



CHURCHILL WEST

Development Plan

January 2014
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Project Control

Name	No.	PM Approved	PR Approved	Date
Draft of Consultation				

1

INTRODUCTION

1.1 BACKGROUND

This Development Plan applies to land referred to as 'Churchill West' and covers an area of 86.91 hectares bounded by Arnolds Road Power line easement to the West, Switchback Road to the North, and Gaskin Park to the East, and rural land affected by the Environmental Significance Overlay (coal buffer area) to the South (Refer to Figures 1 and 2).

The land is currently zoned Residential 1 zone and covered by Schedule 5 to the Development Plan Overlay (DPO5) in the Latrobe Planning Scheme.

1.1.1 STRATEGIC CONTEXT

Churchill is one of the principal urban centers for the Latrobe Valley which include Morwell, Traralgon and Moe. Originally designated as one of the major growth towns for the region in the 1960's when the Township was commenced it was forecast to grow rapidly to a town of in excess of 30,000 population.

Significant infrastructure has been invested in the town in anticipation of the planned growth. Major water and Hydraulic infrastructure services exist, in addition to 2 State Primary Schools, a State Secondary and Non-government school.

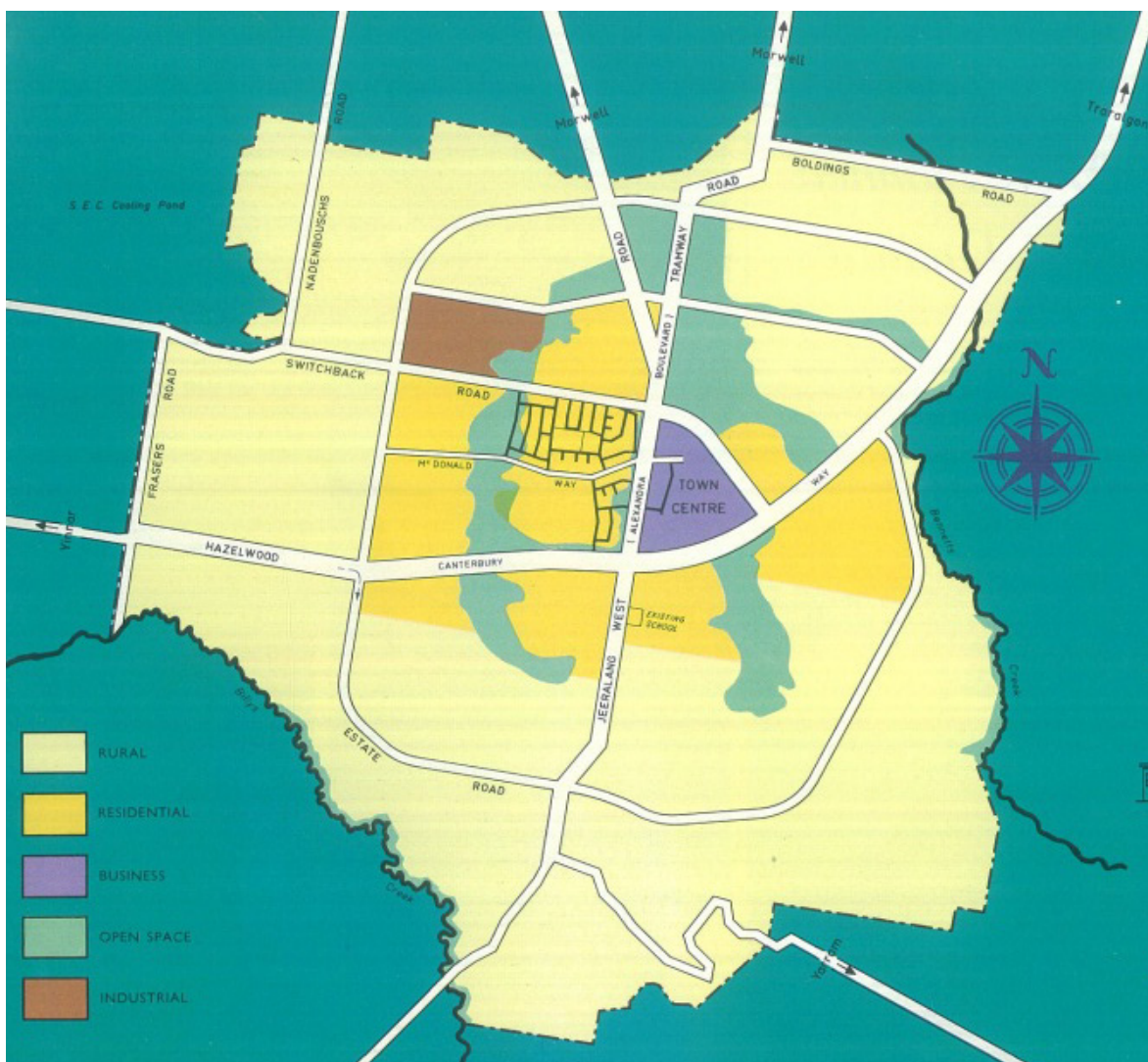


Figure 1 1960's Plan for Churchill

Churchill's current population of more than 5,000 has remained reasonably stable since the 1990's although in recent year's growth rates have increased. The overall growth within the Latrobe valley is placing increased pressure on the existing centers, particularly Traralgon. Increasingly, Churchill offers the potential to provide an alternative residential address in a well serviced township.

Since 2007, Latrobe City Council has undertaken a series of strategic projects focusing on ensuring there is adequate supply of land for residential development in the municipality.

With its incorporation into the Latrobe Planning Scheme, the Churchill Structure Plan (2007) identified the Study Area for future residential growth.

1.1.2 WHAT IS A DEVELOPMENT PLAN (DP)?

A Development Plan Overlay (DPO) is a town planning tool used to guide the future development of land. A DPO is used in areas where land is proposed for development, and an integrated development outcome is required.

The DPO prevents the granting of permits under the zone before a Development Plan (DP) has been approved. The purpose of this provision is to restrain use and development of the land until a plan has been prepared and ensure that future use and development of the land is carried out in accordance with that plan. (DPCD, Applying the Incorporated Plan Overlay and Development Plan Overlays, Practice Note, January 2003).

A Development Contributions Plan (DCP) identifies new infrastructure that will be needed by the local community and that is required to be funded for the development of the precinct. It may include items like drainage, roads, open space, community facilities, playgrounds etc. A DCP is a means of sharing the cost of providing infrastructure that satisfies future community economic and social needs. The process of preparing the DCP seeks to ensure that contributions are reasonable, fair and appropriately timed.



Figure 2 Development Plan Area Looking South East

1.2 THE PLAN AREA

1.2.1 LAND SUBJECT TO DP & DPO

The Churchill West area comprises of one privately owned freehold property to the west of Gaskin Park. The subject land is highly modified, with a long term agricultural history of grazing and cropping.

In terms of its natural and cultural features, the plan area supports a few small, discrete stands of native vegetation in the form of remnant trees and small patches of native grass adjoining Gaskin Park in the south of the site. There are no known or registered Aboriginal cultural heritage sites or post settlement cultural heritage features located within the plan area, and no designated water ways.

1.2.2 DEVELOPMENT PLAN SURROUNDS

Churchill West forms part of the area originally proposed for urban development in the 1960s. The original plan was to have Gaskin Park as a central feature to the township with residential development surrounding it.

Gaskin park presents as one of the key features of the plan area presenting as not only a focal point for the new community but the gateway to the township and its services provided. The need to cross Gaskin Park by road and pedestrian/cycle movement is an essential element of the new plan.

To the north of the plan area is a developing industrial area with transport, services and metal work related industry established. Aesthetically this presents as one of the key challenges for the plan.

To the West of the plan area is a dual powerline which presents as a significant barrier and buffer between the plan area and rural land. While presenting a barrier it also presents as an opportunity to provide a linear park and "soft edge" to development.

The South of the plan area is rural farmland currently impacted upon by the "Environmental Significance Overlay" which has been applied to protect the buffer areas to potential future coal extraction (but which is not directly impacted by coal reserves and future works). This land will remain farmland for the foreseeable future.

Further to the south are the Strzelecki Ranges which form a backdrop to the township.

From higher ground in the south of the plan area opportunities are afforded to provide new development with views to the ranges, particularly close to the Southern boundary.

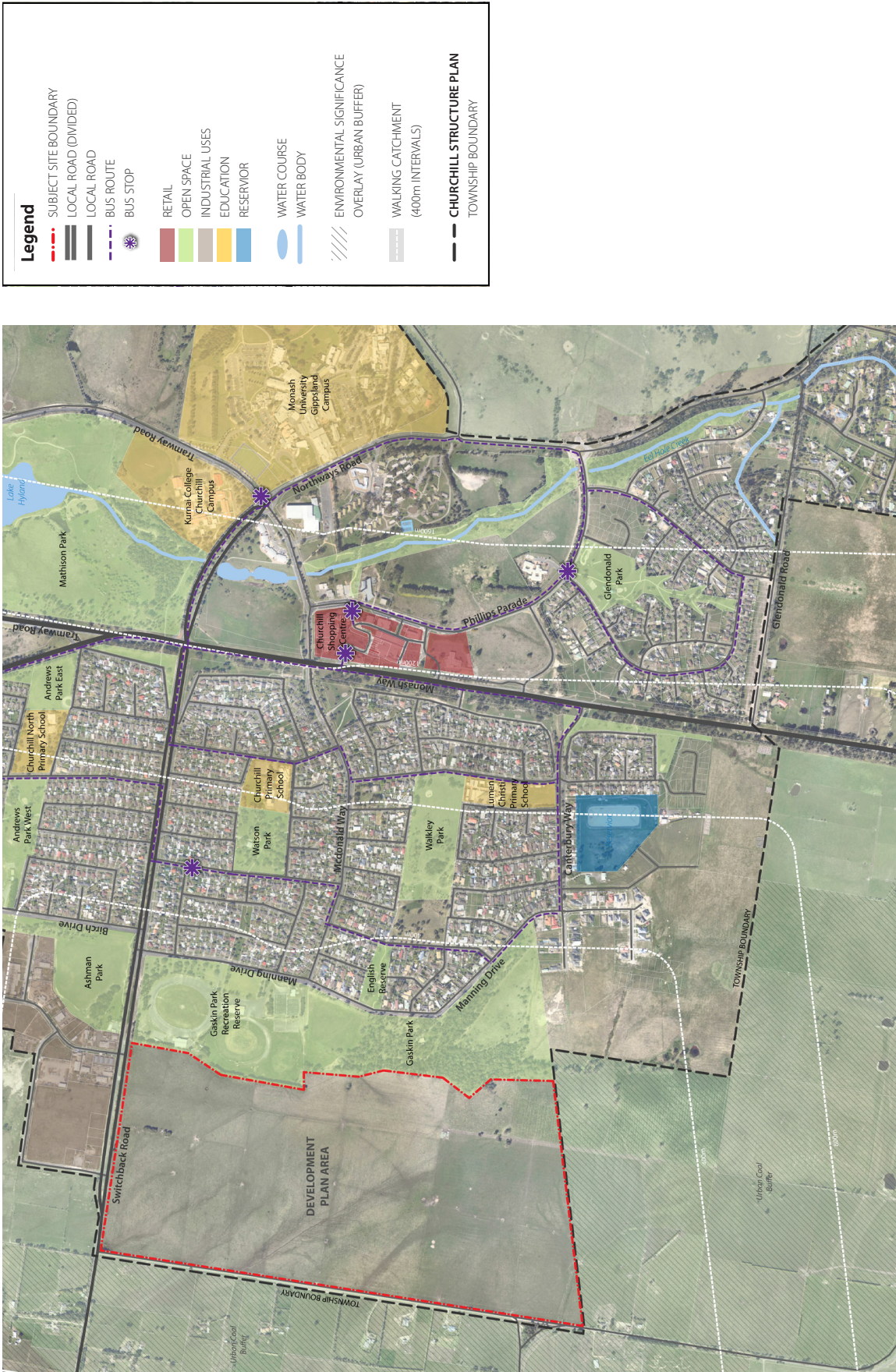


Figure 3 Context Plan

1.3 APPROACH

The preparation of the Development Plan and Development Contributions Plan has been undertaken in consultation with Latrobe City Council through each of the key phases. The key steps have been:

- Site Analysis and Concept plans.
- Background Studies.
- Initial Draft Concept.
- Community consultation.
- **Draft Development Plan.**
- Refinement of the Plan in consultation with Council .
- Exhibition of DP and DCP.
- Adoption of the Plan by Council.

The process is currently at the Draft Plan stage as highlighted above.

1.4 BACKGROUND ANALYSIS

Informing the Development Plan have been a number of independent studies and reports. Key studies undertaken to inform this plan include:

- Servicing report (Beveridge Williams).
- Drainage report (Beveridge Williams).
- Biodiversity assessment (Ecology & Heritage Partners).
- Land capability study (Ark Angel).
- Archeological assessment (Ecology & Heritage Partners).
- Transport assessment (Traffix).
- Environmental, hydrological and geotechnical assessment (Meinhardt).



Figure 4 Arnold Road Looking South

1.5 ISSUES & OPPORTUNITIES

Churchill West presents a number of opportunities and few constraints to development. Originally planned as part of Churchill in the 1960s the site has good access to hydraulic infrastructure and road access to the existing Township.

The key opportunities presented include:

- Access to water supply and sewer.
- Planned road connections into the existing township.
- Direct frontage to major active open space and sports facilities (Gaskin Park).
- A gently undulating site.
- Access to views of Gaskin Park and surrounding rural area.
- Abundant community and recreational facilities within the existing township.
- Direct access to the Churchill town centre.

While no major constraints exist within the area, incremental upgrades will be required to hydraulic infrastructure, including the development of a drainage and storm water management system.

Gas and telco will need to be provided to the plan area as part of the development.

1.6 STAKEHOLDER CONSULTATION

Land owner and stake holder engagement has been critical in developing the Churchill West DP and DCP.

The key stakeholders in the process have been engaged prior to the development of this plan and will be involved through to adoption.

Agencies

The key agencies consulted as part of the development of this plan have included:

- Latrobe City Council.
- Gippsland Water.
- Department of Transport, Planning and Local Infrastructure.
- The Gunai/Kurnai Land and Waters Aboriginal Corporation.

Community

There have been several opportunities for the Community to input into the development of the plan through:

- Initial engagement with the Churchill and district residents group.
- A public presentation and Question and answer session in August 2013.
- Exhibition of the Draft Development plan.
- Public exhibition and submission process during the land rezoning stage.



Figure 5 McDonald Road Looking East From Gaskin Park

2

URBAN DESIGN INFLUENCES

2.1 BACKGROUND

The existing Churchill Township was planned as the first stage of a future city of up to 40,000 population.

The existing town centre, schools, community facilities and transport network were designed as a “first stage” of a larger town with the capacity to serve a population of in excess of 10,000 population.

The existing township reflects many of the characteristics of State developed settlements of the post war era (e.g. Rawson, Mt Beauty, Bogong Village, etc) with expansive parkland, tree lined boulevards and “modern” shopping centres. The residential streets are more typical of suburban Melbourne at the time it was developed as opposed to the more “traditional” wide street country towns that characterized Morwell and Traralgon.

The growth of Churchill slowed significantly in the 1980’s and 1990’s, reflecting significant restructuring in the Latrobe Valley and the downturn in the local economy.

Churchill is now a well-established example of a “new town” that has matured into its location at the foot of the Strzelecki Ranges.

2.2 CHARACTERISTICS OF CHURCHILL

While the existing township will influence the design of the Development Plan Area, the plan must also meet the expectations of new residents. In planning for the expansion of the town it’s characteristics will be incorporated into the plan. Key influences include:

- Interconnected Parkland – Churchill is characterised by large areas of open space and linear reserves connecting open spaces, schools and services and the Churchill Town Centre
- Pedestrian/Cycle Network – An extensive off road pedestrian and cycle network exists throughout Churchill providing a safe movement network around and into the town centre connecting all major community assets and services including schools, community centres and sports grounds
- Grid Street Network – Churchill’s street network reflects a modified grid design allowing for good permeability of movement
- Landscape Diversity – Landscaping within Churchill is diverse, with a dominant native species theme in major boulevards and a mix of native and exotic species in local streets and parkland
- A Vibrant Town Centre – Churchill’s town centre has recently expanded with capacity to not only service the current town and hinterland but also planned growth The town centre is the focal point of the existing community and the location of the major community servicing provision

2.3 ISSUES & OPPORTUNITIES

2.3.1 PHYSICAL FEATURES

Topography

The development plan area is a gently undulating site with a prominent ridgeline running north/south close to its eastern boundary.

This ridgeline presents a gentle fall to the west for most of the site with a short-steeper fall towards Gaskin Park.

The more significantly elevated areas exist to the south of the plan area.

The only portion of the site exceeding a 5% slope relates to a small area in the south east of the plan area.

The dominant fall is to the west and stormwater flow paths will need to be accommodated on a predominantly westerly orientated flow path direction.

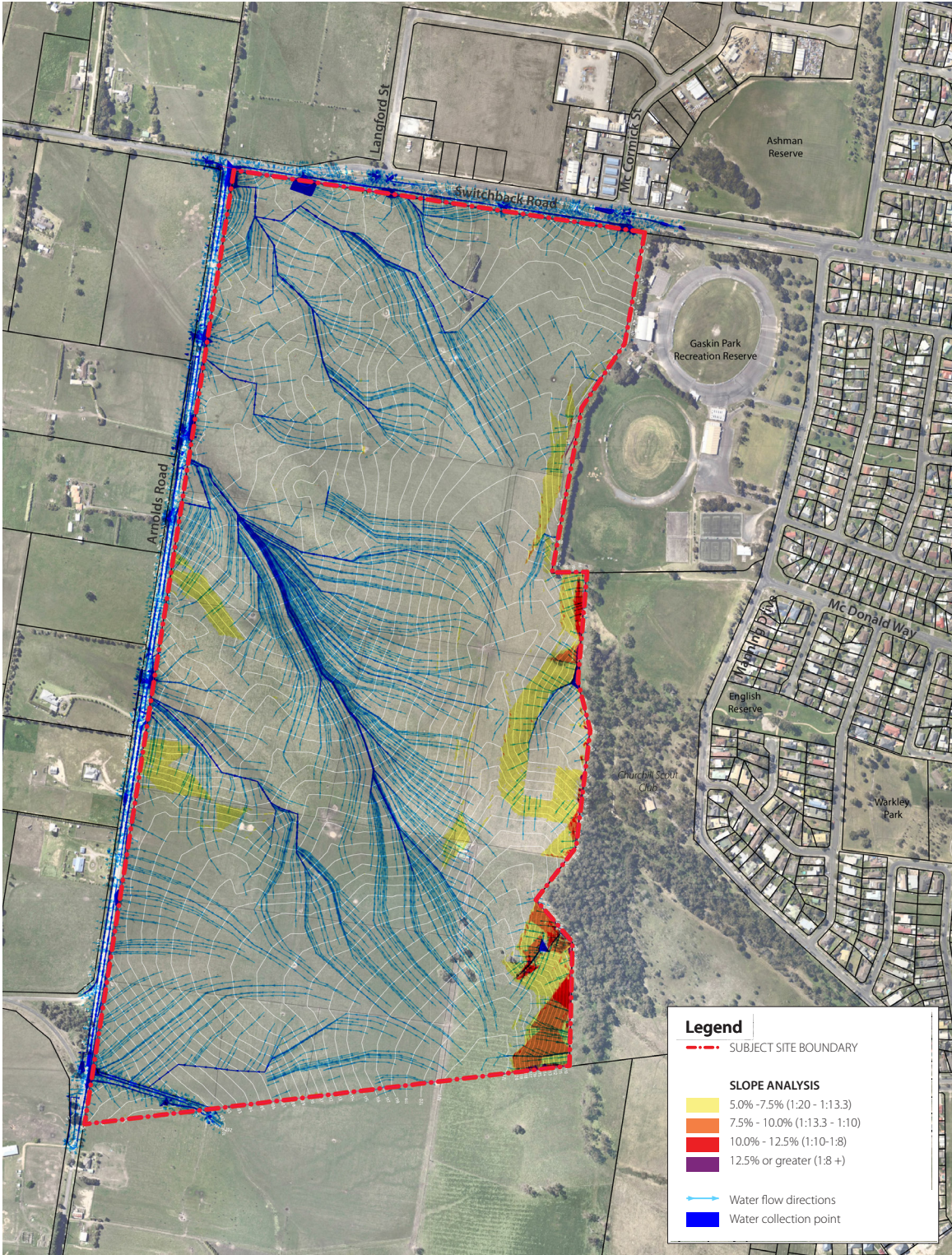


Figure 6 Site Analysis Plan - Slope and Water Flow

Remnant Vegetation

The development plan area has been significantly modified as a result of agricultural use for over a century that included cropping and grazing.

The only means of remnant indigenous vegetation are a small stand of trees and several isolated patches of native grassland in the south east of the plan area as identified in the biodiversity study for the site (Ecology and Heritage Partners 2013).

Grassland identified within the plan area is to be retained within the open space reservation that forms an expansion of the Gaskin park reserve in the south.

Individual trees will be retained as part of the open space network in the south (the expanded linear park)

Vegetation removal will account for:

- Site H24 on Switchback Road.
- 2 trees in the central reserve boundary.
- 2 separate trees north and east of the main southern grouping.

A small stand of Cyprus Pine exists in the north of the plan area but are in poor health and are not able to contribute aesthetically to the new urban community.

It is anticipated that a Vegetation Offset Plan will be prepared (in consultation with the Department of Environment and Primary Industries) as part of the town planning application for subdivision and development.

Views

Significant views exist to the north and north west from the site and to the dominant Strzelecki Ranges in the south, particularly from the elevated areas of the development plan area in the south.

The lower elevations of the plan area, in the north and north west have a more restricted outlook to the immediately adjoining rural land although the dominant Strzelecki Ranges feature to the south.

Because of the relatively gentle grade of the slope it is likely, with the exception of the southern, elevated areas, that with urban development, views will be more restricted.



Figure 7 Remnant Vegetation

2.3.2 CULTURAL HERITAGE

Ecology and heritage partners have undertaken an assessment of heritage values for the site with the Gunai/Kurnai Land and Waters Aboriginal Corporation.

The entire study area was assessed on foot and by vehicle, to determine the varying landforms within the study area, and to target areas considered to be areas of Aboriginal cultural heritage likelihood and areas of ground surface exposure.

No Aboriginal sites were located.

As a result of the site survey and in response to the requirements of the Aboriginal Heritage act 2006, no cultural heritage management plan is required.

2.3.3 OPPORTUNITIES

The location of the plan area, to the immediate west of the existing township and the topography and features of the site present an opportunity to develop an integrated residential expansion of the township. The key opportunities available for the development plan include:

Connectivity Into The Existing Town

An extension of the pedestrian and cycle network, through Gaskin Park (as proposed in the Gaskin Park Master plan) into the development plan via an "off road" network will maintain a consistency with the existing township. It will provide an alternative and safe transport option to road travel.

McDonald Way provides the main road link into the town via an extension to the west, across Gaskin Park, on the original planned alignment.

Access onto Switchback Road, will provide an entry and exit point for travel predominantly to the north.

The local street network should enable as short as possible travel distance from west to east to connection points across Gaskin Park.

A stronger emphasis south of McDonald way extension should be to move eastward and then north to McDonald Way.

Given that the local street network will need to accommodate storm water flows, in addition to accommodating movement to the existing township, a strong emphasis is on the east/west orientated streets.

Major Landscaping Boulevards

The major roads servicing the new development, including the extension of McDonald Way and the access point to Switchback Road present an opportunity. To provide wider road reservations to accommodate enhanced tree planting and an off road pedestrian and cycle network, consistent with the treatment of main roads within the existing township.

The objective is to reflect the enhanced planting that exists on the main road network within the township and provide space for dedicated pedestrian and cycle trails.

Retention Of Rural Views

While the topography of the site is likely to result in limited views to the surrounding rural landscape from individual dwellings, end of street views can be retrained which provide a sense of place or perspective.

"End of Street" views can be provided particularly to the west and east (to Gaskin Park).

In the very south of the plan area end of street views to the south are an opportunity.

Gaskin Park, (both the formal sports ground and bushland to the south) present an opportunity to orientate new development to front parkland. This presents as a benefit to both the new residents and the outlook from the park.

The only exception is the very north west corner of Gaskin Park where the chain mesh wire fence presents as visually unattractive.

Local Open Space

Open spaces in the existing township, while central to the community, is very large in area and is probably more than is required to meet community needs.

Rescode, the design standards for new subdivision, requires 1 HA parks within 400m of residential allotments.

An opportunity exists to present 2 major parks of approximately 1 HA at locations central to the new community.

These parks will provide local recreation opportunities (play equipment, barbecue, playground and passive open space) in addition they will form part of the pedestrian and cycle links and function as a focus of the pedestrian network.

Landscaping

The diversity of planting within the existing township should be continued through the development plan. Key opportunities include:

- Major 'large' tree species on major connecting roads.
- Feature planting in parks and end of street views.
- A mix of native trees and exotics for seasonal variation.
- Retention of bushland in the southeast corner.

2.3.4 HOUSING RESPONSE

The development plan proposes a diversity of housing form, aimed at meeting not only the diverse needs of the community but using the subdivision and built form to provide buffers to noise and odour between industry and conventional residential development and utilising larger lots as the interface between the western boundary of the plan area and rural land beyond. The interface issues presented by the residential buffer areas along Switchback Road and Arnolds Road, among others to be confirmed, will be addressed via Design Guidelines at planning permit stage.

Residential lot size is and planned to be provided in the following way:

- 4000m² – to buffer the industrial land to the north from the more conventional residential development within the development plan area.
- Large residential lots (1,500m² – 2,000m²) – to provide a transition from the larger residential lots to conventional density development and provide some diversity of housing.
- Conventional and small residential lots – to meet the needs of new housing and reflect a diversity of lot sizes from 300m² lots to approximately 1000m² lots.

3

FUTURE URBAN STRUCTURE

3.1 PRIORITIES FOR THE PLAN

The Plan aims to achieve the following three priorities:

3.1.1 CREATE AN ENVIRONMENTALLY SUSTAINABLE AND RESILIENT PLACE

The Development Plan:

- Recognises other buffers that affect the environment, such as nearby industrial uses.
- Incorporates key design elements from the existing township including large centrally located parks, orientation to Gaskin park and a grid street network.
- Preserves remnant mature trees and native grassland.
- Incorporates Water Sensitive Urban Design principles into open space areas.
- Promotes walkability and cycling through the expansion of the off road pedestrian and cycle network
- Provides convenient access to the full range of urban services within the existing township.
- Locates medium density housing in close proximity to open space, and future public transport infrastructure.
- Integrates with Gaskin park and bushland within reserves to its south.

3.1.2 CREATE A SENSE OF PLACE AND COMMUNITY

The Development Plan:

- Will create a distinct sense of place and support community connectivity.
- Utilises open space, remnant vegetation and new landscaping to create a sense of arrival.
- Takes advantage of views to surrounding farmland and hills.

- Integrates open space and landscaping throughout the development and provides links to surrounding networks.
- Supports the existing town centre, employment opportunities and community services.
- Provides footpaths and shared paths to enhance community interaction.

3.1.3 PROVIDE GREATER HOUSING CHOICE, DENSITY AND AFFORDABILITY

The Development Plan:

- Seeks to ensure a mix of housing choices and maximise density.
- Supplies new dwelling opportunities in direct response to community demand and aspirations.
- Provides opportunities for larger, lower density lots on land that is constrained by environmental and amenity considerations.
- Locates medium density and townhouse opportunity sites in highly accessible locations adjacent to open space network and the main transport network.

3.2 VISION

Churchill West will be a high quality residential community providing a diversity of housing choice and lifestyle opportunities.

Recognizing the original vision for Churchill, Churchill West is part of the original town plan and will be able to access the full range of urban services already available.

Churchill West will build upon the design principles of the existing township providing highly visible and accessible open space, an expanded pedestrian cycle network and major public realm landscaping.

Close proximity to the Churchill industrial area, Churchill Township and the major centres of Morwell and Traralgon will provide diverse employment opportunities.

Importantly, the location of Churchill at the foot of the Strzelecki ranges and surrounding scenic location will be incorporated into the development through long vista preservation through end of street views and all development fronting onto the surrounding rural area.

3.3 DEVELOPMENT PRINCIPLES

The preparation of the Churchill West Development Plan has been informed by the following principles:

- Utilise natural features, including remnant vegetation, wetlands, and view lines to guide design and contribute to sense of place.
- Provides connectivity to the existing Township and services within it.
- Provides an extensive pedestrian and cycle network, off road, accessing the existing network within the town.
- Provides a variety of lots sizes to promote housing choice and affordability.
- Responds to potential fire hazards and risks.
- Builds on the existing elements of the Churchill Township.
- Provide open space areas to accommodate passive recreation, preserve native vegetation and wetlands, and accommodate drainage needs.
- Connect to existing road, public transport and open space networks.
- Front residential lots on to open space areas and collector roads.
- Support connectivity within the development and to surrounding areas.
- Provide for potential future residential expansion to the South.
- Apply Crime Prevention Through Environmental Design (CPTED) principles.
- Integrate Water Sensitive Urban Design into the open space network.

- Limit access to Arnold road by not providing a direct connection.
- Recognise infrastructure upgrade requirements, and the cost of such infrastructure.
- Provide sufficient space within the Canterbury Way Reserve to accommodate infrastructure upgrades in future if required.
- Design roads to be of sufficient width to accommodate emergency vehicles.

3.4 OBJECTIVES

Community

- Recognise the high level of service provision of retail, educational and community facilities within the existing Churchill township.
- Provide access to existing community, educational and recreational facilities within the township.
- Provide multiple access points and opportunities for different modes of transport in accessing the Churchill township and services.
- Encourage healthy and active lifestyles through the provision of an extensive pedestrian and cycle network and access to open space.
- Provide physical and functional linkages between the development plan area and existing community infrastructure.

Housing Choice

- Create greater housing choice, diversity and affordable places to live.
- Provide a range of densities that enable a mix of housing types and sizes from large lots at the industrial interface to the north to medium density sites and a contingency for retirement living..
- Provide housing to meet the needs of different life-cycle stages, including ageing in place.
- Locate higher density housing around the large local parks and transport routes.

Access & Movement

- Support transport options and infrastructure to provide an alternative to the private vehicle including walking, cycling and public transport.
- Create walkable neighbourhoods including safe, attractive and continuous network of pedestrian and cycle routes to all key local destinations.
- Provide legible street networks that are clear and easy to navigate.
- Create well connected streets that integrate with the wider area.
- Provide links to existing pedestrian and cycling networks.
- Distribute traffic evenly throughout the local street network.
- Ensure the area can be adequately and efficiently serviced by buses.
- Provide bus stops on the main connector network.

Open Space

- Encourage open space to be provided in accordance with Latrobe City's draft Open Space Strategy (as amended).
- Establish a sense of place and community.
- Provide adequate opportunities for passive and active recreation.
- Create vegetated linear parks and trails.
- Use unencumbered land for open space areas.
- Create clear links to Gaskin Park and existing open space.

Environment & Cultural Heritage

- Landscape Churchill West in themes that build on the existing planting within the Township.
- Protect the environmental values and significant landscape features of the area, specifically the remnant bushland south of Gaskin park.
- Utilise natural features in the design and development of the development plan area.
- Provide opportunities for long range views to mountain ranges to the south.
- Manage off-site amenity impacts through the provision of appropriate buffers.
- Include water sensitive urban design (WSUD) features to manage run-off in streets and public open space.
- Prepare a native vegetation offset strategy for vegetation to be removed.

Civil Infrastructure

- Provide adequate public utility infrastructure to support the future growth of Churchill West.
- Ensure the physical and functional integration of new utility infrastructure with the surrounding area.
- Provide public utilities in a timely, coordinated and efficient manner.
- Develop a fair and equitable funding mechanism that is well supported by Council and landowners, and minimizes risk for all parties.



Figure 8 Urban Design Response

4

LAND USE FRAMEWORK

4.1 THE DEVELOPMENT PLAN

The Development Plan is illustrated in Figure 9. It is a concept for the development of Churchill West and describes key elements of land use. The development plan will provide the basis for the preparation of subdivision plans and the development of public realm.

4.2 LAND USE BUDGET

This Land Use Budget needs to be read in conjunction with the Churchill West Development Plan on page 27 of this report.

Terms:

The Growth Area Authority (GAA) Precinct Structure Planning guidelines are used to provide the basis for calculating land use description in the absence of any other State guideline, they provide the following definitions used in the land budget:

- Encumbered Land is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/ drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). This is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.
- Gross developable area is the total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
- Net developable area is land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets.
- Net housing density is the number of houses divided by the net developable area.

Table 1 Land Use Budget

	Area (Ha)	% of Total Site	% of NDA
Total Site Area (Ha)	86.91	100%	
Open Space			
Encumbered Land			
Drainage Open Space	2.69	3.1%	3.6%
Electricity Easement	2.03	2.3%	2.8%
Sewer Pump Station	0.04	0.0%	0.2%
Sub Total	4.76	5.5%	6.4%
Unencumbered Land Available for Recreation			
Passive Open Space	2.25	2.6%	3.1%
Linear Open Space	5.87	6.8%	8.0%
Tree Reserve	0.17	0.2%	0.8%
Sub Total	8.29	9.5%	11.2%
Total Open Space	13.06	15.0%	17.7%
Net Developable Area (NDA) Ha	73.85	85.0%	
Roads	21.00	24.2%	28.4%
Residential Allotment Area	52.85	60.8%	71.6%
Residential	Area (Ha)	Dwellings	% Mix (Dw)
Integrated Housing Site (Varied Sizes)	0.38	4	1%
Dual Occupancy Lots	2.06	58	9%
Standard Density Residential	36.17	560	84%
Lower Density Residential 1,300-4,000sqm	5.91	28	4%
Larger Residential Lots - 4000sq.m +	8.33	19	3%
Subtotal Residential Area (Excludes Roads)	52.85	669	100%
Dwellings / Ha	9.06		
Target Dwellings / Ha	11.00		

4.3 HOUSING

The Development Plan aims to create a neighbourhood that provides for housing diversity whilst respecting the existing character of residential neighbourhoods in Churchill.

4.3.1 LOT SIZE / DENSITY

In accordance with the requirements of DP05 and Clause 56 of the Latrobe Planning Scheme, the Development Plan proposes a range of lot sizes to provide for housing diversity and choice in the growth area.

Table 2 summarises the projected residential yield of the proposed Development Plan. The GAA Precinct Structure Planning Guidelines define 'net housing density' as: "the number of houses divided by the net developable area." The net developable area is defined as: "Land within the precinct available for development. This excludes encumbered land, arterial roads, railway corridor, government schools and community facilities and public open space. It includes lots, local roads and connector streets."

In total the development plan will yield approximately 669 allotments (of which 625 lots will be standard density or medium density). This represents an overall density of approximately 9.06 dwellings per hectare (net developable area).

The residential layout has sought to maximize access to high amenity areas, including Gaskin Park, services within the existing township and public open space, retain significant vegetation and natural features and respond to environmental constraints as well as the projected demographic profile of the area. The design also seeks to support the establishment of a sustainable, vibrant and healthy new community.

In determining the overall density of the site, a number of matters have been considered. These include:

- The State Planning Policy Framework "encourages average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare".
- Latrobe City aims to provide a variety of lot densities to provide the best possible long term community outcome. Churchill, being outside the main settlements and with Churchill West providing a buffer to the industrial area with large lots, a transition to conventional lots is required and has established a density target of 11 lots per hectare.
- The need to provide a "soft edge" to industry, the development accommodates larger lots within the northern stages to provide an amenity buffer (visual and noise) to the established industrial area.
- In this area of the development area excluding large lots, the lot yield exceeds 11 lots per hectare.
- The location is significantly distant from major retail (town centre) and services, which limits opportunities for medium and higher density housing.
- While the overall density is 9.06 lots per hectare, when larger lots are excluded, the density is increased significantly. Potential exists to increase overall density further should interest be shown in the area nominated for retirement living.



Figure 9 Churchill West Development Plan

Table 2 Estimated Lot Yield

Lot Type	Lot Size	Total Lots
Medium Density / integrated Residential	300m ² - 400m ²	62
Standard Density Residential Lots	450m ² - 1300m ²	560
Lower Density Residential/large Lots	1,300m ² and greater	47
Total		669

4.3.2 HOUSING DIVERSITY

The provision of a diverse housing stock supports concepts of housing choice, affordability, adaptability and ageing in place. The Development Plan allows for a mix of housing types and sizes to be developed across the subject site, as outlined below.

Medium Density

Medium density residential lots are proposed in a number of key locations throughout Churchill West. Medium density lots will provide for smaller housing types of 2 to 3 bedrooms catering for smaller families and retiree living.

Medium Density sites have been located close to the major local parks and on the major transport routes of the central connector road and extension of McDonald Way.

The average medium density residential lot size is between 250m² and 300m² with a yield of approximately 50 lots.

Standard Residential

The Development Plan provides for the majority of the development to provide standard residential allotments. The standard residential lot sizes average 600 to 1,000m², extending to more than 1200m² in some instances. The overall average lot size of standard residential lots is 665m². This is a range of lots sizes consistent with the existing Churchill township.

Lower Density Residential Lots

Low density residential lots are proposed as a transition from the large lots to standard lots. At an average of 2,000m² these lots provide not only a transition within the urban area but part of the interface treatment to rural land to the west.

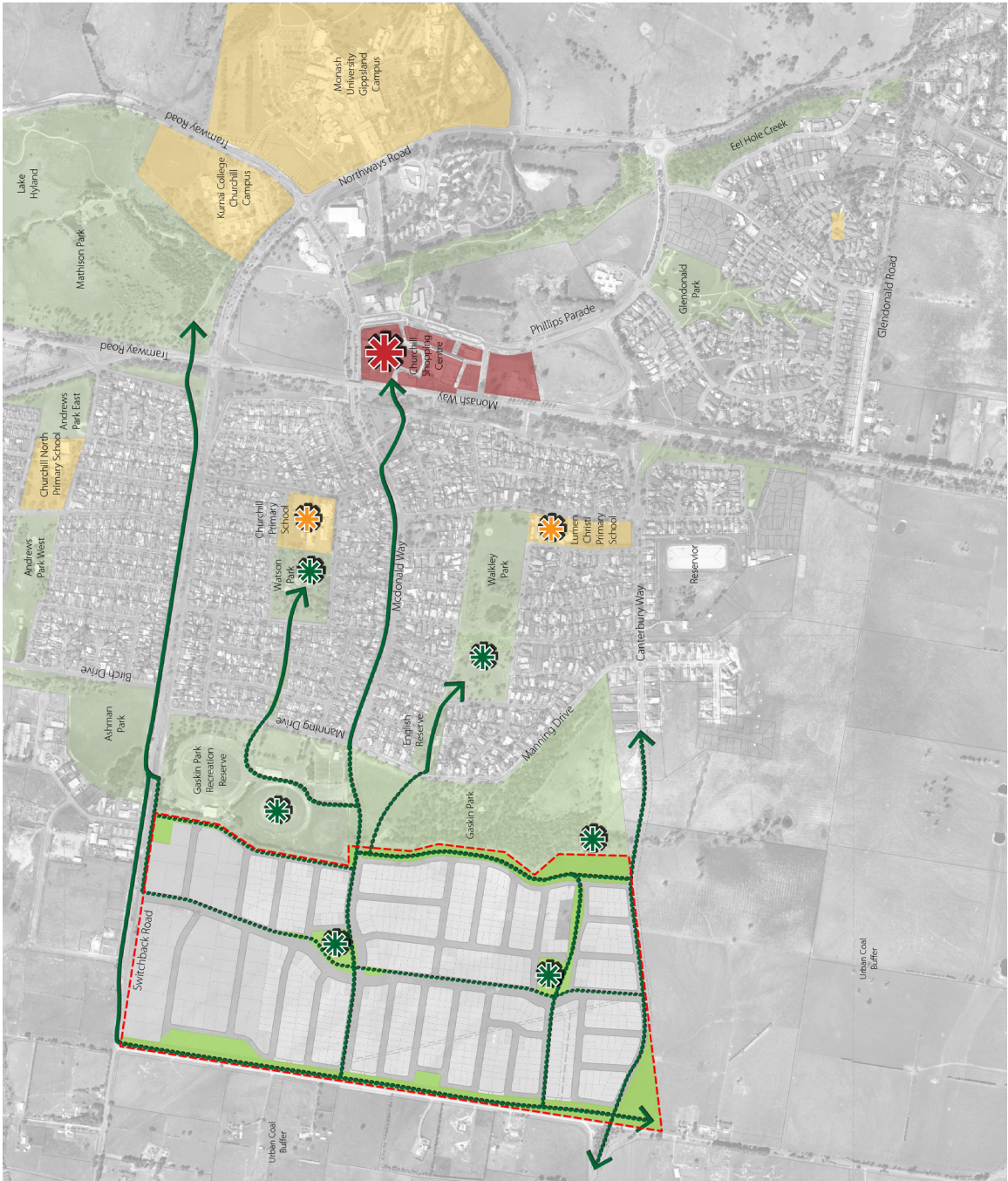
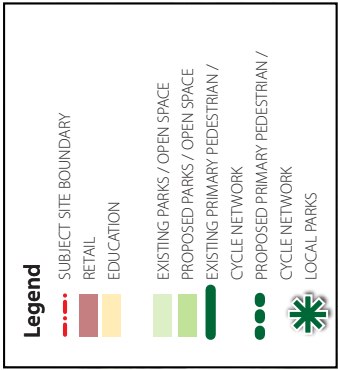


Figure 10 Open Space Network Plan

Large Lots

Located at the north of the Development Plan area, the lots averaging 3,000 to 4,000m² in area have been sited to provide a visual and environmental buffer to the Industrial area located to the north. In addition, this provides a different housing and lifestyle choice for the local market in a well serviced location.

These lots will back onto Switchback Road as an amenity and access response. While not a desirable outcome from a conventional residential perspective, 4000m² lots with post and wire fencing and a landscape interface provide a residential address that is not fronting industrial development and which eliminates multiple access points onto Switchback Road. All traffic will enter and exit via the main central connector road.

Building envelopes will be provided on lots interfacing with Switchback road ensuring no buildings are built within close proximity to Switchback Road.

Retirement Living

A contingency has been made for the provision of a retirement village or similar retirement living option.

While no provider exists at the time of the preparation of this Development Plan, this site will be preserved for this use as the plan area develops. If at the time of the subdivision and development of this part of the plan no provider is willing to develop a retirement residential facility then the area will be able to be developed for residential subdivision under the provisions of the relevant planning scheme zoning.

Should the retirement living site be developed then it is anticipated that net density may well exceed 20 lots to the hectare. This would contribute further to increasing overall urban densities.

Staging

Development within the plan area is likely to commence in the north, on Switchback Road and progress towards the south providing access to McDonald way at the appropriate time.

The Staging Plan presents an indication of the key staging of development. The plan identifies incremental growth, essentially on a street by street basis ensuring that urban services and access to each lot created is from a completed and sealed road.

As development of the plan is likely to be over a period of at least 10 years, the plan is indicative and may be adjusted over time, in response to planning permit conditions.

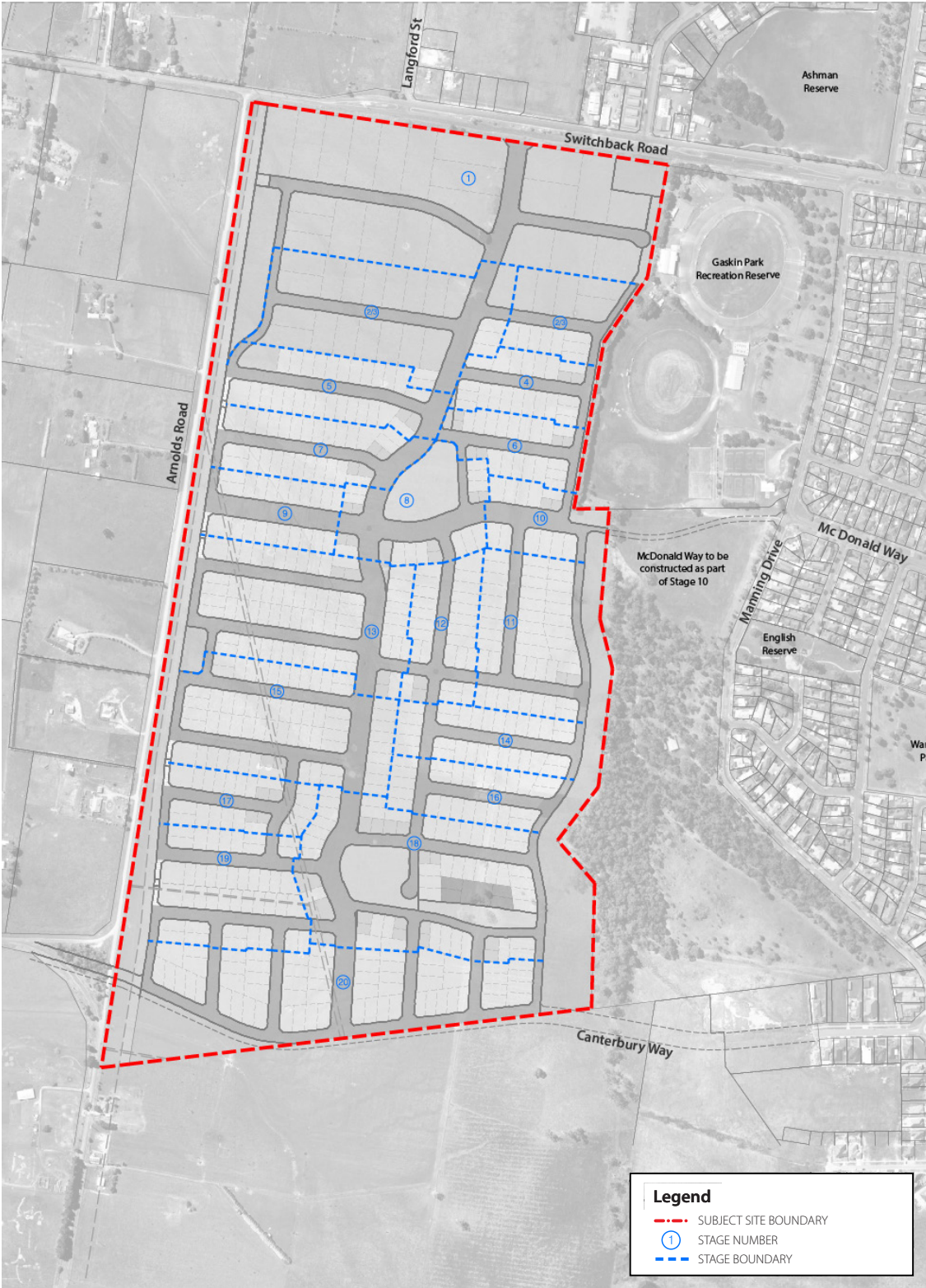


Figure 11 Indicative Staging Plan

4.4 COMMUNITY FACILITIES

Community infrastructure relates to the range of social and community services provided at the local level usually by Council or in some cases the private sector.

An investigation into access to community infrastructure was undertaken in 2008 by ASR research, in support of the Churchill Development Plan. It concluded that for its population, Churchill was one of the best serviced townships in Victoria with 2 to 3 times the average ratio of facilities to population (particularly schools and community centres).

The report made the observation that “The most significant conclusion to be drawn is the impressive quantity and quality of community infrastructure Churchill currently contains, particularly for a population of slightly less than 5,000 people, given it’s relatively small population Churchill contains a range of community infrastructure types very rarely seen in a Victorian township of its type or size: these include higher education facilities, a leisure centre and library, all of which generally require larger population catchments.” (ASR, PP)

4.4.1 ACCESS TO SERVICES

The following provides a summary of the community services available within Churchill that will service the development plan area.

Primary Schools

There are currently 3 primary schools in Churchill, 2 State Schools and one independent with the capacity to serve a population of up to 15,000 to 20,000. As the proposed development will increase the townships population by approximately 1800 to 2,000 (constituting about 20% of a typical primary school catchment) no additional schools are required.

The Department of education and Early Childhood Development (DEECD) may need to upgrade facilities from time to time to accommodate changing demand but this cannot be predicted as part of the Development plan process and will be a decision of DEECD.

Secondary Schools

Churchill’s existing secondary school has the capacity to service a population of in excess of 20,000 and is capable of servicing not only the Development Plan area but all proposed growth areas for Churchill in the Churchill Structure Plan area.

Early years services (Preschool and maternal and child health)

Churchill has a diversity of community facilities from preschool to adult education and resource centres. The existing Glen Donald and Watson Preschools have the capacity to accommodate the range of services required by the existing community and the expansion of Churchill by the proposed 669 lots.

Active recreational facilities

Gaskin Park and the nearby Anderson Park have the capacity to meet the needs of a population of at least 15,000 (based on Growth Area Authority standards of provision) The range of services provided will be adequate to not only serve the existing community but to meet the needs of the Churchill structure plan area which includes additional, potential growth areas.

The recognition of Gaskin Park and its upgrade is one of the major directions of the Public Open Space Strategy (Latrobe City Council 2013).

Active open space will be further addressed in section 4.6 Open Space and landscape.

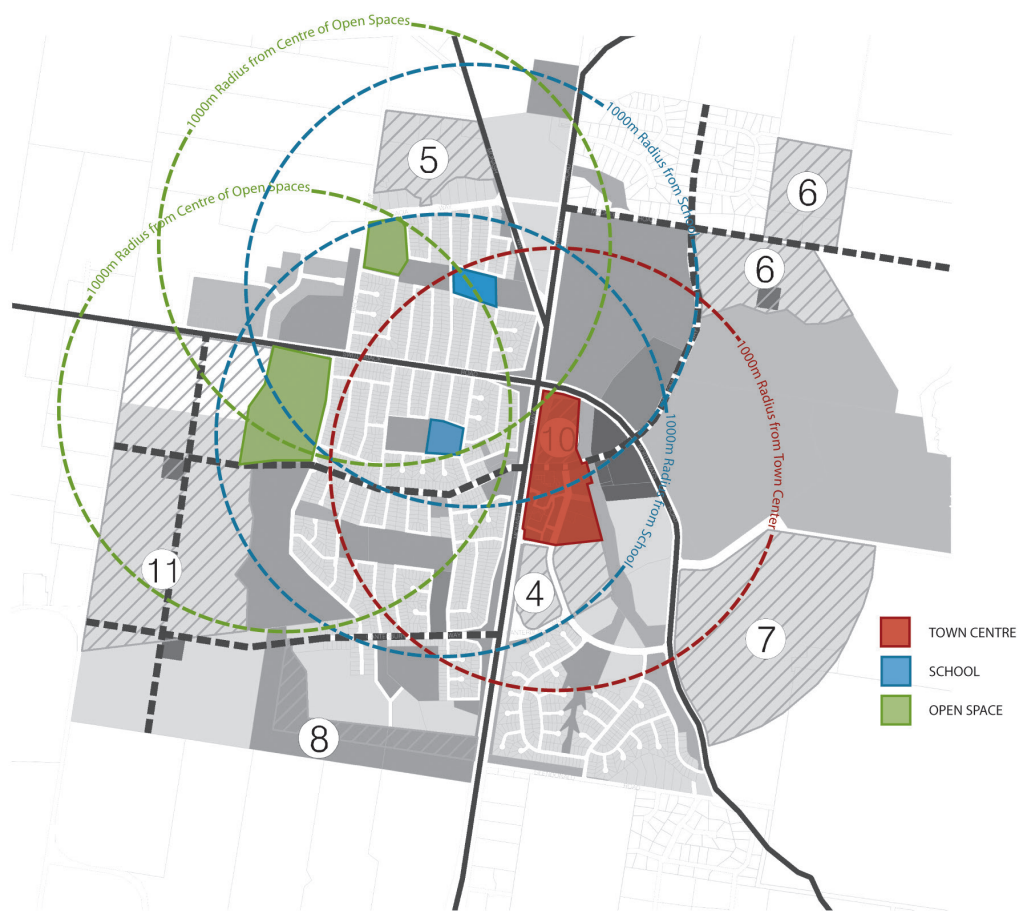


Figure 12 1km Radii from Community Facilities

4.5 COMMERCIAL/ RETAIL

Current State and local planning policy encourage the provision of neighbourhood activity centres in new greenfield residential developments. Churchill, as a smaller township, was planned and developed around the Churchill Town centre as the main hub for the community. With a supermarket based centre, generally with a catchment of in excess of 10,000 population, Churchill with the 2 supermarkets and range of specialty shops provides a centre of a size capable of servicing all growth areas within the Churchill structure Plan including the Development Plan area.

4.5.1 THE CHURCHILL TOWN CENTRE

The Churchill Town Centre performs the role of the main retail and services hub for the Churchill Township. With dual supermarkets, speciality shops and health services, this town centre has the capacity to provide for an expanded township and hinterland. The development plan area will be serviced through:

- Accessibility via walking, cycling and public transport;
- The ability of the town centre to provide convenience goods and services; and
- The ability to provide a mix of retail and other local services.

The town centre is centrally located and convenient to new and existing residents; supports efficient access via walking, cycling, public and private transport; to create a community focal point.

4.5.2 LOCAL RETAIL SERVICES

The distance between the Development Plan area and the Town Centre has provided a basis for the consideration of a local retail facility within the development plan. A future, local convenience centre could not be dismissed. Any consideration must have regard to:

- Local retail centres have a catchment of between 1,000 and 1,500 lots compared with the 669 lots provided in this development plan.
- The significant range of services provided within Churchill Town centre and the high ratio of floorspace to population impact on the capacity to provide a viable facility within the development plan.

The size of the plan area relative to demand for service is small and on that basis no provision is proposed. Specifically any future provision of retail services outside the Churchill Town Centre will need to be considered on its merits at the time of a proposal and must be supported by evidence of its need and viability.



Figure 13 A - Landscape Strategy Plan

4.6 OPEN SPACE & LANDSCAPE

A well-planned and connected network of open space contributes to the liveability of a community and provides the opportunity for passive recreation such as walking, jogging and cycling and is important for the promotion of healthy communities. Open space also provides the vital green infrastructure that contributes to flood management, mitigation and adaption to climate change while providing wildlife habitats, sporting facilities and parks.

The Latrobe City Public Open Space Strategy 2013 recognizes that Churchill is well served with open space, making the observation "... Churchill has considerably more open space than the residential average (36.03 Ha per 1000 population) compared to the average of 17.62 per 1000 population".

Consistent with the requirements of Clause 56 of the Latrobe Planning Scheme, the GAA Guidelines and Latrobe City Council's Public Open Space Strategy, the Development Plan proposes to allocate approximately 9.5% of the net developable area as unencumbered public open space (including linear reserves, enhancements to Gaskin Park and other local parks but excluding drainage reserves, easements and tree reserves) and enhances access to the main active sports ground servicing Churchill, Gaskin Park.

In addition, the Development Plan provides a network of pedestrian and cycle paths on linear reserves or wider than normal streets to provide a safe off road cycle network reflecting and connecting to the linear open space network within the existing township.

This "wide" street network will be used for enhanced landscaping and provision of larger tree species.

4.6.1 KEY ELEMENTS OF THE OPEN SPACE NETWORK

Key elements include:

Gaskin Park

The principal enhancement to Gaskin Park will be south of McDonald Way adjoining the bushland component of the park. Small embellishments will occur north of McDonald Way between the local street and existing path of a width capable of accommodating a pedestrian cycle trail.

The Development Plan proposes an extension of McDonalds Way across Gaskin Park to link the plan area with the established Churchill township. In addition to the construction of the road pavement, the provision of an easement for the provision of services (water, sewerage, gas and electricity) will need to be created or those services included within the road reservation. This approach will need to be confirmed prior to commencement of any works.

Entry Features

The Development Plan Proposes one main entry feature at the intersection of the main connector road and Switchback road. The objective is to create a landscaped gateway and planting that will highlight the entrance to Churchill West while integrating with the landscaping of Switchback Road adjoining the plan area.

A detailed plan will be prepared as part of a landscaping plan at planning permit stage for the landscaping of the main entry features.



Figure 13 B - Treatment Pond Concept

Linear Open Space Corridors & Green Streets

The Development Plan proposes a network of “off road” pedestrian cycle trails provided as part of the main road network.

On the main North/South connector Road, the extension of McDonald Way and extension of Canterbury Way, a road reservation of increased width will be provided to accommodate an enhanced landscaping and separate pedestrian/cycle trail.

This path network will access and cross Gaskin Park to intersect with the established network of paths within the township integrating with open space and services as emphasized in the Public Open Space Strategy for new development within Churchill’s Growth areas.

In addition it is planned to provide a connecting path as part of the powerline easement on the western boundary of the site, connecting to the network.

These linear parks have been designed to take advantage of long range views to the north and north west. Residential development fronts on to all proposed green space taking advantage of open views and creating passive surveillance.

Street tree planting will enhance the overall appearance of the development, providing shade and biodiversity corridors. Legibility and sense of place will be strengthened through the use of directional avenue planting ,to highlight key connector roads, with smaller street trees planted along access roads.

Active Open Space

No additional Active open Space is required as identified in the ASR report and Councils open space strategy for Churchill.

The existing Gaskin Park and the Andrews Park West reserve provide adequate sports field for a population planned for in the Churchill Structure Plan.

Progressive enhancements will need to occur over time to adapt to the real and identified needs of the Churchill community as it develops.

Gaskin Park will be developed and improved in accordance with the Gaskin Park Masterplan by Latrobe City Council.



Figure 14 Site Analysis Plan - Gaskin MP

4.6.2 LOCAL PARKS & LOCAL PLAY AREAS

The draft Latrobe City Council Public Open Space Strategy and Healthy by Design policy at Clause 21.08-04 of the Latrobe Planning Scheme recommends the provision of local play areas and open space of approximately 1 Ha within 500 metres of all new dwellings, as defined in Latrobe City Council's Open Space.

The Development Plan proposes two local parks central to the plan area on the main road and path network that both exceed 1 hectare in area.

Parks have been located to be visible and provide "end of street views" while being highly visible.

A detailed landscape plan will be prepared as part of a Town Planning permit for the development of the area, incorporating a mix of exotic and native species, reserve pathways, park furnishings and play equipment in accordance with the Latrobe City Council Playground Strategy 2005-2021.

All new lots will be within 500m of at least one of the two local parks.

4.6.3 PUBLIC REALM LANDSCAPING

A street tree and public area landscape concept has been prepared to inform more detailed design and landscaping at planned permit phase.

The plan proposes:

- Dominant avenue planting with large tree species on the main connector road network (central connector, McDonald Way, Canterbury Way extension and Switchback Road).
- Landscaping of McDonald Way to integrate with existing planting themes and respond to the Gaskin Park masterplan.
- Local parks to incorporate a mix of native and exotic plant species to reflect seasonal change.
- Indigenous species to be used in Gaskin Park South (opposite remnant bushland).

5

INFRASTRUCTURE FRAMEWORK

Overview

Detailed design of all services and infrastructure required to support development will be confirmed in detail at planning permit stage. The following provides a summary of the main servicing requirements to inform the planning approvals process.

5.1 WATER MANAGEMENT

Churchill West is at the headwaters of several small tributaries of the Hazelwood creek, discharging to the Hazlewood pondage to the North/West of the Development plan Area.

5.1.1 STORMWATER

Latrobe City Council Guidelines assist Council in the preparation of best practice designs for civil engineering infrastructure to be constructed in the City. The Design Guidelines provide a set of Standards to be used by developers, consultants and designers in the planning of new infrastructure and for the rehabilitation of existing infrastructure.

A storm water management strategy has been prepared by Beveridge Williams for the Development Plan area.

The strategy recommends the provision of a number of storm water retardation basins and treatment ponds at the end of overland flow paths in the west and north of the plan area.

The primary treatment pond system is located at the north western area of the development plan adjoining the powerline easement. This facility will not only retard to 1 in 100 year storm water events but will treat storm water through settlement ponds and reed bed filtration prior to discharge into the drainage line that flows north west to ultimately discharge into Hazelwood pondage. Figure 11 identifies the storm water management strategy.

All targets are to align with Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 1999).

The Stormwater Management Plan (Figure 15) presents a preliminary design for management of stormwater only. More detailed design and staged construction plans will be required as part of any development proposal.

The drainage report that informs this Development Plan is not endorsed as part of this Development Plan.

5.1.2 POSSIBLE DRAINAGE POND - GASKIN PARK

The Beveridge Williams drainage strategy has all storm water from the south east of the Development Plan area flow west on McDonald Way or north via the local street interfacing with Gaskin Park to the "East 1" reserve.

To ensure that as a result of development of land south of McDonald Way no impact occurs on Gaskin Park through any increase in storm water flows, a future study should be undertaken in specific response to any proposed subdivision plan prior to approval of any stage south of McDonald Way.

A condition should be included on any planning permit to the effect of "prior to the approval of any stage plan for subdivision south of McDonald Way, in accordance with the subdivision act 1988, an additional storm water study be undertaken to confirm that no impact will occur in Gaskin Park from increased flows. Should flows to Gaskin Park occur from any development then appropriate works, including a potential treatment pond be designed and approved by the responsible authority prior to any certification of any stage plan for subdivision."

5.2 ELECTRICITY

SPAusnet is the franchised authority responsible for the electrical supply to this development. Existing high voltage overhead power lines boarder the western boundary of the plan area. This facility will not service the development.

Power supply to the Development plan area is to be provided from Switchback Road and the extension of McDonald Way from the existing Churchill Township.



Figure 15 Stormwater Management Plan

Authority Requirements

SPAusnet requires all new electrical infrastructure to be constructed underground and handed over as an SPAusnet asset. Low voltage rebates and reimbursements for high voltage works will apply.

Electrical substations will be required within the development area strategically located as SPAusnet assets. These are best located within open space reserves and require a reserve or a designated easement in favour of SPAusnet. The location of substation sites will be identified as part of any plan of subdivision.

All existing overhead powerlines within the Churchill West Development Area are to be retained within the designated easement or street reservation.

5.3 GAS

A major gas pipeline exists within an easement to the north of the development plan area on Switchback Road.

Capacity exists within the supply network to supply not only this Development Plan Area but the proposed growth areas as identified in the Churchill Structure Plan as incorporated into the Latrobe Planning Scheme.

Authority Requirements

There needs to be a 500mm clearance for works vertically from the pipeline. Sewerage, water and road infrastructure can cross the pipeline.

Underground infrastructure will need to accord with the vertical clearance requirement of 500mm.

Before construction of any subdivision, applicants will need to contact the APA group.

An assessment at the planning permit stage of proposed infrastructure will need to occur with APA group. This may require a contribution from the developer depending on servicing requirements.

5.4 TELE COMMUNICATIONS

Telecommunication services based on standard copper assets can be provided to the site by way of extension of the existing assets located within Churchill, extending from Switchback Road and McDonald way.

5.5 WATER AND SEWER

A servicing report, undertaken by Kluge Jackson, confirms that the area is able to be fully serviced by water and sewer.

Water

The existing Switchback Road main servicing Churchill has capacity to service the development plan area.

A detail servicing reticulation plan will be provided as part of any detailed subdivision plan. This will need to identify fire hydrant locations in consultation with CFA.

Sewer

All lots created as residential lots will be connected to the reticulated sewer system from the commencement of development.

The delivery of sewer to the plan area can be staged with up to 25 lots having capacity to gravity feed to the existing sewer system.

Any future development of the development plan area will require the construction of a sewer pump to the requirements of Gippsland Water.

5.6 MOVEMENT & ACCESS

The Churchill West Plan aims to create a neighbourhood that provides safe, attractive and continuous network of pedestrian and cycle routes to all key services within the existing town and movement throughout the new urban area.

5.6.1 PRIMARY ACCESS

Switchback Road: will be the main entry to the Development Plan from the north and provide access to Morwell and Traralgon. Initially and as an ongoing secondary function, Switchback Road will provide access to the Churchill Town centre and associated services.

McDonald Way: Is the principal connection to the Town Centre and existing Churchill Township from the Development Plan area.

McDonald Way crossing of Gaskin Park: A variation to the road network will be accommodated on Gaskin park with the objective of reducing the visual intrusion of the roadway. A single carriageway only will be provided with paths to be setback and provided in accordance with the Gaskin Park Masterplan. The objective of this strategy is to reduce the visual impact of the road and facilitate it as a "boulevard" through the parkland. This road design will be accompanied by significant and themed tree planting to create this boulevard effect. (Refer to road cross section 5)

5.6.2 INTERNAL NETWORK

Access roads: The principal access road serving the development will be a central, north/south connector at 30.2 meters width. This will not only provide a single carriageway and parking lanes but provide an enhanced road verge to accommodate an off road pedestrian and cycle path and enhanced planting.

McDonald Way, as the main east/west connector within Churchill will be extended into the development and similarly to the north/south connector will provide an enhanced road reservation width to accommodate the pedestrian and cycle network.

Canterbury Way: Canterbury Way will be constructed as a local street with the capacity to be upgraded and with provision to connect to the existing township and Arnold road in future, if required although as part of the development of this Development Plan, no external connections will be provided.

Local Streets: The Development plan area will relate strongly to the existing township and the services provided within it and access to the north to Morwell and Traralgon.

For this reason the local street network will be of a "permeable" nature providing through movement focused on the connector road network. No access will be provided across the powerline easement to Arnolds Road, utilizing the easement as a "boundary" to the urban area of Churchill.

A street reservation width of 18 meters will be provided to create a sense of space and accommodate increased reservation for tree planting.

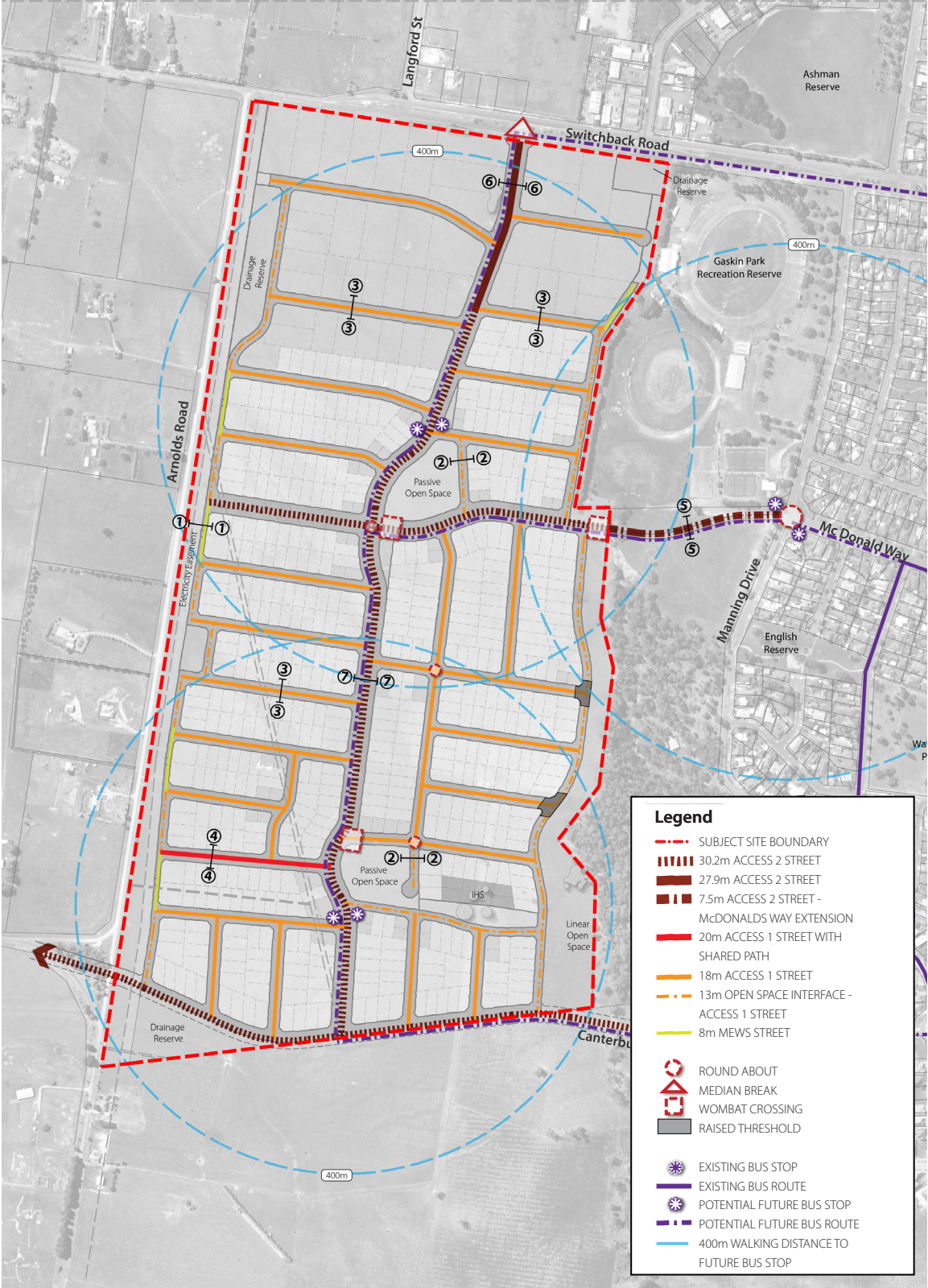


Figure 16 Road Hierarchy Plan

5.6.3 EXTERNAL ROADS

Arnolds Road: Arnolds road does not serve the urban community of Churchill to any beneficial extent as the township generates very few movements in a direction that would need to utilize Arnold road. The decision not to provide access to Arnolds road maintains it as essentially serving a local road access for existing residents with the development plan area providing no perceivable impact.

5.6.4 PEDESTRIAN CYCLE NETWORK

The Off Road Pedestrian and Cycle network will form part of the connector road network with paths physically separated from the road pavement. The path network will also incorporate the local park network where possible.

A 2.5 metre shared pathway is proposed as part of the main connector road network and will involve:

- Sealed concrete paths on the north /south connector, McDonald Way and Canterbury Way extension.
- Granitic sand paths on the links to the south of Gaskin Park and along the western powerline easement.
- Raised crossing points(Wombat crossings) at McDonald Way extension in Gaskin park and in proximity to parks on the path network.

5.6.5 BUS SERVICES

Figure 16 indicates a potential future bus route to serve the plan area.

All roads must be designed to accommodate buses where indicated and be designed to:

- Be of sufficient width to accommodate a bus route in accordance with the current design standards of the responsible authority (refer to road cross sections in this document).
- All intersection treatments to be designed to accommodate low floor bus turning movements.
- All raised crossing points must be designed to accommodate low floor bus movements.



Figure 17 Pedestrian and Cycle Network Plan



Figure 18 Road Cross Section 1

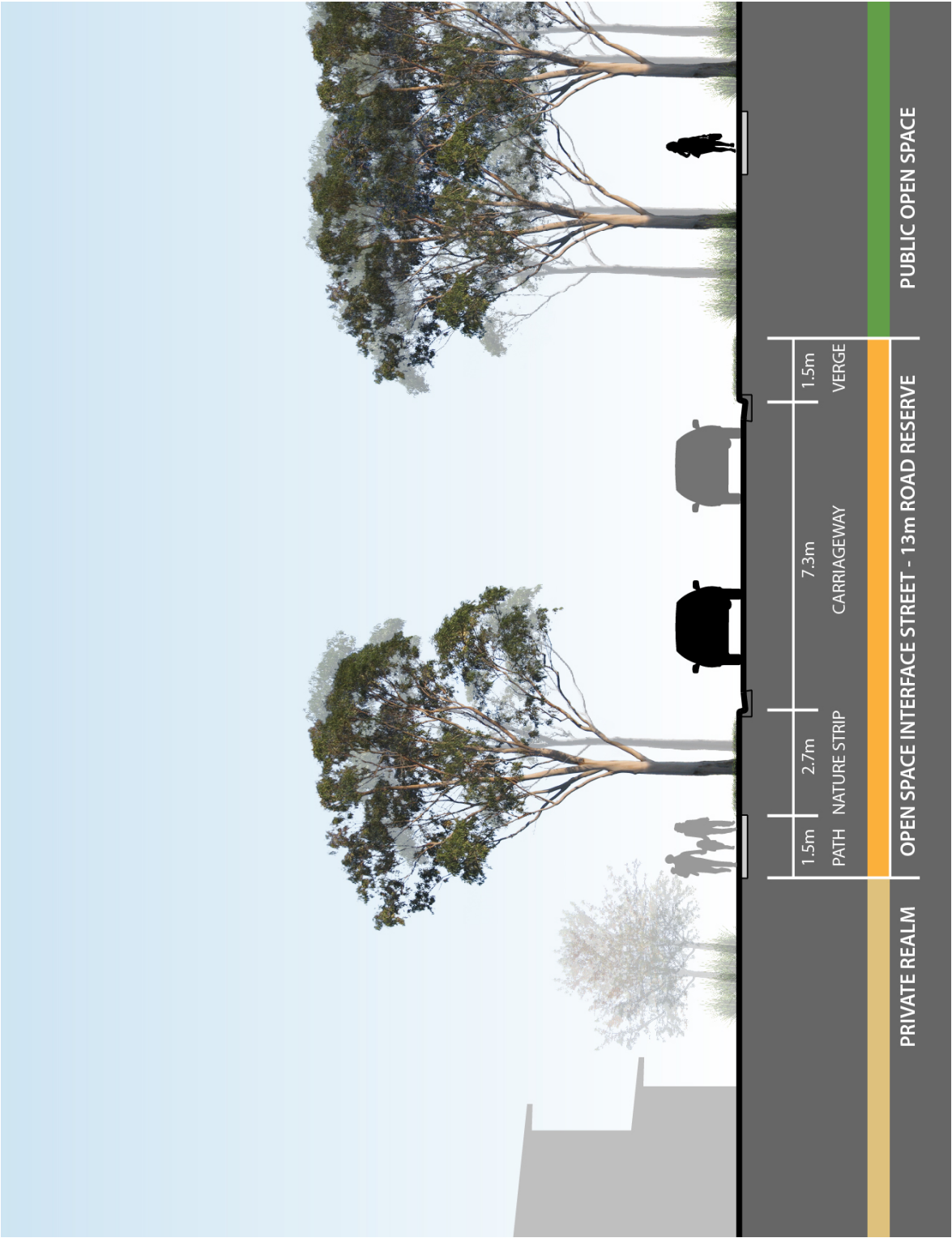


Figure 19 Road Cross Section 2



Figure 20 Road Cross Section 3

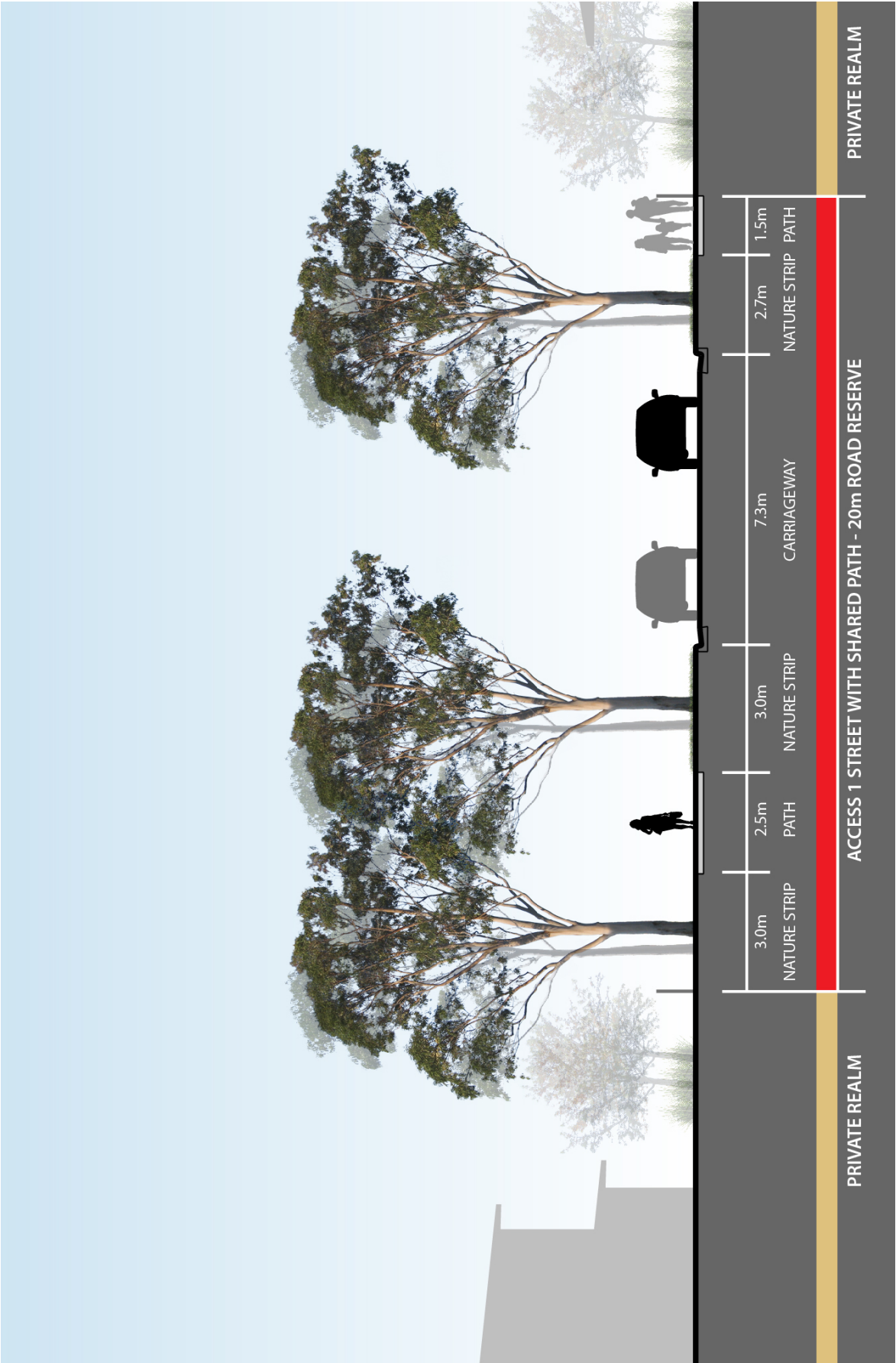


Figure 21 Road Cross Section 4



Figure 22 Road Cross Section 5

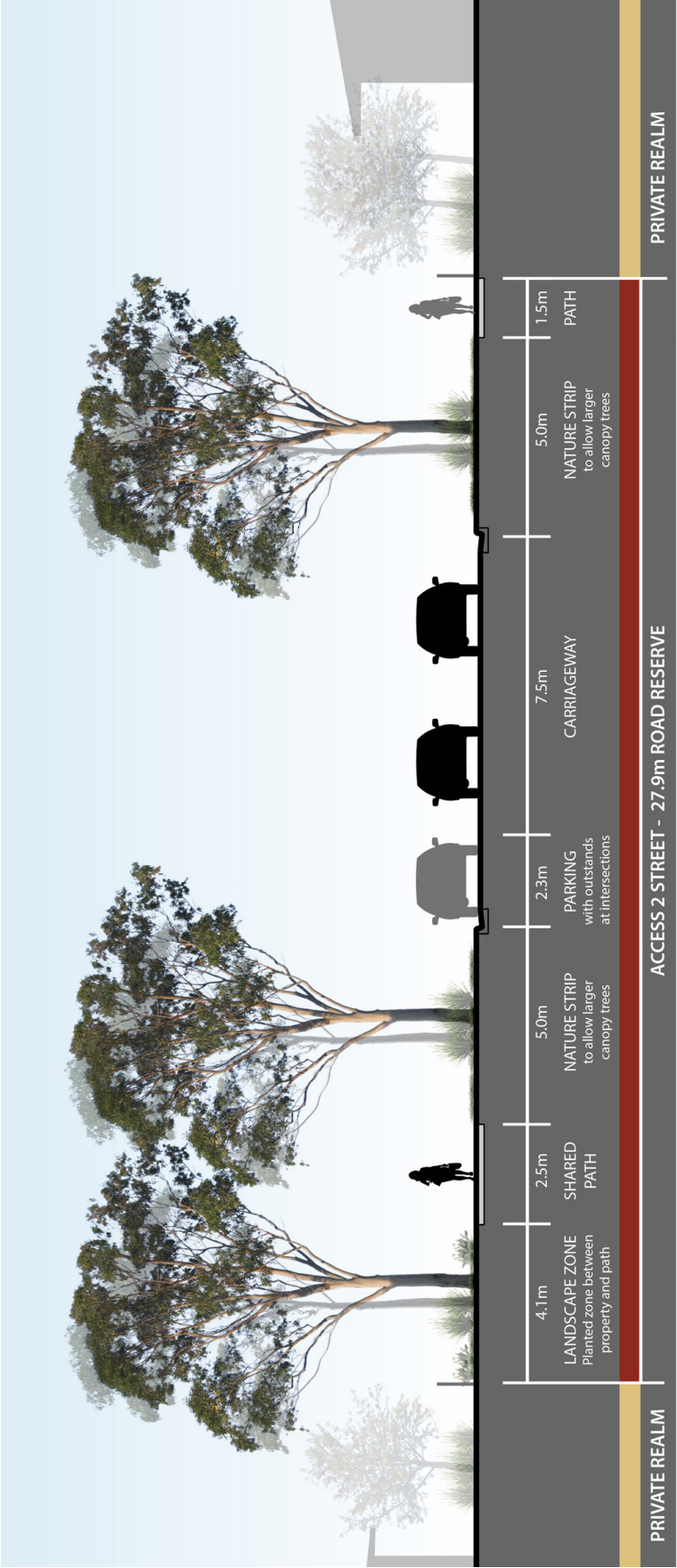


Figure 23 Road Cross Section 6

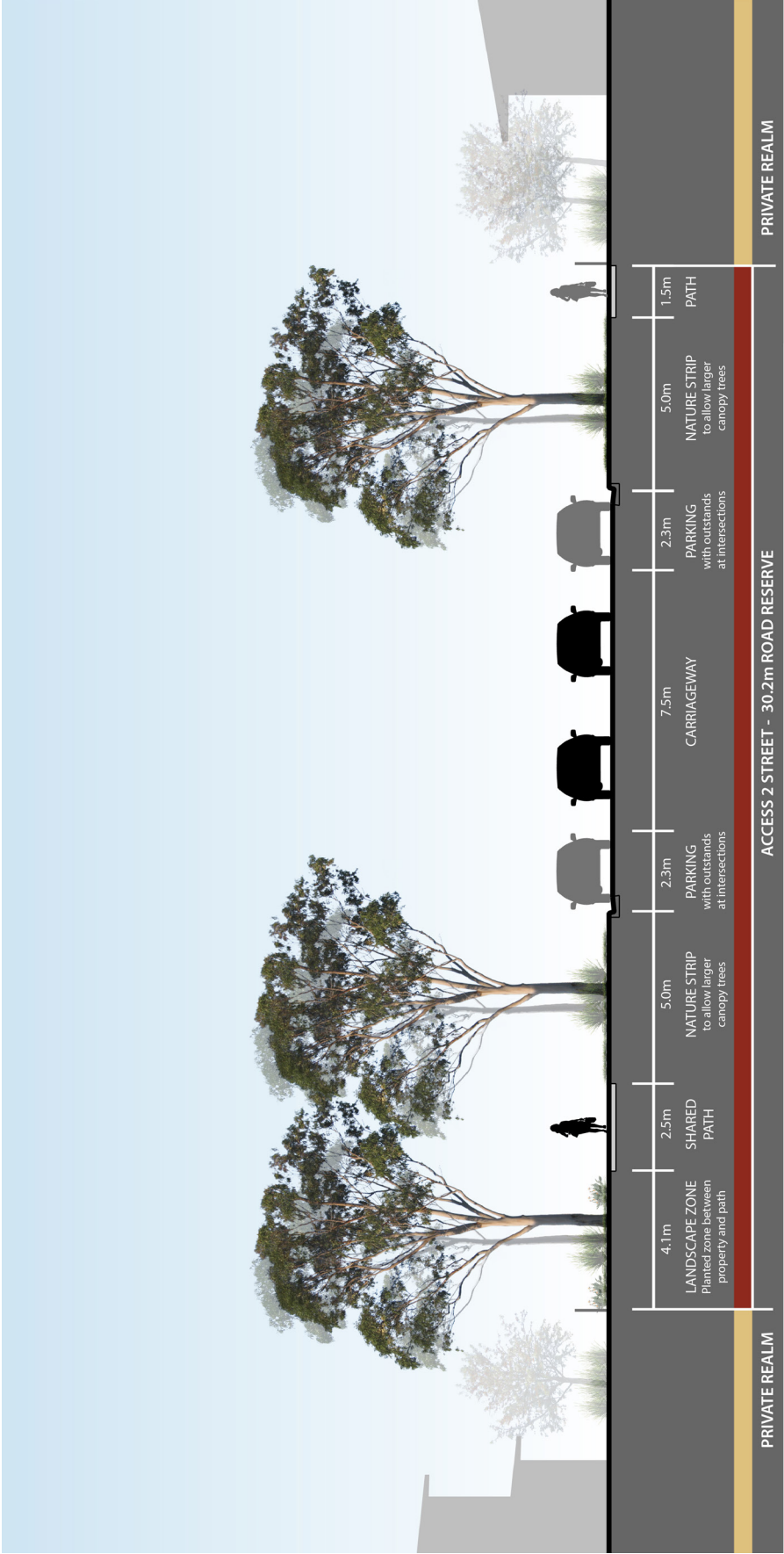


Figure 24 Road Cross Section 7

5.6.6 INTERSECTIONS

The Development Plan proposes the following intersection upgrades:

- Switchback Road and the North/South Connector: A median break and re shaping of the road on the crest is required to provide access to the Development plan area.
- Mc Donald Way: To be constructed at the point at which the extension intersects with Manning Drive creates a crossroad which will require the construction of a round -about to manage local traffic movements.
- Local intersections: Additional local intersections and traffic management devices will be required to meet the need s of the Development Plan area as outlined in "Churchill West Development Plan, traffic impact assessment report" (Traffix 2013)

5.6.7 PUBLIC TRANSPORT

The road network design for Churchill West has been developed to accommodate a future bus route via the main connector road network. The north/south connector and McDonald way will be designed as bus routes in accordance with the Transport Integration Act 2010.

Provision will be made to enable Canterbury Way to also function as a bus route should connections be provided to the township at some future time.

Possible bus stop locations have been identified on the main north/south connector road within close proximity to the two local parks. These locations ensure that almost all dwellings (in excess of 95%) are within 400m radius of bus stops.

5.6.8 EMERGENCY VEHICLE ACCESS

The Development Plan has been informed by the Emergency Service Vehicle requirements for access to the site and dimension of the internal road network has been designed to accommodate emergency vehicle access. The connector road network has been designed to accommodate emergency vehicles and provide ingress and egress to satisfy the requirements of emergency services.

5.6.9 IMPACT ON LOCAL ROAD NETWORK

The expected future traffic volumes generated by development of the development plan area will impact predominantly on Switchback Road and Mc Donald Way.

The traffic analysis report by Traffix indicates initial estimates, based on current traffic counts and estimated traffic movement indicates that both Switchback Road and McDonald Way will not exceed a daily maximum of between 3,000 and 5,000 vehicles per day, well within the capacity of both roads.

Location Specific Access

The Development Plan identifies a broad road and access concept. At a more refined planning level, some locations will require a more specific, detailed design to demonstrate how the plan will be implemented.

1. Powerline Interface

The interface to the power-line easement is designed to ensure new lot frontage from the development plan to the easement. This will be achieved through a combination of local "mews" access streets, local streets and frontage to wetlands.

2. Main Access Street (North / South Connector)

This "long section" identifies the way in which the street will be provided within a wider street reservation width to accommodate the separate pedestrian / cycle path, off-road. This is representative of the treatment of the off-road path network generally.

3. Integrated Housing Concept

The development plan area identifies an "integrated housing site" in this south of the development plan area. This location, while seeking to provide smaller housing product, provides a design that seeks to retain existing trees as part of a private realm, shared as common space. The advantage of treating this location as a single development site means that remnant vegetation can be retained and access roads across proposed open space can be limited to one crossing point.

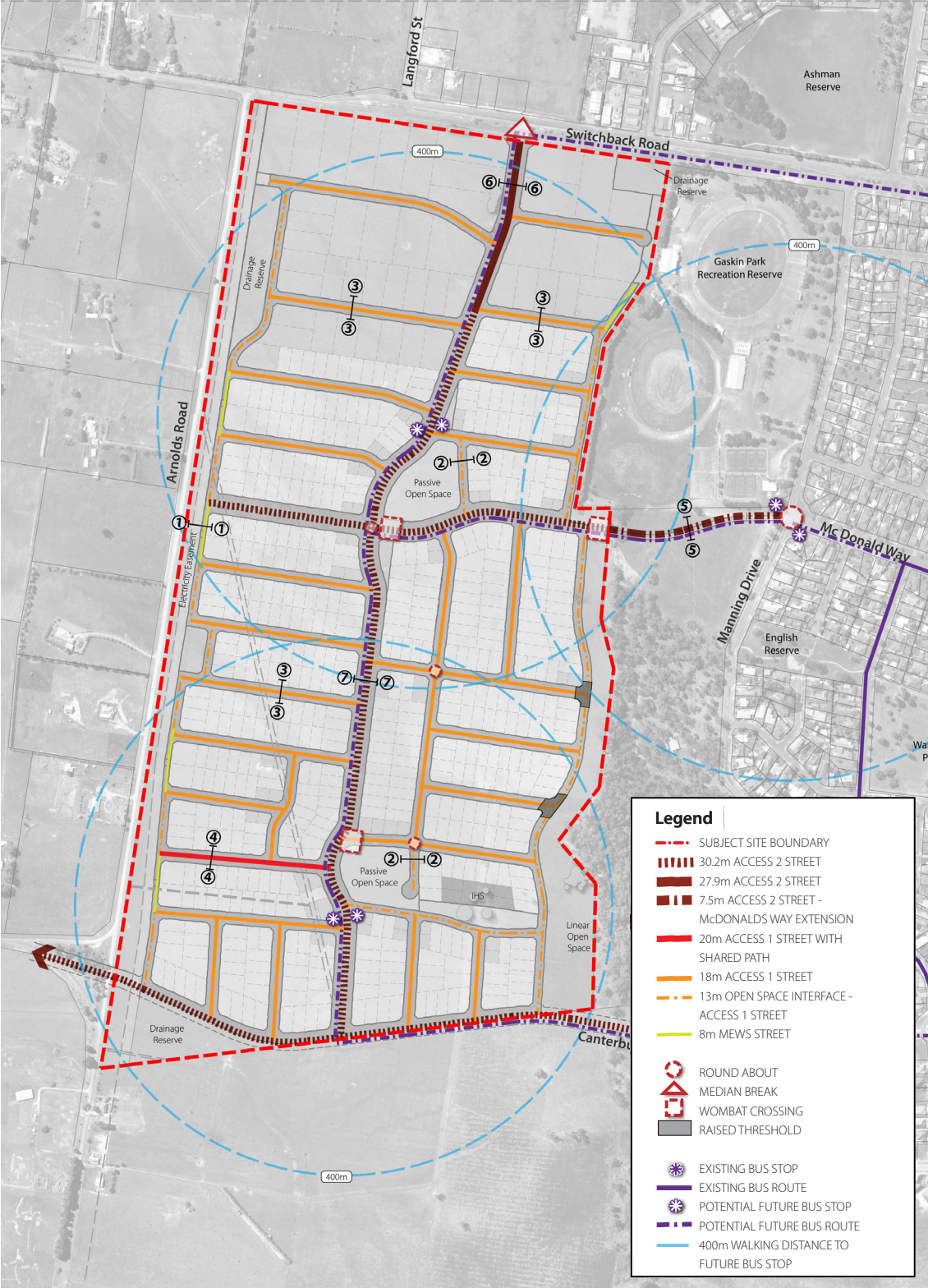


Figure 25 Movement Network Plan



Figure 26 Electricity Easement and Mews Court Interface Treatment



Figure 27 Access 2 Street Plan



Figure 28 Integrated Housing Site Concept

6

IMPLEMENTATION

This section outlines the actions and decision guidelines necessary to implement the Development Plan.

6.1 SUBDIVISION APPLICATIONS

Before deciding on an application to subdivide land in accordance with this Development Plan the Responsible Authority must consider the following:

- Subdivision layouts must be generally in accordance with the Churchill West Development Plan.
- The Lot Yield must be no less than the Estimated Lot Yield outlined in this Development Plan.
- Residential lot sizes should fall within the following categories:
 - Medium Density: 350squaremetres average.
 - Standard Density: 450 square metres to 1,000 square metres average.
 - Lower Density: 1,200 to 2,000square metres average.
 - Large lots: 3,000 to 4,000 square metres average.

Lots falling within each category must be distributed in accordance with the Development Plan.

- Open space must be provided in accordance with the Churchill West Development Plan.
- A landscape master plan must be prepared and submitted as part of any subdivision application. The landscape plan must be generally in accordance with the Development Plan and include:
 - The location of pedestrian pathways, signage, fencing, public lighting and street furniture.
 - The areas of public open space and road reserve to be planted, including landscape detail.
 - The detailed design of drainage areas.
 - The shapes, species, height and placement of trees.
 - The vegetation to be retained and removed.

The landscape design must:

- Ensure landscaping supports surveillance and provides shades in streets, parks and public open space.
- Develop appropriate landscapes for the intended use of public open space including areas for passive and active recreation, the exercising of pets, playgrounds and shaded areas.
- Provide for walking and cycling networks that link with community facilities.
- Provide appropriate pathways, signage, fencing, public lighting and street furniture.
- Utilise existing trees and areas of planting as settings for recreational and play areas, and take advantage of their aesthetic qualities as a feature within the development.
- Create low maintenance, durable landscapes that are capable of a long life.
- Streetscapes and Public Open Space must be planted with species from Councils preferred planting schedule or species as agreed by Council

6.2 TRANSFER OF OPEN SPACE

All parks must be provided to the satisfaction of the responsible authority before the transfer of land:

- With completed bulk earthworks where required fit for intended purpose;
- Cleared of all rubbish and environmental weeds, top soiled and grassed;
- With a water tapping for recycled and potable water;
- With landscaping including drought resistant trees and other planting;
- With shared paths and footpaths as appropriate;
- With maintenance access points;

6.3 PLANNING FOR FIRE

The development plan area will interface with rural land on its western (Arnold Road) boundary and the interface with rural land to the south. While part of the urban area of the township, remnant bush land south of Gaskin Park also presents some fire risk.

The plan area is not affected by any planning provision or overlay (Bushfire Management overlay or similar) with regard to planning for bushfires. The objective of the plan is to deliver a setback of 50m or more between reserves and areas of fuel or fire risk. The detail of the building construction requirements, by location, will have to be addressed as part of future town planning permits for submission.

The plan seeks to provide minimum risk to new residents based on advice from the CFA.

In response to the need to provide a safe urban rural interface, the approach to each high risk boundary to this plan area will be addressed separately.

Western Boundary, Arnolds Road Frontage

Separated from the rural area to the west, the urban area will have a buffer from rural properties to building frontage of a minimum of 58 meters. This is made up of 20m Arnolds Road, 24m power line and linear reserve easement, 8 meter access street and 7 to 8 meter building setback.

This is the minimum width proposed with wetlands, standard road widths and a wider easement in the south providing an even wider setback.

Southern Boundary, Canterbury Way

With development existing to the north of the fire risk area the setback will consist of a 4 metre fire bridge on the rural fenceline, a 13 metre local street reservation paved and landscaped and a minimum 6 metre setback of house to site frontage, a total of 23 metres from building to fire risk with full road access as part of the break.

Eastern Boundary, Gaskin Park

Gaskin Park, to the north of McDonald Way is a formal sports ground and park forming part of the Churchill township and as such, presents minimal fire risk to the development plan area.

South of McDonald Way the remnant bushland provides a greater risk.

The enhancement of the parkland through retention of an existing cleared land of approximately 50 metres made up of 30 metres, cleared reservation, 13 metres local street access and minimum 5 metres house setback to site frontage.

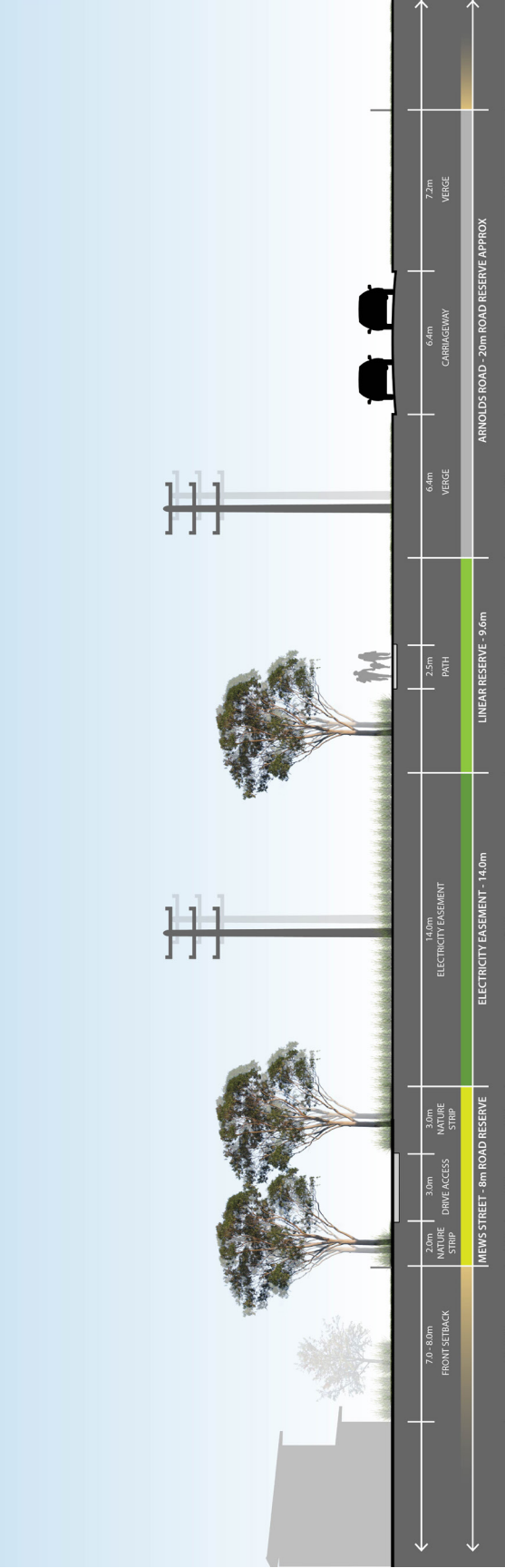


Figure 29 Road Cross Section 8

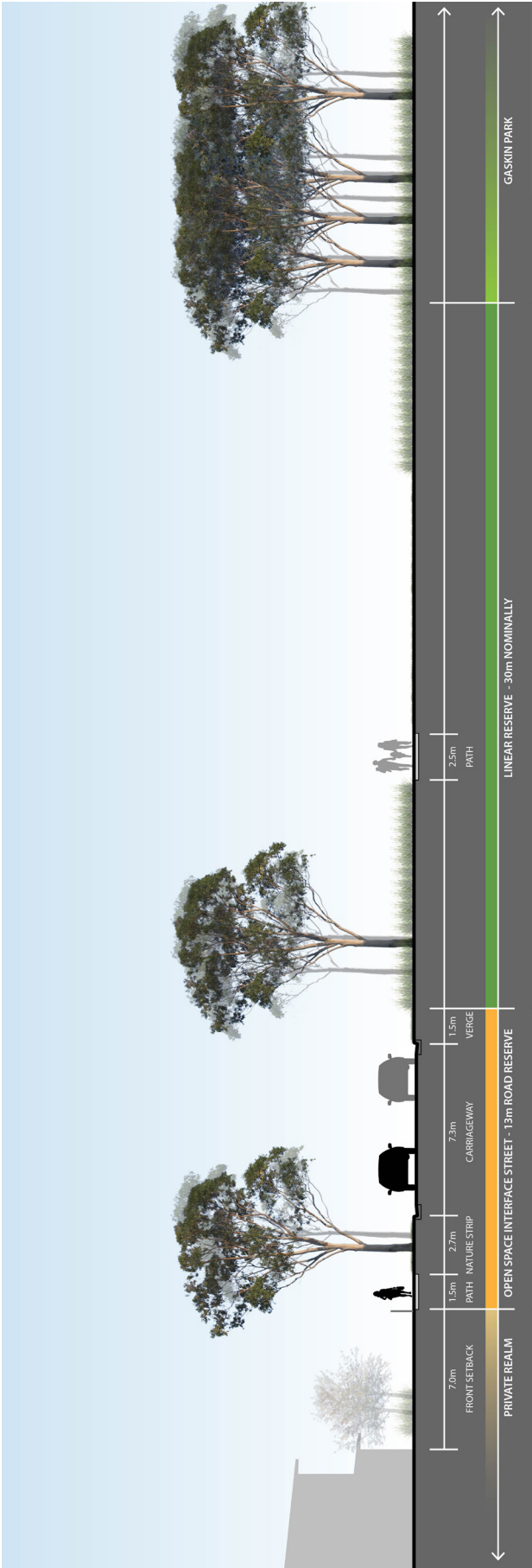


Figure 30 Road Cross Section 9

7

DEVELOPMENT
CONTRIBUTION
SCHEDULE

Development within the Churchill West Development Plan area will need to be supported by a range of on-site and off-site infrastructure. This section of the Development Plan describes the infrastructure items that are needed to support the development of the Development Plan area, and the methods by which these infrastructure items will be funded.

7.1 DEVELOPMENT CONTRIBUTIONS

Whilst all on-site infrastructure works such as local roads, footpaths, shared pathways, street tree plantings and drainage works will be undertaken by development proponents, there will also be a range of higher order off-site infrastructure required, such as major roads and intersections, catchment drainage works, shared pathways, passive open space land and improvements to facilities. These higher order infrastructure items located off-site are to be funded through development contributions via an appropriate binding legal instrument between Latrobe City Council and the proponent or undertaken as works in kind generally as per the Draft Section 173 Agreement in the Development Plan.

7.2 APPROACH TO FUNDING INFRASTRUCTURE ITEMS

Development contributions will be collected for the Churchill West Development Plan area as follows:

- Prior to the issue of a Town Planning Permit for subdivision, the developer will be required to enter into a Section 173 Agreement with Council prior to any development to pay development contributions or undertake works in kind to fund land, roads, drainage, open space improvements, community facilities, bus route infrastructure, traffic calming and a walking and cycling network.
- The Section 173 Agreements will include details relating to infrastructure items, costs, standards and timing of provision, and information regarding administration of development contributions, such as indexation and works in kind arrangements.
- Subject to confirmation of detail and as part of any permit for development a contribution to enhancement of early years services will be provided to Latrobe City Council via an appropriate binding legal instrument between Latrobe City Council and the proponent.

7.3 INFRASTRUCTURE

The infrastructure summary table shows the infrastructure items to be funded via development contributions from the Churchill West Development Plan area. This table should form the basis for a section 173 agreement.

The location of all infrastructure items is shown in Figure 31 on page 73.

Infrastructure items were identified and costed by the following consultants:

- Roads and intersections: Traffix Consultants
- Drainage: Beveridge Williams (see Appendix B for locations and catchments)
- Open Space and Community Facilities: Tract Consultants; and
- Land: Rennie property sales

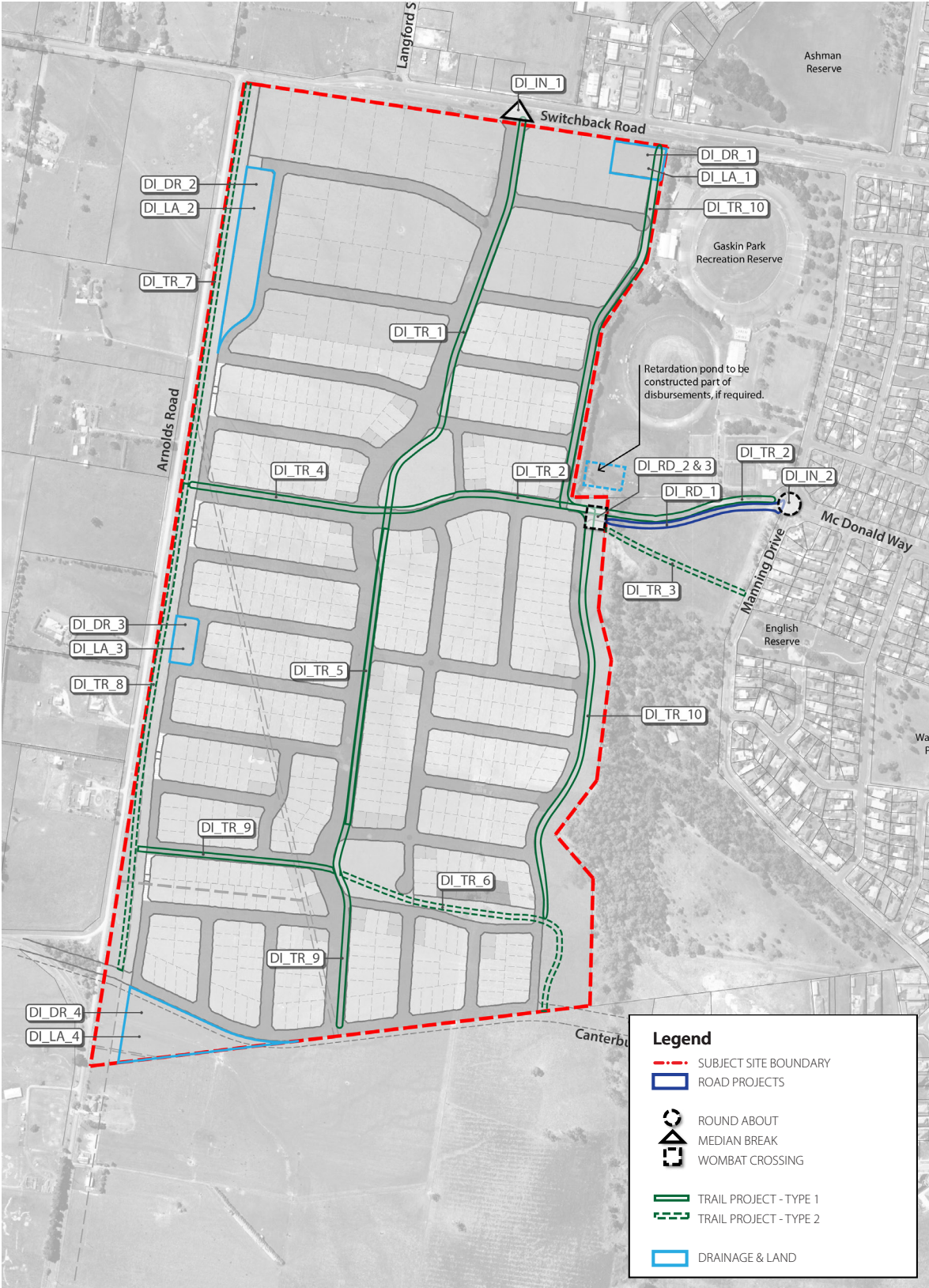


Figure 31 Developer Contribution Plan

7.4 INFRASTRUCTURE SUMMARY TABLE A (NON-DRAINAGE ITEMS)

Table 3 Non Drainage Items

CI/DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost Attributable to the Precinct
Roads And Intersections											
Development	Roads	DI_RO_1	Construction of McDonald Way crossing of Gaskin Park	Construction of 300m of McDonald Way from Manning Street to the Development Plan boundary	300m	Lin m	\$ 2,200	Traffix	\$ 660,000	100%	\$ 660,000
Development	Roads	DI_RO_2	Construction of raised "wombat crossing" on McDonald Road at Gaskin Park		1	Single unit		Traffix	\$ 150,000	100%	\$ 150,000
Development	Roads	DI_RO_3	Culvert on McDonald Way at Gaskin Park	Construction of storm water management culvert	1	Single unit		Traffix	\$ 250,000	100%	\$ 250,000
Development	Intersection	DI_IN_1	Median break on Switchback road at entry to Connector	Construction of new intersection	1	Single unit		Traffix	\$ 300,000	100%	\$ 300,000
Development	Intersection	DI_IN_2	Roundabout, McDonald Way and Manning Street	Construction of Roundabout and associated works	1	Single unit		Traffix	\$ 200,000	100%	\$ 200,000
Trails											
Development	Trail	DI_TR_1	Pedestrian/cycle link, Switchback road to McDonald Way	Construction of trail as part of central connector road	550m	Lin m	\$175	Tract	\$ 96,250	100%	\$ 96,250
Development	Trail	DI_TR_2	Pedestrian Cycle link north of McDonald Way	Construction of trail adjoining McDonald road extension across Gaskin Park	550m	Lin m	\$175	Tract	\$ 96,250	100%	\$ 96,250
Development	Trail	DI_TR_3	Path across Gaskin Park South of McDonald Way	Construction of concrete path	300m	Lin m	\$175	Tract	\$ 52,500	100%	\$ 52,500
Development	Trail	DI_TR_4	Path across Gaskin Park South of McDonald Way	Construction of a trail north of McDonald way	300m	Lin m	\$175	Tract		100%	\$ 52,500
Development	Trail	DI_TR_5	Pedestrian/cycle link south of McDonald Way on connector	Construction of concrete trail on central connector, south of McDonald way	500m	Lin m	\$175	Tract	\$ 87,500	100%	\$ 87,500
Development	Trail	DI_TR_6	Path link through southern open space link	Construction of concrete path to link to Gaskin Park south and Canterbury Way	500m	Lin m	\$175	Tract	\$ 87,500	100%	\$ 87,500
Development	Trail	DI_TR_7	Powerline Path Nth	Construct concrete trail	550m	Lin m	\$175	Tract	\$ 96,250	100%	\$ 96,250
Development	Trail	DI_TR_8	Powerline Path Sth	Construct concrete trail	700m	Lin m	\$175	Tract	\$ 122,500	100%	\$ 122,500
Development	Trail	DI_TR_9	Pedestrian Cycle link Construct concrete trail	Construct concrete trail	500m	Lin m	\$175	Tract	\$ 87,500	100%	\$ 87,500
Development	Trail	DI_TR_10	Pedestrian Cycle link Construct concrete trail	Construct concrete trail	1000m	Lin m	\$175	Tract	\$ 175,000	100%	\$ 175,000

7.5 INFRASTRUCTURE SUMMARY TABLE B (DRAINAGE ITEMS)

Table 4 Drainage Items

CI/DI	Category	Project ID	Project Summary	Description	Quantity	Unit	Rate	Reference	Capital Cost	Growth Area	Cost Attributable to the Precinct
Drainage											
Development	Drainage	DI_DR_1	Drainage works - East 1	Construction of a drainage scheme for sub-catchments east 1 retardation pond	1.0	scheme		BW		100%	
Development	Land	DI_LA_1	Land for retention basin - East 1	Land acquisition for retention basin for sub-catchment 1	1,200	m2		Valuation report		100%	
Drainage Levy Catchment A											
Development	Drainage	DI_DR_2	Drainage works - West 2	Construction of a drainage scheme for sub-catchment west 2, including drainage pipes, retarding basin and wetland area	1.0	scheme		BW		100%	
Development	Land	DI_LA_2	Land for retention basin - West 2	Land acquisition for wetland area for sub-catchment west 2		m2		Valuation report		100%	
Drainage Levy Catchment B											
Development	Drainage	DI_DR_3	Drainage works sub-catchment - West 3	Construction of a drainage scheme for sub-catchment 6, including drainage pipes, retarding basins and bio retention areas						100%	
Development	Land	DI_LA_3	Land for retention basin sub-catchment - West 3	Land acquisition for retention basin for sub-catchment west 3						100%	
Drainage Levy Catchment C											
Development	Drainage	DI_DR_4	Drainage works							100%	
Development	Land	DI_LA_4	Land for retention basin							100%	

NOTE 1:

Subject to confirmation of detail and as part of any permit for development a contribution to enhancement of early years services will be provided to Latrobe City Council via an appropriate binding legal instrument between Latrobe City Council and the proponent.

NOTE 2:

The items listed in the infrastructure summary tables (tables 3 and 4) are not all encompassing and does not necessarily identify all infrastructure that the developer will be required to construct at their cost.