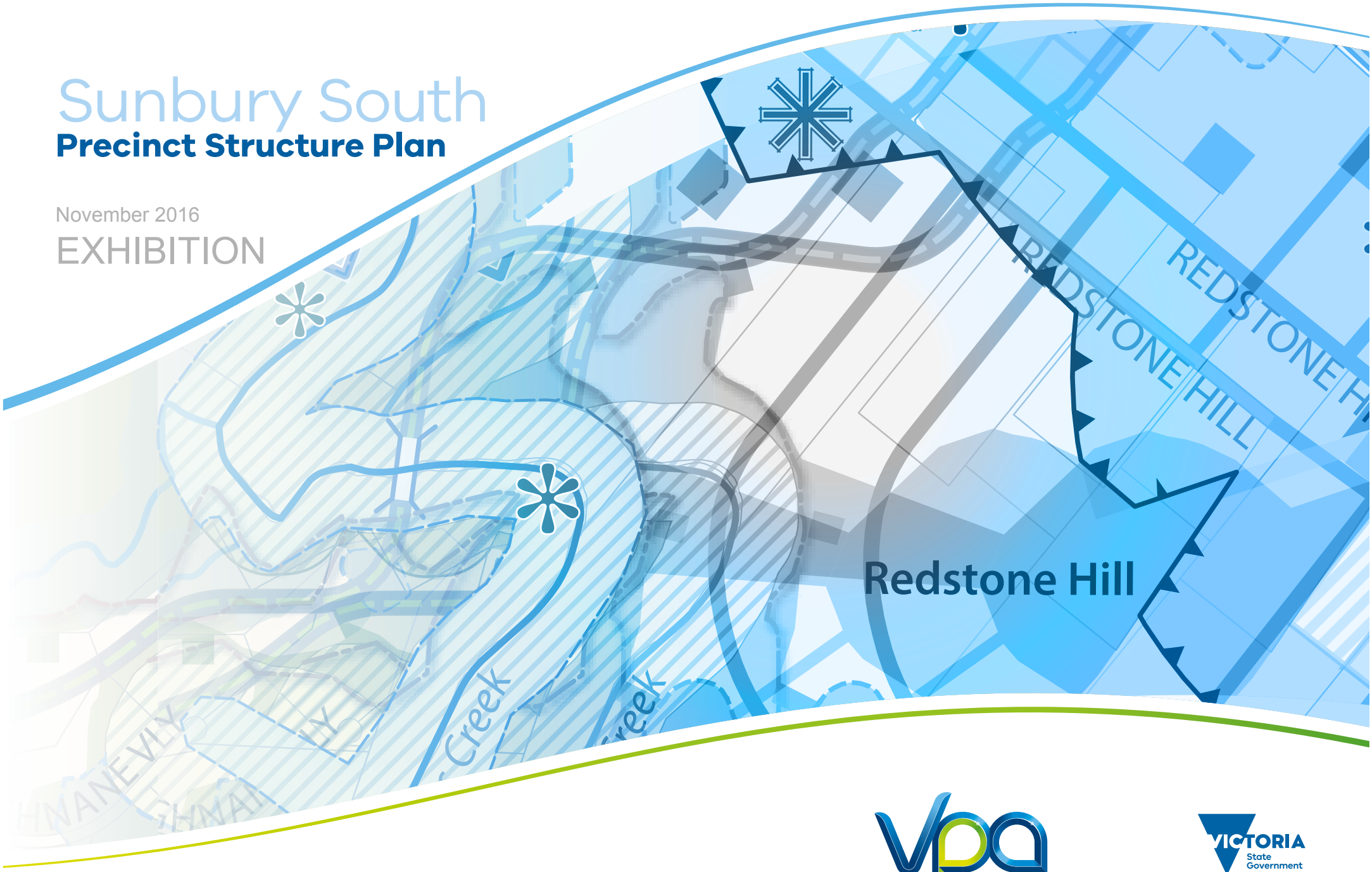
Sunbury South
Precinct Structure Plan

November 2016

EXHIBITION



Victorian Planning Authority

VICTORIA State Government

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Plan 1 - Metropolitan Context Plan

Sunbury South Precinct Structure Plan

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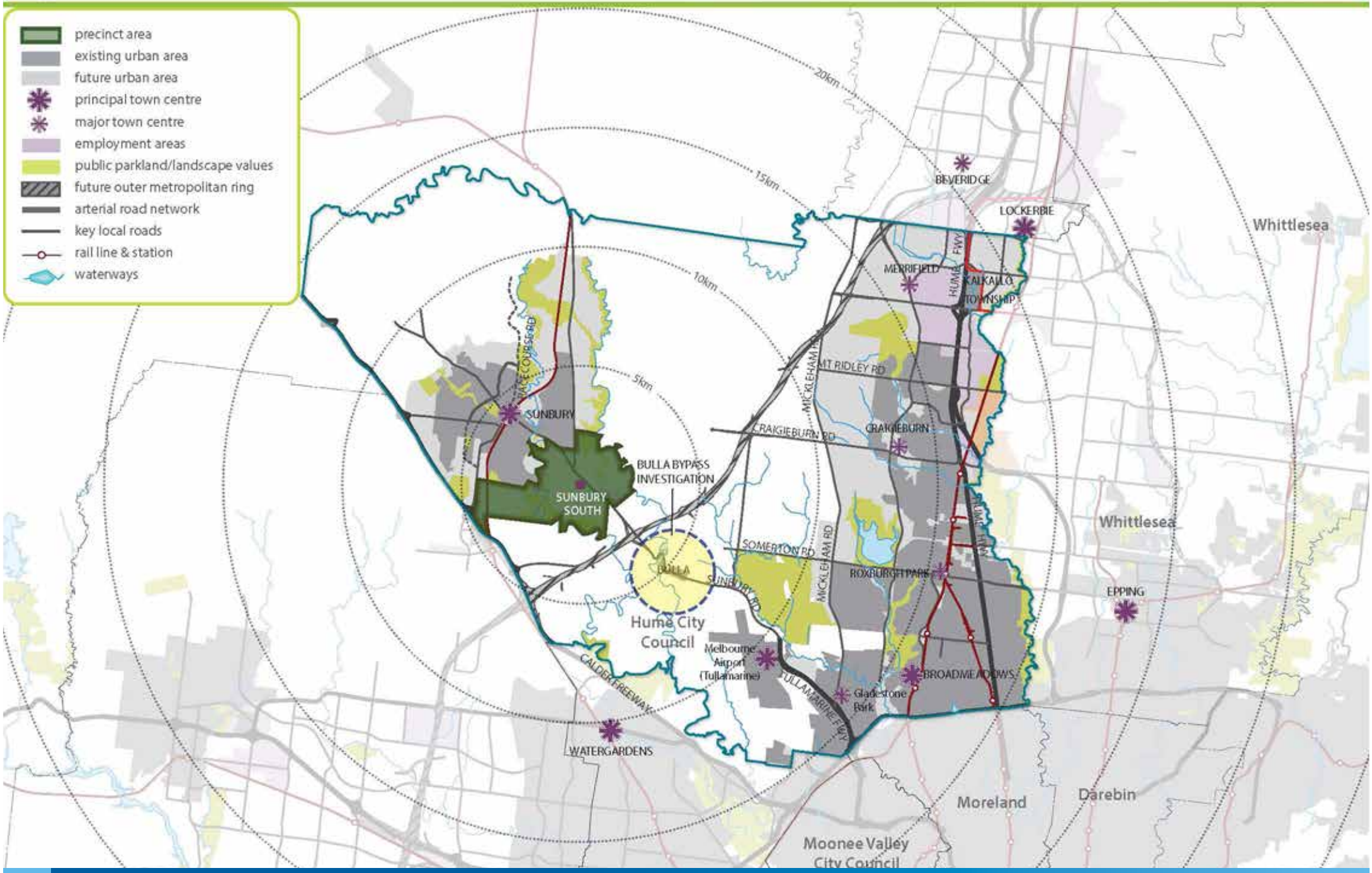

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1.0 INTRODUCTION

The Sunbury South Precinct Structure Plan ("the PSP") has been prepared by the Victorian Planning Authority (VPA) in consultation with Hume City Council and with the assistance of Government agencies, service authorities and major stakeholders.

A PSP is a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support development.

The PSP guides proposed development within the Sunbury South precinct.

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines, including the *VPA Precinct Structure Planning Guidelines*, *The Victorian Planning and Environment Act, 1987* and the *State Planning Policy Framework*.
- Enables the transition of non-urban to urban land.
- Sets the vision for how land should be developed and the outcomes achieved.
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle.
- Sets out objectives, guidelines and requirements for land use and development.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the 2013 Commonwealth Approval for Urban Development in the western, north-western and northern growth corridors under the *Environment Protection and Biodiversity Conservation Act 1999*.
- Acknowledges that development must also comply with other Acts and approvals where relevant e.g. in the case of Aboriginal cultural heritage, compliance with the *Aboriginal Heritage Act 2006* is required.

The PSP is informed by:

- The *State and Local Planning Policy Framework* set out in the *Hume Planning Scheme*.
- The *Sunbury-Diggers Rest Growth Corridor Plan, June 2012*.
- *Plan Melbourne, May 2014*.
- The *Biodiversity Conservation Strategy* and applicable *Sub-Regional Strategies for Melbourne's Growth Areas*, June 2013.
- The *VPA Precinct Structure Planning Guidelines*, 2008.
- A series of background technical reports.
- The *Sunbury HIGAP Spatial Strategy, July 2012*.
- *Sunbury Infrastructure Co-Ordination and Delivery Strategy, 2016*

The Sunbury South Background Report has been developed in parallel with the PSP to inform the future planning and development of the precinct.

The Sunbury South Infrastructure Contributions Plan (ICP) is being developed and will require development proponents to make a contribution towards the infrastructure required to support the development of the precinct.

The ICP is supported by the *Sunbury Infrastructure Co-ordination and Delivery Strategy* which details the preferred staging of the infrastructure projects required to enable the orderly development of the precinct and support ongoing growth.

*On September 2013 an approval under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBCAct) was issued by the Commonwealth Minister for Environment, Heritage and Water. The approval applies to all actions associated with urban development in growth corridors in the expanded Melbourne 2010 Urban Growth Boundary as described in page 4 in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (Department of Environment, Land, Water & Planning, 2013). The Commonwealth approval has effect until 31 December 2060. The approval is subject to conditions specified at Annexure 1 of the approval. Provided the conditions of the EPBC Act approval are satisfied individual assessment and approval under the EPBC Act is not required.

Plan 2 - Precinct Features

Sunbury South Precinct Structure Plan

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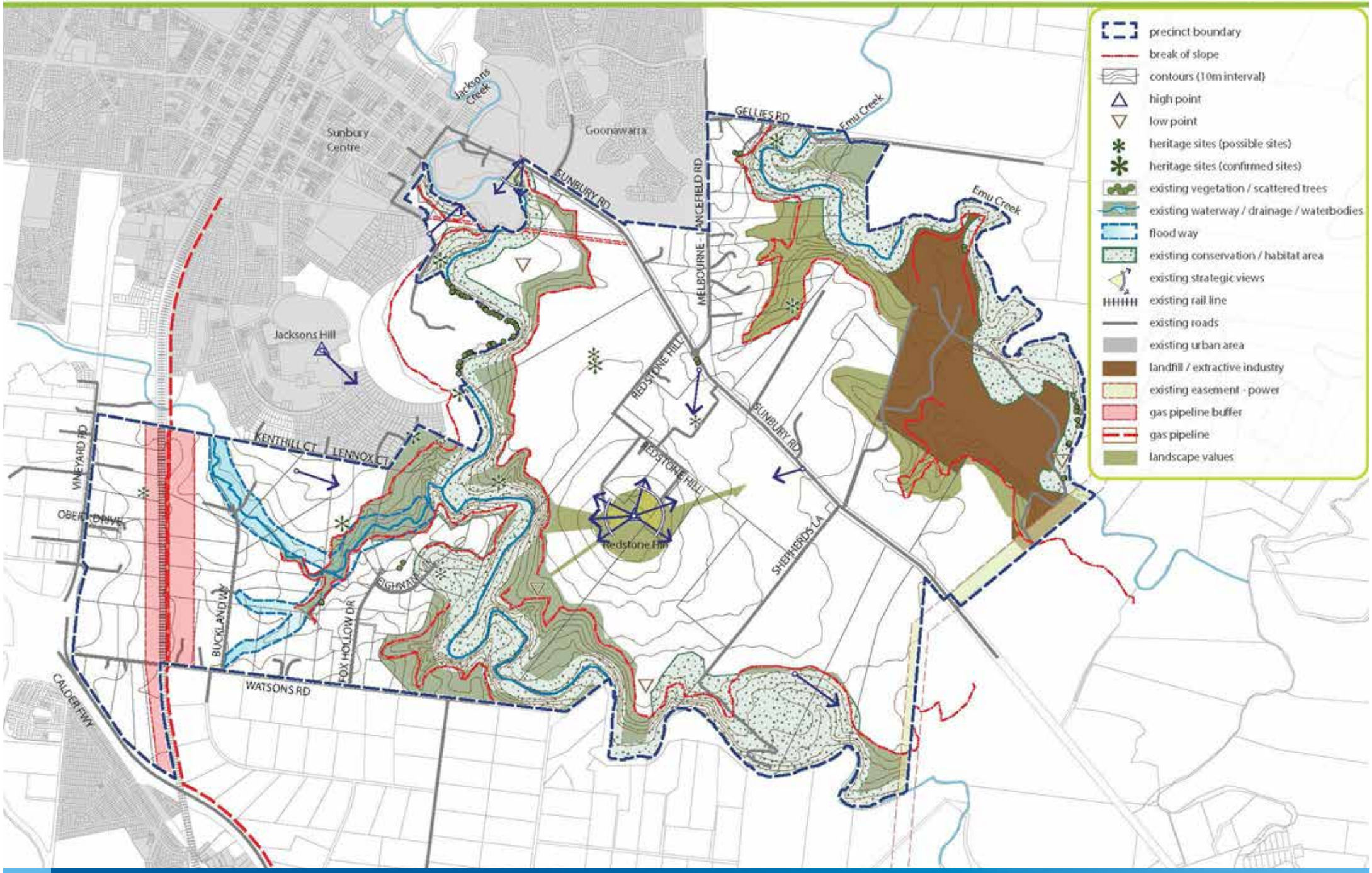

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1.1 How to read this document

The Sunbury South Precinct Structure Plan guides land use and development where a planning permit is required under the Urban Growth Zone or any other provision of the planning scheme that references this precinct structure plan.

A planning application and planning permit must implement the outcomes of the precinct structure plan. The outcomes are expressed as the vision and objectives.

Each element of the precinct structure plan contains Requirements and Guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this precinct structure plan. A requirement may include or reference a plan, table or figure in the precinct structure plan.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. If the Responsible Authority is satisfied that an application for an alternative to a guideline implements the outcomes the Responsible Authority may consider the alternative. A guideline may include or reference a plan, table or figure in the precinct structure plan.

Meeting these Requirements and Guidelines will implement the outcomes of the precinct structure plan.

Development must also comply with other Acts and approvals where relevant.g. the *Environmental Protection and Biodiversity Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

Not every aspect of the land's use and development is addressed in this structure plan and a responsible authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which the Precinct Structure Plan applies

The land to which the PSP applies is shown on Plan 1 and on the Hume Planning Scheme maps as Schedule 9 to the Urban Growth Zone. The PSP applies to approximately 1759 hectares of land generally bounded by Watsons Road and the Jacksons Creek to the south, Gellies Road and the Emu Creek to the north and north-east, the high-voltage transmission line easement to the east and Vineyard Road to the west. The precinct abuts a number of existing communities within the Sunbury township, including Goonawarra and Jacksons Hill. The Lancefield Road precinct is located to the north-east of the precinct, and the Sunbury West precinct to the west.

The precinct itself is bisected by the Jacksons Creek, which defines future neighbourhoods in the west and east of the precinct respectively.

1.3 Infrastructure Contributions Plan

Development proponents within the Sunbury South precinct will be bound by the *Sunbury South Infrastructure Contributions Plan* (the ICP). The ICP will set out requirements for infrastructure funding across Sunbury South precinct.

The ICP will be a separate document incorporated in the *Hume Planning Scheme*. The *Sunbury Infrastructure Co-ordination and Delivery Strategy* (2016) will be a reference document within the Sunbury South PSP. It provides general direction around the prioritisation of the roll out of infrastructure to service growth in the precinct, funded by both the ICP and other sources.

1.4 Background Information

Detailed background information on the precinct is available, including the local and metropolitan context, history, biodiversity, heritage, landform and topography, land contamination, drainage, transport, economic and retail provision, and community infrastructure. This information is summarised in the *Sunbury South Precinct Background Report* and has informed the preparation of the PSP.

Plan 3 - Future Urban Structure

Sunbury South Precinct Structure Plan

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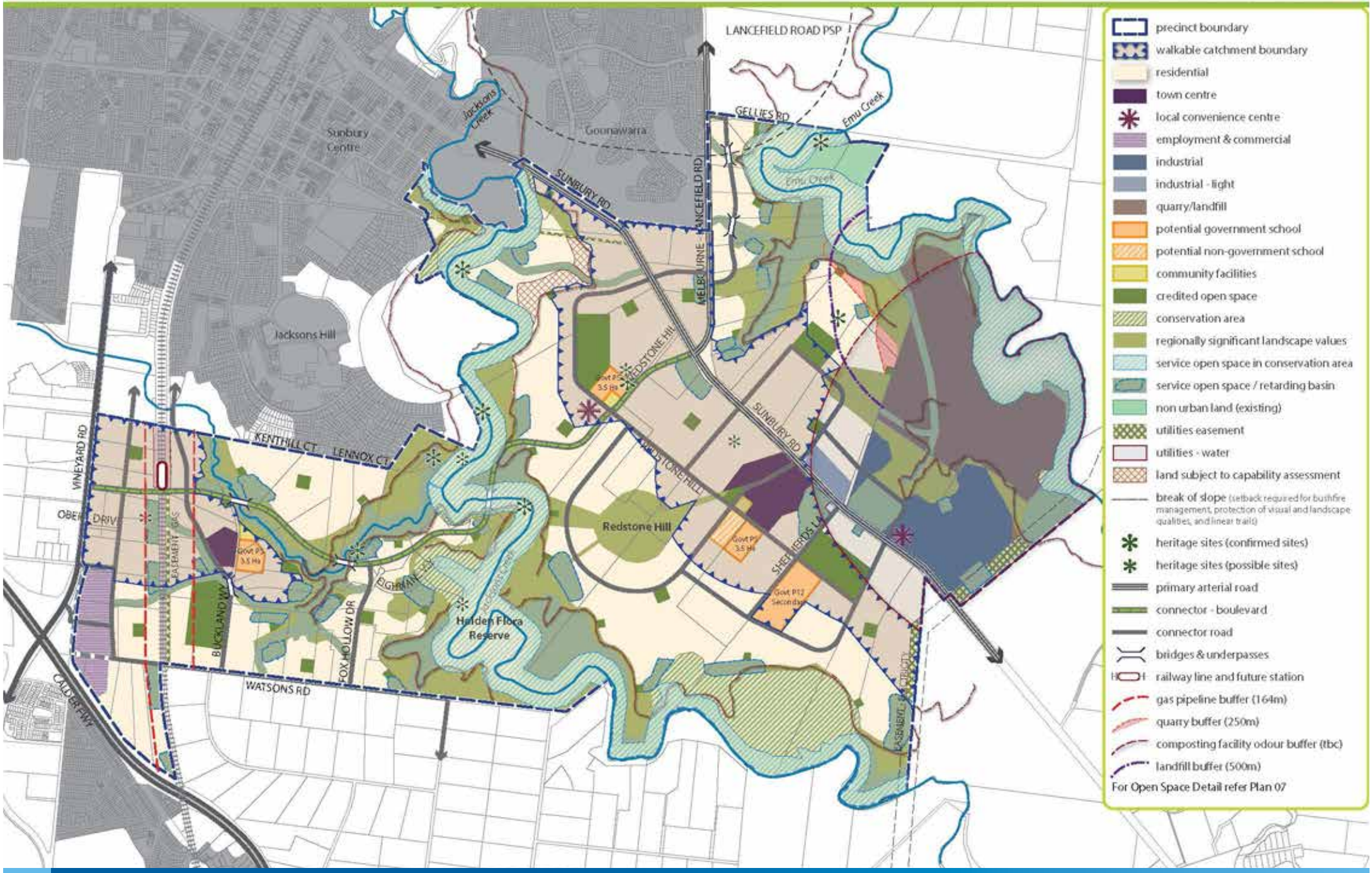

2.0 OUTCOMES

2.1 Vision

The Sunbury South precinct will facilitate:

- The creation of attractive 'boulevard' outcomes for Sunbury Road and Vineyard Road as not only key components of the movement network within the precinct, but as the two key gateways to the Sunbury Growth Area.
- Development that sensitively responds to, improves community access to, and protects the fragile twin creek valleys of Jacksons and Emu Creek.
- Expand on and protects the landscape, cultural heritage and biodiversity values of the Holden Flora Reserve.
- Development of a broader network of open space along the Jacksons Creek valley providing a regional landscape and open space asset for Sunbury Township.
- A key sub-regional retail and services centre servicing future communities to the south and east of Sunbury, and complementing the primary role of the existing Sunbury Town Centre in servicing the growth area and surrounding region.
- Key regional employment opportunities for the broader Sunbury Growth Area, at the future Major Town Centre and two designated employment areas within the precinct.
- Reinforcement of the established arterial road network within Sunbury, and support of the logical extension of the local road network, including provision for a crossing of Jacksons Creek.
- Development that responds to the unique, undulating landforms of the precinct, including the creek corridors and the Redstone Hill volcanic cone. In particular housing design will respond to key viewlines, and sensitive planning for key landscape assets.
- Development that is sensitive to the highly valued cultural significance of the area, and in particular the Jacksons Creek corridor and adjacent culturally significant sites.
- Enhanced local mobility for existing communities, in particular the residents of the Jacksons Hill neighbourhood to the north-west of the precinct.
- A natural extension of the established Sunbury Township, preserving and reinforcing the township and heritage character of the settlement.
- Protection of important populations of Growling Grass Frog within conservation areas fronting the Jacksons and Emu Creeks.

The precinct will have strong transport connections to key destinations in the region and will be well linked to the rest of metropolitan Melbourne and north-western Victoria. The Calder Freeway and the Melbourne to Bendigo Rail Line provide particularly strong regional connections for the precinct. Major new infrastructure that will be easily accessed by the precinct, including the Outer Metropolitan Ring Road some 3km to the south, will enhance regional connections to northern and western Melbourne. The proposed southern link crossing of the Jacksons Creek provides for important local connections as well as a more robust local road network for the broader Sunbury growth area. Importantly, it will connect the core of the precinct to the east of the Jacksons Creek with the proposed Sunbury South railway station near Vineyard Road. It forms part of an ultimate Sunbury Ring Road network around the township.

The Jacksons Creek valley runs through the centre of the precinct, and provides a major regional landscape and open space asset for the broader Sunbury Growth Area, as well as providing high quality local amenity and a natural landscape relief from urban development. The Creek itself plays an important biodiversity function, for Growling Grass Frogs and other important and endangered species. In addition the proposed Redstone Hill hilltop park provides for a key regional open space destination, with commanding views across the region and back to central Melbourne. It provides an opportunity for a unique regional passive open space offer.

The local infrastructure needs of the new neighbourhoods within the precinctwill be largely met within the precinct itself. Three key community hubs – one focused on the Jacksons Creek, one on the Major Town Centre, and one on a local centre in the west of the precinct (Harpers Creek), will each feature a range of community, educational and district recreational facilities to support their immediate catchment. Early development in the Harpers Creek area will be serviced by community infrastructure in the Jacksons Hill estate, while the broader precinct will have excellent access to the higher order services already on offer in the existing Sunbury Town Centre.

The precinct provides an important opportunity to improve the employment self-sufficiency of the Sunbury Growth Area. In addition to the future Redstone Hill Major Town Centre, two key employment precincts on Sunbury Road and Vineyard Road respectively are well placed to provide for growth of 'population driven' employment needs within Sunbury. Importantly, the two areas at key gateways to Sunbury Township, with excellent access to the regional arterial road network, provide a unique opportunity for regionally significant employment opportunities currently absent from Sunbury itself.

2.2 Objectives

The following objectives describe the desired outcomes of the precinct's development, and guide the implementation of the vision.

OBJECTIVES	
Image and Character	
O1	Create an attractive urban environment through the provision of well-designed and integrated housing, local services and businesses, well-designed roads, attractive open spaces and park networks.
O2	Create a high-amenity landscape, maximising opportunities for landscaping in tree reserves along the arterial road network, and establish high quality gateways to the expanded Sunbury Township.
O3	Create subdivision layouts and built form that responds to the topographical constraints and the undulating nature of much the precinct, including the key landscape features of the Jacksons Creek and Emu Creek corridors, as well as Redstone Hill.
O4	Encourage built form that demonstrates environmentally sustainable design, universal design and crime prevention through environmental design principles.
O5	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies and densities, and minimise visual impact on sloping land forms.
O6	Ensure medium and high density development is prioritised within a walkable catchment of high amenity features and public transport.
O7	Minimise visual impact of development on sloping land forms with site responsive subdivision design.
O8	Ensure that development responds to and celebrates local cultural and built form heritage assets.
O9	Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity.
O10	Support the improvement of Sunbury Road as a major, high quality boulevard with a rural character which promotes a sense of arrival to Sunbury Township.
O11	Deliver a precinct which is well-connected and integrated with adjacent established neighbourhoods, and the broader Sunbury Township.
O12	Facilitate urban development that responds sympathetically to the unique, high landscape values of the precinct, protecting the natural landscape qualities of the Jacksons and Emu Creek, and providing a usable network of open space adjacent to the creeks and above the break of slope.
Employment and Town Centres	
O13	Support the development of a Major Town Centre which provides sub regional retail, community and commercial services, and complements the continuing primary role of the Sunbury Town Centre as the key service centre in the region.
O14	Provide for local retail and convenience employment opportunities to meet the needs of existing and future residents, ensuring that all new neighbourhoods have strong access to local services.
O15	Recognise the existing and planned town centre network immediately outside the precinct, and ensure that town centres planning within the precinct support and complement this network.
O16	Support the early provision of local community infrastructure, including convenience retail, to meet the daily needs of residents within the precinct.
Open Space, Natural Systems & Community Facilities	
O17	Build upon the regional open space function of the Jacksons Creek (including the Holden Flora Reserve) and Emu Creek corridors, including important habitat for Growling Grass Frogs and other native fauna, and path network connections to existing open space to the south and beyond.
O18	Support the creation of a regional destination-based parkland at Redstone Hill that is developed sympathetically to its landscape significance and provides for strong physical and visual connections to both the Major Town Centre,the Jacksons Creek regional park, and surrounding hill tops
O19	Support the development of a local park network to provide local amenity to each part of the precinct to complement the unique open space opportunities presented by the twin creek corridors and other conservation areas.
O20	Deliver a high quality landscaped interface between nature conservation areas and surrounding development and enable appropriately managed community access which provides for interpretation of the values but provides sufficient protection of important conservation values.

O21	Ensure strong connections are provided to community facilities and open space networks within the surrounding neighbourhoods.
O22	Ensure that waterway protection measures are considered for Jackson Creek, Emu Creek and their tributaries in the layout, staging and design of development and the local street network.

Biodiversity, Threatened Species & Bushfire Management

O23	Ensure that bushfire protection measures are considered in the layout, staging and design of development and the local street network.
O24	Contribute to the long term conservation of significant flora and fauna species and vegetation communities through protection of habitat, particularly along the two creek corridors (Conservation Area 21 and Holden Flora Reserve).

Transport and Movement

O25	Provide for strong, multi-modal connectivity across the Jacksons Creek, including logical road connectivity between Sunbury Road, the Major Town Centre, and a future Sunbury South Station.
O26	Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency and maximise safety and connectivity for all road users.
O27	Encourage a high-amenity street network by considering natural and heritage features in street alignments and design.
O28	Create a range of off-street pedestrian and cycle links that promote the use of existing utility easements and waterways as green transport links.
O29	Build upon the well-established arterial road network through the precinct with an integrated, high quality local road network that provide strong external connections to foster accessibility of the precinct.
O30	Support strong local access to adjacent communities, in particular to the Jacksons Hill neighbourhood to the north-west of the precinct.
O31	Create a range of road configurations that promotes green links and vistas throughout the precinct, and maximise landscaping opportunities in expanded road reserves, in particular the twin arterial road gateways to Sunbury of Vineyard and Sunbury Roads, the important southern crossing of the Jacksons Creek and the Melbourne-Bendigo Rail Corridor.
O32	Ensure that road connections to Vineyard Road have regard for the likely local road network of the future Sunbury West precinct.

Integrated Water Management & Utilities

O33	Deliver an integrated and resilient water system that supports liveable and sustainable communities, protects the environmental health of urban waterways and bays, provides secure water supplies efficiently, protects public health and delivers affordable, essential water services by preparation of a Regional IWM Servicing Strategy.
O34	Manage urban stormwater to minimise the impact upon the highly erosive, sensitive Jacksons Creek and Emu Creek Corridors and their tributaries.
O35	Preserve opportunities within development for a range of innovative water management solutions that protect the two creek corridors and their tributaries.
O36	Deliver a high quality, lush green urban environment through the sustainable and intelligent use of recycled water and stormwater and passive irrigation of vegetation and open space.

Precinct Infrastructure Plan and Staging

O37	Encourage development staging to be coordinated with the delivery of key local and state infrastructure to provide cohesive and integrated neighbourhoods.
O38	Ensure that areas of land ownership fragmentation and/or challenging topography are developed in an integrated fashion, in accordance with any relevant concept plan.

Plan 4 - Land Use Budget
Sunbury South Precinct Structure Plan

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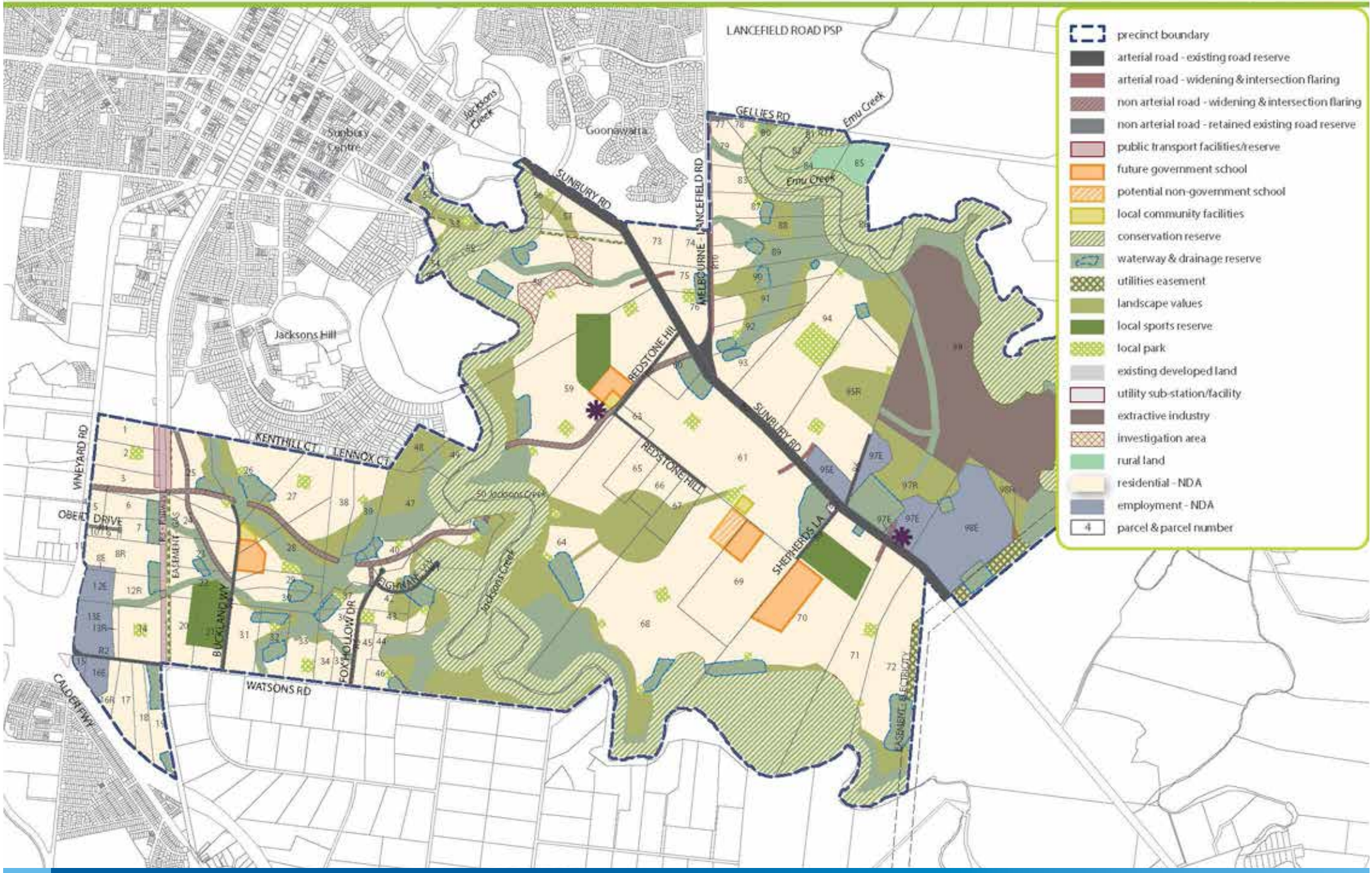

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2.3 Land budget

The Sunbury South PSP land budget in Table 1 provides a summary of the land required for transport, community facilities, government education facilities, and open space and identifies the total amount of land available for development.

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA).

The GDA for Sunbury South precinct is 1798 hectares. The NDA is 785 hectares, of which 720 hectares are residential, meaning approximately 43% of the land within the Sunbury South PSP area is available for residential development. A total of 65.64 hectares is available for industrial development.

Based on a residential development yield average of 15 dwellings per net developable hectare, Sunbury South PSP will generate approximately 11,800 dwellings to accommodate nearly 33,000 new local residents.

Table 1 Summary Land Use Budget

DESCRIPTION	PSP 1074		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (ha)	**1,798.32**		
TRANSPORT			
Arterial Road - Existing Road Reserve	27.47	1.53%	3.50%
Arterial Road - Public Acquisition Overlay	0.00	0.00%	0.00%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	5.33	0.30%	0.68%
Arterial Road - Landscape Buffer Adjoining	0.00	0.00%	0.00%
Non-Arterial Road - Retained Existing Road Reserve	12.54	0.70%	1.60%
Public Transport Facilities - Existing Rail Reserve	6.01	0.33%	0.76%
Public Transport Facilities - Future Rail Reserve	2.96	0.16%	0.38%
Non-Arterial Road - New / Widening / Intersection Flaring (ICP land)	15.81	0.88%	2.01%
Sub-total Transport	70.12	3.9%	8.92%
COMMUNITY & EDUCATION			
Government School	20.51	1.14%	2.61%
Potential Non-Government School	3.00	0.17%	0.38%
Local Community Facility (ICP land)	2.41	0.13%	0.31%
Sub-total Education	25.91	1.4%	3.3%
OPEN SPACE			
UNCREDITED OPEN SPACE			
Conservation Reserve	333.65	18.55%	42.46%
Waterway and Drainage Reserve	228.29	12.69%	29.05%
Utilities Easements	12.33	0.69%	1.57%
Landscape Values	176.21	9.80%	22.42%
Sub-total Uncredited Open Space	750.48	41.73%	95.51%
CREDITED OPEN SPACE			
Local Sports Reserve (ICP land)	36.28	2.0%	4.62%
Local Network Park (ICP land)	17.00	0.9%	2.16%
Sub-total Credited Open Space	53.28	3.0%	6.78%
REGIONAL OPEN SPACE			
Metropolitan Open Space (state funded)	0.00	0.0%	0.00%
Municipal Open Space (council funded)	0.00	0.0%	0.00%
Sub-total Regional Open Space	0.00	0.0%	0.00%
TOTAL ALL OPEN SPACE	**803.75**	**44.7%**	**102.29%**
OTHER			
Existing Developed Land	104.00	5.78%	13.24%
Utilities Sub-stations / facilities (acquired by relevant authority)	0.30	0.02%	0.04%
Investigation Area	8.46	0.47%	1.08%
Sub-total	112.75	6.27%	14.35%
TOTAL NET DEVELOPABLE AREA - (NDA) HA	**785.78**	**43.70%**	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	**720.14**	**40.05%**	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	**65.64**	**3.65%**	

Plan 5 - Image, Character, Housing and Heritage

Sunbury South Precinct Structure Plan

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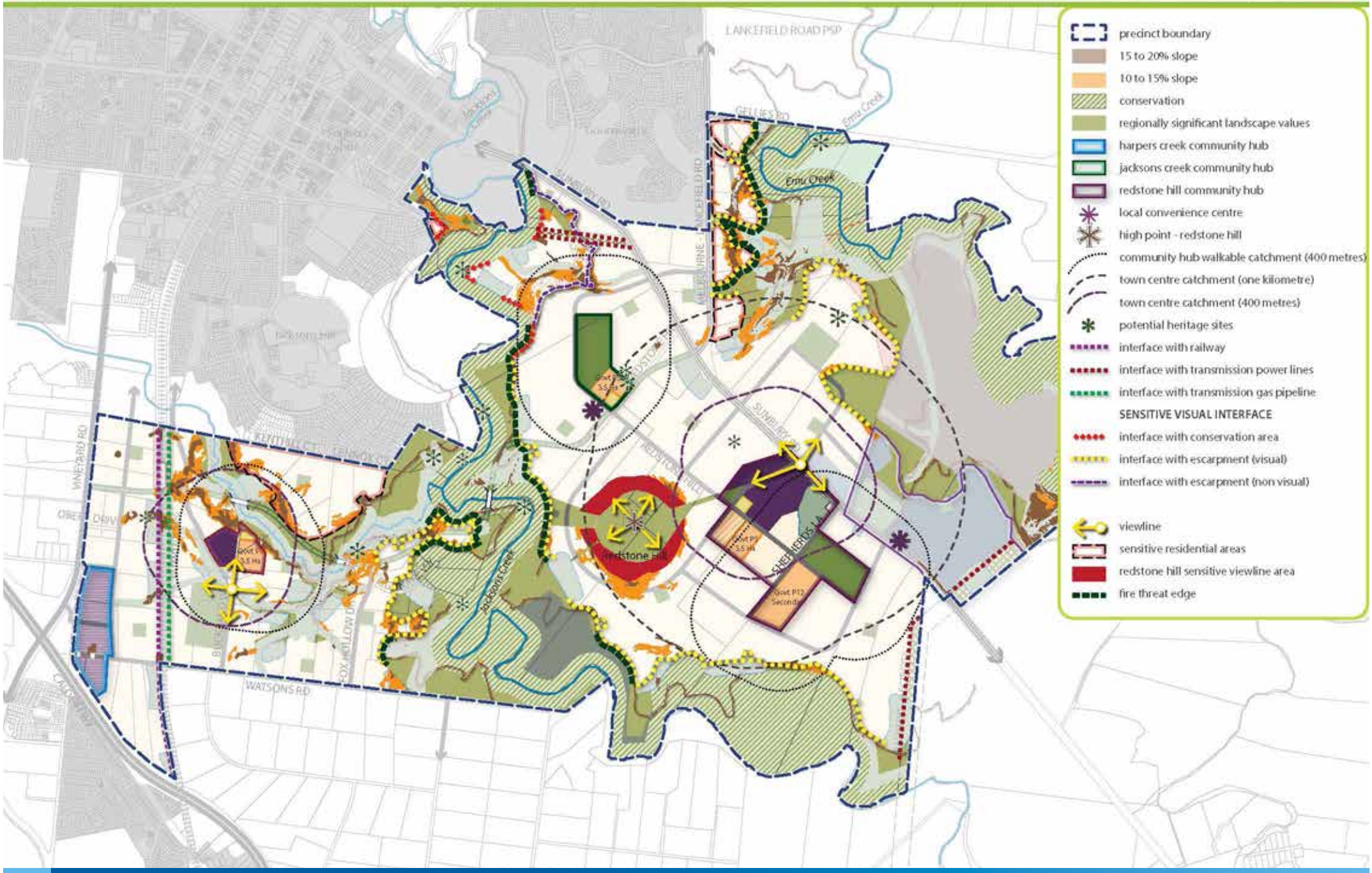

3.0 IMPLEMENTATION

3.1 Image, character, heritage & housing

3.1.1 Image & character

REQUIREMENTS	
R1	All public landscaped areas must be planted and designed to the satisfaction of the Responsible Authority.
R2	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the Responsible Authority.
R3	Trees in parks and streets must be: • Suitable for local conditions. • Planted in modified and improved soil as required to support tree longevity.
R4	Subdivision of land adjacent to a sensitive visual interface, as set out in Plan 5 – must provide for an interface outcome consistent with those set out in the *Regionally Significant Landscape* cross sections at Appendix 4.2 to the satisfaction of the Responsible Authority.
R5	Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the Responsible Authority.
R6	Landscape features which include, or are likely to include, Aboriginal cultural heritage must be sensitively incorporated into the subdivision.

GUIDELINES	
G1	Subdivisions should respond to the topography and enhance the landscape features and view lines identified on Plan 5.
G2	Street networks within subdivisions should be designed to maximise the number of connections and direct views to landscape features and public open spaces, with significant landscapes and built form elements used as focal points for view lines along streets, having consideration to the need for a legible and well circulating road network. This includes: • Views towards Rupertswood Mansion and Macedon Ranges for areas immediately north of Redstone Hill; and • Views towards the Melbourne CBD for areas immediately south of Redstone Hill and Jacksons Hill
G3	Street trees should be used consistently across subdivisions and the wider precinct to reinforce movement hierarchy and local character.
G4	Subdivision design should preserve the opportunity for additional landscaping in existing wider road reserves.
G5	Significant trees, where possible, should be retained and located within the public domain, including parks and road reserves, unless otherwise agreed by the Responsible Authority.
G6	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise agreed by the Responsible Authority.
G7	Buildings should avoid protruding above significant ridgelines and trees.

3.1.2 Heritage

REQUIREMENTS	
R7	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Hume Planning Scheme and/or of post-contact cultural heritage significance, must have regard to the heritage significance of the site and provide a sensitive interface.
R8	Development of parks, streets and shared paths within or adjacent to a heritage site identified under the Heritage Overlay in the Hume Planning Scheme must be developed in accordance with the objectives of the overlay, and relevant state and local policies

GUIDELINES	
G8	Any subdivision and/or development of land surrounding a possible heritage site as identified in Plan 3 should look to preserve the site as part of urban development, and where possible, integrate through adaptive re-use.
G9	Where possible any heritage features not shown on the PSP maps, including stone walls, should be retained and integrated into surrounding development.
G10	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or the relevant Traditional Owner Groups and Aboriginal Victoria in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.

3.1.3 Housing

REQUIREMENTS	
R9	Subdivision of land within walkable catchments shown on Plan 3, which typically comprise residential land within: • 800m of major town centres • 400m of local town centres • 200m of community hubs • 100m of local convenience centre • 800m of train stations • 600m of the Principal Public Transport Network Must create lots suitable for delivery of medium or high density housing as outlined in Table 2, and achieve a minimum average density of 17 dwellings per net developable hectare. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the Responsible Authority, shall be considered
R10	Subdivision layout and lot diversity must respond to the natural features of the area, including topographical and landscape features identified on Plan 5.
R11	Subdivision in an area nominated as a 'sensitive residential area' on Plan 5 must be generally consistent with any relevant concept plan for the area.
R12	Subdivision must consider the future design of areas identified for higher density or integrated housing, and provide for: • active interfaces with adjacent streets, open space and waterways • safe and effective internal vehicle and pedestrian circulation • dwelling and lot size diversity • appropriate servicing arrangements.
R13	In areas which contain slope in excess of 10% as identified on Plan 5, development must minimise landscape scarring and avoid the need for large amounts of cut and fill, to the satisfaction of the Responsible Authority.
R14	Subdivisions which retains larger lots around existing dwellings must be designed to ensure that the future subdivision of these larger lots that appropriately integrates with the surrounding subdivision layout.
R15	Lots must front (in order of priority where a lot fronts multiple elements): • Conservation areas • Public open space • Landscape areas • Local access streets • Connector roads • Arterial roads
R16	In areas within the 'Redstone Hill Sensitive View Line' area as identified on Plan 5, development height must be limited such that it does not protrude above the 253m AHD level, to the satisfaction of the responsible authority.
R17	Any development in proximity to the freeway that triggers the *VicRoads Requirements of Developers – Noise Sensitive Uses* document must respond to its requirements to the satisfaction of the responsible authority.
R18	Any subdivision abutting a 'fire threat edge' as defined on Plan 5 must be designed to minimise the impact of potential bushfires, including: • The provision of appropriate development setbacks from the break of slope, or other potential sources of threat • Building guidelines
R19	As informed by a Bushfire Management Assessment, to the satisfaction of the Responsible Authority and the CFA Any buffer established to minimise fire threat must be functional and be able to be managed appropriately and cost effectively, to the satisfaction of the Responsible Authority and the CFA.

GUIDELINES

G11 Specialised housing forms, such as retirement living or aged care should:

- Be integrated into the wider urban structure,
- Be located within walkable catchments shown on Plan 3,
- Be accessible by public transport,
- Not present a barrier to movement through the surrounding road network,
- Be located outside of the Gas Pipeline buffer as identified on Plan 3.

G12 Any retaining structures (with the exception of those which are part of a building) should be:

- No more than 1.0 metres in height between a dwelling and a street or public space, or where visible from a street or public space.
- Set back at least 1.0 metres from any building envelope.
- Staggered, with a minimum 0.75 metre distance between each stagger to allow for the inclusion of landscaping where cutting and filling is deeper than 1.0 metres.
- Positioned so that associated drainage infrastructure and structural foundation are fully located within the same lot.
- No more than 2.0 metres in overall height to avoid unreasonable overshadowing of secluded private open space and habitable room windows.

G13 Subdivision on sloping land should incorporate larger lots sizes and frontages to minimise the need for retaining walls and excessive excavation.

G14 Subdivision of land within 400 metres of walkable catchment of designated public transport routes or of a town centre should create a range of lot sizes suitable for medium or high density housing types listed in Table 2.

G15 Dwellings should front or side:

- Waterways and the open space network (including local parks).
- Arterial roads and connector streets.
- Melbourne-Bendigo rail corridor (with a frontage road), unless otherwise agreed by the Responsible Authority.

G16 Subdivision in areas of significant slope, as identified in Plan 5, should be designed based on the relevant cross sections in Appendix 4.2, or any variation that is generally consistent with the associated principles, to the satisfaction of the Responsible Authority.

G17 Lots capable of supporting conventional and lower density housing are encouraged in areas with more challenging topography, in particular areas in excess of 10% slope in the vicinity of the Jacksons and Emu Creeks.

G18 Lots on south facing slopes with a gradient greater than 5% (>2.9 degrees or >1 in 20) should ensure dwellings or building envelopes are setback at least 2.0 metres from the northern boundary.

G19 The cutting of land should not result in sunken houses where the top of windows or eaves of the dwelling are at road height. Windows should be clearly visible from the street.

G20 Earthworks exceeding 1.0 metre depth in cut or 1.0 metre depth in fill should be avoided within 1.0 metre of any side, rear or front boundary. Minor changes in gradient are acceptable within 1 metre from outside the property boundary to ensure footpaths in the road reserve have an appropriate grade or cross-fall.

G21 Where a lot has a cross-fall greater than 12%, the crossover for the driveway should be located on the lower side of the lot.

Table 2 Housing Type by lot size

The following table is intended to provide guidance on the achievement of housing diversity objectives by providing an example of how variation in lot sizes supports the delivery of a broad range of housing types.

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (m²)		
	0-300	301-600	601
Small lot housing including townhouses and attached semidetached and detached houses	■		
Dual occupancies, duplexes	■	■	■
Detached houses		■	■
Multi-unit housing sites including terraces, row houses and villas		■	■
Walk up flats and apartments			■

Figure 1 - Gellies Road Residential Concept Plan

Sunbury South Precinct Structure Plan

1:12,000 @ A4

0 100 200 300 400 500

N

precinct boundary
residential
residential lot outline (indicative)
conservation
retarding basin
credited open space
break of slope
signalised intersection
left-in / left-out
primary arterial road
connector street
connector street - boulevard
local access street
driveway access

slope percent
flat (<5%)
moderate slope (5-10%)
steep (10-15%)
very steep (15-20%)
extremely steep (>20%)

Note:
A Bushfire Management Assessment will need to be undertaken for this land. The outcomes of this assessment may have a significant impact on the future design of this part of the precinct, including on the extent of land that can ultimately be developed.

CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-01_Gellies-Road-CP.pdf

Figure 2 - Harker Street Residential Concept Plan

Sunbury South Precinct Structure Plan

1:1,500 @ A4

0 20 40 60 80 100

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CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-02_Harker-Street-CP.pdf

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Figure 3 - Harpers Creek Residential Concept Plan

Sunbury South Precinct Structure Plan

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CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-03_Harpers-Creek_Residential-CP.pdf

Plan 6 - Employment and Town Centres

Sunbury South Precinct Structure Plan

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0 300 600 900 1,200 1,500m

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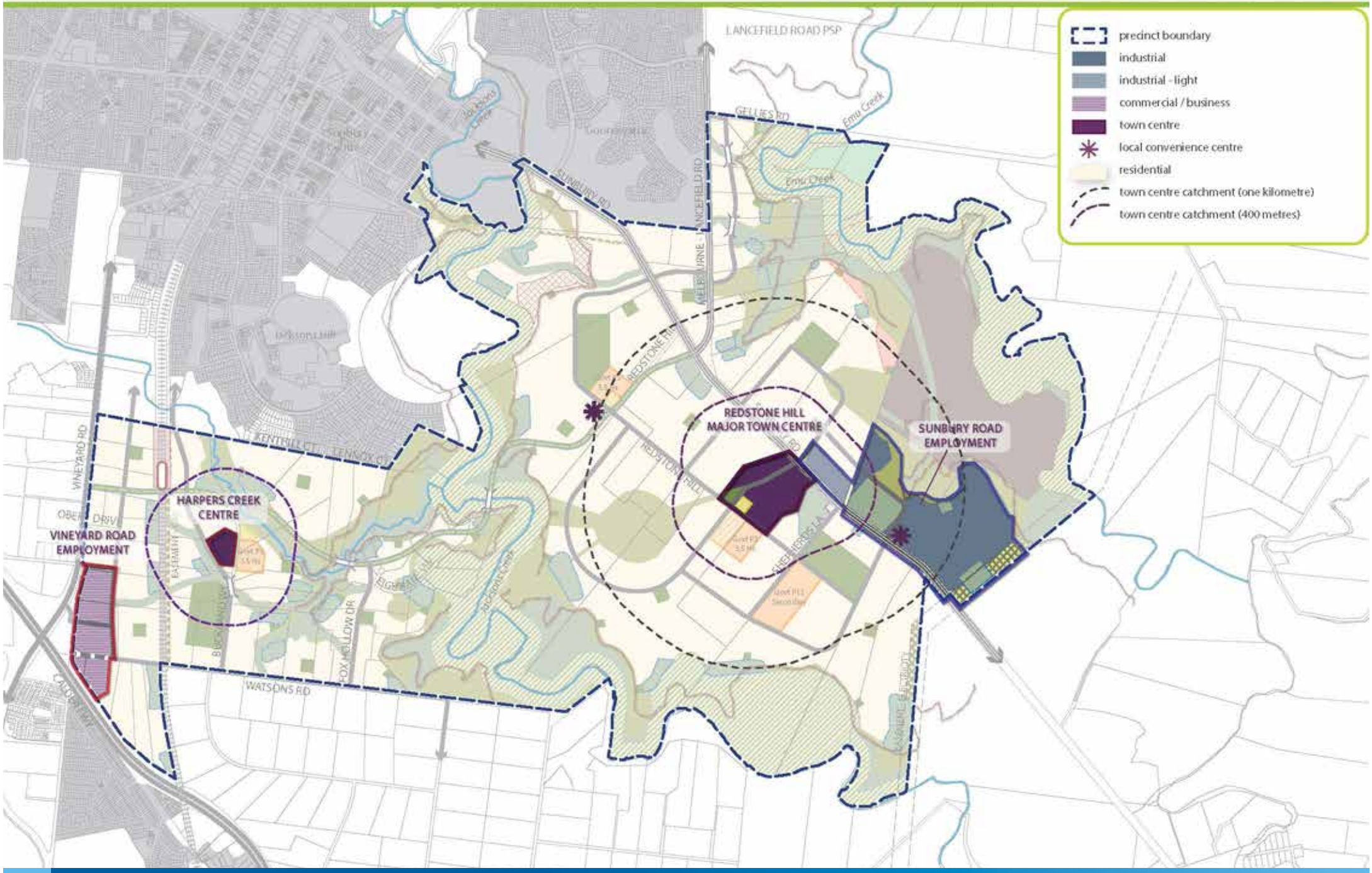

CLICK HERE to view or download this plan in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/PSP74-Plan-06-ET.pdf

3.2 Town centres & employment

3.2.1 Town centres

The Sunbury South PSP makes provision for a new Major Town Centre at Redstone Hill, to provide higher order retail, commercial and community services for the eastern part of the greater Sunbury Growth Area. It will complement the existing Sunbury Town Centre, which will remain the primary retail, commercial, community and employment services centre for all of Sunbury and the surrounding region.

There will also be provision for a new Local Town Centre at Harpers Creek, in the western part of the precinct, as well as two Local Convenience Centres, to provide convenience retailing, health, community and other services to meet local needs for nearby residents and workers.

Redstone Hill Major Town Centre

The Redstone Hill Major Town Centre is a central component to the Sunbury South precinct, and will service new growth areas to the east and south of Sunbury, particularly those communities east of the Jacksons Creek. It will be an important destination for sub-regional retail, commercial, employment and community services, second only within the Sunbury Growth Corridor to the established Sunbury Principal Town Centre.

The centre will be based around a traditional main street, which itself will provide a key view line between Sunbury Road and the important local landscape feature of Redstone Hill. It will be anchored by supermarkets, mini majors and a discount department store and provide a range of smaller tenancy opportunities along the main street and secondary street frontages for specialty retail, food and drink premises, small scale health facilities and service uses. Larger office, health facilities, and service uses will be located at the gateway to the centre and adjoining Sunbury Road. Diverse housing opportunities will be provided above ground floor as well as on the fringe of the centre.

The centre will be easily accessed by a range of transport modes. All roads connecting to the centre will have dedicated and shared cycling and walking infrastructure, and high frequency and local bus services will service the centre arriving at a conveniently located bus interchange. The centre will integrate with an employmentprecinct on the north-eastern side on Sunbury Road, adjacent to the industrial area of the precinct.

The centre will be complemented by a network of smaller local centres both within and immediately outside the precinct, including Local Convenience Centres.

Harpers Creek Local Town Centre

The Harpers Creek Local Town Centre is planned for the western part of the precinct, south of the existing Jacksons Hill neighbourhood and proximate to the potential future Sunbury South Railway Station. This centre has been planned to provide for up to 5,000sqm of retail, and will be co-located with future community uses, including a multi-purpose community centre, and a government primary school.

Given the challenging topography of the area, as well as the presence of an adjacent high-pressure gas pipeline, the centre is offset from the future train station, but is planned to have strong pedestrian and road connections to the station. It abuts a highly defined creek corridor that will provide strong landscape and pedestrian/cycling connectivity to the core catchment for the centre. District Sporting fields are located further south, creating a neighbourhood civic spine running north-south along Buckland Way.

Local Convenience Centres

A planned Local Convenience Centre at the Jacksons Creek hub will provide for a range of convenience retailing, health, community and other services for residents in the central part of the precinct, and for users of the adjacent community facilities.

In addition, a small local convenience centre on Sunbury Road in the industrial area of the precinct will largely cater for day to day convenience retail needs of nearby workers.

Table 3 Town Centre Hierarchy – External to Sunbury South Precinct

TOWN CENTRE	RETAIL FLOOR SPACE	LOCATION AND ANCILLARY USES
Sunbury Town Centre	60,000m2	The existing regional retail, commercial and services centre, based upon the historical town centre of Sunbury. Will continue to play the pre-eminent role in servicing the expanded Sunbury township, as well as the surrounding region.
Goonawarra Local Convenience Centre	2,000m2	Existing Local Convenience Centre with some local community facilties. Will predominantly service the existing Goonawarra Community, with some local convencience function for the southern part of the precinct, particularly early in the life of development. Has the potential for some small-scale future expansion.
Jacksons Hill Local Convenience Centre	1,200m2	Planned convenience centre with the Jacksons Hill estate. Will provide early convenience retail services for residents in the western part of the precinct, prior to the establishment of the Buckland Way Local Town Centre
Vineyard Road Local Town Centre	5,000 m2	Planned centre to the west of the precinct. Will provide weekly shopping and services for the western part of the precinct, particularly that section of the precinct west of the rail line

Table 4 Sunbury South Town Centre hierarchy

TOWN CENTRE	RETAIL FLOOR SPACE	COMMERCIAL FLOOR SPACE	LOCATION AND USES
Redstone Hill Major Town Centre	25,000m2	10,000m2	Located central to the precinct on a Sunbury Road, with a main street oriented on the Redstone Hill vista. Will provide subregional retail and commercial services, community uses, higher density residential, and will service the southern and eastern parts of the greater Sunbury township
Harpers Creek Local Town Centre	5,000m2	625m2	Located central to that part of the precinct west of Jacksons Creek, with strong connections to the future Sunbury South train station, and proximate to the intersection of two connector roads. Include a full range of neighbourhood level services and facilities
Sunbury Road Industrial Local Convenience Centre	500m2	0m2	Small local centre providing basic convenience needs for employees in the industrial portion of the precinct.
Jacksons Creek Local Convenience Centre	1,000m2	0m2	Located near the east bank of the Jacksons Creek, ajdacent to the Southern Link Boulevard and the Jacksons Creek Community Hub. Provides for convenience level retail for a local catchment.

3.2.2 Redstone Hill Major Town Centre

REQUIREMENTS

R20

An Urban Design Framework (UDF) must be approved by the Responsible Authority for the Redstone Hill Major Town Centre as defined at Figure 4.

The UDF must:

- Comply with and fulfil the vision and associated key organising elements for the centre, and be generally in accordance with the Redstone Hill Town Centre Concept Plan at Figure 4.
- Provide for the strong integration of the centre with the surrounding residential areas and community/education facilities, with a high level of built edge and surveillance along the primary streets for pedestrian access to the centre.
- Minimise barriers to pedestrian and bicycle access to the centre, notably across Sunbury Road, loading and car parking areas.
- Provide for a balanced movement network within the town centre, catering for the needs of vehicles, pedestrians, cyclists and buses, including clear designation of public and private streets, and arrangements for bus movements to the bus interchange facilities, to the satisfaction of the Responsible Authority and Public Transport Victoria.
- Provide for the prioritisation of pedestrian movement on key desire lines, and provide for a continuous path of travel within the centre to key destinations, including the location and form of pedestrian crossing of streets, use of laneways, and paths across car parks that reflect desire lines.
- Integrate the commercial and office areas fronting Sunbury Road with the Main Street and retail core
- Provide for any public street or laneway to meet the required Council standards, or any alternatives as agreed with Council.
- Ensure that development and access along Sunbury Road does not direct activity away from Main Street as the primary retail and civic heart of the centre.

GUIDELINES

G22

The UDF should:

- Provide for a diversity in the size of tenancies which deliver vibrancy and continuous street activation, particularly along Main Street
- Ensure suitable movement for required modes along private streets and for appropriate pedestrian access through internalised and/or private spaces, to ensure pedestrian access through the centre is not compromised outside regular business hours.
- Distribute key land uses to ensure appropriate activation of Main Street as the heart of the town centre, as well as opportunities for continual activity within the centre throughout the day and evening.
- Locate buildings which achieve high levels of articulation along the Main Street and secondary streets, including (as appropriate) clear glazing and regular entrances, an appropriate range of building material/colour palette themes and architectural design treatments (including opportunities for signage integration into building design).
- Maintain views to Redstone Hill and ensure landmark buildings and public spaces present well to key view lines within the centre.
- Stage the development of the centre to achieve a main street feel early in the life of the development and provide high levels of accessibility,
- Ensure that high quality gateways define the entrances to the town centre through landmark buildings, landscaping and public realm treatments.
- Reinforce the sense that Sunbury is more like a country town than a suburb of Melbourne, including an appropriately landscaped boulevard treatment to Sunbury Road, building orientation, and building scale, orientation and massing, and signage height and design.
- Minimise impact on the amenity of the town centre associated with deliveries and loading, waste storage and vehicle parking.

Figure 4 - Redstone Major Town Centre Concept Plan

Sunbury South Precinct Structure Plan

1:5,000 @ A4

0 50 100 150 200 250

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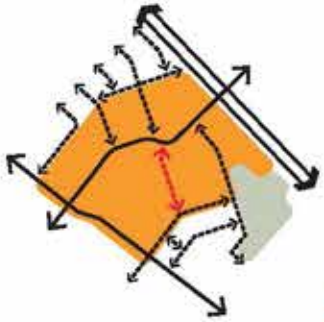
CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-04_Redstone-Hill-MTC-CP.pdf

Figure 5 - Redstone Major Town Centre - Organising Elements

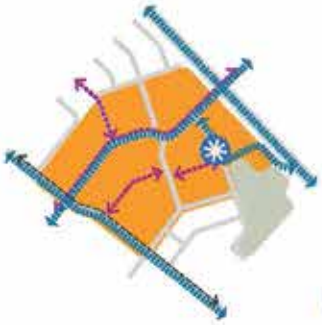
Sunbury South Precinct Structure Plan

URBAN DESIGN FRAMEWORK EXTENT



- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- ARTERIAL ROAD
- CONNECTOR STREET
- FEATURE MAIN STREET
- KEY LOCAL ACCESS STREET
- RETARDING BASIN

MOVEMENT NETWORK

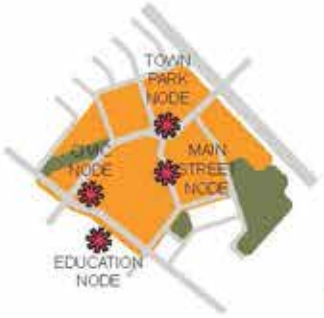


- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- STREET NETWORK
- INDICATIVE TRANSPORT INTERCHANGE
- BUS ROUTE
- DEDICATED 2-WAY BIKE PATH
- SHARED PATH

OPEN SPACE

- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- PUBLIC SPACE NODE
- LINEAR OPEN SPACE
- TOWN CENTRE PUBLIC SPACE NODE
- OPEN SPACE

PLACEMAKING



- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- DESTINATION NODE

CHARACTER PRECINCTS

- AREA SUBJECT TO URBAN DESIGN FRAMEWORK

VIEWS & VISTAS

- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- KEY VIEWLINE TO/FROM REDSTONE HILL
- KEY VIEWLINES
- POTENTIAL VIEWS TO OPEN SPACE
- BOULEVARD VIEW

CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-05_Redstone-Hill-MTC-OE.pdf

3.2.3 Harpers Creek Local Town Centre

REQUIREMENTS	
R21	Shop floor space within the Harpers Creek Local Town Centre must not exceed 5,000sqm without a planning permit.
R22	Land use and development within the local town centre must respond to the concept plan in Figure 6 and address Appendix 4.1.
GUIDELINES	
G23	Design of buildings in the local town centre should provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated façade treatments should be avoided.

3.2.4 Local Convenience Centre

REQUIREMENTS	
R23	Any Local Convenience Centre must have direct vehicular access to a connector road with any access to an arterial road to the satisfaction of VicRoads.
R24	Any Local Convenience Centre must be oriented towards the arterial road and connector road and manage the relationship and interface with surrounding uses.
GUIDELINES	
G24	The Local Convenience Centres should be located as illustrated on Plan 3.
G25	The Local Convenience Centres should provide for a range of tenancies suitable for a mix of local convenience retail, health, community and other services to meet local needs.
G26	The design of Local Convenience Centres should consider inclusion of two storey built form and ensure that all buildings are well articulated and of a high quality urban design that reflects their location in key community and employment hubs within the precinct.
G27	The Local Convenience Centres should feature a high degree of permeability and clear circulation to ensure that key destinations within the centre are easily accessible by walking or cycling.

3.2.5 Town Centre Transport, Access & Connectivity

REQUIREMENTS	
R25	Heavy vehicle movements (loading and deliveries) must not front the main street/s and should be located to the rear and/or side street and sleeved or screened.
R26	Main streets must be designed for a low speed environment of 40km/h or less, so vehicles and cyclists can share the carriageway safely and pedestrians can safely cross the road.
R27	Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity.
R28	Pedestrian entrances must be located on main streets and be visually prominent, well-lit and accessible to people with limited mobility.
R29	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street network.
R30	Transport hubs, stops and routes must be located to facilitate access to key destinations and generate activity in town centres.
R31	Car park entrances must not be provided directly from the main street, access should be provided from side streets.
GUIDELINES	
G28	Bicycle parking should be provided at entry points in highly visible locations at key destinations, to the satisfaction of the Responsible Authority. Weather protection, passive surveillance and lighting should be provided to the satisfaction of the Responsible Authority.
G29	Pedestrian movements should be prioritised by providing links between the key destinations within town centres.
G30	Car parking efficiencies should be provided through use of shared, consolidated parking areas.
G31	Safe pedestrian access should be provided through all car parking areas.
G32	“Filtered” pedestrian permeability, accessibility and walkability through centres should be encouraged.
G33	Pedestrian priority should be provided across all side roads along main streets and all car park entrances, incorporating the principles of shared use spaces.

3.2.6 Employment Areas

REQUIREMENTS	
R32	The location of land uses, building design, and interface treatment in the industrial and commercial areas shown on Plan 6 must minimise negative impacts on the amenity of nearby residential areas.
R33	Buildings must be located near the front of any site to present an attractive address to the street.
R34	Car parking and loading facilities must be located to the side or the rear of any buildings to present an attractive address to the street.
R35	Goods and materials storage areas and refuse areas must not be visible from public areas
R36	Development proposals in industrial, employment and commercial areas as shown on Plan 6 must take into account Crime Prevention Through Environmental Design Guidelines.
R37	Buildings and car parking or other areas along Sunbury Road and Vineyard Road in the industrial, mixed use, employment and commercial areas must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas.
R38	Key locations including arterial and connector/arterial intersections; areas adjacent to the local parks or visible from important landscape values (including Emu Creek) must incorporate features of interest into the built form and surrounding landscape, including: • Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements) • Articulation of building facades; and • Feature colours and materials.
R39	Vehicular access to properties fronting Sunbury or Vineyard Road must be via service roads, internal loop roads and/or rear laneways. Service roads and internal loop roads must provide indented parking lanes to cater for on street parking.

GUIDELINES	
G34	Buildings should address (in order of priority where a lot fronts multiple elements): • Arterial Roads • Waterways and public open space • Connector Roads • Local roads
G35	Subdivision should provide for the creation of a range of lot sizes to cater for a diversity of commercial uses.
G36	Development in the Sunbury Road Industrial Area should be designed to limit visual impact on open space along the Emu Creek, with appropriate setbacks and landscape screening. Where development is visible from the creek it should present attractively to the creek environs, with complementary colour schemes and building materials.
G37	Ancillary offices should be located at the front of buildings; should include a façade addressing the street frontage of the lot; and provide for improved pedestrian access and engagement with the public domain.
G38	Any visitor car parking and access areas in the front setback area should be setback a minimum of 3m from the street frontage to enable provision of sufficient landscape strips at the street frontage. All vehicles should be able to enter/exit the site in a forward direction.
G39	Where fencing is required forward of building lines and along public streets, it should be visually permeable and not greater than 1.2m in height.
G40	Buildings should be designed to have an integrated appearance so as to avoid the appearance of clutter.
G41	Large expanse of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.

G42	A consistent landscaping theme should be developed along streets and access ways. Variations in street tree species should be used to create visual cues in appropriate locations such as at the termination of view lines, key intersections, and in parks.
G43	Streets should be aligned to create views and direct connections to any open spaces and waterways.
G44	Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located behind the building line or, where this is not possible, behind constructed screening using durable and attractive materials.

Table 5 Anticipated Employment Creation in the Sunbury South Precinct

LAND USE	ASSUMPTION	AREA/NO.	JOBS
Primary school (government)	40 jops per school	3	120
Prmary school (non-govt)	30 jobs per school	1	30
Secondary school (government)	90 jobs per school	1	90
Community centre	15 jobs per facility	3	45
Town centre - retail	1 job per 30sqm	31500	1050
Town centre - commerical	1 job per 20sqm	18000	900
Industrial area	20 jobs per ha	47.73	954.6
Employment and commerical	40 jobs per ha	17.96	718.4
Home based business	0.05 jobs per dwelling	11522	576.1
Total Jobs			**4484**

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0 50 100 150 200 250

N

- town centre
- potential government school
- community facility
- sports reserve
- local park
- service open space / retarding basin
- railway line and future station
- bridges & underpasses
- gas easement
- residential
- connector street - boulevard
- connector street
- local access street
- roundabout

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Plan 7 - Open Space

Sunbury South Precinct Structure Plan

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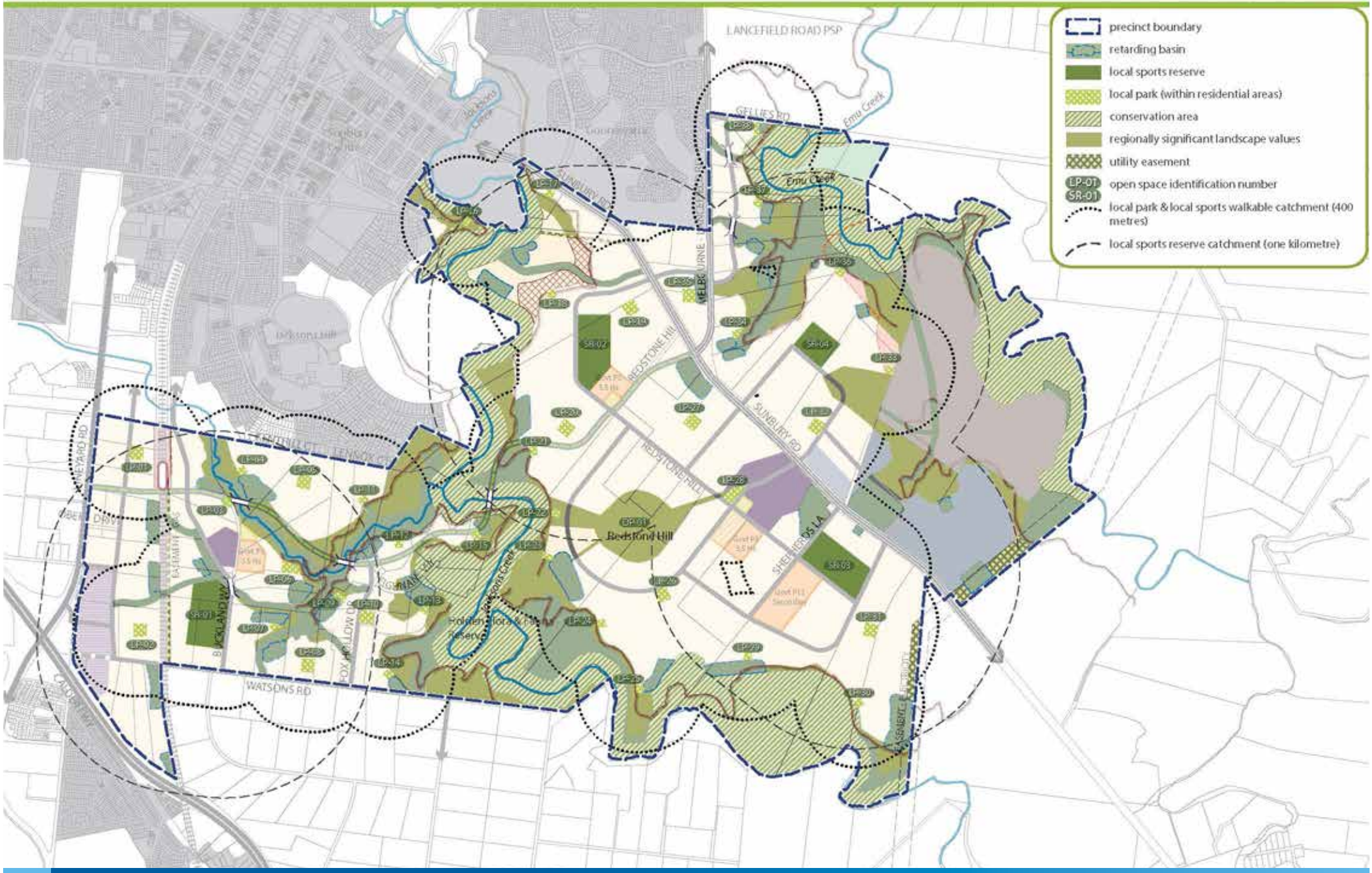

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3.3 Open Space, Community Facilities & Education

Table 6 Sports Reserves and Open Space Delivery Guide

PARK ID	AREA	TYPE	ATTRIBUTES	RESPONSIBILITY
LP-01	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-02	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-03	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-04	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-05	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-06	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-07	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-08	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-09	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-10	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-11	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-12	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-13	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-14	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-15	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-16	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-17	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-18	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-19	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-20	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-21	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-22	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-23	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-24	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-25	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-26	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-27	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-28	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-29	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-30	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-31	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-32	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-33	0.26	Local Park	Generally located as shown on Plan 7	Hume City
LP-34	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-35	0.75	Local Park	Generally located as shown on Plan 7	Hume City
LP-36	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-37	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-38	0.25	Local Park	Generally located as shown on Plan 7	Hume City
LP-39	0.49	Local Park	Generally located as shown on Plan 7	Hume City
SR-01	10.75	Sporting Reserve	Harpers Creek Hub Sports Fields: Located near the Harpers Creek hub. The sporting reserve will accommodate: one pavilion, two senior ovals, three lawn bowls courts, playspace and on site parking.	Hume City
SR-02	10.27	Sporting Reserve	Jacksons Creek Hub Sports Fields: Located at the Jacksons Creek hub. The sporting reserve will accommodate: one pavilion, two soccer pitches/one cricket oval, eight tennis courts, playspace and on site parking.	Hume City
SR-03	10.25	Sporting Reserve	Redsone Hill MTC Sports Fields: Located near the Redstone Hill Major Town Centre Hub, adjacent to a proposed government secondary school. The sporting reserve will accommodate: one pavilion, two senior ovals, four court indoor recreation centre, playspace and on site parking.	Hume City
SR-04	5.01	Sporting Reserve	Northern Hub Sports Fields - Sub District: Located to the north of Sunbury Road. The sporting reserve will accommodate: one pavilion, two soccer pitches, playspace and on site parking.	Hume City

3.3.1 Open Space

REQUIREMENTS	
R40	Open space must be provided generally in accordance with Plan 7 and Table 6 of this PSP.
R41	The open space network must: • Provide flexible recreational opportunities that allow for the anticipated range of sporting reserves and local parks required by the community that is informed by planning undertaken by the Council as well as State Sporting Associations, where appropriate • Maximise the amenity and value of encumbered open space through the provision of shared paths, trails and other appropriate recreation elements.
R42	All landscaped areas to be designed in accordance with relevant guidelines and to the satisfaction of the responsible authority, including the use of recycled water and storm water where possible.
R43	All local parks must be located, designed and developed in accordance with the relevant description in Table 6 and any local open space strategy to the satisfaction of the Responsible Authority. An alternative provision of land for local parks to that illustrated on Plan 7 is considered to be generally in accordance with this plan provided the local park: • Is located so as to not reduce the walkable access to local parks demonstrated on Plan 7. • Does not diminish the quality or usability of the space for passive recreation. • Is equal to or more than the passive open space provision within the ICP.
R44	Where a local park as shown on Plan 7 spans across multiple properties, the first development proponent to lodge a permit application that contains the park must undertake a master plan for the entire park, to the satisfaction of the Responsible Authority. A proponent delivering a master plan for a local park that traverses multiple property ownerships must consult with the landowners of parcels covered by the park to ensure an integrated design.
R45	Applications with areas nominated as Passive recreation nodes are to include a concept plan showing the contours, recreational elements to be included and area required for the node, including playgrounds, shelters, landscaping, paths and accompanying seating areas to Council's satisfaction.
R46	Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary.
R47	In exceptional circumstances, any lots backing onto open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.
R48	Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the Responsible Authority.
R49	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing the public open space and cycling network to the satisfaction of the Responsible Authority.
GUIDELINES	
G45	Subject to being compatible with Table 6, parks and open space should contain extensive tree planting.
G46	Passive parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
G47	Any pedestrian link through a drainage reserve or adjoining the road network should include a provision of park seating at appropriate intervals to the satisfaction of the Responsible Authority.
G48	Open spaces should have a road frontage to all edges except where housing fronts open space with a paper road to the satisfaction of the Responsible Authority.
G49	Where fencing of local parks and sporting reserves within parks is required it should be low-scale and be designed to guide appropriate movement and access rather than as a barrier. Design and materials should complement the park setting.
G50	Principles of Universal Design and Crime Prevention Through Environmental Design should be applied to encourage best practice thinking in the design and functionality of these open spaces and associated infrastructure.

G51	Path networks associated with open space should include way finding signage which clearly identifies key destinations and communicates necessary information to all users.
G52	Water sensitive urban design principles should be used to direct water for passive irrigation in parks where appropriate and to the satisfaction of the Responsible Authority

3.3.2 Community Facilities & Education

REQUIREMENTS	
R50	Where the Responsible Authority is satisfied that land shown as a school site is unlikely to be used for a school at ultimate development of the PSP, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R51	Schools and community facilities must be designed to front, and be directly accessed from a public street with car parks located away from the main entry.
R52	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the Responsible Authority.

GUIDELINES	
G53	Community facilities, schools, and active recreation reserves which are co-located should be designed to: • Maximise efficiencies through the sharing of car parking and other complementary infrastructure. • Maximise direct access and permeability for pedestrians and cyclists through and between facilities. • Apply a user centred approach to ensure these spaces are accessible, flexible, safe, intuitive and overall will create a positive experience for community.
G54	Schools should be provided with three street frontages where practicable.
G55	The indicative layout of community facilities, schools, and open space as illustrated in Plan 3 may be altered to the satisfaction of the Responsible Authority, in consultation with the Department of Education as appropriate
G56	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of uses.
G57	Any educational, community, or civic infrastructure not shown on Plan 3 must be located within or proximate to a Major or Local Town Centre, Local Convenience Centre or an existing community hub, as appropriate.
G58	Any private childcare, medical, or similar facility should be located proximate to a Major or Local Town Centre, Local Convenience Centres or nominated community hub, as appropriate.
G59	Where a community centre is located within a town centre, efficiency of land use should be maximised through the sharing and overall reduction of car parking and consideration of a multi-storey facility where practicable.

Plan 8 - Native Vegetation Removal and Retention

Sunbury South Precinct Structure Plan

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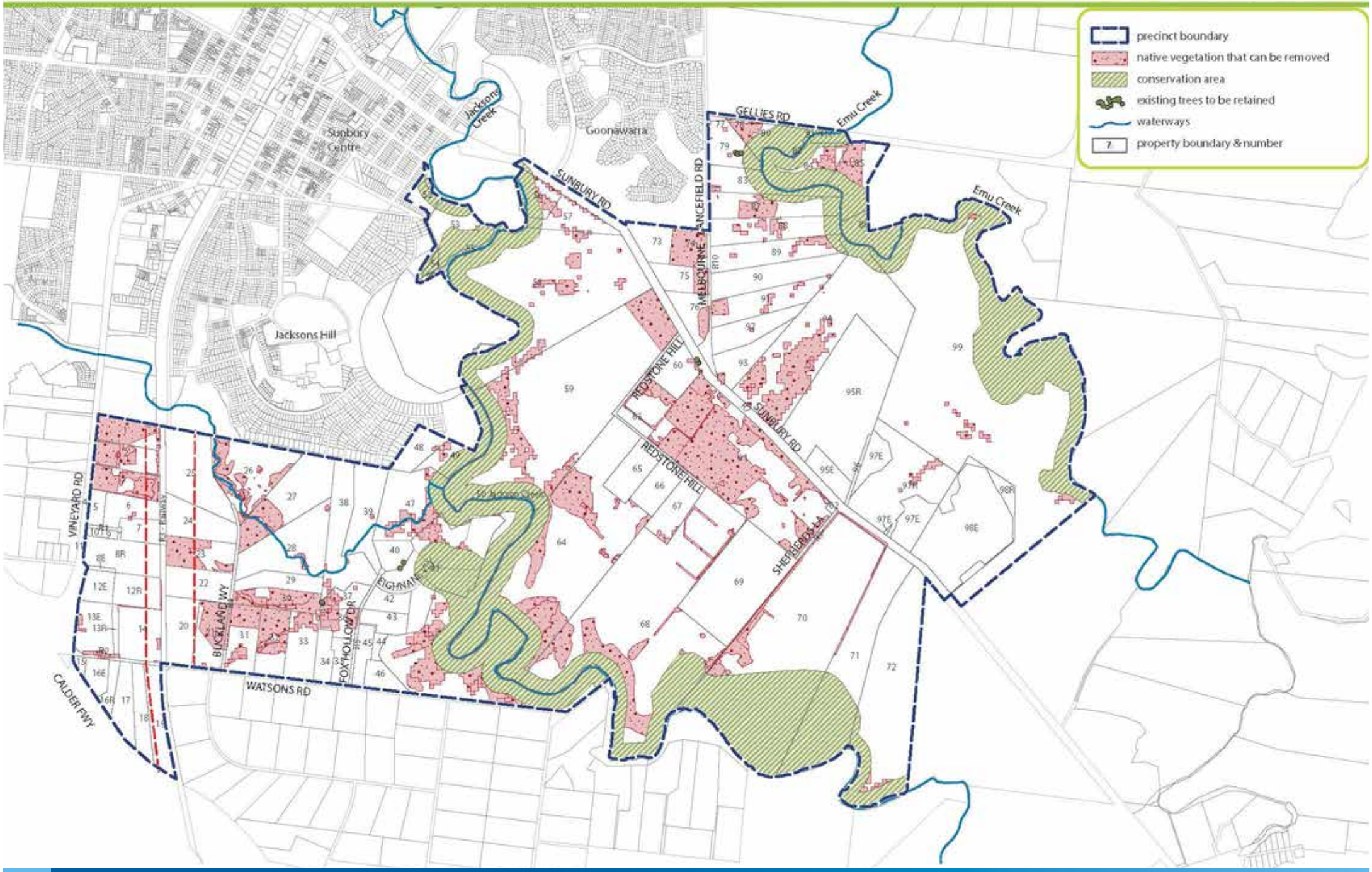

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3.3.3 Biodiversity & Threatened Species

REQUIREMENTS	
R53	Native vegetation may be removed as illustrated on Plan 8 and in accordance with the 'Final approval for urban development in three growth corridors under the Melbourne urban growth program strategic assessment, 5 September 2013' pursuant to section 146B of the Environment Protection and Biodiversity Conservation Act 1999 (Cth).
R54	Development within Conservation Area 21 must be in accordance with the relevant Conservation Area Concept Plan and Interface Cross Section in Figure 4, to the satisfaction of the Department of Environment, Land, Water and Planning.
R55	Any public paths or infrastructure located within a conservation area must be designed and located to avoid /minimise disturbance to vegetation and Growling Grass Frog habitat. Public paths are to be generally located in accordance with the Conservation Area Concept Plan.
R56	Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to Conservation Area 21, unless otherwise agreed by the Department of Environment, Land, Water and Planning.
BIODIVERSITY & THREATENED SPECIES GUIDELINES	
G60	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.
G61	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) should integrate with the biodiversity and natural systems to the satisfaction of the responsible authorities;
G62	Planting in streetscapes and parks abutting waterways should make use of indigenous species to the satisfaction of the responsible authorities.

CONSERVATION AREA CONCEPT PLAN GUIDELINES	
G63	Where appropriate, public open space areas should be co-located with conservation areas and waterways to assist with their buffering.
G64	Planting adjacent to the conservation area, waterway corridors and retained indigenous vegetation should be indigenous species.
G65	Where located adjacent or nearby to each other, local parks should be designed and constructed to maximise integration with the conservation area.
G66	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.
G67	Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the conservation area.
G68	In general, trees should not be planted within 10m of native grasslands or wetlands.

Figure 8 - Conservation Area 21 (Eastern Section) - Conservation Area Concept Plan

Sunbury South Precinct Structure Plan

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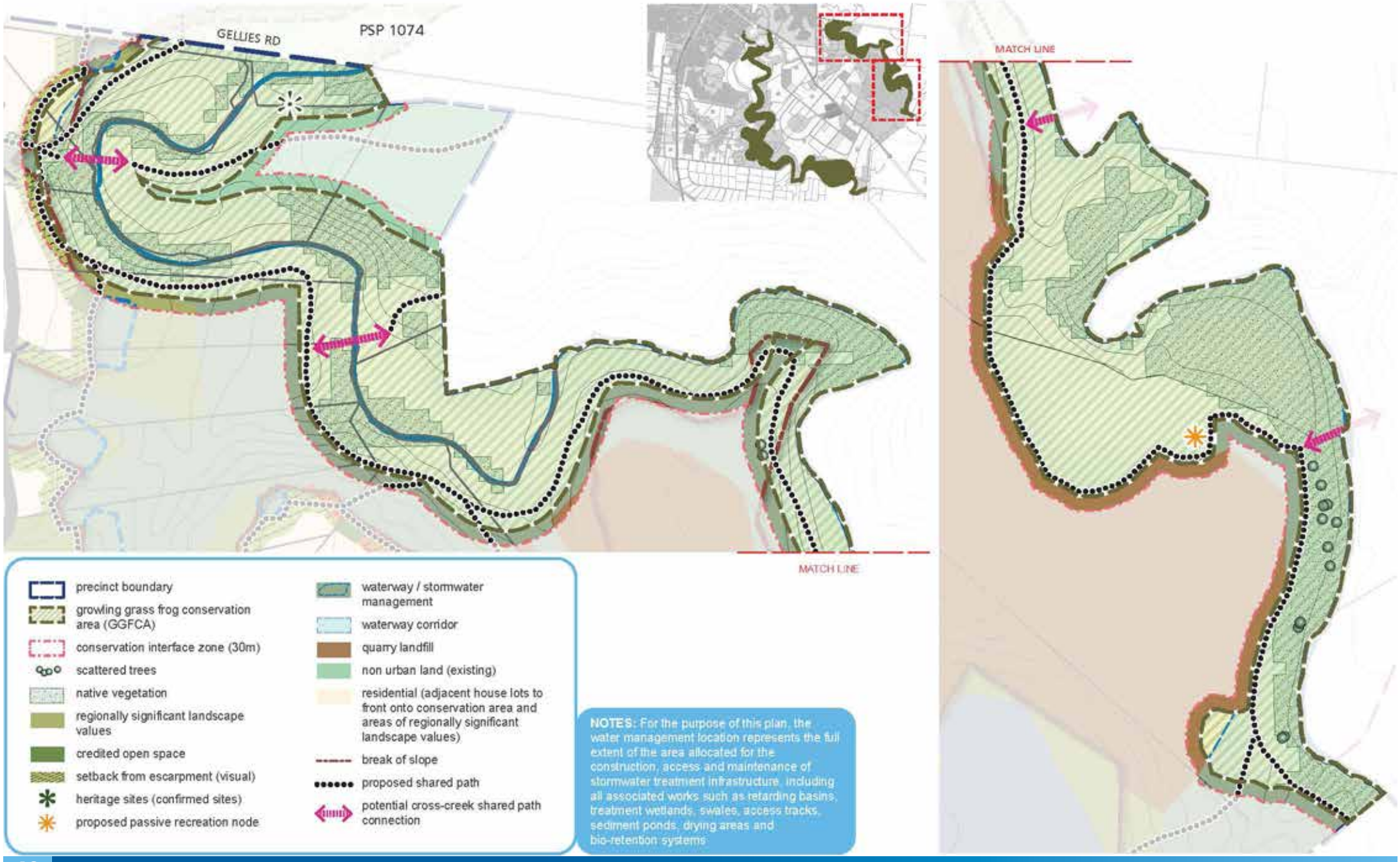

NOTES: For the purpose of this plan, the water management location represents the full extent of the area allocated for the construction, access and maintenance of stormwater treatment infrastructure, including all associated works such as retarding basins, treatment wetlands, swales, access tracks, sediment ponds, drying areas and bio-retention systems

CLICK HERE to view or download this figure in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/Fig-08_CACP-21-Eastern-Section.pdf

Figure 9 - Conservation Area 21 (Western Section - A) - Conservation Area Concept Plan

Sunbury South Precinct Structure Plan

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- precinct boundary
- growling grass frog conservation area (GGFCA)
- conservation interface zone (30m)
- scattered trees
- native vegetation
- regionally significant landscape values
- credited open space
- setback from escarpment (visual)
- setback from escarpment (non visual)
- heritage sites (confirmed sites)
- heritage sites (possible sites)
- proposed passive recreation node
- waterway / stormwater management
- waterway corridor
- residential (adjacent house lots to front onto conservation area and areas of regionally significant landscape values)
- break of slope
- proposed shared path
- potential cross-creek shared path connection
- connector road - boulevard
- bridge & culvert

NOTES: For the purpose of this plan, the water management location represents the full extent of the area allocated for the construction, access and maintenance of stormwater treatment infrastructure, including all associated works such as retarding basins, treatment wetlands, swales, access tracks, sediment ponds, drying areas and bio-retention systems

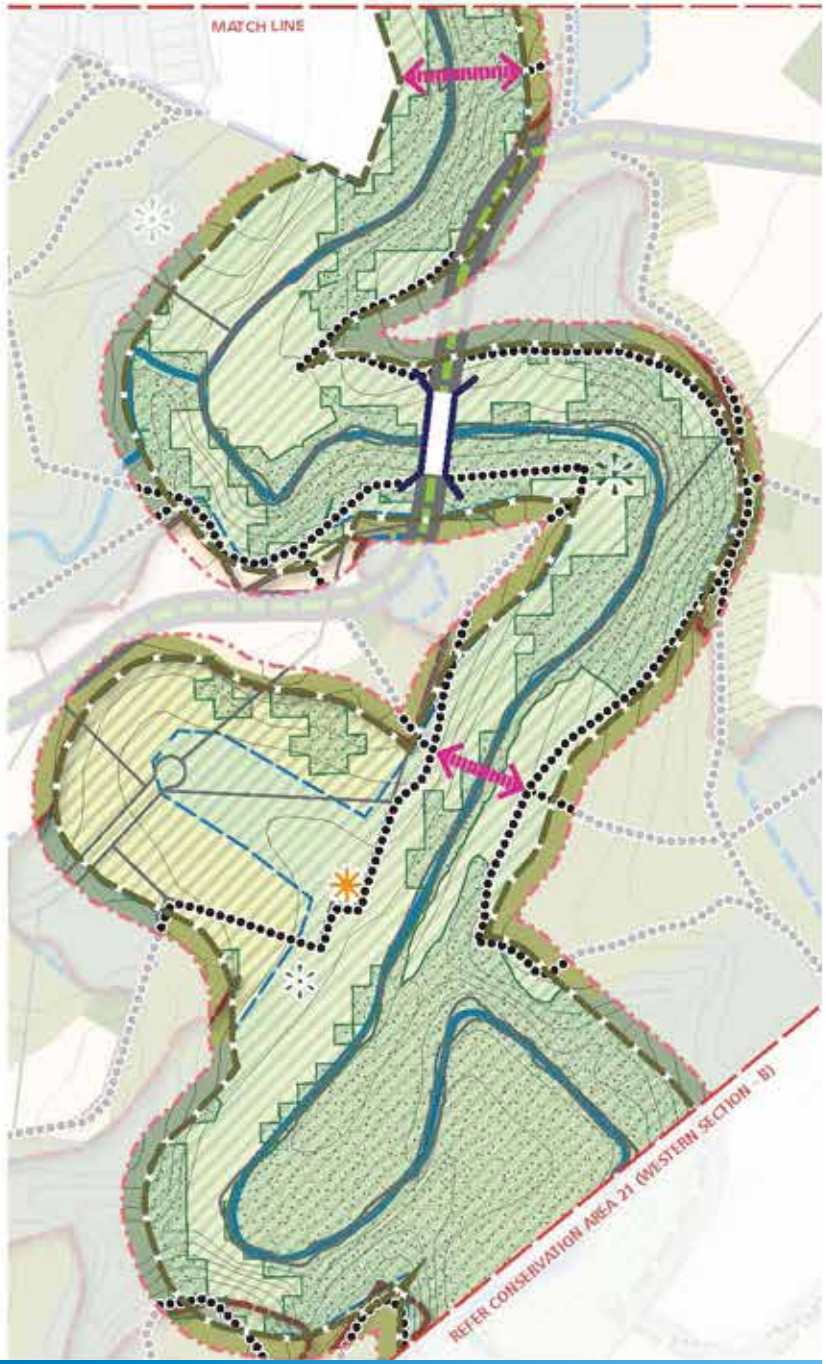

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Figure 10 - Conservation Area 21 (Western Section - B) - Conservation Area Concept Plan

Sunbury South Precinct Structure Plan

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NOTES: For the purpose of this plan, the water management location represents the full extent of the area allocated for the construction, access and maintenance of storm water treatment infrastructure, including all associated works such as retarding basins, treatment wetlands, swales, access tracks, sediment ponds, drying areas and bio-retention systems

- precinct boundary
- growling grass frog conservation area (GGFCA)
- conservation interface zone (30m)
- scattered trees
- native vegetation
- regionally significant landscape values
- credited open space
- setback from escarpment (visual)
- proposed passive recreation node
- waterway / stormwater management
- waterway corridor
- residential (adjacent house lots to front onto conservation area and areas of regionally significant landscape values)
- break of slope
- proposed shared path
- potential cross-creek shared path connection

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Plan 9 - Street Network

Sunbury South Precinct Structure Plan

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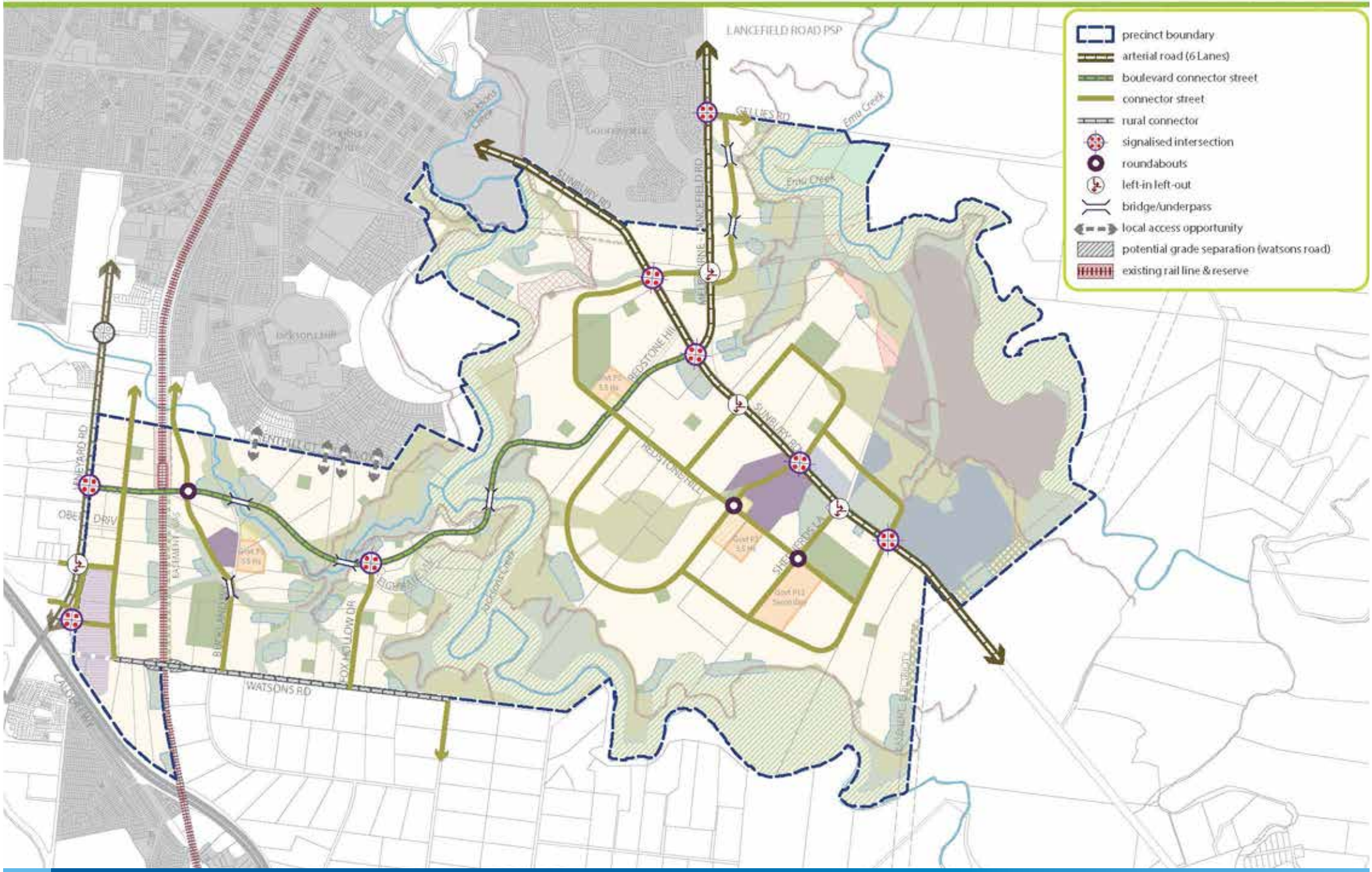

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3.4 Transport & Movement

3.4.1 Street Network

REQUIREMENTS	
R57	Subdivision layouts must provide: • A permeable, safe and low speed street network that encourages walking and cycling • Convenient access to local points of interest and destinations • For the effective integration with neighbouring properties.
R58	The connector street network must provide a safe low speed environment.
R59	At least 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix 4.2. Examples of potential variations are provided in Appendix 4.2, however others are encouraged including but not limited to: • Varied street tree placement, • Varied footpath or carriageway placement, • Introduction of elements to create a boulevard effect, • Varied carriageway or parking bay pavement material and • Differing tree outstand treatments Alternative cross sections must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • The proposed location of services are shown and achieve the dedicated off road and shared path network in Plan 10. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix 4.2) are maintained.
R60	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross section until that suitable transition can be made.
R61	In areas of slope greater than 10%, streets must run generally with the contours where practical and include canopy street trees to minimise the visual impact of development.
R62	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
R63	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the Responsible Authority, and provide a widened road reserve for car headlight glare barrier planting in accordance with VicRoads and the responsibility authorities requirements.
R64	The Jacksons Creek road crossing must respond sensitively to landform and amenity of the Jacksons Creek corridor.
R65	Development should positively address all waterways through the use of frontage roads to the satisfaction of Melbourne Water and the Responsible Authority.
R66	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP, by any date or stage of development required or approved by the Responsible Authority. Provision must be made for temporary vehicle turning until the inter-parcel connection is delivered.
R67	Where determined that roundabouts are required at cross road intersections, they must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity/continuity of shared paths and bicycle paths.
R68	Frontage streets are to be the primary interface between the development and rail/utility easement shown on Plan 9, and at the relevant cross section at Appendix 4.2.
R69	Where a connector street crosses a waterway the developer(s) must construct a connector street bridge prior to the issue of a statement of compliance for the first stage of residential subdivision on the second side of the waterway to be developed, regardless of whether that residential subdivision directly abuts the waterway.
R70	The design and construction of any crossing of the Jacksons Creek must be consistent with the 'Design and construction standards for Growling Grass Frog passage structures' (DELWP 2016) to the satisfaction of the Department of Environment, Land Water and Planning. The final design will need to avoid a reduction in existing high quality instream habitat for Growling Grass Grog.

Plan 10 - Public Transport and Path Network

Sunbury South Precinct Structure Plan

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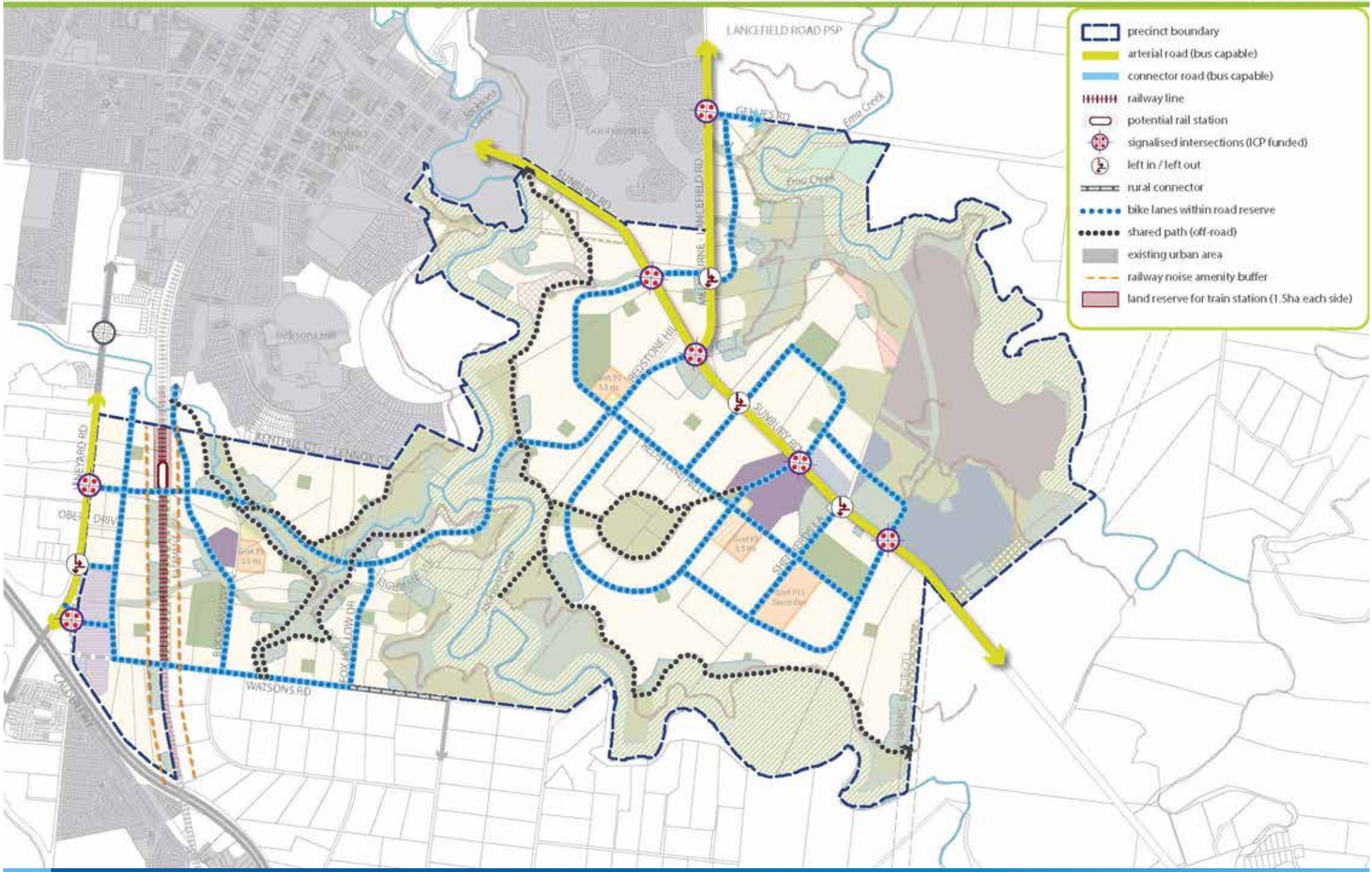

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R71	Any road constructed adjacent to or crossing the gas pipeline shown on Plan 3 must cross the pipeline at 90 degrees and be engineered to protect the integrity of the pipeline.

GUIDELINES

G69	Where a lot is six metres or less in width, vehicle access should be via rear laneway, unless otherwise agreed by the Responsible Authority.
G70	Street layouts should provide multiple convenient routes to major destinations such as town centres, sporting fields, creek/waterway crossings and the arterial road network.
G71	Street block lengths should not exceed 240m to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G72	Cul-de-sacs should be avoided wherever possible, and not detract from convenient pedestrian and cycle connections. Where cul-de-sacs are provided they must provide for walkway connections through to adjoining streets.
G73	All signalised intersections should be designed in accordance with the VicRoads Growth Area Road Network Planning Guidance and Policy Principles handbook, to the satisfaction of VicRoads and the Responsible Authority.
G74	The frequency of vehicle crossovers on widened verges (i.e. a verge in excess of six metres) should be minimised through the use of a combination of: • Rear loaded lots with laneway access • Vehicle access from the side of a lot • Combined or grouped crossovers • Increased lot widths.

3.4.2 Walking & Cycling

REQUIREMENTS

R72	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths where shown on Plan 10 or as shown on the relevant cross-sections in Appendix 4.2 or as specified by another requirement in the PSP. • Safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (e.g. town centres and open space). Refer to the Greenfield Engineering Design and Construction Manual for typical intersection treatments. • Safe pedestrian/cyclist crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. • Widened footpaths on roads abutting schools. • Pedestrian/cyclist priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. All to the satisfaction of the coordinating roads authority and the Responsible Authority.
R73	Shared and pedestrian paths along waterways must: • Be delivered by development proponents consistent with the network shown on Plan 10. • Be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 year flood level to maintain hydraulic function of the waterway. • Be constructed on each side of the waterway to an all-weather standard that satisfies the requirements of Melbourne Water. All to the satisfaction of the Responsible Authority.
R74	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs, as per the designs in the Greenfield Engineering Design and Construction Manual, and to the satisfaction of the Responsible Authority.

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R75	Bicycle parking facilities including way finding signage are to be provided by development proponents in convenient locations at key destinations such as parks and town centres.

GUIDELINES

G75	Lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations, unless otherwise agreed by the Responsible Authority.
G76	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30km/hr.
G77	Shared zone design principles should be incorporated for areas across the precinct that will experience a high volume and mix of pedestrians, cyclists and cars to create a more flexible and equitable transport environment.

Table 7 Streets & Slope

The following table is intended to provide statutory planners with guidance on the appropriate grade for different types of streets.

STREET / ROAD TYPE	DESIREABLE MAXIMUM SLOPE	ABSOLUTE MAXIMUM SLOPE
Access	10	20
Connector	8	12
Connector (bus capable)	6	9
Arterial	5	7

Table 8 Streets Cross Sections

The following table provides a description of each of the standard cross sections and their variations. Further information on each of the cross sections is included in Appendix 4.2.

NAME	WIDTH	DESCRIPTION
Connector Street - Standard	25.5m	Connector road cross section where no road reserve currently exists
Arterial Road (Sunbury Road)	60.0m	Arterial road cross section where the road reserve currently exists, with opportunities for median and/or verge planting in expanded reserve.
Arterial Road (Lancefield and Vineyard Road) - Standard	40.0m - 42.0m	Arterial road cross section where the road reserve currently exists (including existing provision for widening)
Boulevard Connector - (Sunbury Ring Road extension)	34.0m	Boulevard connector cross section where no road reserve currently exists
Rural style connector (Watsons Road and Crinion Road)	20.0m	Connector Road cross section option which draws on the character of rural roads with a swale to the southern side (Watsons) or both sides (Crinion) rather than kerb and channel.

Plan 11 - Integrated Water Management

Sunbury South Precinct Structure Plan

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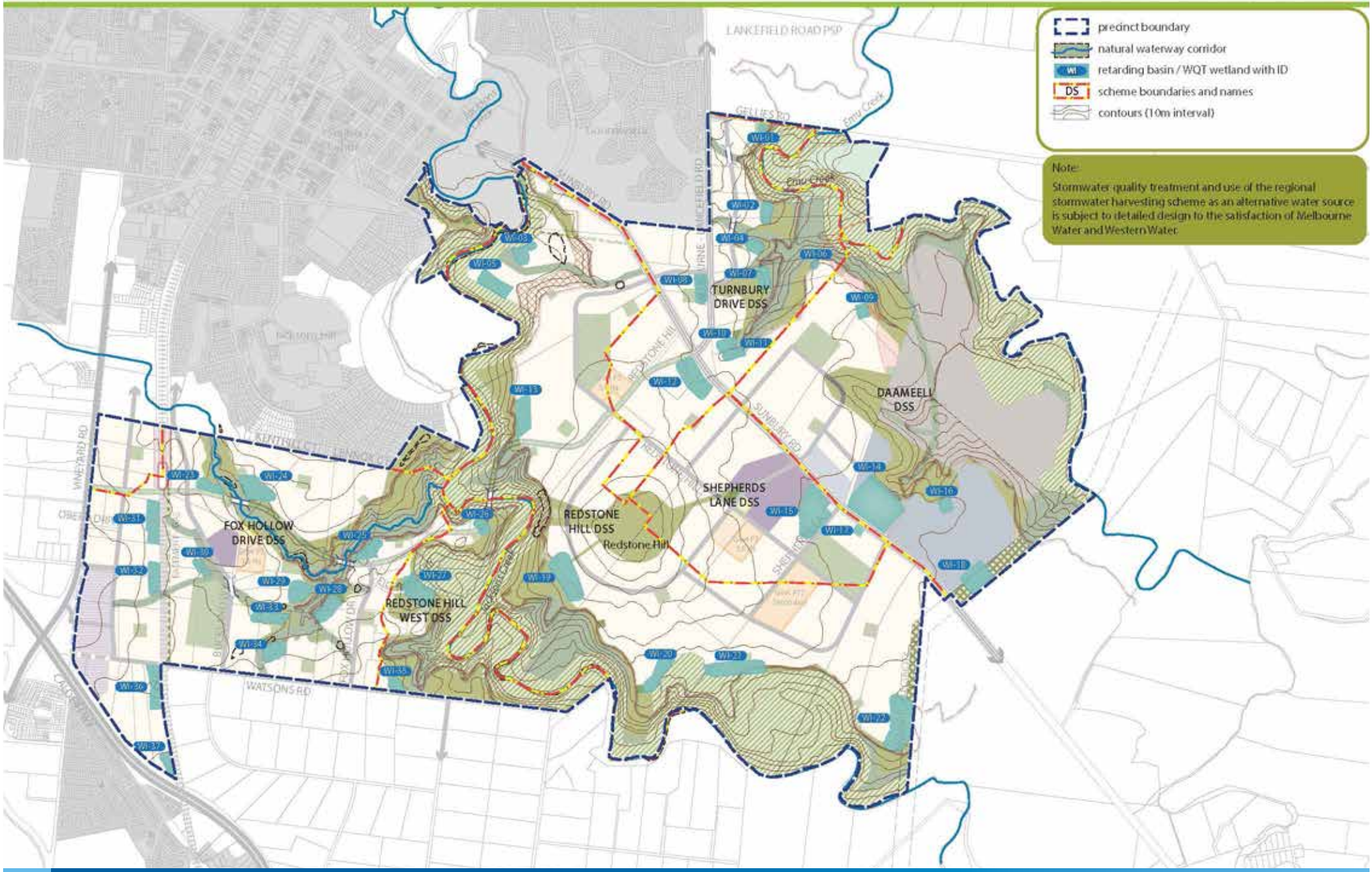

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3.5 Integrated Water Management & Utilities

3.5.1 Integrated Water Management

Sunbury's urban growth will bring many challenges for not only water supply, security and resilience, but also in managing the detrimental impacts of stormwater and wastewater on the highly valuable Emu and Jacksons Creek catchments. This coupled with the unique landscape of Sunbury means that a holistic approach to water management is necessary.

Jacksons and Emu Creek catchments have been identified as high value within Melbourne Water's Healthy Waterways Strategy, are highly valued by the community and have been identified as highly erosive. To protect the value and health of these waterways and not cause downstream impacts, significant flow reductions from the urban catchment are required to protect the receiving waterways. This includes appropriately managing the quality, quantity, timing and location of stormwater and recycled water releases to the waterways from the PSP.

REQUIREMENTS	
R76	Final design and boundary of constructed waterway corridors, retarding basins, wetlands, stormwater quality treatment infrastructure and associated paths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the Responsible Authority.
R77	Stormwater conveyance and treatment must be designed in accordance with the relevant development services scheme or drainage strategy, to the satisfaction of Melbourne Water and the Responsible Authority including: • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries. • Melbourne Water and the Responsible Authority freeboard requirements for overland flow paths will be adequately contained within the road reserves.
R78	Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) prior to discharge to receiving waterways.
R79	Stormwater conveyance and treatment must ensure impacts to native vegetation and habitat for Matters of National Environmental Significance within Conservation Area 21 and Holden Flora Reserve are minimised to the greatest feasible extent. Where practical natural or pre-development hydrological patterns must be maintained in these areas.
R80	Any stormwater infrastructure constructed adjacent to or crossing the APA GasNet pipeline assets must be cross at 90 degrees and be engineered to protect the integrity of the pipeline.
R81	The regional stormwater harvesting scheme designed to reduce the volume of stormwater discharge to receiving waterways and their tributaries must be nominated in the approved regional integrated water management plan for the precinct
R82	Development must have regard to the relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and Western Water, including any approved integrated water management plan.
R83	Water management features proposed in conservation areas must accord with the relevant design requirements prepared by the Department of Environment, Water, Land and Planning (DELWP) for water management assets in conservation areas identified in the Biodiversity Conservation Strategy. Approval from DELWP is required for any additional water management features in conservation areas.

GUIDELINES	
G78	Development should support and facilitate the use of alternative water supplies nominated in the approved integrated water management plan for the precinct.
G79	Maximise the potential for integration of stormwater management infrastructure with recreation and environmental uses in open space where this does not conflict with the primary function of the open space.
G80	Subdivision in areas containing natural waterways should: • Minimise earthworks and changes to the existing landform; • Retain existing vegetation; • Make provision for appropriate revegetation of the waterway riparian corridor to increase erosion resistance.
G81	The design and layout of roads, road reserves, car parks and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, water sensitive urban design initiatives such as rain gardens and locally treated stormwater for irrigation.

Plan 12 - Utilities

Sunbury South Precinct Structure Plan

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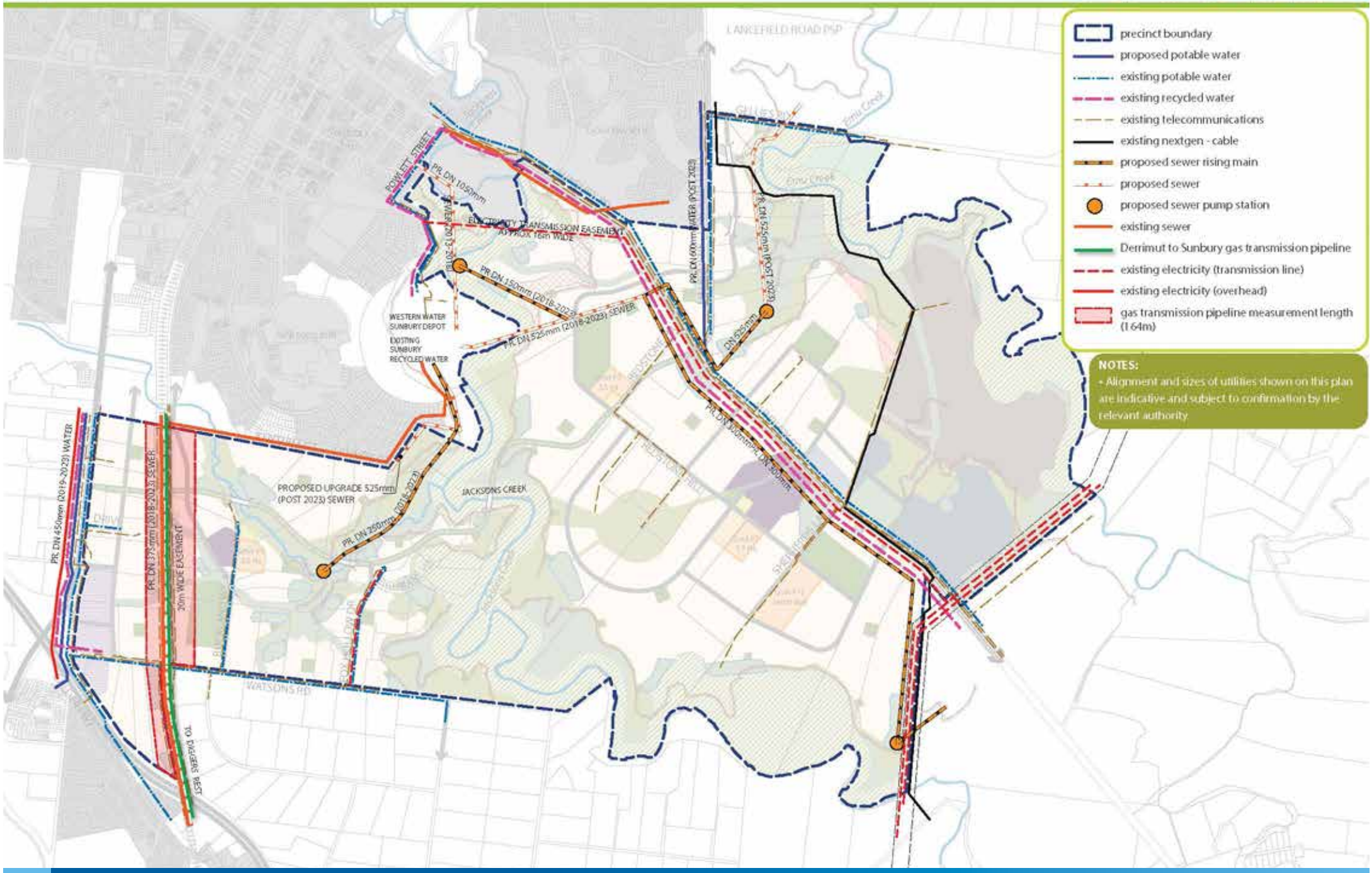

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G82	Increase the use of fit-for-purpose alternative water sources such as stormwater, rain water and recycled water.
G83	Integrated water management systems should be designed to: • Support and enhance habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater.
G84	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the Responsible Authority.

3.5.2 Utilities

REQUIREMENTS	
R84	Trunk services are to be placed along the general alignments shown on Plan 12, subject to any refinements as advised by the relevant servicing authorities.
R85	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R86	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.
R87	Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R88	Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the Responsible Authority.
R89	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant servicing authority.
R90	Any utility infrastructure constructed adjacent to or crossing the Gas Pipeline Easement shown on Plan 3 must cross at 90 degrees and be engineered to protect the integrity of the pipeline.
R91	Landscaping and development adjacent the existing gas pipeline shown on Plan 12 must not jeopardise the integrity of the pipeline.
R92	Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use should it become available.

GUIDELINES	
G85	Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G86	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kV).
G87	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.3.
G88	Utility easements to the rear of lots should only be provided where there is no practical alternative.
G89	Vegetation should not be planted within 3 metres of the existing gas pipeline, as shown on Plan 12 where practical. Where vegetation is proposed to be planted within 3 metres of the pipeline alignment, it must be shallow rooted and must not exceed 1.5 metres in height once mature. Line of sight must be maintained between high pressure gas pipeline awareness markers.

Table 9 Retarding Basins

PARK ID	AREA	TYPE	ATTRIBUTES	RESPONSIBILITY
WI-01	0.35	Retarding Basin	Generally located as shown on Plan 11	Council
WI-02	1.02	Retarding Basin	Generally located as shown on Plan 11	Council
WI-03	1.36	Retarding Basin	Generally located as shown on Plan 11	Council
WI-04	0.89	Retarding Basin	Generally located as shown on Plan 11	Council
WI-05	2.08	Retarding Basin	Generally located as shown on Plan 11	Council
WI-06	0.23	Retarding Basin	Generally located as shown on Plan 11	Council
WI-07	1.12	Retarding Basin	Generally located as shown on Plan 11	Council
WI-08	1.66	Retarding Basin	Generally located as shown on Plan 11	Council
WI-09	0.72	Retarding Basin	Generally located as shown on Plan 11	Council
WI-10	0.92	Retarding Basin	Generally located as shown on Plan 11	Council
WI-11	0.87	Retarding Basin	Generally located as shown on Plan 11	Council

PARK ID	AREA	TYPE	ATTRIBUTES	RESPONSIBILITY
WI-12	3.62	Retarding Basin	Generally located as shown on Plan 11	Council
WI-13	2.34	Retarding Basin	Generally located as shown on Plan 11	Council
WI-14	8.16	Retarding Basin	Generally located as shown on Plan 11	MW
WI-15	5.33	Retarding Basin	Generally located as shown on Plan 11	MW
WI-16	0.82	Retarding Basin	Generally located as shown on Plan 11	Council
WI-17	0.33	Retarding Basin	Generally located as shown on Plan 11	Council
WI-18	2.60	Retarding Basin	Generally located as shown on Plan 11	Council
WI-19	4.20	Retarding Basin	Generally located as shown on Plan 11	Council
WI-20	1.89	Retarding Basin	Generally located as shown on Plan 11	Council
WI-21	3.48	Retarding Basin	Generally located as shown on Plan 11	Council
WI-22	5.28	Retarding Basin	Generally located as shown on Plan 11	MW
WI-23	1.25	Retarding Basin	Generally located as shown on Plan 11	Council
WI-24	2.84	Retarding Basin	Generally located as shown on Plan 11	Council
WI-25	1.41	Retarding Basin	Generally located as shown on Plan 11	Council
WI-26	0.87	Retarding Basin	Generally located as shown on Plan 11	Council
WI-27	2.91	Retarding Basin	Generally located as shown on Plan 11	Council
WI-28	1.71	Retarding Basin	Generally located as shown on Plan 11	Council
WI-29	1.81	Retarding Basin	Generally located as shown on Plan 11	Council
WI-30	0.72	Retarding Basin	Generally located as shown on Plan 11	Council
WI-31	2.48	Retarding Basin	Generally located as shown on Plan 11	Council
WI-32	1.66	Retarding Basin	Generally located as shown on Plan 11	Council
WI-33	1.57	Retarding Basin	Generally located as shown on Plan 11	Council
WI-34	1.59	Retarding Basin	Generally located as shown on Plan 11	Council
WI-35	0.83	Retarding Basin	Generally located as shown on Plan 11	Council
WI-36	2.43	Retarding Basin	Generally located as shown on Plan 11	Council
WI-37	0.94	Retarding Basin	Generally located as shown on Plan 11	Council

Note: The relevant Development Services Schemes are currently subject to review, and as such details of Retarding Basins on Plan 11 and at Table 9 are indicative only.

3.6 Precinct Infrastructure Plan & Staging

3.6.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 10 sets out the infrastructure and services required to meet the need of the proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers.
- Agreement under S173 of the *Planning and Environment Act 1987*.
- Utility service provider requirements.
- The *Sunbury South Infrastructure Contributions Plan*.
- Relevant development contributions for adjoining areas.
- Capital works projects by Council, state government agencies and non government organisations.
- Works in Kind (WIK) projects undertaken by developers on behalf of Council or state Government Agencies.

The indicative triggers for the delivery of key infrastructure projects included within the Sunbury South precinct are outlined in the Sunbury Infrastructure Co-ordination and Delviery Strategy (SICADS). SICADS will be considered by Council to determine the appropriate timing of development within different parts of the precinct, having regard for the strategic roll-out of infrastructure to support the orderly development of the precinct.

3.6.2 Development Services Scheme

Drainage for the precinct is not covered by the *Sunbury South Infrastructure Contributions Plan* as the relevant authority for outfall drainage is Melbourne Water. Melbourne Water is preparing a Development Service Scheme (DSS) which applies to the precinct. Under the DSS developers are required to pay a levy for each developable hectare of land which is included in a planning permit application. The contribution will be used by Melbourne Water to cover the cost of constructing drainage assets provided for in the DSS and also land required for drainage assets. Melbourne Water has advised that the DSS has been costed as follows:

- Civil works are based on engineering estimates of the costs of the various drainage works; and
- As a principle, land costs are based on the same land values as the *Sunbury South Infrastructure Contributions Plan* for consistency.
- The DSS is subject to indexation and adjustment. Civil works will be adjusted by the adjustment methodology explained in the DSS to keep pace with rising costs and land values will move in (upwards or downwards) with movement in land values provided for the *Sunbury South Infrastructure Contributions Plan*.

- Alternative stormwater quality treatments may be provided subject to agreement with Melbourne Water and Hume City Council.

3.6.3 Subdivision Works

REQUIREMENTS	
R93	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets (excluding any works specifically funded through the Sunbury South ICP). • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (excluding any works specifically funded through the Sunbury South ICP). • Council/VicRoads approved fencing and landscaping (where required) along arterial roads, including glare planting. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, escarpment top area and within local parks including bridges, intersections and barrier crossing points (except those included in the ICP). • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and open space (refer open space delivery below). • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the ICP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.
	• Provision of water tapping, potable and recycled water connection points for any potential open space on the land located within the electricity transmission line easement. • Tree reserves along Vineyard Road and Lancefield Road to achieve boulevard treatments (refer to cross sections)
R94	**OPEN SPACE DELIVERY** All public open space must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as a sports reserve and community facility. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and • Maintenance access points. • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6). • Include boundary fencing where the public open space abuts private land, or as required by the Responsible Authority. • Remediated of any contamination
R95	Local sports reserves required as identified by a Infrastructure Contributions Plan must be vested in the relevant authority in the following condition: • Free from surface/ protruding rocks and structures • Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient) • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. • Consistent with the Sunbury South ICP, where these works are not considered to be temporary works, these works are eligible for a works in kind credit against the landowner/ developers ICP obligation to the satisfaction of the collecting agency. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for a works in kind credit.

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3.6.4 Development Staging

REQUIREMENTS	
R96	Development staging must provide for the timely provision and delivery of: • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network to key destinations within and outside the precinct from the early stages of development. • Land for community infrastructure, active recreation and open space.
R97	Development viability and staging in this precinct will be determined largely through the availability and provision of local road infrastructure in order to access and service each development site. Within this context, development must: • Ensure safe and orderly vehicular access to the existing arterial network; and • Provide access from an arterial road to each new lot via a sealed road to service the development and constructed to an urban standard (unless specified elsewhere in the PSP), all to the satisfaction of the responsible authority.
R98	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R99	Development of land bound by the Jacksons Hill estate and Harpers Creek must have access to Fox Hollow Drive or Buckland Way prior to commencement of development. No road connection will be approved into the Jacksons Hill estate prior to the construction of the Jacksons Hill Link.

GUIDELINES	
G90	Infrastructure projects identified in the Precinct Infrastructure Plan at Table 10 should be delivered as per the timing priority identified in the timing column of Table 10 as set out in the Sunbury Infrastructure Co-ordination and Delivery Strategy.
G91	Where infrastructure is proposed to be delivered outside of the sequence identified in Table 10, the onus is on the developer to fund the infrastructure works as 'Works In Kind'. Credit may not be available for reimbursement to the developer until such time as the Phase trigger identified in Table 11 is reached.

Plan 13 - Precinct Infrastructure Plan

Sunbury South Precinct Infrastructure Plan

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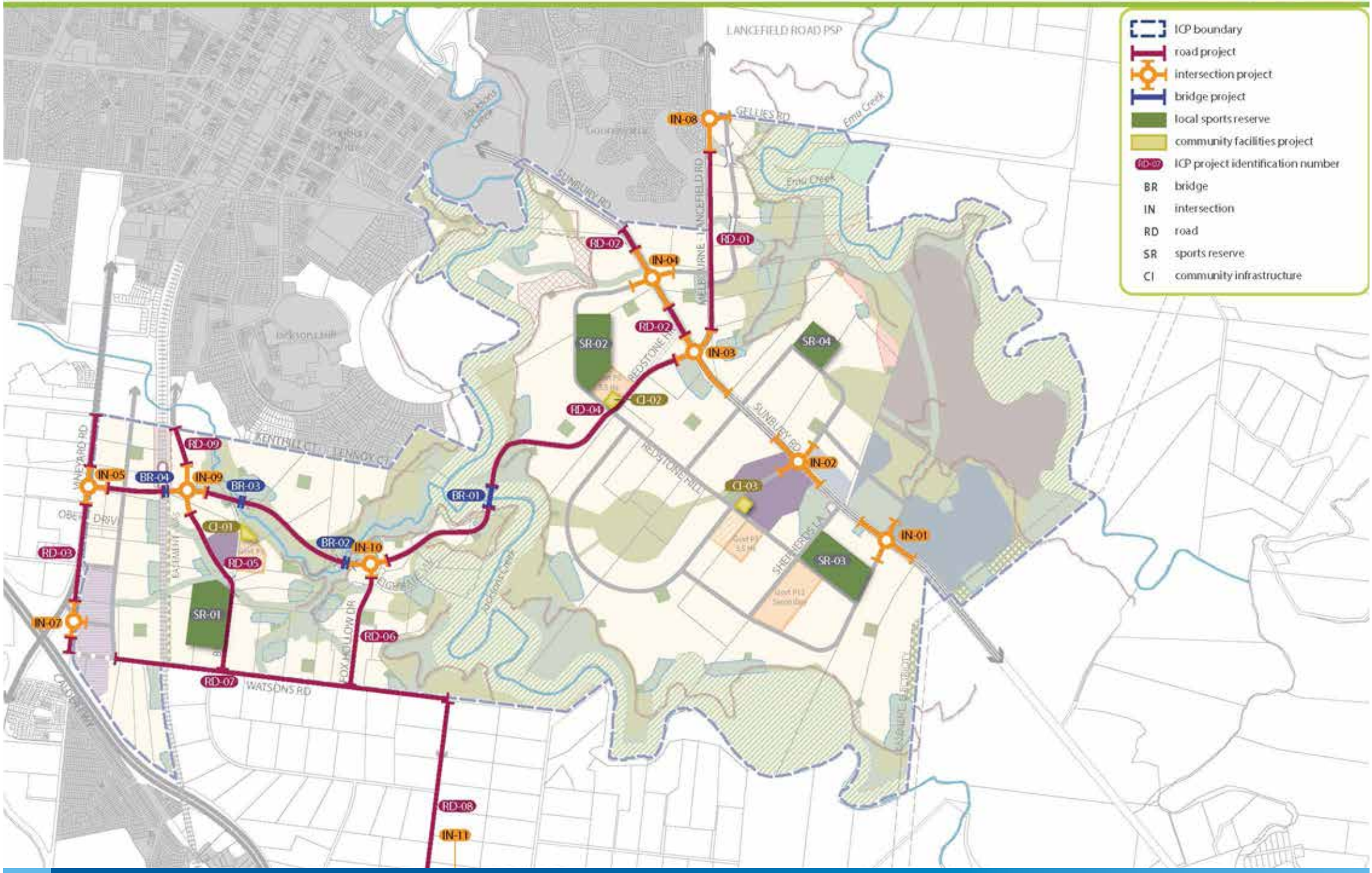

CLICK HERE to view or download this plan in high resolution or visit: https://vpa.vic.gov.au/wp-content/uploads/2016/12/PSP74-Plan-13-PIP.pdf

Table 10 Precinct Infrastructure Plan

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN ICP?
TRANSPORT						
Road	RD01	Lancefield Road: Gellies Road to Sunbury Road	Land and construction of ultimate 6-lane arterial road within the existing road reserve/public acquisition overlay	VicRoads	L	No
Road	RD02	Sunbury Road: Jacksons Creek to Urban Growth Boundary	Construction of ultimate 6-lane arterial road within the existing road reserve	VicRoads	S	No
Road	RD03	Vineyard Road: Calder Freeway to Elizabeth Drive	Land and construction of ultimate 6-lane arterial road within the existing road reserve/public acquisition overlay	VicRoads	L	No
Road	RD04	Sunbury Ring Road - Southern Link: Sunbury Road to Vineyard Road	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City	S-M*	Yes
Road	RD05	Buckland Way: Sunbury Ring Road to Watsons Road	Construction of a 2 lane connector and land purchase to widen the existing reserve to 25m in part and to connect to the Sounbury Ring Road.	Hume City	M	Yes
Road	RD06	Fox Hollow Drive: Sunbury Ring Road to Watsons Road	Construction of 2 lane connector and land purchase to widen the existing reserve to 25m in part and to connect ot the Sunbury Ring Road	Hume City	S	Yes
Road	RD07	Watsons Road: Crinion Drive to Vineyard Road	Construction of 2 lane connector within existing road reserve	Hume City	S-M*	Yes
Road	RD08	Crinion Drive: Watsons Road to Bulla-Diggers Rest Road	Upgrade of existing 2 lane road within existing road reserve	Hume City	M	Yes
Road	-	Jacksons Hill Link Road (interim)	Construction of interim 2 lane connector between Yarrangan Rd and Buckland Way	Hume City	S	No
Road	RD09	Jacksons Hill Link Road (ultimate)	Construction of ultimate 2 lane connector and land purchase for 25m road reserve	Hume City	S	Yes
Intersection	IT01	Intersection: Sunbury Road and Southern Connector	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	M	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT02	Intersection: Sunbury Road and Main Street (Redstone Hill MTC)	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	S	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT03	Intersection: Sunbury Road and Lancefield Road/Sunbury Ring Road	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	M	Yes
			Construction of ultimate configuration	VicRoads	U	No

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN ICP?
Intersection	IT04	Intersection: Sunbury Road and Northern Connector	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	M	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT05	Intersection: Vineyard Road and Sunbury Ring Road	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	S	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT07	Intersection: Vineyard Road and Wastsons Road	Land for ultimate configuration and construction of interim configuration	Hume City	S	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT08	Intersection: Gellies Road and Lancefield Road	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City	L	Yes
			Construction of ultimate configuration	VicRoads	U	No
Intersection	IT09	Intersection: Southern Link, Buckland Way and Jacksons Hill Link	Land and construction of ultimate configuration 4 way intersection	Hume City	M	Yes
Intersection	IT10	Intersection: Southern Link and Fox Hollow Drive	Land and construction of ultimate configuration 3 way intersection	Hume City	M	Yes
Intersection	IT11	Intersection: Crinion Road and Bulla Diggers Rest	Construction of ultimate configuration	Hume City	S	Yes
Bridge	BR01	Sunbury Ring Road: Southern Link - Jacksons Creek Crossing	Land purchase and construction of 2 lane bridge	Hume City	S	Yes
Bridge	BR02	Sunbury Ring Road: Southern Link - Harpers Creek East Crossing	Land purchase and construction of 2 lane bridge	Hume City	M	Yes
Bridge	BR03	Sunbury Ring Road: Southern Link - Harpers Creek West Crossing	Land purchase and construction of 2 lane bridge	Hume City	M	Yes
Bridge	BR04	Sunbury Ring Road: Southern Link Grade Separation	Land purchase and construction of 2 lane road underpass of rail line	Hume City	M	Yes
Bridge	BR05	Bulla Bypass Bridge	Land purchase and construction of future bridge crossing of Deep Creek at Bulla	VicRoads	S	No
PUBLIC TRANSPORT INFRASTRUCTURE						
Rail	-	Sunbury South Train Station	New two platform train station, including car parking, bus interchange and associated facilities	PTV	S	No

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN ICP?
COMMUNITY INFRASTRUCTURE						
Community	CI02	Level 1 Community Centre	Land and construction of Jacksons Creek multipurpose community centre including kindergarten rooms	Hume City	L	Yes
Community	CI03	Level 2 Community Centre	Land and construction of Redstone Hill multipurpose community centre including kindergarten rooms	Hume City	S-M	Yes
Community	CI01	Level 1 Community Centre	Land and construction of Harpers Creek multipurpose community centre	Hume City	L	Yes
Education	-	Government Primary School (Jacksons Creek)	Land and construction of a government P-6 (primary) school	DET	S	No
Education	-	Government Primary School (Redstone Hill MTC)	Land and construction of a government P-6 (primary) school	DET	M	No
Education	-	Government Primary School (Harpers Creek)	Land and construction of a government P-6 (primary) school	DET	L	No
Education	-	Government Secondary School (Redstone Hill MTC)	Land and construction of a government 7-12 (secondary) school	DET	L	No
Education	-	Government Secondary School (Jacksons Hill)	Land and construction of a government 7-12 (secondary) school	DET	L	No
Education	-	Catholic Primary School (Redstone Hill MTC)	Land and construction of a non-government P-6 (primary) school	Catholic Education Office	M	No
RECREATION INFRASTRUCTURE						
Sports Fields	AR01	Harpers Creek Hub Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City	L	Yes
Sports Fields	AR02	Jacksons Creek Hub Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City	M	Yes
Sports Fields	AR03	Redsone Hill MTC Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City	M	Yes
Sports Fields	AR04	Northern Hub Sports Fields - Sub District	Land and conststruction of local sporting fields, including sports pavilion	Hume City	L	Yes

Developer works = Funded by land owners/developers and delivered as part of subdivision works

ICP = Funded by Infrastructure Contributions Plan, delivered by Council or as Works in Kind by developers/land owners
ICP (DEV) = ICP project that is anticipated to be constructed by developers through Works In Kind arrangement.

DET = Funded and delivered by Department of Education and Training.

For indication of project timing, refer to Sunbury Infrastructure Co-ordination and Delivery Strategy.

Sunbury South Precinct Structure Plan - November 2016

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