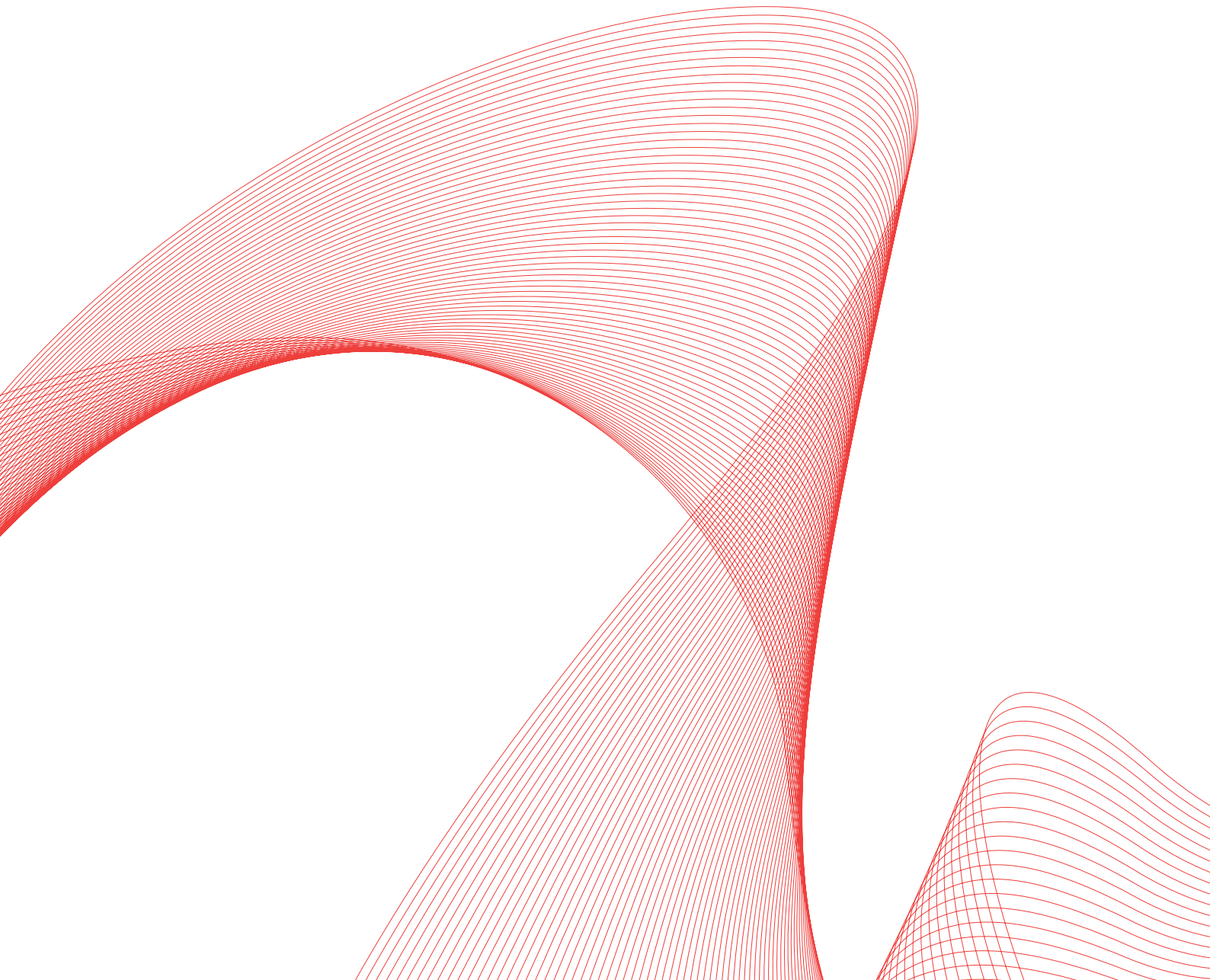




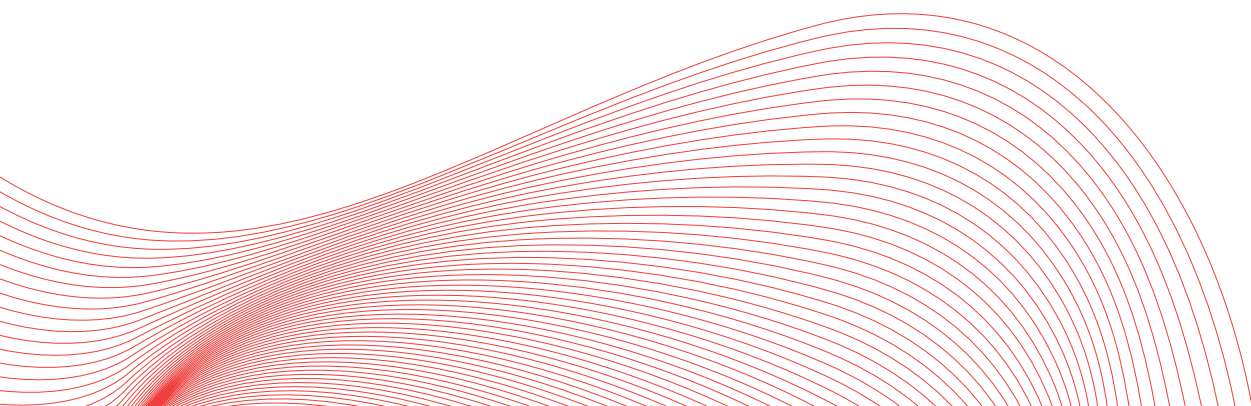
Cross's Road
Development Plan
Addendum 2024
(Ashworth Drive Precinct)
February 2024

Latrobe City Council acknowledges that it operates on the traditional land of the Braiakaulung people of the Gunaikurnai nation and pays respect to their Elders past and present.



Contents

1.0 Introduction	1	LIST OF FIGURES	
2.0 Current Site Context	3	1. Properties	2
3.0 Ashworth Drive Precinct Plan	5	2. Current Condition	4
4.0 Bushfire Risk Assessment	7	3. Precinct Plan	6
5.0 Servicing Strategy	11	4. Bushfire Mitigation Measure	8
6.0 Access and Movement	15	5. Existing native vegetation	10
7.0 Existing Roads to be Upgraded	17	6. Existing native vegetation	10
8.0 Application Requirements	19	7. Servicing	12
Appendices	21	8. Waterway Management Plan	14
Appendix 1		9. Access and Movement	16
Appendix 2		10. Road upgrades required	18
Appendix 3			
Appendix 4			
Appendix 5			
Appendix 6			
Appendix 7			



1. Introduction and Purpose

The purpose of the addendum is to provide further detail and guidance for the coordinated development of properties on Ashworth Drive and to identify the area bounded with an orange dotted line in Figure 1 as a precinct within the Cross's Road Development Plan. The addendum is endorsed under Development Plan Overlay – Schedule 5 (DPO5) in the Latrobe Planning Scheme. This addendum should be read in conjunction with the Cross's Road Development Plan 2012 (or as amended).

The Cross's Road Development Plan (the DP) was endorsed by Latrobe City in December 2012. At the time of endorsement it covered 15 parcels bounded by the Tyers Road in the west, Cross's Road to the south, Riverslea Boulevard to the east, and the Latrobe River flood plain on the north. In May 2011, the Minister for Planning gazetted Amendment C56 which rezoned 150 Tyers Road and 240 Cross's Road (approximately 47ha) from Farming Zone to Residential 1 Zone (now General Residential Schedule 3) and applied the Development Plan Overlay Schedule 5 (DPO5). Amendment C56 also applied DPO5 to 13 parcels along Ashworth Drive (a further 29ha approximately). Nine of the 13 parcels along Ashworth Drive were rezoned by Amendment C93 in 2016. Two of the nine properties have since begun subdivision at the time of writing.

In March 2020 Amendment C101 was gazetted. This amendment deleted DPO5 from lots 5, 6 and 7.

The size and pattern of properties along Ashworth Drive, and the differing development intentions of current landowners, presents a challenge for the transition of the precinct to a standard residential area.

As part of Council adopting Amendment C93, Council resolved to prepare an Implementation Plan to determine how the Ashworth Drive Precinct would be

developed in a practical way, which was completed in May 2018. The preparation of the Implementation Plan was undertaken in consultation with landowners and relevant referral authorities and agencies.

This Addendum is the culmination of Council's work and is required to apply the Implementation Plan and a variety of other background documents prepared since Amendment C93 was gazetted.





The addendum provides a revised plan for the Ashworth Drive Precinct which ensures development can occur within the precinct. The changes to the plan acknowledge:

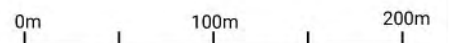
- New requirements have been introduced into the planning scheme since original adoption in 2012 which now must be addressed in planning permit applications i.e. Clause 13.02 Bushfire.
- Due to the limited lot yield of many properties in the precinct, certain outcomes proposed in the Cross's Road DP need to be removed to ensure other key outcomes can be afforded by developers.
- Development is subject to the intentions of property owners and therefore is likely to be ad-hoc.

Figure 1: Properties in the Ashworth Drive precinct.



ASHWORTH DRIVE - PROPERTIES

-  Extent of Ashworth Drive Precinct Plan
-  Lots included in proposed Ammendment C93
-  Properties not rezoned by C93 Ammendment due to Planning Panel recommendation (currently Rural Living Zone)
-  Public use zone (Gippsland Water)



2. Site Context

The precinct is located roughly 3 km north west of Traralgon Railway Station on the northern edge of town. The precinct is characterised by large, semi-rural properties with dwellings set well back from a curb-less asphalt road. There are two watercourses in the precinct. One runs diagonally west to east across the northern fringe of the precinct. A second watercourse starts south east of the precinct and runs directly north through the lots on the east side of Ashworth Drive. The high ground of the precinct is located at the intersection of Ashworth Drive and Cross's Road, at roughly 47m above sea level. The lowest point of the precinct is in the north east corner at 29m above sea level. Most of the land in the precinct gently slopes to the north and north east. The land which slopes into the east watercourse is sloped more steeply. North of the DP area there is a ridge, rising up to 40m, which separates the precinct from the Latrobe River flood plain further north. These conditions are shown in figure 2.

A Flora and Fauna assessment was undertaken as part of the original DP. This found the precinct was unlikely to support significant habitat for threatened species. Due to the time since this assessment was undertaken, it is likely any permit to subdivide along the waterway would require a new assessment.

At the time of the DP, there was no evidence found to suggest any cultural heritage would be found in the Precinct. Current mapping at the time of writing the Addendum, indicates no culturally significant locations in the precinct. A Registered Cultural Heritage Place is located north west of the precinct which implies historical activity within the area. Cultural heritage sensitivity mapping does change over time.

Current land uses

Properties within the precinct are primarily used for dwellings, which due to their large lot size are considered to be 'lifestyle' lots.

Lots 9, 10 and 11 each accommodate a trucking business and dwelling. Lot 13 is owned by Gippsland Water and used for water treatment and not considered developable.

Lot 8a and 8b were one lot (lot 8) prior to the gazettal of Amendment C93. They became two separate parcels in 2018. Lots 2 and 4 have approved multi-lot subdivision permits and are in the process of subdividing.

Potentially Contaminated Land

Under Clause 65.01, as part of a planning permit application the responsible authority must consider, *"Any significant effects the environment, including the contamination of land, may have on the use or development."*

Planning Practice Note 30 (PPN30) defines potentially contaminated land as land:

- Used or known to have been used for industry or mining;
- Used or known to have been used for the storage of chemicals, gas, waste or liquid fuel – other than minor above-ground storage that is ancillary to another use of the land, or;
- Where a known past or present activity or event occurring on or off the land may have caused contamination on the land.

The historical and continuing operation of the trucking business on lots 9, 10 and 11 meet point three listed above. Therefore any future planning permit application for these lots will need to provide a contamination assessment in accordance with PPN30 so that the responsible authority can properly consider the potentially contaminated land.

The Gippsland Water facility (lot 13) would also meet point three should it ever be developed into an alternative use or if it subdivided.

Figure 2: Current condition of land in the Ashworth Drive precinct.



ASHWORTH DRIVE - Current Condition

- Extent of Ashworth Drive Precinct Plan
- Public use zone (Gippsland Water)
- Existing dwellings
- Existing outbuilding
- Declared waterway
- Properties with potentially contaminated land
- Approved multi-lot subdivision permit



0m 100m 200m

3. Ashworth Drive Precinct Plan

To understand the development potential of the precinct, Council explored potential subdivision layouts for each property. This exploration has informed the Precinct Plan shown in figure 3. The Precinct Plan is more detailed than the Cross's Road DP and contains the modifications identified in Council's background reports. These modifications include:

- A revised road layout and indicative subdivision which:
 - Meets the requirements of Clause 13.02 of the Latrobe Planning Scheme.
 - Reduced the number of waterway crossings from three to two, with an alternative location for the northern crossing depending on the staging of development.
 - Removal of the road abutting the west side of the north-south waterway. The Preliminary Servicing Strategy found this road, and the third waterway crossing, to be cost prohibitive items when balanced with all other considerations
 - Reflects the layout of approved subdivisions at lots 2 and 4.
- A Preliminary Servicing Strategy has been provided, designed with the aim of reducing the cost of servicing the precinct - Appendix 2.
- Minor revisions to stormwater management in the precinct.

The lot arrangement chosen allows for the retention of existing dwellings but this is not mandatory. Alternative subdivision layouts can be proposed at the planning permit stage and will be considered on their merit and the requirements of the scheme.

Similarly, the exact location of the waterway crossings will depend on the staging of development, noting there is an opportunity for neighboring properties to work together to deliver these crossings jointly to minimise costs.

Lot diversity

The Precinct Plan provides a diverse array of residential lot sizes ranging from 400sqm to over 1500sqm. This diversity is primarily an outcome of the existing property boundaries, natural features, and bushfire requirements of Clause 13.02. These factors provide the opportunity for lot and housing diversity within the precinct, with the location of lot sizes being appropriate to the features of the site. The subdivision layout shown in Figure 3 contains 153 lots, 30 of which are in excess of 1000sqm.

Public Open Space contribution

A public open space contribution is required under Clause 53.01 of the Latrobe Planning Scheme and will need to be in accordance with the Schedule to that clause.

Figure 3 shows the provision of a local park, located across lots 1 and 2 and a further small reserve on lot 8a. These are the only locations where a land contribution will be accepted unless otherwise agreed in writing by Latrobe City.

The meaning of Greenfield and Infill, outlined below, are per the definitions in the *Review of Proposed Public Open Space Contributions Rates 2016*.




- **Greenfield development:** Subdivision/development which creates 15 or more lots at or near the urban fringe of a town.
- **Infill development:** Subdivision/development which creates less than 15 lots/dwellings, and is usually located in an established urban area.




The re-vegetated waterways are required under clause 14.02-1S of the Latrobe Planning Scheme. Council does not consider the entire waterway reserve to be encumbered. The exact extent of the reserve to be considered as unencumbered will be determined as part of a planning permit application.





Figure 3: Ashworth Drive Precinct Plan.

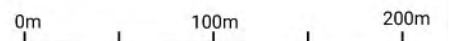


ASHWORTH DRIVE - PRECINCT PLAN

-  Precinct boundary
-  Existing dwelling
-  Public use zone (Gippsland Water)

-  Residential
-  Approved lot boundaries
-  Indicative lot boundaries

-  Waterway crossing (road)
-  Waterway reserve (partially encumbered)
-  Gippsland Water reserve (encumbered)
-  Public open space (unencumbered)



4. Bushfire Risk and Mitigation

Due to the size and rural nature of the lots along Ashworth Drive, the lots fall within a designated Bushfire Prone Area (BPA). The BPA designation means Clause 13.02 (Bushfire) of the Latrobe Planning Scheme needs to be considered when designing and approving residential development in this precinct. Cross's Road DP was not assessed against Clause 13.02 as the clause was introduced after the DP was approved in 2018. Amendment C93 also predated the introduction of Clause 13.02. To address Clause 13.02, Latrobe City has had prepared a bushfire hazard and risk assessment of the site and proposed precinct plan (appendix 3). The assessment considered:

- Bushfire history in the Gippsland and Latrobe Valley.
- Fire weather history in the area.
- Landscape conditions in the region and immediately around the site (both in terms of topography and vegetation).
- Access to adjacent urban area.
- The proposed Precinct Plan.

The recommendations in this assessment have been incorporated into the Addendum.

Findings

The surrounding area is considered low risk due to the land being mainly grazing, lacking any significant clumps of dense woody vegetation, and the relatively flat landscape which won't complicate bushfire behaviour. Therefore it is an appropriate landscape for residential development.

The precinct interface to the north poses a hazard as the land to the north can be classified 'grassland' which will be a hazard when not properly managed. Re-vegetation of the waterways will also create an increased hazard depending on the intended re-vegetation standard, the ultimate size of the area and its' long term maintenance.

Development of the precinct will remove the BPA designation from a large area of the precinct. However, the BPA will remain along the interface to the north and along the

re-vegetated waterways.

Recommendations

Nine recommendations were identified in the report. A response to each is provided below:

- Provide a perimeter road across the length of the northern interface with the Grassland.
 - Council will maintain the road reserve it currently has and acquire additional land via Public Open Space Contribution (POSC). Lot 7 will continue to use its current driveway access to Ashworth Drive which will provide a firebreak should a grass fire happen. Council officer note it would be ideal to upgrade this driveway into a road as a continuous perimeter road would provide a larger firebreak however, officers considers it would be very unlikely to ever be built. Therefore council officers have proposed maintaining current access and restrictions on titles as they will be more readily achievable.
- Manage re-vegetation of the Waterway Reserve to ensure it does not exceed a classification of Grassland (i.e. tree canopy cover of less than 10% and minimal shrubs).
 - West Gippsland Catchment Management Authority has agreed that the re-vegetation standard of the waterway will not require tree coverage greater than 10% and therefore ensure a 'grassland' classification long term subject to appropriate maintenance by Council.
 - Figure 5 and 6 show the understory conditions where the possible forest was identified in the assessment. It can be seen that the understory

Figure 4: Design response of the Development Plan to requirements of clause 13.02 of the Latrobe Planning Scheme.



ASHWORTH DRIVE - Bushfire Mitigation Measures

- | | | |
|-----------------------------------|--|---|
| Precinct boundary | Approved lot boundaries | Waterway crossing (road) |
| Existing dwelling | Indicative lot boundaries | Waterway reserve (grassland) |
| Residential | 19m low threat setback | Gippsland Water reserve (managed landscape) |
| Public use zone (Gippsland Water) | Proposed restriction on title to setback dwellings | Public open space (managed landscape) |
| | Retained driveway | |



0m 100m 200m

is very minimal and with minimal replanting and the removal of the exotic trees, the hazard should not be escalated. See appendix 6 for the waterway management plan.

- Provide 19 meter low threat setbacks of future dwellings from classified Grassland north of the Precinct and within the Waterway Reserve.
 - Building exclusion areas will be required to be placed on property titles at the time of subdivision to ensure 19 meter setbacks are provided along the north boundary and waterway interface. These exclusion areas are to be generally in accordance with the proposed restrictions shown in figure 4. However the ultimate approval of these restrictions will be to the satisfaction of the relevant fire authority.
- Provide multiple road linkages to the established urban area to the west and south of the Precinct in line with the existing plan.
 - Two crossings of the waterway will be achieved with possible intermediate pedestrian crossings. There are more than two routes into the established urban area should a fire occur.
- Consider requiring lots within 100 m of the northern boundary being 800-1,200 square metres in area.
 - This is proposed along the water course and northern boundary east of Ashworth Drive. Lot 4 planning permit was granted prior to the adoption of the addendum and provided its own bushfire hazard assessment which was approved by the relevant fire authority.
- Consider introducing a planning instrument or other mechanism to ensure vegetation on larger lots (e.g. > 1,000 sq. m) is managed in a low threat state.
 - This will be achieved via the use of 19 meter buffers as restrictions on title, most likely applied via a planning permit condition requiring a Section

173 agreement. The relevant fire authority will be able to provide conditions during the planning permit process which could specify reasonable vegetation restrictions.

- Construct future dwellings to a minimum BAL-12.5 construction standard.
 - This is required by the National Construction Code if any house is located in a BPA.
- Provide a reliable water supply for fire fighting via a conventional reticulated hydrant system.
 - Achieved through normal subdivision requirements.
- Apply to the State Government to remove eligible areas of the Precinct from the BPA as development occurs.
 - Achieved as part of normal process to review Bushfire Prone Areas and the Bushfire Management Overlay.

As outlined above, the WGCMA has agreed that the adopted Master Waterway Management Plan for the eastern waterway will result in a classifiable hazard of 'grassland' and no higher. Grassland designation requires 19 meter low threat separation between dwellings and the classified vegetation. The hazard and risk assessment identified a cluster of native trees in the waterway between lot 8a and 8b. Due to no site inspection being undertaken to determine if there was an understory in this area, the assessment proposed two scenarios depending on the outcome of further inspection. If no understory is identified then 19 meter separation is appropriate. If an understory is identified, the appropriate classification would be 'woodland' which would require 33 meter separation. During subsequent on-site inspection by council officers, as part of inspecting the waterway, it was found that there is no understory, only mowen grass (see figures 5 and 6). Therefore 19m separation is planned for in this addendum. The tree coverage will also be lower once the exotic trees have been removed.

Figure 5: Patch of existing native vegetation between properties 8a and 8b looking north from southern side of patch. Ground largely short grass.



Figure 6: Patch of existing native vegetation between properties 8a and 8b looking south from northern side of patch.



5. Servicing Strategy

The Preliminary Servicing Strategy (appendix 3) for Ashworth Drive outlines the optimum scenario to service the precinct. A potential servicing scenario which draws from the preliminary strategy but reflects endorsed permits, is shown in figure 5. The key points of the strategy are outlined below.

Electricity

A 22kv overhead electricity line is located along the east side of Ashworth Drive. Ultimately this asset will need to be repositioned underground. This work may be completed in stages by developers or, it may be completed all at once if Council upgrades Ashworth Drive. Council recommends developers undertake further discussion with the owner of the line.

Potable Water

Gippsland Water (GW) currently has a potable water main running the full length of Ashworth Drive. Given the material, age, and size of the asset, it is possible GW will require the pipe to be renewed before any new connections are made. This is to ensure safe and reliable drinking water. Council recommends developers undertake further discussion with Gippsland Water.

Sewer

Due to the gravity fed nature of sewers, implementing a cohesive sewer system will be one of the greatest challenges for the precinct. Existing sewers are present on all sides of the precinct, with Gippsland Waters Regional Outfall Sewer located to the south. The optimal option is to link the entire site via a single sewer main to the existing sewer line on the north side of the precinct. The sewer line to the north is downhill from all lots within the precinct allowing a gravity drained system. By avoiding new pumps, the short term building costs and long term maintenance costs are minimised.

The strategy proposes the precinct sewer main be located on the west side of the eastern watercourse. This location is ideal

as, it is the lowest point in the precinct and will minimise the number of sewer lines built. Where the sewer is not within a future road reserve, an easement will need to be provided to protect the asset. This easement will fall within the 19 meter bushfire buffer. Developers will be required to undertake further discussions with Gippsland Water to determine the final alignment.

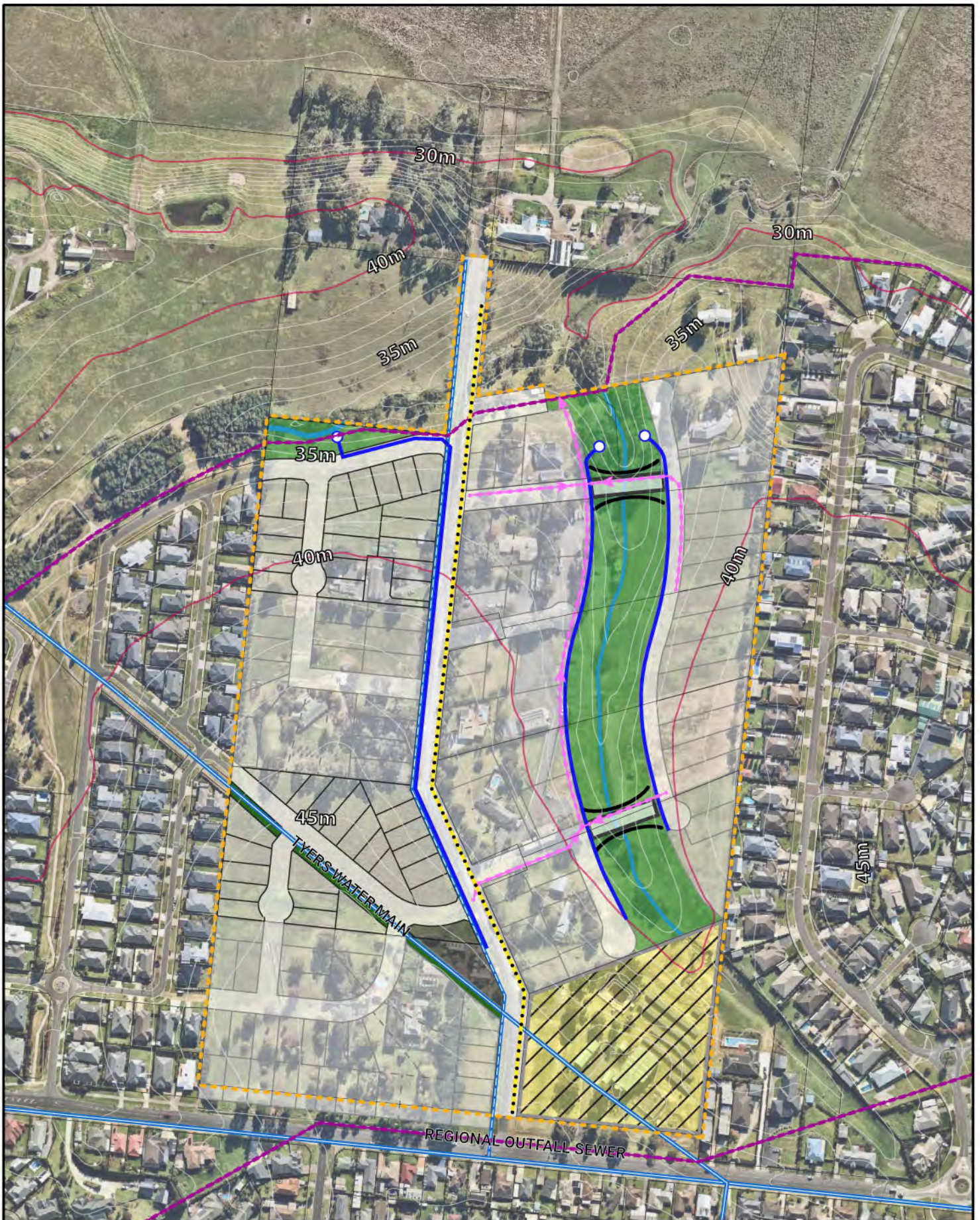
Stormwater Management

The approved Cross's Road Stormwater Management Plan recommends the stormwater to be treated off-site at a location downstream of the DP. Stormwater will be conveyed by the waterways to a treatment location (wetland) on the Latrobe River floodplain. Council is currently considering suitable locations for the wetland. Council will collect a financial contribution at the time of subdivision (as a condition of the planning permit) to fund the construction of the wetland required to treat stormwater generated by development in the DP.

The Preliminary Servicing Strategy, prepared to consider how the Precinct could coordinate infrastructure, identified that Gross Pollutant traps should be included at any point where stormwater is discharged into the declared waterways. This will help minimise pollution entering the waterways and floodplain before it can be treated at the wetland.

The strategy also proposed shared stormwater mains to minimise the number of discharge points and pollutant traps. Three stormwater mains are proposed. Two will flank the eastern watercourse discharging into a gross pollutant trap on lots 8a and 8b. These two mains are

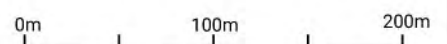
Figure 7: The preferred servicing scenario for Ashworth Drive. Derived from the Preliminary Servicing Strategy May 2018 by Meinhardt Group and permit documents.



ASHWORTH DRIVE - SERVICING

- Precinct boundary
- Contours 1m intervals
- Waterway crossing (road)
- Waterway reserve
- Gippsland Water reserve
- Public Use Zone - Gippsland Water
- Electricity line relocation
- Existing potable water mains
- Potable water mains renewal
- New stormwater mains
- Existing sewer mains
- New sewer mains

*Note: The location of the services shown is indicative only. To confirm their location and specification, please contact the relevant utilities provider.



expected to service subdivisions on the east side of Ashworth Drive. A third main will run along Ashworth Drive servicing lots 1-4. This main will discharge into a gross pollutant trap on lot 4. The third main was not identified in the Preliminary Servicing Strategy, but has been identified as a result of lots 2 and 4 proceeding with development ahead of all other lots in the precinct. Temporary outfalls will likely be required if the eastern waterway does not develop progressively from north to south. Temporary arrangements will need to be to the satisfaction of the responsible authority and the local Catchment Management Authority.

The proposed locations are conceptual and will be finalised as part of future subdivision applications.

Limitations on efficient servicing

A key limitation to servicing this precinct, in a coordinated and cost-effective manner, is the high degree of land fragmentation. Almost all utilities require access to a neighbouring property if they are to be provided cost effectively.

Lots 1-4 are considered the least constrained and expected to be the most likely to develop. Lots 2 and 4 have received planning permits for multi-lot subdivisions and are beginning to provide some of the infrastructure that the precinct requires. Lots 8a-12 are more constrained and would benefit from developing together. Coordination may be achieved through signing agreements which aligning their development intentions to begin development in the north and work south. These agreements could potentially include the sharing of construction costs for utilities and waterway crossings. Alternatively, the landowners could form a consortium with a developer who would provide the experience and resources to undertake the subdivision.

Master Waterway Management Plan

A Master Waterway Management Plan (WMP) has been prepared for the eastern waterway (appendix 6). Catchment Management Authorities normally require a WMP to be provided as part of a planning permit which involves a waterway. Council has prepared and endorsed a Master WMP as part of this Addendum. This Master WMP is to be used as a basis for each development in the precinct and amended as required to reflect the requirements of the proposed subdivision. By using a Master WMP for the full waterway, Council will be able to ensure a consistent standard of re-vegetation along the waterway. The Master WMP is designed to be in accordance with the recommendations of the Bushfire Development Report and ensures that over time the bushfire hazard posed by the waterway will remain as Grassland.

Re-vegetation in accordance with the Master WMP, will be a condition of any planning permit for development on the properties which contain the eastern waterway. Council does not support alternative WMPs being endorsed which would result in different re-vegetation outcomes.

Latrobe Cities standard position is that maintenance of the waterway will be the responsibility of the developer for two years after the issueing of Practical Completion. After this period maintenance of the waterway and vegetation will be the responsibility of Latrobe City Council.

Figure 8: Extract from the Waterway Management Plan prepared by Council for the eastern waterway in the Precinct.



Proposed Trees

Qty	botanical name	common name	Container Size	
18	<i>Eucalyptus radiata</i>	Narrow leaved Peppermint	45 Litre	⊗ Trees to be removed
12	<i>Eucalyptus camaldulensis</i>	River Red Gum	45 Litre	⊗ Existing Trees to be retained
15	<i>Acacia melanoxylon</i>	Blackwood	45 Litre	

Title/Dwg No: ASHWORTH DRIVE - TRARALGON
 WATERWAY CONCEPT DESIGN- Version 1
 Page 1 of 4

Drawn: B. Kreun

Date: 30/10/2023

Scale: 1 in 2000

6. Access and Movement

The arrangement of roads is similar to the design proposed in the Cross's Road Development Plan. Certain changes have been made in light of lot 5 not being included in Amendment C93 rezoning.

The roads laid out in the Ashworth Drive DP are indicative locations only. Their location is preferred and open to negotiation. Councils priority is to ensure a minimum of two road crossing of the eastern waterway, and that the road network, provides an achievable, highly walkable and connected urban form.

Road Hierarchy

Ashworth Drive will continue to function as the principal access route into the precinct. Due to the need to maintain access for farm vehicles to the farm land north of the precinct and, the likely continued presence of the three trucking companies, Ashworth Drive will be upgraded to Councils Major Access Street standard (see appendix 5). The ultimate design of the street is to the discretion of the responsible authority at the time of subdivision.

The extension of View Hill Drive will be provided as a Minor Access Street (see appendix 5) due to the limited east-west access it provides. Further east-west connections will be achieved as defined in the Cross's Road Development Plan.

The DP proposes a road parallel to Cross's Road which would feed other minor streets into the three main roads intersecting Cross's Road, limiting the number of intersections along Cross's Road. This parallel road was originally intended to be a continuous road ultimately feeding traffic to Ashworth Drive. Due to the approval of Holstein Lane as a shared drive, this movement pattern can not be achieved for vehicles, however can still be achieved for pedestrians and cyclists. The Addendum acknowledges that Council does not intend to rebuild this shared drive to a road standard and marks the continuation of this

lane as a shared drive. A limited number of houses will be allowed to front this road. The road reserve containing the shared drive will still be provided at Access Place (appendix 5) width as required by the responsible authority at the time of subdivision.

Public Transport

At the time of writing, bus route 40 runs east along Cross's Road at hourly intervals on weekdays and weekends. The DP does identify the potential for a bus route to wind through the DP area. Ultimately the provision of bus routes is the responsibility of the Victorian State Government. This addendum has made no specific alterations to the provision of public transport due to the limited area it applies to and that the Department of Transport (or its successor) will ultimately decide if this bus route is provided.

Shared Path / Trail Network

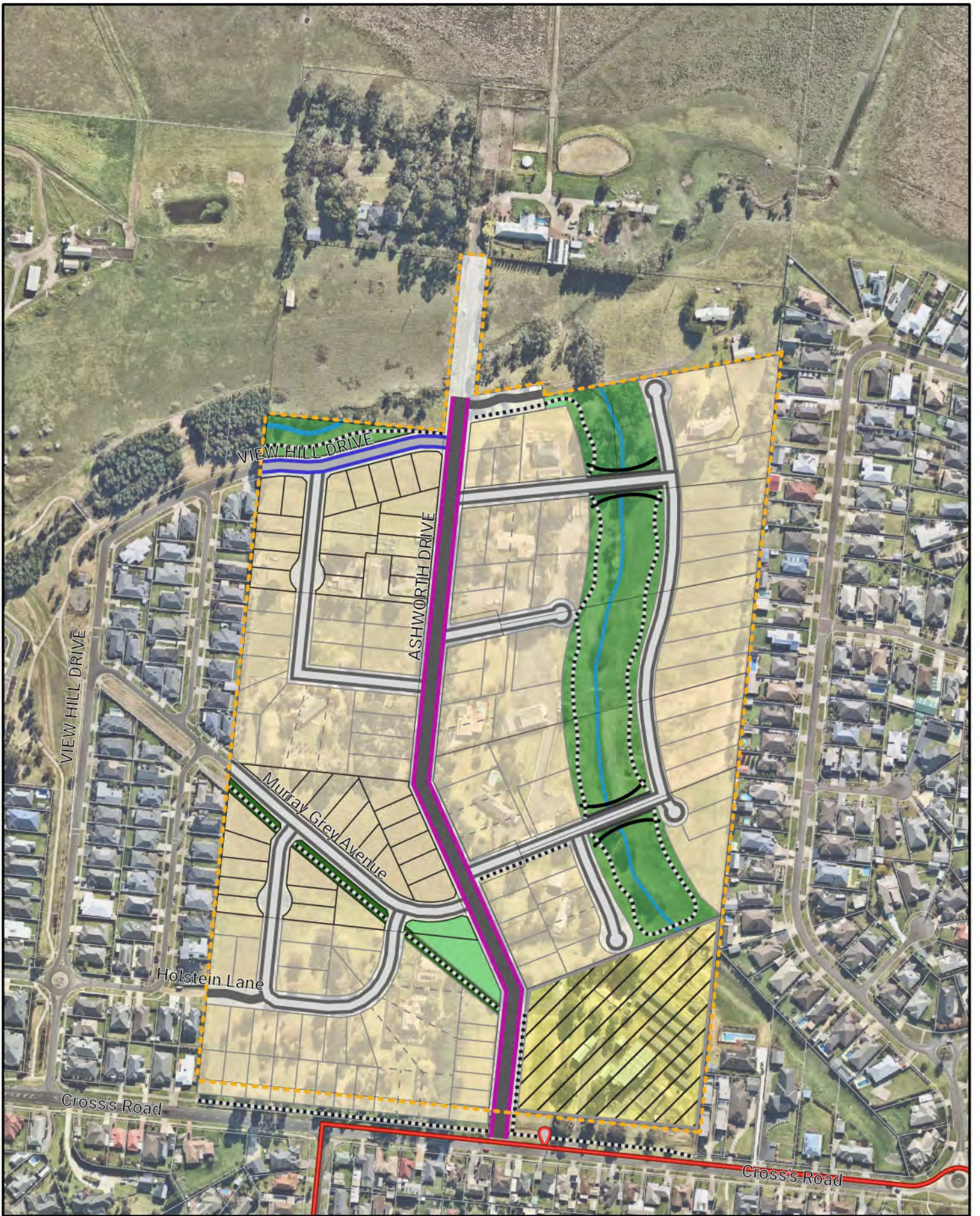
Pedestrian infrastructure is key to creating livable, people friendly neighbourhoods. The DP proposes a number of shared paths to create a network in the precinct.

The exclusion of lot 7 from Amendment C93 means that the shared path link between the eastern and western waterway may never be achieved. Figure 9 identifies a revised location for the shared path link along with a second link to return back to the Gippsland Water reserve.

The northern link utilises an existing road reserve and a small section of public open space to be provided by lot 7. This land will be acquired by Council when lot 7 subdivides.

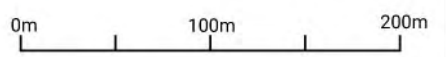
The Addendum identifies a shared trail along Cross's Road to be consistent with the footpath provided to the west.

Figure 9: Access and Movement in Ashworth Drive Development Plan.



ASHWORTH DRIVE - ACCESS AND MOVEMENT

- | | | | |
|-----------------------------------|--------------------------|---------------------|--------------------|
| Precinct Plan Area | Waterway crossing (road) | Shared path / trail | Existing bus route |
| Residential | Waterway reserve | Shared drive | Existing bus stop |
| Public use zone (Gippsland Water) | Gippsland Water reserve | Access Place | |
| | Local park | Access Street minor | |
| | | Access Street major | |



7. Road Upgrades

The development of the Ashworth Drive precinct will require a number of Council roads to be upgraded, particularly through the provision of footpaths, kerbs and channel. Any road upgrade required because of development, is to be at the developer's expense. This will likely result in some roads, particularly Ashworth Drive, being upgraded in stages. Council may decide to upgrade the full road should it be considered necessary. Complete upgrade may be warranted because of the frequency and type of traffic movements posing a risk to human life and unreasonable impact on amenity.

This addendum does not propose development contributions to fund road upgrades due to development already being underway. Three road upgrade projects have been identified.

Ashworth Drive

Ashworth Drive will need to be rebuilt to the standard specified in figure 9. It is expected that the current road reserve can accommodate the rebuilt form without any land acquisitions. If land is required, this will be provided by the development, at the time of subdivision and without compensation.

Cross's Road

Cross's Road for the length of lot 1 will also need to be upgraded to match the road profile provided by subdivision further west. The ultimate profile will need to reflect any requirements set by the responsible authority. Gippsland Water will also need to be consulted due to the presence of their Regional Outfall Sewer running along Cross's Road in this area.

Currently there is no footpath on the north side of Cross's Road between 146 Cross's Road and 100 Cross's Road. West of Ashworth Drive, the footpath will be provided by the developer of lot 1 at the time of subdivision. The footpath east of Ashworth Drive will be provided by Council due to the Gippsland Water facility being unlikely to

developer further. Latrobe City will also be responsible for the upgrading of the road profile east of Ashworth Drive. This will be provided if deemed necessary by Council.

Ashworth Drive/Cross's Road Intersection

Cross's Road DP identifies that all roads from the DP area connecting to Cross's Road will have a dedicated right and left turning lanes. The DP did not set a trigger for when Ashworth Drive intersection needs to be upgraded. Council will determine when this upgrade is required. Council will decide as part of a planning permit application if the intersection needs to be delivered and if it is to be at the expense of the developer.

Unnamed Reserves

There are three unnamed road reserves on the east side of Ashworth Drive. Each of these are planned to become a future road and will be upgraded at the cost of the developer. The shape and size of the current reserves may be larger than the required future road width. Where a road reserve is wider than necessary, Council will need to formally discontinue the excess land before it can be handed to another party. A request in writing will need to be lodged with Latrobe City Council to begin the discontinuation process.

The northern road reserve located on the east side of Ashworth Drive is not excess. It is required for bushfire buffer purposes and will be used to accommodate an access lane and shared path. This access lane is required to provide access to lot 7 and could also be used by lots created through subdivision of lot 8a.

Figure 10: Where road and intersection upgrades are located in the precinct.



ASHWORTH DRIVE - Road Upgrades Required

- Precinct Plan Area
- Residential
- Public use zone (Gippsland Water)

- Waterway crossing (road)
- Waterway reserve
- Gippsland Water reserve
- Local park

- Road to be upgraded
- Intersection to be upgraded
- Land to be provided for road widening at time of subdivision
- Shared path to be provided by Council



0m 100m 200m

8. Application Requirements

The following requirements should be addressed by any planning permit within the Precinct. The responsible authority can exempt any requirement listed below subject to written consent from the relevant referral authority or agency if applicable.

R.1 Drainage Contribution

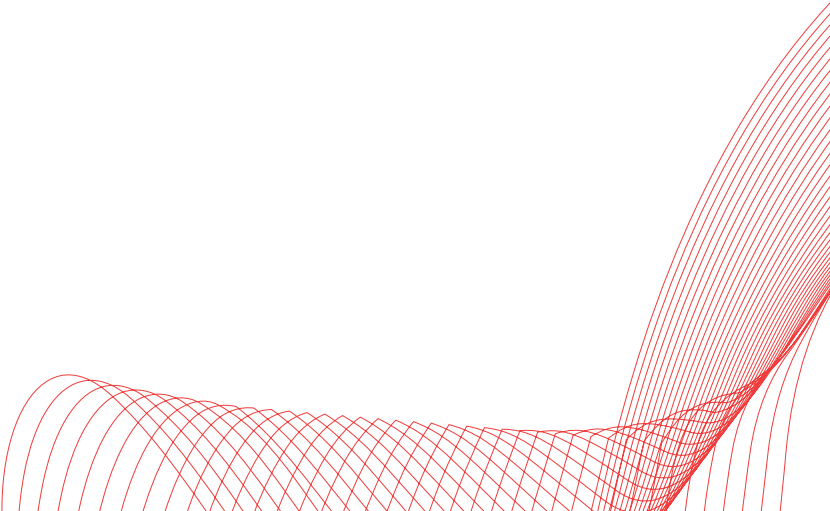
- In accordance with the requirements of clause 56.07-4 of the planning scheme, subdivision applications will need to detail how stormwater from the subdivision area will be managed to achieve best practice treatment and in accordance with the requirements of the development plan.
- Where onsite treatments, such as tanks on lots, do not achieve best practice treatment, a contribution payment will be accepted for the shortfall in treatment. Where proposed, this payment will be a condition of any planning approval issued permitting the subdivision of the land. Contribution payments are required to be made prior to the issue of a Statement of Compliance for the subdivision (or each stage of the development). The contribution amount will be finalised just prior to payment and is based on two components - the estimated cost for construction of an appropriately sized wetland for any shortfall in treatment; and the value of the land area required for the provision of such wetland, were such wetland to be created on land within the subdivision.
- A section 173 agreement will also be required to be lodged on title before a Statement of Compliance is issued for the first stage of each subdivision. This agreement will require future owners of lots to install appropriately sized stormwater tanks before an Occupancy Permit is issued for a dwelling on each lot and also to require the payment of the contribution by the developer.

R2. Bushfire Restrictions

Applications for subdivision must place appropriate restrictions on any title created in the Precinct to give affect to the Bushfire Development Report June 2023 which was prepared for Latrobe City Council as part of the Cross's Road Development Plan Addendum 2023. These restrictions must be to the satisfaction of the responsible authority and the appropriate fire authority.

R3. Waterway and Weed Management Plan

Applications which require a Waterway Management Plan must use the Master Waterway Management Plan prepared by Latrobe City Council as part of the Cross's Road Development Plan Addendum 2024. In addition a Weed Management Plan must be lodged if weeds have been identified in waterway reserve.



The background features a series of white, wavy, overlapping lines that create a sense of motion and depth. These lines are set against a solid dark blue background. The lines are most dense in the lower right quadrant and become more sparse towards the top and left edges.

Appendix 1 Ashworth Drive Precinct Plan

The background of the page is a dark blue color. On the left side, there is a large, abstract graphic composed of many thin, white, wavy lines that curve and flow downwards and outwards, creating a sense of movement and depth. The lines are more densely packed in some areas, creating a grid-like pattern, and more sparse in others.

Appendix 2 Preliminary Servicing Strategy - May 2018

The background of the page is a dark blue color. On the left side, there is a large, abstract graphic composed of many thin, white, wavy lines that curve and flow downwards, creating a sense of movement and depth. The lines are more densely packed in some areas, creating a mesh-like effect, and more sparse in others.

Appendix 3 Bushfire Risk Assessment

The background of the page is a dark blue color. On the left side, there is a large, abstract graphic composed of many thin, white, wavy lines that curve and flow downwards and then back up, creating a sense of movement and depth. The lines are more densely packed in some areas, creating a grid-like pattern, and more sparse in others, creating a sense of open space.

Appendix 4 Ashworth Drive Implementation Plan - May 2018

The background of the page is a dark blue color. On the left side, there is a large, abstract graphic composed of many thin, white, wavy lines that curve and flow downwards, creating a sense of movement and depth. The lines are more densely packed in some areas and more sparse in others, creating a mesh-like effect in certain parts.

Appendix 5
Latrobe City Council Urban Design Guidelines
- May 2019 extract relevant road
cross-sections

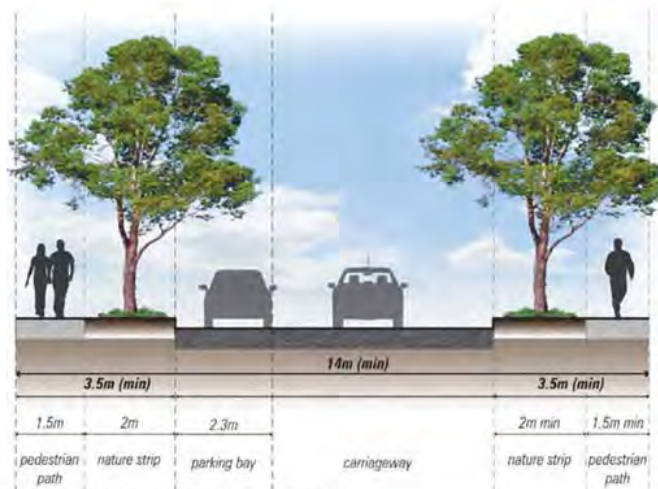
Access Place

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

Street Characteristics

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

Example Cross-Section



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

Access Street (minor and major)

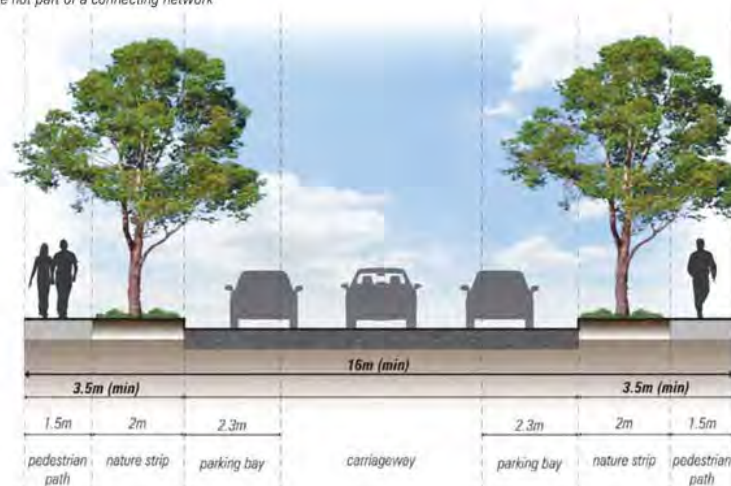
A street providing local residential access where traffic is subservient, speed and volume are low and pedestrian and bicycle movements are facilitated.

Street Characteristics

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

Example Cross-Section

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



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



Appendix 6
Ashworth Drive Waterway Management
Plan - February 2024

The background of the page is a dark blue color. On the left side, there is a large, abstract graphic composed of many thin, white, curved lines that flow downwards and then curve back up, creating a sense of movement and depth. The lines are more densely packed in some areas, creating a grid-like pattern, and more sparse in others.

Appendix 7
Flood and Drainage Assessment for the
Ashworth Drive Implementation Plan - July
2017



Latrobe City Council

Phone 1300 367 700

Post PO Box 264, Morwell, 3840

Email latrobe@latrobe.vic.gov.au

Website www.latrobe.vic.gov.au