

Churchill West Development Plan Addendum 2023



September 2023

Reference: 24601

**PLANNING & ENVIRONMENT ACT 1987
LATROBE CITY COUNCIL**

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**Stewart Saunders
Council Delegate**

Millar | Merrigan

Land Development Consultants

Millar & Merrigan Pty Ltd
trading as
Millar Merrigan
ACN 005 541 668

Metro:
2/126 Merrindale Drive,
PO Box 247
Croydon, 3136
Telephone 03 8720 9500
Facsimile 03 8720 9501

Regional:
156 Commercial Road
Morwell, 3840
email@millarmerrigan.com.au
www.millarmerrigan.com.au

PREPARED BY MILLAR MERRIGAN ON BEHALF OF:

Gaskin Rise Estate Pty Ltd

FORMAL LAND DESCRIPTION:

Various Titles – Refer to Appendix 5

PROPOSAL:

Churchill West Development Plan Addendum 2023

RESPONSIBLE AUTHORITY:

Latrobe City Council

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1 PURPOSE

This addendum to the Churchill West Development Plan (The DP) has arisen from a desire to improve housing diversity in the growth area and add an additional road cross section.

The original DP was approved by Latrobe City Council on 17 February 2014 and included a total of 669 new housing lots and covered an area of 86.91 hectares, see Figure 1 below.



Figure 1: Current DP - 2014

The overarching content and intent of the DP remains unchanged. This addendum updates a variety of plans and documents to reflect the adopted changes in road width and housing diversity and provides reasoning and analysis to support the adopted changes.

2 SITE DESCRIPTION

The extent of the DP has not varied since the initial approval, with the total area comprising approximately 86.91ha. The land is now however in a number of allotments rather than a single title, with the residential development commenced. There have been 101 residential allotments created to date, with roads Jubilee Parade, Beavis Court, Atkinson Avenue, Brown Drive, Beck Avenue, Ayers Crescent, Arch Avenue and Sports Place partially or completely constructed. Roads currently under construction include those in stage 6 being Jack Braun Avenue. Various reserves have also been created in accordance with the DP and the remainder of the site is contained within one super lot.

The changes to the DP relate wholly to Lot B on PS845008V which is known as Brick Avenue Churchill and are shown by the red dotted line below.

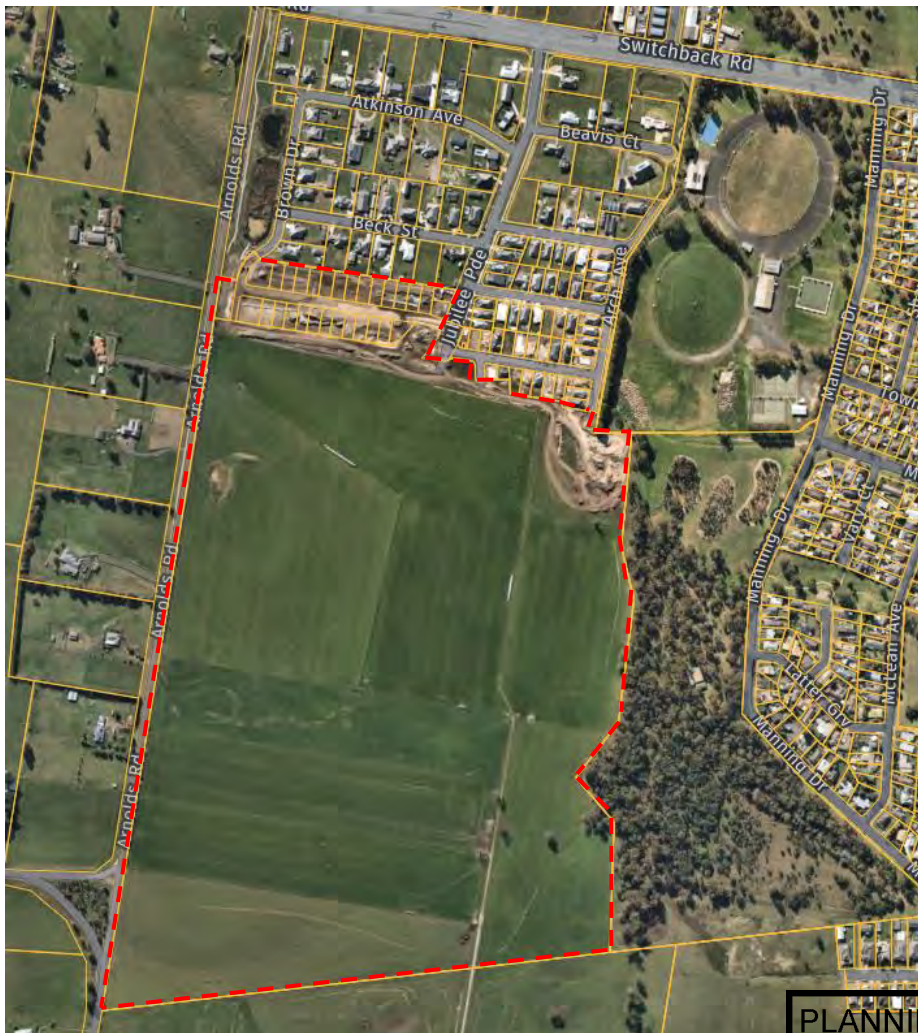


Figure 2: Aerial Photograph (source: Nearmap)

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3 PLANNING CONTROLS

Pre-adoption of the DP the land was zoned Residential 1. It was rezoned to its current zone General Residential Zone-Schedule 3 (GRZ3) as part of Amendment C105. Amendment C105 was a major update of the Latrobe Planning Scheme and policy gazetted in 2019. GRZ3 is the preferred zone for new estates such as Churchill West.



Figure 3: Land Zoning (source: Vicplan)

The use of land for residential purposes is a section 1 use within the GRZ3 with no applicable conditions, however, a permit is required to construct or extend one dwelling on a lot less than 300sqm.

Only a single overlay applies to the land as demonstrated in Figure 5, as was the case at the time the original DP was prepared being Development Plan Overlay-Schedule 5 (DPO5). The approved DP provides discussion on this overlay, and it is not considered necessary to replicate herein given that the change to the DP is not impeded by the overlay provision. The overlay does not prohibit the land use, with application requirements to be addressed at planning permit stage.

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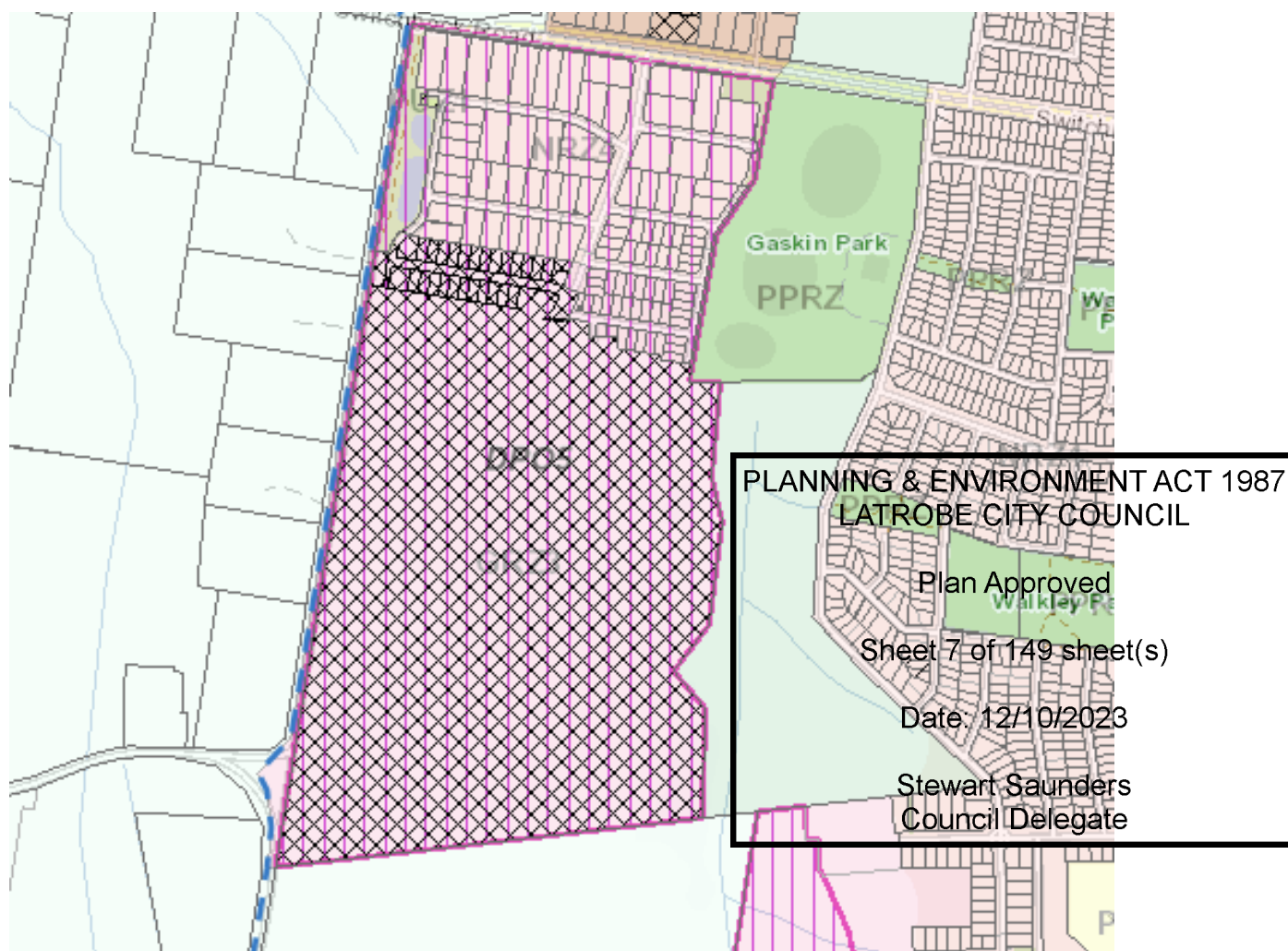


Figure 4: Overlays (source: Vicplan)

4 PROPOSED CHANGES

The proposed changes to the approved DP include:

- The conversion of some of the western parcels into larger low density residential (rural interface) lots, this provides an appropriate interface with the existing farming land to the west and provides more variety for those seeking lifestyle allotments.
- The previously approved integrated housing site located in the south east corner has been reconfigured to provide a medium density site and is sought to be an improved design outcome that can accommodate multiple dwellings, internal road network and landscaping. Two additional medium density sites have been proposed, one located opposite the large open space reserve centrally located and the other located to the south of the existing integrated housing site. The overall changes will see a negligible change in lot yield, however, provide a greater diversity of lot sizes to meet the changing needs of the population.
- It is proposed to change some of the internal road (access 1 street) from 18m to 16m. A new cross section has been proposed and is included as part of the proposed amendment to the Development Plan.
- The overall lot yield has changed with the amended Development Plan proposing 680 lots. This is an increase of 11 lots from the current approved Development Plan. The overall lot yield increase is minor and doesn't impact on the overall purpose of the Churchill West Development Plan.

The amended layout is shown in Figure 5 below and attached at Appendix 1.



Figure 5: Proposed Development Plan

5 SUPPORTING DOCUMENTATION

The approved DP includes a series of attachments as follows:

5.1 CERTIFICATES OF TITLE

The land covered by the DP has since been subdivided and now comprises of a number of titles as shown in Figure 7 below. A copy of the title forming the land subject to the amendment is included at Appendix 4. Four Section 173 agreements are applicable.

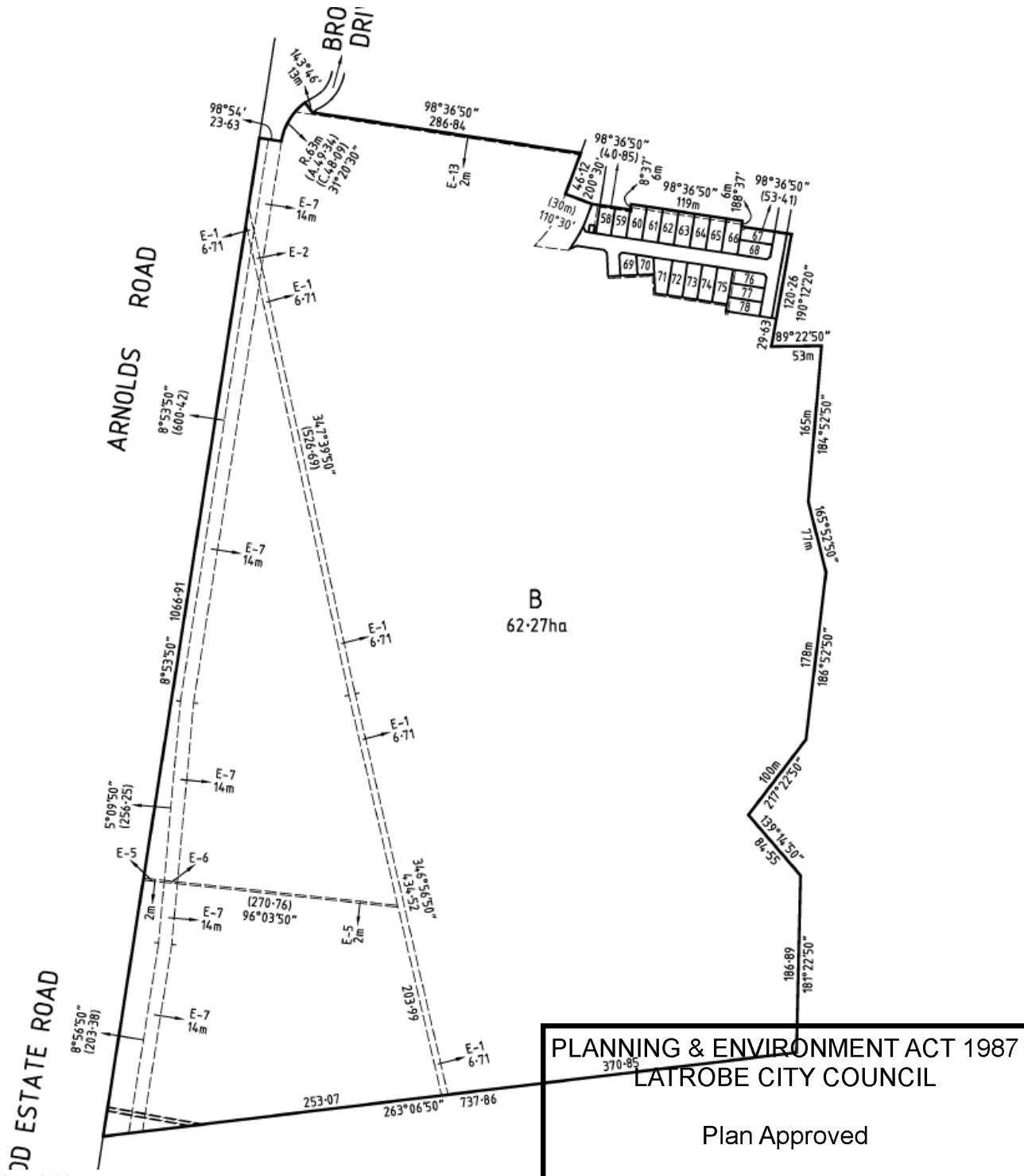


Figure 6: Land title

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Section 173 Agreement AK515635A, prevents the further subdivision of Lot 2 on Plan of Subdivision 713672X, which is the parcel of land directly to the south of the site, not located within the Development Plan Area.

Section 173 Agreement AT086397X, requires all dwellings to be constructed on any part of the land approved on Planning Permit 2014/58/A, to provide a rainwater tank of at least 3,000 litres.

Section 173 Agreement AL880191L, restricts all residential with design guidelines, prior to the issue of the statement of compliance for Stage 1, and requires the following restrictions within the design guidelines:

- Restricts residential lots from having back fence abutting the public open space unless it is unavoidable and in the case the fence must be no more than 1.2 metres in height or is constructed in material with at least 75% permeability, to the satisfaction of Council.
- Restrict residential lots abutting a 'mews' access street, that dwellings must be orientated towards 'mews' access street to provide passive surveillance opportunities along the interface with the street to the satisfaction of the responsible authority.
- Restrict all boundary fencing abutting Switchback Road and any fencing within 20 metres of the Switchback Road frontage must be post and rail, or post and wire, type construction and no higher than 1.5 metres.
- Restrict the residential lots that any development must be in accordance with the design guidelines, unless with the prior written consent of the responsible authority.

5.2 SITE ANALYSIS PLAN & URBAN DESIGN RESPONSE

The natural features of the site remain consistent with the previously prepared plan, noting that parts of the residential development have since occurred. There is no change to these plans.

5.3 REMNANT VEGETATION PLAN

The assessment prepared by Ecology and Heritage Partners continues to be relevant to the development plan area. The change in land use does not result in the need to update this report.

Through discussions with Council, it has been determined that the best outcome long term is to remove all four trees and provide appropriate offsets at the time of removal.

5.4 DEVELOPMENT PLAN

The Development Plan has been amended to reflect the proposed changes as per attached Appendix 1 and the reasoning for the changes is mainly to meet the following objectives:

- 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.
- Locate higher density housing around the large local parks and transport routes.

The land budget can now be found below which provides a summary of land uses across the overall development.

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LAND BUDGET			
	<u>SITE AREA</u>	86.91ha	
	LAND USES	AREA	%NET DEV. AREA
	<u>ENCUMBERED</u>		
	DRAINAGE RESERVE	1.74ha	2.0%
	ELECTRICITY EASEMENT	2.03ha	2.3%
	TOTAL ENCUMBERED	3.77	
	<u>NET DEVELOPABLE AREA</u>	83.14	
	LAND USES		% NET DEV. AREA
	LOCAL ROADS	21.12ha	25.4%
	PASSIVE OPEN SPACE	3.30ha	4.0%
	LINEAR RESERVE	5.42ha	6.5%
	MDH SITES	1.98ha	2.4%
	RESIDENTIAL LOTS	29.23ha	35.2%
	DUAL OCCUPANCY LOTS	4.20ha	5.1%
	lots > 1000m ²	0.95ha	1.1%
	lots > 2000m ²	8.47ha	10.2%
	lots > 4000m ²	6.35ha	10.0%
	SUB-STATIONS	0.00ha	0.1%
	<u>TOTAL AREA</u>	83.14	100.0%

OVERALL AREA 86.91ha
680 Lots @ 754m² average

Figure 7: Land budget

5.5 OPEN SPACE PLAN

The amended Development Plan has proposed some minor changes to the overall unencumbered open space. It was suggested the small portion of open space provided to the south east of the proposed roundabout at the intersection of McDonald Way extension and Jubilee Road be removed as it wasn't large enough to serve a purpose. This advice was taken, and this portion previously identified as public open space has now been incorporated into the residential land to the east. The wetland that was to be provided to the north of the McDonald Way extension has been relocated to the south of McDonald Way extension to be consistent with the Stormwater Management Strategy. Both of these changes have been reflected in the land budget shown in figure 7 above.

In order to ensure no net loss to the overall open space that is to be provided throughout the development plan, the large open space that is adjacent to the 1.254ha medium density site in the south eastern portion of the development plan has been reconfigured to provide a more useable space, widening the lineal section and allowing more space for the shared path and plantings that may accompany this space. It ensures that a pocket park is not created and adds more value to the overall open space plan.

The open space plan has not been updated as the changes to the open space are minor and while the overall open space to be provided in the land budget has slightly increased, no loss to open space is identified.

5.6 LANDSCAPE MASTER PLAN

A Landscape Master Concept Plan has been prepared as part of the update which demonstrates how street planting will be undertaken based on road reserve widths and tree sizes. The plan also shows indicative landscaping within reserves, with the aims of the plan to:

- The overall theming of the proposed vegetation is predominantly indigenous, with a selection of exotic species for colour, variety and biodiversity.
- The eastern and western boundaries provide a linear buffer between the existing surrounds and the proposed development.
- The main reserve of the development is located centrally and will provide a range of community facilities including but not limited to:
 - Passive recreation spaces
 - Playground
 - Toilet facilities
 - Shelter/BBQ area

5.7 STORMWATER MANAGEMENT PLAN

An updated Stormwater Management Plan has been prepared as part of this application which aligns with Urban Stormwater Best Practice Environmental Management Guidelines. This updated plan includes the internal 'developed' sub catchments as per the Churchill West Development Plan (January 2014).

The treatment of stormwater is proposed to be provided through multiple elements including water tanks, grassed swales, gross pollutant traps, sedimentation basins and constructed wetlands. A Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was run for the development that also factored into the model the stages that have already been delivered.

The updated strategy notes water tanks were not mandated on previously approved stages and as such the updated plan recommends that Council require a restriction on title of future lots mandating the installation of the water tank during the process of constructing the dwelling, ensuring additional treatment of stormwater. This would be required to be delivered prior to the issue of an Occupancy permit.

The wetland previously proposed to the north of McDonald Way extension has been relocated to the south of the McDonald Way extension as per the Stormwater Management Plan.

5.8 ROAD HIERARCHY AND MOVEMENT NETWORK PLANS

The amendment to the Development Plan does not vary greatly from the previously proposed Road Hierarchy and Movement Network Plans, whilst some proposed access 1 streets have narrowed, they are still to remain with the same street identifier. Figure 7 shows which streets have been narrowed as per the amended DP, it is noted that the narrowed street in Stage 5 has already been approved by Council.

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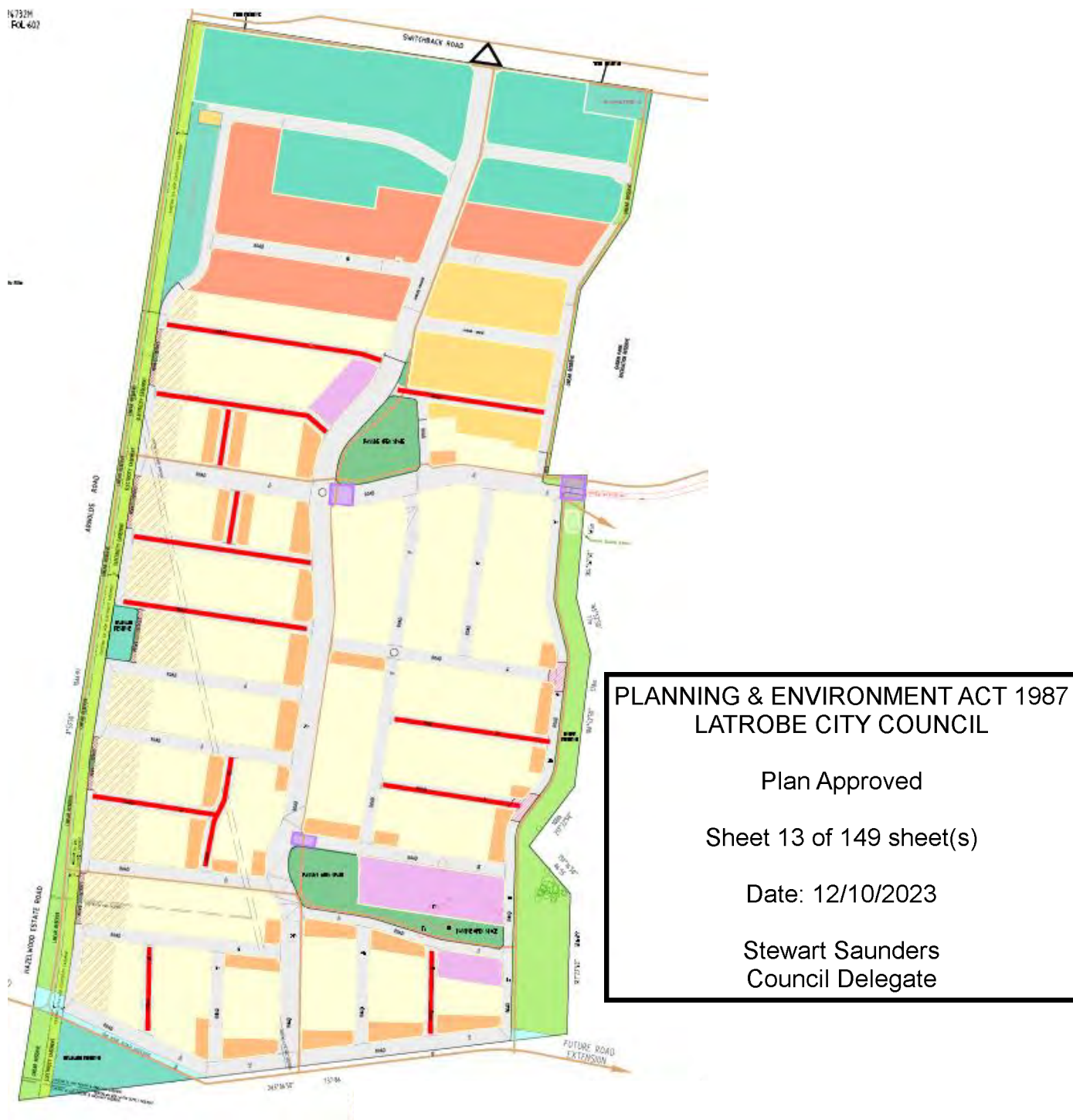


Figure 8: Indicative plan of which access 1 street have been narrowed from 18 metres to 16 metres.

5.9 PEDESTRIAN AND CYCLING NETWORK PLAN

The amended to the Development Plan does not impact any of the existing or proposed primary pedestrian cycling network routes and as such there is no change to this plan.

5.10 ROAD CROSS SECTION 10

A new cross section has been proposed and is included as part of the proposed amendment to the Development Plan. It is proposed to change some of the internal road (access 1 street) from

18m to 16m. It is considered that the variation in road widths relates strongly to the road network of the existing township ensuring that the character/connection is continued. It is noted that there is ample space within the 16m wide street reserve for the provision of tree plantings and that both stages 5 and 6 have both been endorsed with 16m road reserves as such therefore supports that a slightly narrower street reservation can be supported. There are 9 streets in total that are proposed to be reduced from 18m down to 16m, with 9 roads maintaining the 18m width. The below provides a demonstration of streets within Churchill that have a 16m road width.



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Photograph 1: Photograph of Ritchie Road. Demonstrates the 16m road reserve with footpaths and street plantings within.



Photograph 2: Photograph of Townsend Street. Again, demonstrates the 16m width and the connection to the Churchill Township.

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Photograph 3: Photograph of Auchterlonie Crescent 16m wide road reserve.



Photograph 4: Photograph of Manuka Crescent 16m wide road reserve.

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A new 16m wide cross section has been provided below and will form part of the amended Development Plan.



5.11 DEVELOPER CONTRIBUTION PLAN

The amended Development Plan does not impact the developer contribution plan and as such there is no variation to the plan.

5.12 INDICATIVE MEDIUM DENSITY SITES

Indicative lot layouts have been prepared for the three medium density sites within the overall development. The indicative layouts have been provided to demonstrate how each of the sites could be developed in the future, with internal laneways proposed, to provide rear access to the lots fronting the adjacent passive open spaces. Noting that any future development of these sites is subject to a separate town planning application. The ultimate design and yield of these sites, whilst it should be no higher, will be determined via a separate assessment process.

Site 1 is conveniently located to provide access to an open space area and passive surveillance over the public domain. Vehicle access to the lots is envisaged via a rear laneway, accessed from neighbouring streets. The site is situated along a main road, which is likely to contain a bus route in the future.

Site 2 has been proposed in lieu of the integrated housing site and is considered to be an improved design outcome as it provides additional housing in proximity to both the proposed passive open space area and Gaskin Park itself. It avoids the need for cars driving over the proposed passive open space area, which has the potential of being a safety hazard to pedestrians or users of the reserve, as the updated plans propose a formal laneway.

Site 3 is also conveniently located to provide access to an open space area and passive surveillance over the public domain. Access to the lots will be via a rear laneway, access from the local streets.

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6 CONCLUSION

This amendment to the approved Churchill West Development Plan seeks to change the location and size of some of the proposed lots and narrow some of the existing access 1 streets from 18 metres to 16 metres.

The changes proposed are to meet existing evident demand for lower density (rural interface) lots, whilst the change to the integrated housing lot is to accommodate a smaller lot size, than standard sized lots, overall, with the amendment providing an increase in diversity of lot sizes and housing opportunities.

The proposed narrowing in road widths is simply to factor in projected vehicle volumes, the 16 metre wide roads are not expected to see the same volumes of traffic as the 18 metre wide roads and a reduction in width is considered to be an appropriate response, to make the most efficient use of the land by placing this additional space back into residential lots.

The proposed amended Development Plan does not prejudice any planning policies nor specialist recommendations within the previously approved DP and as such it is considered to be an appropriate amendment.

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