



# **Amendments C207 & C208**

Hume Planning Scheme

## **Expert Urban Design Evidence**

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August 2017

Instructed by  
**KING&WOOD MALLESONS**

On behalf of  
**Hume City Council**



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## 1.0 Introduction

- [1] I am an Associate Urban Designer and Planner at David Lock Associates (Australia) Pty Ltd (DLA), a town planning and urban design consultancy. I hold qualifications in urban design and planning. I have over 10 years professional experience in planning and urban design. Further details of my qualifications and experience are outlined in Appendix A in accordance with the PPV Guide to Expert Evidence.
- [2] In May 2017, DLA was engaged by Hume City Council to review the concept plans for three town centres provided for within Precinct Structure Plans 74 & 75 (Amendments C207 and C208) and, if appropriate, provide alternative concept plans that address issues raised in that review.
- [3] In July 2017, I was engaged by King&Wood Mallesons on behalf Hume City Council to assess Yellow Gum, Emu Creek and Harpers Creek Town Centres, to inform the Planning Panel's review.
- [4] Separate to this engagement, I had prepared a submission on behalf of submitter No: SS59 and was listed to present on their behalf. However, this is no longer the case.
- [5] My evidence is organised as follows:

<b>Section 2</b>	A summary of each Town Centre and its context
<b>Section 3</b>	An assessment of the Harpers Creek Town Centre Plan
<b>Section 4</b>	An assessment of the Emu Creek Town Centre Plan
<b>Section 5</b>	An assessment of the Yellow Gum Town Centre Plan
<b>Section 6</b>	Conclusion and Recommendations

## 2.0 Context

- <sup>[6]</sup> This section summarises the proposed new town centres and their strategic physical and planning context.

### 2.1 Proposed Town Centres

- <sup>[7]</sup> The town centres reviewed as part of this evidence are identified within the Sunbury South PSP and the Lancefield Road PSP as follows:
- The Harpers Creek Local Town Centre is planned for the western part of the Sunbury South PSP, west of Jacksons Creek, south of the existing Jacksons Hill neighbourhood and is proximate to the potential future rail station. This centre is planned to provide up to 5,000 sqm of retail, and will be co-located with future community uses, including multi-purpose community centre, and a primary school.
  - The Yellow Gum Local Town Centre is planned for the northern part of the Lancefield Road PSP and is located adjacent to the potential future rail station. This centre has been planned to provide for up to 10,000 sqm of retail, as well as potential longer term expansion, subject to further economic assessment, to allow it to service the sub-regional commercial and civic needs of the north-eastern part of Sunbury, including residents of the future Sunbury North Precinct.
  - Emu Creek Local Town Centre is planned for the south eastern part of the precinct to provide neighbourhood shopping and services. It is located on a new connector road extension of Rolling Meadows Drive, and will be readily accessible to residents in the established community west of Lancefield Road. The centre is to accommodate up to 6,000 sqm of retail, as well as business uses, a community centre, and a government primary school.
- <sup>[8]</sup> The locations of these proposed centres are shown on the context plan overleaf.



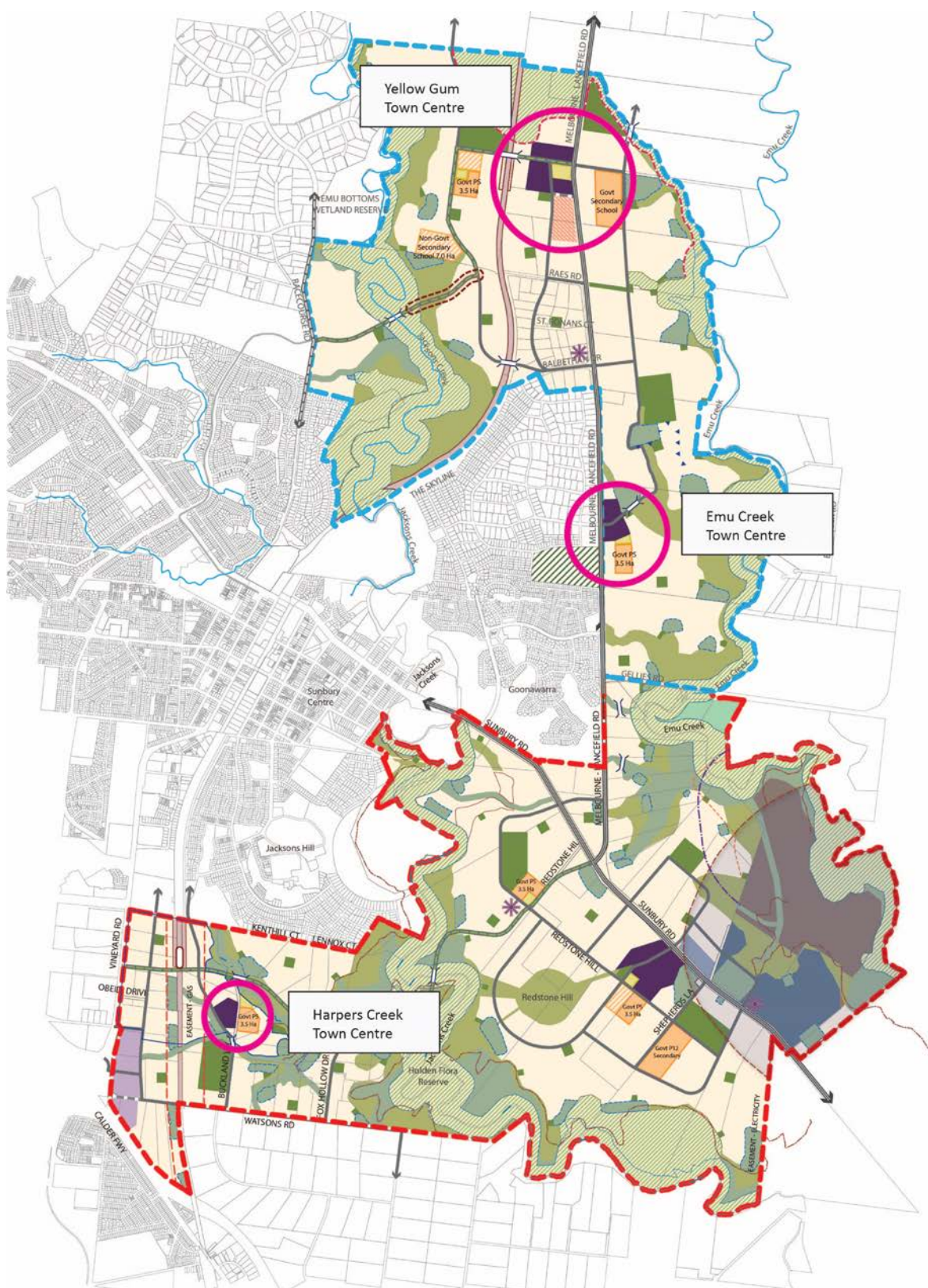


Figure 1 - Sunbury South PSP (red outline) and Lancefield Road PSP (blue outline) and identified Town Centres

## 2.2 Strategic Context

- [9] The town centres are located within two Precinct Structure Plans (PSPs), which are proposed to form an extension of the Sunbury Township generally to the south and south-east (Sunbury South PSP) and to the east and north-east (Lancefield Road PSP).
- [10] The Precincts cover approximately 1,798 ha in Sunbury South and 1,095 ha in Lancefield Road PSP. They abut each other along Gellies Road. Both PSPs are proposed to be well served by public transport. Rail services currently operate through Sunbury via the Sunbury Metropolitan train line. This line bisects Sunbury South (electrified) and Lancefield Road (regional) however no stations currently exist. Both Sunbury PSPs propose the construction of new railway stations within each PSP close to town centres.
- [11] The strategic policy context for the Amendment includes Plan Melbourne 2017-2050, the Metropolitan Planning Strategy for Melbourne, along with State and Local Planning Policy within the Hume Planning Scheme.
- [12] Clause 11 '*Plan Melbourne*' of the State Planning Policy Framework (SPPF) seeks to support the creation of memorable, well-designed places that are distinctive and liveable. It seeks to support a vibrant network of Neighbourhood Activity Centres, planning and designing community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.
- [13] Clause 11.02 refers to supply of urban land and the importance of PSPs developing sustainable and liveable urban areas, along with walkable neighbourhoods. It refers to structure planning and need to be consistent with the PSP guidelines to:
- *Establish a sense of place and community.*
  - *Create highly accessible and vibrant activity centres.*
  - *Provide for local employment and business activity.*
- [14] Clause 11.03 '*Activity Centres*' seeks to build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres. Strategies include developing a network of activity centres that:
- *Comprises a range of centres that differ in size and function*
  - *Is a focus for business, shopping, working, leisure and community facilities.*
  - *Provides different types of housing, including forms of higher density housing*

- *Is connected by public transport and cycling networks*
- *Maximises choices in services, employment and social interaction*

[15] Clause 11.03-2 encourages the provision of activity centres which provide a variety of land uses and are highly accessible to the community. Relevant strategies include the following:

- *Encourage a diversity of housing types at higher densities in and around activity centres.*
- *Reduce the number of private motorised trips by concentrating activities that generate high numbers of trips in highly accessible activity centres*
- *Provide a focus for business, shopping, working, leisure and community facilities.*
- *Encourage economic activity and business synergies*
- *Locate significant new education, justice, community, administration and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.*
- *Locate new small scale education, health and community facilities that meet local needs in or next to Neighbourhood Activity Centres.*
- *Improve the social, economic and environmental performance and amenity of activity centres.*

[16] Clause 11.03-2 'Policy Guidelines' states that planning must consider the Activity Centre Design Guidelines and the Precinct Structure Planning Guidelines (PSP Guidelines). The PSP Guidelines provide overarching objectives for PSPs. A key objective of relevance to this assessment is 'to create highly accessible and vibrant activity centres'. It seeks to develop attractive, accessible and functional activity centres that serve as a focus for their communities where:

- *Neighbourhood activity centres are a key focus of the whole community providing residents with convenient access to local shops, services, meeting places and jobs;*
- *Activity Centres provide for a mix of uses including housing, community facilities and a variety of employment activities that provide for the needs of the local workforces and community;*
- *Activity Centres have an inbuilt capacity for growth and change so they can be adapted over time as the needs of the community evolve'; and*

- *Activity centres are designed to ensure they are attractive, lively and convenient focuses for the communities they serve and include the provision of quality public spaces.*

[17] The PSP Guidelines require that the design response within a PSP for an Activity Centre should meet the objectives set out in the *Activity Centre Design Guidelines (Department of Sustainability and Environment, April 2005)*. In summary, key principles from the Guidelines relevant to this assessment can be summarised as follows:

- *Develop a street layout with a focus on public transport services;*
- *Provide a focus for the local community and reinforce a local sense of place and identity;*
- *Provide generous, purposeful and well defined public spaces;*
- *To provide public space elements that are engaging, convenient and encourage use; and*
- *Design and plan street edges to enhance the pedestrian environment.*

[18] Clause 21.07 'Activity Centres and Retailing' of the Hume Planning Scheme, identifies the importance of the hierarchy of Activity Centres within Hume, ensuring that it is planned to meet the needs of both the current community and new communities not yet established. It seeks to facilitate new activity centres whilst maintaining the hierarchy of activity centres within Hume. Key strategies include developing activity centres to serve an appropriate catchment and to develop a dense network of convenience based activity centres characterised by a large number of supermarket anchored mixed use centres (neighbourhood activity centres) that serve new and existing communities.

[19] Another key objective of Clause 21.07 is to create attractive and accessible mixed use activity centres. Key strategies include:

- *'Provide diverse business spaces, catering for the needs of small independent business through to major retail chains.*
- *Integrate housing into activity centres, including supermarket based neighbourhood activity centres.'*

[20] Hume City Council has also prepared the Sunbury Hume Integrated Growth Area Plan (SHIGAP), which is Council's adopted Spatial Strategy for



the growth of Sunbury. SHIGAP requires Urban Design Framework Plans (or equivalent guidance) for each activity centre showing:

- *A street based centre with active frontages;*
- *The location and scale of retail, commercial, community, residential and other uses;*
- *The potential scale and height of building in different location and how this helps provide legibility to the centre and the precinct;*
- *The road and public transport network and the parking approach and how this encourages walkable, pedestrian and cyclist friendly activity centres; and*
- *How residential development is integrated into the built form.*

[21] I note that Hume City Council has undertaken a full review of its MSS. The revised MSS was adopted by Council on 14 March 2017 and submitted to the Department for approval on 17 March 2017. The revised MSS includes a revised Clause 21.07 to now be Clause 21.05 'Activity Centres'. The revised MSS also includes SHIGAP as a reference document in the Planning Scheme.

[22] Within both the Lancefield Road and Sunbury South PSPs, it is required that land use and development within local town centres must respond to the Local Town Centre Design Guidelines (LTC Guidelines) provided at Appendix 4.1. I note here that I find the LTC Guidelines to be an appropriate set of criteria to assess local town centre design against and have relied upon them in my assessment. The LTC Guidelines provide principles and performance criteria which are summarised as follows:

- Locate village centres in attractive settings – incorporating natural or cultural landscape features such as creeks and waterways;
- Focus on a public space as the centre of community life – ensuring the public space acts as a central meeting space which is positioned where the key uses of the Village Centre, ensuring that it is dynamic and activated space;
- Design the Village Centre to be pedestrian friendly and accessible by all modes of transport – providing a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated crossing points – delivering a speed environment of 40km/h or less for the length of the main street;
- Create a sense of place with high quality engaging urban design – complementing and enhancing the character of the surrounding area by responding to visual cues and topography.

- Promote localisation, sustainability and adaptability – encouraging building design which can be adapted to accommodate a variety of uses over time.

<sup>[23]</sup> In summary, policy strongly supports activity centres that are vibrant and highly accessible and that establish a strong sense of place and community. The guidance provided in the LTC Guidelines within the PSP, PSP Guidelines and Activity Centre Design Guidelines have formed the framework for my assessment.

[24] The following section provides an assessment of the Harpers Creek Town Centre Concept Plan proposed within the Sunbury South PSP. It describes the physical context of the town centre, along with a review of the Concept Plan outlined within the PSP and a revised design that I consider should replace the exhibited Plan.

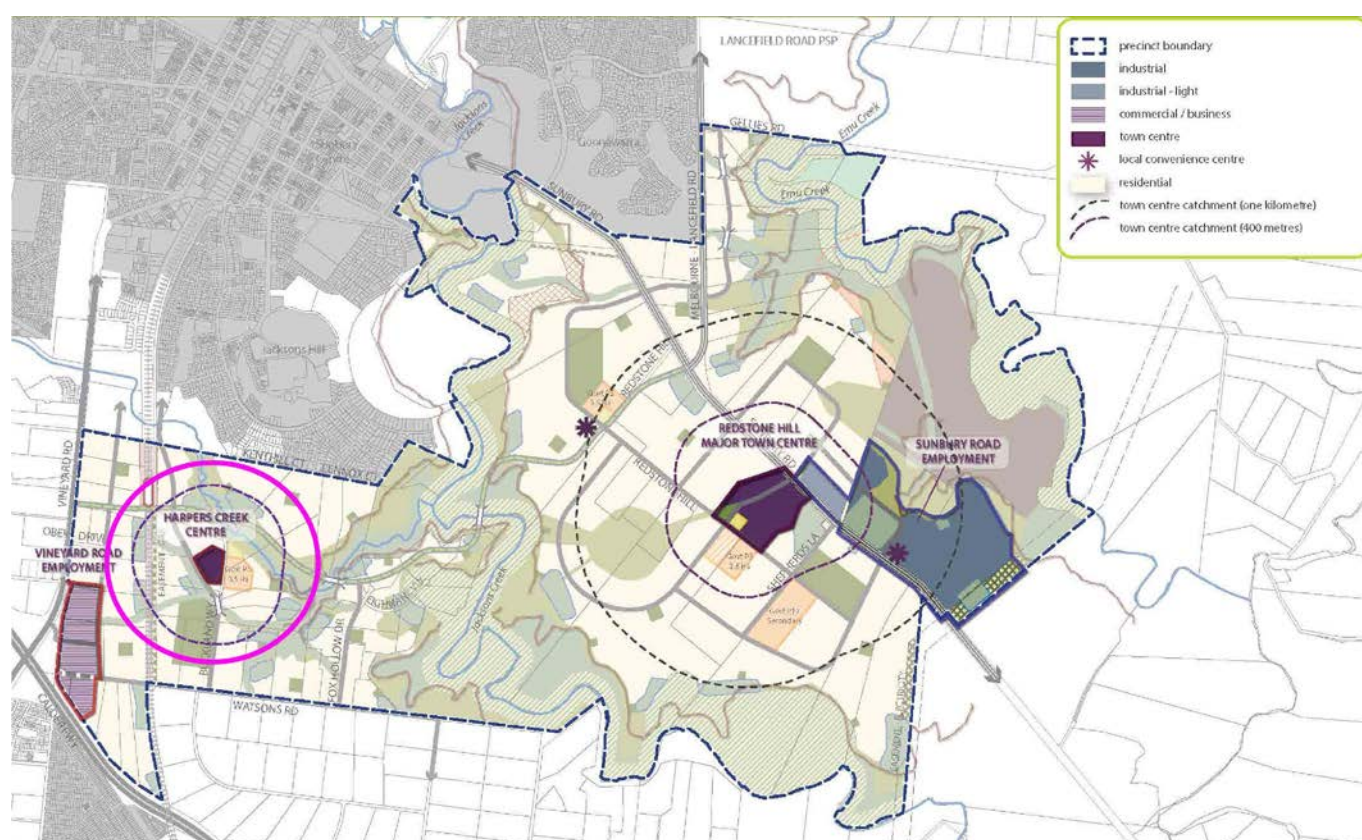


Figure 2 - Town Centres – Sunbury PSP

[25] Sunbury South PSP proposes within it a Major Town Centre (Redstone Hill), Harpers Creek Town Centre (Local Town Centre), two local convenience centres and two employment precincts. Harpers Creek Town Centre has an important role serving the new community proposed to the west of Jacksons Creek and east of Vineyard Road.

<sup>[26]</sup> I note the Victorian Planning Authority (VPA) has circulated its Part A Submission to the Panel, which makes reference to the proposal to

incorporate an additional 3 Local Convenience Centres within the Sunbury South PSP. These are as follows:

- Show a new Local Convenience Centre in the southern portion of property 70.
- Show a new Local Convenience Centre in the southern portion of property 75, adjacent Sunbury Road.
- Show a new Local Convenience Centre on the western side of the potential future rail station.

[27] I note the proposal to include these Local Convenience Centres within the Sunbury South PSP and confirm that my assessment has not involved a review of the floorspace capacity of each centre or their associated catchments. I also confirm I have not assessed the floorspace capacity of the three town centres assessed within this report.

[28] Harpers Creek Town Centre is proposed to be located on a connector road within the PSP (existing Buckland Way) approximately 700 metres from the future train station to the north west on the existing railway line. From an urban design perspective, it is not ideal to propose an activity centre this distance from a proposed future train station. Policy supports activity centres proximate to the Principal Public Transport Network (PPTN). However, the proposed location of Harpers Creek Town Centre has been determined due to the following physical determinants:

- An existing gas pipeline running along the eastern side of the railway line requires a buffer of 164 metres.
- The southern end of the proposed railway station intersects with the proposed connector-boulevard, also known as the southern link, which is the only connection between the western portion of the PSP and the eastern portion, with only one crossing proposed over Jacksons Creek. Based on difficult topography, the road will be in a significant cutting and therefore separated from the public realm.
- The western part of Sunbury PSP, to the south west of Harpers Creek has significant topographical issues. The town centre location as shown in the PSP is the flattest part of land between Harpers Creek and the railway line. To move the centre closer to the proposed train station would significantly impact the town centres deliverability due to the contours.

- The location of the town centre as outlined in the PSP places it at the top of a ridgeline on the flattest piece of land available. This will make the town centre particularly picturesque, with significant view corridors towards Harpers Creek, Jackson Hill and onwards towards the horizon. The ridgeline location will reinforce the local sense of place and identity.

[29] In summary, I consider that this is the best location for the town centre based on the physical context.

### 3.2 Exhibited Harpers Creek Local Town Centre Concept Plan

[30] The Sunbury South PSP provides a Concept Plan for Harpers Creek Local Town Centre (Figure 6, p.31). The Concept Plan details the road network along with shapes identifying the town centre, potential government school, community facility and sports reserve.



Figure 3 - Exhibited Harpers Creek Local Town Centre Concept Plan – Sunbury South PSP

[31] Key requirements regarding Harpers Creek Local Town Centre are as follows:



- *Shop floor space within the Harpers Creek Local Town Centre must not exceed 5,000sqm without a planning permit; and*
- *Land use and development within the local town centre must respond to the concept plan in Figure 6 and address Appendix 4.1.*

[32] The PSP references one Guideline in relation to this Local Town Centre which is as follows:

- *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 treatments should be avoided.*

[33] Firstly, I do not consider the level of detail provided in the Concept Plan to be consistent with the level of detail provided in other local town centre concept plans, for example Emu Creek Local Town Centre, within Lancefield Road PSP. In line with the LTC Guidelines, the Emu Creek Local Town Centre Concept Plan provides a detailed layout with regards to the location of anchor retail, specialty retail and small local enterprise, to ensure it can achieve active frontages that address the main street and town square. For consistency and certainty regarding future design outcomes for the centre, I recommend that the Harpers Creek Town Centre Concept Plan is amended to provide further detail and direction.

[34] In accordance with Principle 1 of the LTC Guidelines, the Harpers Creek Local Town Centre Concept Plan has been designed to capitalise on an attractive setting, including natural landscape features such as Harpers Creek and linear open space. I support the location of the town centre on the crest of the hill, taking advantage of significant views and vistas.

[35] With regard to the balance of the Principles (2-7) within the LTC Guidelines, I find it difficult to assess the Concept Plan against them due to the lack of detail provided.

### **3.3 Revised Harpers Creek Local Town Centre Concept Plan**

[36] To provide more clarity on the future development outcome for Harpers Creek Local Town Centre, DLA prepared a more detailed concept plan for the town centre, based on the LTC Guidelines.

- [37] The revised Concept Plan proposes the centre remain generally in the same location as outlined in the Sunbury South PSP. As sought by Principle 1 of the LTC Guidelines, the design takes advantage of natural and rural outlooks towards Harpers Creek, Jacksons Hill and onwards towards the horizon by being focused on Buckland Way. It also retains the same floorspace as outlined in the PSP.

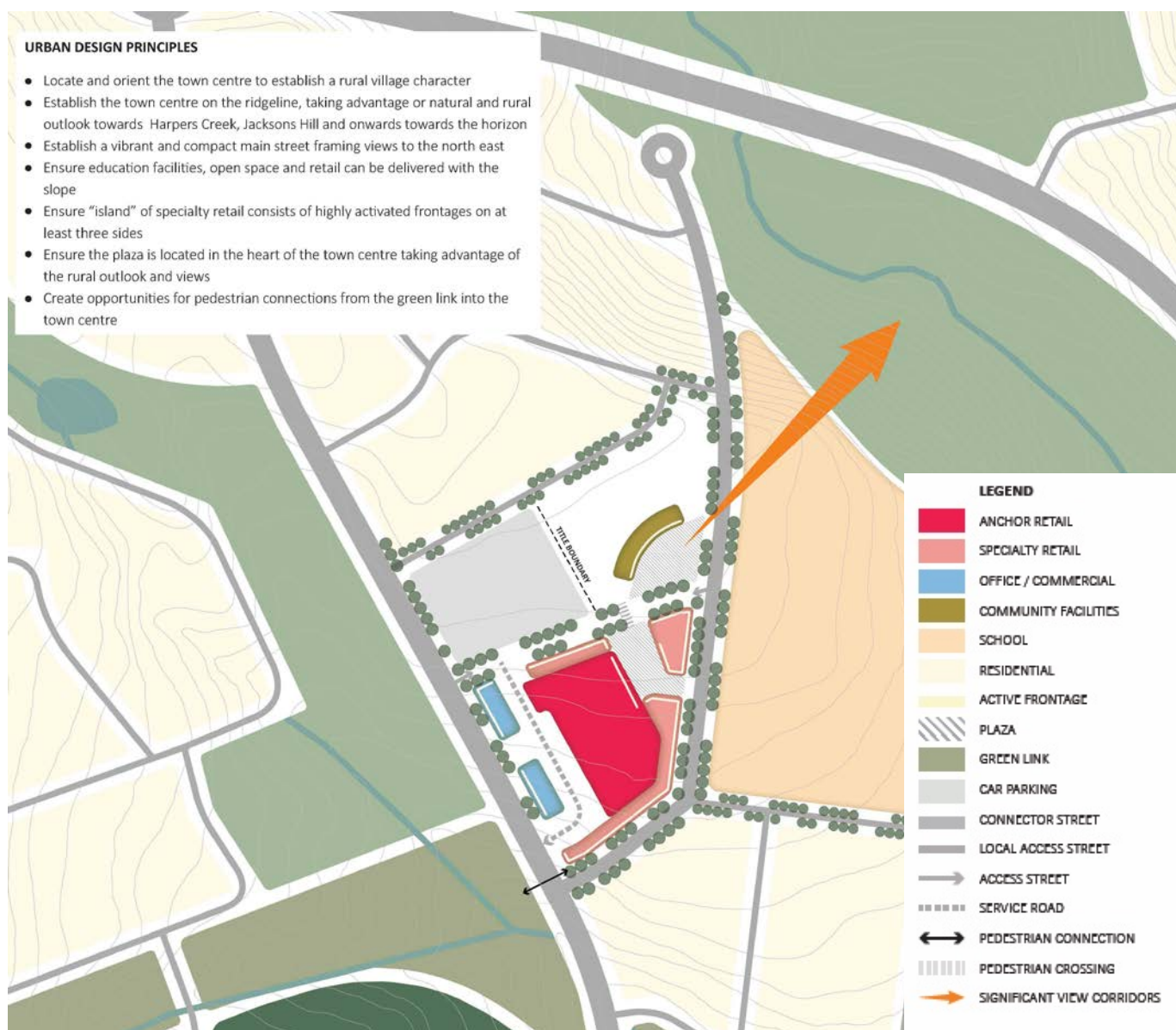


Figure 4 - Revised Harpers Creek Local Town Centre Concept Plan

- [38] As sought by Principle 2 of the LTC Guidelines, to facilitate a high degree of community interaction, the main street proposes to include a vibrant mix of retail, education and community facilities.
- [39] Principle 2 within the LTC Guidelines states that the design should “*focus on a public space as the centre of community life*”. In response to this principle, the revised concept plan incorporates a plaza in the heart of the town centre, taking advantage of the rural outlook and views. The plaza has been located in a position where the key uses of the centre are directly focused on it to ensure that it is a dynamic and activated space. It will have activated frontages from the community hub and the specialty retailing and is well integrated with pedestrian links as sought by the LTC Guidelines.
- [40] The town centre is located next to Harpers Creek running along its north eastern boundary, and another linear shaped open space to south west of the connector. To capitalise on this, opportunities for pedestrian connections from the green link into the town centre and towards Harpers Creek have been created through the provision of a pedestrian connection across the connector. The proposed main street forms a clear extension to the green link for cyclists and pedestrians.
- [41] A service lane is proposed between the rear of the retail anchor and commercial buildings fronting the connector road, to minimise the impact of servicing on the public realm.
- [42] In summary, I believe the PSP has identified the optimal location for Harpers Creek Town Centre. However, I recommend that the PSP is amended to replace the Harpers Creek Local Town Centre Concept Plan at Figure 4 with the revised plan shown above to provide more clarity in relation to the preferred development outcome.

## 4.0 Emu Creek Town Centre

- [43] The following section provides an assessment of the Emu Creek Town Centre Concept Plan proposed within the Lancefield Road PSP. It describes the physical context of the town centre, along with a review of the Concept Plan outlined within the PSP and a revised design that I consider should replace the exhibited Plan.

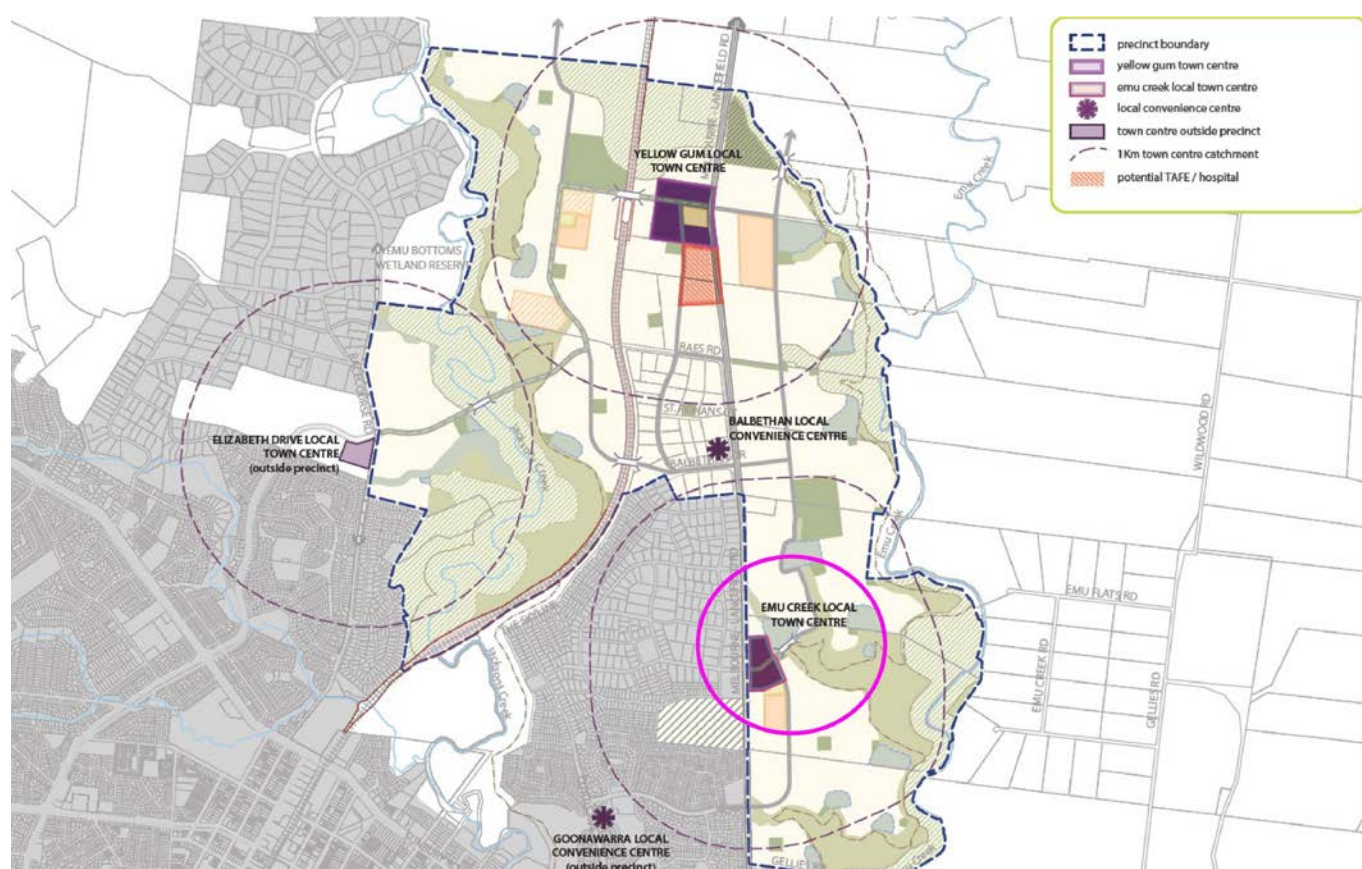


Figure 5 - Town Centres – Lancefield Road PSP

### 4.1 Physical Context

- [44] Lancefield Road PSP proposes within it Emu Creek Local Town Centre (Emu Creek LTC) and Yellow Gum Local Town Centre (Yellow Gum LTC) along with the Balbethan Local Convenience Centre. Emu Creek LTC is planned to provide neighbourhood shopping and services for residents of the southern part of the precinct, as well as the existing residents of the Goonawarra and Rolling Meadows communities.
- [45] Emu Creek LTC is proposed to be located on a connector road which is the extension of Rolling Meadows Drive, placed snugly between Lancefield

Road and Emu Creek. The centre will accommodate up to 6,000sqm of retail floorspace, as well as business uses, a community centre and a government primary school.

[46] The proposed location of Emu Creek LTC is based on the following physical context:

- Central to the catchment and highly accessible being at the intersection of Lancefield Road and an east-west connector.
- Its main street extends between Lancefield Road and the edge of the gully that forms Emu Creek. The edge of the town centre has been determined by the topography of the gully, ensuring the town centre can be built on relatively flat land.
- The location provides for a strong visual connection with a prominent watercourse feeding into Emu Creek through the orientation of the main street.
- The connector road extending north-east from the town centre has been designed to avoid difficult contours, and hug the edge of the edge of Emu Creek, which has significant landscape values.

[47] I consider the location of the town centre is appropriate. However from undertaking a viewshed analysis on site, I found that the alignment of the main street could be further angled to the east to capitalise on the rural outlook and views. This is further described in Section 4.2.

## **4.2 Exhibited Emu Creek Local Town Centre Concept Plan**

[48] The Lancefield Road PSP provides a Concept Plan for Emu Creek LTC, which proposes a main street off Lancefield Road angled to run in a north easterly direction, terminating at a roundabout. The main street includes a retail anchor on either side, with specialty retail forming a sleeve of active frontages. The plaza is split on three sides of the roundabout. The potential community facility and government primary school are located on the southern connector, south of the town centre.





Figure 6 - Exhibited Emu Creek Local Town Centre Concept Plan

[49] As stated earlier, one of the key physical determinants of Emu Creek LTC's location is Emu Creek and the gully that runs to the east of the centre. The PSP states that the centre has been designed to provide for a strong visual connection with the gully and watercourse. From a viewshed analysis on site however, I found that the current main street alignment steers the road away from views down the gully and onwards towards the rural landscape. I support the principle of capitalising on the natural environment. Therefore, I suggest the road alignment requires further consideration to capitalise on the significant views.

[50] The Concept Plan proposes a plaza to be split over 3 sides of a roundabout which I do not support, as it creates conflicts between pedestrians and vehicles and does not promote safe and direct accessibility and mobility within the centre. I recommend that one larger, more useable plaza is

identified in a location that capitalises on key outlooks and views, and also obtains good solar access.

- [51] The Concept Plan proposes the main street terminates in a roundabout. A roundabout in this location is not recommended as it supports smooth traffic flows without a break. A 'T' intersection is the preferred outcome as it will slow traffic along the main street, in line with Principle 6 of the LTC Guidelines.
- [52] The Concept Plan proposes medium density housing along the Emu Creek escarpment. I support medium density housing in the town centre, as it will provide passive surveillance, contribute to the life of the centre and maximise its amenity. However, the concept plan proposes no road frontage between the medium density housing and the creek. As the creek and the gully are prominent natural features of the town centre, they should be publicly accessible, well surveilled and safe. Based on this, I recommend the provision of a publicly accessible road or path between Emu Creek and the proposed medium density housing.
- [53] I note the Concept Plan is well designed to ensure the main street is sleeved with specialty retail to create active frontages, with car parking located behind. I support this principle but find that the vast car parking areas behind the main street reduce north-south permeability through the centre. I therefore recommend the centre could improve its permeability and legibility with additional north-south streets.

### **4.3 Revised Emu Creek Local Town Centre Concept Plan**

- [54] To better respond to the LTC Guidelines and concerns raised above, DLA prepared a revised concept plan for the town centre. The Concept Plan proposes that the centre remain generally in the same location and provide for the same floorspace as outlined in the exhibited Emu Creek LTC Concept Plan.



Figure 7 - Revised Emu Creek Local Town Centre Concept Plan

- [55] The revised Concept Plan realigns the main street to ensure it frames views through Emu Creek Valley and onwards to the horizon, in line with Principle 1 of the LTC Guidelines. The main street is proposed to terminate with a 'T' intersection, formalising the north-south connector as the main traffic flow route. This supports the principle within the LTC Guidelines to design the centre to be pedestrian friendly, with a speed environment of 40km/h or less for the main street.
- [56] The revised Concept Plan proposes additional north –south local access streets connecting to the main street. This supports Principle 6 of the LTC Guidelines, by providing a permeable network of streets, providing linkages through the centre.
- [57] To ensure the main street is vibrant and compact, the community hub has been located on the northern side of the main street. Its location will ensure it can also capitalise on the rural outlook. It establishes a civic and cultural presence on the main street and will facilitate a high degree of community interaction.
- [58] The plaza is proposed to be located on the southern side of the main street, capitalising on solar access, whilst also taking advantage of rural outlook and views. In response to the LTC Guidelines, the public space is positioned where the key uses of the centre are directly focused on the space to ensure it is dynamic and activated.
- [59] In summary, the Concept Plan prepared by DLA builds upon the Emu Creek LTC Concept Plan provided in the PSP, ensuring that the centre does utilise views to Emu Creek valley, whilst refocusing the energy of the centre to the main street, creating a cultural and civic heart. Therefore, I recommend that the PSP is amended to replace the Emu Creek Local Town Centre Concept Plan at Figure 7 with the revised plan shown above.

## 5.0 Yellow Gum Town Centre

[60] The following section provides an assessment of the Yellow Gum Town Centre Concept Plan proposed within the Lancefield Road PSP. It describes the physical context of the town centre, along with a review of the Concept Plan outlined within the PSP and a revised design that I consider should replace the exhibited Plan.

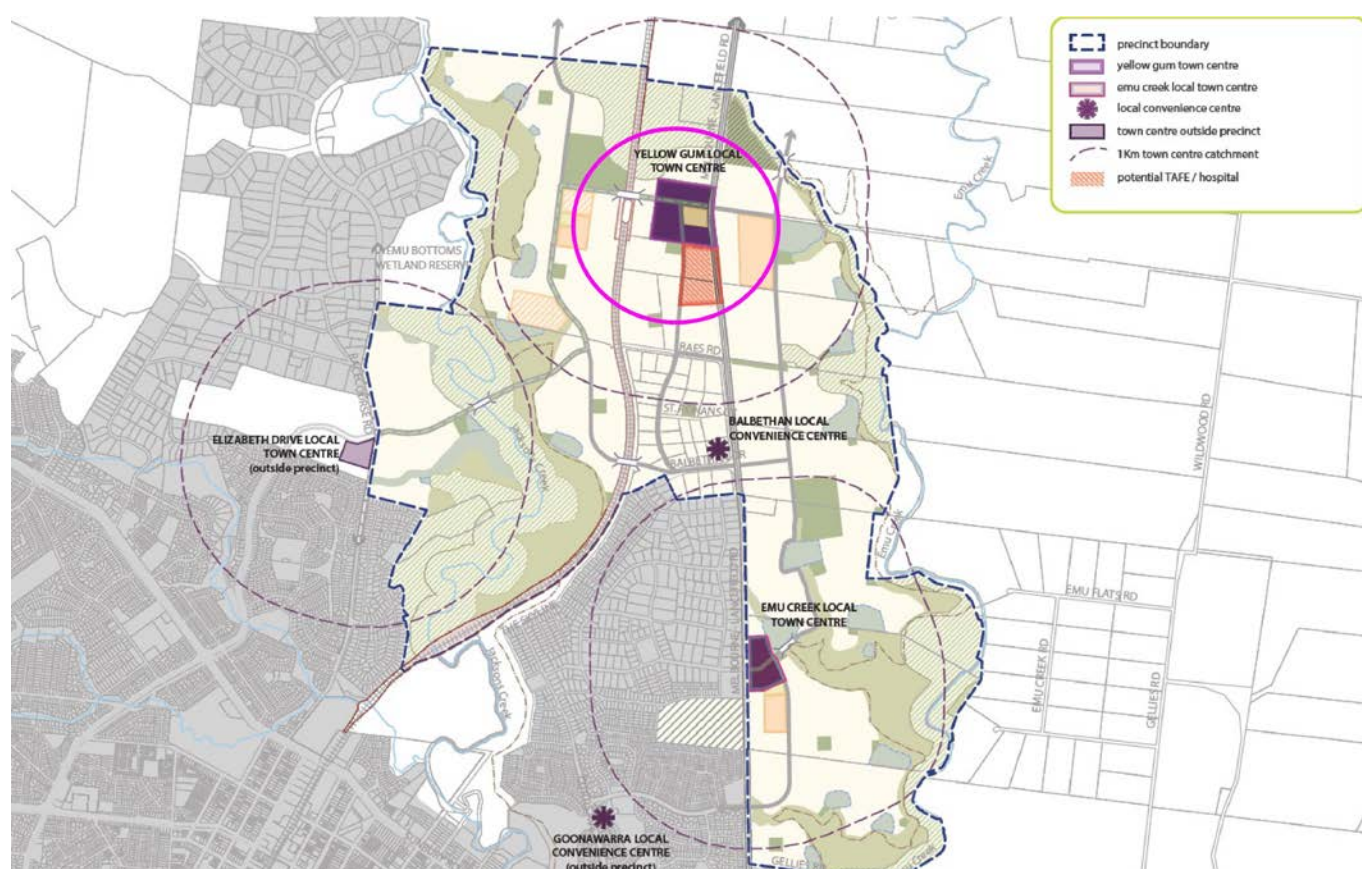


Figure 8 - Town Centres – Lancefield Road PSP

[61] Lancefield Road PSP proposes within it Yellow Gum Local Town Centre (Yellow Gum LTC) which is planned to be located in the northern part of the precinct, adjacent to a potential rail station. The centre has been planned to provide up to 10,000 sqm of retail floorspace, as well as potential longer term expansion, subject to future economic assessment. It will also accommodate a range of community uses, including a government secondary and primary school, a non-government primary school, and regional and district sporting fields.

[62] Yellow Gum LTC is proposed to be located on a boulevard connector road running east west from Lancefield Road under the railway line, connecting



to a north-south running connector that eventually connects into to Elizabeth Drive.

- [63] The proposed location of Yellow Gum LTC is based mainly on the future railway station to form its western boundary, with the east-west boulevard connector road forming the main street. The railway line itself forms a barrier to the west. The east-west connector road proposed through the middle of the town centre requires grade separation, running under the railway line. The location of the town centre is relatively flat and has no other physical determinants to consider.

## 5.1 Exhibited Yellow Gum Local Town Centre Concept Plan

[64] The exhibited Concept Plan proposes that the east-west running boulevard connector will form the main street, with a high quality public realm treatment on the south side in front of two anchor retail and specialty retail sleeving. The northern side of the main street is proposed to include a large town square, specialty retailing and office.



Figure 9 - Exhibited Yellow Gum Local Town Centre Concept Plan

[65] The exhibited Concept Plan has a well formed grid layout of streets which in principle I support. I also support locating medium density housing next to the train station, as it supports principles of sustainability and accessibility.

[66] I do not support the boulevard connector forming the main street of the centre, as it creates a conflict between the need to funnel traffic through this part of the PSP, whilst creating a speed environment of 40km/h or

less. It is clear from the urban structure of the PSP, that the boulevard connector street forms an important east-west connection through the PSP from Elizabeth Drive to Lancefield Road.

- <sup>[67]</sup> The boulevard connector is proposed to be approximately 35 metres wide. This would create a lack of connectivity between the northern and southern sides of the street. It is therefore recommended that the focus of the town centre is located to the south of the boulevard connector, where most of the catchment lies.

## **5.2 Revised Yellow Gum Local Town Centre Concept Plan**

- <sup>[68]</sup> To better respond to the LTC Guidelines and concerns raised above, DLA prepared a revised concept plan for the town centre. The revised Concept Plan proposes that the centre is focused to the south of the boulevard connector road, with a north-south running main street, one block from Lancefield Road. In line with Principle 3 of the LTC Guidelines, the main street will be addressed with active building frontages. The main street will have a civic and education presence, enlivening the public realm and increasing the viability of the shops.

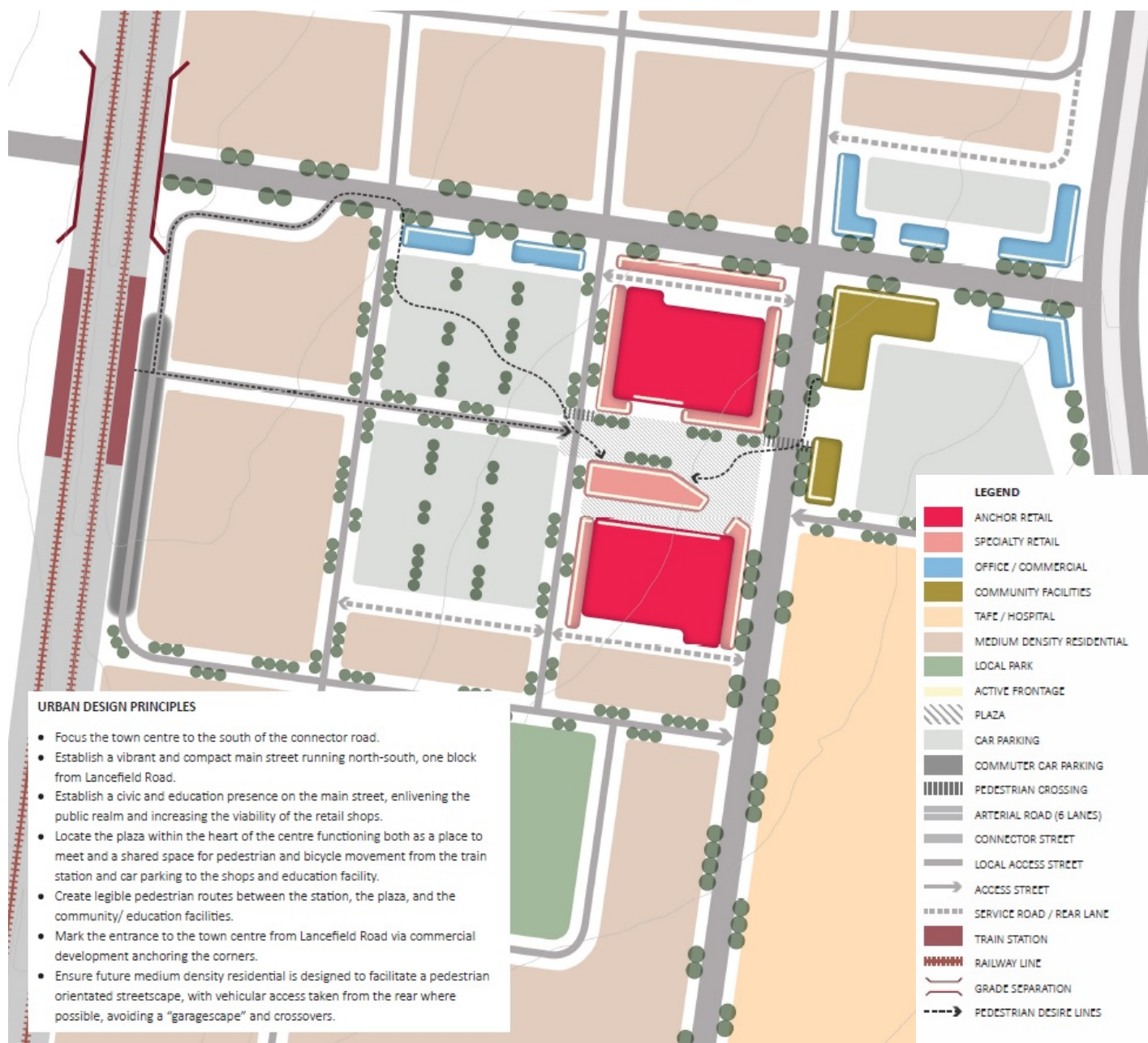


Figure 10 - Revised Yellow Gum Local Town Centre Concept Plan

[69] The plaza is proposed to front the main street, extending between the two retail anchors located on the western side of the main street. Access to the anchors is via the plaza, which has been designed to promote

pedestrian interaction. A clear site line from the station to the centre of the town has also been created. The plaza is well integrated with pedestrian links to the station and community and education facilities, in line with the LTC Guidelines.

[70] Medium density housing is still proposed adjacent to the train station. To the south of the anchor retail, medium density housing is proposed with laneway access. This is to ensure a pedestrian orientated streetscape is created, avoiding a “garagescape”.

[71] In summary, the revised Concept Plan prepared by DLA refocuses the energy of the Yellow Gum Town Centre to a north-south running main street one block from Lancefield Road. It creates a pedestrian orientated town centre, with legible connections to the future railway station. I recommend that the PSP is amended to replace the Yellow Gum Local Town Centre Concept Plan at Figure 10 with the revised plan shown above.

## 6.0 Conclusion

<sup>[72]</sup> In conclusion, I support the proposed locations of the local town centres outlined in the PSPs, but recommend changes to their design in line with the Revised concept plans prepared by DLA for Harpers Creek, Yellow Gum and Emu Creek Town Centres.



## Appendix A: Summary of Experience & Personal Details

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### *Name and Address*

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### *Qualifications*

- Member of the Planning Institute of Australia, 2008
- MA Urban Design, Oxford Brookes University, UK, 2013
- Diploma Urban Design, Oxford Brookes University, UK, 2013
- Bachelor of Urban Planning and Development, University of Melbourne, 2007

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### *Professional experience*

- Associate Urban Designer and Planner, David Lock Associates (Australia), March 2015 to present
- Senior Strategic Planner, Hume City Council (Australia), 2014 to 2015
- Strategic Planner, Hume City Council (Australia), 2010 to 2014
- Development Planner, GHD (Australia), 2005 to 2010

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### *Area of Expertise*

I have over ten years' experience in private and public practice with various planning and urban design consultancies in Victoria, Queensland and Tasmania.

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*Expertise to prepare this report*

I have been involved in the design and assessment of numerous activity centre and urban infill projects and planning scheme amendments in Victoria. These have included:

- Evidence for Amendment C175 (Whitehorse City Council) for the implementation of Built Form Controls on the Box Hill Major Activity Centre.
- Evidence for Amendment C123 (Port Phillip City Council) for the implementation of the residential zones.
- Structure Plans for Hawksburn Activity Centre (Stonnington City Council) and Greensborough Activity Centre (Banyule City Council).
- Policy writing in relation to Activity Centres (Clause 21.07 – Hume Planning Scheme).
- Prepared Hume City Council's submission to the Reformed Zones.
- Involved in the independent review of numerous inner urban development projects from an urban design perspective.

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*Other significant contributors*

I was not assisted in the preparation of this report.

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*Instructions which define the scope of this report*

I was engaged by King&Wood Mallesons on behalf of Hume City Council to undertake an assessment of Harpers Creek, Emu Creek and Yellow Gum town centres and prepare an expert witness report.

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*Facts, matters and assumptions relied upon*

- Inspection of the Subject Land and surrounding area.
- Review of relevant existing and proposed planning provisions and guidelines.

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*Documents taken into account*

- In forming my opinion, I have relied on:
  - *The Hume Planning Scheme and Reference Documents (including Plan Melbourne);*
  - *Hume Planning Scheme Amendments C207 and C208 documentation;*
  - *Sunbury South Precinct Structure Plan;*
  - *Lancefield Road Precinct Structure Plan;*
  - *PSP Guidelines; and*
  - *Activity Centre Design Guidelines.*

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*Summary of opinions*

Refer to the conclusion of this statement (section 6).

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*Provisional Opinions*

There are no provisional opinions in this report.

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*Questions outside my  
area of expertise,  
incomplete or inaccurate  
aspects of the report*

This report is complete and accurate to the best of my knowledge, and does not contain any provisional opinions except where noted.

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I have made all the inquiries that I believe are desirable and appropriate and confirm that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Julia Bell

14 August 2017

