PSP 1075

Lancefield Road Precinct Structure Plan

*November 2016*

*This is an accessible version of the PSP and does not include plans, figures or all tables/appendices. Please contact the Strategic Planning Manager at the VPA (telephone (03) 9651 9600) if you require these in an accessible version.*

Contents

[1 Introduction 3](#_Toc469060386)

[1.1 How to read this document 4](#_Toc469060387)

[1.2 Land to which the Precinct Structure Plan applies 4](#_Toc469060388)

[1.3 Infrastructure Contributions Plan 4](#_Toc469060389)

[1.4 Background Information 5](#_Toc469060390)

[2 Outcomes 6](#_Toc469060391)

[2.1 Vision 6](#_Toc469060392)

[2.2 Objectives 7](#_Toc469060393)

[2.3 Land budget 10](#_Toc469060394)

[3 Implementation 11](#_Toc469060395)

[3.1 Image, character, heritage & housing 11](#_Toc469060396)

[3.1.1 Image & character 11](#_Toc469060397)

[3.1.2 Heritage 12](#_Toc469060398)

[3.1.3 Housing 12](#_Toc469060399)

[3.2 Town centres & employment 16](#_Toc469060400)

[3.2.1 Town centres 16](#_Toc469060401)

[3.2.2 Yellow Gum Local Town Centre 16](#_Toc469060402)

[3.2.3 Emu Creek Local Town Centre 16](#_Toc469060403)

[3.2.4 Local Convenience Centre 16](#_Toc469060404)

[Local Town Centres 17](#_Toc469060405)

[Local Convenience Centre 17](#_Toc469060406)

[3.2.5 Town Centre Transport, Access & Connectivity 17](#_Toc469060407)

[3.3 Open Space and Community Facilities 19](#_Toc469060408)

[3.3.1 Open Space 19](#_Toc469060409)

[3.3.2 Community Facilities & Education 20](#_Toc469060410)

[3.3.3 Biodiversity & Threatened Species 21](#_Toc469060411)

[3.4 Transport & Movement 23](#_Toc469060412)

[3.4.1 Street Network 23](#_Toc469060413)

[3.4.2 Walking & Cycling 25](#_Toc469060414)

[3.4.3 Public Transport 26](#_Toc469060415)

[3.5 Integrated Water Management & Utilities 27](#_Toc469060416)

[3.5.1 Integrated Water Management 27](#_Toc469060417)

[3.5.2 Utilities 29](#_Toc469060418)

[3.6 Precinct Infrastructure Plan & Staging 30](#_Toc469060419)

[3.6.1 Development Services Scheme 30](#_Toc469060420)

[3.6.2 Subdivision Works 31](#_Toc469060421)

[3.6.3 Development Staging 32](#_Toc469060422)

[4 Appendices 34](#_Toc469060423)

[4.1 Appendix A: Local Convenience Centre – Design Guidelines 34](#_Toc469060424)

[4.2 Appendix B: Street Cross Sections 37](#_Toc469060425)

[4.3 Appendix C: Service Placement Guidelines 38](#_Toc469060426)

[4.4 Appendix D: Property Specific Land Budget (Note: not included in this draft) 40](#_Toc469060427)

[4.5 Appendix E: Local Convenience Centre Guidelines 41](#_Toc469060428)

# Introduction

*Plan 1 is the Metropolitan Context Plan for the Lancefield Road Precinct. Please contact the VPA for an accessible version of this plan.*

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.

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

The PSP guides proposed development within the 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 *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 2014.
* The Biodiversity Conservation Strategy and applicable Sub-Regional Strategies for Melbourne’s Growth Areas, June 2013.
* The VPA Precinct Structure Planning Guidelines, 2008.
* A series of background technical reports.
* The Sunbury HIGAP Spatial Strategy, July 2012.
* Sunbury Infrastructure Co-Ordination and Delivery Strategy, 2016.

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

The *Lancefield Road Infrastructure Contributions Plan (ICP)* is being developed and will require development proponents to make a contribution toward infrastructure required to support the development of the Precinct.

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

*Plan 2 is the Precinct Features plan of the Sunbury South precinct. Please contact the VPA for an accessible version of the plan*

## How to read this document

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

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

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

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

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

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

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

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

## 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.

## Infrastructure Contributions Plan

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

## 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 *Lancefield Road Precinct Background Report* and has informed the preparation of the PSP.

*Plan 3 is the Future Urban Structure of the Lancefield Road PSP. Please contact the VPA for an accessible version of the plan*

# Outcomes

## 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:

* The 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.

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 as 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 with 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 as part of the future Sunbury Ring Road, as well as a series of local connections to adjacent neighbourhoods.

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

## Objectives

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

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| **OBJECTIVES** | |
| Image and Character | |
| O1 | Create an attractive urban environment through the provision of well-designed and integrated housing, local services and businesses, well-designed roads, attractive open spaces and park networks. |
| O2 | Create a high-amenity landscape, maximising opportunities for landscaping in tree reserves along the arterial road network, and establish high quality gateways to the expanded Sunbury Township. |
| O3 | Create subdivision layouts and built form that responds to the topographical constraints and the undulating nature of much the precinct, including the key landscape features of the Jacksons Creek and Emu Creek corridors. |
| O4 | Encourage built form that demonstrates environmentally sustainable design, universal design and crime prevention through environmental design principles. |
| O5 | Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies and densities, and minimise visual impact on sloping land forms. |
| O6 | Ensure medium and high density development is prioritized within a walkable catchment of high amenity features and public transport |
| O7 | Minimise visual impact of development on sloping land forms with site responsive subdivision design. |
| O8 | Ensure that development responds to and celebrates local cultural and built form heritage assets. |
| O9 | Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity. |
| O10 | Deliver a well-connected and integrated precinct with adjacent 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, and providing a usable network of open space adjacent to the creeks and above the break of slope. |
| Employment and Town Centres | |
| O12 | Provide for local retail and convenience employment opportunities to meet the needs of existing and future residents, ensuring that all new neighbourhoods have strong access to local services. |
| O13 | Preserve the opportunity for a local town centre, adjacent to the railway station, 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. |
| O14 | Recognise the existing and planned town centre network immediately outside the precinct, and ensure that town centres planning within the precinct support and complement this network |
| O15 | 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 | |
| O16 | Build upon the regional open space function of the Jacksons Creek and Emu Creek corridors, in a manner that protects their ecological significance. |
| O17 | Support the development of a local park network to provide local amenity to each part of the precinct to complements the unique open space opportunities presented by the twin creek corridors and other conservation areas. |
| O18 | Deliver a high quality landscaped interface between nature conservation areas and surrounding development and enable appropriately managed community access which provides for interpretation of the values but whilst protecting the conservation function. |
| O19 | 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. |
| O20 | Ensure strong visual and movement connections are provided between community facilities and open space networks within the surrounding neighbourhoods. |
| O21 | Provide for a non-government primary school site and non-government secondary school site to meet a strategically justified need for Catholic primary and secondary education in the area. |
| O22 | Ensure that waterway protection measures are considered for Jackson Creek, Emu Creek and their tributaries in the layout, staging and design of development and the local street network. |
| Biodiversity, Threatened Species & Bushfire Management | |
| O23 | Ensure that bushfire protection measures are considered in the layout, staging and design of development and the local street network. |
| O24 | Plan for the long term conservation of significant heritage, vegetation and fauna habitat areas in Conservation areas 18, 19, 20 and 21. |
| O25 | 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 | |
| O26 | Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency and maximise safety and connectivity for all road users. |
| O27 | Encourage a high-amenity street network by considering natural and heritage features in street alignments and design. |
| O28 | Create a range of off-street pedestrian and cycle links that promote the use of any future utility easements and waterways as green transport links. |
| O29 | Provide strong external connections to the surrounding transport network to foster accessibility of the precinct. |
| O30 | 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. |
| O31 | Create a range of road configurations that promotes green links and vistas throughout the precinct, and maximise landscaping opportunities in expanded road reserves, in particular along Lancefield Road and the Melbourne-Bendigo Rail Corridor as a central spine to the precinct. |
| Integrated Water Management & Utilities | |
| O32 | 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 IWM Servicing Plan. |
| O33 | Manage urban stormwater to minimise the impact upon the highly erosive, sensitive Jacksons Creek and Emu Creek Corridors and their tributaries. |
| O34 | 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. |
| O35 | Preserve opportunities within development for a range of innovative water management solutions that protect the two creek corridors and their tributaries. |
| Precinct Infrastructure Plan & Staging | |
| O36 | Encourage development staging to be coordinated with the delivery of key local and state infrastructure to provide cohesive and integrated neighbourhoods. |
| O37 | Ensure that areas of land ownership fragmentation and/or challenging topography are developed in an integrated fashion, in accordance with any relevant concept plan |
| O38 | 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. |
| O39 | 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. |
| O40 | Ensure that local road and service upgrades to the Balbethan Drive area occur logically and sequentially. |

## Land budget

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 514 hectares meaning approximately 47% 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 8,080 dwellings to accommodate more than 22,600 new local residents.

*Plan 4 is the Land Use Budget of the Lancefield Road PSP. Please contact the VPA for an accessible version of this plan*

*Table 1 is the Summary Land Use Budget of the Lancefield Road PSP. Please contact the VPA for an accessible version of this table*

# Implementation

## Image, character, heritage & housing

*Plan 5 is the Image, Character, Heritage & Housing Plan of the Lancefield Road PSP. Please contact the VPA for an accessible version of this plan.*

### Image & character

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| **Image & character REQUIREMENTS** | |
| **R1** | All public landscaped areas must be planted and designed to the satisfaction of the Responsible Authority. |
| **R2** | Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the Responsible Authority. |
| **R3** | Trees in parks and streets must be:   * Suitable for local conditions. * Planted in modified and improved soil as required to support tree longevity. |
| **R4** | Subdivision of land adjacent to a sensitive visual interface, as set out in Plan 5, must provide for an interface outcome consistent with those set out in Figures # and # 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** | Tree rows identified on Plan 2 must be incorporated into the subdivision, unless otherwise agreed with the Responsible Authority. |
| **R7** | Landscape features which include, or are likely to include, Aboriginal cultural heritage must be sensitively incorporated into the subdivision. |
| **Image & character GUIDELINES** | |
| **G1** | Subdivisions should respond to the topography and enhance the landscape features and view lines identified on Plan 5. |
| **G2** | Street networks within subdivisions should be designed to maximise the number of connections and direct views to landscape features and public open spaces, with significant landscapes and built form elements used as focal points for view lines along streets, having consideration to the need for a legible and well circulating road network.   * 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. |
| **G4** | Subdivision design should preserve the opportunity for additional landscaping in existing wider road reserves. |
| **G5** | Significant trees, where possible, should be retained and located within the public domain, including parks and road reserves, unless otherwise agreed by the Responsible Authority. |
| **G6** | A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise agreed by the Responsible Authority. |
| **G7** | Buildings should avoid protruding above significant ridgelines and trees. |

### Heritage

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| **HERITAGE REQUIREMENTS** | |
| **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 |
| **HERITAGE GUIDELINES** | |
| **G8** | 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. |
| **G9** | Where possible any heritage features not shown on the PSP maps, including stone walls, should be retained and integrated into surrounding development. |

### Housing

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| **HOUSING REQUIREMENTS** | |
| **R10** | Subdivision of land within walkable catchments shown on Plan 3, which typically comprise residential land within:   * 800m of major town centres * 400m of local town centres * 200m of community hubs * 100m of local convenience centre * 800m of train stations * 600m of the Principal Public Transport Network   Must create lots suitable for delivery of medium or high density housing as outlined in Table 2, and achieve a minimum average density of 17dwellings 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. |
| **R12** | Subdivision in an area nominated as a ‘sensitive residential area’ on Plan 5 must be generally consistent with any relevant concept plan for the area. |
| **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 5 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** | Lots must front (in order of priority where a lot fronts multiple elements):   * Conservation areas * Public open space * Landscape areas * Local access streets * Connector roads * Arterial roads |
| **R17** | Any subdivision abutting a ‘fire threat edge’ as defined on Plan 5 must be designed to minimise the impact of potential bushfires, including:   * The provision of appropriate development setbacks from the break of slope, or other potential sources of threat. * Building guidelines.   As informed by a Bushfire Management Assessment, to the satisfaction of the Responsible Authority and the CFA |
| **R18** | 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. |
| **HOUSING GUIDELINES** | |
| **G10** | 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 4, * Be accessible by public transport, * Not present a barrier to movement through the surrounding road network. |
| **G11** | 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. |
| **G12** | Subdivision on sloping land should incorporate larger lots sizes and frontages to minimise the need for retaining walls and excessive excavation. |
| **G13** | 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. |
| **G14** | Subdivision in areas of significant slope, as identified in Plan 5, should be designed based on the indicative cross sections in Appendix 4.2, or any variation that is generally consistent with the associated principles, to the satisfaction of the Responsible Authority. |
| **G15** | Lots capable of supporting conventional and lower density housing are encouraged in areas with more challenging topography, in particular areas in excess of 10% slope in the vicinity of the Jacksons and Emu Creeks. |
| **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. 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** | 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   Preference will be given |

*Table 2 is the Housing Type by Lot Size table of the Lancefield Road PSP. Please contact the VPA for an accessible version of this table.*

*Figure 1 is the Balbethan Residential Concept Plan. Please contact the VPA for an accessible version of this figure.*

## Town centres & employment

*Plan 6 is the Employment and Town Centres plan of the Lancefield Road PSP. Please contact the VPA for an accessible version of this figure.*

### 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.

### 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 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 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.

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.

*Table 3 is the Town Centre Hierarchy – External to Lancefield Road table of the Lancefield Road PSP. Please contact the VPA for an accessible version of this table.*

*Table 4 is the Lancefield Road Town Centre Hierarchy table of the Lancefield Road PSP. Please contact the VPA for an accessible version of this table.*

*Table 5 is the Anticipated Employment Creation table of the Lancefield Road PSP. Please contact the VPA for an accessible version of this table.*

Local Town Centres

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| **LOCAL TOWN CENTRE REQUIREMENTS** | |
| **R19** | Land use and development within the local town centres must respond to the concept plan in Figures 2 and 3 and address Appendix 4.1. |
| **LOCAL TOWN CENTRE GUIDELINES** | |
| **G22** | 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. |

Local Convenience Centre

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| **LOCAL CONVENIENCE CENTRE REQUIREMENTS** | |
| **R20** | 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. |
| **R21** | 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. |
| **LOCAL CONVENIENCE CENTRE GUIDELINES** | |
| **G23** | The Local Convenience Centre should be located as illustrated on Plan 6. |
| **G24** | The Local Convenience Centres should provide for a range of tenancies suitable for a mix of local convenience retail, health, community and other services to meet local needs. |
| **G25** | 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 location in key community hubs within the precinct. |
| **G26** | 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. |

### Town Centre Transport, Access & Connectivity

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| **Transport, Access & Connectivity REQUIREMENTS** | |
| **R22** | 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. |
| **R23** | 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. |
| **R24** | Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity. |
| **R25** | Pedestrian entrances must be located on main streets and be visually prominent, well-lit and accessible to all people in the community. |
| **R26** | 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. |
| **R27** | Transport hubs, stops and routes must be located to facilitate access to key destinations and generate activity in town centres. |
| **R28** | Car park entrances must not be provided directly from the main street, access should be provided from side streets. |
| **Transport, Access & Connectivity GUIDELINES** | |
| **G27** | 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. |
| **G28** | Pedestrian movements should be prioritised by providing links between the key destinations within town centres. |
| **G29** | Car parking efficiencies should be provided through use of shared, consolidated parking areas. |
| **G30** | Safe pedestrian access should be provided through all car parking areas. |
| **G31** | “Filtered” pedestrian permeability, accessibility, safety and walkability through centres should be encouraged. |
| **G32** | Pedestrian priority should be provided across all side roads along main streets and all car park entrances. |

*Figure 4 is the Yellow Gum Local Town Centre Concept Plan. Please contact the VPA for an accessible version of this figure.*

*Figure 4 is the Emu Creek Local Town Centre Concept Plan. Please contact the VPA for an accessible version of this figure.*

## Open Space and Community Facilities

*Plan 7 is the Open Space Plan. Please contact the VPA for an accessible version of this figure.*

*Table 6 is the Sports Reserves and Open Space Delivery Guide table. Please contact the VPA for an accessible version of this figure.*

### Open Space

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| **OPEN SPACE REQUIREMENTS** | |
| **R29** | Open space must be provided generally in accordance with Plan 7 and Table 6 of this PSP. |
| **R30** | 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 Stage 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. |
| **R31** | All landscaped areas to be designed in accordance with relevant guidelines, and to the satisfaction of the responsible authority, including the use of recycled water and stormwater where possible |
| **R32** | All local parks must be located, designed and developed in accordance with the relevant description in Table 6 and any local open space strategy to the satisfaction of the Responsible Authority.  An alternative provision of land for local parks to that illustrated on Plan 7 is considered to be generally in accordance with this plan provided the local park:   * Is located so as to not reduce the walkable access to local parks demonstrated on Plan 7. * Does not diminish the quality or usability of the space for passive recreation. * Is equal to or more than the passive open space provision within the ICP. |
| **R33** | 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. |
| **R34** | Applications with areas nominated as Passive recreation nodes are to include a concept plan showing the contours, recreational elements to be included and area required for the node, including playgrounds, shelters, landscaping, paths and accompanying seating areas to the satisfaction of the Responsible Authority |
| **R35** | Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary. |
| **R36** | 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. |
| **R37** | 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. |
| **R38** | Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and cycling network to the satisfaction of the Responsible Authority. |
| **OPEN SPACE GUIDELINES** | |
| **G33** | Subject to being compatible with Table 6, parks and open space should contain extensive tree planting. |
| **G34** | 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. |
| **G35** | 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. |
| **G36** | 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. |
| **G37** | 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. |
| **G38** | 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. |
| **G39** | Path networks associated with open space should include way finding signage which clearly identifies key destinations and communicates necessary information to all users. |
| **G40** | 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. |

### Community Facilities & Education

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| **Community Facilities & Education REQUIREMENTS** | |
| **R39** | 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. |
| **R40** | 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. |
| **R41** | 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. |
| **R42** | 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. |
| **Community Facilities & Education GUIDELINES** | |
| **G41** | 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 |
| **G42** | Schools should be provided with three street frontages where practicable. |
| **G43** | The indicative layout of community facilities, schools, and open space as illustrated in Plan 3 may be altered to the satisfaction of the Responsible Authority, in consultation with the Department of Education as appropriate. |
| **G44** | Any educational, community, or civic infrastructure not shown on Plan 3 must be located within or proximate to a Local Town Centre, Local Convenience Centre or an existing community hub, as appropriate. |
| **G45** | 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. |
| **G46** | 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. |

### Biodiversity & Threatened Species

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| **biodiversity and threatened species REQUIREMENTS** | |
| **R43** | Native vegetation may be removed as illustrated on Plan 8 and in accordance with the ‘Final approval for urban development in three growth corridors under the Melbourne urban growth program strategic assessment, 5 September 2013’ pursuant to section 146B of the Environment Protection and Biodiversity Conservation Act 1999 (Cth). |
| **R44** | A 20m buffer zone 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 cross section in the Conservation Area Interface Plan |
| **R45** | Development within any Conservation Area must be in accordance with the Conservation Area Concept Plan and Interface Cross Section in Figure 4-7, to the satisfaction of the Department of Environment, Land, Water and Planning. |
| **R46** | 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. |

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| **BIODIVERSITY AND THREATENED SPECIES GUIDELINES** | |
| **G47** | Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical. |
| **G48** | 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; |
| **G49** | Planting in streetscapes and parks abutting waterways should make use of indigenous species to the satisfaction of the responsible authorities. |

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| **CONSERVATION AREA CONCEPT PLAN GUIDELINES** | |
| **G50** | Where appropriate, public open space areas should be co-located with conservation areas and waterways to assist with their buffering. |
| **G51** | Planting adjacent to the conservation area, waterway corridors and retained indigenous vegetation should be indigenous species. |
| **G52** | Where located adjacent or nearby to each other, local parks should be designed and constructed to maximise integration with the conservation area. |
| **G53** | 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. |
| **G54** | Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the conservation area. |
| **G55** | In general, trees should not be planted within 10m of native grasslands or wetlands. |

*Figures 4-7 are the Conservation Area Concept Plans for Conservation Areas 18, 20 and 21. Please contact the VPA for an accessible version of this figure.*

## Transport & Movement

*Plan 9 is the Street Network Plan. Please contact the VPA for an accessible version of this figure.*

### Street Network

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| **STREET NETWORK REQUIREMENTS** | |
| **R47** | 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. |
| **R48** | The connector street network must provide a safe low speed environment. |
| **R49** | At least 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the ‘standard’ cross section for these streets outlined in Appendix 4.2.  Examples of potential variations are provided in Appendix 4.2, however others are encouraged including but not limited to:   * Varied street tree placement, * Varied footpath or carriageway placement, * Introduction of elements to create a boulevard effect, * Varied carriageway or parking bay pavement material and * Differing tree outstand treatments.   Alternative cross sections must ensure that:   * Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. * The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. * The proposed location of services are shown and achieve the dedicated off road and shared path network in Plan 10. * Relevant minimum road reserve widths for the type of street (illustrated in Appendix B) are maintained. |
| **R50** | Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross section until that suitable transition can be made. |
| **R51** | 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. |
| **R52** | Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate. |
| **R53** | 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. |
| **R54** | The Jacksons Creek Crossing must respond sensitively to landform and amenity of the Jacksons Creek Corridor. |
| **R55** | Development should positively address all waterways through the use of frontage roads to the satisfaction of Melbourne Water and the Responsible Authority. |
| **R56** | 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. |
| **R57** | 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. |
| **R58** | Frontage streets are to be the primary interface between the development and rail easement shown on Plan 9, as reflected in the relevant cross section in Appendix 4.2 |
| **R59** | 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 of whether that residential subdivision directly abuts the waterway. |
| **R60** | The design and construction of any crossing of the Jacksons Creek must be consistent with the ‘Design and construction standards for Growling Grass Frog passage structures’ (DELWP 2016) to the satisfaction of the Department of Environment, Land, Water and Planning. |
| **STREET NETWORK GUIDELINES** | |
| **G56** | Where a lot is six metres or less in width, vehicle access should be via rear laneway, unless otherwise agreed by the Responsible Authority. |
| **G57** | 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. |
| **G58** | Street block lengths should not exceed 240m to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved. |
| **G59** | Cul-de-sacs should be avoided wherever possible, and not detract from convenient pedestrian and cycle connections. Where cul-de-sacs are provided they must provide for walkway connections through to adjoining streets. |
| **G60** | 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. |
| **G61** | The frequency of vehicle crossovers on widened verges (i.e. a verge in excess of six metres) should be minimised through the use of a combination of:   * Rear loaded lots with laneway access * Vehicle access from the side of a lot * Combined or grouped crossovers. * Increased lot widths |

*Plan 10 is the Public Transport and Path Network Plan. Please contact the VPA for an accessible version of this figure.*

### Walking & Cycling

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| **WALKING & CYCLING REQUIREMENTS** | |
| **R61** | 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. |
| **R62** | Shared and pedestrian paths along waterways must:   * Be delivered by development proponents consistent with the network shown on Plan 10. * Be above 1:10 year flood level with any crossing of the waterway designed to be above the 1:100 year flood level to maintain hydraulic function of the waterway. * Be constructed on each side of the waterway to an all-weather standard that satisfies the requirements of Melbourne Water.   All to the satisfaction of the Responsible Authority. |
| **R63** | 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. |
| **R64** | 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. |
| **WALKING & CYCLING GUIDELINES** | |
| **G62** | Lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations, unless otherwise agreed by the Responsible Authority. |
| **G63** | The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30km/hr. |
| **G64** | 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. |

### Public Transport

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| **PUBLIC TRANSPORT REQUIREMENTS** | |
| **R65** | 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. |
| **R66** | 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. |
| **R67** | The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services. |
| **R68** | Subdivision design must provide active interfaces to the rail line by provision of edge streets with landscape buffers. |
| **R69** | Subdivision design must not provide connections over the rail line, except where crossing points are nominated on Plan 10. |
| **R70** | 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. |
| **R71** | 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. |
| **R72** | 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. |
| **PUBLIC TRANSPORT GUIDELINES** | |
| **G65** | Development should provide a frontage road between new sensitive land uses and rail reserves, rather than direct abuttal |
| **G66** | Where noise walls or mounds are proposed, these should be sited and designed to facilitate ongoing maintenance. |
| **G67** | 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. |

*Table 7 is the Streets and Slope table. Please contact the VPA for an accessible version of this figure.*

*Table 8 is the Street Cross Sections table. Please contact the VPA for an accessible version of this figure.*

## Integrated Water Management & Utilities

*Plan 11 is the Integrated Water Management Plan. Please contact the VPA for an accessible version of this figure.*

### Integrated Water Management

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

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

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| **INTEGRATED WATER MANAGEMENT** | |
| **R73** | 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. |
| **R74** | 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. |
| **R75** | 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. |
| **R76** | 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. Where practical natural or pre-development hydrological patterns must be maintained in these areas. |
| **R77** | 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 |
| **R78** | 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 |
| **R79** | 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. |
| **INTEGRATED WATER MANAGEMENT GUIDELINES** | |
| **G68** | Development should support and facilitate the use of alternative water supplies nominated in the approved integrated water management plan for the precinct. |
| **G69** | 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. |
| **G70** | Subdivision in areas containing natural waterways should:   * Minimise earthworks and changes to the existing landform; * Retain existing vegetation; * Make provision for appropriate revegetation of the waterway riparian corridor to increase erosion resistance. |
| **G71** | 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. |
| **G72** | Increase the use of fit-for-purpose alternative water sources such as storm water, rain water and recycled water. |
| **G73** | 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. |
| **G74** | Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the Responsible Authority. |

### Utilities

*Plan 12 is the Utilities Plan. Please contact the VPA for an accessible version of this figure.*

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| **UTILITIES REQUIREMENTS** | |
| **R80** | 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. |
| **R81** | 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. |
| **R82** | All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground. |
| **R83** | 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. |
| **R84** | Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the Responsible Authority. |
| **R85** | All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant servicing authority. |
| **R86** | Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use should it become available |
| **UTILITIES GUIDELINES** | |
| **G75** | Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate. |
| **G76** | Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kV). |
| **G77** | Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.3. |
| **G78** | Utility easements to the rear of lots should only be provided where there is no practical alternative. |

*Table 9 is the Retarding Basins table. Please contact the VPA for an accessible version of this figure.*

## Precinct Infrastructure Plan & Staging

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

* Subdivision construction works by developers.
* Agreement under S173 of the *Planning and Environment Act 1987.*
* Utility service provider requirements.
* The *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.

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

### Development Services Scheme

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

* Civil works are based on engineering estimates of the costs of the various drainage works; and
* As a principle, land costs are based on the same land values as the *Lancefield Road Infrastructure Contributions Plan* for consistency.
* The DSS is subject to indexation and adjustment. Civil works will be adjusted by the adjustment methodology explained in the DSS to keep pace with rising costs and land values will move in (upwards or downwards) with movement in land values provided for the *Lancefield Road Infrastructure Contributions Plan*.
* Alternative stormwater quality treatments may be provided subject to agreement with Melbourne Water and Hume City Council.

*Plan 13 is the Precinct Infrastructure Plan. Please contact the VPA for an accessible version of this figure.*

*Table 10 is the Precinct Infrastructure Plan table. Please contact the VPA for an accessible version of this table.*

### Subdivision Works

|  |  |
| --- | --- |
| **SUBDIVISION WORKS REQUIREMENTS** | |
| **R87** | 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 Lancefield Road 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 Lancefield Road ICP). * Council/VicRoads approved fencing and landscaping (where required) along arterial roads, including glare planting. * Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, escarpment top area and within local parks including bridges, intersections and barrier crossing points (except those included in the ICP). * Bicycle parking as required in this document. * Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. * Basic improvements to local parks and open space (refer open space delivery below). * Local drainage system. * Local street or pedestrian path crossings of waterways unless included in the ICP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. * Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications. * Provision of water tapping, potable and recycled water connection points for any potential open space on the land located within the electricity transmission line easement. * Tree reserves along Lancefield Road to achieve boulevard treatments (refer to cross sections) |
| **R88** | OPEN SPACE DELIVERY  All public open space must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including:   * Removal of all existing and disused structures, foundations, pipelines, and stockpiles. * Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). * Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as a sports reserve and community facility. * Planting of trees and shrubs. * Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and * Maintenance access points. * Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6). * Include boundary fencing where the public open space abuts private land, or as required by the Responsible Authority. * Remediated of any contamination. |
| **R89** | Local sports reserves required as identified by a Infrastructure Contributions Plan must be vested in the relevant authority in the following condition:   * Free from surface/ protruding rocks and structures. * Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient). * Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. * Consistent with the Lancefield Road ICP, where these works are not considered to be temporary works, these works are eligible for a works in kind credit against the landowner/ developers ICP obligation to the satisfaction of the collecting agency. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for a works in kind credit. |

### Development Staging

|  |  |
| --- | --- |
| **DEVELOPMENT STAGING REQUIREMENTS** | |
| **R90** | 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. |
| **R91** | Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority. |
| **R92** | 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. |
| **DEVELOPMENT STAGING GUIDELINES** | |
| **G79** | Infrastructure projects identified in the Precinct Infrastructure Plan at Table 10 should be delivered as per the timing priority identified in the timing column of Table 10 of the Sunbury Infrastructure Co-ordination and Deliver Strategy.  Where infrastructure is proposed to be delivered outside of the sequence identified in Table 10, the onus is on the developer to fund the infrastructure works as ‘Works In Kind’. Credit may not be available for reimbursement to the developer until such time as the Phase trigger identified in Table 11 is reached. |
| **G80** | Subdivision of land bound by Lancefield Road, Raes Road, the Rolling Meadows Estate and the rail line must be generally consistent with the concept plan detailed at Figure #, to the satisfaction of the Responsible Authority. |

# Appendices

## Appendix A: Local Convenience Centre – Design Guidelines

| **PrincipleS** | **Guidelines** |
| --- | --- |
| **Principle 1**  Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community. | * 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. | * Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan. * 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. | * 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. * 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. |
| **Principle 4** | * 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. 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 Local Convenience Centre should generally be built to the property line. * 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 Local Convenience 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. * Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. |
| **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. |

## Appendix B: Street Cross Sections

*Appendix B is the Lancefield Road Cross Sections. Please contact the VPA for an accessible version of this Appendix.*

## Appendix C: 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 F containing grassed nature strips, footpaths and road pavements.

Non-standard road cross sections

To achieve greater diversity of streetscape outcomes, 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. This PSP contains suggested non-standard ‘variation’ road cross sections inAppendix G, however other non-standard outcomes are encouraged.

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.

**TABLE NOTES**

Trees are not to be placed directly over property service connections.

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.

Where allotment size/frontage width allows adequate room to access and work on a pipe.

Where connections to properties are within a pit in the pedestrian pavement/ footpath.

|  | **Under pedestrian pavement** | **Under nature strips** | **Directly under trees1** | **UNDER KERB** | **Under road pavement2** | **Within allotments** | **Notes** |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Sewer** | Possible | Preferred | Possible | No | Possible | Possible3 |  |
| **Potable Water** | Possible4 | Preferred | Preferred | No | Possible | No | Can be placed in combined trench with gas |
| **Recycled Water** | Possible4 | Preferred | Preferred | No | Possible | No |  |
| **Gas** | Possible4 | Preferred | Preferred | No | No | No | Can be placed in combined trench with potable water |
| **Electricity** | Preferred4 | Possible | Possible | No | No | No | Pits to be placed either fully in footpath or nature strip |
| **FTTH/ Telco** | Preferred4 | Possible | Possible | No | No | No | Pits to be placed either fully in footpath or nature strip |
| **Drainage** | Possible | Possible | Possible | Preferred | Preferred | Possible3 |  |
| **Trunk Services** | Possible | Possible | Possible | Possible | Preferred | No |  |

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.

Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.

## Appendix D: Property Specific Land Budget (Note: not included in this draft)

*Appendix D is the Property Specific Land Budget table. Please contact the VPA for an accessible version of this table.*

* 1. Appendix E: Local Convenience Centre Guidelines

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| --- | --- |
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