



**Amendments C207 and C208 to the Hume Planning  
Scheme**

Expert Evidence – Mark Woodland (15<sup>th</sup> August 2017)

## Contents

1.0 Introduction .....	4
2.0 Expert Witness Statement .....	6
3.0 Summary of Evidence .....	8
Are the Sunbury South and Lancefield Road Precinct Structure Plans supported by government policy ? .....	8
Specific unresolved matters relating to Amendments C207 and C208. ....	9
4.0 The Precinct Structure Plans. ....	12
5.0 Relevant Planning Provisions .....	14
5.1 State Planning Policy Framework (SPPF) .....	14
5.2 Plan Melbourne 2017.....	17
5.3. Sunbury Growth Corridor Plan.....	17
5.4 Precinct Structure Planning SP Guidelines.....	19
6.0 Planning Considerations – Part A:.....	20
<i>Are the Precinct Plans supported by Plan Melbourne and the Growth Corridor Plans?</i> .....	20
6.1Overview .....	20
6.2 The Historic Urban Planning Context of Sunbury. ....	21
6.3Do the Sunbury South and Lancefield Road PSPs accord with the directions of Plan Melbourne and the Growth Corridor Plans ? .....	28
6.4 Overall Observations and Conclusions. ....	32
7.0 Planning Considerations Part B –Specific unresolved matters relating to Amendments C207 and C208. ....	34
7.1 Overview. ....	34
7.2 Sunbury Infrastructure Coordination and Delivery Strategy. ....	34
7.3 Residential Densities.....	36
7.4 Redstone Hill. ....	38
7.5 Racecourse Road Design Guidelines. ....	46
7.6 Comment on Other Specific Provisions. ....	47
Appendix 1– CV.....	50
Appendix 2 – Assessment of the Sunbury South and Lancefield Road Precinct Plans against the Directions and Policies of Plan Melbourne 2017 .....	52

Appendix 3 – Assessment of the Sunbury South and Lancefield Road Precinct Plans against the Sunbury Growth Corridor Plan..... 58  
..... 62

# 1.0 Introduction

---

1. I have been instructed in this matter by Norton Rose Fulbright Lawyers who acts for the following parties:
  - View grange Pastoral Pty Ltd, owners of 40 and 80 Redstone Hill road, and 675 Sunbury Road (known as the Redstone Hill Estate);
  - Racecourse Road Holdings Pty Ltd, who control the southern part of 3-5 Macedon Road (known as the Sherwood Heights Estate);
  - Rae's Road Pty Ltd, who control 3-5 Macedon Street, on the eastern side of Jacksons Creek.
2. The View grange Pastoral property is affected by Amendment C207 to the Hume Planning Scheme, which seeks to give effect to the Sunbury South Precinct Structure Plan (**PSP**).
3. Planning Permit Application P18858 has been lodged in relation to this site, and it seeks approval for a multi-lot residential subdivision at 675 Sunbury Road, 40 Redstone Hill Road and 80 Redstone Hill Road, Sunbury, so as to facilitate delivery of its first stages of the Redstone Hill development, following the introduction of the Sunbury South PSP.
4. The Racecourse Road Holdings and Raes Road properties are affected by Amendment C207 to the Hume Planning Scheme, which seeks to give effect to the Lancefield Road PSPs.
5. Planning Applications P18854 have been lodged for a multi-lot subdivision at 3-5 Macedon Street and 170 Lancefield Road, Sunbury (Sherwood Heights site). These permit applications include the following specific features: subdivision of approximately 407 lots ranging in size; delivery of local passive open space at a location along the Jacksons Creek; access to be provided to Racecourse Road at the Elizabeth Drive roundabout; delivery of a diverse range of local street scapes; and creation of reserves for drainage and conservation purposes and progressive construction of wetlands adjacent to the Jacksons Creek corridor.
6. In preparing my assessment I have had regard to the following documents:
  - Amendment C207 and C208 to the Hume Planning Scheme;
  - The Sunbury South and Lancefield Road Precinct Structure Plan, and associated background technical documents;
  - The relevant clauses and policies outlined within the Hume Planning Scheme;
  - The Growth Corridor Plans (2012);
  - Precinct Structure Planning Guidelines (2009);
  - The VPA Part A Submission;
  - City of Hume submission to Amendments C207 and 208;
  - Various gazetted Precinct Structure Plans (as referred to in the evidence statement);
  - Various historic strategic planning documents relating to the planning and development of the Sunbury township (as referred to in the evidence statement).

7. I have been asked to review Amendment C207 and C208 to the Hume Planning Scheme and associated documents, and provide my opinion on the following topics:
- Whether the Sunbury South and Lancefield Road PSPs supported by relevant government planning policy;
  - How residential densities should be addressed in the Sunbury South and Lancefield Road PSP;
  - How Redstone Hill should be dealt with in the Sunbury South PSP;
  - Whether further design guidance should be included in the Lancefield Road PSP in relation to the Racecourse Road site, and;
  - Various technical questions in relation to specific provisions contained within the Sunbury South PSP.

## 2.0 Expert Witness Statement

---

**The name and address of the expert.**

Mark Woodland of 3 Prentice Street, Brunswick 3044.

**The expert qualification and experience.**

Mark Woodland holds a Bachelor of Planning and Design from the University of Melbourne. He is a member of the Victorian Planning and Environment Law Association and the Property Council of Australia.

A Curriculum Vitae is included attachment 1.

**The expert's area of expertise to make this report.**

Mark has a broad range of experience in planning and development matters with a sound understanding of statutory planning provisions and significant experience in strategic planning and policy development enabling him to comment on a wide range of planning and development issues.

**Other significant contributors to the report.**

Not applicable.

**Instructions that define the scope of the report**

Mark Woodland has been instructed by Norton Rose Fulbright Lawyers who act for the following parties:

- Viewgrange Pastoral Pty Ltd, owners of 40 and 80 Redstone Hill road, and 675 Sunbury Road (known as the Redstone Hill Estate);
- Racecourse Road Holdings Pty Ltd, who control the southern part of 3-5 Macedon Road (known as the Sherwood Heights Estate);
- Raes Road Pty Ltd, who control 3-5 Macedon Street, on the eastern side of Jacksons Creek.

**The identity of any person who carried out tests or experiments upon which the expert has relied on and the qualifications of that report.**

Not applicable.

**The facts and matters and all assumptions upon which the report proceeds.**

Mark Woodland relies upon the reports and documents listed in section 1.0 of this report.

**Documents and other materials the expert has been instructed to consider or take into account in preparing his report, and the literature of other material used in making the report.**

Mark Woodland has reviewed and taken into account the reports and documents listed in section 1.0 of this report.

**A summary of the opinion or opinions of the expert witness**

A summary of Mark Woodlands opinions are provided for within section 3.0 of this report.

**Any opinions that are not fully researched for any reason**

Not applicable.

**Declaration of other interests:**

I have acted for the Carmody family (owners of the Craiglee Winery property) for the past 5 years and that I made a submission in relation to Amendment C207 on their behalf. I will appear before the Panel on behalf of the Carmody family in relation to this submission.

I also prepared a submission for the McKenzie Family who own land outside the UGB but immediately adjoin the southern boundary of Sunbury South PSP boundary. McKenzie family do not wish to appear before the panel.

**Questions falling out of the expert’s expertise and completeness of the report.**

Mark Woodland has not been asked to make comment on any matters outside of his area of expertise. This report is a complete statement of evidence.

**Expert Declaration**

I have made all the inquiries that I believe are necessary and desirable to prepare and present expert evidence in this matter and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Mark Woodland  
August 2017

## 3.0 Summary of Evidence

---

### Are the Sunbury South and Lancefield Road Precinct Structure Plans supported by government policy?

8. Sunbury is identified as a growth area in Melbourne’s current Metropolitan planning strategy (Plan Melbourne 2017), and in State planning policy (Clause 11.06).
9. The Sunbury Growth Corridor Plan (2012) sets out the strategic direction for future urban development in Sunbury. The Plan identifies areas to of high environmental and landscape value to be protected, and areas for regional open space. It identifies locations for urban development and it designated the use of these areas for residential, employment, town centres and other purposes. It also identifies the preferred transport infrastructure required to support urban expansion.
10. The Sunbury Growth Corridor Plan is intended to guide the future planning and development of new neighbourhoods within the township. Individual PSPs are expected to be generally in accordance with this Plan.
11. I have undertaken an assessment of whether the Sunbury South and Lancefield Road PSPs accord with the directions of Plan Melbourne and the Sunbury Growth Corridor Plan. I consider that both PSPs are supported by these Plans. Both PSPs are generally consistent with these Plans, and they will substantially progress many of the outcomes sought by them. The residential densities proposed in each PSP satisfy the minimum benchmark set in State Policy, and whilst they are slightly below the aspirational densities set out in Plan Melbourne, I consider this to be appropriate given the local characteristics of Sunbury.
12. The future urban expansion of Sunbury proposed by each of the PSPs will enable the vision set out in the Sunbury Growth Corridor Plan to be realised. The urban development envisaged by these PSPs will enable the delivery of local and regionally significant open space and infrastructure, including:
  - Extensive areas of parkland along the Jacksons Creek and Emu Creek valleys and their tributaries - In the order of 45 percent of the land area contained within each of the precinct plans is to be remain undeveloped and much of it will be open space which is accessible to the community.;
  - An extensive network of walking and cycling trails;
  - Upgrades to arterial roads and the staged delivery of a new ring road that will connect South Sunbury, East Sunbury and Goonawarra to the Calder Freeway. This road link will relieve pressure in the Sunbury town centre.
  - A new major town centre in Sunbury South, and three new neighbourhood town centres
  - A range of community services such as libraries, schools, sports pavilions, maternal child health services, childcare, sporting facilities and local parks.

13. The planning framework that is being put in place to guide Sunbury's expansion will ensure that population and housing needs are met and that the existing environmental and landscape qualities of the township are respected. The PSPs are comprehensive planning tools to ensure that urban development creates high quality residential neighbourhoods and town centres.
14. Overall the PSPs provide a sound framework for delivering regionally significant public open space along the Jacksons and Emu Creek valleys and their tributaries. Further improvements should be made to this framework by providing for the creation and embellishment of public open space on Redstone Hill.

## Specific unresolved matters relating to Amendments C207 and C208.

### *Sunbury Infrastructure Coordination and Delivery Strategy*

15. Infrastructure contributions totalling around \$850 million will be collected as development occurs. These funds will be directed towards the delivery of infrastructure within Sunbury. The Sunbury Infrastructure Coordination and Delivery Strategy sets out how the critical infrastructure required to support growth in Sunbury can be delivered in line with population growth.
16. I consider that the Strategy that should be formally endorsed by both State and Local government so as to provide a level of assurance to the community that it will be monitored and implemented. The Strategy need not to be incorporated into the planning scheme although there may be value in it being referenced in both the PSPS and the Hume planning scheme if the VPA and Council intend to rely on it in making decisions under the planning scheme.

### *Residential Densities.*

17. I consider that there will need to be some flexibility applied to the achievement of the residential density referred to in the requirement of each PSP. I suggest that the requirement be amended to include a statement to the effect that:

*'These densities may be reduced at the discretion of the Responsible Authority if:*

- it is satisfied that such densities cannot be practically achieved or would be inappropriate for a given location due to its particular topographic or landscape characteristics, or:
- the density and housing diversity objectives can be met in another way elsewhere within the precinct '.

18. I also suggest the following:

- Consideration be given to making R15 a guideline (rather than a requirement) in defined walking catchments so as to provide flexibility to find the balance between responding to site conditions and achieving the overall desired residential densities.
- The walkable catchments shown in the PSP be reviewed and modified where necessary to take account of the impact of hilltops, valleys and similar features.

- The Residential Growth Zone should be applied to residential areas that are generally within:
  - 400 metres of Major Town Centres;
  - 200 metres from the Principal Public Transport Network;
  - 200 metres from the Local Town Centres, and;
  - 100 metres from co-located community hubs, sports reserves and local convenience centres.

### *Redstone Hill.*

19. Redstone Hill is a very large and iconic space that deserves to be activated so that the wider community can access and enjoy it. The land suitable for development of a range of recreation facilities such as civic tables, barbeques, informal kickabout areas, etc. The type of open space that could be established at Redstone Hill is a 'district' level passive open space (as distinct from local or regional open space) in that it is a large space is capable of providing a relatively unique recreation amenity to the wider Sunbury South district.
20. The Sunbury South PSP and Sunbury Infrastructure Coordination Delivery Strategy should identify the role of Redstone Hill as public open space, and articulate how it might be enhanced for passive recreation purposes, how such works might be funded, and who might ultimately take ownership and ongoing management responsibilities for the land.
21. I consider that Redstone Hill and the associated open space link to Jacksons Creek should to be included as district open space in the PSP and provide for land transfer and embellishments under the ICP. Under this scenario, Redstone Hill and the open space link between the hilltop and the Jacksons Creek would be identified as 'credited open space' in the Future Urban Structure and the PSP land budget. Further:
  - The relevant land would be identified as district open space in the open space chapter of the PSP (Plan 6 and Table 7);
  - The land would identified as a project under the Precinct Infrastructure Plan;
  - The acquisition of the land would be included in the Infrastructure Contributions Plan, and;
  - The enhancement of the open space with passive recreation infrastructure such was walking trails, picnic facilities, landscaping etc. could be considered as a supplementary item under the Ministerial Direction on the Preparation and Content of ICPs.
22. I also note that Redstone Hill is currently included with the Rural Conservation Zone. This is not an appropriate zone for the subject land given that it does not have specific conservation values. I suggest that consideration be given to rezoning the land to a more suitable zone such as the Public Park and Recreation Zone, so that a suitable range of works, infrastructure and activities can be permitted on the land.

23. I support including additional guidance into Lancefield Road PSP in relation to the residential development of the Racecourse Road site. I suggest that this could include the following:
- The Jacksons Creek valley objectives (as suggested by the VPA);
  - A broad concept plan that shows the proposed overall urban and open space structure of the site.
  - A new Requirement stating that subdivision in the concept plan area must be generally consistent with the concept plan (as suggested by the VPA)
  - New specific provisions requiring the preparation and implementation of subdivision and housing design guidelines as part of permit applications relating to the site.
24. I consider that the specific design standards proposed by the VPA require further testing before they are incorporated into the planning scheme. Given that a permit application for land subdivision on this site is under active consideration, I suggest that the proponent, VPA and Council consider the impact of the proposed design controls on the current application, review the proposed design controls in light of this testing exercise, and that the VPA then submits revised controls to the Panel for inclusion in any planning permit approval that might be granted for the proposal.

#### *Redstone Hill Major Town Centre.*

25. I have been asked to comment on whether making reference in the Redstone Hill Town Centre vision statement (section 3.2.1) to allowing housing on the ground floor in certain parts of the centre has any implications on the application of the 'applied zones' to this centre. In my opinion, if section 3.2.1 was amended to note that ground floor residential uses were supported in locations shown as being medium/high density residential on the town centre concept plan would provide useful policy guidance to the responsible authority in making a decision on any such a proposal. I do not foresee any implications on the application of the 'applied zones' to this centre.

#### *Open Space Reserves LP27 and LP28.*

26. I consider that relocating the local park LP28 into the town centre, reducing its size from 0.75ha to 0.5ha, and increasing the size of the nearby park LP27 from 0.75 to 1.0ha to be a reasonable outcome. A town centre park of 0.5ha in area to be of a sufficient size to support community activities and local events. I note that locating the town centre park close to the main street creates the opportunities for visitors to access two distinct types of parkland – an urban civic park at one end of the main street and a landscaped, green park at the other.

#### *Creation of a road reserve within the visual link between Redstone Hill and Jacksons Creek.*

27. I have been asked to comment on whether it is reasonable to include road reserve within the visual open space link to Redstone Hill. In my view, so long as the land within this link is kept free of buildings or other features that would result in the desired visual link being lost or unreasonably diminished, then there is no particular reason why the link could not include roads along its edges.

# 4.0 The Precinct Structure Plans.

28. Amendments C207 and C208 to the Hume Planning Scheme proposes to incorporate a new document titled “Sunbury South Precinct Structure Plan” and “Lancefield Road Precinct Structure Plan”. The amendments also rezones the land to Urban Growth Zone Schedules 9 and 10 (respectively) to facilitate the development of the land and makes a number of other changes to the Hume Planning Scheme. The specific changes to each planning scheme are set out in the respective explanatory reports, and the exhibited future urban structures proposed for each precinct plan are shown in the diagrams below.

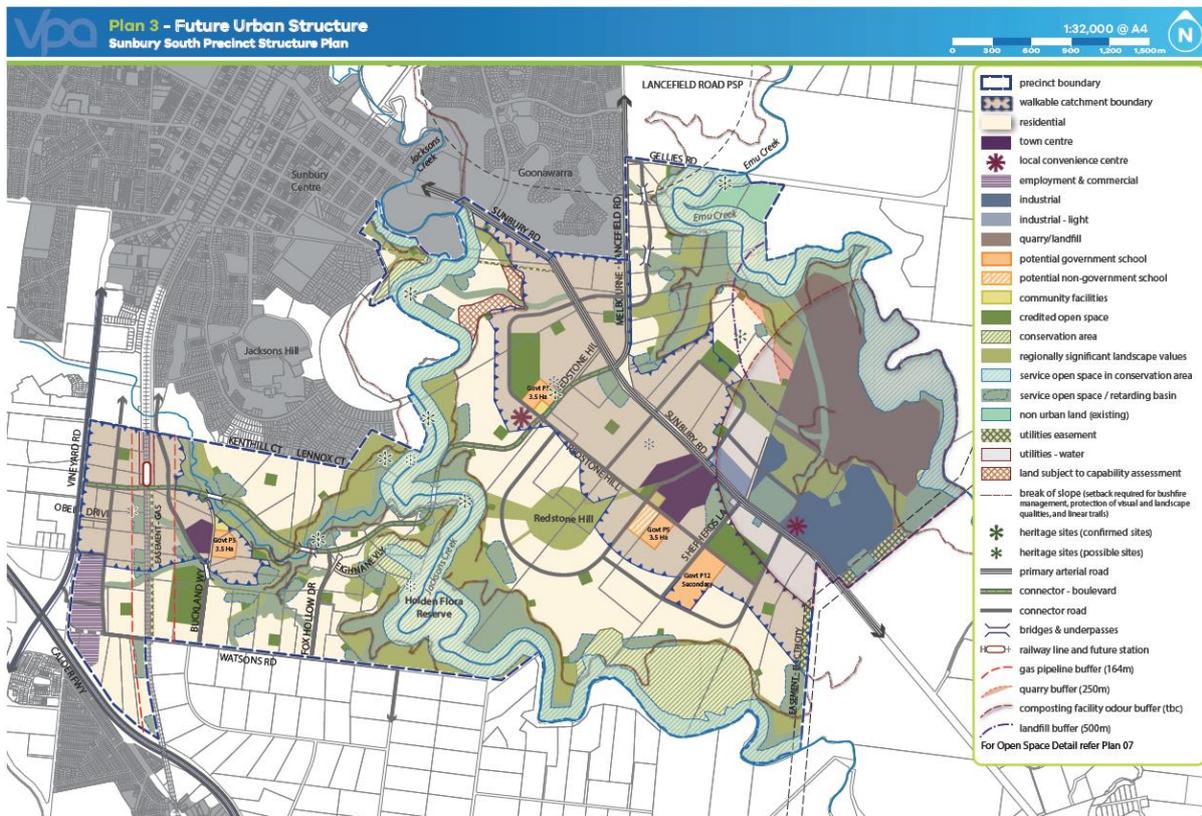


Figure 1 – Sunbury South PSP – Future Urban Structure

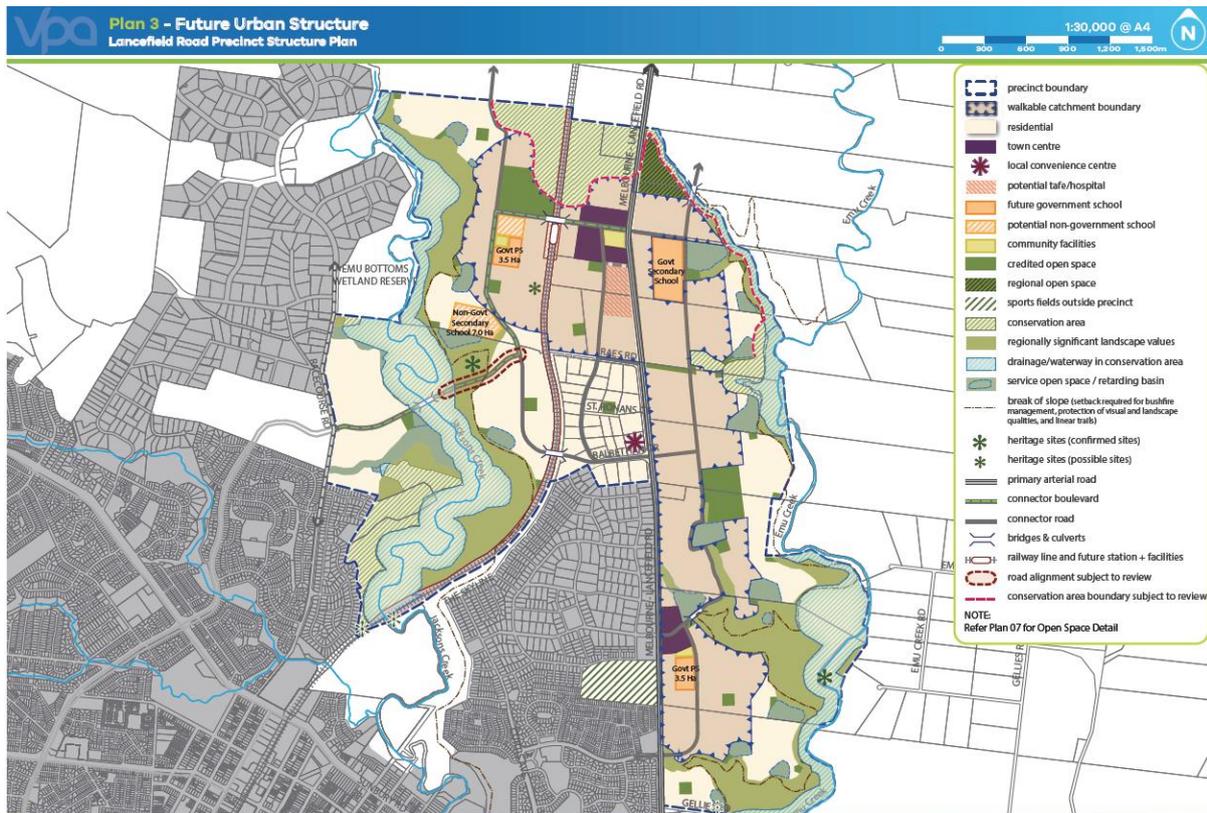


Figure 2 –Lancefield Road PSP – Future Urban Structure

## 5.0 Relevant Planning Provisions

---

29. I have considered the broader growth area planning context of the subject site, including the Victorian Government's spatial frameworks and policies relating to land use, and open space planning that are relevant to the future planning of Sunbury. These include:
- The State Planning Policy Framework (SPPF)
  - Plan Melbourne
  - Sunbury Growth Corridor Plan
  - Precinct Structure Planning Guidelines
30. The relevant elements of the SPPF and Precinct Structure Planning Guidelines policies are set out below. My assessment of the precinct plans against Plan Melbourne and the Sunbury Growth Corridor Plans in set out in Section 6 of this statement.

### 5.1 State Planning Policy Framework (SPPF)

31. The *State Planning Policy Framework (SPPF)* ensures that the objectives of section 4 of the *Planning and Environment Act 1987* are implemented through appropriate land use development by addressing environmental, social and economic factors to achieve sustainable development. The more relevant policies are set out below.

#### **Clause 11 - Settlement**

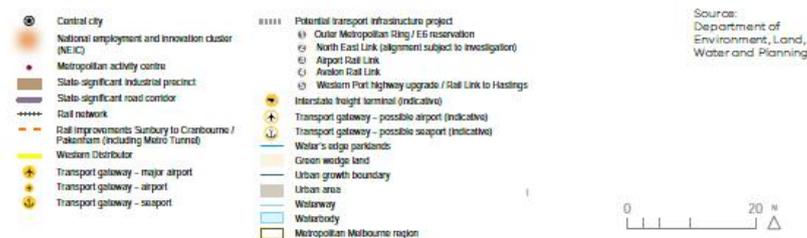
32. The policies contained within Clause 11 provides guidance on planning the needs of existing and future communities within Victoria. In relation to the supply of urban land, it states that planning should ensure that sufficient land is available to meet forecast demand, and that strategic plans must identify where growth can occur over at least a 15 year period.
33. Clause 11.02 outlines the requirement for the preparation of long term plans to cater for growth. It requires that framework plans are prepared for each of Melbourne's growth corridors, and that precinct structure plans are prepare for neighborhoods. It directs that precinct structure plans must be consistent with the Precinct Structure Planning Guidelines, approved by the Minister for Planning.
34. It requires that average overall residential densities in growth areas achieve a minimum of 15 dwellings per net developable hectares and over time seek an overall increase in residential densities to more than 20 dwellings per net developable hectares. It also requires that public transport and other infrastructure is delivered in line with a preferred sequence of land release, that housing diversity is achieved and mixed use activity centres are created.
35. Clause 11.02-4 requires that the sequencing of new development and infrastructure must ensure that newly released land in growth areas is serviced with cost-efficient local and regional scale infrastructure. New developments are required to make a financial contribution to the provision of infrastructure.

36. In relation to open space, clause 11.04 states that regional and local open space networks for both recreation and conservation of natural and cultural environment must be planned, that they must be linked by walking and cycling trails, and integrated with open space from abutting subdivisions. It seeks to ensure that urban open spaces provide for a mix of nature conservation recreation, sport, social interaction, peace and solitude. It seeks to provide for the long term management of open space via management plans or explicit statement f management objectives.
37. Clause 11.06 required out that planning must consider Plan Melbourne 2017-2050: Metropolitan Planning Strategy. The 'Melbourne 2050' plan is included within the policy so as to provide a spatial representation of Melbourne's long term growth.



**Map 2**

**Melbourne 2050 Plan**



**Figure 1 – Plan Melbourne 2017-2050 Melbourne 2050 Plan**

### **Clause 12 Environmental and Landscape Values**

38. The Policies set out in Clause 12 requires that planning ensure that the impacts of land use and development are avoided and minimized on biodiversity assets where possible. It notes that strategic planning should also assist in the protection of existing areas of high value biodiversity while aiming to re-establish links between isolated habitat remnants that contain high value biodiversity.
39. It also requires that planning should ensure that permitted clearing of native vegetation results in no net loss in the contributions made of a site to Victoria's biodiversity.
40. When dealing with areas of landscape value and river corridors, planning must ensure that natural key features and associated environmental and cultural values are protected.

### **Clause 13 Environmental Risks**

41. The policies set out in Clause 13 outlines that strategic planning should be undertaken to ensure that development does not intensify the impact of flooding by inappropriately locating uses and development in areas of risk.

### **Clause 15 Built Environment and Heritage**

42. The polices contained within Clause 15 requires that development respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
43. At the neighbourhood scale, planning must ensure that the design of subdivisions are attractive, liveable, walkable, cycleable, diverse and sustainable neighbourhoods.

### **Clause 16 Housing**

44. The housing polices contained within Clause 16 require that when considering the location of residential development, higher density housing development should be encouraged on sites that are well located in relation to jobs, services and public transport. In addition housing development opportunities that are located within or near Neighbourhood Activity Centres and in areas near existing or proposed railways stations that can support transit-orientated development should be identified for similar purposes.
45. The polices note that In the middle and outer suburbs a diverse housing stock should be provided to match a changing demand in housing choice. This diverse housing stock includes the delivery of more affordable housing closer to jobs, transport and services.

### **Clause 18 Transport**

46. The policies in Clause 18 seek to ensure that integrated transport networks are developed that will connect people to jobs and services while connecting goods to market places.
47. The policies note that planning must integrate planning for cycling infrastructure, to encourage cycling as an alternative mode of travel.
48. With respect to the Principal Public Transport Network, the policies require that development maximise the use of existing by increasing the diversity and density of development along the Principal Public Transport Network.

### **Clause 19 Infrastructure**

49. The policies in Clause 19, state that planning should facilitate the appropriate and timely development of social and physical infrastructure. Primary schools should be located to maximize access by walking and cycling, while secondary and tertiary education facilities should be located in designated education precincts or areas of high public transport access.
50. Clause 19 states that Development Contributions Plans are to be prepared to manage required contributions towards infrastructure.
51. With respect to physical infrastructure such as storm water, state policy requires that urban stormwater drainage systems should be planned to include measures to reduce peak flows and assist screening, filtering and treatment of stormwater, to enhance flood protection and minimise impacts on water quality in receiving waters. These measures should incorporate the integrated planning of stormwater quality through a mix of on-site measures and developer contributions for external measures.

## **5.2 Plan Melbourne 2017.**

52. The current Metropolitan Strategy (Plan Melbourne 2017) identifies Sunbury as a growth area in Melbourne's current Metropolitan Planning Strategy (Plan Melbourne 2017). It also identifies the Jacksons Creek valley as an 'emerging' regional park. The Plan is organised around seven outcomes, as follows:
  - Melbourne is a productive city that attracts investment, supports innovation and creates jobs
  - Melbourne provides housing choice in locations close to jobs and services
  - Melbourne has an integrated transport system that connects people to jobs and services and goods to market
  - Melbourne is a distinctive and liveable city with quality design and amenity
  - Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
  - Melbourne is a sustainable and resilient city
  - Regional Victoria is productive, sustainable and supports jobs and economic growth

## **5.3. Sunbury Growth Corridor Plan.**

53. Ministerial Direction No. 12 (Urban Growth Areas) applies to the incorporation of a PSP in the scheme, or changes to an incorporated PSP, applying to land in the Urban Growth Zone. It requires that in preparing an amendment a Planning Authority must evaluate and include in the explanatory report a discussion about how the amendment implements any Growth Area Framework Plan applying to the land<sup>1</sup>.

---

<sup>1</sup> The Sunbury Growth Corridor Plan was released by the Victorian Government in June 2012. It has been consistently used by planning authorities as the strategic basis for precinct plans since that time, and it is referenced in the explanatory

54. The Growth Corridor Plan itself notes that PSPs are expected to be generally in accordance with it<sup>2</sup>.
55. The Sunbury Growth Corridor Plan identifies that the revised Sunbury / Diggers Rest UGB has the capacity to accommodate up to an additional 90,000 people<sup>3</sup>.
56. It establishes a set of planning principles for all of Melbourne's growth corridors and then spatially applies them in the Sunbury Growth Corridor. It seeks to ensure that the semi-rural and environmental characteristics of the town are preserved and that population growth is supported by transport and community infrastructure.
57. The key features of the plan are as follows:

Landscape – regionally significant landscape features such as Jacksons and Emu Creek, and the hilltops

Biodiversity – Protecting areas of identified biodiversity value including creek lines, the Holden reserve and remnants of Grassy Eucalypt Woodland.

Drainage and Stormwater management – ensuring that urban stormwater impacts are properly managed so as to protect the ecological values of the receiving waterways

Open Space – planning the various forms of open space across Sunbury so that it functions as single, integrated and connected open space network.

Creating communities - Planning each of Sunbury's neighbourhoods so that each has its own identity, each is supported by local services and they are connected together via connections across the Jackson Creek valley.

Regional services – ensuring that regional community, health and education services are planned and delivered as the community grows.

Employment – ensuring that local employment opportunities are created where possible.

Public transport – planning for two new stations in the north and south of Sunbury, and local bus routes connecting residents to them.

Road networks – connecting residents on the east and west of Sunbury via a loop road and two new road crossings over the Jacksons creek. These connections are critical to relieve pressure on the town centre and Sunbury-Bulla road as the town expands.

---

reports of Amendment C207 and C208. However, I note that it has not yet been referenced in the State Planning Policy Framework or growth area planning schemes.

<sup>2</sup> Growth Corridor Plans (2012), page 17

<sup>3</sup> Noting that this is not a forecast but rather an assessment of how many people and dwellings could potentially be accommodated on land identified for urban development (based on certain assumptions relating to household size and residential densities).

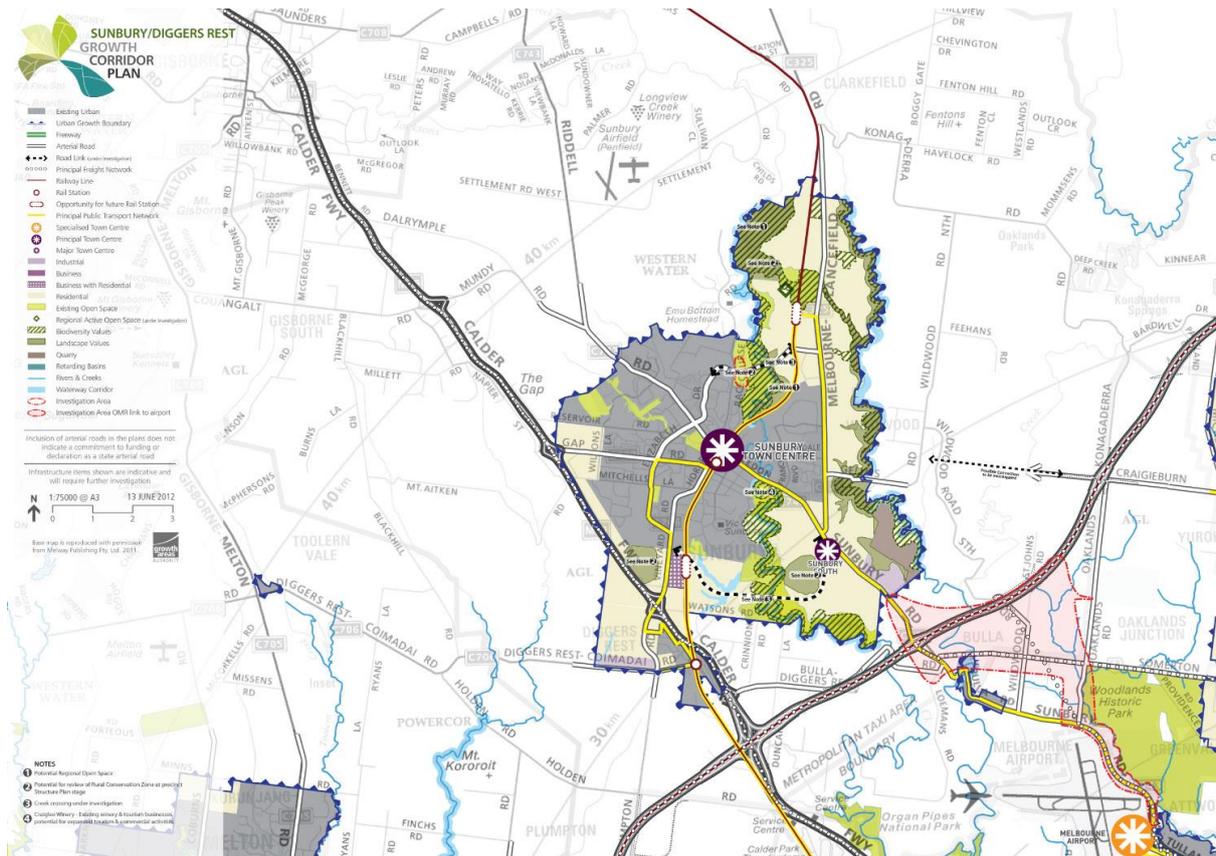


Figure 2 – ‘Sunbury Growth Corridor Plan’(Victorian Government, 2012)

## 5.4 Precinct Structure Planning SP Guidelines

58. On 7 October 2009 the Minister for Planning launched the *Precinct Structure Planning Guidelines*. These Guidelines provide a tool for designing and delivering better quality communities in growth areas. They set out the key objectives of growth area planning and include a step by step guide on how to achieve the identified objectives.
59. The overarching objectives for PSPs are set out in the guidelines. They are to:
  - Establish a sense of place and community;
  - Create greater housing choice, diversity and affordable places to live;
  - Create highly accessible and vibrant activity centres;
  - Provide local employment and business activity;
  - Provide better transport choices;
  - Respond to climate change and increase environmental sustainability; and
  - Deliver accessible, integrated and adaptable community infrastructure.

## 6.0 Planning Considerations – Part A: *Are the Precinct Plans supported by Plan Melbourne and the Growth Corridor Plans?*

---

### 6.1 Overview

60. Sunbury is identified as a growth area in Melbourne’s current Metropolitan planning strategy (Plan Melbourne 2017). The urban growth boundary that was initially established around Sunbury in 2002 was significantly expanded in 2010 as an outcome of an overall review of Melbourne’s growth corridors at that time.
61. An overall plan for Sunbury (the Sunbury Growth Corridor Plan) was released by the Victorian Government in June 2012. The Plan is intended to guide the future planning and development of new neighbourhoods within the township. In essence, it is expected that individual PSPs be generally in accordance with the Sunbury Growth Corridor Plan.
62. Before addressing whether the Sunbury South and Lancefield Road PSPs accord with the directions of Plan Melbourne and the Sunbury Growth Corridor Plan, it is worth considering the historical context within which these plans and policies were prepared, as this will assist in understanding the strategic directions contained within the most recent growth plan.

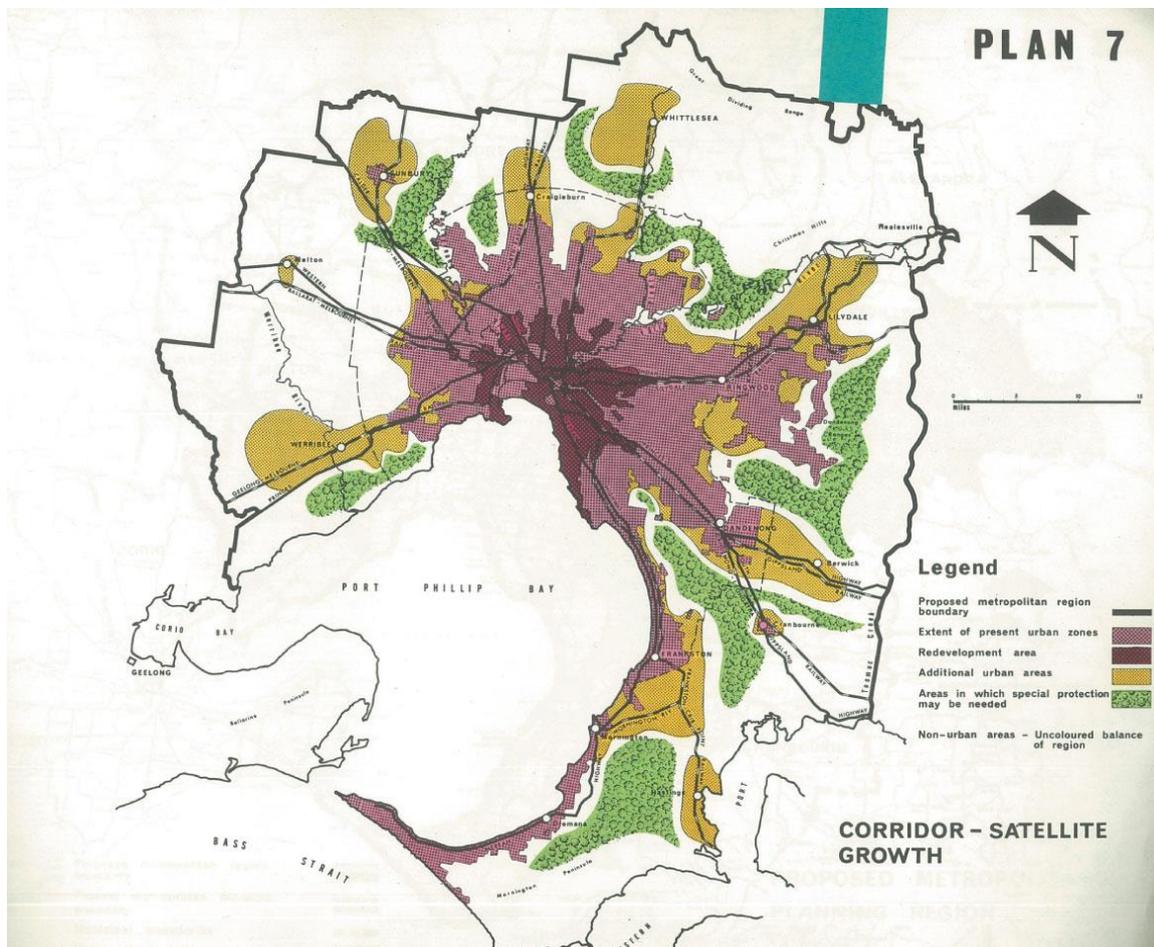
## 6.2 The Historic Urban Planning Context of Sunbury.

63. Sunbury was first settled by Europeans in 1836, making it is one of the oldest settlements in Victoria. It has a rich cultural heritage including being a place for ceremonial gatherings of the Wurrundjeri people, and the original birthplace of the Ashes.
64. Sunbury was a mid-sized country town of less than 5000 residents until the late 1960s. It was at that time that the town's role in meeting the needs of metropolitan Melbourne's future population came under serious consideration by the Victorian Government.
65. Since that time various significant Metropolitan planning strategies and policies have sought to influence the future growth of the township, as summarised below:

Early 1970's	- Sunbury Satellite Town Policy
Late 1970's- late 1980's	- Little focus on growth for Sunbury
Early 1990's	- The Sunbury Strategic Plan
Early 2000's	- Plan Melbourne and an Urban Growth Boundary for the town
Early 2010's	- Review of Melbourne 2030 and the Sunbury UGB
Today	- Plan Melbourne and the Sunbury Growth Corridor Plan
66. A review of these planning policies reveals the long running tensions between Sunbury's role as a historic regional town and as a satellite city contributing towards meeting Melbourne's housing needs.
67. Over the almost 50 years since the notion of Sunbury being a satellite town for Melbourne was first mooted, government policy in relation to the township has swung from supporting substantial growth, to discouraging growth because of perceived utility servicing constraints or urban consolidation goals, and back again to supporting the growth of the town again.
68. The following is a brief summary of the major policy shifts that have influenced planning and development of Sunbury over the past five decades.

Early 1970's - Sunbury as a Satellite Town.

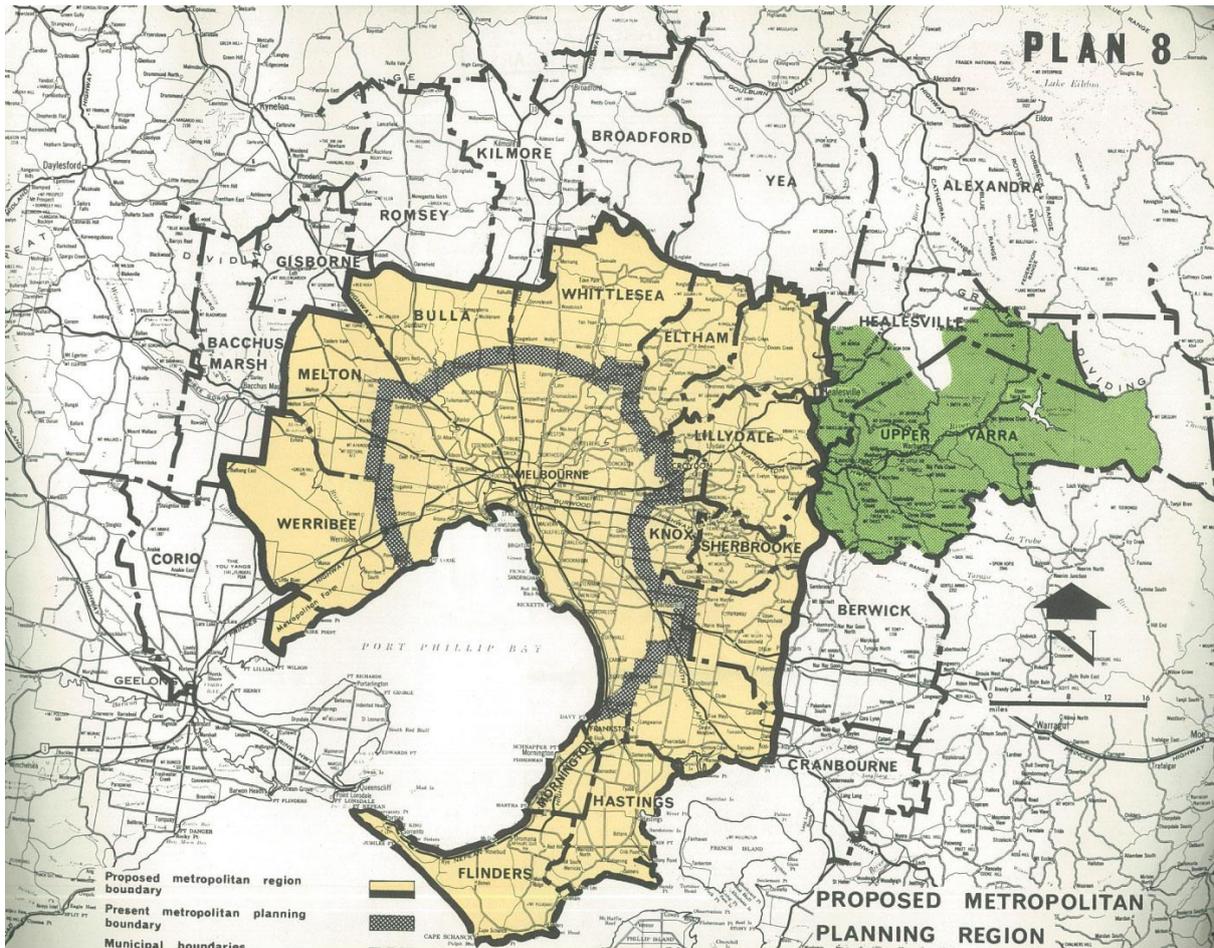
69. In 1967 the Melbourne and Metropolitan Board of Works (MMBW) submitted a report on the future growth of Melbourne to the Victorian Minister for Local Government<sup>4</sup>. The report noted that Melbourne's then-population of around 2 million people could increase be 2.8 million in the coming three decades, and that circa 1.4 million of these people would need to be accommodated in some form of further outward growth<sup>5</sup>.
70. The MMBW report considered a number of alternatives for how such growth might be accommodated in 'outward growth'. One option was 'satellite city growth' and the report concluded that the most practicable solution for outward growth was in Melbourne's north and west and that it should take the form of a combination of growth corridors, and Satellite City growth, as illustrated in Plan 7 from the report.
71. The report also recommended that the Shire of Bulla (including the township of Sunbury) be included within the metropolitan Melbourne planning region.



**Figure 3** – 'Corridor-Satellite' Growth Framework (MMBW, 1967)

<sup>4</sup> 'The Future Growth of Melbourne' (MMBW 1967)

<sup>5</sup> Ibid, p2



**Figure 4** – Proposed metropolitan Planning Region (MMBW, 1967)

72. The 1971 Metropolitan Strategy ('Planning Policies for Metropolitan Melbourne') endorsed the concept of Sunbury as a satellite city, and noted that the feasibility of this concept needed to be completed before firm policies were adopted<sup>6</sup>.
73. In 1974, the MMBW recommended that the majority of the area north of the Sunbury township be set aside in a 'corridor zone' as an option for long term expansion<sup>7</sup>. This report identified a number potential problems associated with incremental development in settlements on Melbourne's urban fringe. It noted that such development generally resulted in increased public and private cost, and that they lacked a satisfactory range of facilities to meet the needs of local populations. It also noted that these problems are reduced provided that integrated development of sufficiently large scale is secured<sup>8</sup>.

<sup>6</sup> Ibid, p70

<sup>7</sup> 'Report on General Concept Objections' (MMBW, 1974), page 25

<sup>8</sup> Ibid, page 26

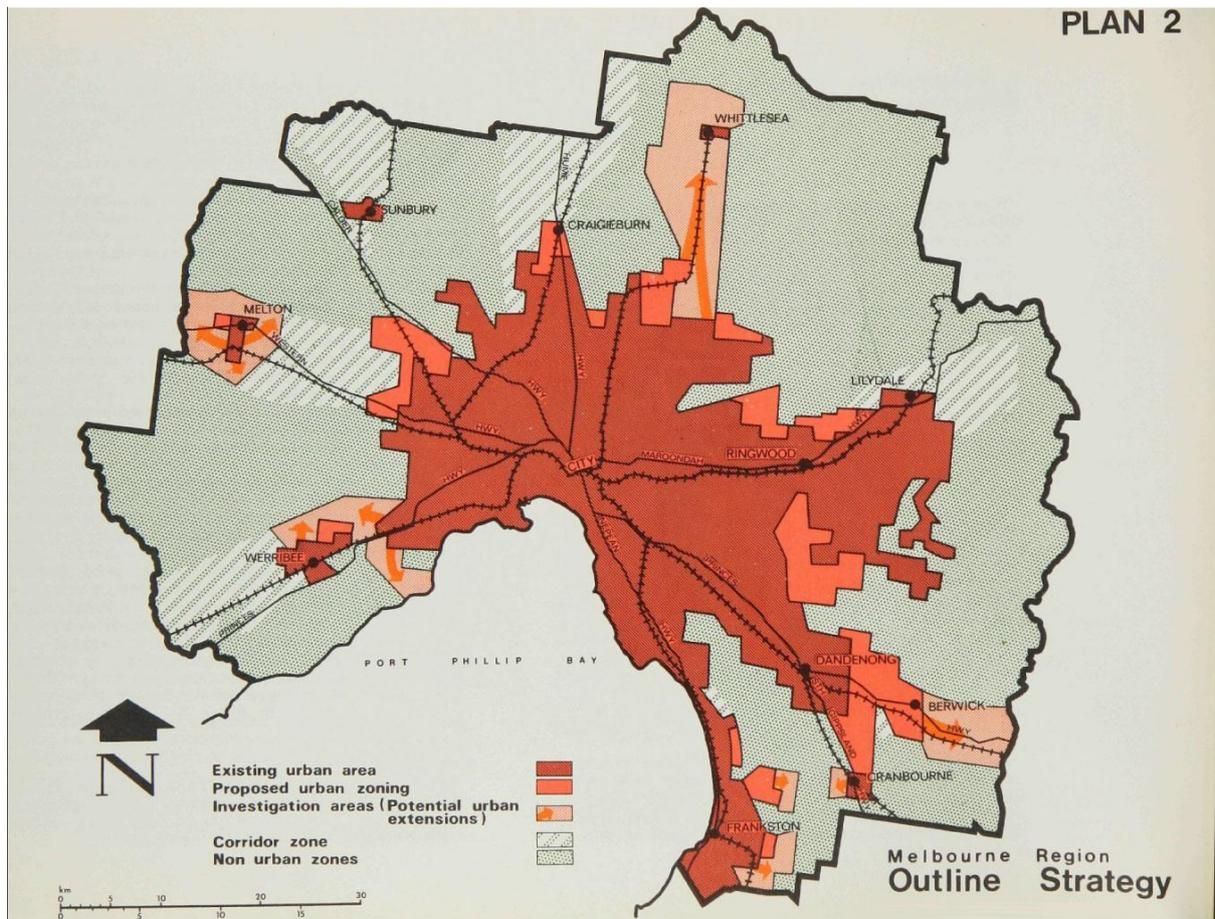


Figure 5 – ‘Melbourne Region Outline Strategy (MMBW, 1974)

74. At around the same time the Town and Country Planning Board finalised a report into the feasibility of developing Melton and Sunbury as satellite towns. It recommended that each satellite town should set out to achieve a population of at least 75,000 people<sup>9</sup>.

Late 1970's- late 1980's - little focus on growth for Sunbury.

75. Sunbury was not explicitly identified for growth in subsequent planning policies, largely because the capacity of the town to accommodate substantial growth was considered to be limited by constraints on water supply.

76. The population of Sunbury grew incrementally over this period, rising from a population of around 8,000 people in 1976 to circa 20,000 people in 1991.

Early 1990's - The Sunbury Strategic Plan.

<sup>9</sup> Melton and Sunbury Investigation Areas Main Report (Town and Country Planning Board, 1974)

77. The Sunbury Strategic Plan (Shire of Bulla, 1993) aimed to accommodate an ultimate population of 50,000 to 55,000 people. It envisaged that Sunbury would have a population of circa 43,000 people by 2011 and sought to generally contain Sunbury's urban development within the valley rather than via new settlements on the surrounding plains.
78. The plan included provision for a new 'loop road' crossing of Jacksons Creek in the northern part of the township and it identified the Sherwood Heights land as being urban land.
79. Sunbury continued to incrementally grow over this period, reaching a population of circa 31,200 people by 2006.

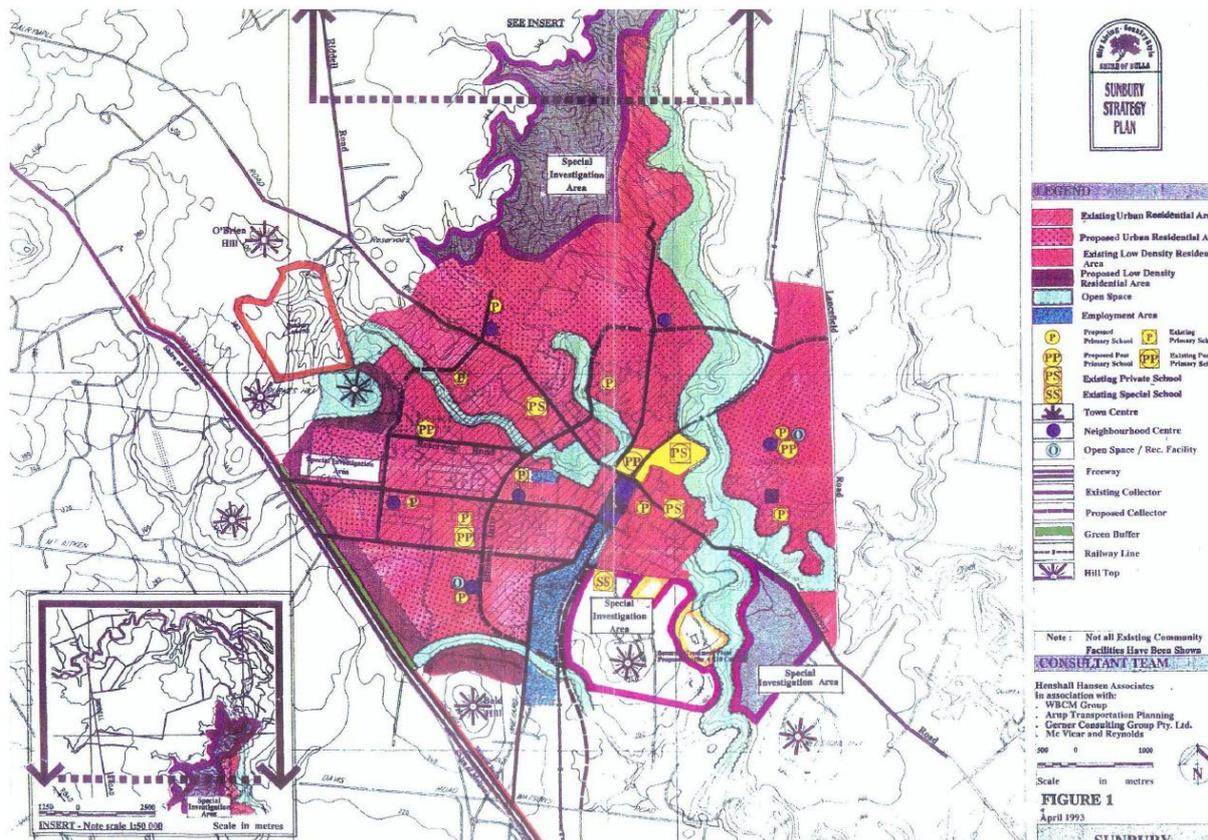


Figure 6 – Sunbury Strategic Plan (Shire of Bulla, 1993)

Early 2000's - Plan Melbourne and an Urban Growth Boundary.

80. Melbourne 2030 was released by Victorian Government in 2002. It applied an urban growth boundary (UGB) around Sunbury which placed a significant limit on the geographic capacity of the town to grow.
81. Sunbury was not nominated as a growth area under Melbourne 2030 and so unlike in Melbourne's growth corridors, the UGB around the township was not reviewed over the course of this decade.
82. In 2005 Council and the State Government agreed to undertake a study into the sustainable development challenges facing Sunbury in the context of Melbourne 2030 and the urban growth boundary<sup>10</sup>. The

<sup>10</sup> 'Sunbury Strategic Framework Plan' (Connell Wagner, 2005)

study found that Sunbury's population was expected to grow modestly to about 35,000 people over the period to 2015 and that the town's expansion was limited by the UGB. It is noted that the demographics of the township were such that its population was expected to decline to possibly 28,000 people by 2031<sup>11</sup>.

83. The study noted that forecast growth under the 'Melbourne 2030 UGB' was not a sustainable option because Sunbury would not have sufficient population to support the full range of services that its residents (and those living within the nearby region) would require. It concluded that Sunbury needed to expand to a population of approximately 60,000 people to facilitate the sustainable provision of regional centre services to the township and its catchment<sup>12</sup>.

Early 2010's- Review of Melbourne 2030 and the Sunbury UGB.

84. The Victorian Government initiated an audit of the Melbourne 2030 Strategy in 2008. The 'Melbourne @ 5 million' policy statement followed, and it noted that Melbourne was growing much faster than expected, and it would reach a population of five million people much sooner than expected.

85. The policy committed to a review of the UGB, including the boundary around the Sunbury township.

86. The subsequent UGB review ('Delivering Melbourne's Newest Sustainable Communities') established a series of planning principles to guide where future urban development might be allowed, including:

- The majority of new development is to be within 3km of high capacity public transport (existing or planned)
- There is potential to develop contiguous extensions to urban areas to allow efficient use of infrastructure and build on or add value to existing communities
- Communities can be created that are of a sufficient size to support the provision of necessary regional and local infrastructure and services<sup>13</sup>.

87. In essence, this Review was seeking to address the issues raised in the 1974 MMBW report and again in the 2005 Connell Wagner report – namely that the optimal population size for the Sunbury township should enable regional scale infrastructure and services to be provided to the community.

88. The review made a series of recommendations for Sunbury, including:

- The Sunbury electrification project;
- The Outer Metropolitan Ring transport corridor (incorporating freeway ramps at the Calder Highway and Sunbury-Bulla Road);
- A revised UGB, including areas suitable for development and areas considered to significantly constrained because of biodiversity, drainage, quarries/landfills, slope and landscape values.

---

<sup>11</sup> Ibid, p1.

<sup>12</sup> Ibid

<sup>13</sup> 'Delivering Melbourne's Newest Sustainable Communities: Report for Public Consultation, Urban Growth Boundary' (Victorian Government, June 2009), pp 17-18

MELBOURNE'S NORTH (SUNBURY) – LAND USE AND TRANSPORT INITIATIVES MAP

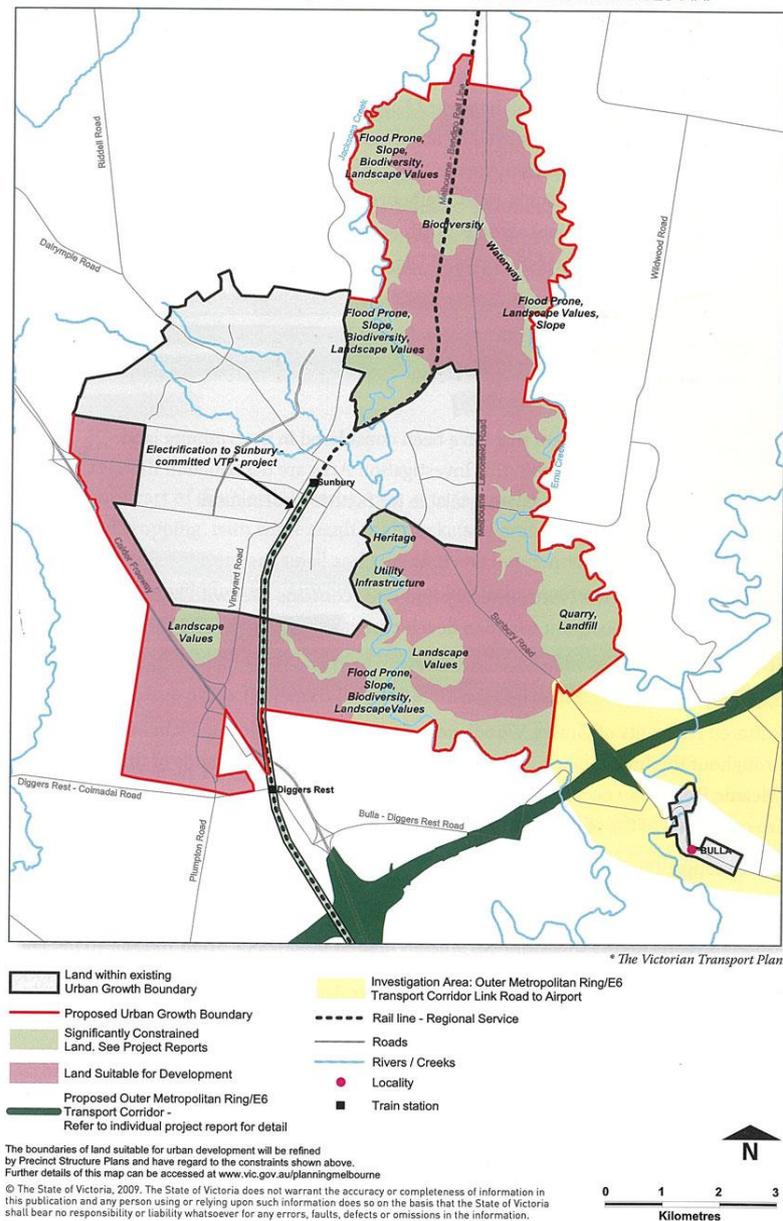


Figure 7 – ‘Sunbury Land Use and transport Initiatives Plan’ (Victorian Government, 2010)

89. The review noted that it made sense to build on the upgraded infrastructure for Sunbury, and to improve passenger rail catchments where possible. It also noted that development along Sunbury Road in the south-eastern side of Sunbury would afford the opportunity to provide local services to Goonawarra and the wider area.
90. Following consideration of public submissions, the State Government revised the Sunbury UGB in August 2010, via Amendment VC68 to the Hume Planning Scheme.

## 6.3 Do the Sunbury South and Lancefield Road PSPs accord with the directions of Plan Melbourne and the Growth Corridor Plans ?

### 6.3.1 Plan Melbourne 2017.

91. Sunbury is identified as a growth area in Plan Melbourne. A number of the planning policies obtained within Plan Melbourne are therefore relevant to the Sunbury South and Lancefield Road PSPs.
92. I have reviewed the Sunbury South and Lancefield Road PSPs against the relevant planning policies contained within Plan Melbourne – this assessment is included in Appendix One.
93. I consider that the PSPs are generally consistent with these policies, and that they will substantially progress many of the outcomes sought by Plan Melbourne.
94. The following aspects of the PSPs do not fully address the requirements of Plan Melbourne:

#### Residential Densities (Direction 2.2):

95. The PSPs contain a requirement to deliver 17 dwellings per hectare in locations close to town centres, community hubs, train stations and the Principal Public transport Network. This density is lower than the aspiration of 20 dwellings per hectare described in Plan Melbourne.
96. Opportunities exist to achieve housing diversity and higher residential densities in and around proposed town centres and train stations, and this can be achieved in a manner which is complementary to the desired future character of these locations through careful design. The Sunbury Major Town Centre presents a significant opportunity for this to be achieved, and the concept plan set out in the Sunbury South Precinct Plan recognises this opportunity.
97. In a more general sense I consider that the unique characteristics of Sunbury need to be taken into account in determining whether it is appropriate to pursue residential densities of 20 dwellings per hectare in the wider PSP area.
98. The Sunbury Growth Corridor Plan articulates a desire to preserve the semi-rural setting of Sunbury, and to ensure that new residential development has a respectful relationship to the creeks and hilltops that define the character of the town.
99. These characteristics together with the undulating nature of many parts of the land earmarked for growth, and the long-standing aspiration for Sunbury to manage growth so as to retain at least elements of its 'country town' character warrant a different approach to residential development than would otherwise occur in other Melbourne growth corridors.
100. I consider that flexibility is needed in relation to the delivery of residential densities in Sunbury given its well-established township character and unique topography and landscapes.
101. I set out my views in relation to this in further in Section 7.3 of this evidence statement.

#### Planning for the delivery of open space (Direction 5.4):

102. The Sunbury South and Lancefield Road PSPs propose to set aside substantial areas of open space. However, elements of how the open space network planned for Sunbury are to be delivered remain unresolved.
103. The mechanisms for delivering most elements of this proposed open space network are relatively well established, as follows:
- Unencumbered active and passive open space is to be delivered via the ICP and Clause 52.01 of the Hume Planning Scheme. A Ministerial Direction and government guidelines are in place in relation to the ICP framework.
  - Waterways and drainage services are delivered under Melbourne Water drainage schemes, and policies exist to guide this process.
  - Land set aside for conservation reserves are intended to be set aside and delivered under the Biodiversity Conservation Strategy and related policies. The interface between waterways/drainage schemes and biodiversity conservation reserves along waterways is the subject of ongoing negotiation between landowners Melbourne Water, DELWP and local Councils.
104. However, there is no clear mechanism for how areas designated as having landscape values are intended to be delivered as public open space. In some cases the land is highly encumbered (by slope) and whilst landowners may be willing to transfer the land to a public authority as part of the development of the balance of the land, it is not certain that either Council or a State agency will be willing to take responsibility for the ownership and management of such land.
105. In the case of Redstone Hill and the associated open space link the open space is relatively unencumbered and so it is clearer that such land can play an important passive recreation function. However the PSP does not provide a clear framework for facilitating the transfer of this land to public ownership, or for its future development as a passive open space.
106. I set my views in relation to this in further in Section 7.4 of this evidence statement.

### *6.3.2 The Sunbury Growth Corridor Plan.*

107. I have reviewed the Sunbury South and Lancefield Road PSPs against the Sunbury Growth Corridor Plan. This assessment is set out in Appendix Three.
108. I consider that the PSPs display a high level of consistency with this Plan, and that they will substantially progress the outcomes sought by it.
109. I note that there are some relatively minor variations to the spatial framework adopted in the PSPs compared to what is shown on the Sunbury Growth Corridor Plan. For example, the location and nature of the employment precinct on Vineyard Road differ to that shown in the Sunbury Growth Plan, and the final alignment of the creek crossings has been amended following more detailed technical studies in relation to these bridges and the creek environs.
110. Also noteworthy is the reduction in the area of the Redstone Hill landscape feature and the open space area south of the Emu Bottom wetlands. The Sunbury Growth Corridor Plan foreshadowed that the Rural

Conservation Zones that applied to these sites would be subject to review at the precinct structure planning stage<sup>14</sup>.

111. In the case of Redstone Hill the PSP has adopted a 'Redstone Hill Sensitive View Line' area which requires that development height must be limited such that it does not protrude above the 253m AHD level. This is set out in Requirement R16, Plan 5 ('Image character and housing') and the cross section shown in page 95 of the PSP. This cross section illustrates in a general way how if development is kept below the 253AHD level then views from Redstone Hill are preserved.
  
112. In the case of the area south of the Emu Bottom wetlands I understand that a number of considerations have informed the proposed demarcation between urban development and open space in this location, including:
  - The location of the Growling Grass Frog Conservation Area (Area 21) and Woodland Conservation Area (Area 21) boundaries that form part of the Biodiversity Conservation Strategy approved by the Commonwealth government under the EPBC Act 1999<sup>15</sup>;
  - Consideration of Aboriginal cultural heritage values in the Jacksons Creek valley;
  - The alignment of the road and bridge crossing over the Jacksons Creek valley;
  - The location of a local creek tributary and the size and location of retarding basins and stormwater treatment wetlands, and;
  - Consideration of the landscape values of the land when viewed from the Jacksons Creek valley.
  
113. Other considerations in relation to this site are the broader desire to ensure that a substantial portion of the land is transferred into public ownership as open space, balanced against the policy imperative to ensure that developable land located within the Urban Growth Boundary is used as efficiently as possible.
  
114. Unlike land on the east side of the Jacksons Creek valley, this land area comprises a relatively more gentle slope and does not have an obvious 'break of slope'. As such determining a reasonable demarcation between the land to be set aside for open space versus urban development is a matter of judgement and weighing up multiple factors.
  
115. The Lancefield Road PSP proposes an open space corridor on this land holding that integrates the various biodiversity, waterway, cultural heritage, passive recreation and landscape considerations. The open space area that will result from the plan will be a generous passive open space area linking Rupertswood and Emu Bottom.
  
116. Whilst the subject land is in privately owned, it may well be perceived by some within the community to be public land because of the way in which the landform blends into the valley floor, particularly when viewed from Racecourse road.
  
117. Allowing urban development on the balance of the land holding provides a mechanism by which the creek corridor/valley floor land can be transferred to public ownership. Residential development on the

---

<sup>14</sup> Refer to footnote 2 on the Sunbury Growth Corridor Plan, and the text contained on page 101.

<sup>15</sup> The Commonwealth government approved a reduction in the boundary of conservation area 20 in 2015

land will also contribute to the funding and construction of the eastern portion of the boulevard collector road link that will ultimately connect Elizabeth Drive across the Jacksons Creek Valley to Lancefield Road.

118. I acknowledge that urban development on this site will be visible from the Jacksons Creek Valley and the Emu Bottom wetlands. This is not dissimilar to the situation immediately south of this land where residential development adjoins and is visible from the Jacksons Creek.
119. I defer to the expertise of landscape architects on the question of the degree of impact of urban development on the open space character of the adjoining land. However I note that recent changes proposed by the VPA to the development plan on the subject will further limit the extent of development on the property. These changes will prima facie substantially reduce the visual impact of residential development on the valley floor.
120. I note that the plan also provides for residential development onto the Jacksons Creek valley across a public road is preferable to the 'back fence' interface presented by residential development immediately south of the site.
121. There are a range of possible landscape design responses that could be utilised to reduce the visual impact of residential development on the Jacksons Creek valley, including sensitive landscaping of front yards, the road reserve and park edges. I defer to the expertise of landscape architects on such matters, although I make some suggestions in relation to the planning provisions that might apply to this land parcel in section 7.5 of this statement.
122. In summary, I consider that the PSP will deliver on the Vision and Principles (Chapter 2) set out in the Sunbury Corridor Plan, and that the relatively minor variations to the spatial layout shown in the PSPs still generally accords with the Sunbury Growth Corridor Plan.

## 6.4 Overall Observations and Conclusions.

123. The tension between Sunbury's role as a regional town and it making a substantial contribution towards meeting Melbourne's housing needs has existed since the satellite city idea was first established in government policy almost 50 years ago.
124. When the Sunbury Satellite City concept was first set out in government policy in the early 1970's Sunbury was envisaged to grow to a city of at least 75,000 people. Subsequent plans for Sunbury in the 1990's and mid 2000's identified that it might grow to circa 55,000 -60,000 people.
125. Population growth in Sunbury has occurred in an incremental way, with the town having growth from circa 20,000 people in 1991 to around 38,000 people today. As a comparison, the population of Craigieburn grew by this quantum in the past five years alone.
126. The patterns of growth in Sunbury have been somewhat piecemeal, with urban development in Goonawarra and Rolling Meadows occurring outside of the Jacksons creek valley and on the east side of the creek. They are physically isolated from the Sunbury town centre and not incorporating much by way of retail or social facilities.
127. Managing incremental and piecemeal growth can be as challenging as managing rapid growth. Small and fragmented developments make it difficult to deliver transport and community services and there is often insufficient critical mass to support provision of public transport, schools and the like. Some of the past development in Sunbury has suffered from not having sufficient scale to support the full range of services that the community might have expected to have over this time period.
128. These challenge were identified in various planning reviews as far back as 1974, and expressed again in 2005 and yet again in 2010. The revised UGB and the associated Sunbury Corridor Plan are based on creating a series of complete residential neighbourhoods, that are each able to sustain their own local retail, community, recreational and education facilities. It provides for each neighbourhood to be connected to the rest of Sunbury via a ring road and connected to the wider region via passenger train stations and improved connections to the freeway network.
129. The Sunbury South and Lancefield Road PSPs are largely consisted with the policies set out in Plan Melbourne and the Sunbury Growth Plan. There are a few aspects of these plans that require some fine tuning in order to ensure that the full range of outcomes desired by these wider strategic plans is fully realised. But overall the PSPs enable more complete communities to be created in the south, north-east and north of the Sunbury town centre. They allow for development in Goona-Warra, Lancefield Road and Racecourse Road to achieve a greater critical mass, and for a wider range of services and infrastructure to be provided to these neighbourhoods, thus reducing demand on the Sunbury town centre to cater for these needs.
130. In many respects, the evolving planning goalposts for Sunbury reflect those for Melbourne as a whole. When Melbourne 2030 was released in 2001, the Victorian government expected that Melbourne would grow to around 4.4 million people over 30 years. This population has already been exceeded, and Melbourne is now forecast to be a population of over 6 million people by 2030.

131. Managing the scale of growth envisaged by these plans is a challenging task – one the whole of Melbourne is currently facing. Sunbury was designated by government in 2010 as having a significant role in contributing to meeting the needs of the State’s growing population. The planning framework that is being put in place to guide Sunbury’s expansion will ensure that population and housing needs are met and that the existing environmental and landscape qualities of the township are respected.
132. The Sunbury Growth Corridor Plan provides a framework for the orderly expansion of Sunbury, and the PSP are sophisticated planning tools to ensure that urban development creates high quality residential neighbourhoods and town centres. The Sunbury Infrastructure Coordination and Delivery Strategy sets out how the critical infrastructure required to support growth in Sunbury can be delivered in line with population growth. The future expansion of Sunbury will take a number of decades to develop, and the rate of expansion is likely to be more modest than the other growth corridors in metropolitan Melbourne.

# 7.0 Planning Considerations Part B – Specific unresolved matters relating to Amendments C207 and C208.

---

## 7.1 Overview.

133. I have been asked to provide my opinion in relation to the following specific unresolved matters relating to Amendments C027 and C208:

- The role and Status of the Sunbury Infrastructure Coordination and Delivery Strategy;
- How residential densities should be addressed in the PSPs;
- How Redstone Hill should be dealt with in the Sunbury South PSP;
- Whether further design guidance should be included in the Lancefield Road PSP in relation to the Racecourse Road site, and;
- Various technical questions in relation to specific provisions contained within the Sunbury South PSP.

## 7.2 Sunbury Infrastructure Coordination and Delivery Strategy.

134. The Sunbury Infrastructure Coordination and Delivery Strategy has been prepared by the VPA to provide government agencies, landowners, developers and the wider community with guidance in relation to the following:

- The public infrastructure required to support the expansion of Sunbury;
- The various partners responsible for delivery of the infrastructure;
- The optimal priority and sage of development at which the specified infrastructure should be delivered;
- The funding source and revenue streams that will enable the infrastructure to be delivered.

135. The Strategy goes further than the usual Precinct Infrastructure Plan in that it clearly articulates the type of infrastructure that will be needed and correlates this to population growth and (relatively broad) delivery timeframes and funding streams.

136. The Strategy is intended to be a dynamic document which can be reviewed in response to changes in development activity. It is not intended to be a development sequencing tool which sets lot caps linked to specific infrastructure milestones. Rather it is intended to clearly set out what infrastructure will be needed by when, how it will be funding and who will be responsible for its delivery. I suggest that the

Strategy be explicit on this point, so that there can be no misunderstanding about the intended role of the document.

137. The Strategy does not currently identify Redstone Hill as part of the public open space infrastructure for Sunbury. For the reasons set out elsewhere in my statement, I suggest that this infrastructure be included within the Strategy.
138. The Strategy identifies various development partners who will make significant contributions to the delivery of the infrastructure set out in the plan. This will take the form of the usual developer works but also 'works in kinds projects under the ICP and possibly under GIAC agreements as well. I think that there is merit in the Strategy articulating the role that developers can play in implementing the plan, and to also acknowledge that a number of the larger land holdings in strategic locations will be critical enablers of the early delivery of infrastructure such as roads, intersections, open space and community facilities.
139. There is broad concern in the Sunbury Community in relation to the future expansion of the township and whether the infrastructure will keep pace with growth. Such concerns are felt in many other areas across the State experiencing growth, but the issues are no doubt magnified for Sunbury residents because of the unique and long-running regional town vs urban growth tensions referred to earlier in my statement.
140. I consider that the Strategy that should be formally endorsed by both State and Local government so as to provide a level of assurance to the community that it will be monitored and implemented. Whilst I understand that there may be some differences of view between Council and the State Government in relation to some elements of this plan, it will be important to work towards resolving these differences so that the community can be assured that both levels of government are working towards a common plan for the orderly delivery of infrastructure in Sunbury.
141. I do not consider that the Strategy needs to be incorporated into the planning scheme although there may be some value in it being referenced in both the PSPS and the Hume planning scheme if the VPA and Council intend to rely on it in making decisions under the planning scheme.

## 7.3 Residential Densities.

142. Both the Sunbury South and Lancefield Road PSPs contain a requirement in relation to the delivery of residential densities, as follows:

*“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.”*

143. I note that the PSP describes residential development in each PSP yielding an average of 15 dwellings per net developable hectare. This density (and the prescribed density of 17 dwellings per net developable in walkable catchments) are both lower than the 20 dwellings/ha referred to in Plan Melbourne and the densities ascribed to the walkable catchments in PSPs in other parts of Melbourne’s growth areas;

144. The aforementioned catchment areas cover a significant portion of the developable area within each of the PSP. The unique nature of many of the landforms within these PSPs means that the achievement of densities must be weighed up against consideration such as retaining the character of Sunbury and reducing the impact on the landscape through cutting and retaining walls.

145. I consider that there are likely to be locations within each precinct where realising a density of 17 dwellings/ha will be challenging due to factors such as:

- Terrain – developing housing on sloping land presents challenges and whilst it is certainly possible to achieve medium density housing outcomes on sloping sites, the product types often require more radical cutting and filling of sites (which is challenging to do in a manner which is sensitive to the landscape), and they are usually bespoke products which limits the size of the market who want to or able to afford such product. It is not uncommon for lot sizes to be increased to accommodate the creation of dwellings on slopes. In practice, it is reasonable to expect that there will be a mix of development responses to sloping sites in Sunbury, however the likely impact of these responses on the achievement of the specified development densities is not entirely clear at this point in time.
- Treatment of interfaces to respond to rural character - Both precincts identify specific interfaces to the rail line, conservation areas and escarpments in order to ensure that the rural landscape character of Sunbury is respected (refer requirement R15). However, the creation of these interfaces requires more land to be set aside which in turn impacts on the achievement of residential densities. The combined effect of having to satisfy Requirement R15 and dealing with sloping sites is likely to make

achieving the density requirements of R9 difficult in locations that are sloping, adjoin sensitive interfaces and are within a defined walkable catchment.

- Consumer preferences and the character of Sunbury – Sunbury has for many years been attractive to home buyers seeking a country town lifestyle. The rural character of the town is something that has long been proposed in various past strategic plans for the town, including the Sunbury Growth Corridor Plan and the PSPs themselves. This character is often associated with residential land sizes that are larger than would typically be found in locations such as Craigieburn or Caroline Springs. Whilst the township is now squarely considered to be part of Melbourne’s metropolitan growth plan, and the residential densities that are to be realised in Sunbury will necessarily change over time, it is also likely that there will continue to be a strong consumer preference for larger residential lots in the Sunbury market. The public perception of the character of Sunbury is different to the perception of other growth area locations, and government policy has fairly consistently promoted this as a distinguishing feature of the town.

146. For all of these reasons, I consider that there will need to be some flexibility applied to the achievement of the residential density referred to in the requirement of each PSP. I suggest that the requirement be amended to include a statement to the effect that:

*‘These densities may be reduced at the discretion of the Responsible Authority if:*

- it is satisfied that such densities cannot be practically achieved or would be inappropriate for a given location due to its particular topographic or landscape characteristics, or;
- the density and housing diversity objectives can be met in another way elsewhere within the precinct’.

147. I also suggest that consideration be given to making R15 a guideline (rather than a requirement) in defined walking catchments<sup>16</sup>, so as to provide flexibility to find the balance between responding to site conditions and achieving the overall desired residential densities.

148. I also note that the walkable catchments in some parts of the PSP area will be significantly influenced by features such as hilltops and drainage valleys. As such I suggest that the walkable catchments shown in the PSP be reviewed and modified where necessary to take account of the impact of such features.

149. In relation to the application of residential zones to identified location for particular residential densities, I note that the Panel in relation to the Mt Atkinson, Kororoit and Plumpton PSPs recommended that the Residential Growth Zone be applied to residential areas that are generally within:

- 400 metres of Major Town Centres;
- 200 metres from the Principal Public Transport Network;
- 200 metres from the Local Town Centres, and;
- 100 metres from co-located community hubs, sports reserves and local convenience centres.

150. Whilst I acknowledge that the densities referred to in the Sunbury PSP are lower than those proposed in the abovementioned PSPs (ie 17 dwellings/ha vs 20 dwellings/ha) having regard to the very different geographic context of Sunbury (comprising complex terrain and very sensitive landscape values) I see merit in limiting the geographic application of the residential growth zone to the catchments referred to above.

---

<sup>16</sup> I note that G15 already largely addresses these matters for locations within certain walking catchments.

## 7.4 Redstone Hill.

151. The Sunbury South PSP has uniquely large areas of land set aside for various types of open space purposes. This is a reflection of the unique characteristics of the Sunbury township and its environs – including the incised creek valleys, floodplains, areas of biodiversity and cultural heritage significance, and hilltops. The urban structure proposed in the Sunbury South PSP has in my view taken great care to ensure that these characteristics are properly identified and protected.
152. A total of 803ha of open space is proposed to be set aside for open space in the Sunbury South PSP. This represents 44.7% of the total land area, and 102.3% of the net developable area within the PSP. It compares to circa 20-30% of land that is typically set aside for various forms of open space in PSPs across Melbourne’s other growth areas.
153. Land identified as ‘uncredited open space’ is essentially considered to be encumbered land<sup>17</sup>, and it comprises a mixture of conservation reserves, waterway and drainage reserves, utility easements and areas identified as having landscape values.
154. The land identified as credited open space is set aside for local sports reserves and local parks, both of which are intended to be funded via an Infrastructure Contributions Plan (ICP).
155. The total credited open space comprises 6.78% of the net developable area within the Sunbury South PSP. This is lower than the 10% open space standard identified in the Precinct Structure Planning Guidelines, presumably in recognition of the exceptionally large areas of land set aside within the PSP as uncredited open space, much of which will be available to the community as passive open space in the future.

### 7.4.1 *The Status of Redstone Hill in the Sunbury South PSP.*

156. Redstone Hill has been set aside in the Sunbury South PSP as uncredited (i.e. encumbered) open space based on its landscape values. As foreshadowed in the Sunbury Corridor Plan the boundaries of this landscape feature have been revised following consideration of whether urban development could be accommodated on the lower slopes of the hill without compromising views to and from the hill-top.
157. Neither the Redstone Hill and the open space link connecting to it are specifically identified in Table 6 (Sports Reserve and Open Space Delivery Guide) of the PSP, nor are they identified as parks in the Precinct Infrastructure Plan (Plan 13 and Table 10) or the Sunbury Infrastructure Coordination Delivery Strategy.
158. Amendment C207 includes Redstone Hill and the open space link connecting it to Jacksons Creek in the Rural Conservation Zone.

---

<sup>17</sup> Uncredited open space is often referred to in other growth area precinct plans as ‘service’ open space or ‘encumbered’ open space. The Sunbury South PSP refers to it as ‘uncredited’ open space on the basis that it is considered to be open space which is encumbered by specific environmental or service functions, and therefore it will not be acquired under the DCP/ICP.

#### 7.4.2 Is Redstone Hill and the associated open space link to Jacksons Creek encumbered land ?

159. The Precinct Structure Planning Guidelines define encumbered land as follows:

*“Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields). This is not provided as a credit against public open space requirements. However, regard is taken to the availability of encumbered land when determining the open space requirement.”<sup>18</sup>*

160. The Redstone Hill and associated open space link have been set aside in the Sunbury South PSP because they are considered to serve an important role in reinforcing the physical topographic features that distinguish Sunbury.

161. I note that neither Redstone Hill nor the associated open space link are encumbered by native vegetation, biodiversity, cultural heritage, drainage or utility functions.

162. Whilst the definition of encumbered land contained within the PSP Guidelines does not refer to landscape values as being a specific type of encumbrance, I consider that Redstone Hill is encumbered land on the basis that the hilltop is specifically referred to in the Corridor Plans as being a landscape feature that should be protected from development.

163. The Sunbury Growth Corridor Plan provides for the protection and enhancement of Redstone Hill, so that it can make an ongoing contribution to the liveability of the area<sup>19</sup>. There is therefore clear strategic justification for protecting the hilltop from urban development and preserving views to and from it

164. I do not consider that the associated open space link between Redstone Hill and the Jackson Creek has the same status as Redstone Hill because this land is no more constrained for development purposes than the land adjoining it. Its purpose appears to be to preserve a physical and visual link between Redstone Hill and the Jackson Creek corridor. This outcome can be achieved by designating the land as unencumbered open space.

165. In my opinion only Redstone Hill could be therefore considered to be encumbered land, and only by virtue of its contribution to the wider Sunbury landscape.

166. I consider the particular nature of this encumbrance to be a relevant factor in determining the overall amount and type of open space to be provided in the Sunbury South PSP. The landscape character of Redstone Hill land the associated open space link is very different to other landscape features identified in the growth corridor plans. For example the landscape features of the Jacksons Creek Valley typically comprise very steep escarpments and the volcanic cones in the North and west Growth corridors also comprise relatively steep slopes. These characteristics limit the utility of these other landscape features for recreation purposes.

---

<sup>18</sup> Precinct Structure Planning Guidelines, Page 54

<sup>19</sup> Refer Growth Corridor Plans (2012), pages 26 and 101.

167. Aside from the fact that the sides of Redstone Hill are sloping, there is no other inherent constrain on this land being used by the community for passive recreation, or for passive recreation facilities such as walking trails, playgrounds and picnic facilities being installed in such places.
168. The flat areas on top of the hill appear to be readily useable for passive recreation purposes, and the hilltop setting presents opportunities for park users to enjoy views across Sunbury and the wider area. Even the sloping portions of the site present opportunities for recreation activities, in the same way that the Afton Street parkland in Aberfeldie, or other sloping parkland in the Dandenong Ranges and other locations do.
169. Notwithstanding that I do not consider the open space link to be uniquely encumbered land, the proposed visual and physical link between Redstone Hill and the Jacksons Creek is a concept with some merit. It will provide a physical and visual link to Jacksons Creek also it will possibly also provide longer range views to Big Hill as well.

#### *7.4.3 The role of Redstone Hill in the overall open space hierarchy.*

170. The Growth Corridor Plans envisage that the future planning and management of features such as Redstone Hill will take advantage of opportunities to use land for multiple purposes<sup>20</sup>.
171. Standard S4 of the Precinct Structure Planning Guidelines say the following in relation to this:

*“In meeting standards S2 and S3, encumbered land should be used productively for open space. The network of local and district parks should be efficiently designed to maximise the integration and sharing of space with publicly accessible encumbered land.*

*Encumbered land usually includes land retained for drainage, electricity, biodiversity and cultural heritage purposes. The parkland created by such sharing and integration should be suitable for the intended open space function/s, including maintenance.*

*In this way, encumbered land will be well utilised, while the total amount of open space can be optimised without adversely impacting on the quality and functionality of the network.”*

172. I consider that the retention of Redstone Hill and creation of a link to the Jacksons Creek corridor provides an excellent opportunity to establish parklands that make a strong contribution to both the amenity and identity of the wider Sunbury South district.
173. The size and nature of the open space at Redstone Hill is very different to the typical neighbourhood level open space provided for in the Sunbury South PSP. These ‘local network parks’ are distributed across the PSP area so as to provide a local park within circa 400 metres of all dwellings. They are typically 0.25 or 0.75ha in area.
174. Redstone Hill is a very large and iconic space that deserves to be activated so that the wider community can access and enjoy it. The land suitable for development of a range of passive recreation facilities such as public tables, barbeques, informal kickabout areas, etc. The land is possibly suitable for other activities such as a children’s farm, markets, café, etc. (although I note that a number of such uses/developments

---

<sup>20</sup> GCP, page 31

would not be permitted under the current zone -refer my comments below in relation to the zoning of the land).

175. It is also possible to create a network of recreational trails around the slopes of Redstone Hill, connecting it to Jacksons Creek and to the adjoining residential areas, create vehicle access to the hilltop, and integrate the edges of the open space into the adjoining residential areas.

176. In my view, the type of open space that could be established at Redstone Hill is a 'district' level passive open space (as distinct from local or regional open space) in that it is a large space is capable of providing a relatively unique recreation amenity to the wider Sunbury South district.

177. There is no set definition of the open space hierarchy in State Planning Policy, the growth corridor plans or the PSP Guidelines. However, perhaps to most comprehensive recent guide is the document '*Planning for Community Infrastructure in Growth Areas*' (ASR, 2008). This document was prepared jointly on behalf of the (then) Growth Areas Authority, and growth area Councils as:

*'a documented framework of principles, standards and benchmarks for the planning of community infrastructure in the Growth Councils.'*<sup>21</sup>

178. The planning standards contained within this framework define five separate levels of open space, under the headings of 'Neighbourhood Level' passive open space reserves (Level 1 and 2), and 'Higher Order' passive open space reserves, (levels 3, 4 and 5).

179. The Neighbourhood Level reserves are described as follows:

Level 1 reserves - smaller parks (around 0.7-1.0ha) which are distributed across neighbourhoods, within 400-500m of dwellings

Level 2 reserves - larger reserves (ranging from 2.4 to 4ha) typically located 2 kilometres from residential dwellings. The Guide suggests that growth area councils should plan for larger Level 2 passive open space reserves that function for uses such as informal sport and passive recreation.<sup>22</sup>

180. The 'Higher Order' passive open space reserves defined in the planning standards of the ASR publication refers to regional-scale parkland (as distinct from local or district parkland). This includes parkland identified in the former metropolitan open space strategy ('Linking People and Spaces').

181. I consider that the passive open space opportunity presented at Redstone Hill best fits within the definition of a Level 2 passive open space reserve.

---

<sup>21</sup> Planning for Community Infrastructure in Growth Areas (ASR, 2008), Page 1

<sup>22</sup> The definition of Level 2 passive open space reserves is broadly comparable to the definition of 'District Parks' set out in the original 'Planning Guide for Open Space' (Ministry for Planning and Environment, July 1989).

#### 7.4.4 Should the Sunbury South PSP include specific mechanisms to enable Redstone Hill to become passive parkland?

182. The Growth Corridor Plans identify that areas of special landscape significance features should not only be protected but they should also be *enhanced*, so as to make an ongoing contribution to the liveability of the area<sup>23</sup>.
183. The Plans note that detailed *planning, development* and *ongoing management* of the parts of the open space network should seek to contribute to the achievement of multiple outcomes, including recreation and amenity enhancements<sup>24</sup>.
184. Neither the Sunbury South PSP nor the Sunbury Infrastructure Coordination Delivery Strategy identify the role of Redstone Hill as a passive open space, how it might be enhanced for passive recreation purposes, how such works might be funded, or who might ultimately take ownership and ongoing management responsibilities for the land.
185. In my opinion the Sunbury South PSP should provide clarity about these matters. I do not think that it is sufficient for the Sunbury South PSP to simply set Redstone Hill aside as ‘encumbered land’ without establishing a clear framework for how it could be enhanced and managed as public parkland.
186. I have considered whether the amount of credited open space in the Sunbury South PSP could be reduced in proportion to the qualitative value of Redstone Hill as passive open space. This approach was considered by the Standard Development Contributions Advisory Committee, who concluded that it was a legitimate approach to recognising the value of encumbered land in certain circumstances<sup>25</sup>.
187. There are relatively few examples of PSPs in Melbourne’s growth areas that have very large sites defined as being encumbered primarily for landscape purposes. One such example is the Mt Atkinson Precinct. The volcanic cone reserve within this precinct is circa 50ha in area, and a large portion of it is essentially unencumbered (save for its wider value as a landscape feature). The PSP explicitly provides for this area to be use as a mixture of active and passive recreation including walking trails, play and picnic areas, and sporting facilities.

---

<sup>23</sup> Refer Growth Corridor Plans (2012), page 26.

<sup>24</sup> *ibid*

<sup>25</sup> The Advisory Committee concluded that:

- Encumbered land can and often does have secondary open space purposes
- The potential use of encumbered land for open space purposes should be deliberately assessed;
- Where possible the requirement for unencumbered land to be used for open space should be reduced in recognition of the potential to use some encumbered land if such land is deemed assuitable for open space purposes, and;
- The suitability of the encumbered land will be the primary criterion that should be used to determine the potential use of encumbered land for open space.

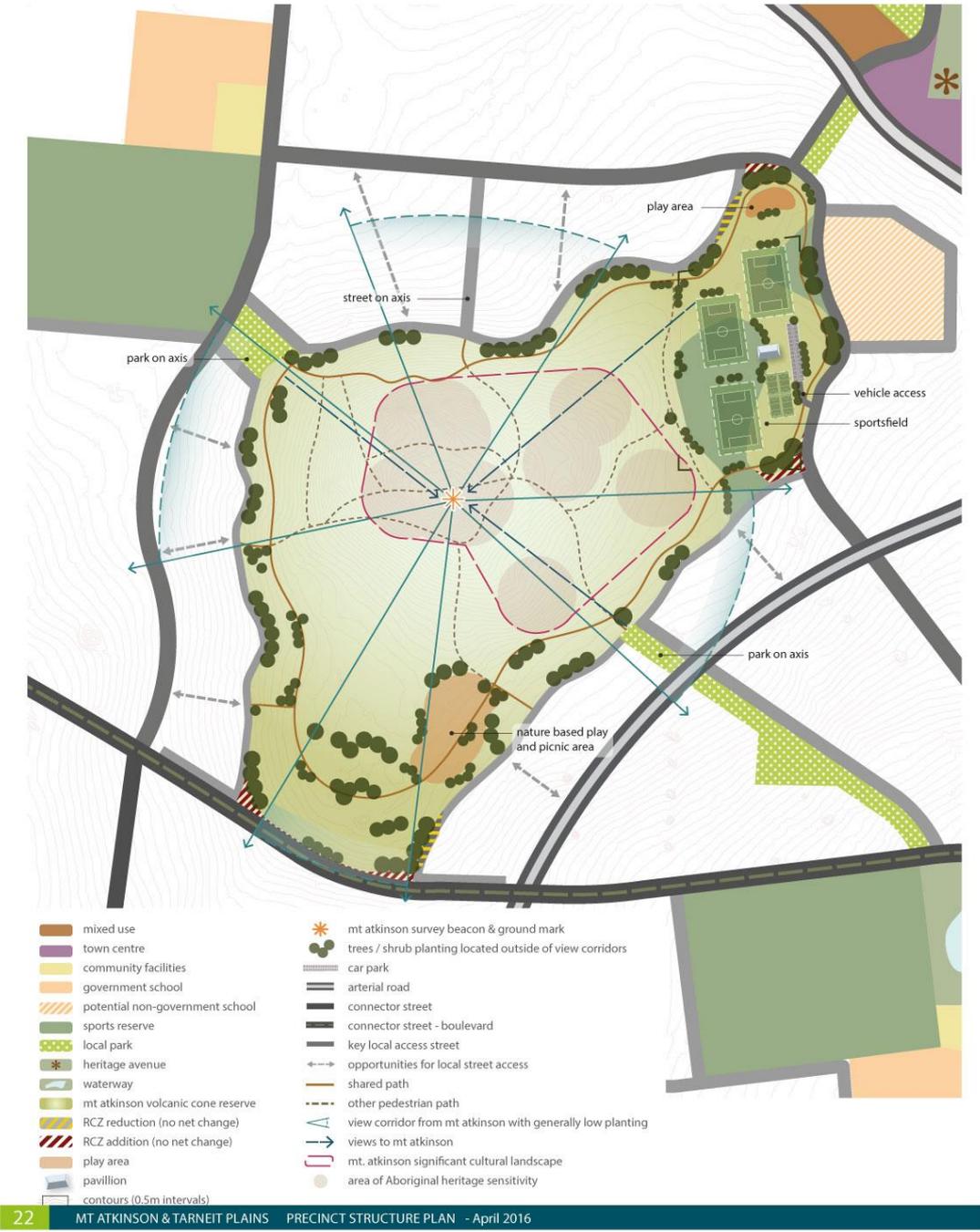


Figure 8 – ‘Mt Atkinson Reserve Concept Plan’ (VPA, 2017)

188. The Mt Atkinson hilltop is not included within the 'credited' active or passive open space calculations and it is not identified in the Precinct Infrastructure Plan as being included within the Infrastructure Contributions Plan (ICP). However, the total credited open space requirement in the Mt Atkinson PSP is only 4.94% of net developable area. This is substantially lower than the 10% of nda referred to in the PSP Guidelines, and it recognises that the 50ha reserve equates to circa 5.6% of the total nda within the precinct.
189. Whilst the cost of the land or the enhancement works are not included within the ICP, the PSP in my view recognises the substantial contribution that this land makes to the overall amount of open space in the precinct.
190. I also understand that the owner of the larger portion of this site has an agreement in place with the City of Melton to enhance this open space with landscaping and passive recreation facilities, and to then transfer it to Council.
191. I have considered whether the amount of credited open space in the Sunbury South PSP could be further reduced from 6.78% of the nda in recognition of the value of Redstone Hill as useable passive open space<sup>26</sup>.
192. I do not think that there is scope to further reduce the credited open space in the Sunbury South PSP because that would most likely mean that the PSP would not be able to satisfy the requirements of the PSP Guidelines and Clause 56 regarding the delivery of reasonable sized local parks within 400m of at least 95% of dwellings, an active open space within 1km of dwellings.
193. I consider that it is better for the Redstone Hill Parkland to be included as district open space in the PSP and provide for land transfer and embellishments under the ICP. Under this option, Redstone Hill and the open space link between the hilltop and the Jacksons Creek would be identified as 'district open space' under the category of 'credited open space' in the Future Urban Structure and the PSP land budget. Further:
- The relevant land would be identified as district open space in the open space chapter of the PSP (Plan 6 and Table 7);
  - The land would be identified as a project under the Precinct Infrastructure Plan;
  - The acquisition of the land would be included in the Infrastructure Contributions Plan, and;
  - The enhancement of the open space with passive recreation infrastructure such as walking trails, picnic facilities, landscaping etc. should be considered as a supplementary item under the Ministerial Direction on the Preparation and Content of ICPs.
194. I note that a similar approach has been taken to the creation of district open space in the Officer and Cardinia Road PSPs. In both instances, the PSP identifies land as a District Park and the Development Contributions Plan included funding for the acquisition of the land and undertaking enhancement works to the land for passive recreation purposes.
195. I understand that the new ICP framework will apply to the Sunbury South Precinct. I have reviewed the Ministerial Direction on the Preparation and Content of ICPs and I note from table 5 of that document

---

<sup>26</sup> Some might argue that the Sunbury South PSP plan already has applied the same principle as Mt Atkinson to some extent. However, the total encumbered and unencumbered open space proposed in the Sunbury South PSP is extraordinarily high, representing 102% of the overall nda, compared with only 37.18% in the case of the Mt Atkinson PSP.

that land to be used for public open space is an allowable item that may be funded by a standard levy. I believe that Level 2 type open space falls within the sort of public open space envisaged in the Ministerial Direction, in that such land not intended to be infrastructure to come under the management of a State agency such as DELWP or Parks Victoria.

196. The list of allowable items for the construction of community and recreation facilities contained at table 2 within the Ministerial Direction only provides for sports and recreation facilities to be funded from the standard levy, not passive recreation infrastructure such as picnic facilities, walking trails, etc.

197. However, the Ministerial Direction provides for such facilities to be delivered as supplementary items,. This could either be achieved by allocating any surplus or unallocated funds from the Standard ICP levy to such items, or (if the Standard ICP levy was fully allocated) it could be achieved by creating a supplementary levy. Table 7 within the Ministerial Direction allows for 'other local works, services and facilities' to be funded as a supplementary item under the following conditions:

- The item is essential to the development of the area;
- The item is not listed as a standard levy allowable item;
- The Minister agrees to the item being funded from a supplementary levy.

198. I think the case can be made that creating a modest form of passive recreation infrastructure on Redstone Hill is essential to the development of the area, in that it is giving effect to the Corridor Plan policy of enhancing landscape features, so that they can make a positive contribution to the liveability of the area.

199. For the above reasons, it is my view that a reasonable portion of Redstone Hill and the associated open space link should be categorised as district open space in the PSP and, that the PSP and ICP should provide for the land acquisition and embellishments.

200. I recognise that the passive recreation value of parts of Redstone Hill are compromised by its slope. I consider that at least the flatter portion of the hilltop and the link to the Jacksons Creek (which is proposed to be set aside as a recreation link, not because it forms an integral part of the hilltop itself) could be considered as unencumbered district open space, but I suggest that further analysis be undertaken to determine how much of the land area could reasonably be defined as unencumbered open space.

201. I also appreciate that including both substantial land acquisitions and park embellishments in the ICP might prove challenging depending the scope and cost of other competing ICP projects. In that event, there may well be scope for negotiating with the land owner an arrangement whereby funds are made available for embellishing the park area via the ICP on the understanding that parts of the land are transferred to public ownership at no cost.

202. An alternative source of funds for the embellishment of parkland at Redstone Hill might be the GAIC. Such funds can only be spent on State infrastructure works so it would be necessary for the embellishment of Redstone Hill to be considered as falling with such a category. As I have noted earlier it is my view that Redstone Hill parkland is more properly characterised as district open space and that embellishments to it ought to be funded from the ICP framework. However, if that proves not to be achievable then consideration should be given to whether such works could be considered to be regional

infrastructure items (forming part of the wider infrastructure facilities that might make up the Jacksons Creek corridor in the longer term) in order for these embellishments to be funded, sooner rather than later.

203. I also note that the land is currently included with the Rural Conservation Zone. This is not an appropriate zone for the subject land given that it does not have specific conservation values. I suggest that consideration be given to rezoning the land to a more suitable zone (or applied zone) such as the Public Park and Recreation Zone, so that a suitable range of works, infrastructure and activities can be permitted on the land.

## 7.5 Racecourse Road Design Guidelines.

204. I have reviewed the proposed Racecourse Road site- design controls (circulated as a response to the Panel direction).

205. The Racecourse road is a very sensitive site given the characteristics of the land slope and its relationship to the Jacksons Creek valley floor and the nearby Emu Bottom wetlands.

206. As noted elsewhere in my evidence statement, residential development on this site will be visible from the Jacksons Creek Valley and the Emu Bottom wetlands and Racecourse Road. I think that it is reasonable for the Lancefield Road PSP to contain additional guidance in relation to the residential development of this site. I consider that this could include the following:

- *The Jacksons Creek valley objectives (as suggested by the VPA);*
- *A broad concept plan that shows the proposed overall urban and open space structure of the site, including the following matters:*
  - *The location of the connector road to Elizabeth Drive;*
  - *The outer edge of urban development on the site, and a requirement for there to be a local road interface to the parkland;*
  - *Nominated areas of sensitivity (e.g areas within the proposed parkland, along the eastern edge of the development area and along Racecourse road) where landscaping must be established in order to soften the visual impact of urban development when viewed from the valley floor and the Emu Bottom wetlands.*
- *A new Requirement stating that subdivision in the concept plan area must be generally consistent with the concept plan (as suggested by the VPA)*
- *New specific provisions requiring the preparation and implementation of subdivision and housing design guidelines as part of permit applications relating to the site.*

207. I have reviewed the residential design controls proposed by the VPA and whilst I support elements of them (for instance 50% site coverage and 8m height limit) I think that other elements need to be carefully considered before they are incorporated within the PSP. For instance it is not entirely clear to me whether it is practical to limit cut or fill to 1 metre whilst still achieving the 4m and 8m side and front/rear boundary setbacks on the site.

208. I consider that these design guidelines require further testing before they are incorporated into the planning scheme.
209. The site is currently the subject of a section 96a planning permit application for its future subdivision. I understand that the VPA intends to reduce the extent of development area on this site. As I have noted elsewhere I consider that reducing the extent of development area in the manner proposed by the VPA will significantly reduce the visual impact of urban development on the adjoin parkland.
210. Given is a permit application for land subdivision is under active consideration, I suggest that the proponent, VPA and Council consider the impact of the proposed design controls on the current application, review the proposed design controls in light of this testing exercise, and that the VPA then submits revised controls to the Panel for inclusion in any planning permit approval that might be granted for the proposal.

## 7.6 Comment on Other Specific Provisions.

### 7.6.1 The Redstone Hill Major Town Centre.

211. The Sunbury South PSP contains a series of Requirements and Guidelines in relation to the Redstone Hill Major Town centre. It also includes a concept plan for the town centre which I understand has been developed collaboratively between the VPA, Council and Villawood. I also understand that Villawood intends to commence development of the town centre early in the life the Redstone Hill project. This will provide significant benefits to the existing community in Goonawarra and along Lancefield road.
212. I consider the information to be included in the UDF set out in requirement R20 and Guideline G22 to be generally appropriate. I note that the UGZ schedule requires that the UDF be prepared to the satisfaction of the Responsible Authority and Growth Areas Authority. I think that it could be problematic to have two separate authorities responsible for approval of this document, and I suggest that a single approval authority be nominated, and that controls be drafted to require the comments of second authority to be considered by the approval authority. In the usual course of events, I expect that the Council would be responsible authority for approving the UDF.
213. I have been asked to comment on whether making reference in the Redstone Hill Town Centre vision statement (section 3.2.1) to allowing housing on the ground floor in certain parts of the centre has any implications on the application of the 'applied zones' to this centre.
214. The draft schedule 9 to the Urban Growth zone that is included within Amendment C207 seeks to apply the Commercial 1 zone to land shown as a town centre in the Sunbury South Structure Plan. Under that zone, accommodation uses (including dwellings) are only 'as of right' so long as their at ground floor level does not exceed 2 metres. This mechanism provides discretion for the Responsible Authority to determine whether allowing a residential use at the ground level on a town centre is detrimental to that centre or not.
215. Making reference in the Redstone Hill Town Centre vision statement (section 3.2.1) to allowing housing on the ground floor in certain parts of the centre does not impact whether a planning permit is required

for such a use or not, it simply provides policy guidance to the responsible authority in making a decision in relation to any such proposal.

216. In my opinion, if section 3.2.1 was amended to note that ground floor residential uses were supported in locations shown as being medium/high density residential on the town centre concept plan would provide useful policy guidance to the responsible authority in making a decision on any such a proposal.

217. For this reason, I support inclusion of such a statement, and I do not foresee any implications on the application of the 'applied zones' to this centre.

### *7.6.2 Open Space Reserves LP27 and LP28*

218. Open Space Reserve LP 28 is a.75ha local park which is shown on Plan7 (open space) within the PSP as being located on the edge of the Redstone Hill Town Centre. The town centre concept plan included in the draft PSP only shows part of this proposed park in the location shown on Plan 7, and it shows a separate town centre park further east, opposite the main street.

219. I have been asked to provide my opinion on the implications of relocating LP28 into the town centre, reducing its size from 0.75ha to 0.5ha, and increasing the size of the nearby park LP27 from 0.75 to 1.0ha.

220. I consider that the creation of a 'town park' close to the main street to be a superior outcome to the creation of a triangular shaped park at the intersection of two connector roads. Whilst the location shown on Plan 7 has the park proximate to a school and community facilities, it is separated from those uses by connector roads, which limits its accessibility. The alternative location for the town park (as shown on figure 4) will have the benefit of drawing people to the town centre, and it will be linked to the main street by a dedicated pedestrian crossing.

221. I note that the concept plan shown on figure 4 retains the diagonal open space link to Redstone Hill.

222. A town centre park of 0.5ha in area is sufficiently large to support community activities and local events. I note that locating the town centre park close to the main street creates the opportunities for visitors to access two distinct types of parkland – an urban civic park at one end of the main street and a landscaped, green park at the other.

223. I am aware that the size of town parks can vary considerably from location to location, as illustrated by the following examples:

- Hardy's Road MTC – 0.83ha (*Town square*)
- St. Germain LTC – 0.21 ha (*Town square*)
- Lockerbie MTC – 0.55ha (*Town square*)
- Plumpton MTC – 0.26ha (*Plaza*)
- Riverdale MTC – 0.51ha (*Public square*)
- Tarneit West LTC – 0.47ha (*Public square*)

224. The reduction in the size of this park and offsetting this by increasing the size of LP27 is a reasonable outcome in my opinion.

### *7.6.3 Creation of road reserve within the 'visual link' between Redstone Hill and Jacksons Creek.*

225. I have been asked to comment on whether a road reserve can form part of the visual open space link to Redstone Hill.

226. In its current form, this link is defined as 'encumbered land' with the notional encumbrance being that it has regionally significant landscape values. As I have noted elsewhere in my evidence, this land does not in and of itself have intrinsic landscape value but rather it serves to create a visual and physical link between Redstone hill and the Jacksons Creek valley. In my view, so long as the land within this link is kept free of buildings or other features that would result in the desired visual link being lost or unreasonably diminished, then there is no particular reason why the link could not include roads along its edges.

227. If the land (or part of it) were to be reclassified as unencumbered open space then it would not be appropriate to include roads within it along its full length. The option exists to allow local roads to be located within the link area, but to exclude the land allocated to these roads from the land defined as unencumbered open space.



Mark Woodland

14<sup>th</sup> August 2017

# Appendix 1– CV

---

## CURRICULUM VITAE

---

**Address:**  
3 Prentice Street, Brunswick

**Phone:**  
Work: 03 9021 0432  
(mob) 0437 467 024

**Date of Birth:**  
25<sup>th</sup> June 1970

**Nationality:**  
Australian

### Mark Woodland

#### Expertise:

- Strategic planning
- Development facilitation
- Project management & feasibility
- Structure planning
- Urban policy
- Stakeholder & Government relations
- Community consultation
- Media & communications.

#### Employment Overview:

**Director, Echelon Planning**  
(July 2012 –Present)

**Strategic Planning Director– Growth Areas Authority**  
(July 2010 – June 2012)

**New Business/Strategic Planning Manager – Delfin Lend Lease**  
(July 2007 – July 2010)

**Senior Planning Adviser - Minister for Planning**  
(February 2005 - June 2007)

**Manager, Strategic Planning - City of Melbourne**  
(September 2001 - January 2005)

**Manager, Investment Development - Hume City Council**  
(Jan 2001 - Aug 2001)

**Manager, Strategic Planning – City of Kingston**  
Sept 1997 - Dec 2000

**Urban & Environmental Planning Consultant - Gutteridge Haskins & Davey Pty Ltd**  
(Sept 1995 - Aug 1997)

**Urban Planner – Cities of Port Phillip, Boroondara and Camberwell**  
(1991 - 1995)

#### Qualifications:

- Bachelor Planning and Design 1990 - Melbourne University.
- Grad. Certificate, Business Administration. , 2000 - Monash School of Business.

#### Committee Memberships:

- Property Council of Australia – current member of the Residential Developers Committee
- Victorian Planning & Environmental Law Association

---

Curriculum Vitae for Mark Woodland

# Appendix 2 – Assessment of the Sunbury South and Lancefield Road Precinct Plans against the Directions and Policies of Plan Melbourne 2017.

	Policy	Response
<b>Direction 1.2</b>	<b>Improve access to jobs across Melbourne and closer to where people live</b>	
1.2.1	Support the development of a network of activity centres linked by transport.	<p>A Major town centre is proposed on Sunbury Road, in accordance with the Sunbury Growth Corridor Plan. This centre will be supported by bus services which connect the centre to the Sunbury Town Centre, train stations and residential neighbourhoods.</p> <p>The Sunbury South and Lancefield Road PSPs both propose town centres that provide access to neighbourhood-scale retail and community facilities within 1k of the majority of homes. These centres are supplemented by local convenience centres in locations that assist to 'fill the gap' between walking catchments where necessary. The neighbourhood centres will be supported by bus services which connect the centre to the Sunbury Town Centre, train stations and residential neighbourhoods.</p>
1.2.	Facilitate investment in Melbourne's outer urban areas to increase local access to employment.	<p>As noted in the Growth Corridor Plan, because of Sunbury's size and proximity to major employment areas in Hume and Melbourne Airport, even when it is fully built out it is unlikely to provide a metropolitan employment market. The Growth Corridor Plan for Sunbury and Diggers Rest therefore aims to ensure that provision is made for local population driven employment such as retail, civic and service industries, and that transport access is provided to metropolitan employment markets in the north and west of Melbourne, and at Melbourne Airport.</p> <p>The Sunbury South and Lancefield Road PSPs are consistent with the employment framework established by the Growth Corridor Plan. The location of jobs within the PSP is primarily in town centres and community service hubs, both of which are located close to local public transport services.</p> <p>Local employment outcomes are expected to largely be associated with 'population serving' activities although regional-scale employment opportunities are likely to be established in the Major Town Centre in the longer term</p>

<b>Direction 2.1</b>	<b>Manage the supply of new housing in the right locations to meet population growth and create a sustainable city.</b>	
2.1.2	Facilitate an increased percentage of new housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.	<p>Plan Melbourne sets an aspiration of delivering 70% of new housing within established areas, and 30% within growth areas. The Sunbury growth area is different to the traditional growth corridors in that new urban development is adjacent to established areas (in locations such as Goona Warra, Jacksons Hill and Rolling Meadows) and so new urban growth creates opportunities to deliver new services and facilities (including transport services) to make such locations function better as local neighbourhoods. This will occur on an incremental basis as development takes place.</p> <p>Over time, each of the neighbourhood within Sunbury South and Lancefield Road will function as its own self-contained neighbourhood, connected to the Sunbury town centre and train services by walking, cycling, public transport and road networks.</p>
<b>Direction 2.2</b>	<b>Deliver more housing close to jobs and public transport.</b>	
2.2.5	<p>Require development in growth areas to be sequenced and staged to better link infrastructure delivery to land release.</p> <p>(includes provision of 15 years supply of land approved for development, increasing residential densities to more than 20 dwellings/ha over time and sequencing development so that new precincts are contiguous with previously approved precincts.)</p>	<p><u>Land Supply:</u> Approval of the Sunbury South and Lancefield Road PSPs will ensure that Sunbury has at least 15 years supply of land approved for development.</p> <p><u>Density:</u> Both PSPs contain a requirement for development to achieve at least 17 dwellings per hectare. Achieving this density will be challenging given:</p> <ul style="list-style-type: none"> <li>the desire expressed in the corridor plans to preserve the semi-rural nature and setting of Sunbury, and;</li> <li>the desire expressed in the PSP to preserve and reinforce the township and heritage character of the settlement</li> </ul> <p>There are some locations given that many sites are sloping which will affect the way that lots and dwellings need to be designed. This may also affect the potential to achieve higher residential densities.</p> <p><u>Land Sequencing:</u> The relevant Precinct Infrastructure Plans and the Sunbury Infrastructure Co-ordination and Delivery Strategy set out an orderly framework for the staged delivery of road infrastructure which caters for the traffic demands associated with urban growth as it occurs.</p>
<b>Direction 2.5</b>	<b>Provide greater choice and diversity of housing</b>	
2.5.1	Facilitate housing that offers choice and meets changing housing need.	The Sunbury South and Lancefield Road PSPs both require the delivery of lots suitable for delivery of medium or higher density housing (as shown in table 2 in each PSP), and achieve a minimum average density of 17 dwellings per net developable hectare. These requirements will ensure that a diversity of housing types are delivered.
2.5.2	Provide a range of housing types in growth areas	
<b>Direction 3.2</b>	<b>Improve transport in Melbourne's outer suburbs</b>	

3.2.1	Improve roads in growth areas and outer suburbs.	<p>The Sunbury South and Lancefield Road PSPs both provide for upgrades to the Sunbury and Lancefield Rd arterial roads. They also provide for the staged delivery of a loop road comprising two crossings of Jacksons Creek (in the form of a boulevard connector and bridges) which will take pressure off the Sunbury town centre and Sunbury-Bull Road.</p> <p>The relevant Precinct Infrastructure Plans and the Sunbury Infrastructure Co-ordination and Delivery Strategy set out an orderly framework for the staged delivery of road infrastructure which caters for the traffic demands associated with urban growth as it occurs.</p>
3.2.2	Improve outer-suburban public transport	<p>The Sunbury South and Lancefield Road PSPs both provide for the delivery of a bus capable road network.</p> <p>The relevant Precinct Infrastructure Plans and the Sunbury Infrastructure Co-ordination and Delivery Strategy set out an orderly framework for the staged delivery of train stations infrastructure which caters for demands for PT services associated with urban growth as it occurs.</p>
<b>Direction 3.3</b>		
<b>Improve local travel options to support 20-minute neighbourhoods</b>		
3.3.1 3.3.2 3.3.3	<p>Create pedestrian friendly neighbourhoods.</p> <p>Create a network of cycling links for local trips.</p> <p>Improve local transport choices</p>	<p>The Sunbury South and Lancefield Road PSPs both propose a walking and cycling network plan connects households to open spaces, schools, town centres and transit stops. The network incorporates:</p> <ul style="list-style-type: none"> <li>• On road bike lanes and shared paths (off roads)</li> <li>• Shared paths (off roads)</li> <li>• Potential pedestrian crossings of waterways</li> <li>• Shared pedestrian and cycle bridges</li> <li>• Shared paths along waterways, the rail line and open spaces</li> <li>• Road cross-sections which cater for pedestrian paths on both sides of streets</li> </ul>
3.3.4	Locate schools and other regional facilities near existing public transport and provide safe walking and cycling routes and drop-off zones.	<p>The Sunbury South and Lancefield Road PSPs both propose to locate schools and regional facilities such as town centres close to planned public transport. This is appropriate given that this is a growth area context and there are relatively limited transport services in the yet to be developed parts of these precincts.</p> <p>The proposed walking and cycling network plan will provide safe connections for residents to schools and town centres.</p>
<b>Direction 5.1</b>		
<b>Create a city of 20 minute neighbourhoods</b>		

5.1.1	Create mixed use neighbourhood at varying densities	<p>Whilst the extent of land use mix and density envisaged for the Sunbury South and Lancefield Road PSPs is not of the same nature that is found in inner Melbourne, the precinct plans nonetheless provide for a mix of activities and residential densities to enable local residents to meet most of their everyday needs local within a 20 minute journey from home by walking, cycling or local public transport. Schools, community hubs, open spaces and town centres have been located within each neighbourhood to enable this outcome to be achieved.</p> <p>The housing framework contained within each PSP will enable a variety of residential types and densities to be delivered within each precinct.</p>
5.1.2	Support an network of vibrant neighbourhood activity centres	The Sunbury South and Lancefield Road PSP provide for the creation of a Major town centre, three neighbourhood town centres and three local convenience centres.
<b>Direction 5.2</b>	<b>Create neighbourhoods that support safe communities and health lifestyles</b>	
5.2.1	Improve neighbourhoods to enable walking and cycling as part of daily life	Refer to responses to directions 3.3.1 -3.3.3
<b>Direction 5.3</b>	<b>Deliver social infrastructure to support strong communities</b>	
5.3.1	Facilitate a whole of government approach to the delivery of social infrastructure.	<p>The Precinct Infrastructure Plans contained within the Sunbury South and Lancefield Road PSPs, together with the Sunbury Infrastructure Co-ordination and Delivery Strategy generally take a whole of government approach to the delivery of social infrastructure.</p> <p>The mechanism for the delivery of district open space and uncredited open space requires clarification. These open spaces comprise a mix of passive open space, land encumbered by flooding, biodiversity and cultural heritage and greater clarity is required in relation to the long term ownership and maintenance of these areas, and the mechanism proposed to enable the land to be transferred from private to public ownership where this is the intended outcome.</p>
5.3.2	Create health and education precincts to support neighbourhoods	The Sunbury South and Lancefield Road PSPs both propose the creation of community hubs which comprise local community, health and education services.
<b>Direction 5.4</b>	<b>Deliver local parks and green neighbourhoods in collaboration with communities.</b>	
5.4.1	Develop a network of accessible, high quality local open spaces.	<p>The Sunbury South and Lancefield Road PSPs make provision for a network of (unencumbered) local parks and sporting facilities that generally accords with the standards set out in the Precinct Structure Planning Guidelines and Clause 56 of the Hume Planning Scheme. This network will be complemented by an extensive network of open space along the Jacksons and Emu creek and their tributaries.</p> <p>As noted above, greater clarity is required in relation to the long term ownership and maintenance of these areas, and the mechanism proposed to enable the land to be transferred from private to public ownership where this is the intended outcome.</p>

		In particular the Redstone Hill reserve and associated open space link should be reclassified (at least in part) as unencumbered district passive parkland, and included within the PIP and ICP accordingly.
<b>Direction 6.3</b>	<b>Integrate urban development and water cycle management to support a resilient and liveable city</b>	
6.3.1	Reduce pressure on water supplies by making the best use of all water resources.	The Sunbury South and Lancefield Road PSPs contain requirements and guidelines relating to integrated water cycle management which deals with biodiversity, stormwater runoff, water quality and stormwater harvesting, amongst other matters.
6.3.2	Improve alignment between urban water management and planning by adopting an integrated water management approach.	
6.3.3	Protect water, drainage and sewerage assets.	At the time of preparing this evidence statement, discussions were ongoing between authorities and landowners in relation to floodplain management, the treatment of stormwater and their implications on the PSPs.
<b>Direction 6.4</b>	<b>Making Melbourne cooler and greener</b>	
6.4.1	Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest	The Sunbury South and Lancefield Road PSPs contain requirements and guidelines for the planting of trees in all streets and parks.
6.4.2	Strengthen the integrated metropolitan open space network	The Jacksons Creek Valley is identified in Plan Melbourne as an 'emerging regional park'. The Sunbury South and Lancefield Road PSPs provide for the incremental establishment of that park by setting aside land for drainage, conservation and landscape values.  As noted above, greater clarity is required in relation to the long term ownership and maintenance of these areas, and the mechanism proposed to enable the land to be transferred from private to public ownership where this is the intended outcome.
<b>Policy 6.5</b>	<b>Protect and restore natural habitats</b>	
6.5.1	Create a network of green spaces that support biodiversity conservation and opportunities to connect with nature	The Sunbury South and Lancefield Road PSPs provide for a network of green spaces along Jacksons and Emu Creek and their tributaries. These areas are consistent with the Biodiversity Conservation Strategy approved under the EPBC Act 1999. These green spaces will support biodiversity conservations and opportunities to connect with nature.
6.5.2	Protect and enhance the health of urban waterways	The Sunbury South and Lancefield Road PSPs provide for the retention of waterway buffers along Jacksons and Emu Creek and their tributaries. They propose the establishment of retarding basins and stormwater treatment wetlands along the fringes of these area to ensure that the volume and quality of stormwater entering the creek system protects the health of these waterways.
<b>Direction 6.7</b>	<b>Reduce waste and improve waste management and resource recovery</b>	

6.7.3	Protect waste management and resource recovery facilities from urban encroachment and assess opportunities for new waste facilities	The Sunbury South PSP makes provision for the protection of the existing landfill by including sensitive use buffers and land use provisions to manage potential impacts associated with odour and other impacts.
-------	---	---

# Appendix 3 – Assessment of the Sunbury South and Lancefield Road Precinct Plans against the Sunbury Growth Corridor Plan.

Element	Response
<p><u>Landscape:</u></p> <ul style="list-style-type: none"> <li>• Protection of Jacksons and Emu Creeks</li> <li>• Protection of Redstone Hill</li> </ul>	<p>The PSPs propose the creation of wide waterway setback areas along Jacksons and Emu Creeks</p> <p>The PSP proposes to retain a large section of Redstone hill as a landscape feature, and to link it to the Jacksons Creek via an open space corridor.</p>
<p><u>Biodiversity:</u></p> <ul style="list-style-type: none"> <li>• Protection Growling Gras Frog Habitat along creeks</li> <li>• Protect Holden Flora and Fauna reserve</li> <li>• Retain remnants of Grassy Eucalypt Woodland communities.</li> </ul>	<p>The PSPs set aside land for the protection of the Growling Gras Frog Habitat along creeks, and remnants of Grassy Eucalypt Woodland communities, generally in accordance with the conservation reserves identified in the approved Biodiversity Conservation Strategy (noting that some adjustments have been approved by the Commonwealth government in relation to Conservation Area 20, and consideration is currently being given to reduction in the size of conservation area 18, and a 'no net loss' modifications to Conservation Area 21).</p> <p>The Sunbury South PSP provide for the protection and expansion of the Holden Flora and Fauna reserve</p>
<p><u>Drainage:</u></p> <ul style="list-style-type: none"> <li>• Flood management and water quality treatment is required in order to protect the Jacksons and Emu creek catchments.</li> </ul>	<p>A 'whole of water cycle management strategy' has been prepared for Sunbury, and specific integrated water management analysis has been prepared as an input to the PSPs. This work has informed the location and sizing of retarding basin and stormwater management wetlands designed to protect the Jacksons and Emu creek catchments.</p> <p>I understand that the Integrated water management plan set out in the PSPs remains subject to ongoing refinement and discussions between the VPA, Melbourne water, Council and landowners.</p>
<p><u>Open space network:</u></p> <ul style="list-style-type: none"> <li>• Planning for Jacksons Creek as a passive recreation corridor, linked to Holden reserve.</li> <li>• Consideration of a regional active open space in the Jacksons Creek valley, south of Emu Bottom.</li> </ul>	<p>The PSPs provide for Jacksons Creek to be developed as a passive recreation corridor, linked to Holden reserve. The conservation area concept plans provide for shared paths and passive recreation nodes along the length of the creek. The PSP does not identify regional active open space in the Jacksons Creek valley, south of Emu Bottom. Instead, this area is intended to remain a conservation area with access for passive recreation purposes. The Lancefield Road PSP proposes that a regional sports reserve be delivered on Lancefield road in the northern part of the precinct.</p>
<p><u>Character and identify:</u></p>	<p>The PSPs identify a series of sensitive interfaces with</p>

<ul style="list-style-type: none"> <li>Retain a strong landscape character, informed by the relationship of urban development to the creeks and hilltops.</li> </ul>	<p>conservation areas and escarpments, and it requires specific dwelling setbacks in these locations. It also identifies important viewlines and locations where community access to these landscape features is enabled.</p>
<p><u>Residential neighbourhoods:</u></p> <ul style="list-style-type: none"> <li>Creating distinct residential neighbourhoods that are physically connected to each other and to the Sunbury town centre and train stations.</li> </ul>	<p>The PSPs establish a series of separate residential neighbourhoods, each served by local schools, community facilities, shops and open space.</p> <p>The PSPs facilitate the connections of these neighbourhoods to each other and to the Sunbury town centre and train stations via upgrades to local arterial roads, a new ring road north and south of the town centre, local bus routes, walking and cycling paths.</p>
<p><u>Regional health, community and education services:</u> Sunbury already has a range of civic and community facilities that serve its broader catchment, which makes it unique amongst growth areas. Demand for new services will increase as the population grows.</p>	<p>The Sunbury Corridor Plan envisages that the Sunbury town centre will remain the Principal town centre for the township and the wider region. As such expanded or new regional health, community and education services are expected to be located within the town. Some scope exists for sub-regional services to locate in the Jacksons Hill Major Town centre, and this is catered for in the urban design framework included within the PSP.</p> <p>The future growth of Sunbury that is facilitated by these PSPs will drive demand for new or expanded regional services as the population grows. As is the case elsewhere across the state, regional scale services are funded by State and Federal government rather than via development contributions.</p>
<p><u>Employment:</u></p> <ul style="list-style-type: none"> <li>Ensure that provision is made for local population driven employment such as retail, civic and service industries, and that transport access is provided to metropolitan employment markets in the north and west of Melbourne, and at Melbourne Airport.</li> </ul>	<p>The PSPs make provision for local population driven employment such as retail, civic and service industries. The PSPs and the associated SICDS provide a framework for the staged upgrade of transport access to metropolitan employment markets.</p>
<p><u>Town Centres:</u></p> <ul style="list-style-type: none"> <li>The planned town centre network should reinforce the principle role of the existing Sunbury Town Centre, whilst catering for the daily convenience needs of new neighbourhoods.</li> </ul>	<p>The Sunbury South PSP notes that the existing Sunbury town centre can accommodate circa 60,000sqm of retail floorspace. The plan provides for the Redstone Hill town centre to accommodate up to 25,00 sqm of retail space and 10,000sqm of commercial space. All of the remaining centres are sized as neighbourhood centres (with between 10,00 sqm and 5,000 sqm retail space depending on the size of their local catchments) or convenience centres (with 500-2000 sqm retail, depending on the size of their local catchments) .</p> <p>The proposed town centre network therefore satisfies town centre the outcomes described in the Sunbury Growth Corridor Plan.</p>
<p><u>Employment precincts:</u></p> <ul style="list-style-type: none"> <li>Provide an industrial precinct on Sunbury road and a 'business with residential' precinct adjacent to the proposed Vineyard road train station.</li> </ul>	<p>The Sunbury South PSP provides for a light industrial precinct on Sunbury road in the location identified in the corridor plan.</p> <p>It also proposes a commercial precinct of broadly similar scale to that shown in the PSP, located further south , between Moors Road and the Calder freeway. The precinct is intended to accommodate restricted retail and commercial/industrial activities. Because this precinct is intended to be purely commercial (and not include</p>

	residential uses) it has the potential to generate more employment than the precinct identified in the corridor plan. Relocating the precinct further south releases more land for the delivery of medium and higher density housing adjacent to the proposed future train station.
<u>Public Transport:</u> <ul style="list-style-type: none"> <li>Provision for two new train stations and an public transport network that connects residents on the east and west sides of Sunbury to train stations.</li> </ul>	The PSPs make provision for two new train stations and the proposed arterial and connector road network will accommodate bus services on a loop road that connects residents on the east and west sides of Sunbury to train stations.
<u>Arterial Roads:</u> <ul style="list-style-type: none"> <li>Provisions for future crossings of Jacksons Creek to relieve pressure on Sunbury road and the town centre</li> </ul>	The PSPs make provisions for the creation of a boulevard connector loop road including bridge crossings of Jacksons Creek. These works are identified in the Precinct Infrastructure Plan and the SICDS sets out the forecast timing of delivery of these works relative to the overall growth within each precinct. The project are expected relieve pressure on Sunbury road and the town centre

Element - Vision	Response
<p>Sunbury and Diggers Rest will develop as a highly attractive and liveable regional city linked to but distinct from the metropolitan area.</p>	<p>Sunbury is already a mid-sized regional town with considerable physical and social infrastructure, including a large town centre, health, education and community services, regional scale walking trails and recreational facilities . It remains distinct from metropolitan Melbourne but it is linked to it a train station connected to the metropolitan rail network, access to city via the Calder and Tullamarine Freeways.</p> <p>The challenge will be to ensure that the future urban growth that will be enabled by the Sunbury South and Lancefield Road PSPs continue to contribute to the town’s overall liveability. The neighbourhoods that will be created by these plans will each be self-contained, comprising local town centres, schools, community facilities and open space.</p> <p>Creation of large new neighbourhoods in Sunbury South and Lancefield road will address existing shortfalls in services and facilities currently facing residents in Goonawarra and Rolling Meadows.</p> <p>Future urban development will also enable large areas of land to added to the Jacksons Creek and Emu Creek open space networks (and their associated tributaries) and around 45% of the entire PSP areas will be set aside as open space.</p> <p>Future urban development will also make substantial contributions towards the creation of essential road infrastructure including upgrades to Sunbury and Lancefield Roads, and the staged delivery of a ring road that will link the eastern side of Sunbury to the Calder Freeway via two boulevard connector roads and associated crossings of the Jacksons Creek.</p>
<p>Its distinctive creek environs, hills and rural hinterland provide an attractive landscape setting</p>	<p>The Sunbury South and Lancefield Road PSPs set aside substantial areas of land for the preservation of Jacksons</p>

<p>for the township, which will be maintained and enhanced.</p>	<p>and Emu Creek, and Redstone Hill. These creek valleys and hilltops will remain an iconic feature of Sunbury and will be enhanced over time.</p>
<p>The environmental and cultural heritage values of Jacksons and Emu Creeks will be protected and enhanced, and community access to these areas will be improved over time.</p>	<p>The Sunbury South and Lancefield Road PSPs have both been informed by environmental and cultural heritage studies. The PSPs give effect to the Biodiversity Conservation Strategy approved by the State and Commonwealth Government in 2012. The PSPs (including associated the conservation area concept plans) provide for the protection and enhancement of the environmental and cultural heritage values of Jacksons and Emu Creeks. The plans also provide for access to these areas to be improved over time.</p>
<p>The Sunbury Town Centre will grow in importance as a regional hub, and will be complimented by a series of smaller town centres that meet the local shopping and other needs of residents.</p>	<p>The creation of new residential neighbourhoods in Sunbury South and Lancefield Road will significantly increase the size of the catchment for the Sunbury Town Centre over time, which will strengthen its economic role as a regional hub.</p> <p>Each of the local neighbourhoods proposed within the town PSPs will include town centres to meet the local shopping and other needs of residents. This includes a Major town centre on Sunbury road, three neighbourhood centres and three convenience centres.</p>
<p>Transport access will improve over time, with the extension and electrification of rail services and extensions to the local bus networks, as well as road upgrades that improve connectivity within and to the town centre. These upgrades will better link the community to employment areas beyond Sunbury, including Melbourne Airport, the Craigieburn employment corridor and opportunities proposed in the Melton corridor.</p>	<p>The Sunbury South and Lancefield Road PSPs provide for the staged improvement of transport access.</p> <p>The plans set aside land for new train stations along Vineyard Road and Lancefield Road, as well as road networks to support extensions to the local bus networks.</p> <p>The plans also set aside land for widening arterial roads, creation of a new boulevard rings road and creek crossings north and south of the Sunbury town centre. These works are to be funded via development contributions.</p> <p>The Sunbury ICDS set out the proposed responsibility and timing for the delivery of transport infrastructure.</p> <p>These upgrades will relieve pressure on the Sunbury town centre and train station, as well as better linking existing and new residents to employment areas beyond Sunbury.</p>
<p>Additional employment opportunities will be provided within the town over time, within the Sunbury Town Centre, local centres and new local industrial precincts.</p>	<p>The Sunbury South and Lancefield Road PSPs provide for local employment in the local town centres, education and community facilities. In total the PSPs are expected to enable up to 6,200 jobs to be created within these new neighbourhoods.</p>

The image shows the bottom portion of a business card. The background is a textured orange color with several overlapping circles in white, black, and blue. A large black circle on the right contains the company name and contact details in white text.

éche|on  
planning

e [info@echelonplanning.com.au](mailto:info@echelonplanning.com.au)  
a 3 Prentice St, Brunswick, VIC 3056  
t 03 9940 1566