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C176**URBAN STRUCTURE AND SETTLEMENT****Managing Growth and Increasing Choice**

Growth Corridor Plans and Plan Melbourne have been developed at the metropolitan level which set the strategic direction for the future urban development of land within Melbourne's Urban Growth Boundary.

In a local sense, the Sunbury HIGAP Spatial Strategy (2012) and the Hume Corridor Integrated Growth Area Plan (HIGAP) Spatial Strategy (2015) provide long term strategies and infrastructure delivery plans for the two main growth corridors in the municipality.

The Growth Corridor plans and the two HIGAP strategies guide the preparation of more detailed precinct scale plans, including Precinct Structure Plans, structure plans and development plans. All these precinct scale plans confirm:

- the location of town centres and community facilities;
- estimated housing yields and the proposed location of higher density housing;
- employment areas;
- the detailed alignment of important roads;
- local bus routes and their connections with Principal Public Transport Network (PPTN) and arterial road network;
- land uses that best integrate with the transport network;
- open space networks, recreation facilities and shared paths;
- defining edges between urban development and areas of high biodiversity and cultural heritage significance, landscape or drainage significance; and
- major sites or easements required for public utilities.

Precinct Structure Plans (PSPs) are being, or have been developed for all of the growth areas within the Growth Corridor. Structure Plans and other precinct plans are being developed for some activity centres and other residential and employment areas.

Key issues

- Managing significant population growth.
- Delivering higher density residential outcomes.
- Providing jobs near where people live, especially near new employment areas.
- Developing infrastructure in partnership with state and federal governments.
- Providing major infrastructure that is required to meet the needs of the community in a timely manner.
- Managing the impact of urban growth on the natural environment and heritage values.

Objective 1

To facilitate large scale change that meets the needs of Hume's growing population and provides choice and equitable access to a range of housing, employment, transport, services and facilities.

Strategies

- 1.1 Ensure planning for large scale green-field communities in both the Hume Corridor and Sunbury provides a range of housing options with high quality activity centres, schools, community facilities, leisure and recreation facilities, road and public transport options.
- 1.2 Identify strategic development sites with good access to public transport that can accommodate increased dwelling densities and provide for smaller housing products.
- 1.3 Facilitate high density residential development within and around activity centres and train stations.

- 1.4 Facilitate the delivery of 150,000 jobs in the Hume Corridor and 30,000 jobs in the Sunbury area across a broad range of employment sectors, including new employment areas identified in Figure 2 in Clause 21.01.
- 1.5 Provide a hierarchy of activity centres in the locations shown in Figure 2 in Clause 21.01 that deliver a wider range of retail, office, entertainment, leisure, health, educational and cultural opportunities in both the Hume Corridor and Sunbury.
- 1.6 Provide a network of specialist bulky goods based centres that service a regional catchment in the locations shown in Figure 2 in Clause 21.01.
- 1.7 Ensure high quality walking and cycling infrastructure is provided to improve mode choice and reduce car dependency for local trips.
- 1.8 Ensure a range of open space opportunities are provided to meet the leisure and recreation needs of the community.

Objective 2

To ensure that the planning for growth in Hume minimises the impact on the environment and heritage.

Strategies

- 2.1 Ensure biodiversity, landscape, heritage and waterway values are appropriately considered during the planning process.
- 2.2 Ensure new development maximises the retention of biodiversity, including scattered trees.
- 2.3 Protect the significant waterways, conservation and open space areas identified in Figure 2 in Clause 21.01.
- 2.4 Ensure waterways, conservation and open space areas are well integrated within the built environment and provide for appropriate community access.

Objective 3

To provide communities with access to critical transport infrastructure and regional facilities in step with growth.

Strategies

- 3.1 Coordinate and sequence development and infrastructure.
- 3.2 Provide communities with access to critical transport infrastructure and regional facilities.
- 3.3 Facilitate the timely provision of high quality and diverse retail, health, entertainment and leisure options within all activity centres.
- 3.4 Ensure that the planning and funding of regional facilities takes into account growth and existing facilities beyond municipal boundaries.
- 3.5 Limit new development where it exceeds the capacity of existing infrastructure.

Further strategic work

- Review and update approved Precinct Structure Plans where necessary to meet identified community needs.
- Monitor growth in jobs against the job targets for the Hume Corridor and Sunbury areas.
- Monitor the capacity of major transport, education and health infrastructure in the Hume Corridor and Sunbury areas.

Other actions

- Advocate for the timely delivery of upgrades to arterial roads and improved train and bus services to connect residents to employment areas, activity centres and other major destinations within and beyond Hume.
- Advocate for the timely delivery of the Outer Metropolitan Ring Road.

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Hume Corridor

The land use and development vision for the Hume Corridor in 2040 is set out in Clause 21.01-3. The proposed future urban structure of the Hume Corridor will support a significant increase in population, primarily located in the new growth areas of Greenvale, and Craigieburn in the middle

of the corridor, and Mickleham (Merrifield) and Donnybrook (Lockerbie) at the northern end. In total these areas are anticipated to deliver over 40,000 new dwellings and 1,100 hectares of employment land, primarily located along the Hume Highway and Donnybrook Road. This equates to approximately 65 percent of the future growth in the Hume Corridor.

Serving these new areas will be the Donnybrook (Lockerbie) Metropolitan Activity Centre and the Mickleham (Merrifield) Major Activity Centre, which will be the focus for higher order regional and sub-regional facilities, as well as an expanded Craigieburn Town Centre. These centres will be a focus for employment and will be connected to new bus services particularly via Aitken Boulevard and new train stations on the extended Craigieburn train line.

The southern end of the Hume Corridor will also accommodate increased population through infill development in established suburbs and the redevelopment of strategic development sites. Broadmeadows is identified as a Metropolitan Activity Centre and is the focus for major change within the established area of the Hume Corridor and wider Northern Subregion.

Existing employment land along the Hume Highway in Campbellfield and around the airport, and the existing intermodal freight terminal in Somerton continue to provide for and support the growth of Hume's manufacturing, transport and logistic sectors. The Attwood Connector, a potential new link between the Pascoe Vale Road and the airport, will facilitate greater east-west connection between these major employment precincts.

New employment areas along the Hume Freeway and Donnybrook Road will form an extension to the State significant industrial precinct and provide for a range of employment and business opportunities.

The Inter Urban Break continues to provide a permanent separation between the urban areas of Craigieburn and Mickleham. Supporting low density rural residential development, it provides for the ecological connectivity between the Mt Ridley Conservation Reserve and conservation and open space areas in Craigieburn.

Significant biodiversity and landscape values that contribute to the corridor's character and natural heritage are protected in conservation, open space and waterway areas. This includes extensions to the regional parkland along the Merri Creek, increased parkland around Greenvale Reservoir, and extensions to parkland along a number of other waterways.

Key issues

- Managing significant population growth in the Hume Corridor.
- Increasing the number and diversity of jobs in the Hume Corridor.
- Providing communities with greater access to higher order facilities.
- Protecting and promoting the operation of Melbourne Airport.
- Improving the Hume Corridor's transport network to increase east-west connectivity across the Hume Corridor and provide greater connectivity to the Melbourne Airport and the Melbourne CBD.
- Protecting areas of significant environmental value and improving public access to these places.

Objective 4

To plan for and enable large scale change within the Hume Corridor.

Strategies

- 4.1 Facilitate new residential and employment areas shown in Figure 2 Clause 21.01 that are supported by a network of activity centres and high order facilities.
- 4.2 Manage the outward expansion of the Hume Corridor.
- 4.3 Facilitate Transit Oriented Development around existing and future train stations at Broadmeadows, Craigieburn and Lockerbie, and along Craigieburn Road east of the Craigieburn Town Centre.
- 4.4 Maintain existing subdivision patterns and discourage development that would prejudice the planning of future Precinct Structure Plan areas.

Objective 5

To increase the number and diversity of jobs in the Hume Corridor.

Strategies

- 5.1 Promote Broadmeadows and Donnybrook (Lockerbie) as Metropolitan Activity Centres and facilitate the delivery of higher order retail, commercial, health, educational, entertainment, leisure, community and cultural activities.
- 5.2 Promote Broadmeadows as Hume's primary activity centre and the focus for new office and professional service businesses.
- 5.3 Promote Craigieburn, Mickleham (Merrifield) and Donnybrook (Lockerbie) activity centres as important locations for office and professional service businesses.
- 5.4 Promote the Merrifield Employment Area as a high quality business park suitable for businesses across a range of sectors.
- 5.5 Encourage business growth around the Melbourne Airport in transport and logistics, wholesale trade and other sectors that require immediate access to the airport.
- 5.6 Promote the employment land along the Hume Highway, Hume Freeway and Donnybrook Road as a major employment location for a range of transport and logistics and manufacturing uses.
- 5.7 Facilitate the development of multi-use intermodal terminals and designated freight precincts at Somerton.
- 5.8 Discourage the development of bulky goods retail premises in existing and future industrial areas outside of identified bulky goods centres shown in Figure 2 in Clause 21.01.

Objective 6

To secure the delivery of higher order health, recreation and education facilities in the Hume Corridor.

Strategies

- 6.1 Ensure land is identified for the delivery of a university and hospital or equivalent facilities in the Donnybrook (Lockerbie) Metropolitan Activity Centres.
- 6.2 Plan for expanded health facilities in Broadmeadows and Craigieburn.
- 6.3 Facilitate the development of a State scale sports and leisure hub at Merrifield Park.
- 6.4 Facilitate the extension of the Merri Creek Marran Baba Regional Park from Campbellfield to Lockerbie North.
- 6.5 Ensure development establishes a recreational loop around Greenvale Reservoir, that does not compromise the security of the drinking water quality.

Objective 7

To reinforce the role of Melbourne Airport as one of Victoria's key economic assets.

Strategies

- 7.1 Support land-use and development within the airport precinct that is consistent with its specialist function as a Transport Gateway.
- 7.2 Ensure that land use and development protects the airport's curfew free status and is compatible with the operation of Melbourne Airport in accordance with the Melbourne Airport Master Plan.

Objective 8

To reinforce the role of the Inter Urban Break as a permanent separation and conservation and landscape buffer between conventional density development areas.

Strategies

- 8.1 Maintain the Inter Urban Break for predominantly larger detached housing and low density rural residential development that supports the conservation of biodiversity and landscape values.
- 8.2 Facilitate the connectivity of conservation and open space areas through the Inter Urban Break.
- 8.3 Facilitate an additional north-south connector road through the Inter Urban Break between Mickleham Road and the future extension of Aitken Boulevard.

Objective 9

To ensure that the growth of the Hume Corridor is supported by an improved transport network.

Strategies

- 9.1 Facilitate the upgraded and extended arterial road and freeway network in Figure 1 in Clause 21.07.
- 9.2 Ensure land is identified for the Attwood Connector to provide improved road and public transport access to Melbourne Airport.
- 9.3 Promote increased north-south and east-west connectivity by a range of transport modes.
- 9.4 Ensure land is identified for a new train station at Campbellfield and Lockerbie.
- 9.5 Facilitate timely extensions and improvements to the bus network to serve new development areas.

Further strategic work

- Monitor the need for the development of the Attwood Land for a future business park.
- Monitor the need to develop the land identified for employment development either side of Gunns Gully Road.
- Investigate long term land uses for the closed Tullamarine landfill and associated buffer land.
- Prepare plans for the development of Maygar Barracks and the Ford site to enable their renewal and reuse for employment generating uses.

Other actions

- Advocate for the timely delivery of the transport network and regional infrastructure shown on Figure 2 in Clause 21.01 and Figure 1 in Clause 21.07.

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Sunbury

The land use and development vision for Sunbury in 2040 is set out in Clause 21.01-3. The proposed future urban structure of Sunbury will see the outward expansion of the existing township to include new growth areas in Sunbury East, Sunbury South, Sunbury North and Sunbury West. These growth areas will accommodate significant residential growth, and include new employment areas along Sunbury Road and Vineyard Road which will provide for a range of regional and local businesses.

The growth of Sunbury will be supported by an expanded Town Centre, a new activity centre in Sunbury South and a network of smaller activity centres throughout the growth areas. This growth, along with the potential for higher order regional facilities, will enable a greater level of self-containment for Sunbury's community in terms of retail, education, health, recreation, community services and employment.

A new orbital road which provides connectivity across Jacksons Creek and the train line will enhance accessibility within the township, connect new activity centres with residential and employment areas, and minimise through traffic in the expanded Town Centre. The Bulla Bypass, upgrades to Sunbury Road, new train stations in Sunbury South and Sunbury North, and new train and bus services will increase connectivity to the Hume Corridor, the Melbourne Airport and inner areas of Melbourne.

Diggers Rest in the City of Melton enjoys a close relationship with the township of Sunbury, due to its location and proximity to the Sunbury Town Centre and the services that Sunbury offers.

Conservation and open space along Jacksons Creek and Emu Creek and their tributaries and escarpments as well as at Redstone Hill will protect areas of significant biodiversity and landscape value and contribute to the unique landscape and rural character of the Sunbury township.

Key issues

- Managing significant population growth in Sunbury.
- Providing jobs and higher order facilities that reduce the need for the community to leave Sunbury.

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- Improving Sunbury's transport network to better connect different areas within Sunbury, as well as providing greater connectivity to the Hume Corridor, Melbourne Airport and the Melbourne CBD.
- Protecting areas of significant environmental value and rural landscapes that are visually prominent.

Objective 10

To facilitate the growth of Sunbury while retaining its unique landscape and township qualities.

Strategies

- 10.1 Facilitate new residential and employment areas that are supported by a network of activity centres and higher order facilities shown in Figure 2 in Clause 21.01.
- 10.2 Ensure that the planning of new areas within the Urban Growth Boundary considers the potential long term development of land between Watsons Road and the Outer Metropolitan Ring Road.
- 10.3 Support appropriately located higher density residential development in and around the Sunbury Town Centre and Sunbury train station.
- 10.4 Protect hilltops, escarpments, ridgelines and waterway corridors from development that could impact on the rural outlook and the landscape qualities of the township.
- 10.5 Ensure development proposals in the older parts of Sunbury sensitively integrate with the preferred neighborhood character.
- 10.6 Facilitate the planning of the former Victoria University Site at Jacksons Hill to recognise, protect and retain its historical and cultural significance.
- 10.7 Maintain existing subdivision patterns and discourage development that would prejudice the planning of future Precinct Structure Plan areas.
- 10.8 Facilitate complementary and compatible development that supports the continued operations of wineries in and around the Sunbury township.

Objective 11

To provide new employment opportunities and major education, health, leisure and recreation facilities within Sunbury that support growth and provide for a greater level of self-containment of the town.

Strategies

- 11.1 Promote the Sunbury Town Centre as a Regional Activity Centre with expanded higher order retail, commercial, entertainment, leisure, community and cultural activities.
- 11.2 Promote Sunbury Town Centre as an important office location and the preferred location for large scale professional service businesses.
- 11.3 Promote the Sunbury Town Centre as the preferred location for a hospital or equivalent and a tertiary education facility within the town.
- 11.4 Ensure the Victoria University Site at Jacksons Hill retains an educational role.
- 11.5 Safeguard land for a hospital or equivalent and a tertiary education facility in proximity to the proposed Sunbury North train Station.
- 11.6 Ensure land is identified for a regional sports facility in the vicinity of the proposed Sunbury North train station.
- 11.7 Ensure that planning for the major new employment area on Sunbury Road adjoining the Hi-Quality Quarry provides for a range of manufacturing, transport and logistics, and business service uses.
- 11.8 Facilitate the development of Sunbury Business Park on Vineyard Road for a range of industrial uses.
- 11.9 Facilitate a new bulky goods node and employment area along Vineyard Road adjoining the Calder Freeway.
- 11.10 Facilitate new regional parks along Jacksons Creek and Emu Creek, and at Redstone Hill and Mount Holden.

Objective 12

To ensure that the growth of Sunbury is supported by an improved transport network.

Strategies

- 12.1 Facilitate and safeguard the opportunity for the delivery of the transport network shown in Figure 1 in Clause 21.07.
- 12.2 Advocate for the funding and commitment for other elements of the network shown in Figure 1.

- 12.3 Facilitate good access and connectivity between areas within Sunbury by all modes of transport.
- 12.4 Provide for improved connections to Diggers Rest, the Hume Corridor, Melbourne Airport, Broadmeadows and inner areas of Melbourne.
- 12.5 Facilitate an orbital loop through Sunbury comprising Elizabeth Drive, the Northern and Southern Links across Jacksons Creek, Lancefield Road and Sunbury Road.

Further strategic work

- Monitor the need for the development of the land between Watsons Road and the Outer Metropolitan Ring Road to meet employment needs.

Other actions

- Advocate for the timely delivery of the regional infrastructure in Figure 2 in Clause 21.01.
- Advocate for the timely delivery of the transport network in Figure 1 in Clause 21.07.
- Work with Melton Shire Council to facilitate the delivery of a new employment area north of Diggers Rest-Coimadai Road.
- Work with VicTrack in designing walking and cycling links along the rail line to link residential areas of Sunbury and Diggers Rest with the train station, the neighbourhood activity centre and other facilities within this precinct.
- Work with VicRoads to extend the existing shared path along Vineyard Road to connect to (and over) the Calder Freeway.

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Non-Urban Land

Hume's non-urban land (green wedge) will continue to provide clear separation and distinction between the urban areas of the Hume Corridor and Sunbury, providing improved connectivity via the Bulla Bypass, Outer Metropolitan Ring Road and the potential extension of Craigieburn Road to Lancefield Road.

The green wedge will support land uses which provide for the sustainable and economically viable ongoing management of the land. Uses are to be compatible and sympathetic to the rural and landscape character of the land, and take into account the presence of the Melbourne Airport Environs Overlay and the need to maintain the airports curfew-free status.

Key issues

- Maintaining the quality of environmental values in green wedge areas.
- Providing for appropriate land uses that maintain the sustainability and viability of green wedge areas.
- Erosion around Sunbury

Objective 13

To protect the role and enhance the viability of Hume's non-urban areas.

Strategies

- 13.1 Ensure the green wedge retains a physical separation between the Hume Corridor and Sunbury.
- 13.2 Support rural activities that provide for the sustainable and economical management of non-urban land.
- 13.3 Discourage the use of non-urban land for urban land uses that would be better located and supported within the Urban Growth Boundary.
- 13.4 Discourage small lot excisions and the construction of more than one house on allotments in the rural areas unless it can be demonstrated that there is a link with an established rural enterprise on the land.
- 13.5 Discourage small lot excisions and the construction of more than one house on allotments in the rural areas unless it will assist in the protection of biodiversity values or an identified heritage site.
- 13.6 Ensure any future planning of land north west of Sunbury recognises erosion and land management issues and the native vegetation and visual qualities of the area.

Objective 14

To limit the expansion of the Bulla township.

Strategies

- 14.1 Contain the development of Bulla within the existing township boundary.
- 14.2 Encourage the consolidation of smaller allotments in accordance with the Bulla Restructure Plan.
- 14.3 Support low density rural residential development within the Bulla township.

Further strategic work

- Prepare a non-urban (rural) HIGAP spatial and delivery strategy.

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Reference Documents

- Healthy by Design: a planners' guide to environments for active living, National Heart Foundation of Australia, 2004
- Hume Corridor HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2015
- Hume Green Wedge: A Sustainable Lifestyle Landscape, Final Report for Phase One of the Hume Green Wedge Management Plan, Context Pty Ltd, 2007
- Hume Integrated Land Use and Transport Strategy 2011-2020, Hume City Council, 2011
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- Melbourne Airport Master Plan, Australia Pacific Airports Melbourne, 2013
- Mt Ridley Local Structure Plan for Inter Urban Break Mickleham, Greenaway and Katz Pty Ltd, 1997
- Sunbury HIGAP Spatial Strategy and Delivery Strategy, Hume City Council, 2012
- Hume Land and Biodiversity Plan 2015-2019, 2015
- Jacksons Hill Master Plan, Victorian Planning Authority, 2018