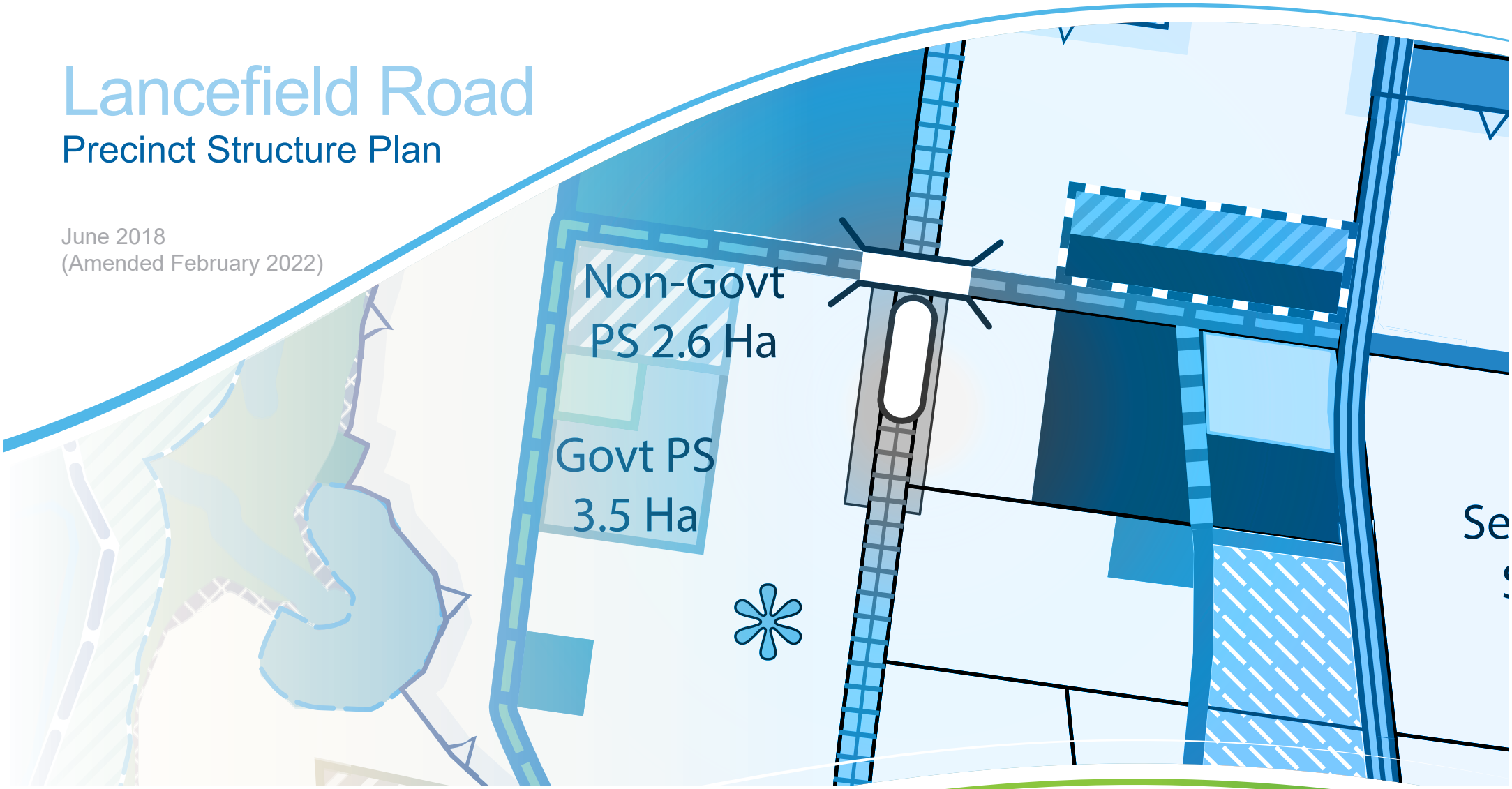
Lancefield Road

Precinct Structure Plan

June 2018
(Amended February 2022)



Victorian Planning Authority

VICTORIA State Government

Contents

PLANS

TABLES

FIGURES

Amendment	Date	Change
C208	June 2018	N/A
C242hume	November 2019	Updated the Sunbury South Precinct Structure Plan and the Lancefield Road Precinct Structure Plan to ensure alignment with the interim Sunbury South Lancefield Road Infrastructure Contribution Plan, November 2019
C261hume	February 2022	Updates the PSP to consistently refer to infrastructure items and the land take required for them. Includes minor changes to the Future Urban Structure and land use budget.

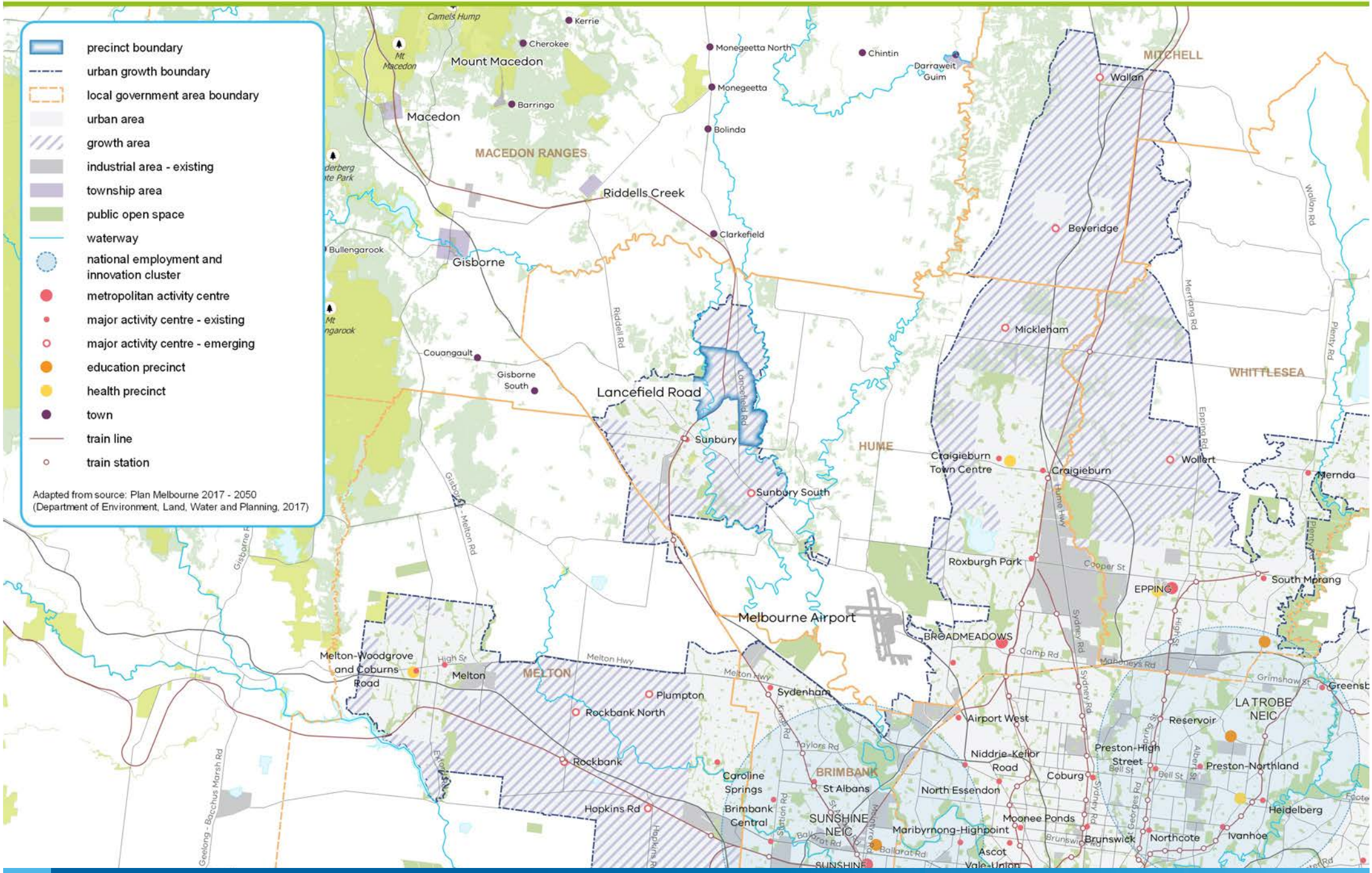
Plan 1 - Regional Context

Lancefield Road Precinct Structure Plan

1:250,000@ A4

0 1 2 3 4 5 km

N



1.0 INTRODUCTION

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

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

The PSP guides proposed development within the Lancefield Road precinct.

Generally, the PSP:

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

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the *Hume Planning Scheme*.
- *The Sunbury-Diggers Rest Growth Corridor Plan*, June 2012.
- *Plan Melbourne, May 2017-2050*, 2017.
- *The Biodiversity Conservation Strategy* and applicable *Sub-Regional Strategies for Melbourne's Growth Areas*, June 2013.
- *The VPA Precinct Structure Planning Guidelines*, 2008.
- A series of background technical reports.
- The *Sunbury HIGAP Spatial Strategy*, July 2012.

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

1.1 How to read this document

The Lancefield Road Precinct Structure Plan guides land use and development as required by the Urban Growth Zone or any other provision of the planning scheme that references this precinct structure plan.

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

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

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

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit. If the Responsible

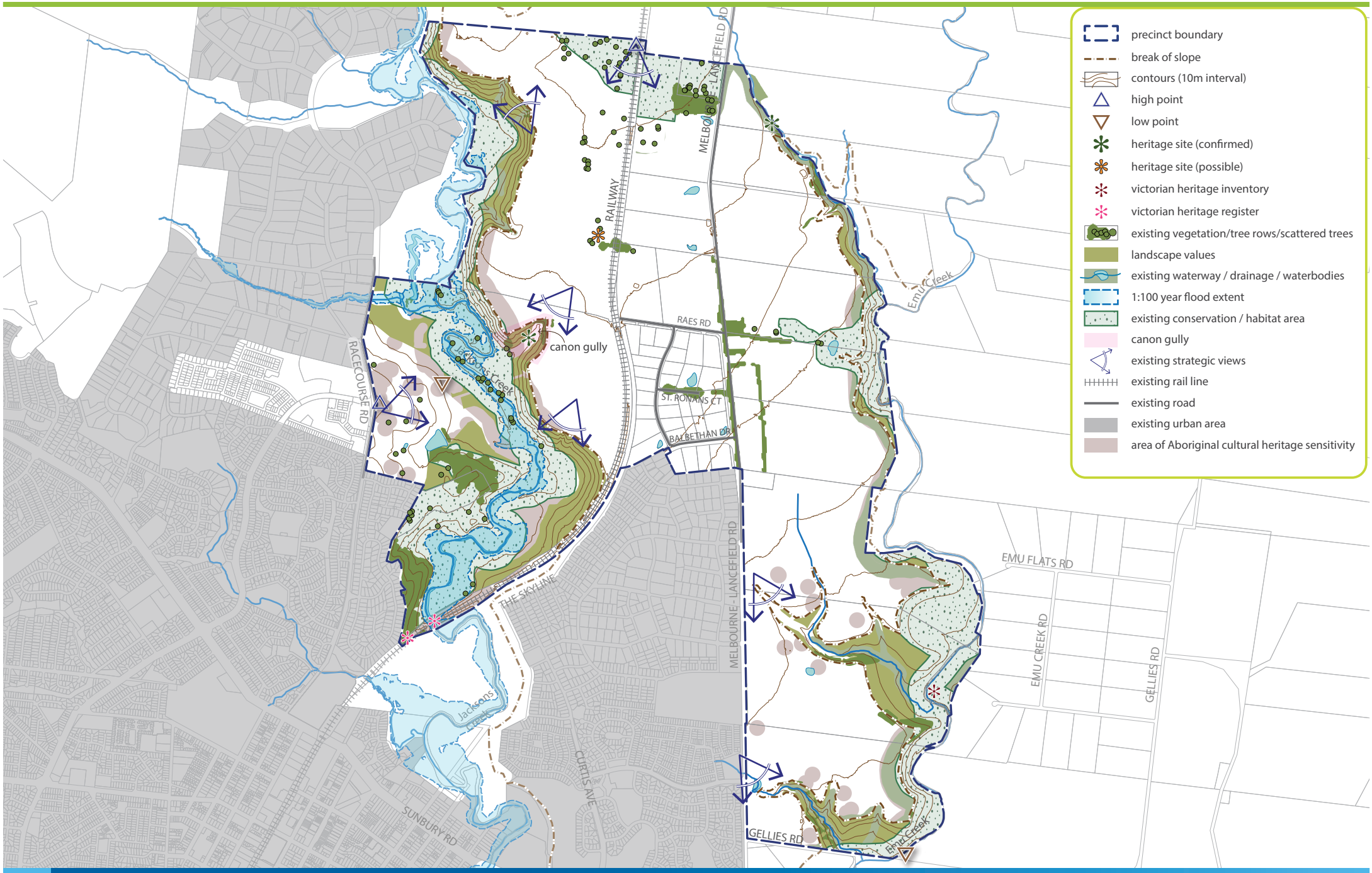
Plan 2 - Precinct Features

Lancefield Road Precinct Structure Plan

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



Authority is satisfied that an application for an alternative to a guideline implements the outcomes, the Responsible Authority may consider the alternative. A guideline may include or reference a plan, table, or figure in the precinct structure plan.

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

Not every aspect of the land's use and development is addressed in this structure plan and a Responsible Authority may manage development and issue permits as relevant under its general discretion, even where the use of development is not specifically shown in the PSP.

1.2 Land to which the Precinct Structure Plan applies

The land to which the PSP applies is shown on Plan 1 and on the Hume Planning Scheme maps as Schedule 10 to the Urban Growth Zone. The PSP applies to approximately 1095 hectares of land generally bound by Racecourse Road and the Jacksons Creek to the west, the Goonawarra and Rolling Meadows communities to the south-west, Gellies Road to the south, Emu Creek to the east, and a future conservation reserve to the north.

The southern part of the precinct generally forms an extension of the established Goonawarra community, with a new neighbourhood focused on the northern part of the precinct.

The precinct is largely framed by the twin creek corridors of Jacksons Creek and Emu Creek, with both Lancefield Road itself and the Melbourne-Bendigo Rail Line running roughly north-south through the precinct. It is bounded by the Sunbury South precinct to the south and the Sunbury North precinct to the north.

1.3 Infrastructure Contributions Plan

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

The ICP will be a separate document incorporated in the *Hume Planning Scheme*.

1.4 Background Information

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

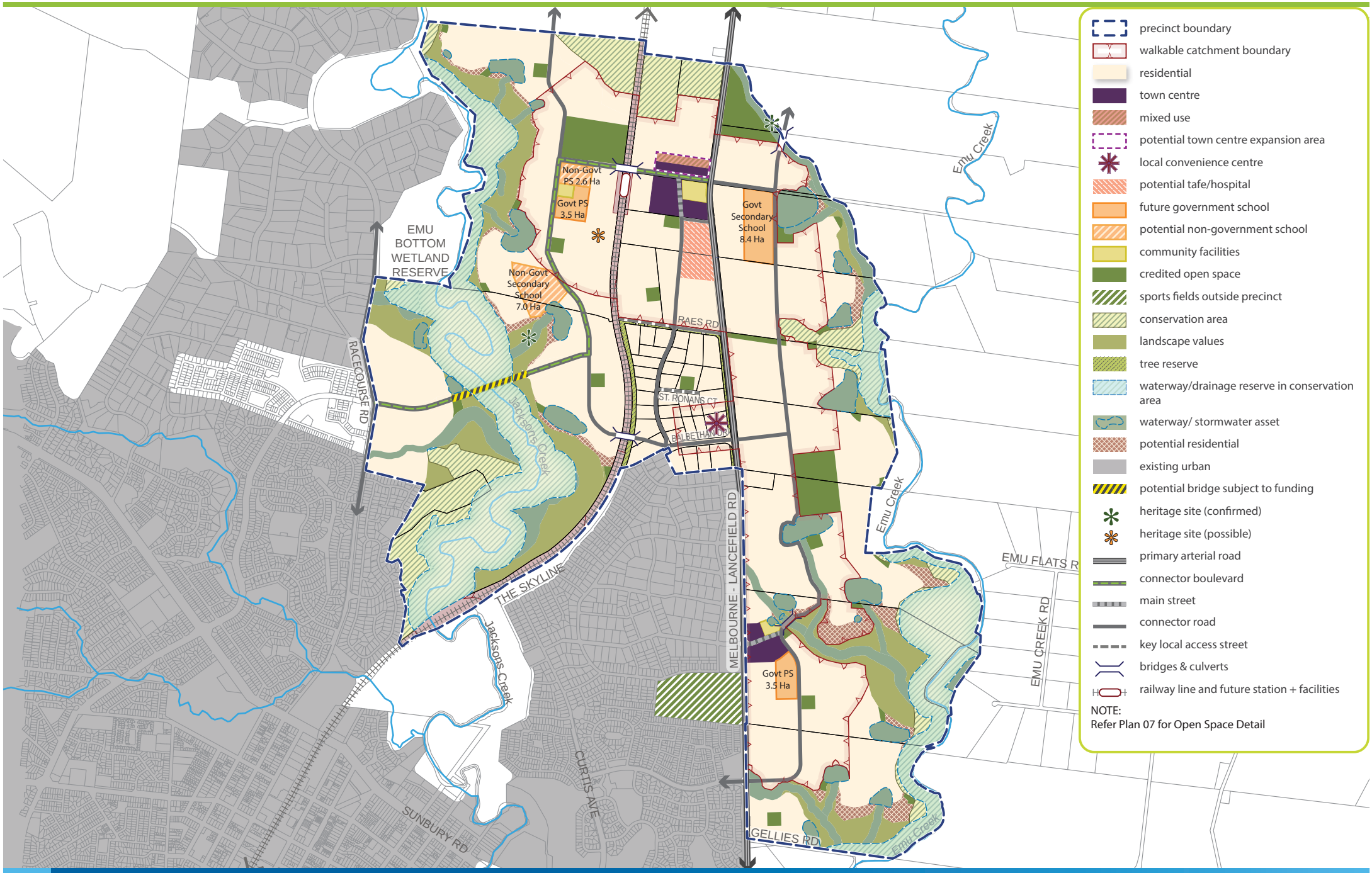
Plan 3 - Future Urban Structure

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



2.0 OUTCOMES

2.1 Vision

The vision for the Lancefield Road precinct is for new neighbourhoods that sensitively and seamlessly respond to the striking twin creek corridors and associated valleys, and reinforce a sense of community for the established areas in the east of Sunbury township.

The Lancefield Road precinct will facilitate:

- Creation of an attractive 'boulevard' outcome for Lancefield Road that defines and connects the neighborhoods of the precinct, rather than divides it
- Development that sensitively responds to, improves community access to, and protects the fragile twin creek valleys of Jacksons and Emu Creek
- Improved local access to neighbourhood-level shopping and services for existing communities east of Jacksons Creek, while also supporting the day to day needs of future residents
- Delivery of regional sporting and recreation assets to service the broader Sunbury Township, complementing existing facilities within the western part of Sunbury
- Reinforcement of the established arterial road network within Sunbury, while supporting the logical extension of the local road network, including provision for a crossing of Jacksons Creek
- Provision for an orderly and sensitive transition of existing rural-residential areas to support more conventional urban density
- Urban development that responds appropriately to the undulating landform within the precinct, with housing design that responds to key viewlines, and sensitive planning for key landscape assets, in particular the twin creek corridors, and the undulating land adjacent to Racecourse Road
- The protection and recognition of the important and highly valued cultural significance of the area, and in particular the Jacksons Creek corridor and adjacent culturally significant sites
- A natural extension of the established Sunbury Township, preserving and reinforcing the township and heritage character of the settlement.
- Protection of habitat for Matters of National Environmental Significance within conservation areas 18,19, 20 & 21
- Protection of important populations of Growling Grass Frog within conservation areas fronting the Jacksons and Emu Creeks.

The precinct will have strong transport connections to key destinations in the region and will be well linked to the rest of metropolitan Melbourne and north-western Victoria. The nearby Calder Freeway and the Melbourne to Bendigo Rail Line provide particularly strong regional connections for the area. Major new infrastructure that will be easily accessed by the precinct, including the Outer Metropolitan Ring Road some 3km to the south, will enhance regional connections to northern and western Melbourne. Sunbury will continue to play an important regional services and employment role for peri urban communities to the north-west of Melbourne, particularly in the southern part of Macedon Ranges Shire, and it is therefore critical that the expanded regional transport network continues to support this role.

Lancefield Road itself forms the central spine to the precinct, and effectively knits the communities of the precinct together, including connections to the existing Goonawarra community. Lancefield Road also performs an important role connecting smaller townships to the north with Sunbury as a key regional service centre. The precinct is expected to slowly evolve from a rural-residential community into a well serviced and landscape responsive urban community.

The neighbourhood infrastructure needs of the community will be largely met within the precinct itself, with high quality open spaces well as sport and recreation facilities and amenities. In the southern part of the precinct, new neighbourhood retailing and services will play a complementary role to existing infrastructure in the Goonawarra community. The future community within the precinct will access higher order services in the established Sunbury Town Centre, as well as at a future planned major centre in the Sunbury South precinct at the southern end of Lancefield Road. Connections to the broader Sunbury Growth Area will be enhanced with upgrades to Lancefield Road, and through a new northern road crossing of the Jacksons Creek, connecting to Elizabeth Drive and as a series of local connections to adjacent neighbourhoods. The northern creek crossing and Elizabeth Drive connection will form part of a Sunbury ring road network.

Future development will sensitively nestle between the key regional environmental and landscape features of the Jacksons and Emu Creek corridors. Urban development in the precinct is planned to respond to these key features, to preserve and enhance their biodiversity and waterway value, and to protect the sensitive geomorphological values of the creeks themselves and their significant tributaries.

2.2 Objectives

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

OBJECTIVES	
IMAGE AND CHARACTER	
O1	Create an attractive urban environment through the provision of well-designed and integrated housing, local services and businesses, well-designed roads, attractive open spaces, and park networks.
O2	Create a high-amenity landscape, maximising opportunities for landscaping in tree reserves along the arterial road network key connector roads, and establish high quality gateways to the expanded Sunbury Township.
O3	Create subdivision layouts and built form that responds to the topographical constraints and the undulating nature of much the precinct, including the key landscape features of the Jacksons Creek and Emu Creek corridors and their significant tributaries.
O4	Encourage built form that demonstrates environmentally sustainable design, universal design and crime prevention through environmental design principles.
O5	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies and densities.
O6	Ensure medium and high density development is prioritized within a walkable catchment of high amenity features town centres, local and district open space, and public transport.
O7	Minimise visual impact of development on sloping land forms from prominent view lines with site responsive subdivision design, including larger lots as appropriate.
O8	Ensure that development responds to and celebrates local cultural and built form heritage assets.
O9	Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity.
O10	Deliver a well-connected and integrated precinct adjacent to established neighbourhoods and the broader Sunbury Township.
O11	Facilitate urban development that responds sympathetically to the unique, high landscape values of the precinct, protecting the natural landscape qualities of the Jacksons and Emu Creek corridors and their tributaries, and the Jacksons Creek Valley, and providing a usable network of open space adjacent to the creeks and above the escarpment.
JACKSONS CREEK VALLEY	
O12	Ensure that the development of land shown in the Racecourse Road Residential Concept Plan, including the alignment of Elizabeth Drive, sensitively responds to the topographic conditions and preserves a clearly defined valley floor.
O13	Encourage extensive landscaping and a specific landscaping response at the interface between development and the Valley, in both the public and private realm.
BALBETHAN DRIVE RESIDENTIAL	
O14	Ensure that new development responds sensitively to any adjacent established residential areas, particularly in relation to access and character.
O15	Support development which is site responsive, including providing for the retention of existing dwellings where relevant, and responding to existing parcel boundary constraints. This will likely result in a lower density outcome across the concept plan area than 15 dwellings per hectare.
O16	Support subdivision design that provides for appropriate local street network connectivity across parcel boundaries.
EMPLOYMENT AND TOWN CENTRES	
O17	Provide for local retail and services to meet the needs of existing and future residents, ensuring that all new neighbourhoods have strong access to local services.

O18	Preserve the opportunity for the longer term expansion of the Yellow Gum local town centre to provide higher order retail, community and commercial services, including the potential provision for regional health and education services, which complements both the continuing primary role of the Sunbury Town Centre as the key service centre in the region, and the establishment of a new, secondary service centre to the south on Sunbury Road.
O19	Recognise the existing and planned town centre network immediately outside the precinct, and ensure that town centre planning within the precinct support and complement this network
O20	Support the early provision of local community infrastructure, including convenience retail, to meet the daily needs of residents within the precinct.

OPEN SPACE, NATURAL SYSTEMS & COMMUNITY FACILITIES

O21	Build upon the regional landscape and open space function of the Jacksons Creek and Emu Creek corridors, in a manner that protects their ecological significance.
O22	Ensure that the future management of the Jacksons Creek and Emu Creek corridors is co-ordinated across a number of potential future land managers, to balance the conservation, landscape, and passive open space functions on the land.
O23	Support the development of a local park network to provide local amenity to each part of the precinct to complement the unique open space opportunities presented by the twin creek corridors and other conservation areas.
O24	Deliver a high quality landscaped interface between nature conservation areas and surrounding development and enable appropriately managed community access which provides for interpretation of the values whilst protecting the conservation function.
O25	Support the development of sport and recreation infrastructure, including regional sporting fields at the northern edge of the precinct, providing an important asset for the future community of the precinct as well as regional recreational opportunities for the broader Sunbury Growth Area.
O26	Ensure strong visual and movement connections are provided between community facilities and open space networks within the surrounding neighbourhoods.
O27	Provide for a non-government primary school site and non-government secondary school site to meet a strategically justified need for non-government primary and secondary education in the area.
O28	Ensure that waterway protection measures are considered for Jackson Creek, Emu Creek, and their tributaries in the layout, staging and design of development, and the local street network.

BIODIVERSITY, THREATENED SPECIES & BUSHFIRE MANAGEMENT

O29	Ensure that bushfire protection measures are considered in the layout, staging and design of development and the local street network.
O30	Plan for the long term conservation of significant heritage, vegetation, landscape, and fauna habitat areas in Conservation areas 18, 19, 20 and 21.
O31	Create an urban landscape that integrates with the existing biodiversity, cultural heritage, drainage and landscape values within the precinct and along Conservation Areas 18, 19, 20, and 21.

TRANSPORT & MOVEMENT

O32	Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency, and maximise safety and connectivity for all road users.
O33	Encourage a high-amenity street network by considering natural and heritage features in street alignments and design.

O34	Create a range of off-street pedestrian and cycle links that promote the use of any future utility easements and waterways as green transport links.
O35	Provide strong external connections to the surrounding transport network to foster accessibility of the precinct.
O36	Support strong east-west connectivity within the precinct to ensure that Lancefield Road, the rail line, and the Jacksons Creek do not act as a barrier to local mobility, as well as providing strong connections to the exiting Goonawarra community.
O37	Create a range of road configurations that promote green links and vistas throughout the precinct, and maximise landscaping opportunities in expanded road reserves, in particular along Lancefield Road and the Melbourne-Bendigo Rail Corridor as a central spine to the precinct, and along key connector and local roads, as appropriate.
O38	Preserve the capacity of the regional arterial and public transport commuter networks to support the existing connections to Sunbury and Melbourne from regional Victoria.

INTEGRATED WATER MANAGEMENT & UTILITIES

O39	Deliver an integrated and resilient water system that reduces reliance on reticulated potable water, minimises flood risk, contributes to the environmental health of waterways and bays, protects public health, delivers affordable essential water services, contributes to a sustainable and green urban environment, and maintains the existing form of natural waterways by preparation of a Regional Integrated Water Management Servicing Plan.
O40	Manage urban stormwater to minimise the impact upon the highly erosive, sensitive Jacksons Creek and Emu Creek corridors and their tributaries.
O41	Deliver a high quality, lush green urban environment through the sustainable and intelligent use of sustainable water sources and passive irrigation of vegetation and open space.
O42	Preserve opportunities within development for a range of innovative water management solutions that protect the two creek corridors and their tributaries.
O43	Manage urban stormwater to best practice outcomes to minimise the impacts upon downstream waterway receiving environments and Port Philip Bay.
O44	Ensure that the riparian and instream habitats of waterways in the precinct, including their hydrological conditions, are suitable for local flora and fauna.

PRECINCT INFRASTRUCTURE PLAN & STAGING

O45	Encourage development staging to be coordinated with the delivery of key local and state infrastructure to provide cohesive and integrated neighbourhoods.
O46	Ensure that areas of land ownership fragmentation and/or challenging topography are developed in an integrated fashion, in accordance with any relevant concept plan.
O47	Provide for early delivery of a grade separated road crossing of the rail line to deliver access to the land between the rail line and Jacksons Creek.
O48	Support early development of the Emu Creek Local Town Centre to service the existing Goonawarra community and the first stages of residential development within the precinct.
O49	Ensure that local road and service upgrades to the Balbethan Drive area occur logically and sequentially.

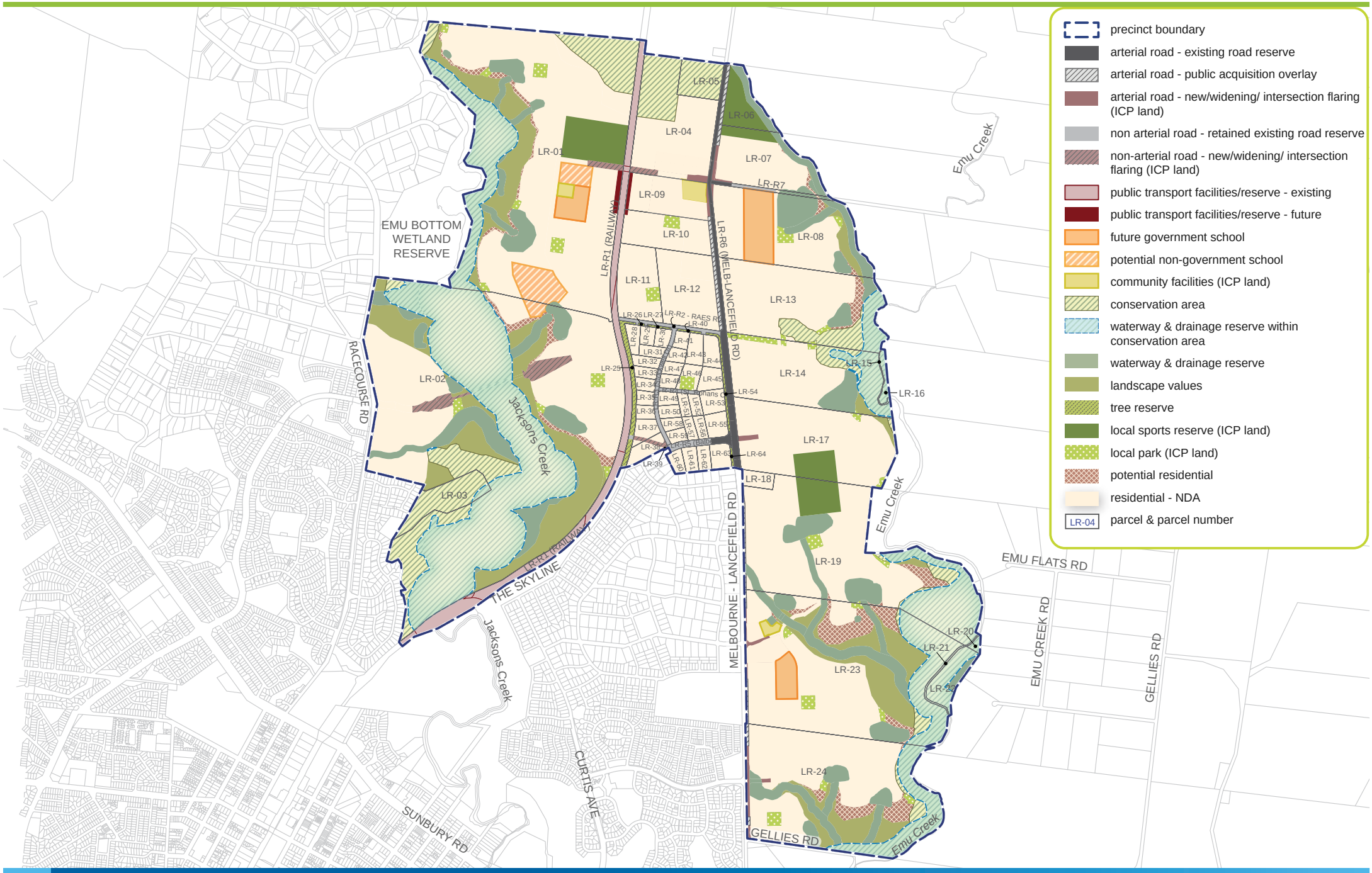
THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

Plan 4 - Land Use Budget

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m



2.3 Land budget (Amended by C261hume)

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

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

The GDA for Lancefield Road precinct is 1095 hectares. The NDA is 531 hectares meaning approximately 48.5% of the land within the Lancefield Road PSP area is available for residential development.

Based on a residential development yield average of 15 dwellings per net developable hectare, Lancefield Road PSP will generate approximately 7,965 dwellings to accommodate more than 22,000 new local residents.

Table 1 Summary Land Use Budget (Amended by C261hume)

DESCRIPTION	PSP LANCEFIELD ROAD		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	**1,072.93**		
TRANSPORT			
Arterial Road - Existing Road Reserve	7.93	0.74%	1.49%
Arterial Road - Public Acquisition Overlay	4.03	0.38%	0.76%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	4.21	0.39%	0.79%
Non-Arterial Road - New / Widening / Intersection Flaring (ICP land)	6.17	0.57%	1.16%
Non-Arterial Road - Retained Existing Road Reserve	5.52	0.51%	1.04%
Public Transport Facilities / Reserve	1.32	0.12%	0.25%
Sub-Total Transport	29.17	2.72%	5.50%
COMMUNITY & EDUCATION			
ICP Community Facilities	3.60	0.34%	0.68%
Government School	15.40	1.44%	2.90%
Potential Non-Government School	9.60	0.89%	1.81%
Sub-Total Community & Education	28.60	2.67%	5.39%
OPEN SPACE			
UNCREDITED OPEN SPACE			
Conservation Reserve	67.94	6.33%	12.80%
Waterway and Drainage Reserve	262.60	24.48%	49.48%
Utilities Easements	-	-	-
Holden Flora & Fauna Reserve (existing)*	4.20	0.39%	0.79%
Landscape Values	84.31	7.86%	15.88%
Other uncredited IS (isolated land between Rail & Gas Easement)	-	-	-
Tree Reserve	0.27	0.03%	0.05%
Sub-Total Uncredited Open Space & Regional Open Space	419.33	39.08%	79.00%
CREDITED OPEN SPACE			
Local Network Park (ICP land)	13.51	1.26%	2.55%
Local Sports Reserve (ICP land)	28.03	2.61%	5.28%
Sub-Total Credited Open Space	41.54	3.87%	7.83%
Total All Open Space	460.86	42.95%	86.83%
OTHER			
Utilities Sub-stations / facilities (acquired by relevant authority)	-	-	-
Existing Non-Urban Land	-	-	-
Quarry/Landfill/Organic Waste	-	-	-
Potential Residential	23.54	2.19%	4.43%
Potential Industrial	-	-	-
Potential Residential (sloping)	-	-	-
Potential Residential Expansion	-	-	-
Future Investigation Area	-	-	-
Sub-Total Other	23.54	2.19%	4.43%
TOTAL NET DEVELOPABLE AREA - (NDA) HA	**530.77**	**49.47%**	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	**530.77**	**49.47%**	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	**-**	**-**	

*Holden Flora Reserve is approximately 90ha in total area. Part of this area is included in Uncredited Open Space above

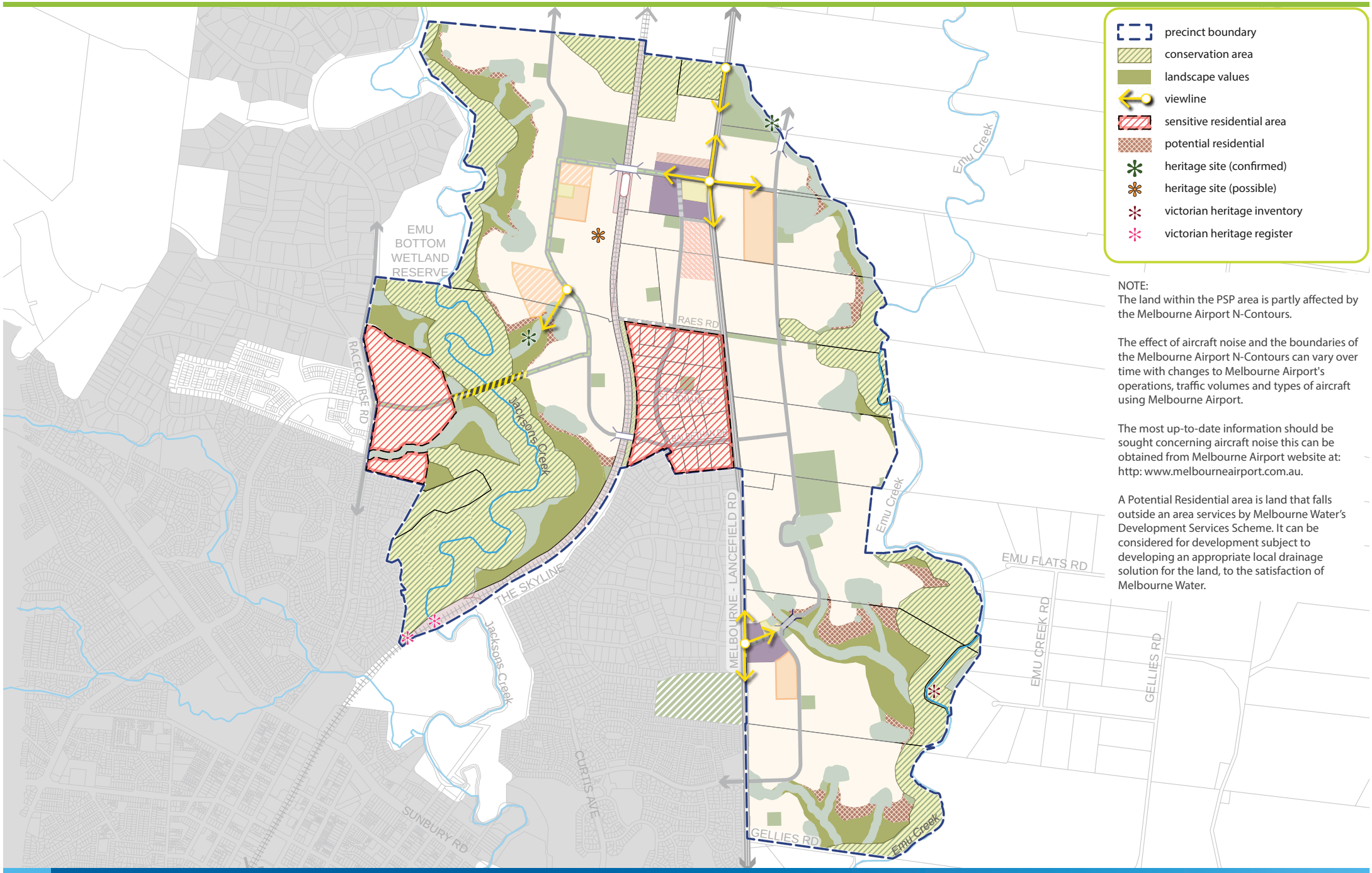
Plan 5 - Image, Character, Housing and Heritage

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



NOTE:
The land within the PSP area is partly affected by the Melbourne Airport N-Contours.

The effect of aircraft noise and the boundaries of the Melbourne Airport N-Contours can vary over time with changes to Melbourne Airport's operations, traffic volumes and types of aircraft using Melbourne Airport.

The most up-to-date information should be sought concerning aircraft noise this can be obtained from Melbourne Airport website at: http: www.melbourneairport.com.au.

A Potential Residential area is land that falls outside an area services by Melbourne Water's Development Services Scheme. It can be considered for development subject to developing an appropriate local drainage solution for the land, to the satisfaction of Melbourne Water.

3.0 IMPLEMENTATION

3.1 Image, character, heritage & housing

3.1.1 Image & character

REQUIREMENTS	
R1	All public landscaped areas must be planted and designed to the satisfaction of the Responsible Authority.
R2	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the Responsible Authority.
R3	Trees in parks and streets must be: • Suitable for local conditions • Planted in modified and improved soil as required to support tree longevity.
R4	Subdivision of land adjacent to an *interface with escarpment (visual)*, as set out in Plan 6, must provide for an interface outcome consistent with the relevant Cross Section 22 at Appendix B to the satisfaction of the Responsible Authority.
R5	Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the Responsible Authority.
R6	Existing tree rows must be incorporated into the subdivision, unless otherwise agreed with the Responsible Authority.
GUIDELINES	
G1	Subdivisions should respond to the topography and enhance the landscape features and view lines identified on Plan 5 and Plan 6
G2	Street networks within subdivisions should be designed to maximise the number of connections and direct views to landscape features and public open spaces, with significant landscapes and built form elements used as focal points for view lines along streets, having consideration to the need for a legible and well circulating road network. Key views include: • Views towards Mount Holden and the Macedon Ranges for areas west of the rail line. • Views towards the Dandenong Ranges for areas east of Lancefield Road
G3	Street trees should be used consistently across subdivisions and the wider precinct to reinforce movement hierarchy and local character. Variations in street tree planting themes can be used to differentiate neighbourhood character, where agreed with the Responsible Authority.
G4	Subdivision design should preserve the opportunity for additional landscaping in existing wider road reserves.
G5	Significant trees, where possible, should be retained and located within the public domain, including parks and road reserves.
G6	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise agreed by the Responsible Authority.
G7	Buildings should avoid protruding above significant ridgelines and trees.
G8	Subdivision of land adjacent to an *interface with escarpment (non visual) or interface – waterway*, as set out in Plan 6, should provide for an interface outcome consistent with the relevant Cross Section 21 or 23 at Appendix B, or an appropriate variation to the satisfaction of the Responsible Authority.

3.1.2 Heritage

REQUIREMENTS	
R7	Landscape features which include, or are likely to include, Aboriginal cultural heritage must be sensitively incorporated into the subdivision.
R8	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Hume Planning Scheme and/or of post-contact cultural heritage significance, must have regard to the heritage significance of the site and provide a sensitive interface.
R9	Development of parks, streets, and shared paths within or adjacent to a heritage site identified under the Heritage Overlay in the Hume Planning Scheme must be developed in accordance with the objectives of the overlay and relevant state and local policies.
GUIDELINES	
G9	Any subdivision and/or development of land surrounding a possible heritage site as identified in Plan 5 should look to preserve the site as part of urban development, and where possible, integrate through adaptive re-use.

G10	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or the relevant Traditional Owner Groups and Aboriginal Victoria in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
G11	Where possible any heritage features not shown on the PSP maps, including stone walls, should be retained and integrated into surrounding development.

3.1.3 Housing

REQUIREMENTS	
R10	Subdivision of land within walkable catchments shown on Plan 3 must create lots suitable for delivery of medium or high density housing as outlined in Table 2, and achieve a minimum average density of 17 dwellings per net developable hectare. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the Responsible Authority, shall be considered.
R11	Subdivision layout and lot diversity must respond to the natural features of the area, including topographical and landscape features identified on Plan 5 and 6.
R12	Subdivision in an area nominated as a 'sensitive residential area' on Plan 5 must respond to any relevant concept plan for the area.
R13	Subdivision must consider the future design of areas identified for higher density or integrated housing, and provide for: • active interfaces with adjacent streets, open space and waterways • safe and effective internal vehicle and pedestrian circulation • dwelling and lot size diversity • appropriate servicing arrangements.
R14	In areas which contain slope in excess of 10% as identified on Plan 6 development must minimise landscape scarring and avoid the need for large amounts of cut and fill, to the satisfaction of the Responsible Authority.
R15	Subdivisions which retains larger lots around existing dwellings must be designed to ensure that the future subdivision of these larger lots appropriately integrates with the surrounding subdivision layout.
R16	Any buffer established to minimise fire threat must be functional and be able to be managed appropriately and cost effectively, to the satisfaction of the Responsible Authority and the CFA.
R17	Subdivision in areas of significant slope, as identified on Plan 6, must be designed such that: • the grade of driveways is minimised for pedestrian safety. This may be achieved by setting garages/carports further from the street for lots on the higher side of the street and closer to the street for lots on the lower side of the street, or any other design outcomes to the satisfaction of the Responsible Authority. • flooding risks for properties lower than the street is minimised, including through kerbing heights and crossover/ driveway profiles or other design outcomes to the satisfaction of the Responsible Authority.
GUIDELINES	
G12	Specialised housing forms, such as retirement living or aged care should: • be integrated into the wider urban structure • be located within walkable catchments shown on Plan 3 • be accessible by public transport • not present a barrier to movement through the surrounding road network
G13	Any retaining structures (with the exception of those which are part of a building) should be: • no more than 1.0 metres in height between a dwelling and a street or public space, or where visible from a street or public space • set back at least 1.0 metres from any building envelope • staggered, with a minimum 0.75 metre distance between each stagger to allow for the inclusion of landscaping where cutting and filling is deeper than 1.0 metres • positioned so that associated drainage infrastructure and structural foundation are fully located within the same lot • no more than 2.0 metres in overall height to avoid unreasonable overshadowing of secluded private open space and habitable room windows.

G14	Subdivision on sloping land should: • incorporate larger lot sizes and frontages; and/or • incorporate integrated housing developments, with smaller building envelopes that respond to slope to minimise the need for retaining walls and excessive excavation.
G15	Subdivision in areas of significant slope, as identified on Plan 6, should be designed such that: • the majority of street blocks generally run parallel to the contours • road reserves can safely accommodate grade changes • earth works between a dwelling and the street are minimised • the height of retaining walls is minimised by split level housing design and terrace/stepped retaining walls, providing for grade changes to occur more evenly across lots • solar access to dwellings is maximised through adequate distances/ setbacks between retaining walls and buildings on the lower side of retaining walls. The depth and width of lots should enable appropriate setbacks to be achieved.
G16	Lots on south facing slopes with a gradient greater than 5% (>2.9 degrees or >1 in 20) should ensure dwellings or building envelopes are setback at least 2.0 metres from the northern boundary.
G17	The cutting of land should not result in sunken houses where the top of windows or eaves of the dwelling are at road height, where practical. Windows should be clearly visible from the street.
G18	Earthworks exceeding 1.0 metre depth in cut or 1.0 metre depth in fill should be avoided within 1.0 metre of any side, rear or front boundary. Minor changes in gradient are acceptable within 1 metre from outside the property boundary to ensure footpaths in the road reserve have an appropriate grade or cross-fall.
G19	Where a lot has a cross-fall greater than 12% the crossover for the driveway should be located on the lower side of the lot.
G20	Roads should be designed to avoid repetition in extended lengths of road (180 metres or greater) running up and down the slope
G21	Dwellings should front or side: • Waterways and the open space network (including local parks) • Arterial roads and connector streets, • Melbourne-Bendigo rail corridor (with a frontage road), unless otherwise agreed by the responsible authority.

G22	Commercial and retail uses should only occur in residential areas where: • the use will not detract from the residential amenity of the area • the use has appropriate access to the higher order road network, and will not cause congestion on local roads • the use will not prejudice the subdivision of surrounding land identified for residential purposes. Preference will be given to locations adjacent to nominated Local Town Centres and Local Convenience Centres.
G23	Lots should front (in order of priority where a lot fronts multiple elements): • Conservation areas • Public open space • Landscape areas • Local access streets • Connector roads • Arterial road.

Table 2 Housing Type by lot size

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

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (m^2)		
	0-300	301-600	601
Small Lot Housing including townhouses and attached, semi-detached and detached houses	✓		
Dual occupancies, duplexes	✓	✓	✓
Detached houses		✓	✓
Multi-unit housing sites including terraces, row houses and villas		✓	✓
Walk up flats and Apartments			✓

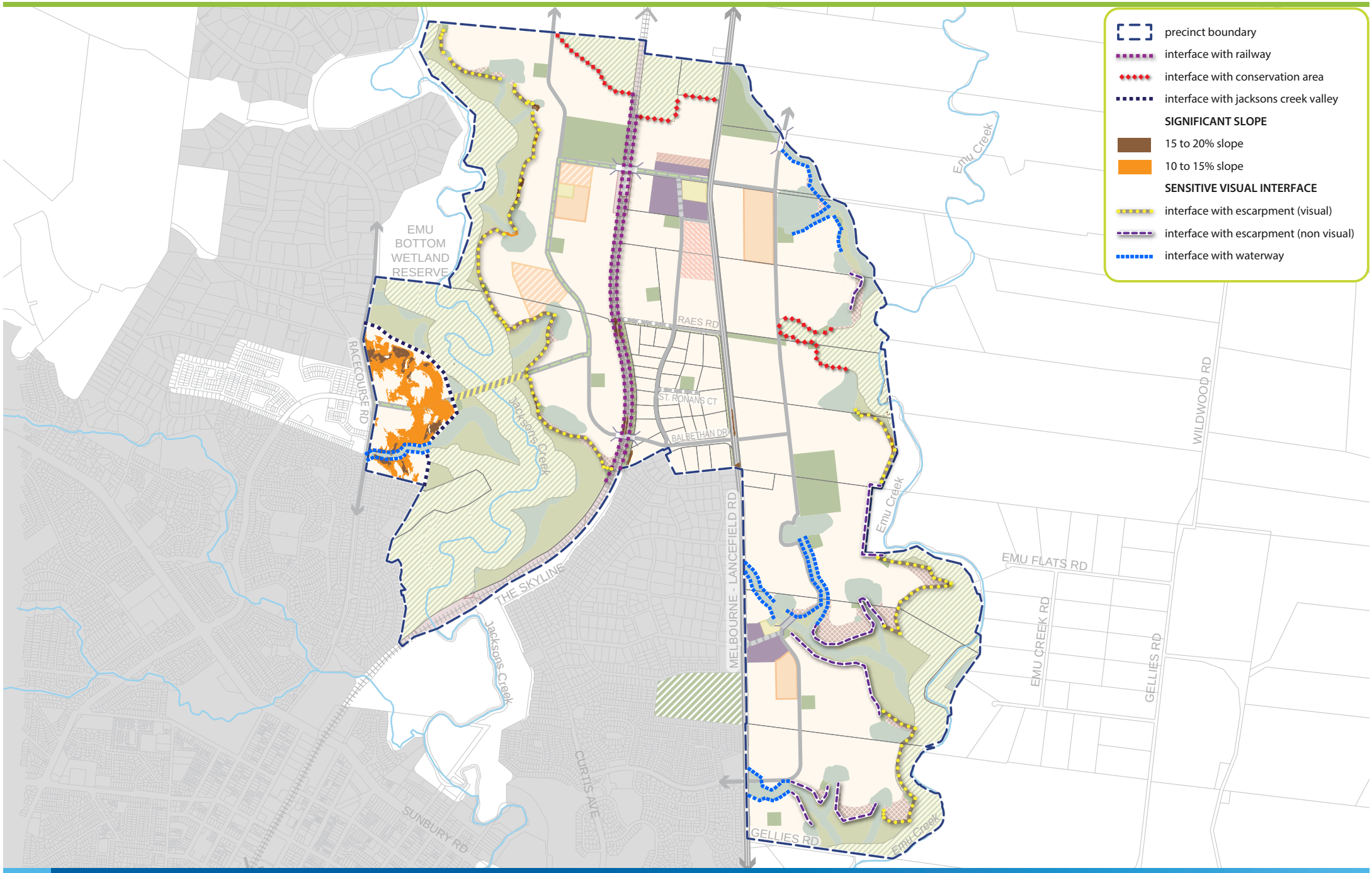
Plan 6 - Interfaces and Slope

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



3.1.4 Sensitive Residential Areas

Several areas within the precinct feature a range of specific site conditions that are likely to present unique challenges for detailed subdivision design. This includes areas where land ownership is heavily fragmented, areas with heavily undulating topography, or areas which directly interface with established communities. These areas are identified on Plan 5 as 'sensitive residential areas'.

The PSP includes a series of more detailed Residential Concept Plans for these areas that provide greater direction on future subdivision design than for the rest of the precinct. Whilst these provide an indicative local street network and implied lot layout, they are not intended to constrain future site-responsive subdivision design. It is therefore expected that future permit applications may incorporate a modified road and lot layout to those reflected in the concept plans, while preserving consistency with the general elements of each Residential Concept Plan.

BALBETHAN DRIVE REQUIREMENTS	
R18	Staging of subdivisions must ensure that all lots have access to a connected pedestrian path network extending beyond the concept plan area, to the satisfaction of the Responsible Authority.
R19	Development must provide for the orderly upgrade of the existing connector road network to support development of fragmented parcels, to the satisfaction of the Responsible Authority.
R20	Street layouts of individual subdivisions must integrate to: • form a coherent movement network across the wider precinct • ensure no dwelling is disadvantaged by poor access to open space or community facilities.
R21	Staging of subdivisions must provide for the timely connection of road links between properties, as well as to the connector street, arterial road and off-road pedestrian, and bicycle networks to the satisfaction of the Responsible Authority.
R22	Any local street connections to the south of the concept plan area must be consistent with the local access street functions of this road network, and not place unnecessary burden on the capacity of these roads, to the satisfaction of the Responsible Authority

BALBETHAN DRIVE GUIDELINES	
G24	Subdivisions should provide for inter-parcel connections to the local road network as reflected in the Balbethan Residential Concept Plan at Figure 1, or a variation that: • provides a similar degree of local connectivity; and • supports the future development of adjacent undeveloped parcels to the satisfaction of the Responsible Authority.
G25	Development abutting the southern edge of the concept plan area should respond sensitively to the existing low density residential development to the south, including provision of larger properties to limit direct property abuttals and sensitively designed landscaping and fencing (including post and wire).

RACECOURSE ROAD REQUIREMENTS	
R23	Design of the Jacksons Creek road bridge must: • avoid areas of high cultural and landscape sensitivity associated with Canon Gully • provide for strong pedestrian and cycling connectivity along Jacksons Creek below the bridge • sensitively respond to the land form of the Jacksons Creek Valley, including through the use of colours and materials

RACECOURSE ROAD GUIDELINES	
G26	Design of the Jacksons Creek road bridge should: • minimise the extent of earthworks required on the eastern and western approach to the bridge structure • maintain local street intersections with the boulevard connector • protect the amenity of any adjacent residential development

G27	Subdivision of land within the sensitive residential area at Racecourse Road (as depicted in Figure 2) should: • respond sensitively to the topography of the site • preserve view lines and physical connections from Racecourse Road to the Jacksons Creek Valley through the orientation of local streets and open space connections • provide for landscaping at the interface with the Jacksons Creek Valley comprising increased planting, use of larger trees, or other means of providing enhanced amenity and visual screening • provide for a development interface with the Jacksons Creek Valley generally consistent with that shown in Cross Section 16, Appendix B

Table 3 Racecourse Road Residential Design Controls

BUILT FORM	REQUIREMENT
Maximum site coverage	50%
Maximum building height	9m; Where the building is sited on finished slope of greater than 5%: 10m
Minimum side setback	On a lot with a frontage width greater than 18m: 3m on one side and the standard at A10 under Clause 55.04-1 of this scheme on the other side. On a lot with a frontage width 18m or less: 2m on one side and the Standard A10 under Clause 55.04-1 of this scheme on the other side.
Minimum rear setback	On a lot with a depth greater than 34m: 8m On a lot with a depth of 34m or less: 5m
Minimum front set back	7m Porches, pergolas and verandahs that are less than 3.6m high and eaves may encroach not more than 2.5m into the setbacks of this control.
Maximum cut and fill	fill: 1m Cut: 1.25m, unless enclosed by a dwelling

Table 4 Racecourse Road Development Principles

NEIGHBOURHOOD CHARACTER
• Provide a cohesive street presentation while allowing a reasonable diversity of housing types in the neighbourhood • Respect the housing styles in the existing neighbourhood to the south and the landscape values in and around Jacksons Creek
SITE COVERAGE
• Minimise the flow of storm water from the neighbourhood to the drainage system • Maintain a high proportion of permeable surface in the neighbourhood • Allow increased planting on lots
BUILDING HEIGHT
• Respect the form of the land and the available outlook • Allow flexibility to ensure street presence and a range of building options, including homes constructed across multiple levels, particularly on sites with greater slope
DWELLING SETBACKS
• Ensure a sense of openness throughout the development • Regularly provide space between the sides of dwellings • Allow increased planting on lots including between dwellings • Maintaining appropriate privacy in private open space to the rear of dwellings
CUT AND FILL
• Minimise cut and fill associated with dwelling construction in preference to building forms that adapt to the sloping landform such as split-level dwellings • Ensure retaining structures use high quality and durable material and construction techniques • Allow larger cuts as appropriate such as where the works are not visible or less prominent from the street and neighbouring properties • Maintain a natural appearance to cuts where a retaining structure is not necessary

Figure 1 - Balbethan Drive Residential Concept Plan

Lancefield Road Precinct Structure Plan

SCALE 1:7,000 @ A4

0 75 150 225 300 375

N

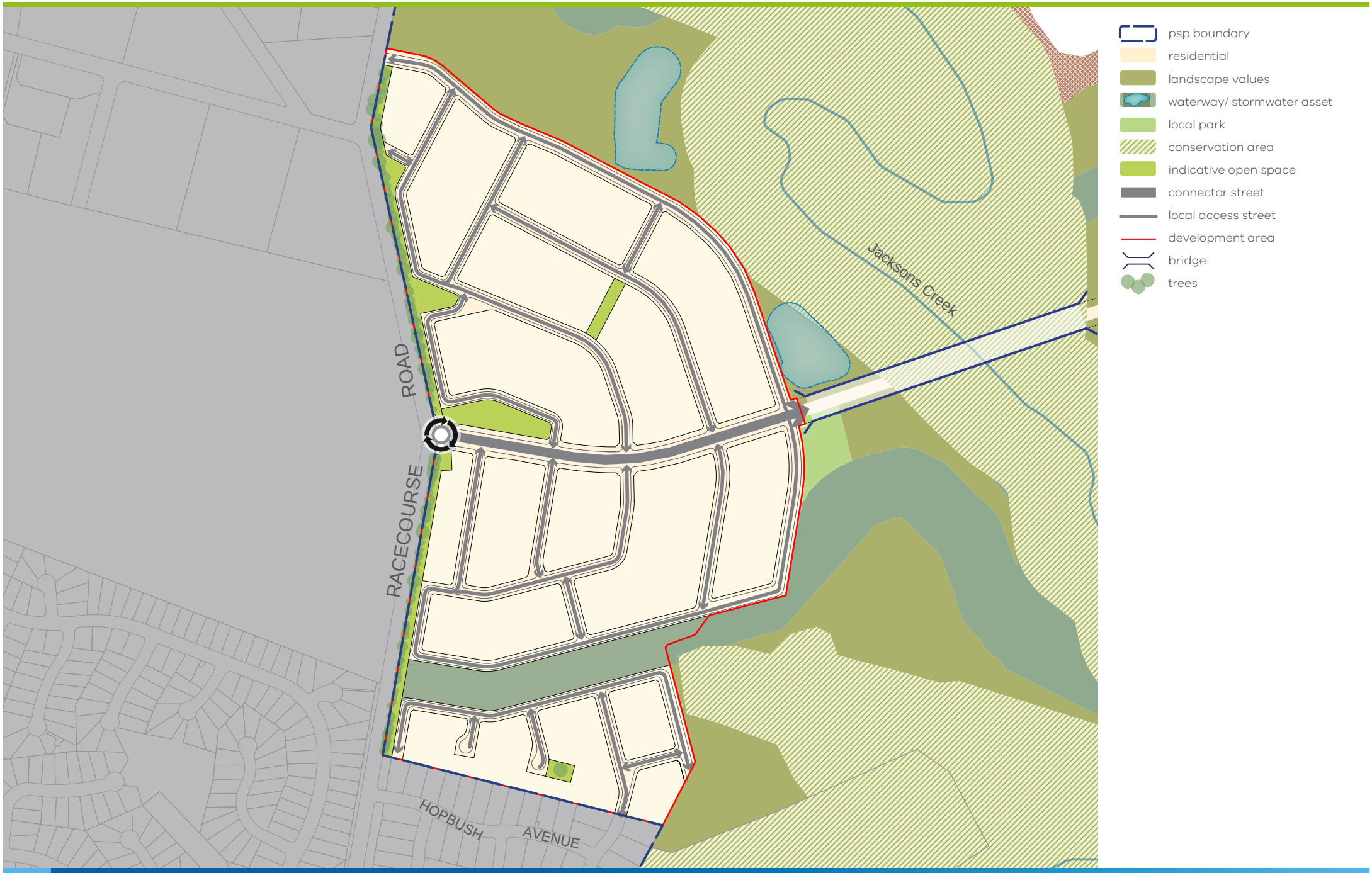
Figure 2 - Racecourse Road Residential Concept Plan

Lancefield Road Precinct Structure Plan

SCALE 1:6,250 @ A4

0 100 200 300 400 500

N



3.2 Town Centres & Employment

3.2.1 Town Centres

The Lancefield Road PSP makes provision for two Local Town Centres, as well as a Local Convenience Centre, to provide strong access to local shopping and services for new residents, and enhance access to these services for existing residents.

Future development in the western part of the precinct, adjacent to Racecourse Road, will largely be served by a future Local Town Centre planned to the west (outside the precinct), with direct access via Elizabeth Drive.

3.2.2 Local Town Centres

Yellow Gum Local Town Centre

The Yellow Gum Local Town Centre is to be located in the northern part of the precinct, adjacent to the potential future rail station. This centre has been planned to provide for up to 10,000sqm of retail, as well as potential longer term expansion, subject to future economic assessment, to allow it to service the sub-regional commercial and civic needs of the north-eastern part of Sunbury, including residents of the future Sunbury North precinct.

A range of community uses, including a government secondary and primary school, a non-government primary school, and regional and district sporting fields, are planned within close proximity to the centre itself. The Local Town Centre abuts a site nominated for potential regional health and/or tertiary uses.

Emu Creek Local Town Centre

The Emu Creek Local Town Centre has been planned to provide neighbourhood shopping and services for residents of the southern part of the precinct, as well as the existing residents of the Goonawarra and Rolling Meadows communities. Located on a new connector road extension of Rolling Meadows Drive, it will be readily accessible to residents in the established community west of Lancefield Road. It also provides for a strong visual connection with a prominent watercourse feeding into Emu Creek through the orientation of the main street, and the physical connection to a prominent gully feeding into Emu Creek.

The centre will accommodate up to 6,000sqm of retail, as well as business uses, a community centre, and a government primary school. It is located proximate to the existing Goonawarra sporting fields reserve to the west of Lancefield Road.

LOCAL TOWN CENTRES REQUIREMENTS	
R24	Land use and development within the local town centres must respond to the relevant concept plan in Figures 3 and 4 and address Appendix A.
R25	Prior to the development of any land in the Yellow Gum Town Centre Expansion Area, an Urban Design Framework must be prepared in consultation with the landowner(s) of the wider Yellow Gum Town Centre and to the satisfaction of the Responsible Authority and Victorian Planning Authority. The Urban Design Framework must: • be generally consistent with the role and function for the town centre set out in Table 6 • demonstrate an appropriate design response that addresses the Local Town Centre Design Guidelines at Appendix A • determine the boundaries of the town centre and town centre expansion area, including the delineation of zone boundaries • address the whole of the town centre site to present an integrated centre • demonstrate strong north-south connectivity across the boulevard connector • demonstrate strong connectivity to the potential future Sunbury North Railway Station • show how the activity centre relates to existing or approved development in the area • show the location of public spaces, including parks, conservation reserves and squares • include an overall landscape concept for the town centre • demonstrate how public transport will be integrated within the town centre, developed in consultation with the Department of Transport. • set out provisions for car parking including the location and design of car parking areas within the town centre • set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the town centre and adjoining neighbourhoods • show how opportunities for medium and higher density housing can be incorporated into the town centre.

LOCAL TOWN CENTRES GUIDELINES	
G28	Design of buildings in the local town centres should provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated façade treatments should be avoided.

3.2.3 Local Convenience Centre

A planned Local Convenience Centre at Balbethan Drive will provide for a range of convenience retailing, health, community and other services for residents in the central part of the precinct, as well as meeting the early shopping needs of residents in the northern part of the precinct.

REQUIREMENTS	
R26	The Local Convenience Centre must have direct vehicular access to a connector road with any access to an arterial road to the satisfaction of VicRoads.
R27	The Local Convenience Centre must be oriented towards the arterial road and connector road and manage the relationship and interface with surrounding uses, including the existing rural-residential development.
GUIDELINES	
G29	The Local Convenience Centre should be located as illustrated on Figure 1 and address Appendix D.
G30	The Local Convenience Centre should provide for a range of tenancies suitable for a mix of local convenience retail, health, community, and other services to meet local needs.
G31	The design of the Local Convenience Centre should consider inclusion of two storey built form and ensure that all buildings are well articulated and of a high quality urban design that reflects their strategic location within the precinct.
G32	The Local Convenience Centre should feature a high degree of permeability and clear circulation to ensure that key destinations within the centre are easily accessible by walking or cycling.

Table 5 Town Centre Hierarchy – External to Lancefield Road Precinct

TOWN CENTRE	RETAIL FLOOR SPACE	LOCATION AND ANCILLARY USES
Sunbury Town Centre	60,000m2	The existing regional retail, commercial and services centre, based upon the historical town centre of Sunbury. Will continue to play the pre-eminent role in servicing the expanded Sunbury township, as well as the surrounding region.
Redstone Hill Major Town Centre	25,000m2	Planned major centre on Sunbury Road, approximately 1km south of the southern boundary of the precinct. Will provide some weekly and higher order shopping and services for the precinct.
Goonawarra Local Convenience Centre	2,000m2	Existing Local Convenience Centre with some local community facilties. Will continue to predominantly service the existing Goonawarra Community, with some local convencience function for the southern part of the precinct, particularly early in the life of development. Has the potential for some small-scale future expansion.
Racecourse Road Local Town Centre	5,000 m2	Planned centre to the west of the precinct. Will provide weekly shopping and services for the western part of the precinct, particularly that section of the precinct west of Jacksons Creek (as defined in the Racecourse Road Residential Concept Plan (at Figure 2).

Table 6 Lancefield Road Town Centre Hierarchy

OWN CENTRE	RETAIL FLOOR SPACE	LOCATION AND USES
Yellow Gum Local Town Centre	10,000m2	Located central to the precinct on the east-west boulevard connector and proximate to Lancefield Road. To be co-located with a future potential train station. Will include a full range of community uses, business and residential. Potential to expand retail offer in the longer term, subject to economic justification.
Emu Creek Local Town Centre	6,000m2	Located in the south-east of the precinct with a future main street intersecting with Lancefield Road. Has an established district sporting reserve immediately opposite that will form part of the broader centre. Will include a full range of community uses, business and residential. Will also serve as a key local centre for the established Goonawarra community.
Balbethan Drive Local Convenience Centre	2,000m2	Located centrally within the precinct at the intersection of Lancefield Road and Balbethan Drive. Will provide basic convenience shopping and services, in particular for existing and future residents in the Balbethan Residential Concept Plan area.

Table 7 Anticipated Employment Creation in the Lancefield Road Precinct

LAND USE	ASSUMPTION	AREA/NO.	JOBS
Primary school (government)	40 jops per school	2	80
Prmary school (non-govt)	30 jobs per school	1	30
Secondary school (government)	90 jobs per school	1	90
Secondary school (non-government)	80 jobs per school	1	80
Community centre	15 jobs per facility	3	45
Town centre - retail	1 job per 30sqm	18,000	600
Town centre - commerical	1 job per 20sqm	5,000	250
TAFE/Hospital	100 jobs per facility	1	100
Home based business	0.05 jobs per dwelling	7,935	397
TOTAL JOBS			**1,672**

3.2.4 Town Centre Transport, Access & Connectivity

REQUIREMENTS	
R28	Heavy vehicle movements (loading and deliveries) must not front the main street/s and should be located to the rear and/or side street and sleeved or screened.
R29	Main streets must be designed for a low speed environment of 40km/h or less, so vehicles and cyclists can share the carriageway safely and pedestrians can safely cross the road.
R30	Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity.
R31	Pedestrian entrances must be located on main streets and be visually prominent, well-lit and accessible to all people in the community.
R32	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street network.
R33	Transport hubs, stops, and routes must be located to facilitate access to key destinations and generate activity in town centres.
R34	Car park entrances must not be provided directly from the main street, access should be provided from side streets.
GUIDELINES	
G33	Bicycle parking should be provided at entry points in highly visible locations at key destinations, to the satisfaction of the Responsible Authority. Weather protection, passive surveillance, and lighting should be provided to the satisfaction of the Responsible Authority.
G34	Pedestrian movements should be prioritised by providing links between the key destinations within town centres.
G35	Car parking efficiencies should be provided through use of shared, consolidated parking areas.
G36	Safe pedestrian access should be provided through all car parking areas.
G37	“Filtered” pedestrian permeability, accessibility, safety, and walkability through centres should be encouraged.
G38	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.

Figure 3 - Yellow Gum Local Town Centre Concept Plan

Lancefield Road Precinct Structure Plan

SCALE 1:2,750 @ A4

0 50 100 150 200 250

N

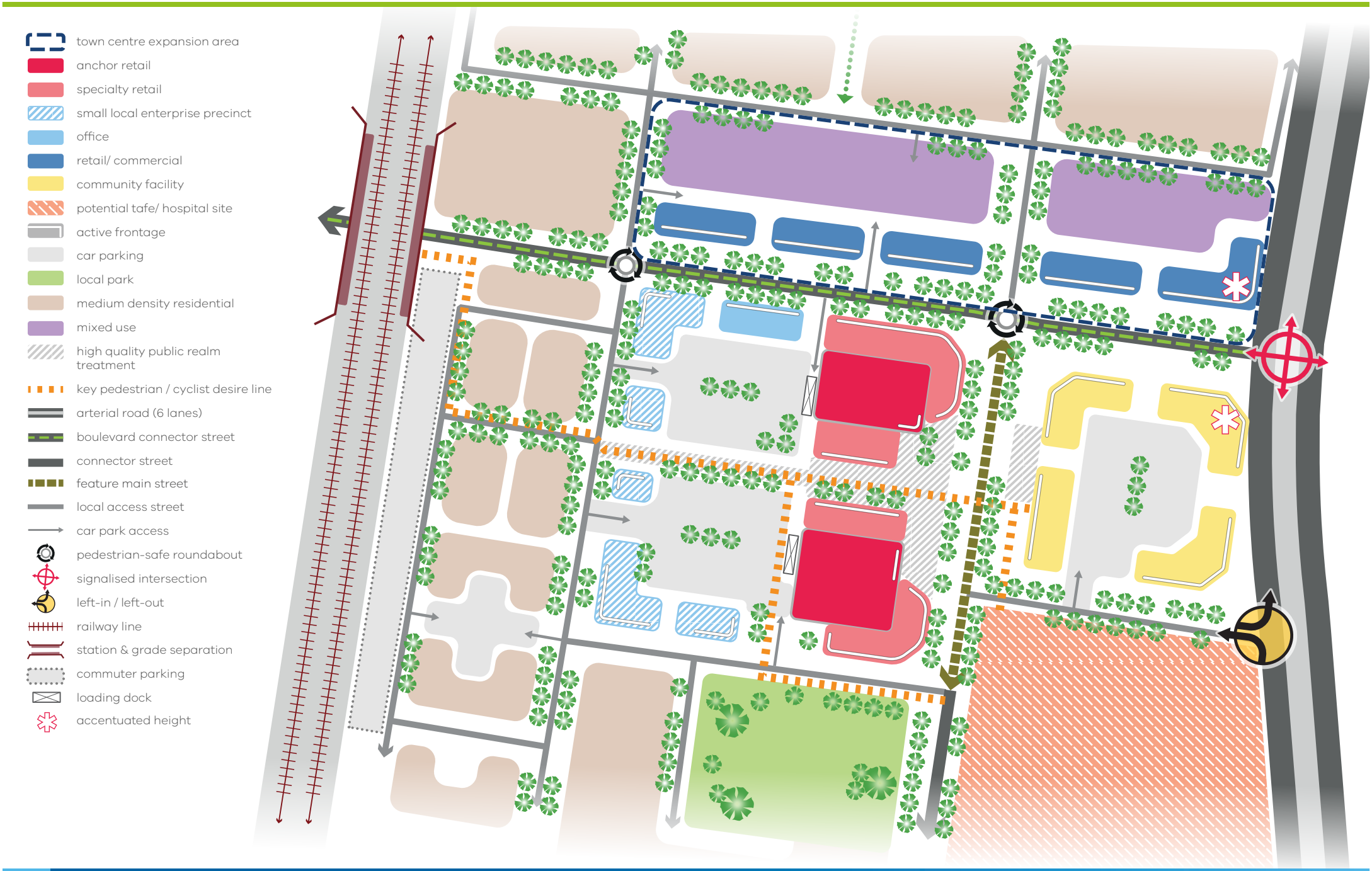


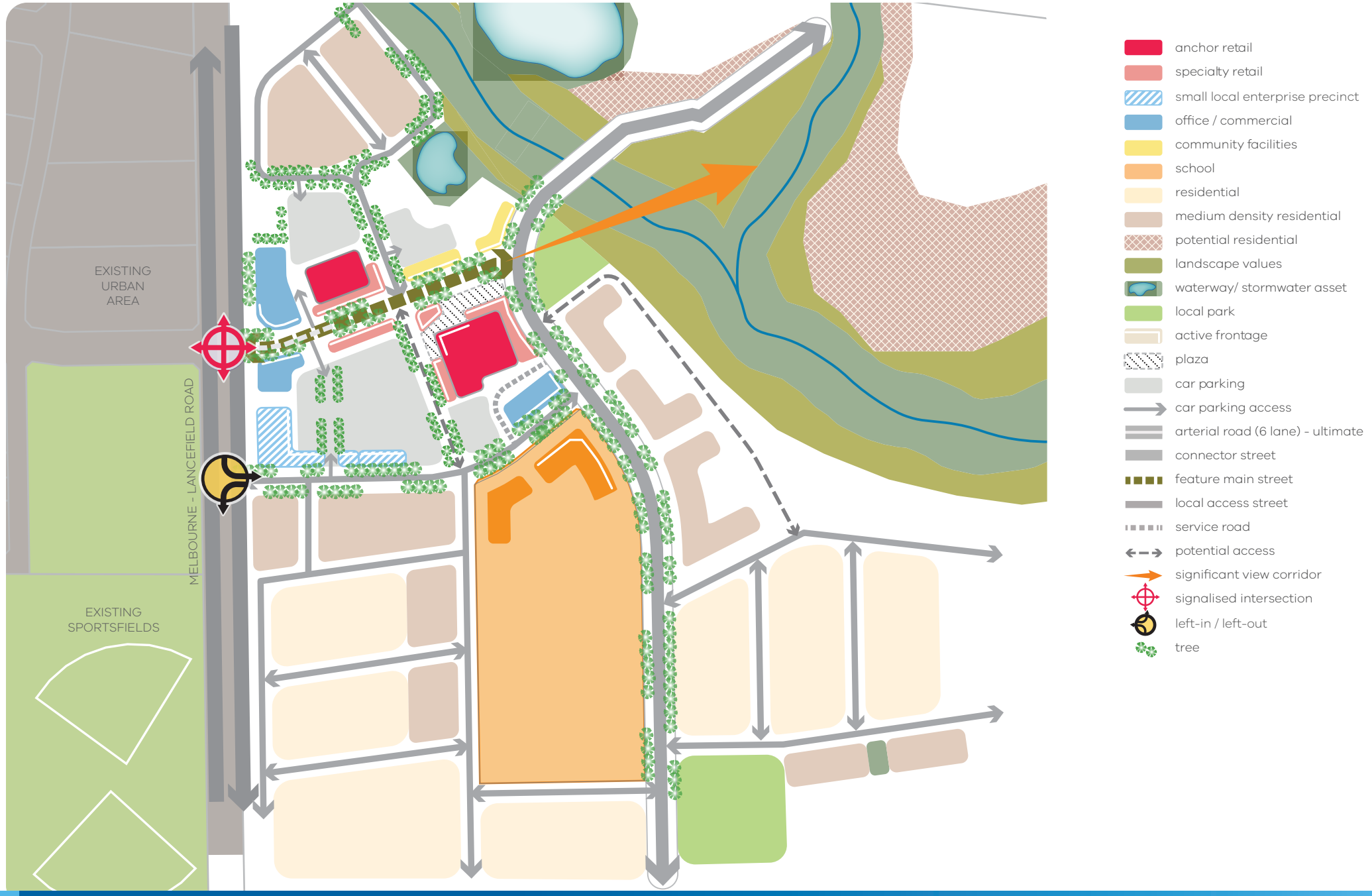
Figure 4 - Emu Creek Local Town Centre Concept Plan

Lancefield Road Precinct Structure Plan

SCALE 1:4,000 @ A4

0 50 100 150 200 250

N



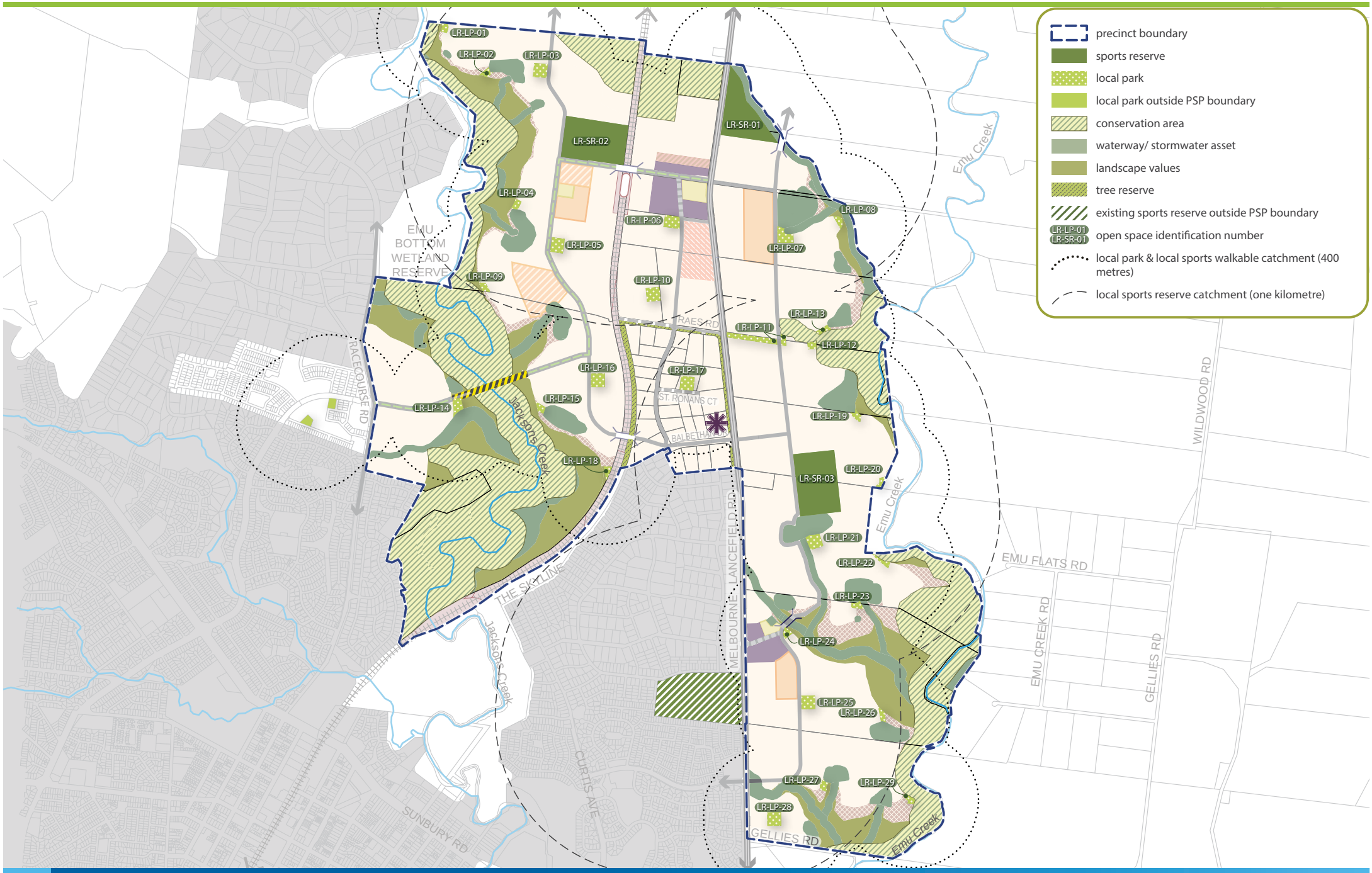
Plan 7 - Open Space

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



3.3 Open Space, Community Facilities, Education & Biodiversity

Table 8 Sports Reserves and Open Space Delivery Guide

PARK ID	AREA	TYPE	ATTRIBUTES
LR-LP-01	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-02	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-03	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-04	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-05	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-06	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-07	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-08	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-09	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-10	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-11	1.26	Local Park	Generally located as shown on Plan 7. Linear green link
LR-LP-12	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-13	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-14	0.50	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-15	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-16	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-17	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-18	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-19	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-20	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-21	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-22	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-23	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-24	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-25	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-26	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-27	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-LP-28	0.75	Local Park	Generally located as shown on Plan 7. Neighbourhood park
LR-LP-29	0.25	Passive Recreation Node	Generally located as shown on Plan 7. Small local park located adjacent to larger encumbered open area
LR-SR-01	7.62	Sporting Reserve	The sporting reserve will accommodate regional infrastructure. The balance of the reserve will be delivered within the Sunbury North precinct.
LR-SR-02	10.20	Sporting Reserve	Sporting reserve is expected to accommodate one pavilion, two senior ovals, netball courts, playspace and on site car parking.
LR-SR-03	10.20	Sporting Reserve	Sporting reserve is expected to accommodate one pavilion, two soccer pitches/one cricket pitch, playspace and on site car parking.

Note: Developer responsibilities for open space works prior to transfer to Council are set out at 3.6.2.

3.3.1 Open Space

REQUIREMENTS	
R35	Open space must be provided generally in accordance with Plan 7 and Table 8 of this PSP.
R36	The open space network must: • Provide flexible recreational opportunities that allow for the anticipated range of sporting reserves and local parks required by the community that is informed by planning undertaken by the Council as well as State Sporting Associations, where appropriate. • Maximise the amenity and value of encumbered open space through the provision of shared paths, trails, and other appropriate recreation elements.
R37	All landscaped areas to be designed in accordance with relevant guidelines, and to the satisfaction of the responsible authority, including the use of alternative water and stormwater where possible.
R38	All local parks must be located, designed and developed in accordance with the relevant description in Table 8 and any local open space strategy to the satisfaction of the Responsible Authority. An alternative provision of land for local parks to that illustrated on Plan 7 is considered to be generally in accordance with this plan provided the local park: • is located so as to not reduce the walkable access to local parks demonstrated on Plan 7 • does not diminish the quality or usability of the space for passive recreation • is equal to or more than the passive open space provision within the ICP • provides an opportunity for enhanced local amenity, supports diverse housing outcomes, and/or reinforces a sense of defined neighbourhood character • meets the requirements at R96 and R97 of the PSP (as relevant).
R39	Where a local park as shown on Plan 7 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park. A proponent delivering a master plan for a local park that traverses multiple property ownerships must consult with the landowners of parcels covered by the park to ensure an integrated design.
R40	Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary.
R41	In exceptional circumstances, any lots backing onto open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.
R42	Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the Responsible Authority.
R43	Appropriately sealed lighting must be installed along all major pedestrian thoroughfares traversing public open space and cycling network to the satisfaction of the responsible authority.

GUIDELINES	
G39	Subject to being compatible with Table 8, parks and open space should contain extensive tree planting.
G40	Passive parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
G41	Any pedestrian link through a drainage reserve or adjoining the road network should include a provision of park seating at appropriate intervals to the satisfaction of the Responsible Authority.
G42	Open spaces should have a road frontage to all edges except where housing fronts open space with a paper road to the satisfaction of the Responsible Authority.
G43	Where fencing of local parks and sporting reserves within parks is required it should be low-scale and be designed to guide appropriate movement and access rather than as a barrier. Design and materials should complement the park setting.
G44	Principles of Universal Design and *Crime Prevention Through Environmental Design* should be applied to encourage best practice thinking in the design and functionality of these open spaces and associated infrastructure.
G45	Path networks associated with open space should include way finding signage which clearly identifies key destinations and communicates necessary information to all users.
G46	Water-sensitive urban design principles should be used to direct water for passive irrigation in parks where appropriate and to the satisfaction of the Responsible Authority rather than being diverted to drains.

3.3.2 Community Facilities & Education

REQUIREMENTS	
R44	Where the Responsible Authority is satisfied that land shown as a school site is unlikely to be used for a school at ultimate development of the PSP, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R45	Where the Responsible Authority is satisfied that land shown as a potential Tafe/Hospital site is unlikely to be used for that purpose at ultimate development of the PSP, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R46	Schools and community facilities must be designed to front and be directly accessed from a public street with car parks located away from the main entry.
R47	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the Responsible Authority.

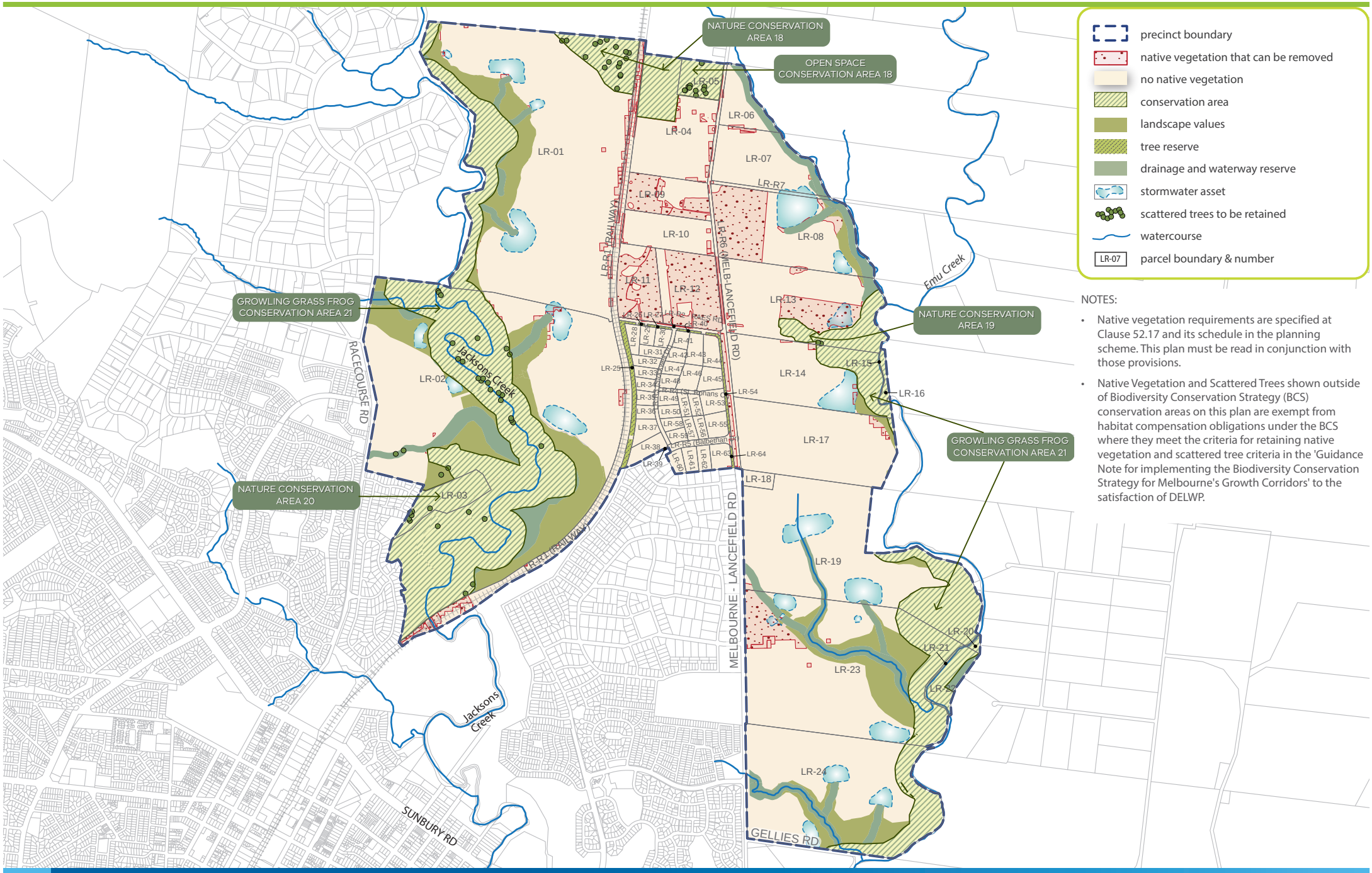
GUIDELINES	
G47	Community facilities, schools, and active recreation reserves which are co-located should be designed to: • Maximise efficiencies through the sharing of car parking and other complementary infrastructure. • Maximise direct access and permeability for pedestrians and cyclists through and between facilities. • Apply a user centred approach to ensure these spaces are accessible, flexible, safe, intuitive and will create overall positive experiences for the community
G48	Schools should be provided with three street frontages where practicable.
G49	The indicative layout of community facilities, schools, and open space as illustrated in Plan 3 may be altered to the satisfaction of the Responsible Authority, in consultation with the Department of Education and Training as appropriate.
G50	Any educational, community, or civic infrastructure not shown on Plan 3 should be located within or proximate to a Local Town Centre, Local Convenience Centre, or an existing community hub, as appropriate.
G51	Any private childcare, medical, or similar facility should be located proximate to the Local Town Centres, Local Convenience Centres, or nominated community hub, as appropriate.
G52	Where a community centre is located within a town centre, efficiency of land use should be maximised through the sharing and overall reduction of car parking and consideration of a multi-storey facility where practicable.

Plan 8 - Native Vegetation Removal and Retention

Lancefield Road Precinct Structure Plan

1:30,000 @ A4

0 300 600 900 1,200 1,500m



- precinct boundary
- native vegetation that can be removed
- no native vegetation
- conservation area
- landscape values
- tree reserve
- drainage and waterway reserve
- stormwater asset
- scattered trees to be retained
- watercourse
- LR-07 parcel boundary & number

NOTES:

- Native vegetation requirements are specified at Clause 52.17 and its schedule in the planning scheme. This plan must be read in conjunction with those provisions.
- Native Vegetation and Scattered Trees shown outside of Biodiversity Conservation Strategy (BCS) conservation areas on this plan are exempt from habitat compensation obligations under the BCS where they meet the criteria for retaining native vegetation and scattered tree criteria in the 'Guidance Note for implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors' to the satisfaction of DELWP.

3.3.3 Biodiversity & Threatened Species

REQUIREMENTS	
R48	Native vegetation may be removed as illustrated on Plan 8 provided it is carried out in accordance with the 'Final approval for urban development in three growth corridors under the Melbourne urban growth program strategic assessment, 5 September 2013' pursuant to section 146B of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).
R49	A 20m buffer must be provided around all edges of Conservation Areas 18, 19 & 20. The buffer zone must exclude buildings but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road must be provided between the conservation area and adjacent development in accordance with the relevant Conservation Area cross section.
R50	Development within any Conservation Area must be in accordance with the relevant Conservation Area Concept Plan in Figures 5 - 7 and Interface Cross Sections 16-19 (Appendix B), to the satisfaction of the Responsible Authority and Department of Environment, Land, Water and Planning.
R51	Any public paths or infrastructure located within Conservation Area 21 must be designed and located to avoid /minimise disturbance to vegetation and Growling Grass Frog habitat. Public paths are to be generally located in accordance with the Conservation Area Concept Plan to the satisfaction of the Department of Environment, Land, Water and Planning and Melbourne Water
BIODIVERSITY & THREATENED SPECIES GUIDELINES	
G53	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.
G54	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) within Conservation Area 21 should integrate with the biodiversity and natural systems to the satisfaction of the Responsible Authorities.
G55	Planting in streetscapes and parks abutting waterways should make use of indigenous species to the satisfaction of the Responsible Authorities.
G56	Areas defined as *'landscape values'* should provide for the retention, restoration, and revegetation of indigenous flora and fauna.

CONSERVATION AREA CONCEPT PLAN GUIDELINES	
G57	Where appropriate, public open space areas should be co-located with conservation areas and waterways.
G58	Planting adjacent to the conservation area, waterway corridors, landscape values and retained indigenous vegetation should be indigenous species.
G59	Where located adjacent or nearby to each other, local parks should be designed and constructed to maximise integration with the conservation area.
G60	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.
G61	Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the conservation area.
G62	Trees should not be planted within 10m of native grasslands or wetlands.

Figure 5 - Conservation Area 18 , 19, & 21 (Section A) - Conservation Area Concept Plan

Lancefield Road Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500

N

- precinct boundary
- growling grass frog conservation area (CA 21)
- open space conservation area (CA 18)
- nature conservation area (CA 18 & 19)
- conservation interface zone (30m)
- scattered trees
- native vegetation
- grassy eucalypt woodland
- landscape values
- credited open space
- proposed passive recreation node
- waterway / stormwater asset
- waterway / drainage reserve in conservation area
- residential (adjacent house lots to front onto conservation area and areas of regionally significant landscape values)
- potential residential
- potential shared path (final alignment subject to future planning and approvals process)
- potential cross-creek shared path connection
- connector road
- primary arterial road
- railway line

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

The plan can be amended with the approval of DELWP & Melbourne Water.

Works are indicative and do not form developer works, unless otherwise set out in the PSP.

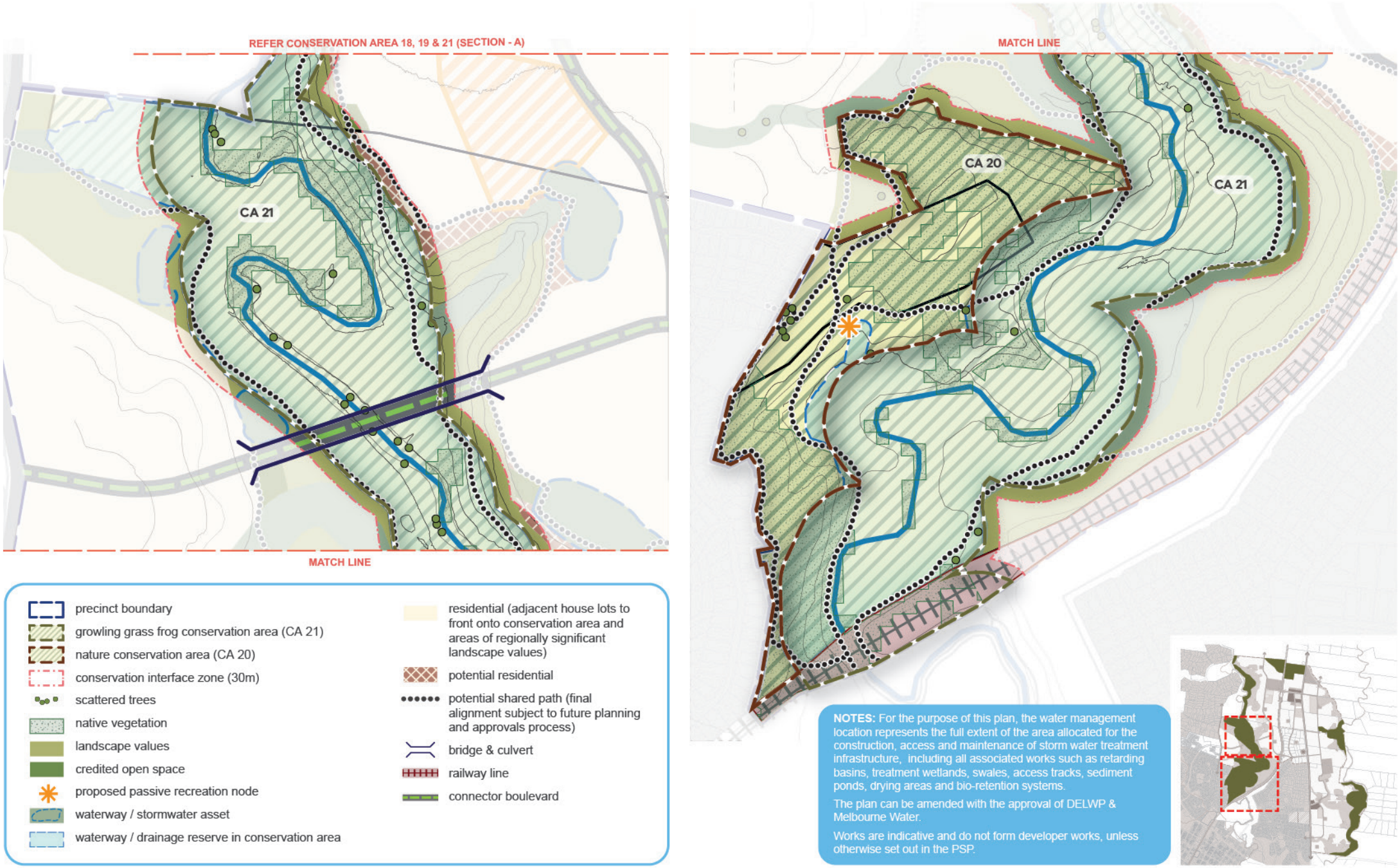
Figure 6 - Conservation Area 20 & 21 (Section B) - Conservation Area Concept Plan

Lancefield Road Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500

N



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

The plan can be amended with the approval of DELWP & Melbourne Water.

Works are indicative and do not form developer works, unless otherwise set out in the PSP.

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

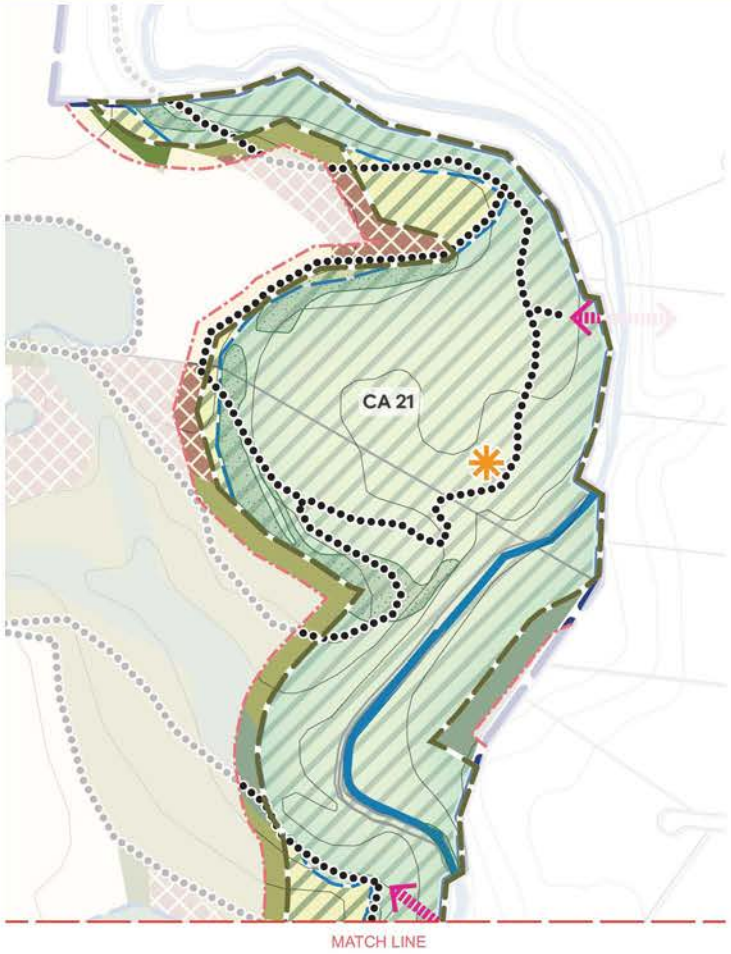
Figure 7 - Conservation Area 21 (Southern Section) - Conservation Area Concept Plan

Lancefield Road Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500

N



- precinct boundary
- growling grass frog conservation area (CA 21)
- conservation interface zone (30m)
- native vegetation
- landscape values
- credited open space
- proposed passive recreation node
- waterway / stormwater asset
- waterway / drainage reserve in conservation area
- residential (adjacent house lots to front onto conservation area and areas of regionally significant landscape values)
- potential residential
- potential shared path (final alignment subject to future planning and approvals process)
- potential cross-creek shared path connection

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

The plan can be amended with the approval of DELWP & Melbourne Water.

Works are indicative and do not form developer works, unless otherwise set out in the PSP.

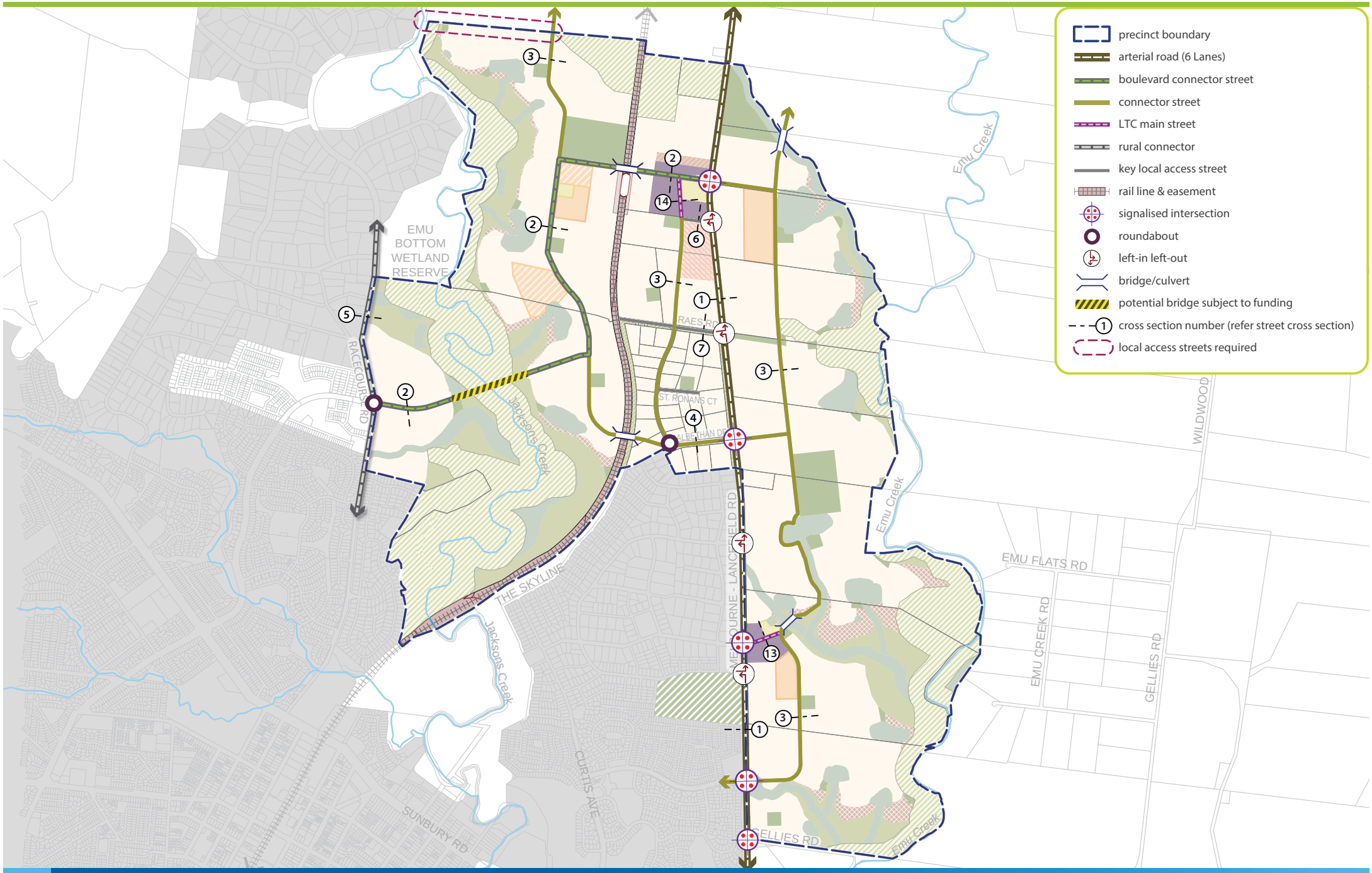
Plan 9 - Street Network

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



3.4 Transport & Movement

3.4.1 Street Network

REQUIREMENTS	
R52	Subdivision layouts must provide: • a permeable, safe and low speed street network that encourages walking and cycling • convenient access to local points of interest and destinations • for the effective integration with neighbouring properties.
R53	The connector street network must provide a safe low speed environment.
R54	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for each time. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross section until that suitable transition can be made.
R55	In areas of slope greater than 10%, streets must run generally with the contours where practical and include canopy street trees to minimise the visual impact of development.
R56	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property to be subdivided does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
R57	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the Responsible Authority, and provide a widened road reserve for car headlight glare barrier planting in accordance with VicRoads and the responsibility authorities requirements.
R58	Development should positively address all waterways through the use of frontage roads to the satisfaction of Melbourne Water and the Responsible Authority.
R59	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP, by any date or stage of development required or approved by the Responsible Authority. Provision must be made for temporary vehicle turning until the inter-parcel connection is delivered.
R60	Where determined that roundabouts are required at cross road intersections, they must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity/continuity of shared paths and bicycle paths.
R61	Frontage streets are to be the primary interface between the development and rail easement shown on Plan 9, as reflected in the Cross Section 15 in Appendix B.
R62	Where a connector street crosses a waterway on Plan 9 the developer(s) must construct a connector street bridge prior to the issue of a Statement of Compliance for the first stage of residential subdivision on the second side of the waterway to be developed, whether or not that residential subdivision directly abuts the waterway.
R63	The design and construction of any crossing of the Jacksons Creek or Emu Creek (road and/or pedestrian) must be consistent with the 'Design and construction standards for Growling Grass Frog passage structures' (DELWP 2016) to the satisfaction of Melbourne Water and the Department of Environment, Land, Water and Planning.
R64	Where a lot is six metres or less in width, vehicle access must be via rear laneway, unless otherwise agreed by the Responsible Authority.
R65	Subdivision of land located between the railway corridor and Jacksons Creek must provide for multiple north-south future street connections to the north of the PSP area.
R66	Any connector road or access street abutting a school must be designed to achieve safe and low vehicle speeds.
GUIDELINES	
G63	Street layouts should provide multiple convenient routes to major destinations such as local town centres, sporting fields, creek/waterway crossings and the arterial road network.
G64	Street block lengths should not exceed 240m to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G65	Cul-de-sacs should be avoided wherever possible, and not detract from convenient pedestrian and cycle connections. Where cul-de-sacs are provided they should provide for walkway connections through to adjoining streets.

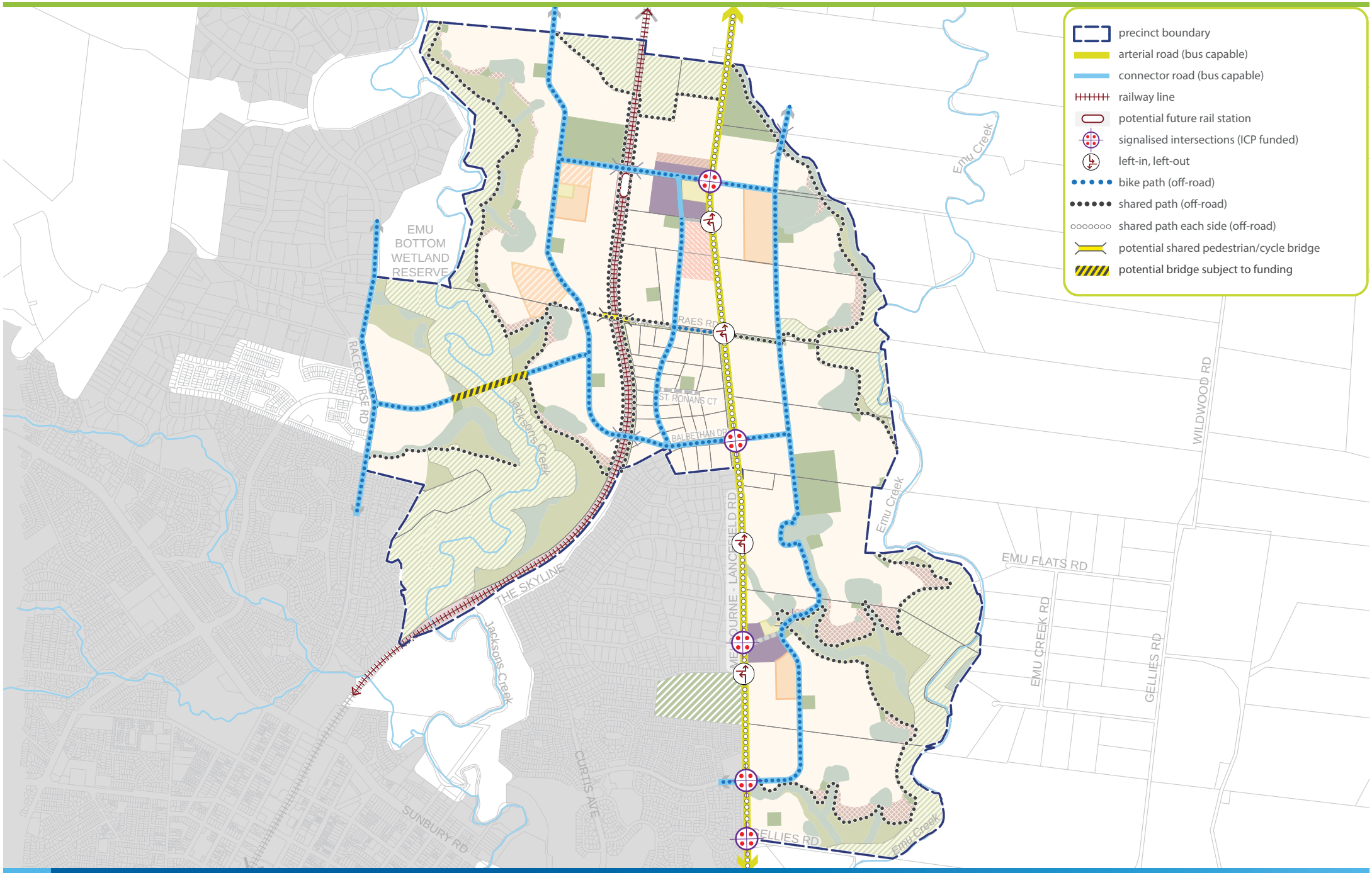
Plan 10 - Public Transport And Path Network

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



G66	All signalised intersections should be designed in accordance with the *VicRoads Growth Area Road Network Planning Guidance and Policy Principles handbook*, to the satisfaction of VicRoads and the Responsible Authority.
G67	The frequency of vehicle crossovers on widened verges (i.e. a verge in excess of six metres) should be minimised where practical through the use of a combination of: • rear loaded lots with laneway access • vehicle access from the side of a lot • combined or grouped crossovers. • increased lot widths
G68	At least 30% of local streets (including connector streets) within a subdivision should apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix B. Examples of potential variations are provided in Appendix B, however others are encouraged including but not limited to: • varied street tree placement • varied footpath or carriageway placement • introduction of elements to create a boulevard effect • varied carriageway or parking bay pavement material • differing tree outstand treatments Alternative cross sections should ensure that: • minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets • the performance characteristics of standard cross sections are maintained as they relate to pedestrian and cycle use • the proposed location of services are shown and achieve the dedicated off road and shared path network in Plan 10 • relevant minimum road reserve widths for the type of street (illustrated in Appendix B) are maintained.

3.4.2 Walking & Cycling

REQUIREMENTS	
R67	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP • shared paths or bicycle paths where shown on Plan 10 or as shown on the relevant cross-sections in Appendix B or as specified by another requirement in the PSP • safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (e.g. town centres and open space). Refer to the *Greenfield Engineering Design and Construction Manual* for typical intersection treatments • safe pedestrian/cyclist crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision • widened footpaths on roads abutting schools • pedestrian/cyclist priority crossings on all slip lanes • safe and convenient transition between on and off-road bicycle networks All to the satisfaction of the coordinating roads authority and the Responsible Authority.
R68	Shared paths along waterways must: • be delivered by development proponents consistent with the network shown on Plan 10 • be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 year flood level to maintain hydraulic function of the waterway • be constructed on each side of the waterway to an all-weather standard that satisfies the requirements of Melbourne Water. All to the satisfaction of the Responsible Authority.
R69	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs, as per the designs in the *Greenfield Engineering Design and Construction Manual*, and to the satisfaction of the Responsible Authority.

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

R70	Bicycle parking facilities including way finding signage are to be provided by development proponents in convenient locations at key destinations such as parks and town centres.

GUIDELINES	
G69	Lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations, unless otherwise agreed by the Responsible Authority.
G70	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30km/hr.
G71	Shared zone design principles should be incorporated for areas across the precinct that will experience a high volume and mix of pedestrians, cyclists and cars to create a more flexible and equitable transport environment.

3.4.3 Public Transport

REQUIREMENTS	
R71	Roads and intersections shown as bus capable on Plan 10 must be constructed to accommodate ultra-low-floor buses to the satisfaction of PTV and the Responsible Authority.
R72	Bus stop facilities must be designed as an integral part of town centres and activity generating land uses such as schools, sports reserves, and employment areas.
R73	The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services.
R74	Subdivision design must not provide connections over the rail line, except where crossing points are nominated on Plan 9.
R75	Subdivision abutting the rail line must provide acoustic and vibration mitigation for sensitive uses that would otherwise be unreasonably affected by rail noise and vibration. Any measure must be consistent with the following: • a front fence facing a road abutting the rail reserve must be no more than 1.2m high • a side fence facing the rail reserve must be solid for no more than 50% of the length of the lot with the balance of the length of the fence being visually transparent no more than 1.5m high.
R76	Tree reserves and landscape trails abutting the rail reserve must be designed to ensure safe use of these areas and avoid facilitating opportunistic access to the rail reserve.
R77	Galvanised cyclone fencing to 1.2m in height, or otherwise agreed by the rail reserve land manager, must be constructed by the developer along the shared boundary with the rail reserve.

GUIDELINES	
G72	Development should provide a frontage road between new sensitive land uses and rail reserves, rather than direct abuttal.
G73	Where noise walls or mounds are proposed, these should be sited and designed to facilitate ongoing maintenance.
G74	Where noise walls or mounds are proposed, they should be designed to contribute to an attractive neighbourhood. Alternative uses, such as open space, car parking or play areas should be provided to minimise the need for noise walls or mounds, where practical and safe to do so.

Table 9 Streets & Slope

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

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

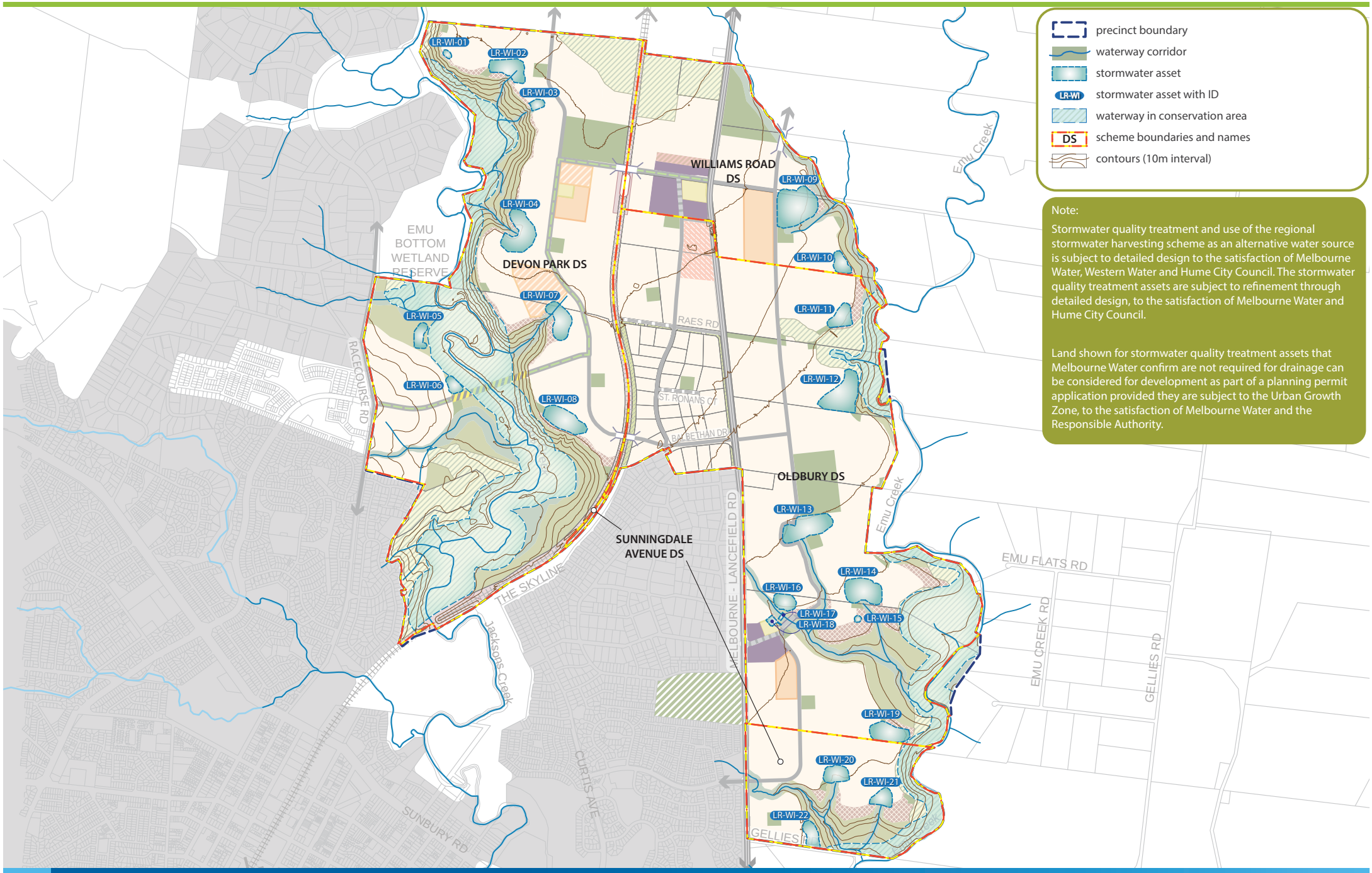
Note: The Jacksons Creek crossing is heavily constrained by challenging topography. The ultimate slope of this connection will need to be based upon a site responsive design, consistent with R23 and G26

Plan 11 - Integrated Water Management

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m



Note:

Stormwater quality treatment and use of the regional stormwater harvesting scheme as an alternative water source is subject to detailed design to the satisfaction of Melbourne Water, Western Water and Hume City Council. The stormwater quality treatment assets are subject to refinement through detailed design, to the satisfaction of Melbourne Water and Hume City Council.

Land shown for stormwater quality treatment assets that Melbourne Water confirm are not required for drainage can be considered for development as part of a planning permit application provided they are subject to the Urban Growth Zone, to the satisfaction of Melbourne Water and the Responsible Authority.

3.5 Integrated Water Management & Utilities

3.5.1 Integrated Water Management

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

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

REQUIREMENTS	
R78	Final design and boundary of constructed waterway corridors, retarding basins, wetlands, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the Responsible Authority.
R79	Stormwater conveyance and treatment must be designed in accordance with the relevant development services scheme or drainage strategy, to the satisfaction of Melbourne Water and the Responsible Authority including: • overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries • Melbourne Water and the Responsible Authority freeboard requirements for overland flow paths will be adequately contained within the road reserves.
R80	Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) prior to discharge to receiving waterways.
R81	Stormwater conveyance and treatment must ensure impacts to native vegetation and habitat for Matters of National Environmental Significance within conservation areas are minimised to the greatest feasible extent. Regional stormwater conveyance and treatment must be in accordance with the Development Services Scheme.
R82	The regional stormwater harvesting scheme designed to reduce the volume of stormwater discharge to receiving waterways and their tributaries must be nominated in the approved regional integrated water management plan for the precinct
R83	Development must have regard to the relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and Western Water, including any approved integrated water management plan. A Sunbury Integrated Water Management Plan is being developed by Western Water and Melbourne Water (the Approving Authorities). The developer is responsible for completing an Integrated Water Management Plan that meets the objects of the overall Sunbury Integrated Water Management Plan.
R84	Water management features proposed in conservation areas must accord with the relevant design requirements prepared by the Department of Environment, Land, Water and Planning (DELWP) for water management assets in conservation areas identified in the Biodiversity Conservation Strategy. Approval from DELWP is required for any additional water management features in conservation areas.
R85	Stormwater conveyance and treatment must ensure impacts to significant geomorphic values are minimised to the greatest feasible extent.
R86	A permit for subdivision must ensure that the ultimate stormwater management assets and associated land described in the precinct structure plan are provided by the developer prior to the issue of a Statement of Compliance. In the event that Melbourne Water and the Responsible Authority agree to an interim storm water management solution, the developer must: • provide the land required for the ultimate drainage solution prior to the issue of a statement of compliance; • demonstrate that the interim solution will not result in an increase in the cost of achieving the ultimate outcomes.

GUIDELINES	
G75	Development should support and facilitate the use of alternative water supplies nominated in the approved Integrated Water Management Plan for the precinct.
G76	Development should maximise the potential for integration of stormwater management infrastructure with recreation and environmental uses in open space where this does not conflict with the primary function of the open space.

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

G77	Subdivision in areas containing natural waterways should: • Minimise earthworks and changes to the existing landform. • Retain existing vegetation. • Make provision for appropriate works to stabilise existing erosion (if required) of the waterway (bed and banks) in a manner that is sensitive to the waterway values. • Make provision for appropriate revegetation of indigenous species to improve waterway vales. • Stabilise and rehabilitate all disturbances caused by development works.
G78	The design and layout of roads, road reserves, car parks and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, water sensitive urban design initiatives such as rain gardens and locally treated storm water for irrigation.
G79	Increase the use of fit-for-purpose alternative water sources such as storm water, rain water, and alternative water.
G80	Integrated water management systems should be designed to: • support and enhance habitat values for local flora and fauna species. • enable future harvesting and/or treatment and re-use of stormwater.
G81	Streets should be the primary interface between development and waterways. Lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the Responsible Authority.
G82	Any constructed waterways should be created and landscaped to provide a natural appearance, as practical.

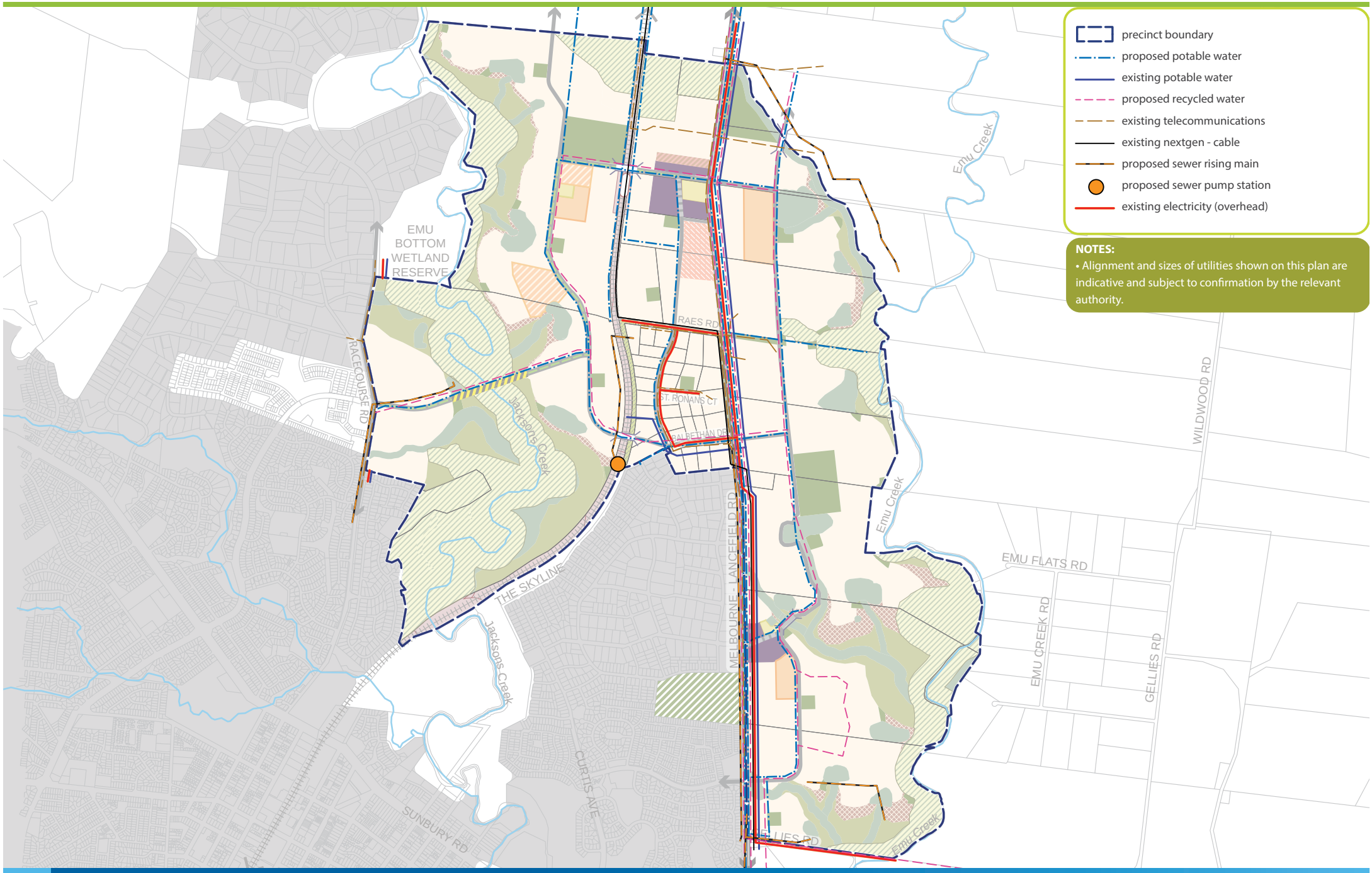
Plan 12 - Utilities

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N



NOTES:

- Alignment and sizes of utilities shown on this plan are indicative and subject to confirmation by the relevant authority.

3.5.2 Utilities

REQUIREMENTS	
R87	Trunk services are to be placed along the general alignments shown on Plan 12, subject to any refinements as advised by the relevant servicing authorities.
R88	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges, in accordance with Appendix E.
R89	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.
R90	Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R91	Where services cannot avoid crossing or being located within a conservation area they must be located to avoid disturbance to existing waterway values, native vegetation, Matters for National Environmental Significance, significant landform features and heritage sites, to the satisfaction of DELWP.
R92	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, alternative water, gas (where available) and telecommunications to the satisfaction of the relevant servicing authority.
R93	Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for alternative water supply for toilet flushing and garden watering use should it become available.
R94	Where works required for the construction of infrastructure assets will require the removal of fencing to an adjacent land parcel, the fencing must not be removed without prior consultation with the adjacent landowner. Fencing must be reinstated at the developers cost.
R95	Utilities must be placed outside conservation areas in the first instance. Where services cannot avoid crossing or being located within a conservation area they must be located to avoid disturbance to existing waterway values, native vegetation, matters for national environmental significance, significant landform features and heritage sites, to the satisfaction of the Department of Environment, Land, Water and Planning.

GUIDELINES	
G83	Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G84	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kV).
G85	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix E.
G86	Utility easements to the rear of lots should only be provided where there is no practical alternative.
G87	Utilities should be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the Responsible Authority.
G88	Development should avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

Table 10 Stormwater Treatment Assetts

PARK ID	AREA	TYPE
LR-WI-01	0.21	Stormwater quality treatment
LR-WI-02	2.35	Stormwater quality treatment
LR-WI-03	0.49	Stormwater quality treatment
LR-WI-04	3.66	Stormwater quality treatment
LR-WI-05	1.02	Stormwater quality treatment
LR-WI-06	0.77	Stormwater quality treatment
LR-WI-07	2.42	Stormwater quality treatment
LR-WI-08	2.91	Stormwater quality treatment
LR-WI-09	5.27	Stormwater quality treatment
LR-WI-10	1.10	Stormwater quality treatment
LR-WI-11	1.58	Stormwater quality treatment
LR-WI-12	4.08	Stormwater quality treatment
LR-WI-13	3.68	Stormwater quality treatment
LR-WI-14	3.20	Stormwater quality treatment
LR-WI-15	0.15	Stormwater quality treatment
LR-WI-16	1.23	Stormwater quality treatment
LR-WI-17	0.09	Stormwater quality treatment
LR-WI-18	0.29	Stormwater quality treatment
LR-WI-19	2.41	Stormwater quality treatment
LR-WI-20	1.50	Stormwater quality treatment
LR-WI-21	1.21	Stormwater quality treatment
LR-WI-22	1.30	Stormwater quality treatment

3.6 Precinct Infrastructure Plan & Staging

3.6.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 11 sets out the infrastructure and services required to meet the need of the proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

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

Plan 13 - Precinct Infrastructure Plan

Lancefield Road Precinct Structure Plan (AMENDED BY C261hume)

1:30,000 @ A4

0 300 600 900 1,200 1,500m

N

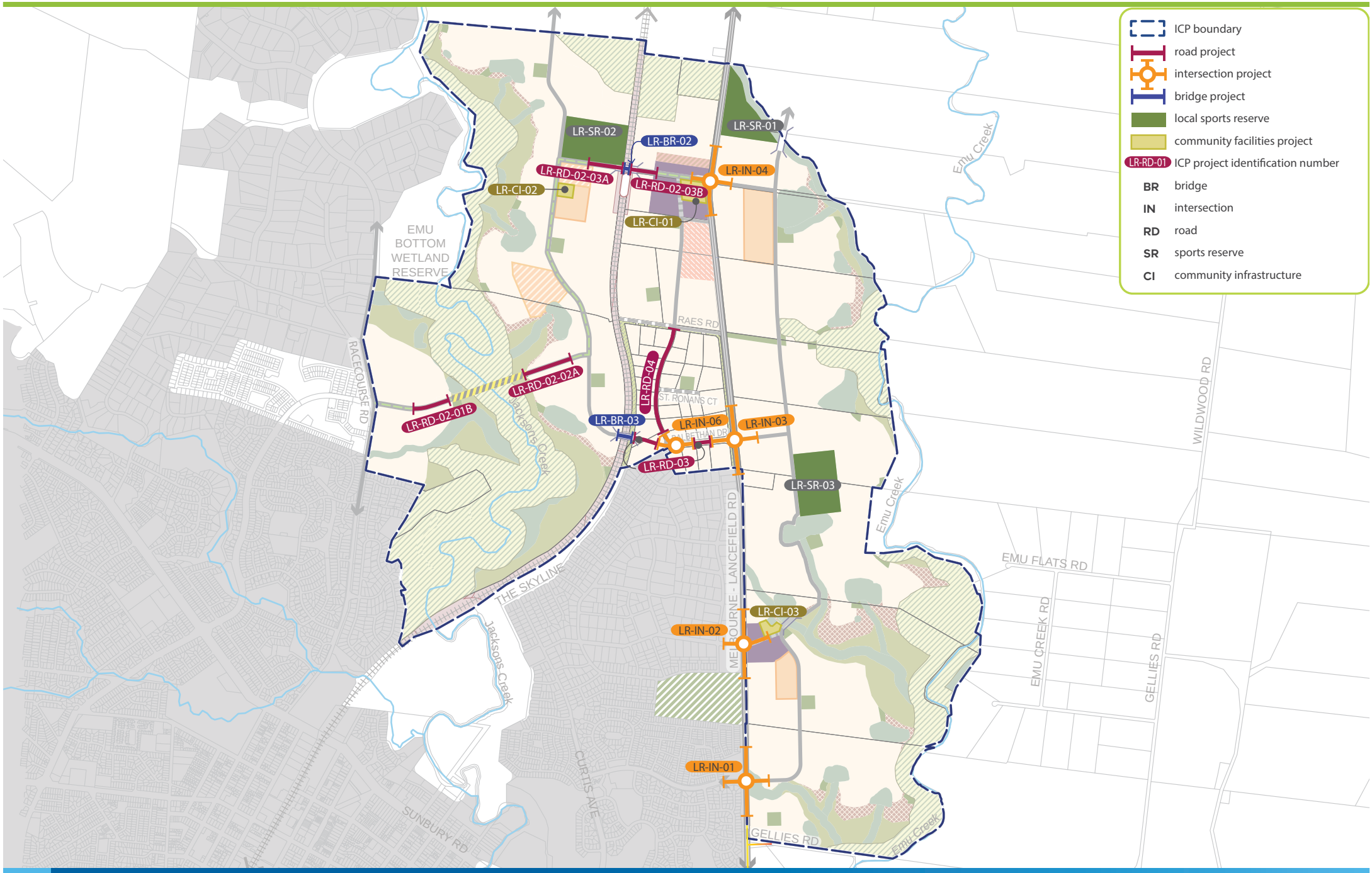


Table 11 Precinct Infrastructure Plan (Amended by C261hume)

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
TRANSPORT										
Road	LR-RD-01	Lancefield Road: Gellies Road to northern precinct boundary	Land and construction of upgraded 4-lane divided arterial road within the existing road reserve/public acquisition overlay	VicRoads	No	No	No	M	NA	0%
Road	LR-RD-01	Lancefield Road: Gellies Road to northern precinct boundary	Land and construction of ultimate 6-lane divided arterial road within the existing road reserve/public acquisition overlay	VicRoads	No	No	No	L	NA	0%
Road	LR-RD-02-01B	Sunbury Ring Road: Northern Link - Jacksons Creek Crossing - Western Road apprach	Land for approach road for 2 lane bridge	Hume City Council	Yes	No	No	L	NA	0%
Road	LR-RD-02-02A	Sunbury Ring Road: Northern Link - Jacksons Creek Crossing - Eastern Road apprach	Land for approach road for 2 lane bridge	Hume City Council	Yes	No	No	L	NA	0%
Road	LR-RD-02-03A	Sunbury Ring Road: Northern Link Grade Separation - Western Road Approach	Land and construction of approach road for 2 lane road underpass of rail line	Hume City Council	Yes	No	Yes	L	NA	100%
Road	LR-RD-02-03B	Sunbury Ring Road: Northern Link Grade Separation - Eastern Road Approach	Land and construction of approach road for 2 lane road underpass of rail line	Hume City Council	Yes	No	Yes	L	NA	100%
Road	LR-RD-03	Balbethan Drive Upgrade: Lancefield Road to Rail Line	Land and construction of 2-lane connector within existing road reserve, with new road reserve at western end	Hume City Council	Yes	No	Yes	S-M	NA	100%
Road	LR-RD-04	Stockwell Drive Upgrade: Balbethan Drive to Raes Rd	Construction of 2-lane connector within existing road reserve.	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	LR-IN-01	Intersection: Sunningdale Avenue and Lancefield Road	Land for ultimate configuration and construction of interim 4 way signalised intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	LR-IN-01	Intersection: Sunningdale Avenue and Lancefield Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	LR-IN-02	Intersection: Rolling Meadows Drive and Lancefield Road	Land for ultimate configuration and construction of interim 4 way signalised intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Intersection	LR-IN-02	Intersection: Rolling Meadows Drive and Lancefield Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	LR-IN-03	Intersection: Balbethan Drive and Lancefield Road Intersection	Land for ultimate configuration and construction of interim 4 way signalised intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	LR-IN-03	Intersection: Balbethan Drive and Lancefield Road Intersection	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	LR-IN-04	Intersection: Sunbury Ring Road and Lancefield Road Intersection	Land for ultimate configuration and construction of interim 4 way signalised intersection	Hume City Council	Yes	Yes	No	M-L	NA	100%
Intersection	LR-IN-04	Intersection: Sunbury Ring Road and Lancefield Road Intersection	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	LR-IN-06	Intersection: Stockwell Dr and Balbethan Dr	Land and construction of ultimate 3 leg roundabout	Hume City Council	Yes	No	Yes	S-M	NA	100%
Bridge	LR-BR-02	Sunbury Ring Road: Northern Link Grade Separation	Land purchase and construction of 2 lane road underpass of rail line	Hume City Council	Yes	No	Yes	L	NA	100%
Bridge	LR-BR-03	Balbethan Drive Grade Separation	Land purchase and construction of 2 lane road overpass of rail line	Hume City Council	Yes	No	Yes	S-M	NA	100%
PUBLIC TRANSPORT INFRASTRUCTURE										
Rail	-	Sunbury North Train Station	New two platform train station, including car parking, bus interchange and associated facilities	TfV	No	No	No	M-L	NA	0%
COMMUNITY INFRASTRUCTURE										
Community	LR-CI-01	Level 3 Community/Civic Centre	Land and construction of multipurpose community centre (Yellow Gum east) including potential civic and library space	Hume City Council	Yes	No	Yes	L	NA	100%
Community	LR-CI-02	Level 2 Community Centre	Land and construction of Yellow Gum multipurpose community centre including kindergarten rooms	Hume City Council	Yes	No	Yes	L	NA	100%
Community	LR-CI-03	Level 2 Community Centre	Land and construction of Emu Creek multipurpose community centre including kindergarten rooms	Hume City Council	Yes	No	Yes	S-M	NA	100%
Education	-	Government Primary School (Yellow Gum)	Land and construction of a potential government P-6 (primary) school	DET	No	No	No	L	NA	0%
Education	-	Government Primary School (Emu Creek)	Land and construction of a potential government P-6 (primary) school	DET	No	No	No	S-M	NA	0%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Education	-	Government Secondary School (Yellow Gum)	Land and construction of a potential government 7-12 (secondary) school	DET	No	No	No	L	NA	0%
Education	-	Non-Government Primary School	Land and construction of a potential non-government P-6 (primary) school	Others	No	No	No	M	NA	0%
Education	-	Non-Government Secondary School	Land and construction of a potential non-government 7-12 (secondary) school	Others	No	No	No	S-M	NA	0%
Education	-	Tertiary Education Campus	Potential tertiary education uses	Others	No	No	No	M-L	NA	0%
Health	-	Health Care	Potential regional health services	Others	No	No	No	M-L	NA	0%
RECREATION INFRASTRUCTURE										
Sports Fields	LR-SR-01	Regional Sporting Complex	Land and partial construction of regional sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	LR-SR-01P	Regional Sporting Complex	Construction sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	LR-SR-02	Northern Hub Sports Fields	Land and construction of local sporting fields (Yellow Gum), including sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	LR-SR-02P	Northern Hub Sports Fields	Construction sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	LR-SR-03	Central Hub Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	S-M	NA	100%
Sports Fields	LR-SR-03P	Central Hub Sports Fields	Construction sports pavilion	Hume City Council	Yes	No	Yes	S-M	NA	100%
LOCAL PARKS										
Local Parks	LR-LP-01 to LP-29	Local Parks and Passive Recreation Nodes	Land for all Local Parks and Passive Recreation Nodes	Hume City Council	Yes	No	No	Various	NA	100%

ICP = Funded by Infrastructure Contributions Plan, delivered by Council or as Works in Kind by developers/land owners
ICP (DEV) = ICP project that is anticipated to be constructed by developers through Works In Kind arrangement.
DET = Funded and delivered by Department of Education and Training
Project timing indication: S = 0-10 years, M = 11-20 years, L= 21 years+

3.6.2 Subdivision Works

REQUIREMENTS	
R96	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets (excluding any works specifically funded through the ICP). • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial. roads, connector streets, and local streets (excluding any works specifically funded through the ICP). • Council/VicRoads approved fencing and landscaping (where required) along arterial roads, including glare planting. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, escarpment top area and within local parks including bridges, intersections and barrier crossing points (except those included in the ICP). • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and open space (refer open space delivery below). • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the ICP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications. • Provision of water tapping, potable and alternative water connection points for any potential open space on the land located within the electricity transmission line easement. • Tree reserves along Lancefield Road to achieve boulevard treatments (refer to cross sections). • Shared paths and bridges for local streets, unless otherwise funded through the ICP. • Shared paths along escarpments and waterways, as generally depicted on Cross Sections in Appendix B. • Victrack/PTV approved fencing along railway corridors which have not already been fenced.
R97	**LOCAL OPEN SPACE DELIVERY** All public open space identified in Table 8 must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including: • Removal of all existing and disused structures, foundations, pipelines, stockpiles and contaminated soils. • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and alternative water connection points. Sewer and gas connection points must also be provided to land identified as a sports reserve and community facility. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable methods). • Maintenance access points. • Installation of park furniture including, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 8). • Installation of boundary fencing where the public open space abuts private land, or as required by the Responsible Authority. • Remediated of any contamination. • Protection and interim maintenance of any remnant trees identified for retention.
R98	Local sports reserves required as identified by an Infrastructure Contributions Plan must be vested in the relevant authority in the following condition: • Free from surface/ protruding rocks and structures. • Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient). • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. • Consistent with the ICP, where these works are not considered to be temporary works, these works may be eligible for a works in kind credit against the landowner/ developers ICP obligation to the satisfaction of the collecting agency. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for a works in kind credit.

3.6.3 Development Staging

REQUIREMENTS	
R99	Development staging must provide for the timely provision and delivery of: • arterial road reservations • connector streets and connector street bridges • street links between properties, constructed to the property boundary • connection of the on- and off-road pedestrian and bicycle network to key destinations within and outside the precinct from the early stages of development • land for community infrastructure, active recreation and open space.
R100	Development viability and staging in this precinct will be determined largely through the availability and provision of local road infrastructure in order to access and service each development site. Within this context, development must: • ensure safe and orderly vehicular access to the existing arterial network; and • provide access from an arterial road to each new lot via a sealed road to service the development and constructed to an urban standard (unless specified elsewhere in the PSP), all to the satisfaction of the responsible authority.
GUIDELINES	
G89	Infrastructure projects identified in the Precinct Infrastructure Plan at Table 11 should be delivered as per the timing priority identified in the timing column of Table 11. Where infrastructure is proposed to be delivered outside of the sequence identified in Table 11, the onus is on the developer to fund the infrastructure works as 'Works In Kind'.

4.0 APPENDICES

4.1 Appendix A – Local Town Centre Design Guidelines

LOCAL TOWN CENTRES	
Principle 1 Locate Village Centres in attractive settings and as the focus of the surrounding neighbourhood.	**PERFORMANCE CRITERIA** • Locate Village Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Village Centre should respect existing views and vistas to and from the Village Centre location.
Principle 2 Focus on a public space as the centre of community life.	**PERFORMANCE CRITERIA** • A public space which acts as the central meeting place within the Village Centre must be provided. This public space may take the form of a civic square, town park, foreshore park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Village Centre are directly focused on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Village Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Village Centre. • The main public space or town square within the Village Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces. • Maximise solar passive orientation and providing suitable protection from high winds through suitable siting and design techniques, and • Ensure that this public space remains publicly accessible outside regular business hours.
Principle 3 Provide a range of retail, local community and other facilities within Village Centres.	**PERFORMANCE CRITERIA** • Land uses should be located generally in accordance with the locations and general land use terms identified in Figures 3 and 4. • The design of the Village Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. • The design of the Village Centre should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunities for local businesses. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Village Centre. • Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Village Centre. • Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Village Centre and at the edge of the Village Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.

Principle 3 Cont.	• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the propertyEnsure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location. • Tenancies should be designed such that they can transition to a range of uses over time, particularly in multi-storey developments.
Principle 4 Integrate local employment and service opportunities in a business friendly environment	**PERFORMANCE CRITERIA** • A variety of employment and business opportunities should be planned through the provision of a mix of land uses and commercial activities. • Options for office based businesses should be provided within the Village Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Village Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Village Centre should be considered as part of the design process.
Principle 5 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Village Centre.	**PERFORMANCE CRITERIA** • Medium and high density housing in and around the Village Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Village Centre and be connected to the activity of the Village Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Village Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Village Centres with strong pedestrian and cycle links to the central activity area of the Village Centre. • The Village Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square/public space and locating residential uses predominantly at the edge of the Village Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Village Centres.
Principle 6 Integrate local employment and service opportunities in a business friendly environment	**PERFORMANCE CRITERIA** • The Village Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Village Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Village Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarkets and other 'large format' buildings should not impede on the movement of people around the Village Centre.

Principle 6 Cont.	• Key buildings within the Village Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Village Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Car Parking should be provided such that commercial car parking supply doesn't rely on on-street provision on local streets. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages. • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles.
Principle 7 Create a sense of place with high quality engaging urban design.	**PERFORMANCE CRITERIA** • Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Village Centre location and its surrounds. • The Village Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Village Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the main street and be aligned with the property boundary. • Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Village Centre. • Corner sites, where the main street meets an intersecting connector street / arterial road should: • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages; • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines); • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and • Not be developed for standard single storey fast food outcomes. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • Any supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares. • Any supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to any supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of primary access from the main street or town square. • The design and siting of any supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Village Centre should generally be built to the property line.

Principle 7 Cont.	• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Village Centre. • Wrapping of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. • Landscape buffers should be provided between carparks and adjacent roads.

Principle 8
Promote localisation, sustainability and adaptability
	PERFORMANCE CRITERIA
	• The Village Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
	• The Village Centre should be designed to be sympathetic to its natural surrounds by:
	  ▪ Investigating the use of energy efficient design and construction methods for all buildings;
	  ▪ Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);
	  ▪ Promoting safe and direct accessibility and mobility within and to and from the Village Centre;
	  ▪ Including options for shade and shelter through a combination of landscape and built form treatments;
	  ▪ Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
	  ▪ Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
	  ▪ Grouping waste collection points to maximise opportunities for recycling and reuse;
	  ▪ Promoting solar energy for water and space heating, electricity generation and internal and external lighting;
	  ▪ Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	  ▪ Including suitable locally indigenous plant species in landscape treatments.
	• Encourage building design which can be adapted to accommodate a variety of uses over time.
	• Ensure the Village Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community change.

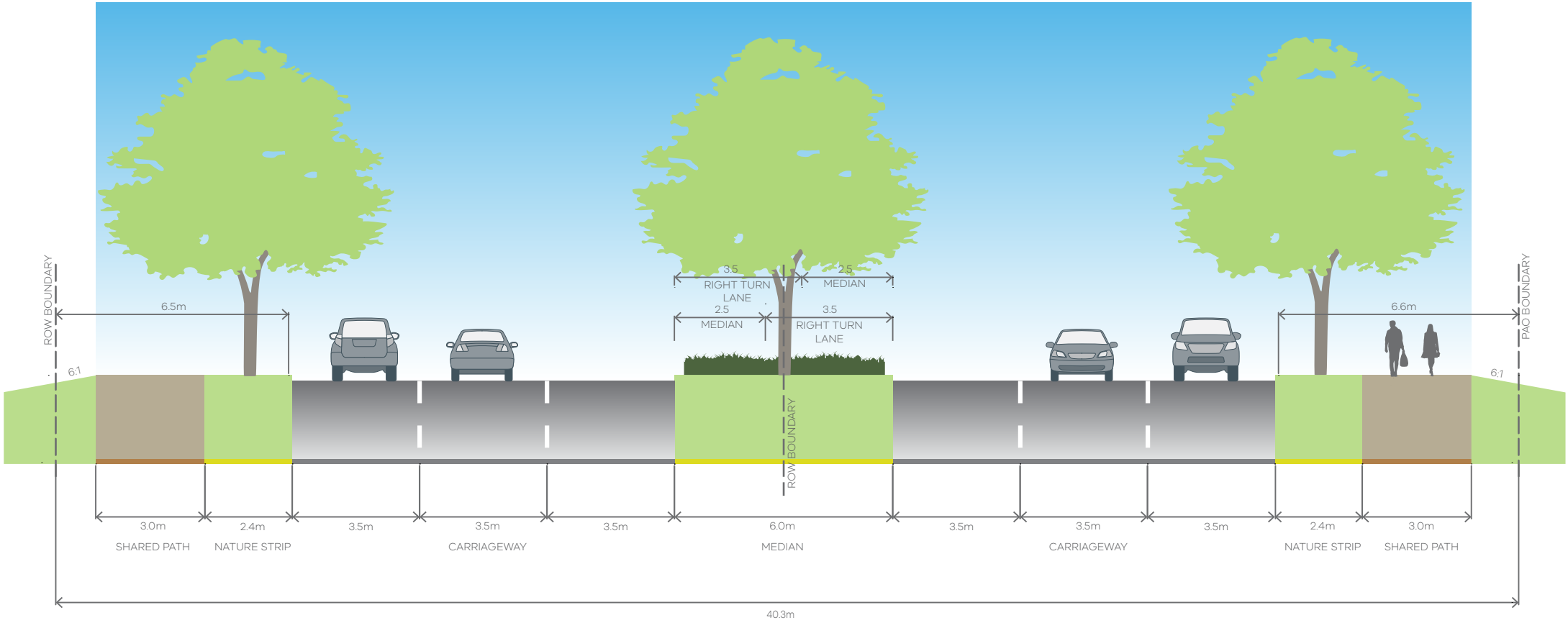
EMU CREEK LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES

- Align the main street to frame views through Emu Creek valley and associated gullies
- Establish a vibrant and compact main street focused on a single street
- Establish a civic and cultural presence on the main street that takes advantage of the rural outlook and views associated with Emu Creek and land to the west
- Ensure the plaza is located in the heart of the town centre, on one side of the main street with solar access, taking advantage of the rural outlook and views
- Support strong north-south connections through the town centre and across the main street.
- Ensure the intersection terminating the main street is a 'T', formalising the north-south connector as the main traffic flow route.

YELLOW GUM LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES

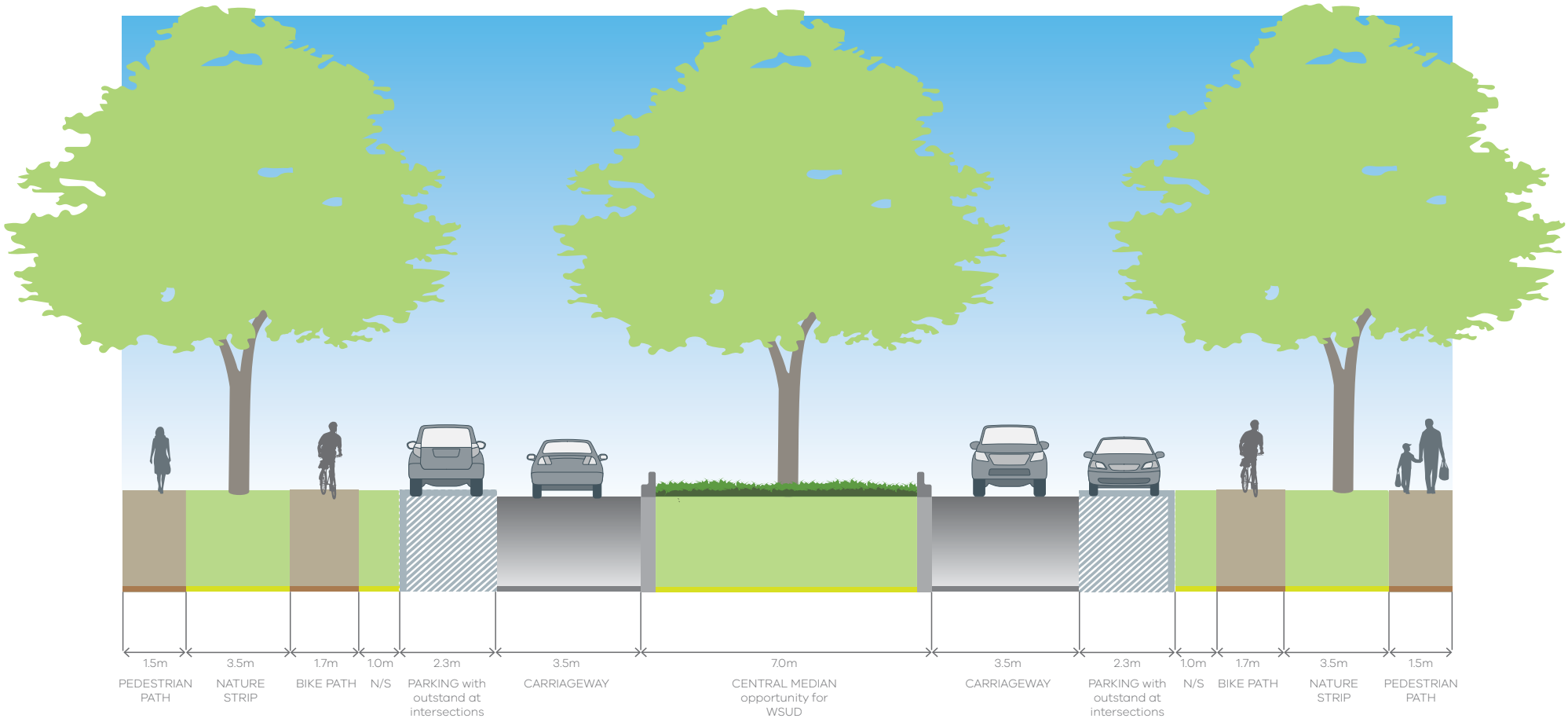
- Focus the town centre to the south of the connector road.
- Establish a vibrant and compact main street running north-south, one block from Lancefield Road.
- Establish a civic and educational presence on the main street, enlivening the public realm and increasing the viability of shops and retail.
- Locate the plaza within the heart of the centre functioning both as a place to meet and a shared space for pedestrian and bicycle movement (from the train station and car parking to the shops and education facility).
- Create legible pedestrian routes between the station, the plaza, and the community/ education facilities.
- Mark the entrance to the town centre from Lancefield Road via commercial development anchoring the corners.
- Ensure future medium density residential is designed to facilitate a pedestrian orientated streetscape, with vehicular access taken from the rear where possible.

4.2 Streetscape Cross Sections



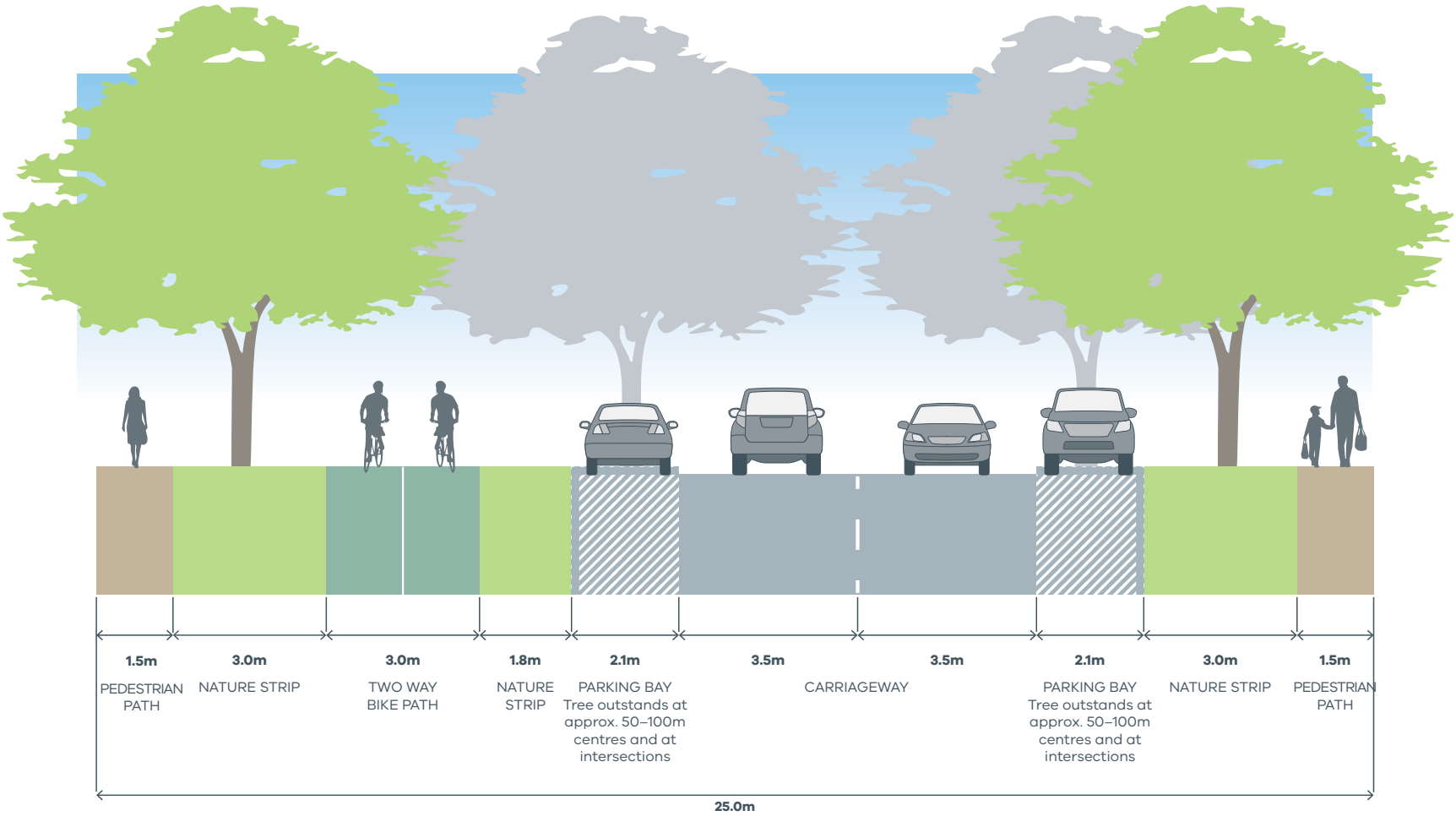
NOTES:

- Potential need for sewerage and water infrastructure within adjacent internal loop roads or parallel connector road network



NOTES:

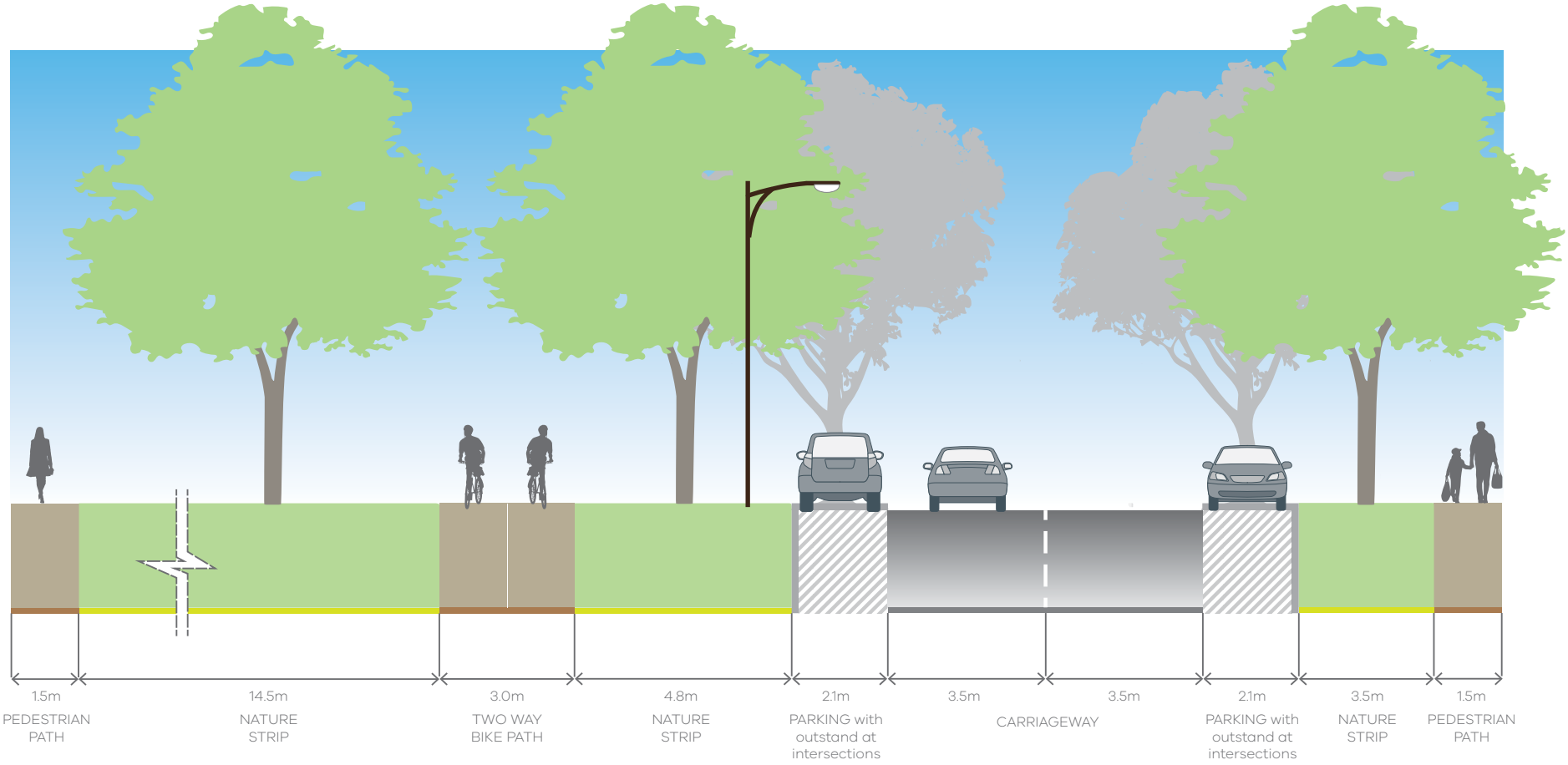
- Direct property access to boulevard connector will be supported where appropriate



NOTES:

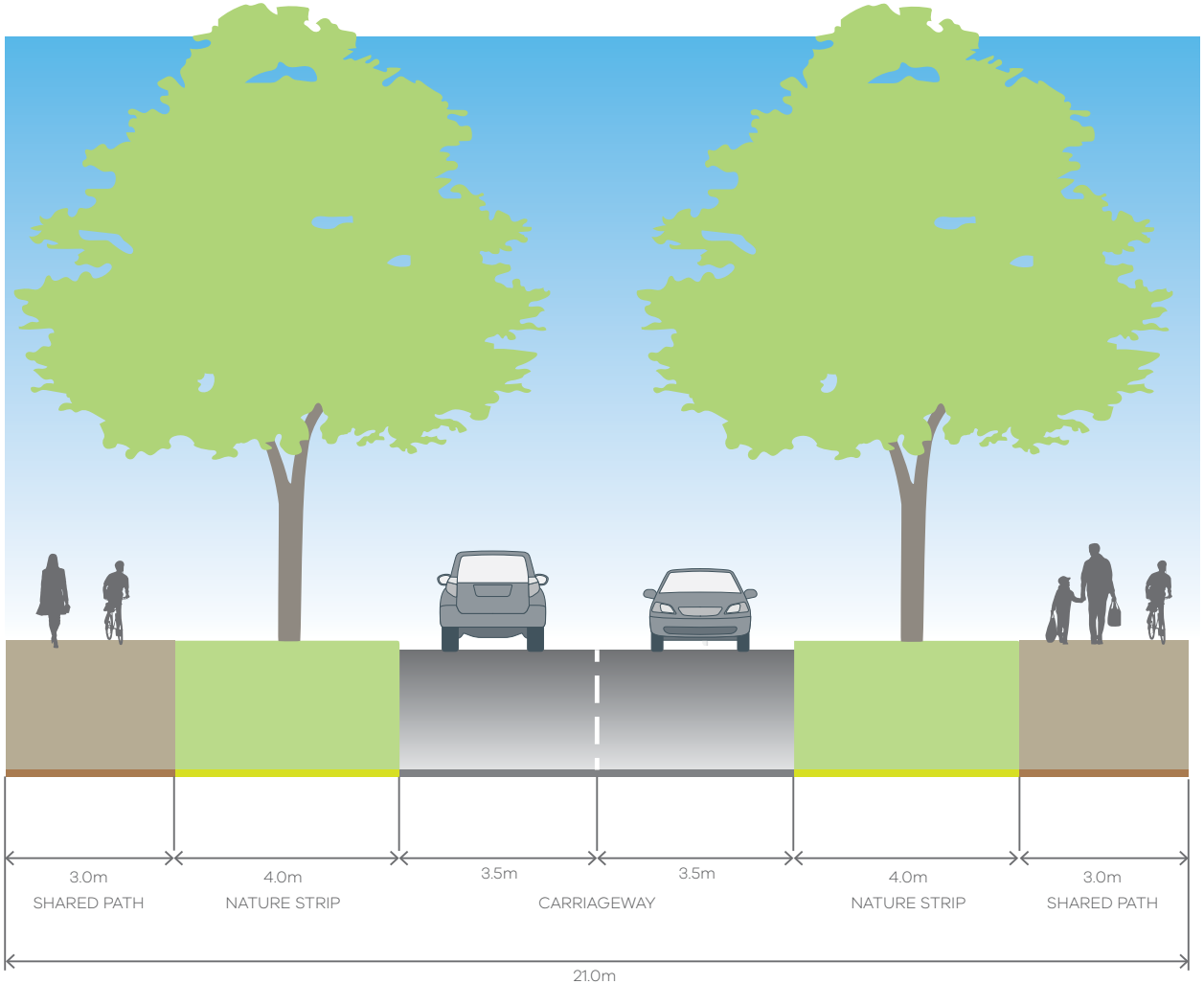
- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Section 3 - Connector Road (25.0m)
Residential



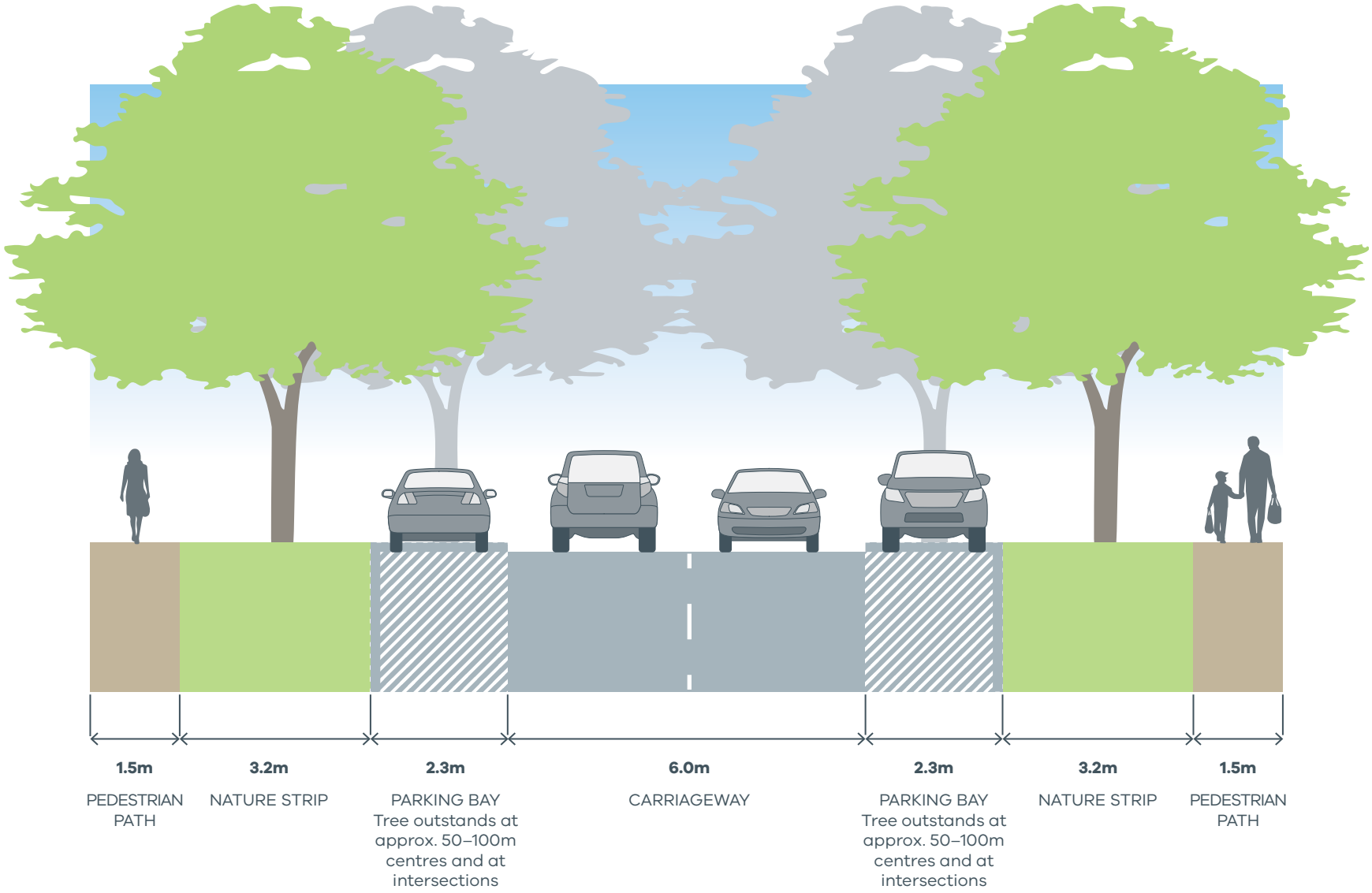
Note:

- Existing servicing to be relocated from northern side of road



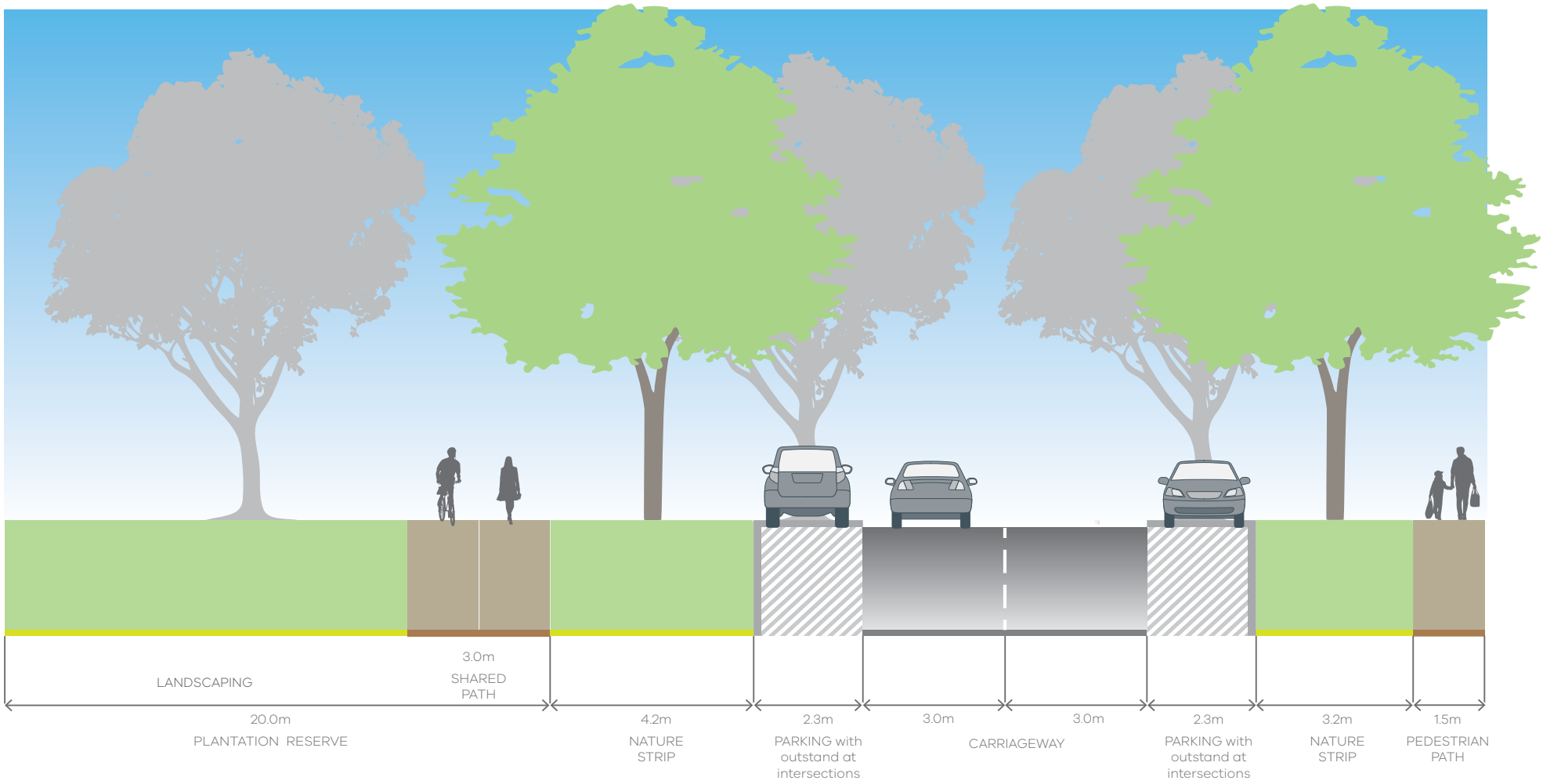
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)

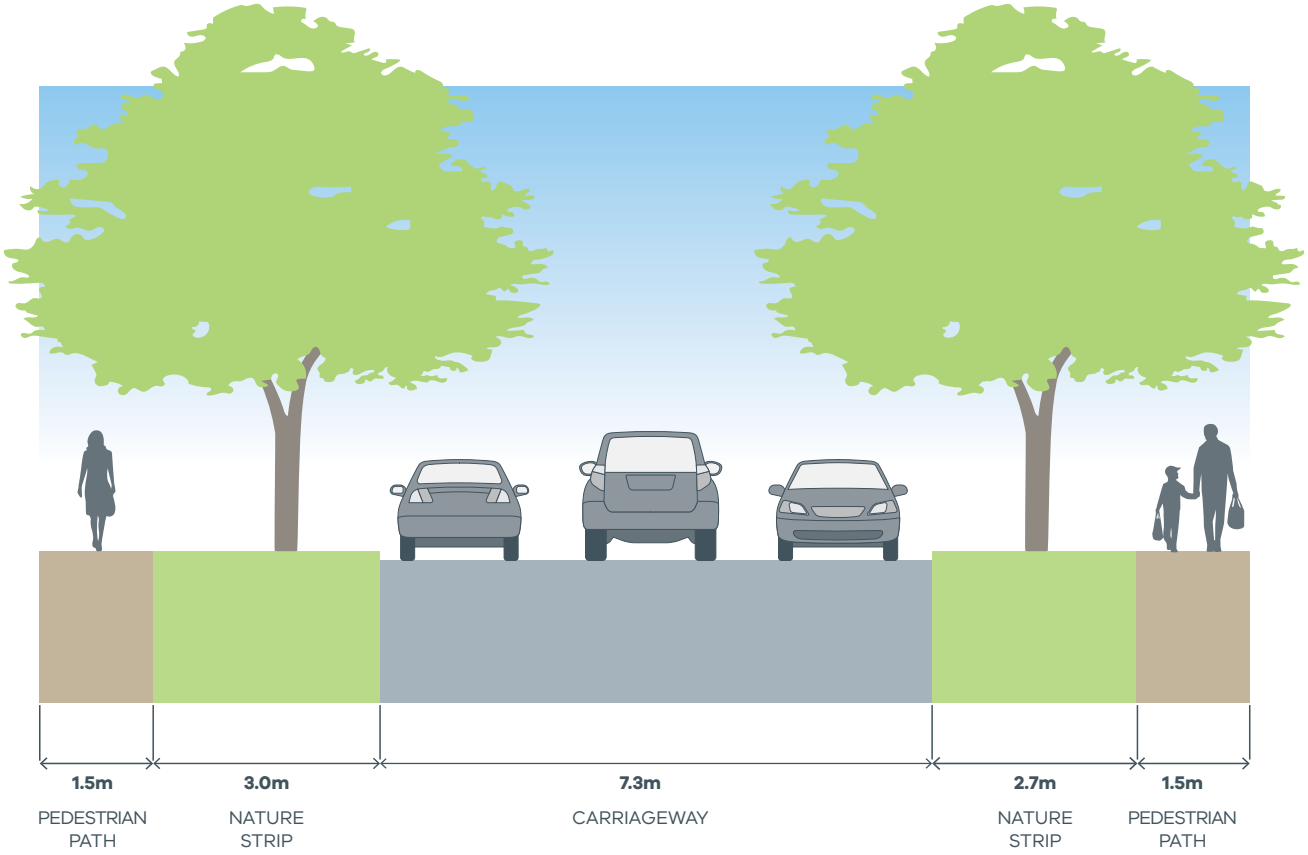


NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

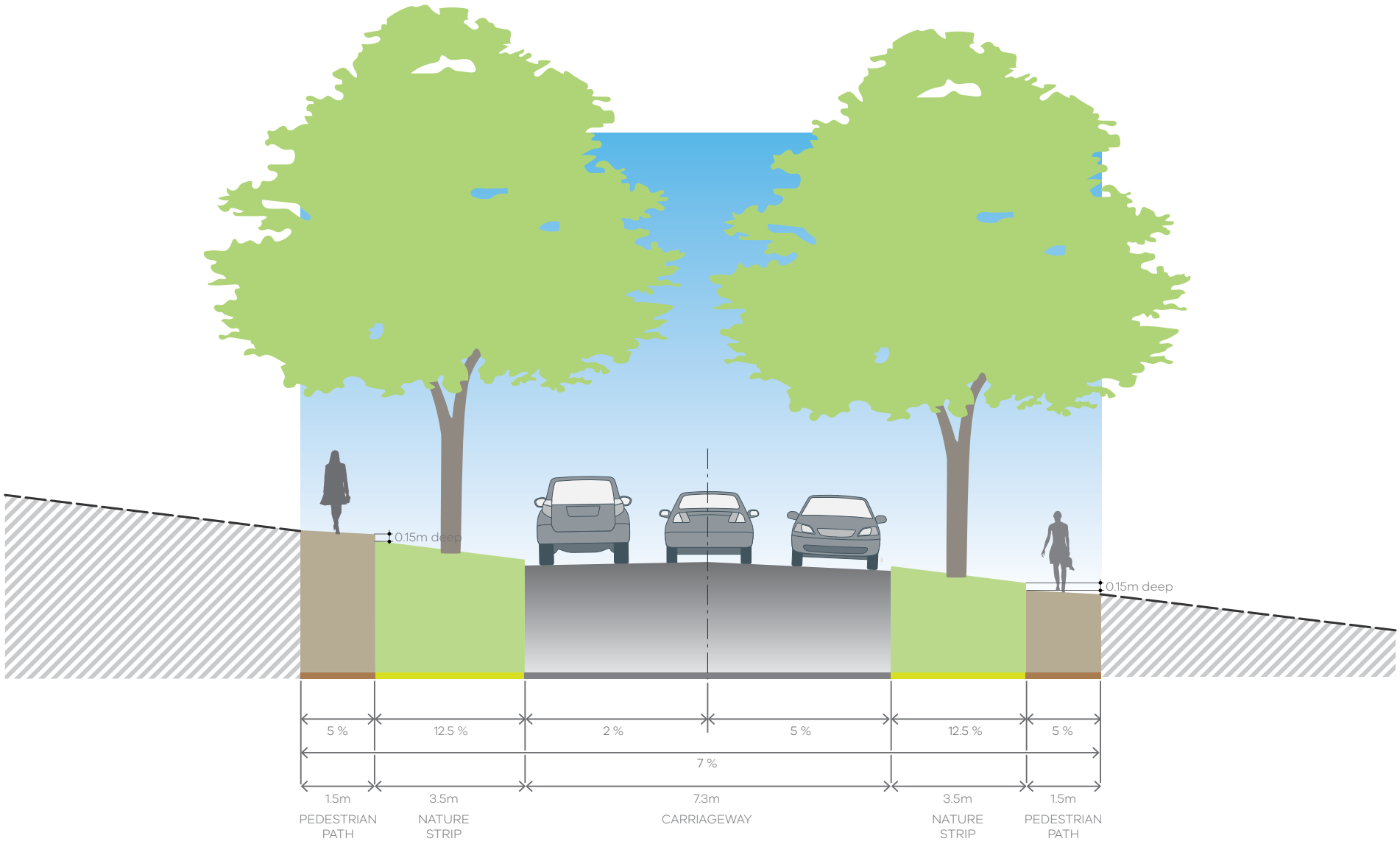


Section 7 - Local Access Street Level 2 (20.0m)
Raes Road (plantation reserve south side)



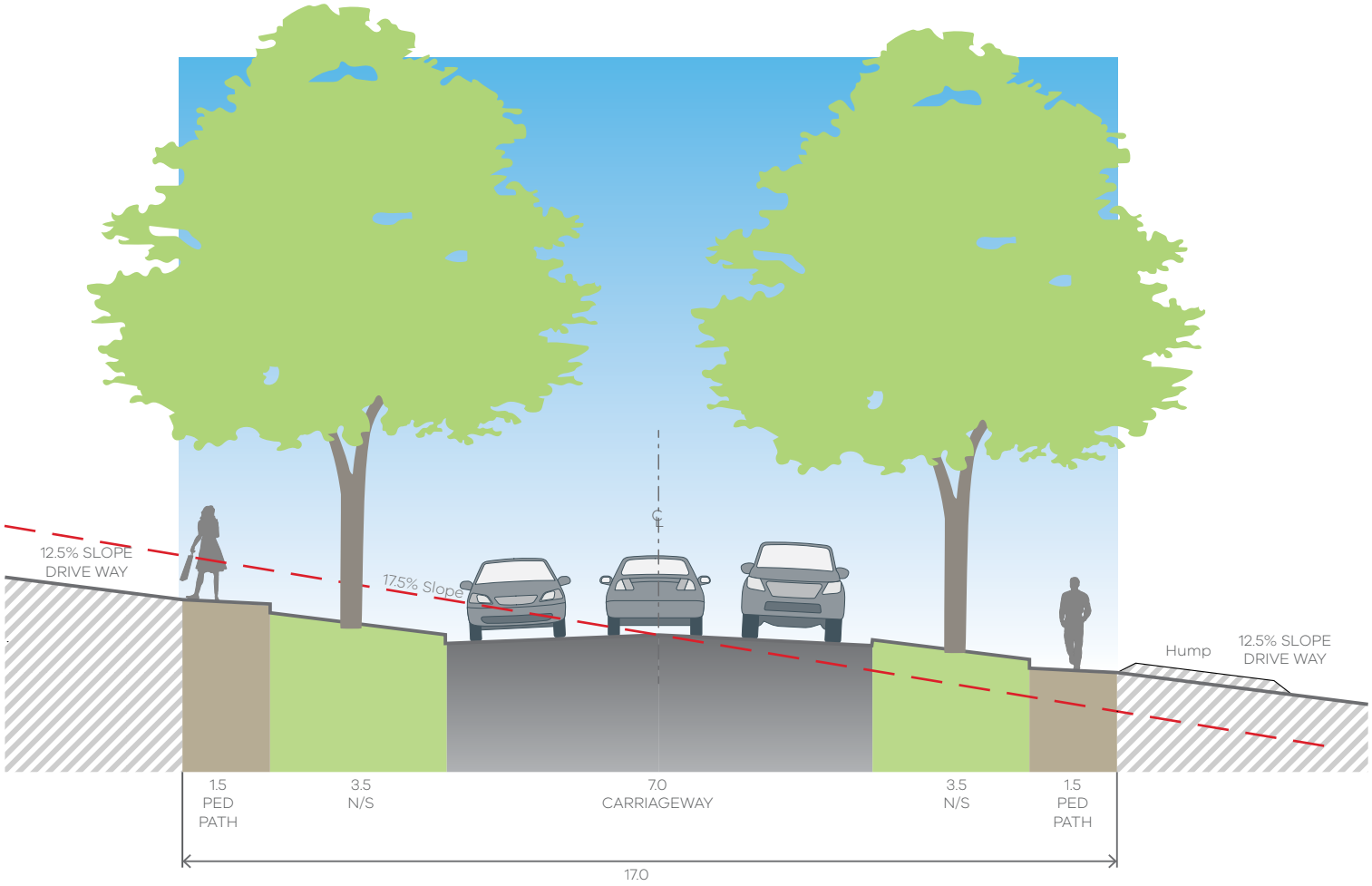
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb

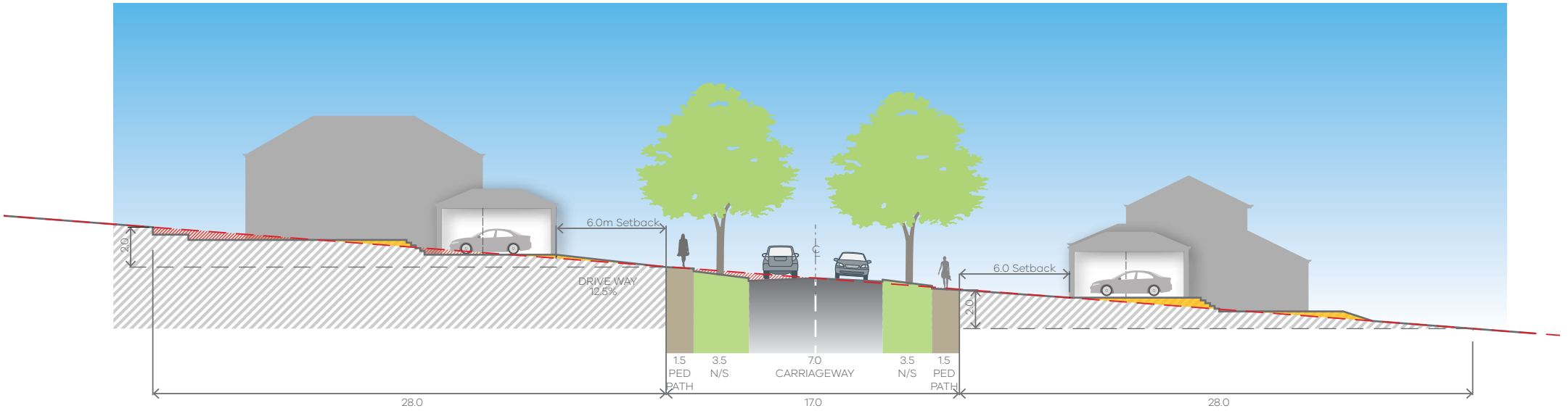


NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

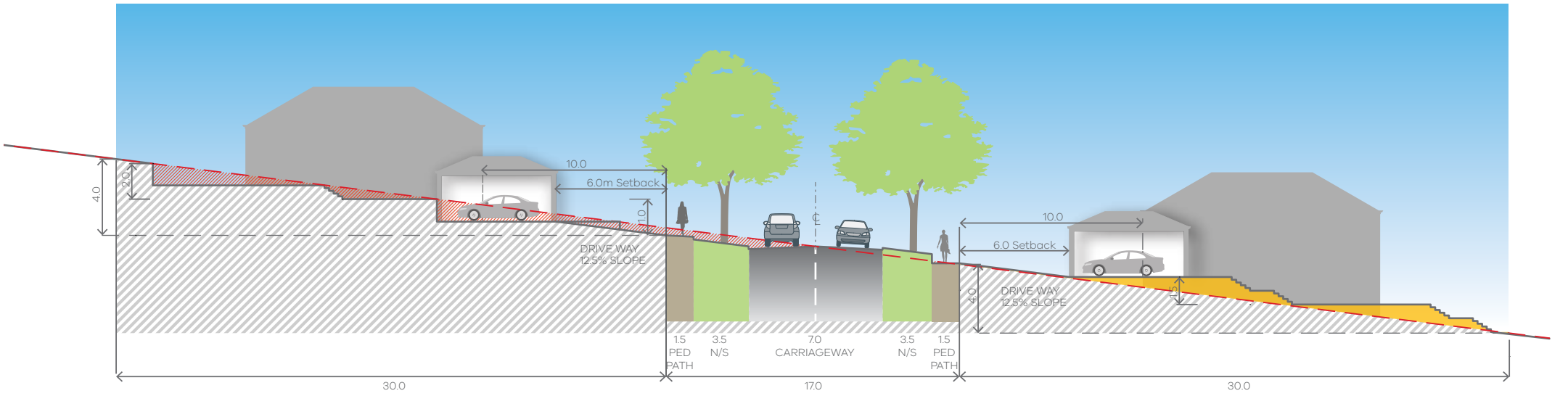


Section 10 - Local Access Street Level 1 (17.0m)
On 17.5% Slope

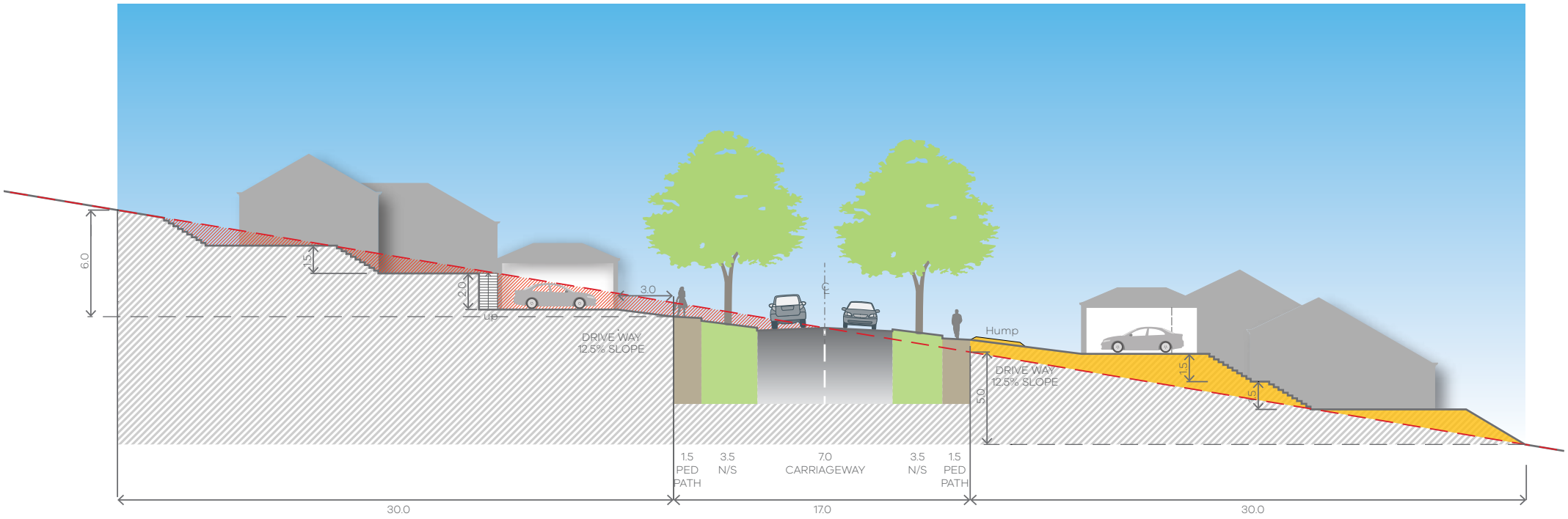


7.5% SLOPE

NOTES
Lot depths indicative only.



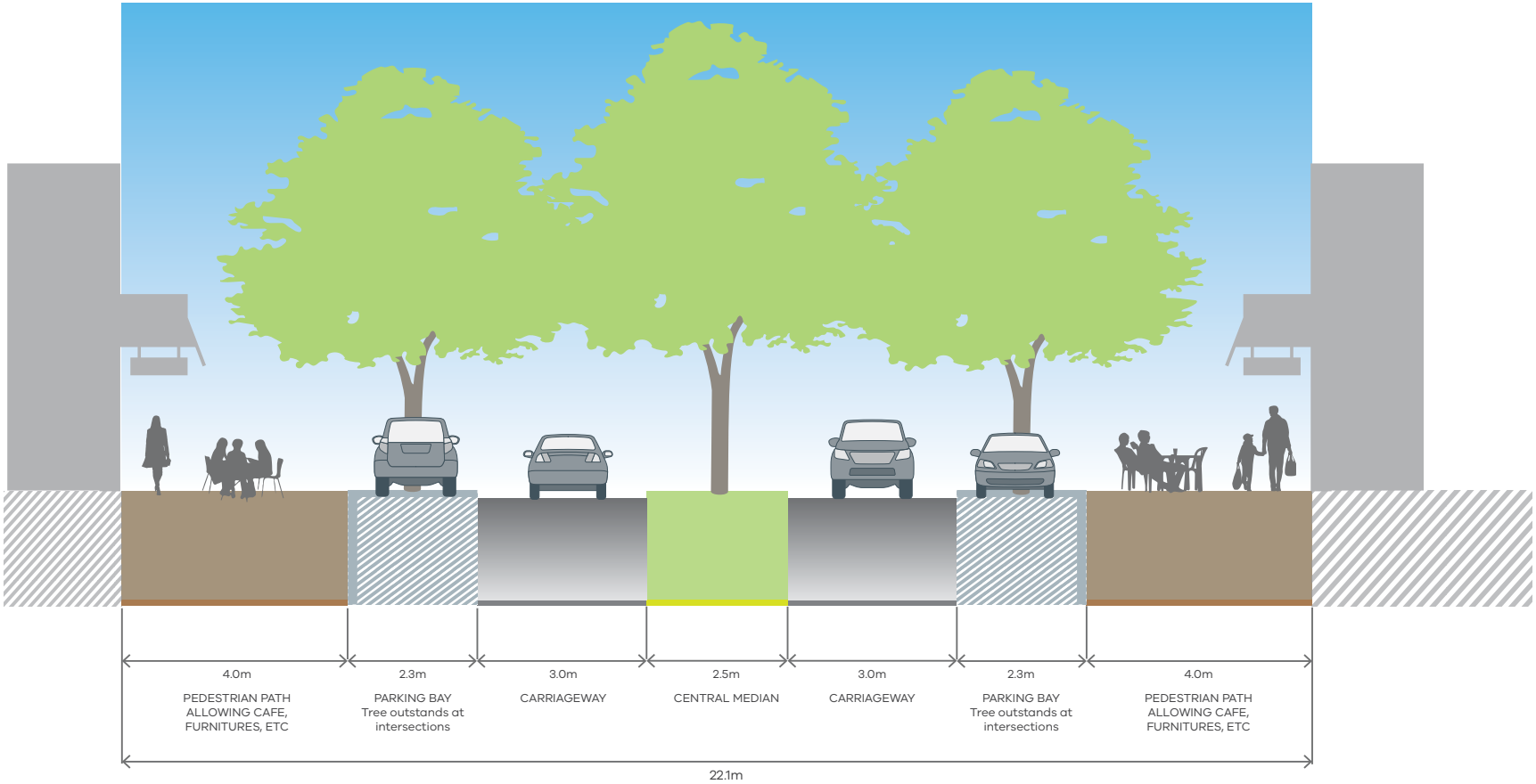
12.5% SLOPE



17.5% Slope

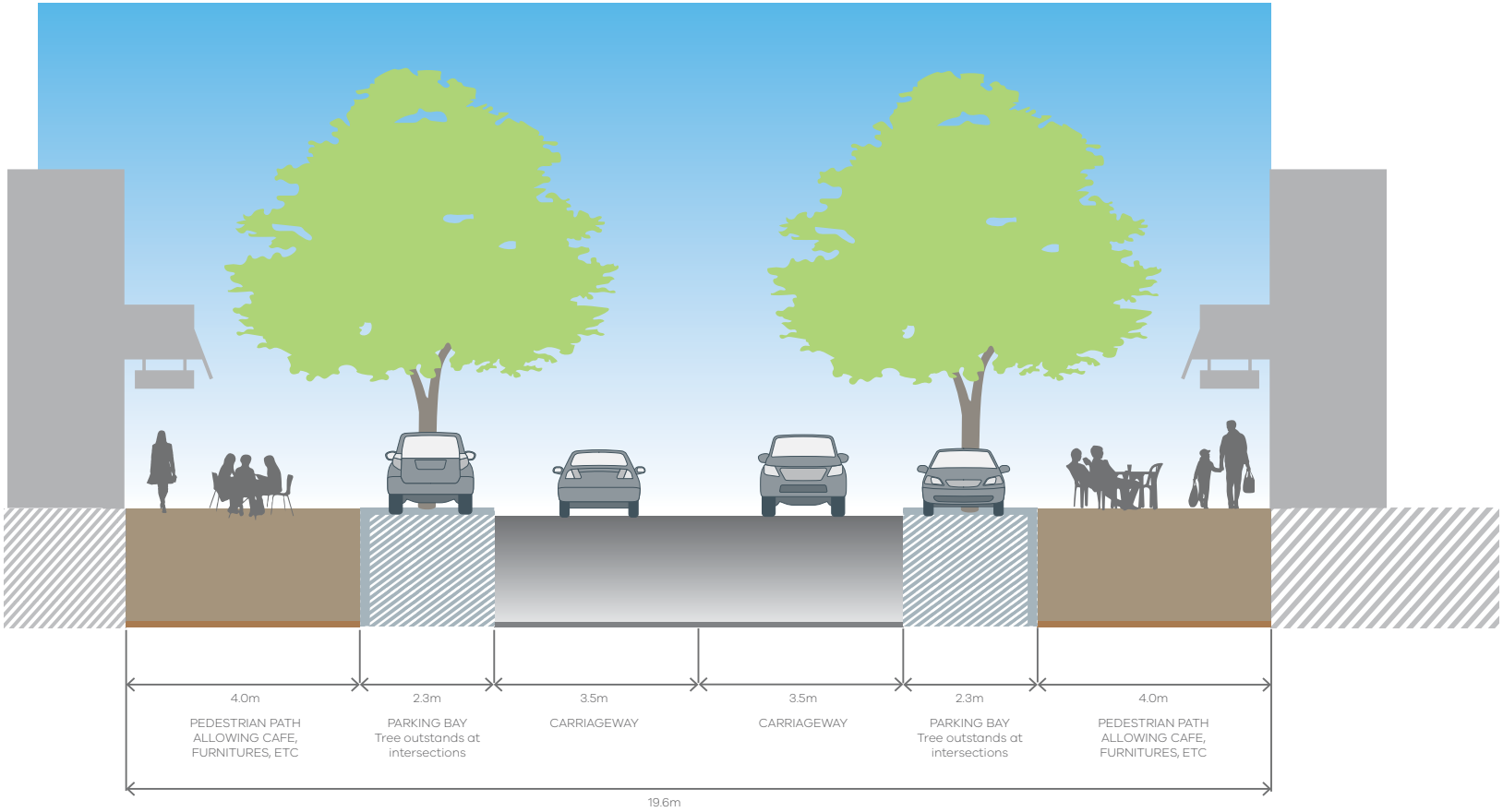
NOTES

Lot depths indicative only.



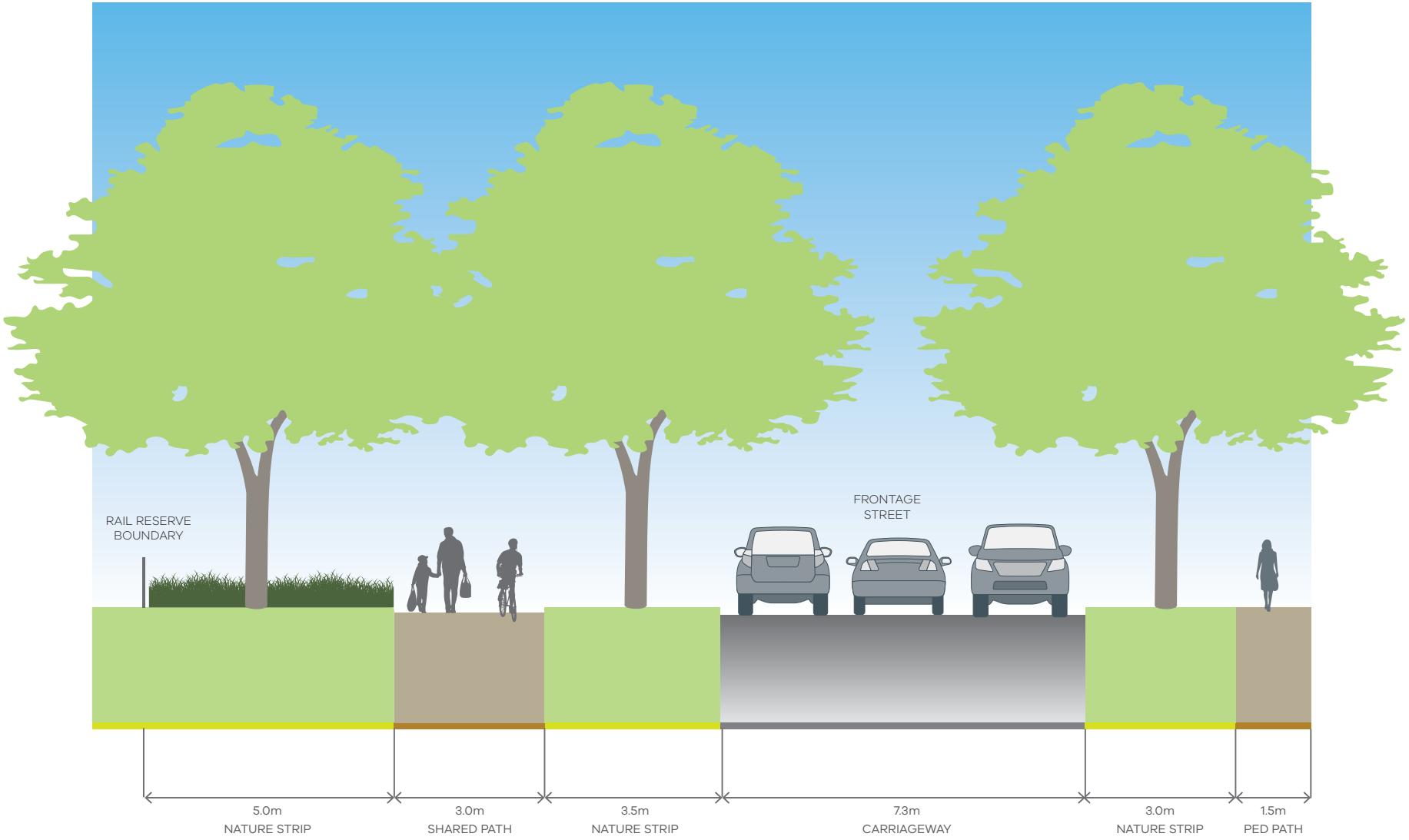
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to allow safe on road cycling



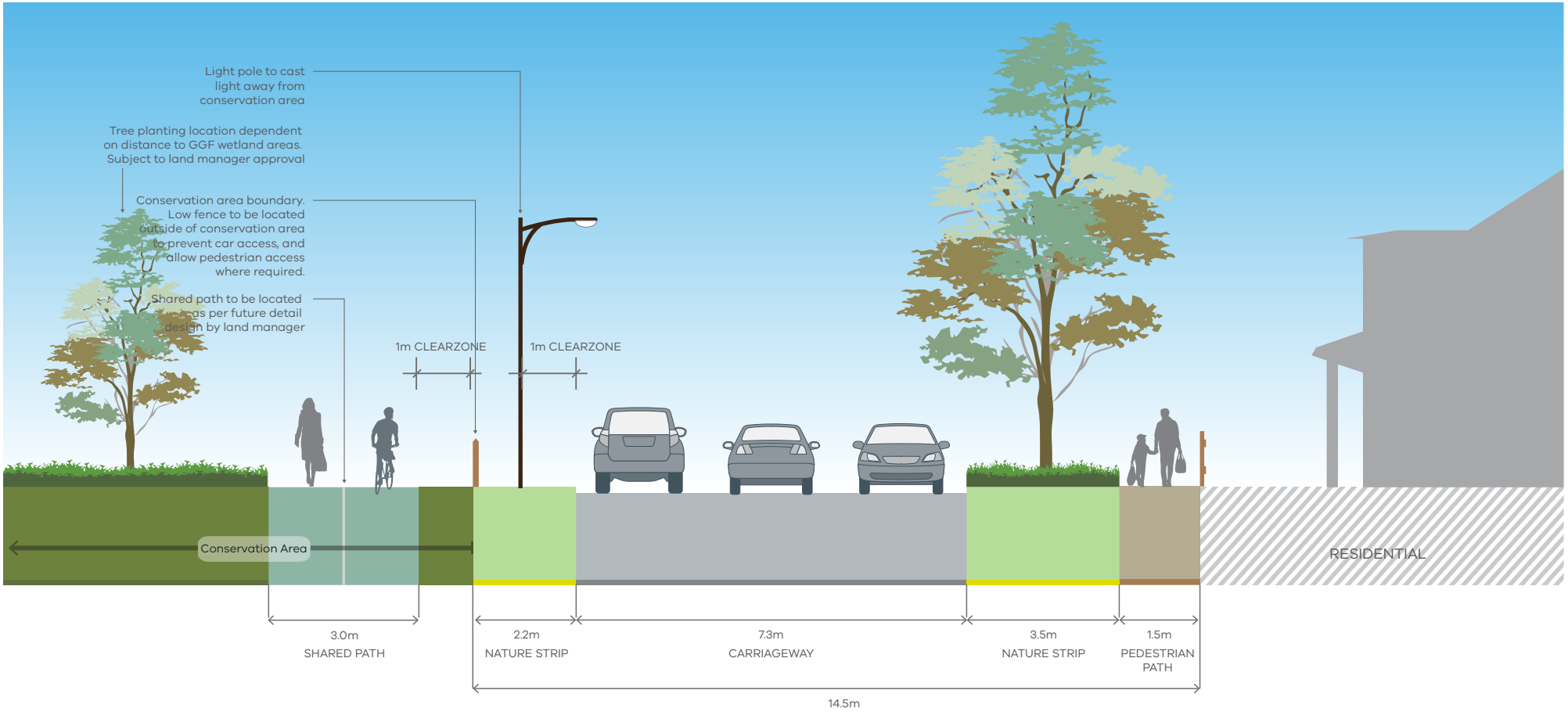
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to allow safe on road cycling



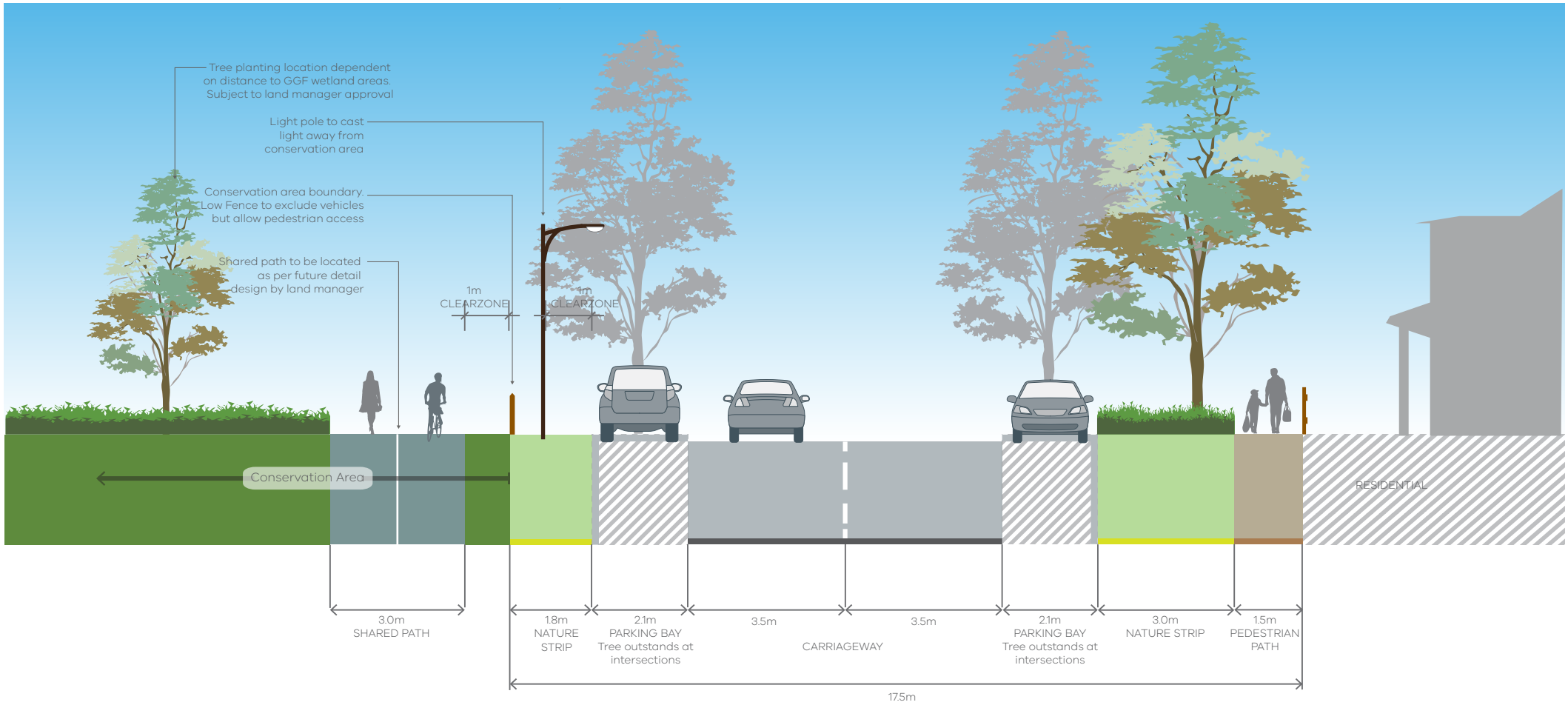
NOTES:

- A shared path is to be provided along the Rail reserve where shown on Plan 10
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack
- Fencing to the Rail reserve boundary is to be visually transparent



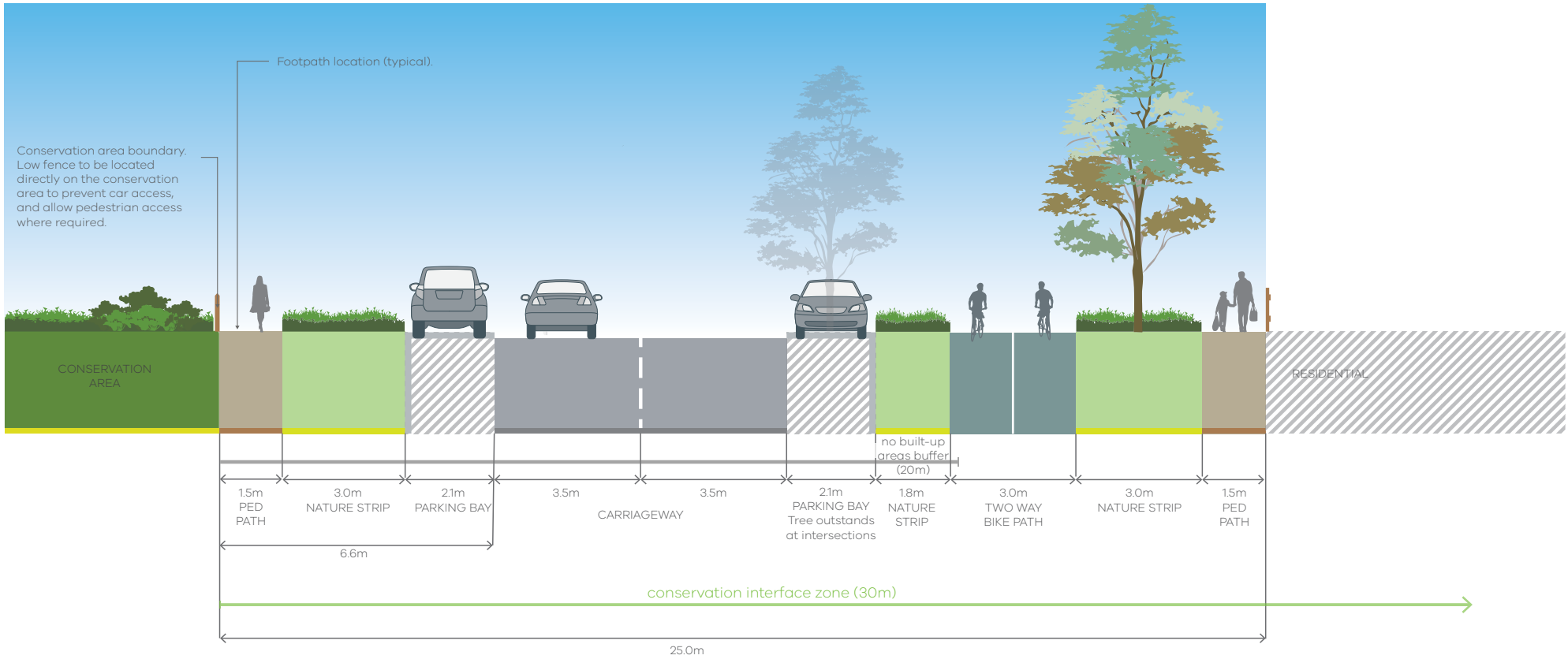
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area.



NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area.

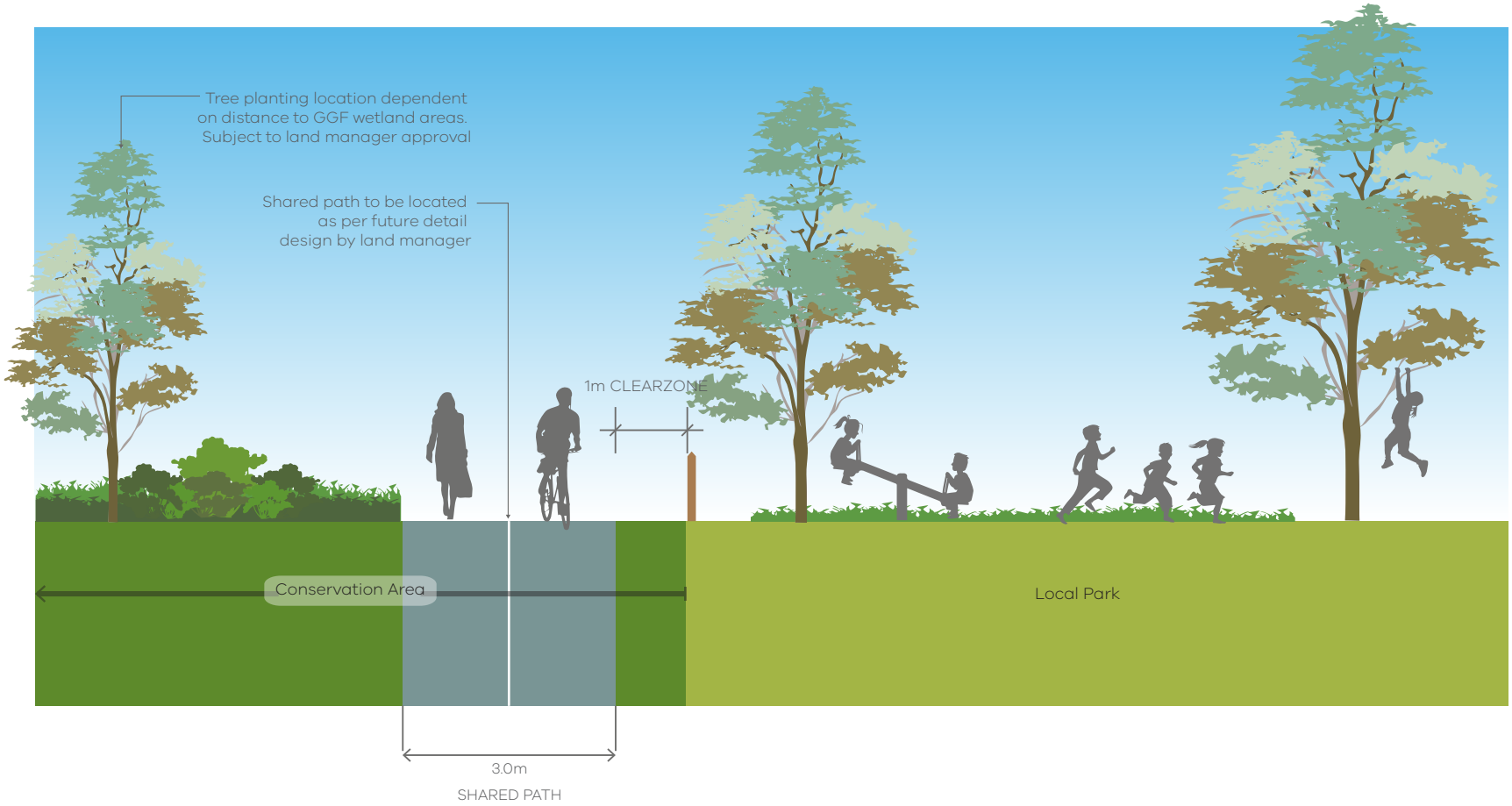


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

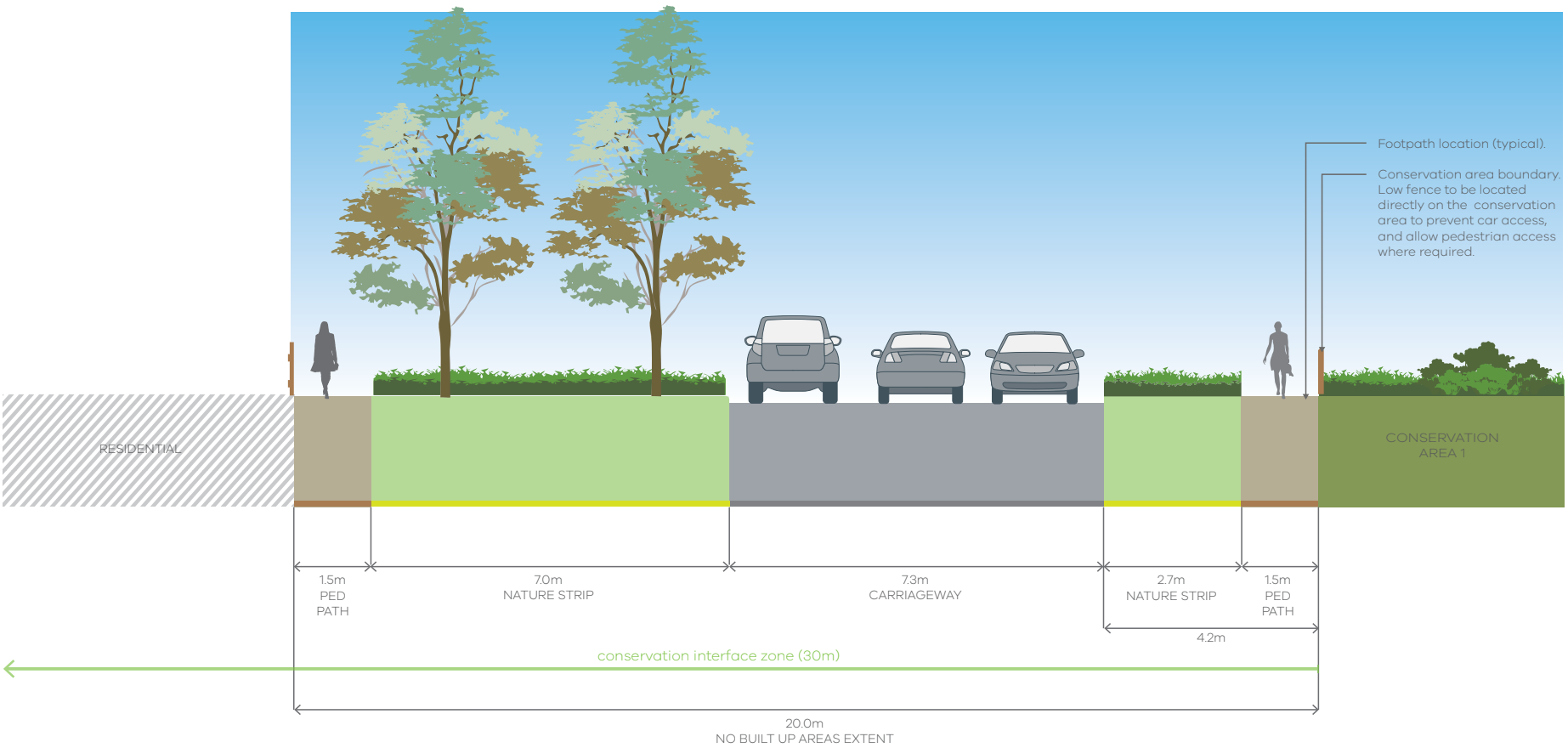
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area.



NOTES:

- Tree, shrub, and grass planting within fronting open space must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- All necessary fire breaks must be located outside the conservation area
- The conservation area must have appropriate demarcation of edge to clarify maintenance responsibility, for example bollards at 10m intervals, to the satisfaction of DELWP and the responsible authority
- Indigenous grasses preferred on nature strips and parks adjacent to conservation areas
- Open space and streetscape plantings must be Australian natives and should be indigenous to the area.

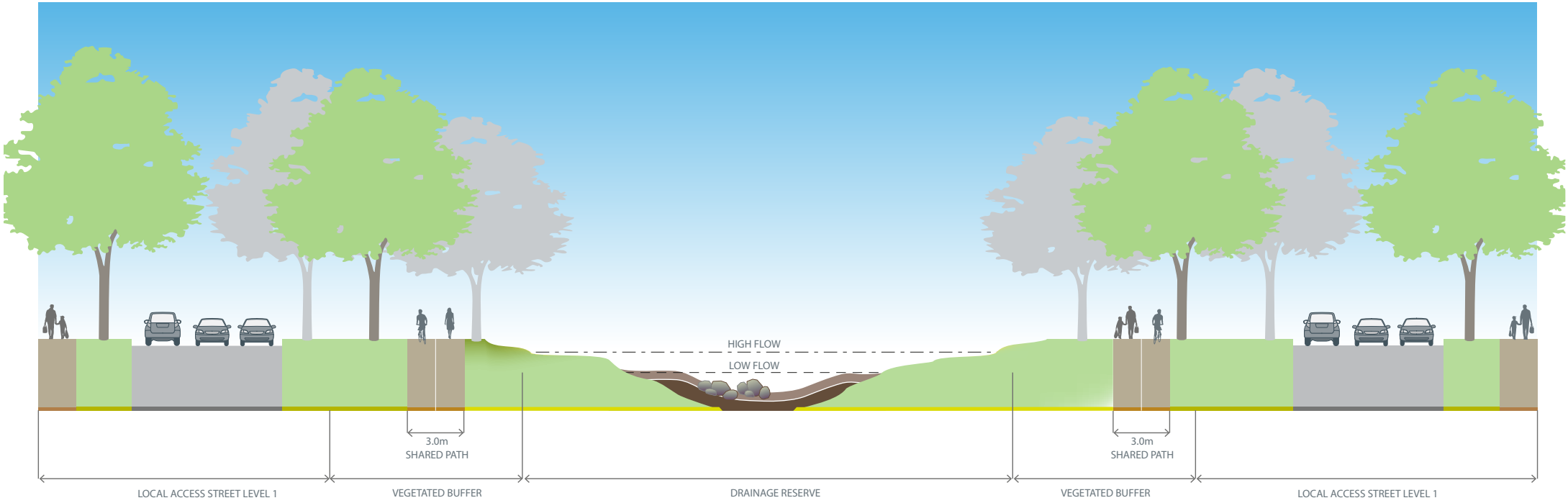


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

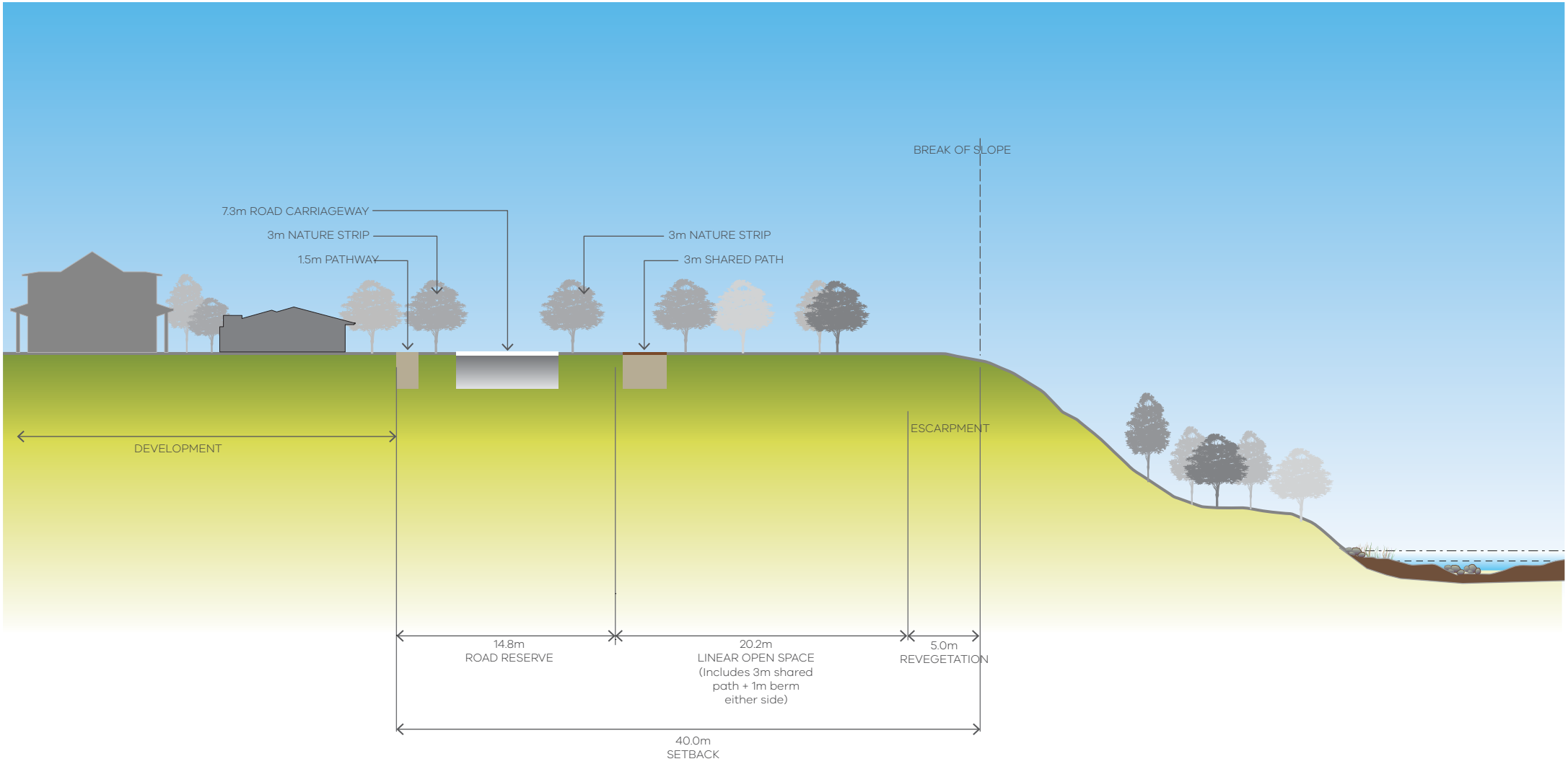
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area.



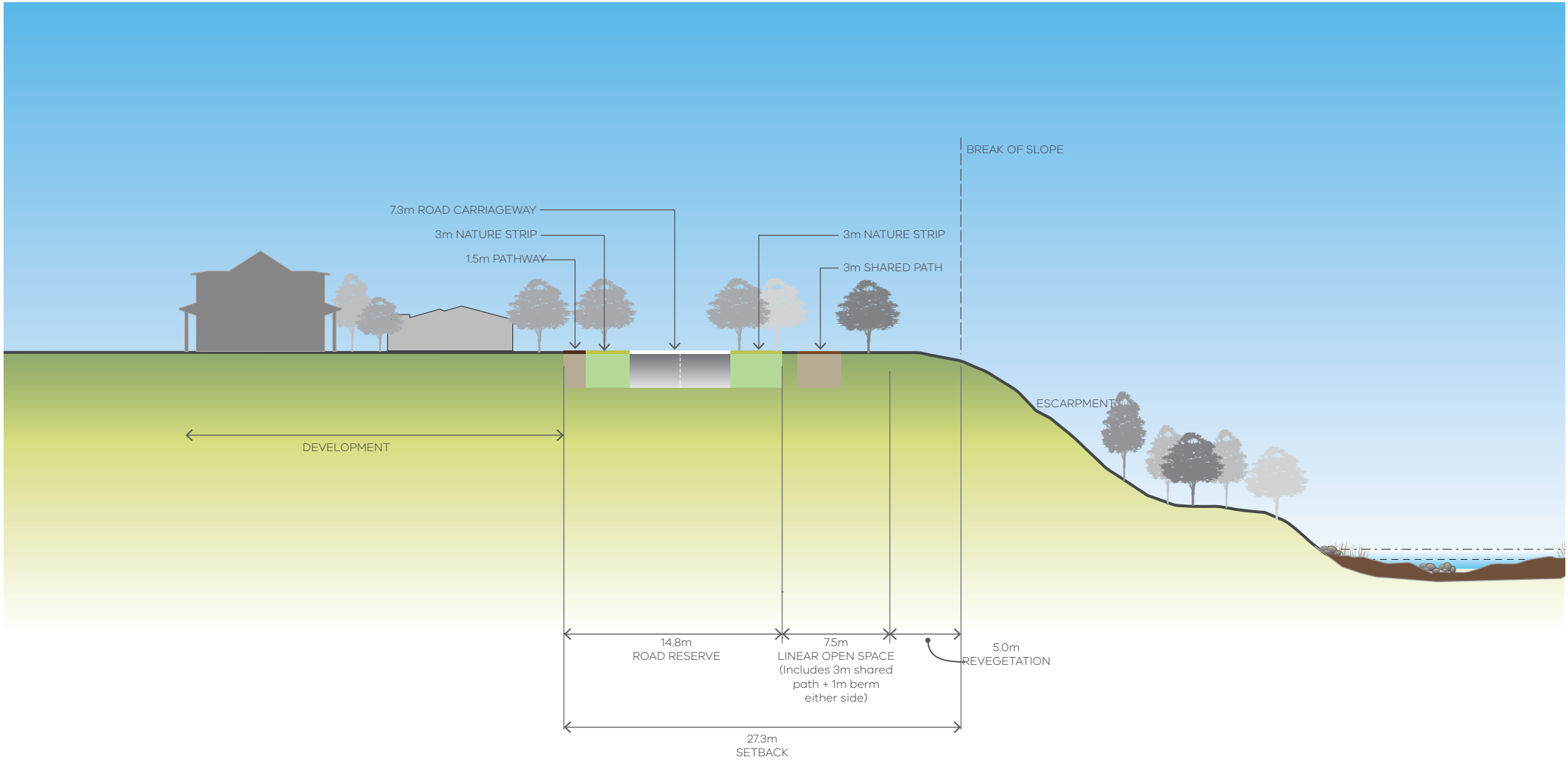
NOTES:

- Waterway widths are to be consistent with Plan 11 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 10.
- Indicative open space and road cross section shown abutting waterway.
- Residential subdivision will need to incorporate setbacks to ensure that a BAL-12.5 rating under AS 3959-2000 can be achieved at all dwellings.



NOTES:

- Growling Grass Frog corridor generally sits below the break of slope



NOTES:

- Growling Grass Frog corridor generally sits below the break of slope

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

4.3 Appendix C – Parcel Specific Land Use Budget (Amended by C261hume)

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
TOTAL PSP (INCLUDING ROAD RESERVE)	**1,072.93**	**-**	**7.93**	**4.03**	**4.21**	**5.52**	**6.17**	**1.32**	**15.40**	**9.60**	**3.60**	**67.94**	**262.60**	**-**	**84.31**	**0.27**	**-**	**28.03**	**13.51**	**4.20**	**-**	**-**	**23.54**	**-**	**-**	**-**	**-**	**-**	**530.77**	**586.27**	**10.38**	**45.13**
LR-01	178.16	Residential	-	-	-	-	0.85	0.79	3.50	8.55	0.80	12.43	30.85	-	16.59	-	-	10.20	2.50	-	-	-	2.81	-	-	-	-	-	88.30	102.65	0.85	13.50
LR-02	247.23	Residential	-	-	-	-	4.11	-	-	1.05	-	17.32	112.01	-	37.81	-	-	-	1.75	-	-	-	4.01	-	-	-	-	-	69.16	75.02	4.11	1.75
LR-03	9.01	Residential	-	-	-	-	-	-	-	-	-	8.51	0.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-04	31.58	Residential	-	-	0.53	-	0.63	0.00	-	-	-	9.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.87	22.03	1.15	-
LR-05	6.21	Residential	-	-	-	-	-	-	-	-	-	6.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-06	8.79	Residential	-	0.78	-	-	-	-	-	-	-	-	2.54	-	-	-	-	5.47	-	-	-	-	-	-	-	-	-	-	-	5.47	-	5.47
LR-07	21.23	Residential	-	0.26	0.63	-	-	-	-	-	-	-	3.27	-	0.02	-	-	2.15	-	-	-	-	0.29	-	-	-	-	-	14.60	17.38	0.63	2.15
LR-08	41.45	Residential	-	-	0.14	-	-	-	8.40	-	-	-	10.35	-	2.13	-	-	-	1.00	-	-	-	0.55	-	-	-	-	-	18.87	20.02	0.14	1.00
LR-09	12.31	Residential	-	0.06	0.31	-	0.00	0.47	-	-	2.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.48	11.79	0.31	2.00
LR-10	12.42	Residential	-	0.45	-	-	-	0.06	-	-	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	11.16	11.91	-	0.75
LR-11	12.24	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	11.49	12.24	-	0.75
LR-12	17.58	Residential	-	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.64	16.64	-	-
LR-13	46.58	Residential	-	-	-	-	-	-	-	-	-	6.13	6.76	-	0.08	-	-	-	0.42	-	-	-	1.79	-	-	-	-	-	31.40	31.82	-	0.42
LR-14	38.55	Residential	-	-	-	-	-	-	-	-	-	2.60	10.19	-	0.99	-	-	-	1.38	-	-	-	-	-	-	-	-	-	23.39	24.77	-	1.38
LR-15	0.26	Residential	-	-	-	-	-	-	-	-	-	-	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-16	1.26	Residential	-	-	-	-	-	-	-	-	-	-	1.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-17	43.97	Residential	-	-	0.42	-	-	-	-	-	-	0.24	-	-	0.89	-	-	4.54	0.46	-	-	-	-	-	-	-	-	-	37.42	42.84	0.42	5.00
LR-18	2.00	Residential	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.00	2.00	-	-
LR-19	85.79	Residential	-	0.68	-	-	-	-	-	-	-	1.92	25.91	-	0.72	-	-	5.66	1.03	-	-	-	1.97	-	-	-	-	-	47.90	54.59	-	6.69
LR-20	0.51	Residential	-	-	-	-	-	-	-	-	-	-	0.51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-21	0.70	Residential	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-22	5.95	Residential	-	-	-	-	-	-	-	-	-	-	5.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-23	103.10	Residential	-	0.47	0.96	-	-	-	3.50	-	0.79	1.44	27.48	-	16.42	-	-	-	1.47	-	-	-	7.43	-	-	-	-	-	43.14	46.37	0.96	2.27
LR-24	81.93	Residential	-	0.39	1.22	-	-	-	-	-	-	1.59	23.42	-	8.65	-	-	-	1.25	-	-	-	4.65	-	-	-	-	-	40.76	43.24	1.22	1.25
LR-25	2.86	Residential	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	2.78	-	-	-	-	-	-	-	-	-	-	-	-
LR-26	0.06	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-27	0.21	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	-	-	-	-	-	-	-	-	-	-	-	-
LR-28	1.42	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.42	1.42	-	-
LR-29	1.10	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.10	1.10	-	-
LR-30	1.15	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.15	1.15	-	-
LR-31	1.13	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.13	1.13	-	-
LR-32	1.20	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.20	1.20	-	-
LR-33	1.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-
LR-34	1.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-
LR-35	1.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-
LR-36	1.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-
LR-37	2.02	Residential	-	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.82	2.02	0.20	-
LR-38	2.59	Residential	-	-	-	-	0.39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.20	2.59	0.39	-
LR-39	0.03	Residential	-	-	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW /WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
LR-40	0.21	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-41	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-
LR-42	1.02	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.02	1.02	-	-
LR-43	2.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.01	2.01	-	-
LR-44	2.09	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.09	2.09	-	-
LR-45	2.08	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.08	2.08	-	-
LR-46	2.05	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	-	1.30	2.05	-	0.75
LR-47	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-
LR-48	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-
LR-49	1.05	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.05	1.05	-	-
LR-50	1.11	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.11	1.11	-	-
LR-51	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-
LR-52	1.01	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.01	1.01	-	-
LR-53	2.23	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.23	2.23	-	-
LR-54	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-55	2.08	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.08	2.08	-	-
LR-56	1.00	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	1.00	-	-
LR-57	1.02	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.02	1.02	-	-
LR-58	1.02	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.02	1.02	-	-
LR-59	0.99	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.99	0.99	-	-
LR-60	1.29	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.29	1.29	-	-
LR-61	1.42	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.42	1.42	-	-
LR-62	1.32	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.32	1.32	-	-
LR-63	2.03	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.03	2.03	-	-
LR-64	0.20	Residential	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	1,058.86	-	0.01	4.03	4.21	0.10	6.17	1.32	15.40	9.60	3.60	67.94	261.96	-	84.30	0.27	-	28.03	13.51	4.20	-	-	23.50	-	-	-	-	-	530.72	586.22	10.38	45.13
LR-R1 (Railway)	-	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-R2 (Raes Rd)	1.38	Residential	-	-	-	1.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-R3 (Stockwell Dr)	1.86	Residential	-	-	-	1.86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-R4 (St Ronans Ct)	0.52	Residential	-	-	-	0.52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-R5 (Balbethan Dr)	1.74	Residential	0.63	-	-	1.10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LR-R6 (Melb-Lancefield Rd)	7.02	Residential	7.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	-	-
LR-R7	1.56	Residential	0.26	-	-	0.56	-	-	-	-	-	-	0.64	-	0.01	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	0.05	0.05	-	-
Sub-Total	14.07	-	7.92	-	-	5.42	-	-	-	-	-	-	0.64	-	0.01	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	0.05	0.05	-	-
TOTALS PSP LANCEFIELD ROAD	**1,072.93**	-	**7.93**	**4.03**	**4.21**	**5.52**	**6.17**	**1.32**	**15.40**	**9.60**	**3.60**	**67.94**	**262.60**	-	**84.31**	**0.27**	-	**28.03**	**13.51**	**4.20**	-	-	**23.54**	-	-	-	-	-	**530.77**	**586.27**	**10.38**	**45.13**

4.4 Appendix D – Local Convenience Centre Guidelines

LOCALCONVENIENCE CENTRES	
Principle 1 Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.	**PERFORMANCE CRITERIA** • Local Convenience Centres should be planned in conjunction with Local Town Centres in order to deliver a fine grain distribution of town centres within the region. • Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1km away from a Local Town Centre or higher order town centre. • Locate Local Convenience Centres in locations which are central to the residential community they serve and that provide exposure to passing traffic. • Where appropriate, locate Local Convenience Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.
Principle 2 Provide a range of local services and facilities which are appropriate to the Local Convenience Centre location and the catchment that it serves.	**PERFORMANCE CRITERIA** • Land uses should be located generally in accordance with the locations and general land use terms identified in Table 6. • The design of the Local Convenience Centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the Local Convenience Centre serves. • The design of the Local Convenience Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.
Principle 3 Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	**PERFORMANCE CRITERIA** • The Local Convenience Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping, and treat stormwater run off. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • Accommodate all loading and service delivery/pick up points off-road and within the convenience centre. • Accommodate all loading and service delivery/pick up points off-road and within the convenience centre.

Principle 4 Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Convenience Centre location and its surrounds. • The Local Convenience Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Local Convenience Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the primary street frontage and be aligned with the property boundary. • Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Convenience Centre. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm. • Supermarkets with a frontage to the primary street frontage should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to a supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage. • The design and siting of supermarkets should provide an appropriate response to the entire public domain. • Discourage car parking, service and delivery access from local access streets.
Principle 5 Promote localisation, sustainability and adaptability.	• The Local Convenience Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. • The Local Convenience Centre should be designed to be sympathetic to its natural surrounds by: • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the Local Convenience Centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Encourage building design which can be adapted to accommodate a variety of uses over time. • Discourage car parking, service and delivery access from local access streets.

THIS PAGE HAS BEEN LEFT INTENTIONALLY BLANK

4.5 Appendix E – Service Placement Guidelines

STANDARD ROAD CROSS SECTIONS

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix B containing grassed nature strips, footpaths and road pavements.

NON-STANDARD ROAD CROSS SECTIONS

To achieve greater diversity of streetscape outcomes in Melbourne's growth areas, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* is not applicable, the following service placement guidelines will apply.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES1	UNDER KERB	UNDER ROAD PAVEMENT	WITHIN ALLOTMENTS	NOTES
SEWER	Possible	Preferred	Possible	No	Possible	Possible[3]	
POTABLE WATER	Possible[4]	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
ALTERNATIVE WATER	Possible[4]	Preferred	Preferred	No	Possible	No	
GAS	Possible[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/TELCO	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible[3]	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Preferred	No	

NOTES

1. Trees are not to be placed directly over property service connections
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/ parking bays is preferable to within traffic lanes
3. Where allotment size/frontage width allows adequate room to access and work on a pipe
4. Where connections to properties are within a pit in the pedestrian pavement/footpath

GENERAL PRINCIPLES FOR SERVICE PLACEMENT

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Avoid impact to native vegetation and habitat formatters of national environmental significance within conservation areas. This includes areas of strategic importance for Growling Grass Frog, as identified by DELWP


Victorian Planning Authority

VICTORIA
State Government