

Requirements

- Vehicle crossovers along fine-grain commercial streets should be avoided. Alternatively, access should be provided from side streets or rear lanes.
- The loading and unloading of vehicles should be sited and designed to avoid pedestrian and vehicle conflict with customer parking.
- Ensure on-site car parking is located to have a minimal visual impact to the streetscape. Avoid parking between building frontages and the street.
- Seek to implement landscape and canopy vegetation to car park edges and between bays (in intervals) to provide shade and soften the impact of hard surfaces within the street.
- Where multi-storey car parking is provided, ensure landscape screening (e.g. green walls or climbing plants) and architectural effects are applied to the building façade to avoid blank and unsightly walls.



Example of commercial building with defined pedestrian entrances from car park

COMMERCIAL URBAN DESIGN GUIDELINES

DESIGN DETAIL

Applies to Commercial Zones 1, 2 & 3, Activity Centre Zone and Mixed Use Zone

Signage

Purpose

To ensure business identification signage is of a size and design which complements the host building and is not overly dominant in the streetscape as to cause visual clutter.

Requirements

- Business identification signage should form part of the overall design of the building as to not be visually dominant.
- Signage should not protrude about the parapet and be sited below the building eave.
- The proportion and scale of signage should complement the prevailing signage character in the streetscape.
- Where illuminated signs are proposed, ensure light spill to nearby residential land is avoided.
- Street panel signs and sandwich board signs are discouraged as well as projecting signs above cantilevered awnings..



Example of signage structure integrated into overall building design

Landscape & Fencing

Purpose

To ensure new commercial buildings can where possible accommodate landscape to provide shade and beautify the streetscape.

Requirements

- Seek to retain existing canopy vegetation and incorporate into site design of new commercial form.
- Where street setbacks are proposed, new built form should incorporate landscape planting as part of the overall site design. Including but not limited to canopy trees, shrubs and ground covers.
- Where new landscape is proposed, ensure the height of the selected species will not adversely affect pedestrian safety (i.e. low scale vegetation to car parks). Implement hardy, drought tolerant species to minimise maintenance costs and maximise resilience.
- Fencing to the primary street frontage should be avoided.



Example of landscaping and canopy vegetation to the street

Weather Protection

Purpose

To ensure new commercial buildings provide shade and shelter to the street to encourage pedestrian movement and amenity.

Requirements

- To commercial streets, new built form should be designed to provide a permanent form of weather protection, such as a verandah, awning or canopy, to the public realm, extending to the back-of-kerb line
- Cantilevered verandahs are encouraged, specifically avoiding the using of supporting posts and barriers.
- Ensure new verandahs, awnings or canopies complement the prevailing height, scale and materiality of existing structures.



Example of awning to street

Material Selection

Purpose

To ensure new development utilises high quality and diverse materials which complement the preferred character of the Activity Centre.

Requirements

- New buildings should incorporate high quality, durable finishes and textures which reflect the character of the Activity Centre. This includes but is not limited to brick, stone and timber products.
- The material palette of new buildings should have consideration towards the vibrancy of the Activity Centre while complementing any surrounding landscape features.
- The use of metal cladding as a single material to facades is discouraged.
- Energy efficient materials such as durable and/or recycled materials to achieve a sustainable outcomes are encouraged.



Example of complementary materials to commercial frontage

Environmental Sustainability

Purpose

To ensure new commercial forms contribute positively to Latrobe City and are environmentally sound to ensure their durability.

Requirements

- Buildings should be designed to a minimum 6-star energy rating and reflect Environmentally Sustainable Design (ESD) principles.
- Seek to design and orient buildings to maximise northerly aspect and solar access.
- The implementation of roof-mounted solar panels is highly encouraged.
- The installation of water tanks is highly encouraged.
- Reduce impact on storm water infrastructure.



Example of commercial rooftop incorporating solar panels and landscape

Services & Ancillary

Purpose

To ensure new commercial buildings contribute positively to the streetscape.

Requirements

- Ensure bin storage areas are located to the side or rear of commercial buildings and are screened from view within the public realm.
- Seek to site air conditioning units (or other such plant facilities) behind the roofline so they are not visible from the street.
- Ensure loading areas are appropriately sited away from the primary street frontage (ideally within service lanes) and screened from public view.



Example of retail form avoiding service infrastructure to pedestrian areas



LATROBE CITY COUNCIL

URBAN DESIGN GUIDELINES

FOR INDUSTRIAL DEVELOPMENT

INDUSTRIAL URBAN DESIGN GUIDELINES

SITING & MASSING

Objectives of the guidelines

- To improve the appearance Latrobe's existing industrial areas and acknowledge emerging non-industrial uses.
- To enhance streetscape amenity and improve permeability through the provision of landscape and vegetation.
- To improve pedestrian and vehicle safety on site and within the wider industrial street network.
- To encourage innovative building design, water sensitive urban design and energy efficiency to improve running costs and reduce carbon footprint.

Characteristics



- Land zoned Industrial 1, 2 or 3.
- Typically comprises large linear lots (exceeding 1000m²)
- Built form consists of large shed structures utilising colorbond external finishes or similar.

Typical site conditions



Example of an existing industrial sites in Traralgon

Issues & threats

The following undesirable characteristics are typical of industrial developments and should be mitigated or avoided:

- No landscape provision.
- Unsealed driveways and informal car parking.
- Large blank walls to the street.
- No pedestrian consideration.
- Poor sense of address with unclear front door.
- Storage and clutter visible from streetscape.

GUIDELINES

1 Street setback & presentation

Purpose

The siting of new industrial forms are to enhance the existing industrial pattern when viewed from the street and allow for an enhanced sense of address and passive surveillance.

Requirement

- Where there are existing industrial forms to either side of the site, seek to match the predominant street setback.
- Where there are no existing setbacks, provide a minimum 3m setback for landscape (in addition to any proposed car parking). For corner lots, provide a minimum 3Msetback to each street frontage.
- Front setbacks can be increased to incorporate visitor car parking including the 3m landscape provision.
- Where high wall construction is proposed to a road frontage, consider the inclusion of a smaller form (i.e. office/reception) comprising windows and door to break down the appearance of building mass.
- Ensure offices are clearly visible from the street frontage and car parking.

2 Side & rear setbacks

Purpose

Ensuring adequate space between buildings on abutting allotments ensures industrial areas respect the spacious, low scale character of Latrobe. Setbacks also ensure functional site layout, allowing for car parking areas, storage and landscape provision.

Requirement

- Setbacks to side and rear boundaries should have regard to adjoining uses, particularly residential uses and ensure there will be no adverse amenity impacts.
- Where an internal driveway is proposed along a side boundary, a minimum 6m building setback is encouraged.
- Minimum rear setback is 5m to allow for onsite storage and employee parking.

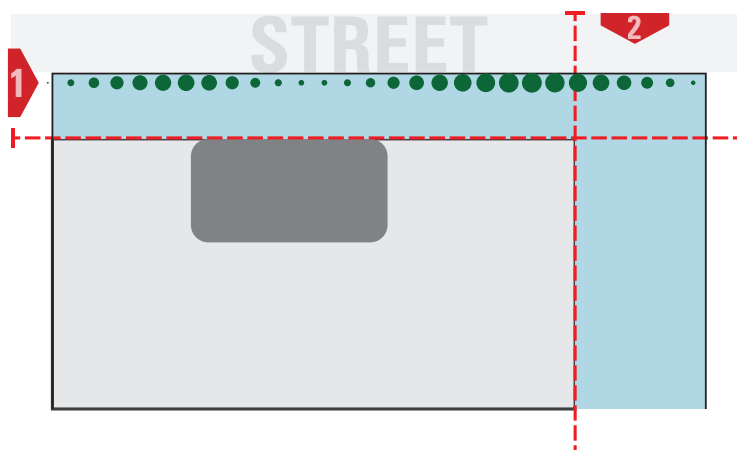


Diagram illustrating provision of landscape and setbacks to the street

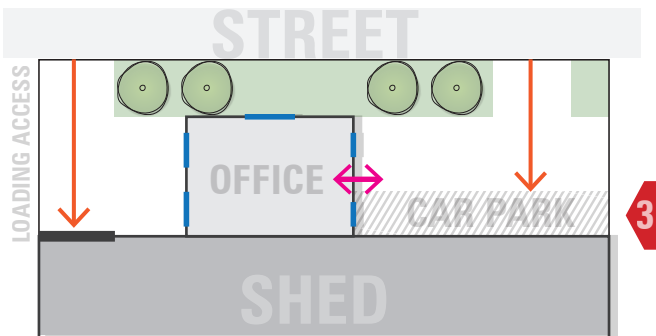
3 Access & Parking

Purpose

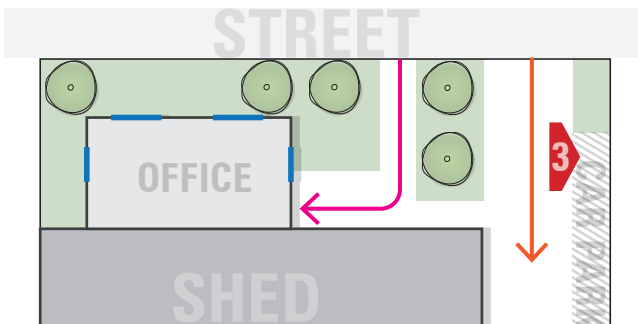
To improve connectivity, access and mobility within industrial areas whilst not adversely impacting on surrounding residential or public uses.

Requirement

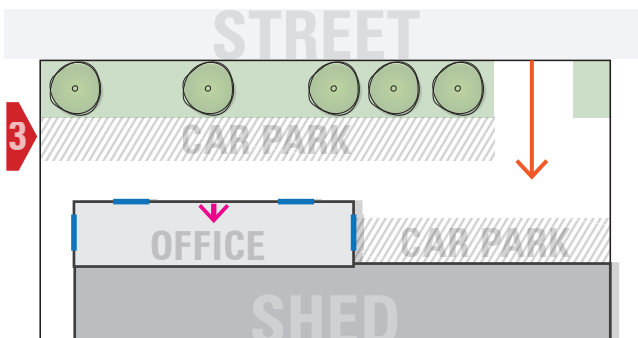
- Ensure vehicles can enter and exit the site in a forward direction or safe alternative.
- Visitor car parking should be sited within convenient proximity to building entrances whilst avoiding visual dominance from the street.
- Ensure direct pedestrian access between front door of building and street/ car park.
- Ensure hardstand surface or all-weather seal for crossover and driveway surfaces.
- Ensure the loading and unloading of vehicles is sited to the side or rear of buildings.



Suitable where a site has a wide frontage and a large building footprint requirement



Suitable where there is a substantial car parking requirement



Suitable where there is a substantial car parking requirement

4 Landscape

Purpose

The provision of landscape in industrial areas enhances the streetscape, improving the overall quality of the public realm and soften the impact of built form.

Requirement

- Landscape is required as part of any new industrial development to soften and enhance the site and wider streetscape.
- Landscape interventions should be low maintenance and utilise drought tolerant species where possible.
- Front setbacks are to include canopy trees and garden beds as well as clearly identified pedestrian paths from car parking.
- Where a site presents a side interface to a major road, boundary planting should be implemented to screen storage and industrial activity.
- The landscape theme should include the use of semi-mature trees and shrubs of native varieties.

5 Fencing

Purpose

Minimum requirements for fencing ensures Latrobe's industrial areas contribute positively to the public realm.

Requirement

- Security fencing is discouraged along the front boundary. Instead, seek to position fencing behind building facade.
- Seek to utilise trees along street frontages where fencing is sited behind facade.
- Ensure boundary fence is of a type and colour which will have minimal visual impact to the public realm and complements on site buildings. Fencing materials should be high quality and visually permeable to allow passive surveillance to the street.



Examples of landscape to industrial frontage

INDUSTRIAL URBAN DESIGN GUIDELINES DESIGN DETAIL

Industrial sites adjacent to a Road Zone Category 1 or 2.

Building Form

Purpose

To ensure the design of new industrial forms positively contribute to Latrobe's industrial precincts and improve the public realm.

Requirements

- The external appearance of buildings must be attractively designed and positively contribute to the streetscape, particularly where buildings front a primary or secondary road.
- Corner sites should provide outlook to both street frontages.
- Blank walls with no visual relief to the public realm should be avoided.
- Outbuildings should be compatible with the design of the primary building.
- Porches, verandahs, eaves, windows and doors oriented to the street allow buildings to be better experienced at a pedestrian or human scale.



Example of a well designed office addition to a warehouse form

Material selection

Purpose

To ensure new industrial forms utilise high quality and innovative external materials to improve the appearance of industrial precincts.

Requirements

- External walls and roof of building should be finished in a paint bonded material, timber, brick or other non-reflective or muted colour material.
- Prominent sites should consider the use of 2 to 3 materials to avoid a monotonous 'box' appearance.
- Where a lower level office or reception form is implemented to a shed frontage, ensure both forms use complementary materials.
- Fences (to the street) should complement the material selection of buildings and avoid the use of barbed wire or gray chain mesh.



Example of high quality materials suitable for industrial buildings

Maintenance & Storage

Purpose

To ensure associated storage facilities are appropriately designed and sited away from the public realm to reduce visual clutter when viewed from the street.

Requirements

- Where appropriate, storage areas should form part of the overall design of buildings.
- General refuse/ waste storage areas should be sited to the rear or side of the lot where it is not visible from the street frontage.
- Outside storage should be sited and designed to prevent the spread of litter or other material within and beyond the site.
- Informal storage of goods or materials in front setbacks is strongly discouraged.
- Seek to maintain external spaces of industrial lot including landscape and fencing.



Example of storage facilities located away from street frontages

Security & Safety

Purpose

To ensure new industrial buildings provide adequate safety provision whilst improving the presentation to the street.

Requirements

- Ensure buildings provide windows to the street to provide passive surveillance to the public realm.
- Maintain clear sightlines at all vehicle crossovers.
- Ensure external lighting to car parks, pedestrian paths and outdoor storage areas is provided for security, safety and amenity.
- Ensure light spill into adjoining sites is avoided.
- Ensure fencing to street is permeable to maintain views to vehicle movement.
- Where fencing is provided to street frontage, seek to provide landscape effects along boundary.



Example of a security fence to the street

Signage

Purpose

To ensure business signage is not an overly dominant element on the site and does not cause visual clutter within the wider industrial precinct.

Requirements

- Ensure business identification signs are integrated into the overall design of the building.
- Freestanding signs should be displayed parallel with or at right angles to a road. 'V'-shaped signs are discouraged.
- Internally illuminated signs are to be sensitively positioned to ensure no light spill or loss of amenity to adjacent buildings (particularly residential areas).



Example of a business identification sign integrated into the design of the building facade

Environmentally Sustainable Design

Purpose

To ensure new industrial forms contribute positively to sustainable design and are environmentally sound to ensure their durability and functionality.

Requirements

- Consider the use of solar panels or other renewable energy sources to reduce carbon footprint.
- Design roof profiles to maximise the use of renewable energy sources, such as solar photovoltaic (PV) panels or wind turbines.
- Install rainwater tanks and collection systems to harvest and supply water for non-potable uses.
- Encourage water efficient landscaping in public areas and promote the use of drought resistant, local vegetation.
- Seek to retain landform as far as practicable to minimise cut to fill (earthmoving) needs and the transport and supply of fill.



Example of a well-oriented industrial building with integrated WSUD initiatives



LATROBE CITY COUNCIL

URBAN DESIGN GUIDELINES

STREETScape CROSS-SECTIONS

IDM Version 5.0

WHY DO STREETS MATTER?

Why Streets Matter?

Streets define the character of Latrobe's towns and neighbourhoods and make up a large portion of the municipality's public realm, therefore their functionality and appearance should be prioritised.

Streets can reduce the impacts of climate change by encouraging sustainable modes of travel as well as alleviate the heat during summer months through landscape and tree plantings. Streets can also encourage people to make healthy decisions by walking and cycling to improve the social well-being of communities.

That being said, good street design is not about removing vehicles; instead, it is about providing adequate infrastructure to encourage other modes of transport so people are empowered and have choices in how they travel throughout the municipality.

Purpose of Streetscape Guidelines

- To provide policy guidance to Latrobe City, consultants, developers and community groups of the planning, design and operation of streets.
- To set clear parameters for the improvement and upgrade of Latrobe's existing street network which provides safety for all users.
- To set clear parameters for the implementation of new streets providing safety for all users.
- To ensure street design responds to the varied local character, conditions and associated land use.
- To provide safe walkable distances to Activity Centres, community facilities, public transport stops and public open spaces.
- To provide a network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of existing arterial roads, local streets and public open spaces (refer to Tracks Trails & Paths Strategy (2016)).

Principles for Good Street Design in Latrobe City

1. *Create a multi-modal street network within Latrobe City's townships which prioritise pedestrian and cycle movement.*
2. *Support well-designed and convenient pedestrian and cycle paths which are designed to maximise passive surveillance and safety.*
3. *Encourage highly functional and aesthetically pleasing streetscapes which promote for versatile uses and encourage activity.*
4. *Implement 'green' streetscape initiatives which encourage the retention and implementation of street*

trees as well as Water Sensitive Urban Design Initiatives where appropriate to provide environmental and aesthetic benefits to neighbourhoods.

Characteristics of Unfriendly Streets

- Poor quality pavement or unsealed surfaces along footpaths.
- Narrow footpaths that do not allow for pedestrian movement in both directions.
- Footpaths located too close to fast moving vehicle traffic.
- Lack of footpaths along road reserves so pedestrians are forced to walk on the nature strip or carriageway.
- Provision of footpath on one side of the street only.
- Lack of street trees to provide shade and greenery.
- Vehicles parked on nature strips.
- Wide crossovers to properties or multiple crossovers.
- Inactive building frontages restricting passive surveillance to the street.
- Fencing or barriers impeding pedestrian movement.
- Unmarked cycle lanes.
- Movement obstacles such as light poles or street signs.
- Unmarked pedestrian crossings at key intersections.
- Poorly maintained nature strips.
- Poorly lit streets which limit nighttime use and safety.
- Wide carriageways which encourage high vehicle speeds.

Characteristics of Friendly Streets

1. Reduced traffic speeds along streets where pedestrian movement is encouraged.
2. Clearly marked pedestrian crossings in convenient and accessible locations.
3. Clearly marked on-road and off-road cycle paths along key routes to activity centres.
4. Footpaths on both sides of the street.
5. Wide footpaths with unobstructed access.
6. Permeable surfaces along nature strips to reduce storm water flooding.
7. Low maintenance nature strips comprising native grasses or ground covers to enhance streetscape identity.
8. Street trees along nature strips to provide shade and greenery.
9. Provision of 'pause places' such as seating and shelter at bus stops.
10. Accessible surfaces with smooth slip-resistant materials to encourage movement for people of all ages and abilities.



1 Example of inset car park car parks and central median to slow traffic speeds



2 Example of on-road bike path and raised pedestrian crossing



4 Example of street with footpaths to either side



5 Example of wide footpaths to both sides of the street



6 Example of permeable paving to car parks & nature strips



7 Example of low maintenance landscaping and WSUD initiatives



8 Example of paved and concrete footpaths within residential street context



8 Example of a 'pause place' within a residential street context

NEW RESIDENTIAL STREETS

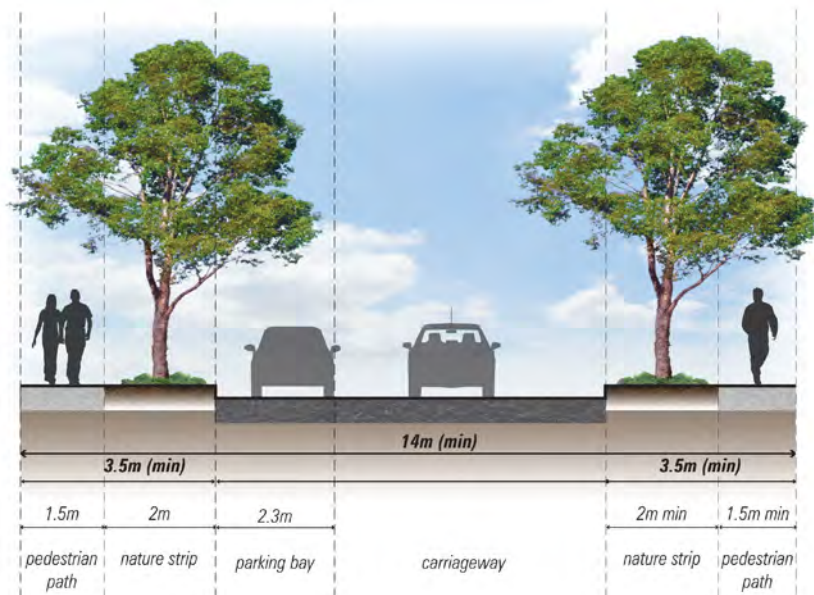
Access Place

A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

Street Characteristics

Indicative Maximum Traffic Volume (vehicles/day)	Carriageway Width	Minimum Reserve Width	Minimum Verge Width	Parking Provision within Carriageway	Pedestrian / Cycle Provision within Road Reserve	Kerbing
300	7.3m	16.0m	3.5m	Both sides	Footpath both sides. No separate cycle provision.	Refer LCC Design Guidelines

Example Cross-Section



Cross-section of an access place (as specified in IDM Version 5.0). Individual dimensions indicative only. Street trees to be provided in accordance with Council infrastructure and maintenance requirements

Example Street



Example of access place with footpath and nature strip

Access Street (minor and major)

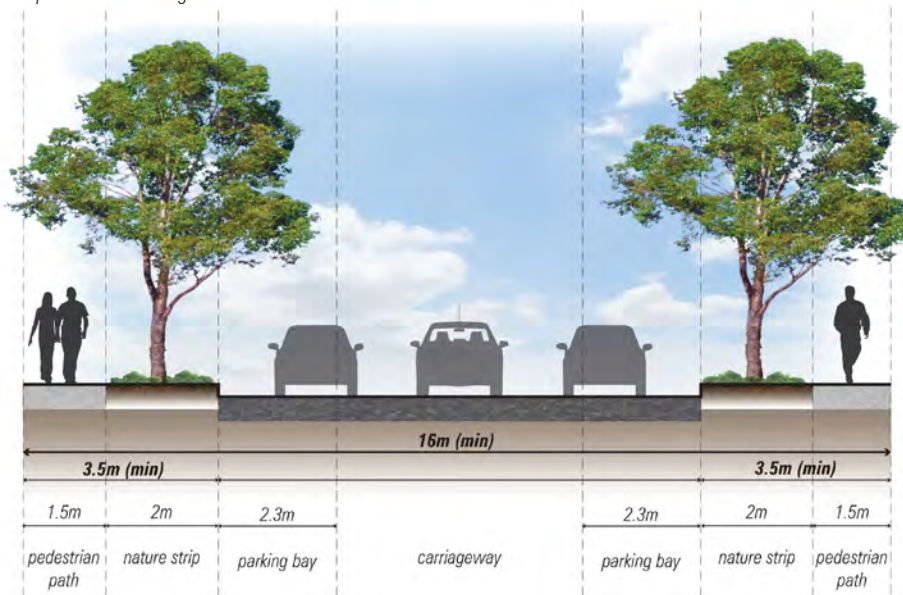
A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

Street Characteristics

Indicative Maximum Traffic Volume (vehicles/day)	Carriageway Width	Minimum Reserve Width	Minimum Verge Width	Parking Provision within Carriageway	Pedestrian / Cycle Provision within Road Reserve	Kerbing
Minor <500 Major <2000	7.3m	16.0m 18.0m	4.0m 4.5m	Both sides	Footpath both sides. No separate cycle provision.	LM, LSM or SM LSM or SM

Example Cross-Section

Reduced width may be considered where not part of a connecting network



Cross-section of an access place (as specified in IDM Version 5.0). Individual dimensions indicative only. Street trees to be provided in accordance with Council infrastructure and maintenance requirements

Example Street



Example of access street incorporating pedestrian paths and street trees to both sides

NEW RESIDENTIAL STREETS

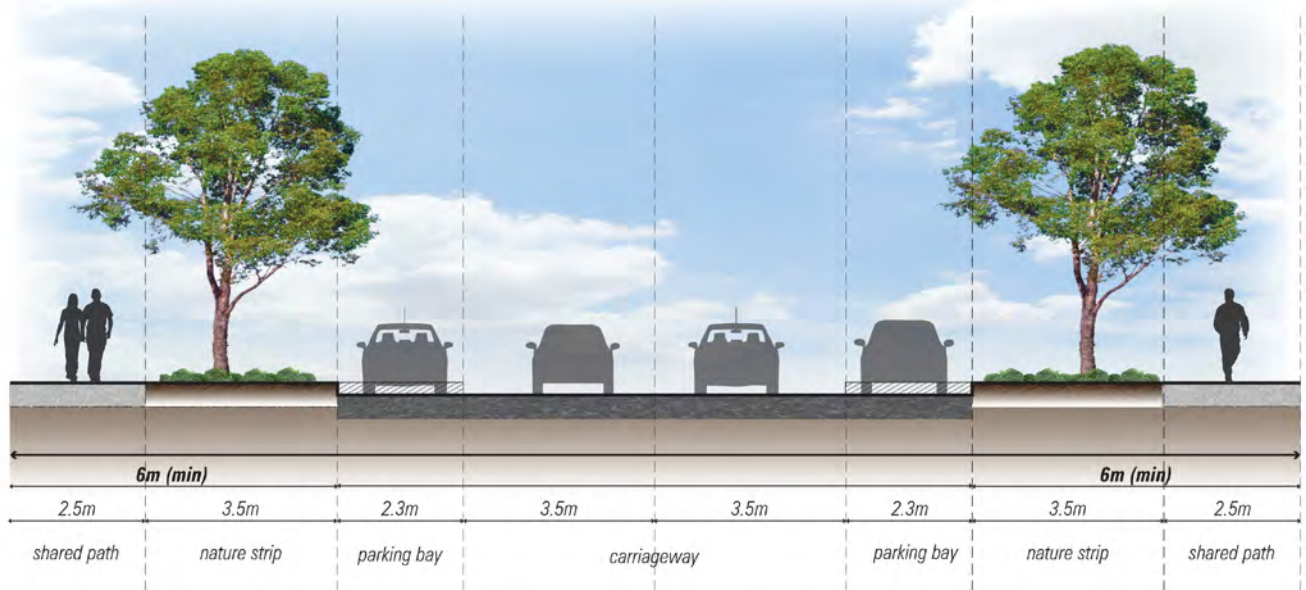
Connector / Collector Level 1

A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.

Street Characteristics

Indicative Maximum Traffic Volume (vehicles/day)	Carriageway Width	Minimum Reserve Width	Minimum Verge Width	Parking Provision within Carriageway	Pedestrian / Cycle Provision within Road Reserve	Kerbing
2500-6000	11.0m	24.0m	6.0m	Both sides	Shared path both sides	SM. Kerb outstands required at intersections & pedestrian crossings

Example Cross-Section



Cross-section of a connector level 1 street (as specified in IDM Version 5.0)

Street trees to be provided in accordance with Council infrastructure and maintenance requirements

Example Street



Example of collector street comprising traffic calming measures and wide nature strips

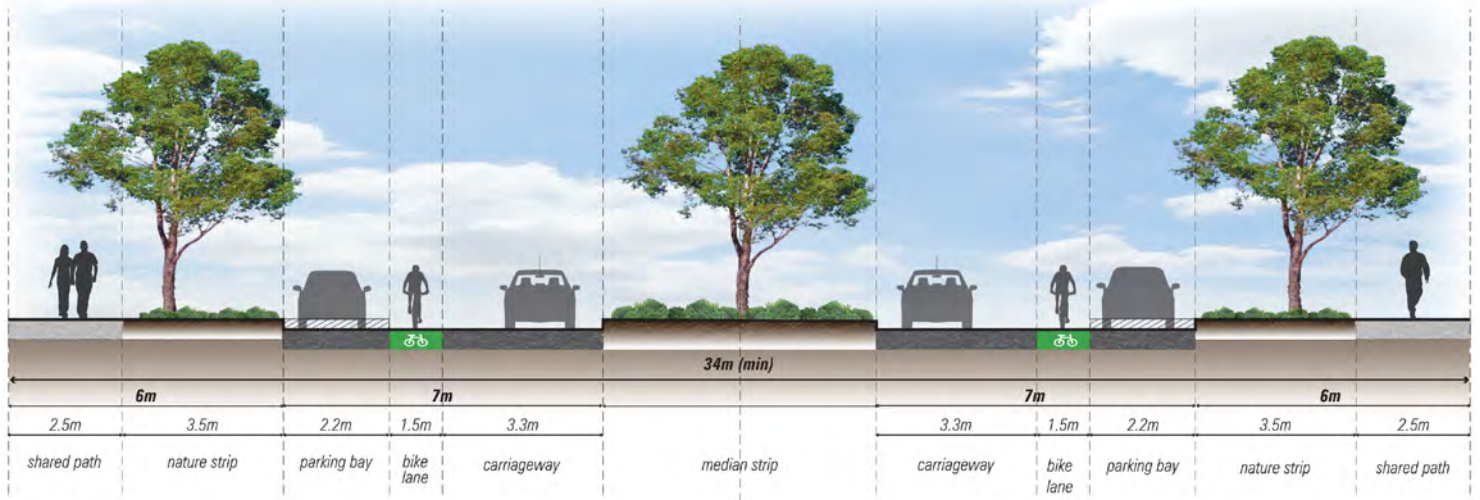
Connector / Collector Level 2

A street that carries higher volumes of traffic. It connects access places and access streets through and between neighbourhoods.

Street Characteristics

Indicative Maximum Traffic Volume (vehicles/day)	Carriageway Width	Minimum Reserve Width	Minimum Verge Width	Parking Provision within Carriageway	Pedestrian / Cycle Provision within Road Reserve	Kerbing
6000-12000	2 x 7.0m + 6.0m	34.0m	6.0m	Yes	Footpath both sides. Shared path both sides.	SM

Example Cross-Section



Cross-section of a connector level 2 street (as specified in IDM Version 5.0)

Street trees to be provided in accordance with Council infrastructure and maintenance requirements

Example Street



Example of collector street comprising landscaped median and verges

RURAL LIVING ROADS



Rural living and low density residential areas offer an alternative dwelling choice to typical township living. These areas are benefited with the enjoyment of ‘peace and quiet’, open space and the natural environment, whilst still being close to large towns. Rural residential properties are generally considered to be those that are no less than approximately 1 - 2 acres in size and are typically located in the fringe areas between towns and farmland. It is important to maintain the ‘rural’ character, to distinguish them from typical township areas and provide the appropriate infrastructure for the safe movement of vehicles and agricultural activity as well as consideration of pedestrians and cyclists. These Guidelines are to be read in conjunction with Council’s Tracks, Trails and Paths Strategy (2016), relating to the provision of trails in rural living areas.

Principles

- Protect and enhance landscape within road reserves in rural residential areas incorporating native species (canopy and understorey plantings) which respond to the local bushland character of Latrobe City.
- Provide appropriate infrastructure for the safe movement of vehicles within a rural context while maintaining clear site-lines for the movement of pedestrians and cycling.
- Provide native canopy vegetation and understorey planting to enhance the rural character of residential areas.

Existing rural living roads in Latrobe



Existing low density residential street in Tyers

GUIDELINES

Carriageway

Purpose

To ensure adequate space is allocated for the safe and functional movement of vehicles, while maintaining the preferred character of the area.

Requirements

- Reduce the width of carriageways for moving vehicles through landscaping in kerb build-outs. Avoid horizontal curvature in carriageways.
- Consider inset car parking bays to allow for additional landscaping and reduce expansive road widths. Car parking bays may also include semi-permeable pavement and other WSUD initiatives.
- Incorporate passive speed control measures in street design, which prioritise movement of pedestrians and cyclists.
- Avoid traditional retrofit traffic calming devices, such as speed humps.

Verges

Purpose

To ensure verges are designed and maintained to provide maximum environmental and aesthetic benefit to rural living/ low density residential roads.

Requirements

- Maximise the use of permeable surfaces to capture, store and treat stormwater through water sensitive urban design WSUD initiatives.
- Consider the integration of swales to capture and treat water run-off.
- Encourage native canopy vegetation, to minimise irrigation and enhance rural residential character (lawn areas are discouraged).
- Discourage the parking of vehicles on verges.
- Where trees are provided, ensure canopy will not block views of oncoming traffic or residential driveways.



Existing low density residential street in Tyers

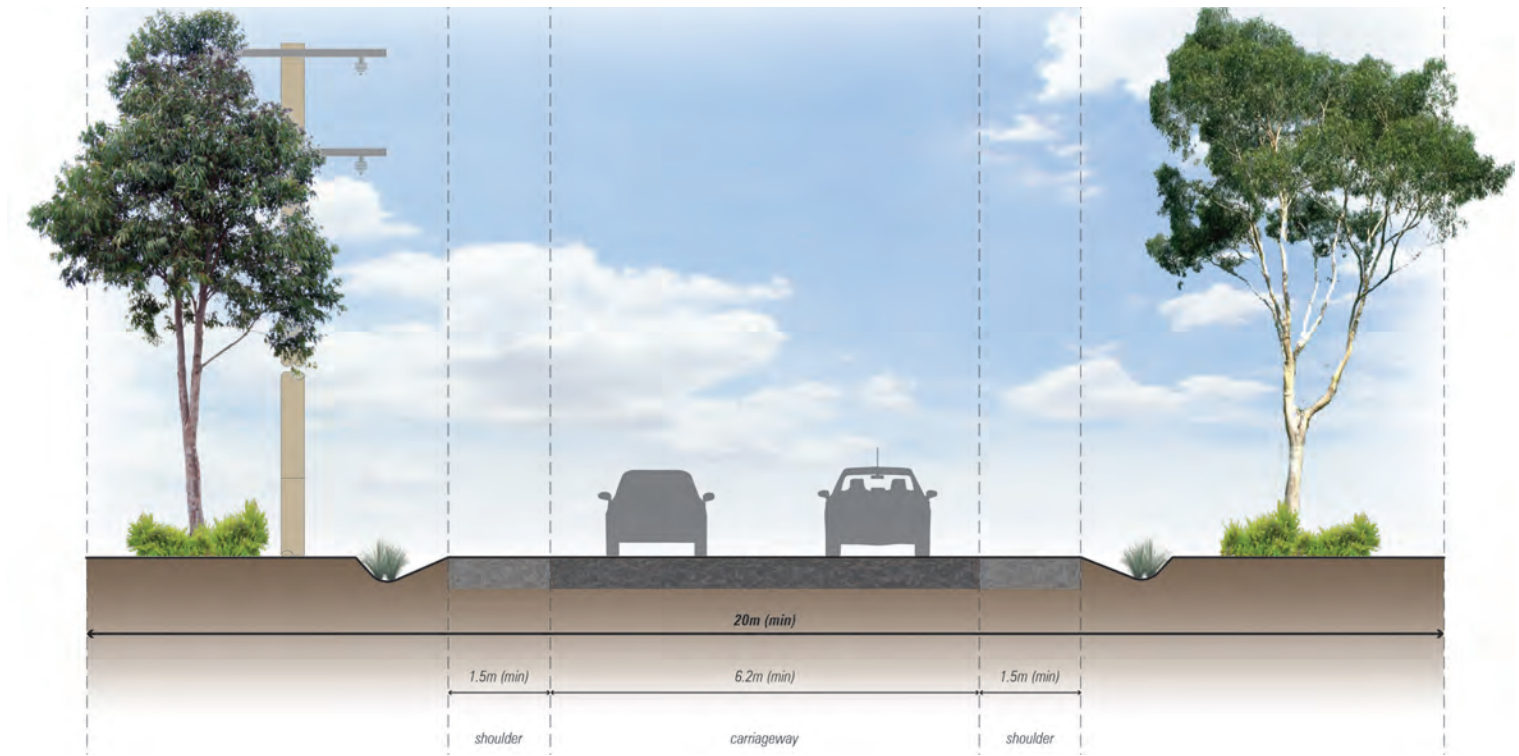
Rural Living Access Road

A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

Street Characteristics

Indicative Maximum Traffic Volume (vehicles/day)	Carriageway Width	Minimum Reserve Width	Minimum Seal Width	Minimum Shoulder Width	Kerbing
1000	7.3m	20m	6.2m	Yes	Nil

Example Cross-Section



Cross-section of an access place (as specified in IDM Version 5.0). Individual dimensions indicative only.

Existing road in Latrobe



Existing rural living access road in Churchill



Aerial view of Roberts Road, Churchill

DESIGN & SITING FOR NEW RESIDENTIAL STREETS

Pedestrian Crossings

Purpose

To ensure new residential streets are designed to accommodate the safe and convenient movement of pedestrians.

Requirements

- Provide designated pedestrian crossings at all road intersections.
- Seek to provide formalised crossings (marked, signalised, outstands) adjacent to key community land uses including schools and public open space (subject to VicRoads guidelines and approvals).
- Ensure crossings are easily identifiable to oncoming vehicle traffic through signage and clear zones. This may be achieved through signage or pavement treatment.
- Seek to incorporate landscape planting within verges surrounding pedestrian crossings to guide pedestrian movement and enhance legibility.



Example of pedestrian crossing defined by landscape and pavement

Bus Stops

Purpose

To ensure public transport infrastructure is safe and convenient for users and any built structure complements the surrounding streetscape character.

Requirements

- To meet PTV requirements.
- Seek to locate bus stops in residential areas which maximise commuter capture.
- Provide weather protection and seating adjacent to bus stops.
- Ensure bus stops and associated infrastructure are sited to maintain views to oncoming traffic.
- Seek to provide dynamic and visually interesting bus stops which complement township identity.



Example of alternative bus shelter

Street Lighting

Purpose

To ensure adequate lighting is provided to streetscapes to improve pedestrian safety and are designed to enhance the preferred character of the area.

Requirements

- Ensure street lights are dispersed to provide adequate lighting levels for pedestrians.
- Ensure street lights avoid detrimental light spill into adjacent residential properties.
- Select a palette of streetlights which are energy efficient and complement the character of the area.
- Consider a variety of lighting types based on street configurations and land use including, inground uplights, light poles and bollard lighting.
- Must meet Australian Standards Lighting category requirements.



Example of sensitively designed street lighting within street

Street Furniture

Purpose

To ensure street furniture is provided in key locations within new residential streets and is designed to enhance the preferred character of the area

- Choose street furnishings from a municipal-wide palette of approved site furnishings.
- Where custom furniture is proposed, ensure materials and finishes are durable and complement the identity of the residential area.
- Ensure street furniture is highly accessible for people of all mobility levels.
- Ensure the siting and arrangement of street furniture encourages positive social interaction and informal gathering spaces, maintaining views and passive surveillance.
- Ensure furniture does not obstruct pedestrian movement along footpaths.



Example of custom seating integrated within planter

Car Parking

Purpose

To ensure adequate on street car parking is provided while achieving a highly integrated design in the overall streetscape profile.

Requirements

- Car parking to be designed to clearly legible from the carriageway to enhance safety.
- Encourage alternative road surface treatments, including where appropriate permeable paving.
- Encourage kerb outstands and landscape to car parking bays to provide breaks along the street and enhance landscape character.
- Ensure car parking is located away from designated pedestrian crossings to maintain pedestrian safety.



Example of inset car parking, clearly differentiated from carriageway

Landscape and Wayfinding

Purpose

To ensure new residential streets create a sense of identity and place through the use of softening landscape effects and creative way-finding signage.

Requirements

- Maximise the use of permeable surfaces within verges. Encourage low maintenance climate appropriate plants along medians and verges, to minimise irrigation and enhance streetscape character.
- Implement new street trees and retain existing (where appropriate) to provide shade. Ensure canopy will not block views of oncoming traffic or pedestrian crossings.
- Explore opportunities for medians and verges incorporating Water Sensitive Urban Design Initiatives (subject to Council maintenance requirements).
- Locate wayfinding signage adjacent to public transport, community uses, public open space and key intersections. Signage to comply with LCC Standards and Guidelines (refer to Tracks, Trails and Paths Strategy).



Example of landscape within verges

EXISTING RESIDENTIAL STREETS



Latrobe’s residential streets make up a large portion of urban land and therefore have a strong influence on the character and make-up of built form. Residential streets must not only provide for the movement of vehicles, they also play an important role in the movement of pedestrians and cyclists as well as provide environmental and aesthetic benefit to neighbourhoods.

When planning for the renewal of residential streets it is important to prioritise those streets which accommodate existing and emerging medium density development and are within close proximity to activity centres and community uses. Many of Latrobe’s existing streets provide broad road reserves with little pedestrian and cycling infrastructure but have substantial opportunities for retrofitting and adaptation to create sustainable healthy residential neighbourhoods.

Principles

- To ensure adequate infrastructure is provided for the safe and convenient movement of pedestrians and cyclists.
- To ensure the existing residential streets are upgraded to encourage alternative modes of travel.
- To ensure road pavements are maintained to continue the safe movement of vehicles.
- To ensure additional street trees and landscaping effects are implemented to improve the character and presentation of residential neighbourhoods.
- To ensure roads are maintained and upgraded in conjunction with any change in residential character or development pressure.
- To ensure Council’s pedestrian infrastructure design and budget is a collaborative process between Engineering, Open Space and Planning (and other) departments.

Existing Conditions



Existing residential street condition common in Glengarry



Existing residential street condition common in Yallourn North



Existing residential street condition common in Traralgon



Existing street condition common in Tyres

GUIDELINES

Carriageway

Purpose

To ensure adequate space is allocated for the safe and functional movement of vehicles, while ensuring pedestrian & cycle movement is prioritised.

Requirements

- Reduce the width of carriageways for moving vehicles through landscaping in kerb build-outs. Avoid horizontal curvature in carriageways.
- Consider inset car parking bays to allow for additional landscaping and reduce expansive road widths. Car parking bays may also include semi-permeable pavement and other WSUD initiatives.
- Incorporate passive speed control measures in street design, which prioritise movement of pedestrians and cyclists.
- Avoid traditional retrofit traffic calming devices, such as speed humps.
- Implement alternate surface materials across carriageways at pedestrian crossings or intersections (e.g. cobblestone or brick pavement).
- In higher order streets (above 40kph) implement clearly marked bike lanes of a minimum width of 1.5m. In low speed environments, consider reducing carriageway widths to promote sharing of the roadway between cyclists and vehicles.
- Consider separated protected bike lanes along strategic bicycle routes.

Precedent Carriageway Design



Vegetated outstand to reduce traffic speed and enhance landscape character



Cobble paving at street entries to slow traffic movement

Footpaths

Purpose

To support the upgrade of paths in residential streets to ensure surfaces are of a high quality and provide adequate widths to encourage active transport among families.

Requirements

- Ensure footpaths are continuous and uninterrupted on both sides of the street.
- Establish a minimum path width of 2.5m for street upgrades to accommodate pedestrian movement in both directions.
- Ensure footpaths are constructed in accordance with DDA requirements.
- Install adequate levels of lighting which improve passive surveillance to the street and promote pedestrian safety.
- Implement clear way-finding and interpretive signage throughout street networks to enhance local identity and sense of place and encourage sustainable transport modes.
- Locate safe crossing places for pedestrians at intervals (and at specific locations) guided by proximity to key activity nodes and land uses (schools, parks, activity centres).
- Implement pedestrian refuges and medians within wide road carriageways.
- Implement seating (pause places) at frequent intervals along key pedestrian routes particularly at bus stops.

Precedent Footpath Design



Typical footpath construction comprising a sealed, even surface.



Footpath along residential street comprising landscape and fencing to property boundary

EXISTING RESIDENTIAL STREET CONT.

Verges / Nature Strips

Purpose

To ensure verges are designed and maintained to provide maximum environmental and aesthetic benefit to residential streetscapes.

Requirements

- Maximise the use of permeable surfaces to capture storm-water runoff. Encourage low maintenance climate appropriate plants along medians and verges, to minimise irrigation and enhance streetscape character.
- Implement provision of new street trees and retain existing to provide shade.
- Discourage the parking of vehicles on nature strips. Parking must occur on private properties or kerbside.
- Where trees are provided, ensure their canopy will not block views of oncoming traffic, pedestrian crossings or road signage.
- Medians incorporating Water Sensitive Urban Design Initiatives such as permeable surfaces and drought tolerant, native plants are highly encouraged.

Precedent Verge Design



Drought tolerant verge design also allowing for water capture



Varied verge treatment incorporating lawn and tussock planting

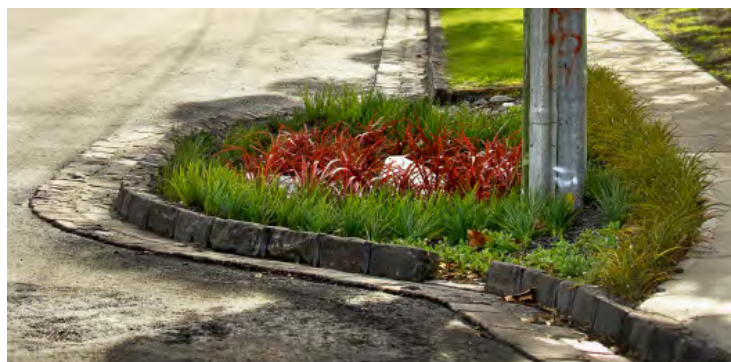
CRITERIA FOR UPGRADES TO RESIDENTIAL STREETS

CONTEXT

1. The street is within 800m of an Activity Centre.
2. The street accommodates public transport or a bus stop.
3. The street is within 400m of a primary or secondary school.
4. The street is within a Road Zone (VicRoads managed).
5. Land abutting the street is subject to the Residential Growth Zone.
6. The street is undergoing a shift in housing typology (single dwelling to townhouses or units).

CONDITION

1. The street greater than 50 years old.
2. The carriageway is wider than required traffic conditions.
3. The carriageway is in poor condition.
4. The street has a footpath to only 1 side.
5. The footpath is in poor condition (i.e. uneven pavement, unsealed).
6. The footpath is too narrow to accommodate pedestrians in both directions (including prams).
7. The street lacks canopy planting along verges.



Verge incorporating both lawn and drought tolerant planting in key areas

COMMERCIAL STREETS



Existing Conditions

The commercial streetscapes of Latrobe vary in era, character and extent. The largest commercial areas within the municipality include Traralgon, Morwell and Moe, although the commercial streetscapes of smaller towns are also important to the identity and history of Latrobe Valley.

Commercial streets typically cater to a high volume of local and visiting pedestrians, a high level of amenity and quality should therefore be maintained to encourage walkability, safety and economic activity.

Existing issues relating to the functional use of streetscapes include:

- overall pedestrian safety and lack of prioritisation;
- the poor quality and lifespan of existing footpaths;
- vehicle movement being perceived as the dominant and most 'convenient' mode of transport;
- the lack of identity and character with regard to material palette, street furniture and vegetation; and
- the relationship between private land (shops, offices, medical uses etc) and streetscapes.

Existing Conditions



Existing commercial streetscape in Traralgon



Existing commercial streetscape in Traralgon

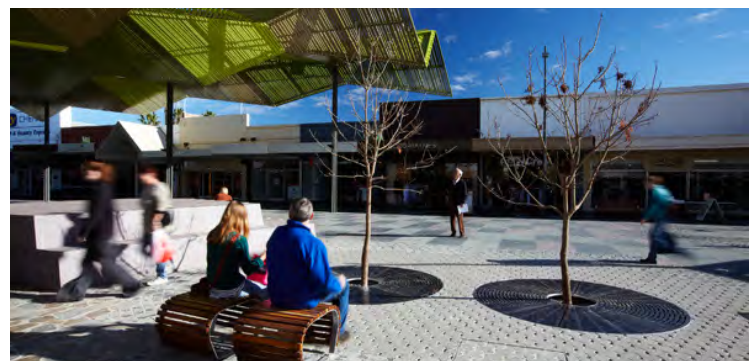
Principles

- Prioritise and advocate for increased pedestrian and bicycle activity along commercial streets.
- Provide adequate infrastructure for the safe and convenient movement of pedestrians, cyclists and vehicles.
- Provide high quality surfaces, fixtures and furniture along footpaths which complement the identity of the commercial area and provide high levels of amenity for visitors and locals.
- Ensure streets can cater for diverse uses and economic activity including outdoor dining and retail stands.
- Provide additional street trees and landscaping effects to improve the character and presentation of commercial streets.
- Create a favorable microclimate for pedestrians offering opportunities for sitting or walking in sun and shade, providing welcoming and inviting lighting for pedestrians, and offering shelter from the rain.

Precedent Streets



Shared zone and median pedestrian space at Dandenong Activity Centre



Main street setting comprising high quality public realm finishes in Mildura

Footpaths

Purpose

To ensure high quality, adequately proportioned footpaths which prioritize pedestrian movement and safety as well as support adaptable uses and programs in an effort to increase economic activity.

Requirements

- Ensure footpaths are continuous and uninterrupted on both sides of the street.
- Design footpaths in 2 distinct zones including the pedestrian zone and furnishing zone.
- Minimise vehicle crossovers along commercial streets.
- Implement high quality pavement along key commercial streets.
- Ensure footpaths are constructed in accordance with DDA requirements.

Pedestrian Zone

- Design footpaths to maximise pedestrian movement space.
- Establish a minimum pedestrian zone width of 2.5m to accommodate pedestrian movement in both directions.
- Ensure the pedestrian zone is clear of obstacles.

Green Zone

- Incorporate landscape and canopy planting to enhance township identity and pride.
- Consider permeable pavement and other Water Sensitive Urban Design initiatives within this zone.
- Implement seating (pause places) at frequent intervals along key pedestrian routes particularly at bus stops.

Shared Zone

- Identify locations in commercial areas where 'shared zones' may be appropriate. This may include areas which have high pedestrian volumes and include active uses such as hospitality precinct, community services, or other retail uses.
- Ensure shared zones are designed to prioritise pedestrian movement and slow the movement of vehicles.
- Ensure shared zones incorporate a consistent pavement pattern across the road reserve and where possible implement a single grade area.
- Orientate pavers in direction of pedestrian movement (rather than vehicles).
- Consider traffic calming measures at the ground plane (i.e. cobble setts) at shared zone approaches.
- Reduce traffic speed to 10km/hr through the shared zone.
- Incorporate landscape and street furniture in strategic locations which guides pedestrian movement rather than inhibit.
- Seek to remove car parking within shared zones to avoid reversing vehicles.



Example of footpath condition along main street

Pedestrian Crossings

Purpose

To ensure commercial streets comprise well-designed and located pedestrian crossings to accommodate the safe and convenient movement of people.

Requirements

- Prioritise formalised pedestrian crossings (marked, signalised, outstands) in high traffic areas such as main streets, boulevards and adjacent to at-grade car parks (subject to VicRoads guidelines and approvals).
- In commercial areas, ensure pedestrian crossings prioritise the movement of people and avoid long wait times.
- Ensure crossings are easily identifiable to oncoming vehicle traffic through signage and clear zones. This may be achieved through signage or pavement treatment.
- Seek to incorporate landscape planting within verges surrounding pedestrian crossings to guide pedestrian movement and enhance legibility.



Example of pedestrian crossing (and integrated shared zone) in a commercial setting

COMMERCIAL STREETS

DESIGN DETAIL

Street Furniture

Purpose

To provide high quality street furniture which caters to the needs of all mobility levels and enhance the identity of the commercial area.

Requirements

- Choose street furnishings from a municipal-wide palette of approved site furnishings.
- Where custom furniture is proposed, ensure materials and finishes are durable and complement the identity of the commercial area.
- Ensure street furniture is highly accessible for people of all mobility levels.
- Ensure the siting and arrangement of street furniture encourages social interaction and informal gathering spaces.
- Locate street furniture within the furnishings zone to minimise potential obstructions and create consistency.



Example of street furniture which contributes to township identity and character

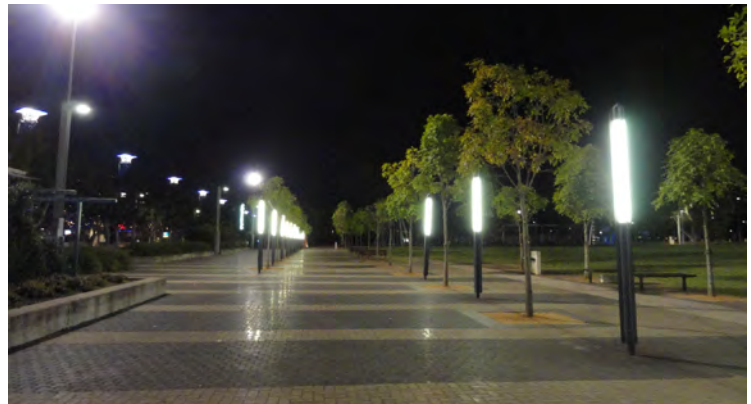
Lighting

Purpose

To provide adequate levels of street lighting to maintain pedestrian safety at all times of the day and ensure light fixtures complement the preferred character of the commercial area.

Requirements

- Ensure street lights are dispersed to provide adequate lighting levels for pedestrians.
- Select a palette of streetlights based on a municipal criteria including aesthetics, light quality and color, long-term maintenance, and energy efficiency.
- Consider diverse lighting installations based on street configurations including, inground uplights, light poles and cantenary lighting.



Example of lighting effects in commercial context

Wayfinding and Signage

Purpose

To ensure commercial areas are engaging, lively and pedestrian friendly through strategically located and well-designed signage connecting a variety of activity.

Requirements

- Ensure wayfinding signage is designed to a consistent theme to enhance township identity.
- Ensure wayfinding signage is clearly legible for all users through text, colour and imagery.
- Locate wayfinding signage adjacent to public transport, community uses, public open space and key intersections.
- Refer to Latrobe City Wayfinding Plan (draft) and Track Trails and Path Strategy (2016).



Example of wayfinding signage and sculpture

Street Trees

Purpose

To ensure commercial areas comprise adequate shade and green-outlook utilising climate-appropriate canopy planting which respects the preferred character.

- Maximise opportunities for consistent tree planting along commercial streets to provide shade and green outlook.
- Locate trees near intersections to enhance sense of address, slow traffic and visually narrow the road reserve.
- Choose species which are climate appropriate and can be efficiently maintained by Council (refer to Council's preferred species list).
- Consider a combination of evergreen and deciduous species for colour variation throughout the year.
- Ensure trees are maintained to avoid disruption to key site lines within the streetscape.



Example of street trees located within verges and medians.

Landscape

Purpose

To ensure commercial areas comprise permeable spaces which accommodate understorey vegetation to enhance the character and identity of the commercial area.

Requirements

- Specify vegetation which is climate appropriate and can be efficiently maintained by Council (refer to Council's preferred species list).
- Consider species which complement the built form or heritage character through size, colour, foliage or flowers.
- Ensure vegetation avoids disrupting views along footpaths or to oncoming traffic.
- Consider storm water planters or rain gardens which capture runoff.



Example of various planting types - ground cover, understorey, shrub.

Public Transport

Purpose

To ensure public transport facilities are appropriately located within commercial areas and comprise adequate amenity to encourage the use of alternative modes of transport.

Requirements

- Ensure bus stops do not disrupt views to oncoming traffic- orientate parallel to road.
- Ensure bus stops are sited adjacent to footpaths and avoid disruption to pedestrians.
- Consider shelter designs and colours which complement the built form or heritage character and provide adequate weather protection.



Example of an integrated bus shelter with bike storage

INDUSTRIAL STREETS



Latrobe’s industrial streets are integral to the economy and support the manufacturing and commercial activity that form the municipality’s foundations. Industrial streets are robust and diverse in character. They must continue to accommodate heavy vehicle traffic in a safe and effective manner, including the provision of adequate space for turning movements. While pedestrian volumes may be less than in residential or commercial areas, footpaths should be provided to demonstrate an adequate standard of pedestrian safety. It is also important to consider the use of trees and landscape to provide green outlook and improve air quality.

Principles

- Maintain the orderly movement of vehicles and heavy vehicles associated with industrial activity.
- Provide adequate pedestrian infrastructure for employees and customers of industrial businesses.
- Improve the presentation of industrial areas through improved landscaping effects.
- Encourage Water Sensitive Urban Design Initiatives to off-set environmental impacts of industrial activities.

Existing Conditions



Existing verge conditions within industrial area accommodating signage on lawn area.



Existing streetscape conditions of industrial street comprising large canopy vegetation

GUIDELINES

Carriageway

Purpose

To ensure adequate space is allocated for the safe and functional movement of vehicles including heavy vehicle associated with industrial activities.

Requirements

- Ensure carriageway widths support the safe movement of heavy vehicles including
- Avoid no-through-road or court-bowl configurations in new industrial streets to encourage safe vehicle movement.
- Maintain clear sightlines along industrial streets, avoid curved roads.
- Avoid traditional retrofit traffic calming devices, such as speed humps.
- Provide clearly marked parking bays along carriageways to direct the movement of traffic and promote orderly parking arrangements.
- Designated bike paths are encouraged along streets which connect to residential or commercial areas.

Precedent Carriageway Design



Example of designated bike paths along industrial street



Example of turning lanes within industrial street

Footpaths

Purpose

To ensure pedestrians are provided safe footpaths within industrial areas, incorporating high quality surfaces and adequate widths.

Requirements

- Where industrial streets extend into residential areas, footpaths should be provided to both sides of the street.
- Where industrial streets have immediate connections to residential or commercial areas, footpaths are to be provided on one side of the street.
- Where footpaths are already provided, ensure they are continuous and uninterrupted.
- Establish a minimum path width of 1.5m for street upgrades. Ensure footpaths are constructed in accordance with Australian Standards: Design for access and mobility.
- Install adequate levels of lighting to footpaths which improve passive surveillance to the street and promote pedestrian safety.
- Ensure vehicle crossovers are clear of visual obstructions to pedestrian paths to maintain pedestrian safety.
- Ensure loading docks and crossovers that cross footpaths are clearly delineated for pedestrian safety.

Verges / Nature Strips

Purpose

To ensure verges are designed and maintained to provide maximum environmental and aesthetic benefit to streetscape.

Requirements

- Provide street trees to mitigate pollutants, soften the appearance of industrial forms and provide 'green buffers' between traffic and pedestrians.
- Where trees are provided, ensure canopy will not block views of oncoming traffic, large vehicles turning and pedestrian crossings.
- Permeable nature strips and verges comprising landscape or permeable paving are highly encouraged to avoid storm water flooding.
- Ensure vegetation is drought tolerant and low maintenance.
- Discourage the parking of vehicles on nature strips.
- Seek to provide adequate street lights along footpaths which connect to residential or commercial areas.

Precedent Footpath Design



Example of sealed pedestrian path



Example of sealed pedestrian path

Precedent Verge Design



Example of mixed landscape regime within industrial area



Example of lawn and canopy vegetation verge response