LOCAL AREAS

The following sections detail those Implementation Strategies that relate to the particular precincts of rural townships within the Municipality. These sections are organised under the following Local Area headings:

21.06-1 Broadmeadows and Meadow Heights
21.06-2 Craigieburn and Roxburgh Park Neighbourhood
21.06-3 Dallas, Coolaroo & Campbellfield Neighbourhood
21.06-4 Gladstone Park and Tullamarine Neighbourhood
21.06-5 Greenvale, Attwood and Westmeadows Neighbourhood
21.06-6 Rural Areas
21.06-7 Somerton
21.06-8 Sunbury

BROADMEADOWS AND MEADOW HEIGHTS

Overview

The area includes the suburbs of Jacana, Dallas, and Broadmeadows (21.03-1). The area is also serviced by the Craigieburn rail line and the Broadmeadows train station. The neighbourhood is strategically located, having direct access to Somerton, Pascoe Vale and the Western Ring Roads, and being at the terminus for electrified rail services on the Melbourne-Sydney railway line.

Broadmeadows contains the most extensively developed retail, leisure, entertainment, medical and civic facilities in the municipality. The precinct has been recognised in the State Government’s Melbourne Metropolitan Strategy, Melbourne 2030 as a Central Activity District and one of thirteen declared ‘Transit Cities’ in Victoria.

The infrastructure in the neighbourhood, including private and public housing, is coming under increasing pressure and is ageing and in need of repair or upgrade as development to the north proceeds. There are opportunities for infill development in the southern half of the neighbourhood, and beyond the Broadmeadows Transit City.

Objective

To provide for a range of quality housing opportunities within the Broadmeadows and Meadow Heights neighbourhoods, while ensuring that development is managed to ensure attractive and pleasant residential environments.

Strategies

- Encourage a range of house types and sizes to be developed in residential areas, particularly one and two bedroom houses.
- Implement the Broadmeadows/Dallas Urban Renewal project to improve the appearance of local streetscapes and open spaces.
- Encourage higher density housing to be developed in close proximity to the Broadmeadows railway station, Broadmeadows Transit City and the Broadmeadows Valley Park (excluding areas that are or will be subject to high levels of aircraft noise exposure).
- Ensure that new development adjacent to Moonee Ponds Creek and Broadmeadows Valley Park is designed and located so as to embrace and enhance the recreation, conservation, habitat and visual qualities of these spaces.

- Discourage industry from establishing on the vacant land located south of the former reservoir, between the railway line and Pascoe Vale Road, that has the potential to cause detriment to the surrounding area.

- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high aircraft noise exposure.

**Implementation**

**Use of Policy and exercise of Discretion**

When deciding on applications for use and development that may impact on sites of within the locality, consider, as appropriate:

- Approved Structure Plans
- Approved Precinct Structure Plans
- Approved Development Plans
- Clause 22.05 Broadmeadows Transit City Local Policy
- Approved reference documents, including but not limited to: Activity Centre Hierarchy Plan (2004) and Broadmeadows Transit City Masterplan (2004).

- The matters set out in Section 60 of the Act

Assess applications for use and development of land within the Broadmeadows and Meadow Heights locality (as defined by structure plan map at end of this clause) against the following criteria:

**General**

- Proposals should be generally in accordance with the approved local structure plans and Local Structure Plans for the locality.

- Proposals should also ensure that developments are undertaken in accordance with any Melbourne Airport Environs Overlay which is applied to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
CRAIGIEBURN AND ROXBURGH PARK NEIGHBOURHOOD

Overview

Craigieburn and Roxburgh Park are two rapidly developing communities located within the Merri (Hume) Growth Corridor. The Corridor is one of the Government’s preferred outer metropolitan development areas that will accommodate a significant amount of Melbourne’s future population growth. Such large and rapid population growth necessitates that substantial new physical infrastructure such as roads, drainage and sewerage, as well as new activity centres, community facilities and employment areas, be provided.

Roxburgh Park is located in the middle of the Merri (Hume) Growth Corridor and is generally bounded by Craigieburn to the north, Meadow Heights to the south, the Melbourne-Sydney railway line to the east, and Greenvale Reservoir to the west. It has been the focus of most new residential development within the Corridor since construction of the estate commenced in 1991. Nevertheless, retail, commercial and community facilities are still largely undeveloped and have not kept pace with the needs and expectations of residents.

With the exceptions of Mounts Ridley and Aitken, Crowe Hill, and Aitken and Malcolm Creeks, there are few significant environmental or topographical features which distinguish this area from other outer-metropolitan areas. Careful planning is required, therefore, to prevent Craigieburn from being overwhelmed by outward expansion.

Objective 3

To protect significant environmental and topographical features in the neighbourhoods that give Craigieburn and Roxburgh Park their identity and character.

Strategies

- A permanent landscape and non-urban buffer, known as the ‘inter-urban break’, between Craigieburn and any additional urban development which may occur further to the north in the Merri (Hume) Growth corridor.

- The inter-urban break will provide a high quality rural living environment that is relatively self-sufficient in terms of servicing and effluent disposal, and will contain substantial conservation and open space areas.

- Encourage the development of land bounded by Mickleham Road, Mt. Ridley Road, Hume Highway and overhead transmission lines to the north as a permanent separation and landscape buffer between Craigieburn and any other development that may occur to the north within the Merri (Hume) Growth Corridor.

- Encourage the retention of prominent hilltops as passive recreational areas.

- As the existing supply of fully serviceable, residentially zoned land is adequate for the planned period, rezonings that would add to this supply will be discouraged (unless it can be demonstrated that the development can be integrated with existing communities and physical infrastructure).

- Maintain the Hume Highway as the ultimate eastern limit of urban residential development in Craigieburn.

- Maintain land west of Mickleham Road as a rural area.

- Maintain Mickleham Road as the ultimate western limit of urban development in the Merri (Hume) Growth Corridor.

- Maximise the visual impact of natural features that exist in the neighbourhood.
- Facilitate the establishment of a boulevard-like landscaped treatment along Craigieburn Road, between Mickleham Road and the Hume Highway.

- Encourage the development of linear parks along Malcolm and Aitken Creeks that link into neighbouring residential areas and regional open space corridors.

### Implementation

#### Use of Policy and exercise of Discretion

When deciding on applications for use and development that may impact on sites of within the Craigieburn and Roxburgh locality (as defined by structure plan map at end of this clause), consider, as appropriate:

- Approved Structure Plans
- Approved Precinct Structure Plans
- Approved Development Plans


- The matters set out in Section 60 of the Act.
DALLAS, COOLAROO AND CAMPBELLFIELD NEIGHBOURHOOD

Overview

This neighbourhood is located in the southeastern corner of Hume City. It is bound by the Western Ring Road to the south, Merri Creek to the east, Barry Road and established industry to the north, and Pascoe Vale Road to the west. The Hume Highway passes through the neighbourhood effectively separating the established residential and industrial areas of Campbellfield (east of the Highway) from Dallas and Coolaroo (to the west). The Hume Highway and adjoining industrial corridor are of national economic importance.

Given that relatively little residential land remains to be developed in the area, the population is expected to remain relatively stable over the planning period. The neighbourhood is very culturally diverse, unemployment is high, the number of residents with qualifications is low, and a high percentage of residents rent, rather than own, their home; consequently the community is particularly vulnerable to economic downturns and requires access to specialist community services and facilities.

Objective 1

To provide for a range of quality housing opportunities in the neighbourhood.

Strategies

- Encourage a range of house types and sizes to be developed in residential areas, particularly one and two bedroom houses.
- Encourage good design outcomes through streetscape and open space improvements.
- Encourage higher density housing to be developed in close proximity to the Broadmeadows Railway station and Dallas shopping centre.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Implement the Broadmeadows/Dallas Urban Renewal Program to improve the appearance of local streetscapes and open spaces.

Objective

To create a vibrant and attractive industry and employment corridor that services local, regional and metropolitan labour markets, ensuring that these activities are protected from the encroachment of sensitive land uses.

Strategies

Location of Development

- Encourage the development of continuous open space corridors and shared paths along the Merri and Merlynston Creeks.
- Ensure that land use and development proposals in the vicinity of Merri Creek, Merlynston Creek, Jack Roper Reserve and other heritage and environmental sites of...
significance are located and designed in such a way as to protect and enhance the ecological, landscape and cultural values of these sites.

- Where possible and appropriate, encourage the integrated development of offices and manufacturing industries in the neighbourhood.

**Economic**

- Develop land occupied by the Meadow Inn greyhound racing complex in a Special Use Zone which enables it to be used and developed for a mixture of sporting, leisure, entertainment, accommodation, administration and other ancillary purposes.
- Encourage the development and use of land within the Hume Highway industrial corridor for a range of industry, warehousing and service business, subject to suitable separation from adjoining land uses and between different industrial activities.

**Built Form**

- Ensure that new development within the Hume Highway employment corridor displays a high quality architectural and landscape standard.
- Improve the appearance and amenity of all industrial areas in the neighbourhood.
- Encourage the development of Northcorp Industry Park as a high quality business and industry park.
- Support the development of a regional sporting, entertainment and leisure facility in Northcorp Industry Park.
- Support the role of the Campbellfield Shopping Centre as a neighbourhood activity centre.
- Encourage the continued development of Pipeworks Fun Market as predominantly a market with a tourism and leisure focus.

**Environmental and Linkages**

- Encourage the development of continuous open space corridors and shared paths along the Merri and Merlynston Creeks.
- Ensure that land use and development proposals in the vicinity of Merri Creek, Merlynston Creek, Jack Roper Reserve and other heritage and environmental sites of significance are located and designed in such a way as to protect and enhance the ecological, landscape and cultural values of these sites.

**Implementation**

**Use of Policy and exercise of Discretion**

Assess applications for use and development of land within the Dallas Coolaroo and Campbellfield neighbourhood locality (as defined by structure plan map at end of this clause) against the following criteria:

- Approved Structure Plans
- Approved Precinct Structure Plans
- Approved Development Plans
- Approved Reference documents
• The matters set out in Section 60 of the Act

Proposals should encourage its development in accordance with Clause 22.01 development in accordance with Clause 22.03.

Further Work

• Investigate future land use options for the Maygar Barracks should it become available for redevelopment.
GLADSTONE PARK AND TULLAMARINE NEIGHBOURHOOD

Overview

Gladstone Park and Tullamarine are established, mainly residential areas generally bounded by the Western Ring Road, Melbourne Airport, Tullamarine Freeway, Mickleham Road and Johnstone Street. The neighbourhood also contains an established transport and airport-related hub of activity comprising most of the major freight forwarding companies and distribution centres associated or linked with the operation of the Melbourne Airport. The neighbourhood is also variously affected by aircraft noise associated with the operations of Melbourne Airport. Protecting and enhancing the amenity of existing residential areas while maximising the location advantages of the neighbourhood and the strategic importance of the Melbourne Airport is a key challenge for the planning of this area.

Objective 1

To support existing industries and encourage the establishment of new industries and businesses that will benefit from maximum accessibility to Melbourne Airport, seaports, and regional and interstate markets.

Strategies

- Encourage a wide range of transport-related industry and businesses to establish in designated employment areas, subject to suitable separation from adjoining land uses and between different industrial activities.
- Encourage the development of land in the vicinity of Trade Park Drive, International Square and Annandale Road as high quality business and industry parks.

Objective 2

To enhance the livability and amenity of the neighbourhood and the community’s accessibility to a range of education, retail, community and recreation services and facilities.

Strategies

- Encourage the continued development of the Gladstone Park Shopping Centre and Tullamarine shopping strip as major and neighbourhood activity centres, respectively.
- Integrate heritage and environmental features, where appropriate, in new urban areas wherever possible.
- Implement the strategies and objectives identified in the Tullamarine Neighbourhood Character Policy.

Location of Development

- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Ensure that development adjacent to or visible from the Tullamarine Freeway and Western Ring Road is of a high quality appearance, generously landscaped and makes a positive contribution to the amenity of the area.

Linkages
- Encourage the development of linear parks that link Broadmeadows Valley Park and Moonee Ponds Creek with neighbouring urban areas.

**Implementation**

**Use of Policy and exercise of Discretion**

When deciding on applications for use and development that may impact on sites of within the locality (as defined by structure plan map at end of this clause), consider, as appropriate:

- Approved Structure Plans.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- Approved Reference documents.
- The matters set out in Section 60 of the Act.

Assess applications for use and development of land within the Gladstone Park and Tullamarine localities (as defined by structure plan map at end of this clause) against the following criteria:

- Proposals should be generally in accordance with the Moonee Ponds Creek Concept Plan (1992), Activity Centre Hierarchy Study (2004), Hume Neighbourhood Character Study (2003) and Transport Priorities Plan (2004).
- Encourage the development and use of the balance of industrially zoned land in the neighbourhood in accordance with Clause 22.01.
- Ensure that developments are undertaken in accordance with the Melbourne Airport Environs Overlay which is applied to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
GREENVALE, ATTWOOD AND WESTMEADOWS NEIGHBOURHOOD

Overview

Greenvale, Attwood and Westmeadows are small, mainly residential communities located on the northern fringe of the metropolitan area. Greenvale is separated from Attwood and Westmeadows by the east-west flight path from Melbourne Airport, and from Meadow Heights to the east by open space and the proposed E14 arterial road. Relatively little land remains to be developed in the area. The presence of the Yuroke and Moonee Ponds Creeks and other key environmental and topographical features within the neighbourhood strongly influence its character. Westmeadows also boasts considerable heritage, giving it an ‘old town’ character.

Objective 1

To continue to plan for Greenvale, Attwood and Westmeadows as high quality urban environments with convenient access to a range of social and physical infrastructure and services that are linked by attractive open space networks and streetscapes.

Strategies

- Encourage the continued development of the Gladstone Park Shopping Centre and Tullamarine shopping strip as major and neighbourhood activity centres, respectively.
- Integrate heritage and environmental features, where appropriate, in new urban areas wherever possible.
- Implement the strategies and objectives identified in the Tullamarine Neighbourhood Character Policy.
- Ensure that all development within the Westmeadows Village designated area maintains and enhances the character and heritage values of the area.

Linkages

- Ensure that new development adjacent to the Yuroke and Moonee Ponds Creeks, Greenvale Reservoir and Woodlands Historic Park is designed and located so as to embrace and enhance the recreation, conservation, heritage and visual qualities of these sites.
- Ensure that new development within the east-west flight path west of Mickleham Road includes the provision of new linear parks and shared pathways linking to Moonee Ponds Creek and Woodlands Historic Park.
- Encourage the development of linear parks and shared pathways along the Moonee Ponds and Yuroke Creeks. In particular, encourage the extension of the Moonee Ponds Creek bicycle trail into Woodlands Historic Park.
- Maximise the provision of open space adjacent to the Moonee Ponds and Yuroke Creeks when determining open space contributions for new subdivision proposals.
- Encourage the provision of the following new road connections:
  - A new north-south local road connection between Greenvale and Attwood;
  - A new east-west arterial road connection between Barry Road and Mickleham Road;
An east-west arterial road connection between Melbourne Airport and Mickleham Road, possibly linking with (b) above.

**Economic Development**

- Encourage the continued development of the Greenvale Shopping Centre and Fawkner Street strip centre as neighbourhood activity centres.
- Encourage the development of a shopping centre of approximately 600 square metres in area on land located on the north-west corner of Barrymore Road and Greenvale Drive, Greenvale to cater for the local convenience shopping needs of residents in the southern half of Greenvale.
- Encourage the development of local shops in appropriate locations throughout the neighbourhood. These shops will generally be milk-bars and general food stores, be approximately 90 m² in size and serve a catchment of around 1,500 residents.
- Retain existing employment areas on the west side of Mickleham Road and encourage the development of Global Business Park as a high quality business and industry park.
- Ensure that development within Global Business Park is sited and designed to avoid potential amenity impacts at the interface with residential uses and to have an appropriate frontage to the Tullamarine Freeway.

**Objective 2**

To protect the open, rural character of the area by limiting new urban development to designated areas, and by protecting and maintaining the significant heritage and environmental features of the area.

**Strategies**

**Location of Development**

- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Encourage higher density housing to be developed in proximity to shopping and community facilities, provided that it is compatible with the appearance, bulk and scale of surrounding development and is sympathetic to any heritage or environmental features in the area.
- Maintain the existing subdivision pattern and character of land generally bounded by Somerton Road, Mickleham Road, Attwood Police Complex, the former Greenvale Hospital site and Providence Road.
- Ensure that development adjacent to or visible from the Tullamarine Freeway is of a high quality appearance, generously landscaped and makes a positive contribution to the amenity of the area.
- Contain new urban residential development to existing and future urban residential designated areas shown on the Greenvale, Attwood and Westmeadows Structure Plan.
- Ensure that new urban residential development maintains and enhances the character of the area.
- Implement the strategies and objectives identified in the Westmeadows Neighbourhood Character Policy.
- Maintain land west of Mickleham Road and north of Somerton Road as a rural area.
Implementation

Use of Policy and exercise of Discretion

When deciding on applications for use and development that may impact on sites of within the Greenvale, Attwood and Westmeadows localities (as defined by structure plan map at end of this clause, consider, as appropriate:

- Approved Structure Plans
- Approved Precinct Structure Plans
- Approved Development Plans
- The matters set out in Section 60 of the Act
- Approved reference documents including but not limited to; The Greenvale and Attwood Strategy Plan (1993), Moonee Ponds Creek Concept Plan (1992), Activity Centre Hierarchy Study (2004), Transport Priorities Plan (2004), and Hume Neighbourhood Character Study (2003).
- Ensure that Global Business Park and other land in the neighbourhood zoned industrial or Business 3 are developed in accordance with the Industrial Local Policy at Clause 22.01.

Further work

- Identify the most appropriate uses for the former Greenvale Hospital Site in Providence Road.
- Identify appropriate long term uses for the landfill site and associated buffer land in Western Avenue, recognising the land’s proximity to Moonee Ponds Creek and the impact that past operations may have on sensitive uses proposed for the site. Based on these findings, apply an appropriate zoning in the planning scheme as soon as practicable.
- Identify the most appropriate uses for undeveloped land located on the south side of Western Avenue, between Victoria and Wright Streets, Westmeadows.
RURAL AREAS

Overview

Rural land occupies 72% of the area of the municipality. Farming has traditionally been the major land use in the rural areas however there has been a general decline in farming activities in more recent years with lifestyle farming becoming more evident. Cattle and Sheep grazing are the predominant agricultural activities.

Opportunities for increased agricultural activity is limited by the City’s climate, availability of water, high land maintenance costs relative to income generated from production, and the fragmentation of land for rural living and low density residential development. The latter in particular has the potential to permanently remove rural land from productive use and inhibit agricultural activities. The prevention of dispersed small lot subdivision and effective land use management at the urban/rural fringe are key challenges facing the rural areas.

Extensive rural areas to the north and west of the Merri (Hume) Growth Corridor and Melbourne Airport, and around Sunbury to define the character and identity of the City’s towns and suburbs; to provide open space and a sense of spaciousness; for conservation reasons; as a lifestyle opportunity; and to protect significant mineral and stone resources. The primary land use emphasis in these areas continues to be on farming and productive uses aimed at enhancing the quality of the rural land resource. Future ongoing planning of the rural areas will occur as part of the development of a Green Wedge Management Plan.

Localities included in this area are Kalkallo, Clarkefield, Oaklands Junction, Bulla, Wildwood, Keilor, Yuroke, Mickleham and Greenvale in accordance with the map at the end of this clause.

Objective 1

To recognise the demand for rural residential and rural living developments, and to provide for this development where it is closely integrated with an existing township or urban areas.

Strategies

- Ensure that rural residential and rural living developments are appropriately located to minimise its impact on surrounding agricultural land.
- Discourage the widespread conversion of rural land to residential use.
- Encourage rural residential developments within to locations that are in close proximity to urban services, townships and areas already zoned for rural living purposes, and are the least sensitive to visual change and which utilise topographical and physical features as boundaries.
- Where land is nominated for future urban growth, maintain the existing subdivision pattern and preclude land use and development which has the potential to prejudice long term planning.
- Low-density residential development will be limited to locations that are in close proximity to urban services, are the least sensitive to visual change and which utilise topographical and physical features as boundaries.
- Retain land to the north of the inter-urban break and east of the Hume Highway as a future urban growth area to be investigated.
- Discourage the use of land in rural areas for urban purposes which: are able to be accommodated and would be better suited in the City’s urban areas and townships; have the potential to be widely replicated; or do not require separation from urban areas for amenity reasons.
Encourage rural land uses which do not have the potential to cause detriment to the surrounding area to locate at the urban periphery.

Ensure that new development is located and designed to have a minimal visual impact on the rural character of the area.

Ensure that the rural character of, and vistas from, the Calder Highway, Dalrymple Road, Mundy Road, Riddell Road, Sunbury Road, Lancefield Road, Mickleham Road, portion of the Hume Highway north of Craigieburn Road West and Donnybrook Road are protected from inappropriately located and designed development.

Encourage the use of rural land for rural purposes and the protection of the rural landscape from incompatible development.

Discourage small lot excisions and the construction of more than one house on allotments in the rural areas unless it can be demonstrated that there is a link with an established rural enterprise on the land or it will assist in the protection of an identified and properly documented heritage site.

Objective 2

To provide for sustainable development of the Bulla, Kalkallo and Mickleham townships having regard to their environmental and servicing constraints.

Strategies

- Contain the development of Bulla and Kalkallo within the existing township boundaries, as shown on the rural areas Structure Plan.
- Encourage the consolidation of smaller allotments where necessary to achieve adequate onsite effluent disposal.
- Discourage the widespread conversion of rural land to residential use.
- Encourage rural residential developments within existing urban areas, townships and areas already zoned for rural living purposes.

Implementation

Use of Policy and exercise of Discretion

When deciding on applications for use and development that may impact on sites of within the Rural Areas localities (as defined by structure plan map at end of this clause), consider, as appropriate:

- Approved Structure Plans.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- Development and use of land in this area should also be in accordance Clause 22.04 (Townships) and Clause 22.02 (Rural Land Character and Urban Design)
- The matters set out in Section 60 of the Act
Overview

The employment areas in the Somerton neighbourhood are extremely valuable to the local, regional, metropolitan and national economy. The primary employment activities found in this area are large scale warehousing, manufacturing and distribution activity. This area is close to existing and future national road, rail, air and port transport linkages making it an ideal location for further industrial development reliant on good transport networks and freight movement.

This neighbourhood also contains several sites of environmental significance. The most notable of these is the Cooper Street grassland which is of local, regional, State and National significance.

Objective

To create a vibrant and attractive industry and employment corridor

Strategies

- Promote the neighbourhood as a gateway to the City and Melbourne and promote Somerton Road as a gateway to the Roxburgh Park Activity Centre and residential areas to the west.
- Ensure that developments integrate good urban design, effective use of physical infrastructure and the significant natural environment of the Merri Creek and nearby grasslands.
- Encourage the development and use of land within the Hume Highway employment corridor for a range of industry, warehousing and service business, subject to suitable separation from adjoining land uses and between different industrial activities.
- Where land is nominated for long term employment growth purposes, maintain the existing subdivision pattern and preclude land use and development which has the potential to prejudice long term planning.
- Create focal points and gateways at key nodes identified on the Somerton Structure Plan.
- Ensure that land use and development proposals in the vicinity of Merri Creek, Cooper Street Grasslands, Craigieburn Grasslands and other sites of identified environmental significance are designed and located in such a way as to protect and enhance the ecological, landscape and cultural values of these sites.
- Promote the development of an attractive, unique and cohesive landscape and urban design theme within the Cooper Street Precinct which is reflective of the rural landscape character of the surrounding area and the industrial nature of the neighbourhood.
- Ensure that new development adjacent to or visible from the Hume Highway is of a high quality appearance and makes a positive contribution to the amenity of the area.

Implementation

Use of Policy and exercise of Discretion
When deciding on applications for use and development that may impact on sites of within the Somerton locality (as defined by structure plan map at end of this clause), consider, as appropriate:

- Approved Structure Plans.
- Approved Precinct Structure Plans.
- Approved Development Plans.
- The matters set out in Section 60 of the Act.

**Further Work**

Investigate options for the development and use of land north of the existing Hume Highway employment corridor, including employment activities.
Overview

Sunbury is the other major urban area in the City and is located approximately 15 kilometres northwest of Broadmeadows. It is an established township which boasts considerable history and many physical features due to its location within the Jacksons Creek valley. It is separated from the extensive urban areas of metropolitan Melbourne to the south-east by Melbourne Airport and vast rural areas, and is surrounded by rural land to the north and west. Sunbury has experienced steady population growth in the past and will continue to grow for at least the next 20 years; however the growth potential of the town is limited by topographical and environmental features that will eventually contain the amount of development that occurs.

Objective

To ensure that the future urban growth of Sunbury is contained within the confines of the Jackson Creek Valley, while retaining the strong rural image and ‘country style’ identity of the town, and is balanced as far as possible by the provision of commercial, retail and community facilities and employment opportunities appropriate to the needs of the local community.

Strategies

- Accommodate the long term and ongoing growth of Sunbury through the consolidation and intensification of land uses within designated urban areas.
- Protect and enhance the strong rural and ‘country style’ character of the township.
- Encourage the orderly expansion of Sunbury with urban development extending outwards from the existing town centre.
- Protect Sunbury’s heritage of wineries situated in or on the edge of town.

Location of Development

- Maintain a physical separation and buffer area between Sunbury and Diggers Rest.
- Contain Sunbury’s development within the confines of the Jacksons Creek valley and surrounding hilltops, Lancefield Road and the Calder Highway.
- Encourage the establishment of a strong and consistent landscape theme along both sides of Vineyard Road.
- Protect the unique character and environmental qualities of the existing low-density residential area at the northern end of Racecourse Road (north of Albert Road) by maintaining the existing subdivision size and pattern.
- Encourage the establishment of neighbourhood and local shopping facilities within or adjacent to activity centres in accessible locations around the town, as shown on the Sunbury Structure Plan.
- Ensure that in new urban residential subdivisions a mixture of the following lot sizes is provided: lots less than 300m² in area; lots between 300-450m² in area; lots between 450-650m² in area; and lots greater than 650m² in area. Conversely, discourage new urban residential subdivisions where the lots are predominantly the same size.
- Ensure that the development of new residential areas is preceded by the preparation of an overall plan (such as a local structure plan) that clearly shows and describes how the land will be used and developed.
Encourage low-density residential development in designated areas on the fringe of the township as shown on the Structure Plan.

Encourage the development of land located adjacent to the Calder Highway, generally between Reservoir Road and the north-western slopes of Bald Hill, for low density residential purposes.

Ensure that new development along Sunbury, Vineyard, Gap, Riddell and Lancefield Roads, and the Calder Freeway protects and enhances the rural character of these roads, and maintains vistas from these roads to significant topographical and environmental features.

Encourage higher density housing to be developed in areas in close proximity to shopping, public transport, educational facilities and open space, especially the Sunbury railway station.

Retain and enhance the precinct of office, institutional, civic and community-related activities along Macedon Street to reflect its role as an eastern approach road and gateway to the town.

Special Investigation Areas (as identified in the map at the end of this clause) are sites within the City that are in close proximity to existing settlements and recognised as having development potential, but which because of their prominent location and visual or environmental sensitivity, require detailed investigation.

### Environment and Character

- Discourage the development of the following prominent hilltops: Mount Holden, Redstone Hill, O’Brien Hill, Bald Hill and Burke’s Hill.
- Ensure that the land capability and visual, heritage and environmental sensitive values of identified Special Investigation Areas are fully investigated before these areas are considered for rezoning.
- Discourage new urban development outside existing catchments for physical services.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.
- Integrate heritage and environmental features and sites in the design of new subdivisions where appropriate.
- Encourage the retention of prominent hilltops as passive recreational areas.
- Implement the strategies and objectives identified in the Sunbury Neighbourhood Character Policy.
- Ensure that new commercial development reflects and enhances the historic and ‘rural town’ character and ambience of the Sunbury town centre.

### Economic Development

- Retain the land south of MacDougall Road, between Vineyard Road and the railway line, as a future employment area.
- Encourage the continued and improved operation of the Springvale Farm Wastewater Purification Plant.

### Linkages

- Encourage the establishment of a road connection from the Jacksons Hill development west to Vineyard Road.
• Encourage the development of linear parks along the Jacksons, Blind, Kismet and Melba Creeks that link into neighbouring residential areas.

• Encourage the extension of Elizabeth Drive south to link with Vineyard Road to provide for the efficient movement of vehicles as this part of the town develops.

• Ensure that any rezoning which eventually takes place of land located adjacent to the Calder Highway, between Reservoir Road and Bald Hill, includes the provision of a continuous and generously proportioned landscape boulevard extending along the land’s Highway frontage.

Implementation

Use of Policy and exercise of Discretion

When deciding on applications for use and development that may impact on sites of within the Sunbury and surrounds locality (as defined by structure plan map at end of this clause), consider, as appropriate:

• Approved Structure Plans.

• Approved Precinct Structure Plans.

• Approved Development Plans.


• The matters set out in Section 60 of the Act.

• Development and use of land in this Sunbury Town Centre must be in accordance with the Clause 22.06 (Sunbury Town Centre), Clause 22.10 (Macedon Street Office Area) and 21.07 – 3 (Activity Centres)