

## SUNBURY SOUTH AND LANCEFIELD ROAD PSPS:

### *PROPOSED DEVELOPMENT PRINCIPLES FOR LOCAL TOWN CENTRE CONCEPT PLANS*

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*The VPA propose to include additional Development Principles to guide development within the local town centre across the two precincts, in addition to the updated Local Town Centre Concept Plans*

#### **Sunbury South PSP - Affected Concept Plan:**

- *Harpers Creek Local Town Centre*

HARPERS CREEK LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES
Locate and orient the town centre to address the connector street, with integration with the community uses to the east
Establish the town centre on the ridgeline, taking advantage of natural and rural outlook towards Harpers Creek, Jacksons Hill and onwards towards the horizon
Establish a vibrant and compact main street
Ensure education facilities, open space and retail can be delivered with the slope
Ensure “island” of specialty retail consists of highly activated frontages on at least three sides
Ensure the plaza is located in the heart of the town centre, heavily activated by retail and commercial uses, and linking the various components of the centre.
Ensure that the centre heart addresses the waterway framing the centre to the south, with opportunities for pedestrian connections from the waterway into the town centre.

### Lancefield Road PSP - Affected Concept Plans:

- *Emu Creek Local Town Centre*
- *Yellow Gum Local Town Centre*

#### EMU CREEK LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES

Align the main street to frame views through Emu Creek valley and associated gullies.

Establish a vibrant and compact main street focused on one street

Establish a civic and cultural presence on the main street that takes advantage of the rural outlook and views associated with Emu Creek and land to the west

Ensure the plaza is located in the heart of the town centre, on one side of the main street with solar access, taking advantage of the rural outlook and views

Support strong north-south connections through the town centre and across the main street

Ensure the intersection terminating the main street is a 'T', formalising the north-south connector as the main traffic flow route

#### YELLOW GUM LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES

Focus the town centre to the south of the connector road.

Establish a vibrant and compact main street running north-south, one block from Lancefield Road.

Establish a civic and education presence on the main street, enlivening the public realm and increasing the viability of the retail shops.

Locate the plaza within the heart of the centre functioning both as a place to meet and a shared space for pedestrian and bicycle movement from the train station and car parking to the shops and education facility.

Create legible pedestrian routes between the station, the plaza, and the community/ education facilities.

Mark the entrance to the town centre from Lancefield Road via commercial development anchoring the corners.

Ensure future medium density residential is designed to facilitate a pedestrian orientated streetscape, with vehicular access taken from the rear where possible.



## LANCEFIELD ROAD PSP

### YELLOW GUM LOCAL TOWN CENTRE – URBAN DESIGN FRAMEWORK FOR LONGER TERM EXPANSION

The Urban Growth Zone – Schedule 10 enables 10,000 square metres of retail land use at Yellow Gum Local Town Centre without a planning permit. It is envisaged that this retail offering will be delivered to the south of the east-west connector boulevard which abuts the north of this town centre. There is the potential for this centre to expand in the longer term to the north of the connector boulevard. In the event that this occurs, an Urban Design Framework will need to be prepared.

The following requirement will be inserted into Section 3.2.2 of the *Lancefield Road Precinct Structure Plan*.

LOCAL TOWN CENTRES - REQUIREMENTS	
R1	<p>Prior to the development of any land north of the east-west boulevard connector (RD-02-03) in the Yellow Gum Local Town Centre for retail or commercial purposes, an Urban Design Framework must be prepared to the satisfaction of the Responsible Authority.</p> <p>The Urban Design Framework must:</p> <ul style="list-style-type: none"> <li>– Be generally consistent with the role and function for the town centre set out in Table 4.</li> <li>– Demonstrate an appropriate design response that addresses the Local Town Centre Design Guidelines at Appendix 4.1.</li> <li>– Determine the boundaries of the town centre.</li> <li>– Address the whole of the town centre site to present an integrated centre.</li> <li>– Demonstrate strong north-south connectivity across the boulevard connector.</li> <li>– Demonstrate strong connectivity to the potential future Sunbury North Railway Station.</li> <li>– Show how the activity centre relates to existing or approved development in the area.</li> <li>– Show the location of public spaces, including parks, conservation reserves and squares.</li> <li>– Include an overall landscape concept for the town centre.</li> <li>– Demonstrate how public transport will be integrated within the town centre, developed in consultation with the Department of Transport.</li> <li>– Set out provisions for car parking including the location and design of car parking areas within the town centre.</li> <li>– Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the town centre and adjoining neighbourhoods.</li> <li>– Show how opportunities for medium and higher density housing can be incorporated into the town centre.</li> </ul>

The following clause will be added into the Urban Growth Zone – Schedule 10.

#### 2.x Specific provision – Yellow Gum Local Town Centre Urban Design Framework

A permit must not be granted to use or subdivide land, or construct a building and carry out works for commercial or retail land uses on land north of the east-west boulevard connector (RD-02-03) in the Yellow Gum Local Town Centre within the incorporated *Lancefield Road Precinct Structure Plan* until an urban design framework for the centre has been prepared to the satisfaction of the responsible authority and the Victorian Planning Authority.

An urban design framework approved under this schedule must be generally in accordance with the *Lancefield Road Precinct Structure Plan* applying to the land.

An application for use and/or development on land shown as the Yellow Gum Local Town Centre must be consistent with any urban design framework approved under this schedule.

- anchor retail
- specialty retail
- mixed use
- industrial
- office/commercial
- possible long-term expansion over car park
- community facilities
- non-government primary school
- indicative Community Activity Centre (CAC) footprint
- medium/high density residential
- residential
- active frontage
- accentuated height
- high quality public realm
- retarding basin/wetland
- open space
- buffer landscape treatment
- indicative transport interchange
- potential roundabout for bus turnaround
- car parking
- indicative underground car parking
- car park access point
- primary arterial road
- connector street
- feature main street
- key local access street
- service road (outside existing road reserve)
- potential access
- pedestrian access to/from underground carpark
- pedestrian priority (eg. pavement treatment)
- internal pedestrian link
- roundabout
- signalised intersection
- pedestrian signals
- trees



NOTE:  
retarding basin/wetland  
subject to functional  
design review



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|--|-------------------------|--|------------------------------|
|  | precinct boundary       |  | connector street             |
|  | restricted retail       |  | local access street          |
|  | commercial / industrial |  | existing connector street    |
|  | waterway corridor       |  | existing local access street |
|  | landscaping treatment   |  | laneway access               |
|  | signalised intersection |  |                              |
|  | roundabout              |  |                              |
|  | freeway on-ramp         |  |                              |
|  | primary arterial road   |  |                              |







