

21.03 OBJECTIVES AND STRATEGIES

This section of the MSS describes Council's objectives and strategies for different localities within the municipality. There are eight localities in all. It also sets out under a separate heading Council's objectives and strategies in relation to natural and cultural heritage, open space, landscape character and design, given that these are issues which frequently cross locality boundaries.

The section is structured as follows:

Profile

A brief description of key features, issues and trends.

Objective

Aims or ambitions in relation to land use and development which respond to the key issues identified at Clause 21.01-6.

Opportunities and Constraints

Opportunities and advantages as well as specific problems and constraints that influence how land in the City will be used and developed.

Strategies

Actions by which the current situation will be moved towards its desired future and meet the objectives.

Planning Scheme Response

Planning tools (local policies, zones, overlays and local provisions) which will be used to give effect to the objectives and strategies.

Other Actions

Other actions of Council which will be undertaken to give effect to the objectives and strategies. It should be noted, however, that this list is not exhaustive; Council's 1999/2004 Capital Works Program provides for many more works and actions to be carried out which will implement the objectives and strategies of this document.

Reference Documents

Documents which contain background information relevant to the objectives and strategies.

Structure Plan

A plan showing in detail the vision for the development of Hume City as it relates to that particular area or locality.

21.03-1 BROADMEADOWS AND MEADOW HEIGHTS**Profile**

The Broadmeadows and Meadow Heights neighbourhood is located in the south eastern corner of Hume City and comprises the established, mainly residential suburbs of Broadmeadows, Jacana and Meadow Heights. Its population is around 20,000 and likely to remain stable over the next 15 years. All three areas are culturally diverse. The neighbourhood is strategically located, having direct access to Somerton, Pascoe Vale and the Western Ring Roads, and being at the terminus for electrified rail services on the Melbourne-Sydney railway line. The neighbourhood also contains the City's only existing principal activity centre at Broadmeadows, and the very substantial Broadmeadows Valley Park.

Objectives

To develop Broadmeadows and Meadow Heights neighbourhoods as attractive and pleasant residential environments.

To provide for a range of quality housing opportunities within the Broadmeadows and Meadow Heights neighbourhoods.

To establish Broadmeadows principal activity centre/Transit City as a vibrant, attractive and safe principal activity centre/Transit City that provides the full range of community, cultural, educational, retail and commercial services appropriate to the needs of the local community and the region.

Opportunities and Constraints

- People who have lived in the established parts of the neighbourhood feel a strong sense of belonging to the area.
- The Broadmeadows Principal Activity Centre/Transit City which contains the most extensively developed retail, office, leisure, entertainment, medical and civic facilities in the municipality, is located in this neighbourhood. The centre is highly valued by the local and broader community.
- The City's municipal headquarters and Kangan Batman Institute of TAFE are located in Broadmeadows; despite this, the local community, and region generally, has limited access to venues for learning and artistic and cultural expression.
- The Roxburgh Park Shopping Centre is located across Somerton Road to the north and the former reservoir site on the south side presents an opportunity to expand the activity centre by adding complementary services.
- Major roads and topographical features surround the neighbourhood, hindering movement within and between this area and neighbouring areas.
- The State Government is presently exploring options for the alignment of a rail link from Melbourne Airport to the city centre. One of the options identified is a link from the Broadmeadows railway line to the airport, through Broadmeadows Valley Park.
- The proposed alignment for the E14 arterial road runs along the western boundary of the neighbourhood.
- Pascoe Vale Road which is a principal gateway into the City is in this neighbourhood. This road is coming under increasing pressure as development to the north proceeds.
- The Broadmeadows railway station which is the current terminus for electrified rail services between the city centre and the northwest metropolitan area is located in this neighbourhood.

- The lack of an electrified rail service beyond the Broadmeadows railway station has contributed to difficulties in the local community accessing job and education opportunities.
- The decline in population in the Broadmeadows area has contributed to the decline in the range of local shopping and community facilities.
- There are limited opportunities for infill development in the southern half of the neighbourhood, beyond the Broadmeadows Principal Activity Centre/Transit City.
- There is a lack of diversity in the range of housing options in the area.
- Meadow Heights has well-developed physical infrastructure, however community infrastructure (open space facilities, community centres) is lacking.
- Infrastructure in the southern half of the neighbourhood is aging and in need of repair or upgrade.
- Broadmeadows Valley Park and the Moonee Ponds Creek, which are located in this neighbourhood, offer excellent recreation opportunities and respite from the built up urban areas and have natural heritage value.
- A substantial portion of the neighbourhood is subject to high noise levels associated with aircraft flying into Melbourne Airport. The State Government is presently undertaking the preparation of the Airport Environs Strategy.

Strategies

- Encourage higher density housing to be developed in close proximity to the Broadmeadows railway station, Broadmeadows Principal Activity Centre/Transit City and the Broadmeadows Valley Park (excluding areas that are or will be subject to high levels of aircraft noise exposure).
- Encourage a range of house types and sizes to be developed in residential areas, particularly one and two bedroom houses.
- Implement the Broadmeadows/Dallas Urban Renewal project to improve the appearance of local streetscapes and open spaces.
- Ensure that new development along Pascoe Vale Road enhances the appearance and gateway function of that road.
- Work with the Directorate of Public Transport to provide for the proposed electrification of the railway line north of the Broadmeadows railway station and continue to lobby for the construction of a new station in the vicinity of Barry Road.
- The Roxburgh Park Major Activity Centre shall be developed as a focus of retail and community facilities. Priority will be given to the development of conventional retailing activities within the centre. Any development within the Business 4 zoned land located on the southern side of Somerton Road must complement conventional retailing located in the Major Activity Centre.
- Discourage industry from establishing on the vacant land located south of the former reservoir, between the railway line and Pascoe Vale Road, that has the potential to cause detriment to the surrounding area.
- Advocate rail link options between Melbourne Airport and the city centre which will have no impact upon the Broadmeadows railway line or Broadmeadows Valley Park.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high aircraft noise exposure.
- Identify appropriate uses for the land located on the south-east corner of Pascoe Vale and Barry Roads (having regard to its location under the east-west flight path) and facilitate the rezoning of the land as soon as practicable.

- Identify appropriate uses for the former reservoir site located on the south-east corner of Somerton and Pascoe Vale Roads as part of the General Plan review and implement the findings of this in the first review of the planning scheme.
- Promote development of the former reservoir site located on the southeast corner of Somerton and Pascoe Vale Roads as part of the Roxburgh Park Activity Centre, including;
 - Encouragement to restricted retailing, other forms of ‘highway retailing’ and offices on Somerton Road;
 - Services such as an hotel, motel, restaurants, conference meeting and reception facilities, medical consultancies, offices and associated uses along Pascoe Vale Road and eastward;
 - Supporting well presented industries and/or warehouses to the southeast.
- Encourage the Meadow Heights Shopping Centre to fulfill a neighbourhood function in the retail hierarchy.
- Continue to support the Meadow Heights Learning Shop as an example of community services which improve the education and skills of people living in the local area.
- Ensure that new development adjacent to Moonee Ponds Creek and Broadmeadows Valley Park is designed and located so as to embrace and enhance the recreation, conservation, habitat and visual qualities of these spaces.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Broadmeadows Principal Activity Centre/Transit City

- Encourage the continued development of the Broadmeadows Principal Activity Centre as a principal activity centre/Transit City to be preserved for business, cultural, entertainment, education and professional services and facilities and higher order retailing.
- Foster a ‘sense of place’ within the Centre through urban design and environmental improvements, landscaping and shade, seating and provision of pedestrian paths.
- Prepare a Masterplan for the Centre that addresses the following:
 - Urban design features that (physically or visually) link the principal land uses (that is, the shopping centre, municipal office, Town Park, Kangan Batman TAFE, Broadmeadows Leisure Centre and the railway station).
 - Planting of trees for shade and installation of seating and lighting.
 - Improved pedestrian links across Dimboola and Pearcedale Roads, and Coleraine and Johnstone Streets.
 - The future development of a library and cultural facility.
 - The possible redevelopment of the municipal office as a device for integrating the physical design of the Centre.
 - Once completed, incorporate the recommendations of the Masterplan in the planning scheme.

Integration of Roxburgh Park Activity Centre

- In the Business 4 Zone in the northeast corner of the neighbourhood, comply with the strategy for the Roxburgh Park Activity Centre in the Craigieburn and Roxburgh Park neighbourhood strategy.

- On the approaches to and adjoining the Business 4 Zone encourage development and land use which effectively integrates with the above strategy.

Planning Scheme Response

- Apply the Residential 1 Zone to existing and 'infill' residential areas.
- Apply the Business 1 Zone to the Broadmeadows Principle Activity Centre/Transit City, Meadow Heights Shopping Centre and local shopping centres.
- Ensure that land in the Broadmeadows Principal Activity Centre/Transit City is developed and used in accordance with Clause 22.05.
- Apply the Public Park and Recreation Zone to the Broadmeadows Valley Park and local open spaces.
- Apply an Environmental Significance Overlay over Moonee Ponds Creek and its environs.
- Apply a Public Acquisition Overlay to land along Pascoe Vale Road for future road widening purposes.
- Apply a Public Acquisition Overlay to the alignment for the proposed E14 arterial road.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Include the land generally bounded by the former Reservoir site, railway line and Pascoe Vale Road, in a Special Use Zone which, among other things, requires that the land be used for purposes that ensure that it acts as a buffer between the adjoining residential and industrial areas.
- Apply the Residential 1 Zone to land located on the southeast corner of Barry and Pascoe Vale Roads.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

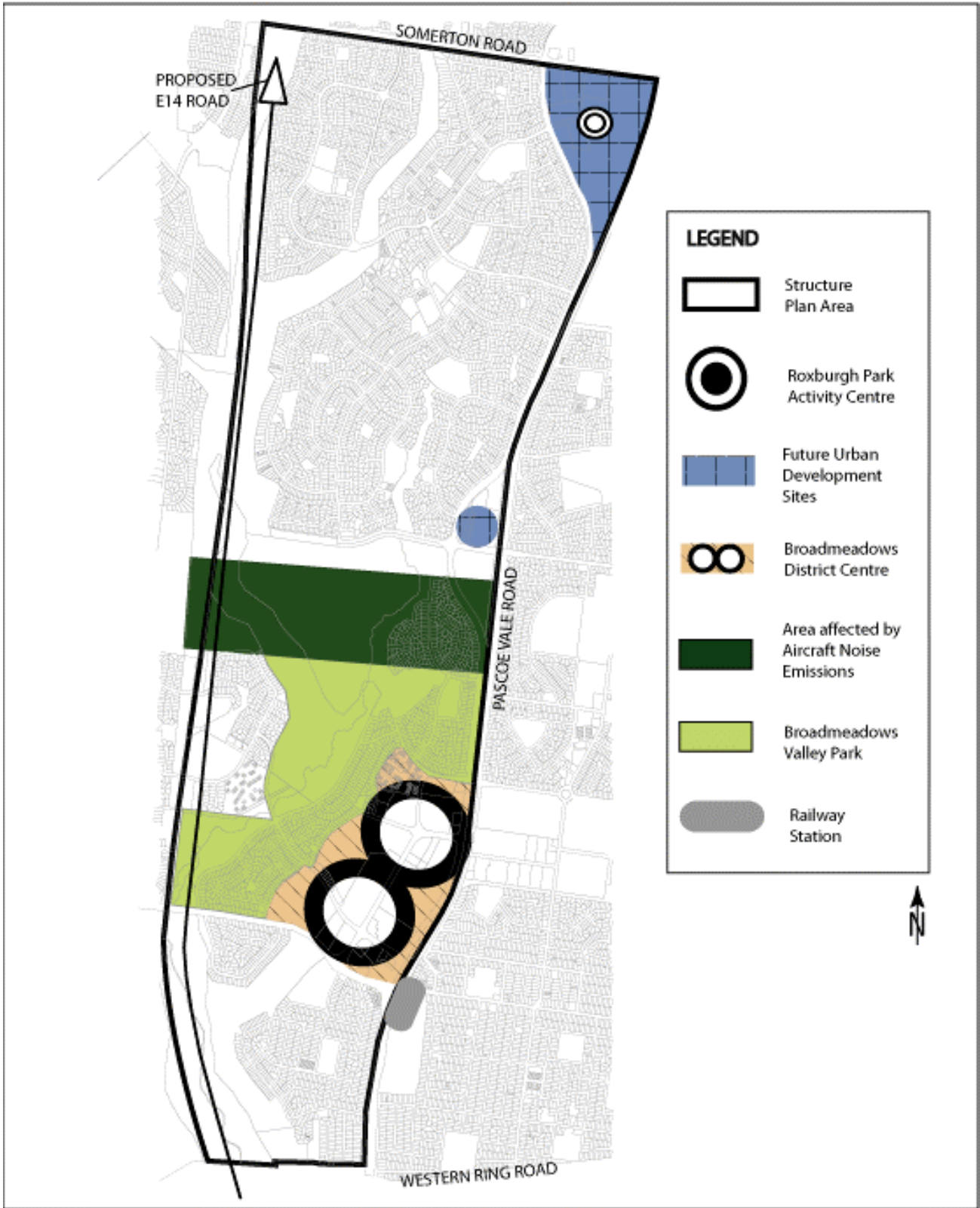
Other Actions

- Undertake the preparation of a Housing Policy Statement that examines the housing issues and needs in this neighbourhood and gives direction about Council's future role in addressing these issues.
- Complete the planning for, and commence construction of the Global Learning Centre in 2002.
- Continue to undertake improvements to the Broadmeadows Valley Park in accordance with the Broadmeadows Valley Park Management Plan.
- Commence construction of the Visy Cares Learning Centre in 2002.

Reference Documents

- Moonee Ponds Creek Concept Plan (1992).
- Broadmeadows District Centre Structure Plan (1988).

MEADOW HEIGHTS AND BROADMEADOWS STRUCTURE PLAN



21.03-2 CRAIGIEBURN AND ROXBURGH PARK NEIGHBOURHOOD**Profile**

Craigieburn and Roxburgh Park are two rapidly developing communities located within the Merri (Hume) Growth Corridor. The Corridor is one of the Government's preferred outer metropolitan development areas that will accommodate a significant amount of Melbourne's future population growth. It is estimated that when fully developed, the ultimate population of the Craigieburn and Roxburgh Park neighbourhood will be 80,000-90,000. In 2001, the neighbourhood's population was around 25,000 people. Such large and rapid population growth necessitates that substantial new physical infrastructure such as roads, drainage and sewerage, as well as new activity centres, community facilities and employment areas, be provided.

Roxburgh Park is located in the middle of the Merri (Hume) Growth Corridor and is generally bounded by Craigieburn to the north, Meadow Heights to the south, the Melbourne-Sydney railway line to the east, and Greenvale Reservoir to the west. It has been the focus of most new urban development within the Corridor since construction of the estate commenced in 1991. Since 1991 it is estimated that over 5,200 lots have been constructed and the population has grown to around 9,700 persons. Nevertheless, retail, commercial and community facilities are still largely undeveloped and have not kept pace with the needs and expectations of residents.

Craigieburn is presently separated from Roxburgh Park by intervening rural land, however as development proceeds the two areas will be joined. With the exceptions of Mounts Ridley and Aitken, Crowe Hill, and Aitken and Malcolm Creeks, there are few significant environmental or topographical features which distinguish this area from other outer-metropolitan areas. Careful planning is required, therefore, to prevent Craigieburn from being overwhelmed by outward expansion.

Objectives

To promote Craigieburn and Roxburgh Park neighbourhoods as attractive, safe and pleasant environments in which to work, live and play.

To provide for high quality residential development, vibrant and accessible activity centres in Craigieburn and Roxburgh neighbourhoods that offer a wide range of retail, commercial, community and cultural facilities and services, a comprehensive transport network, attractive open spaces and access to a range of employment opportunities.

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

To promote development of the Roxburgh Park Shopping Centre and integrate it into a well planned activity centre covering land on the north as well as the south side of Somerton Road.

Opportunities and Constraints

- Craigieburn has few significant environmental or topographical features that distinguish it from other outer-metropolitan areas, or which contribute to its attractiveness.
- Vast tracts of undeveloped land provide an opportunity to give the neighbourhood a sense of identity and individuality.
- Mount Ridley, Mount Aitken and Crow Hill are prominent hilltops that provide a visible rural presence and backdrop to the expanding urban areas.
- Greenvale Reservoir and Aitken and Malcolm Creeks represent excellent open space spaces and links, and habitats for flora and fauna.
- There are large tracts of zoned and readily serviced, vacant urban residential, industrial and business land in the neighbourhood.

- Local structure plans have been prepared and approved for Roxburgh Park and Craigieburn.
- The lack of an electrified rail service and Craigieburn's distance from the main metropolitan area, have contributed to the physical isolation experienced by some residents.
- The proposed railway station at Roxburgh Park offers opportunities to provide a public transport node and create a major focal point for Roxburgh Park.
- A lack of local employment opportunities means that many of the neighbourhood's workers must travel outside the immediate area to work.
- The neighbourhood has excellent vehicular access to the metropolitan and national freeway network; the Hume Highway is also a major physical barrier however, which impacts upon the appearance of Craigieburn from the east.
- The proposed alignment for the E14 arterial road passes through and terminates at the northern end of the neighbourhood.
- Substantial new physical and community infrastructure is required to service the needs of existing and future residents.

Strategies

- Ensure that all residents have convenient and safe access to a range of schools, jobs, leisure facilities, community facilities and shops.
- Encourage the continued development and use of land in accordance with the relevant approved local structure plans.
- Encourage urban development to occur in the urban growth areas shown on the Craigieburn Strategic Framework and Local Structure Plans and the Roxburgh Park Local Structure Plan. As the existing supply of fully serviceable, residentially zoned land is adequate for the planned period, rezonings that would add to this supply will be discouraged (unless it can be demonstrated that the development can be integrated with existing communities and physical infrastructure).
- Maintain the Hume Highway as the ultimate eastern limit of urban residential development in Craigieburn.
- Maintain Mickleham Road as the ultimate western limit of urban development in the Merri (Hume) Growth Corridor.
- Maintain land west of Mickleham Road as a rural area.
- Encourage the development of land bounded by Mickleham Road, Mt. Ridley Road, Hume Highway and overhead transmission lines to the north as a permanent separation and landscape buffer between Craigieburn and any other development that may occur to the north within the Merri (Hume) Growth Corridor.
- Encourage the development of a regional-order activity centre and employment area at the intersection of Craigieburn Road West with the proposed E14 arterial road to provide a focal point for the area and ensure maximum accessibility to a range of retail, office, education, recreation, entertainment, cultural and open space services and facilities.
- Encourage development of the Roxburgh Park Shopping Centre and plan its integration into a wider activity centre and transport modal interchange.
- Facilitate the establishment of a boulevard-like landscaped treatment along Craigieburn Road, between Mickleham Road and the Hume Highway.
- Maximise the visual impact of natural features that exist in the neighbourhood.

- Work with the Directorate of Public Transport and the State Government to secure the electrification of the railway line to Craigieburn and the construction of two additional railway stations in the vicinity of Roxburgh Park.
- Encourage the development of linear parks along Malcolm and Aitken Creeks that link into neighbouring residential areas and regional open space corridors.
- Encourage the retention of prominent hilltops as passive recreational areas.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Roxburgh Park Activity Centre

- Foster a 'sense of arrival' on approaches to the Centre and a 'sense of place' and cohesiveness within it.
- Encourage the Roxburgh Park Major Activity Centre's development as a major sub-regional asset for the surrounding communities that considers;
 - The central role of the Roxburgh Park Shopping Centre.
 - The Business 4 zone south of Somerton Road.
 - The proposed Roxburgh Park Railway Station as part of a key modal interchange point.
 - The development of land in the Industrial 1 Zone, east of the proposed station, including the southeast corner of Somerton Road and the railway lines.
 - The interfaces of the above areas with those around them.
 - The integration of the above components of the Major Activity Centre, including use of strong 'gateway' elements, taking full advantage of the proposed rail overpass, key architectural and landscape themes, vehicle access and internal traffic circulation, well planned bus access arrangements and safe, direct, convenient pedestrian and cycle access and circulation systems.

Planning Scheme Response

- Apply the Residential 1 Zone to existing and 'infill' urban residential areas.
- Apply the Comprehensive Development Zone to urban growth areas where an approved local structure plan exists.
- Maintain a large minimum subdivision area in the remaining urban growth areas by application of the Rural Zone.
- Apply the Rural Zone to land west of Mickleham Road to maintain this area as a rural area.
- Include the inter-urban break in the Rural Living Zone and apply a Development Plan Overlay which requires that the land be developed generally in accordance with the Mt. Ridley Local Structure Plan.
- Zone existing activity centres and the proposed Roxburgh Park major activity centre site to the Business 1 Zone.

- Apply the Mixed Use Zone to land adjacent to existing activity centre sites to encourage its use for a range of community and commercial uses that will compliment the role and functions of those sites and nearby housing.
- Include existing parks and the Wilmot Park Golf Course in the Public Park and Recreation Zone.
- Apply an Environmental Significance Overlay over remnant grassy woodlands located within the inter-urban break.
- Include the Hume Highway, Mickleham Road and Craigieburn Road West in Road Zone Category 1.
- Apply the Public Acquisition Overlay to the alignment for the proposed E14 arterial road.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

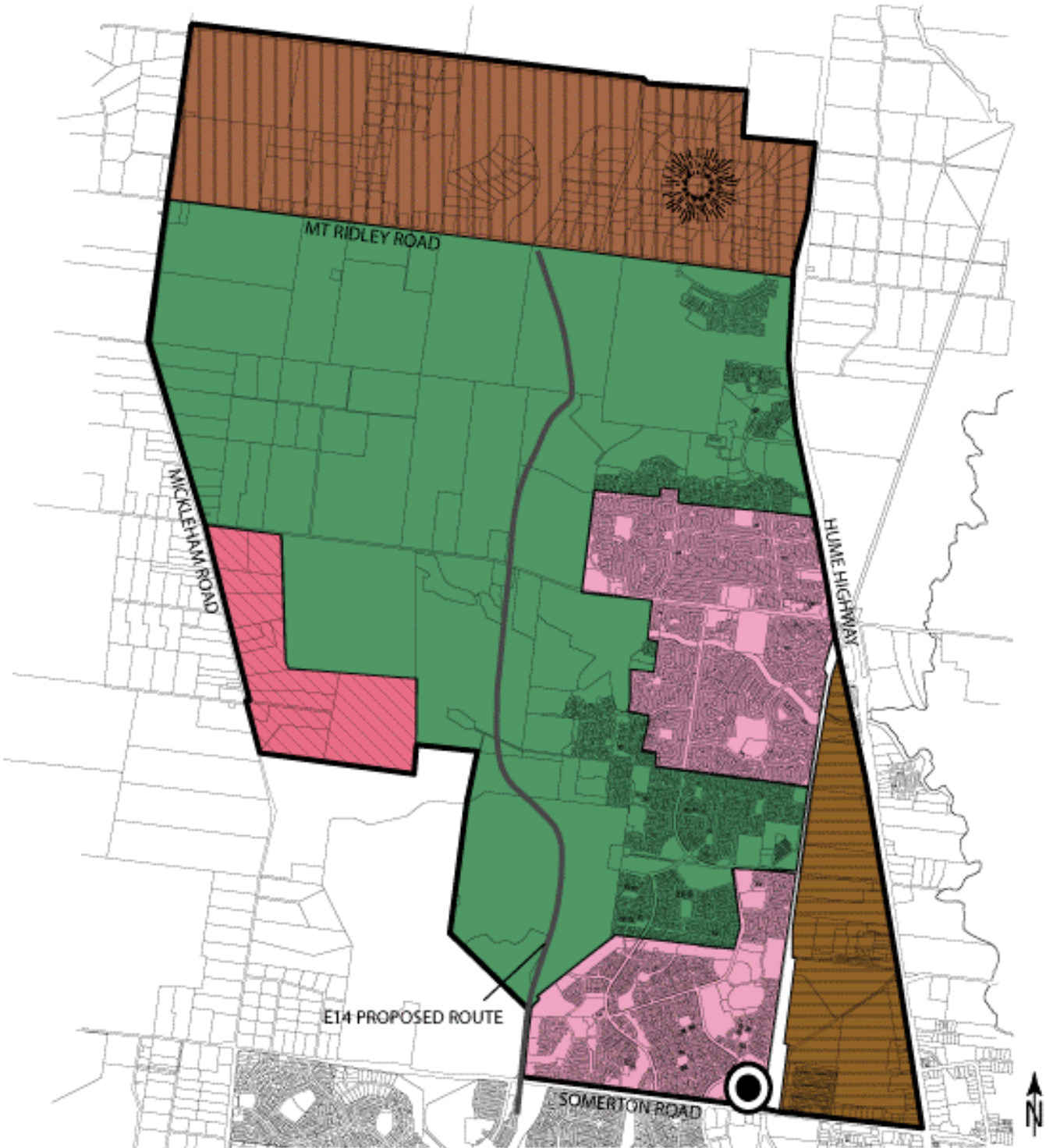
Other Actions

- Continue to implement the recommendations of the Craigieburn Community Plan (1996).

Reference Documents

- Craigieburn Strategy Plan (1993).
- Craigieburn Strategic Framework and Local Structure Plans (1999).
- Arcadia Local Structure Plan (2001).
- Munro Local Structure Plan (1999).
- Kirwan Local Structure Plan (1999).
- Mickleham Grande Local Structure Plan (1999).
- Craigieburn Garden Villages Local Structure Plan (1999).
- Mount Ridley Local Structure Plan for the Inter Urban Break (1997).
- Cockram Local Structure Plan (1997).
- Handen Local Structure Plan (1997).

CRAIGIEBURN AND ROXBURGH PARK STRUCTURE PLAN



LEGEND							
	Hill Tops		Existing Residential		Industrial Precinct		Future Rural Living
	Roxburgh Park Activity Centre		Urban Growth Area		Inter-Urban Break		Structure Plan Area

21.03-3 DALLAS, COOLAROO AND CAMPBELLFIELD NEIGHBOURHOOD**Profile**

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

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

Objectives

To continue to develop Dallas, Coolaroo and Campbellfield neighbourhood as an attractive and pleasant residential environments in which to live and play.

To provide for a range of quality housing opportunities in the neighbourhood through streetscape and open space improvements.

To protect and enhance significant heritage and environmental sites, and waterways in the neighbourhood.

To create a vibrant and attractive industry and employment corridor that services local, regional and metropolitan labour markets.

To promote the significant location advantages of the neighbourhood.

To protect the activities of existing businesses and industry within the neighbourhood from the encroachment of sensitive land uses.

Opportunities and Constraints

- The neighbourhood has excellent vehicular access to the metropolitan area, Melbourne Airport and regional Victoria; it is close to a large labourforce; and business networks are strong.
- The Hume Highway carries a large volume of traffic with a high proportion of heavy trucks. It is becoming increasingly congested, with major traffic delays and a high accident rate.
- There is a large supply of vacant industrially zoned land along both sides of the Hume Highway.
- Many major industries and businesses are located in the neighbourhood.
- Northcorp Industry Park is identified as a preferred site for large scale employment generating activities.
- Existing development along the Hume Highway is generally poor in appearance and gives no sense of the importance of the area to the national economy.
- Vehicular gateways to the City are poorly defined, generally unattractive and do not display a unique or cohesive landscaping theme.
- The Hume Highway is a major physical barrier that effectively separates Campbellfield residents from many urban services and facilities.
- Housing in parts of Dallas and Coolaroo is of poor appearance and construction and in need of redevelopment.

- There is a lack of diversity in the range of housing options in the area.
- Parts of Dallas and Coolaroo are or will be subject to high noise levels associated with aircraft flying into Melbourne Airport.
- Campbellfield K-Mart Shopping Centre, which is a sub-regional order activity centre, is located in this neighbourhood.
- Existing neighbourhood order activity centres such as Olsen Place, Dallas and Barry Road Shopping Centres suffer from poor urban and streetscape design, a high turnover of businesses and the lack of an attractive and vibrant shopping atmosphere.
- Merri and Merlynston Creeks represent excellent open space links and habitats for flora and fauna.
- Remnant grassland and woodland communities of regional significance are located in Dallas.
- The neighbourhood has a number cultural heritage sites that are of local or greater significance.
- Jack Roper Reserve, which offers excellent passive recreation opportunities, is located in this neighbourhood.

Strategies

- Encourage a range of house types and sizes to be developed in residential areas, particularly one and two bedroom houses.
- Encourage higher density housing to be developed in close proximity to the Broadmeadows Railway station and Dallas shopping centre (excluding areas which are or will be subject to high levels of aircraft noise exposure).
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Implement the Broadmeadows/Dallas Urban Renewal Program to improve the appearance of local streetscapes and open spaces.
- Encourage the development and use of land within the Hume Highway industrial corridor for a range of industry, warehousing and service business, subject to suitable separation from adjoining land uses and between different industrial activities.
- Ensure that new development within the Hume Highway employment corridor displays a high quality architectural and landscape standard.
- Improve the appearance and amenity of all industrial areas in the neighbourhood.
- Where possible and appropriate, encourage the integrated development of offices and manufacturing industries in the neighbourhood.
- Encourage the development of Northcorp Industry Park as a high quality business and industry park.
- Support the development of a regional sporting, entertainment and leisure facility in Northcorp Industry Park.
- Work with the Directorate of Public Transport to secure the construction of a new railway station in the vicinity of Camp Road, Campbellfield.
- Support the role of the Campbellfield Shopping Centre as a sub-regional order activity centre.
- Encourage existing neighbourhood activity centres to become vibrant and active centres through improved business mix; streetscape and urban design improvements; and marketing and promotion.

- Encourage the continued development of Pipeworks Fun Market as predominantly a market with a tourism and leisure focus.
- Encourage the development of continuous open space corridors and shared paths along the Merri and Merlynston Creeks.
- Ensure that land use and development proposals in the vicinity of Merri Creek, Merlynston Creek, Jack Roper Reserve and other heritage and environmental sites of significance are located and designed in such a way as to protect and enhance the ecological, landscape and cultural values of these sites.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Planning Scheme Response

- Apply the Residential 1 Zone to established residential areas.
- Zone the existing employment area in the vicinity of Riggall Street, as shown on the Dallas, Coolaroo and Campbellfield Structure Plan) to the Business 3 Zone.
- Zone the majority of land within the Hume Highway industrial corridor to the Industrial 1 Zone.
- Apply the Industrial 3 Zone to industrial land adjoining housing.
- Apply the Business 2 and 3 Zones to Northcorp Industry Park and encourage its development in accordance with Clause 22.01.
- Apply the Business 3 Zone to land in the vicinity of the intersection of the Hume Highway and Mahoneys Road to encourage its use for a wide range of business and industry.
- Encourage the development and use of the balance of industrially zoned land in the neighbourhood in accordance with Clause 22.01.
- Include land occupied by the Meadow Inn greyhound racing complex in a Special Use Zone which enables it to be used and developed for a mixture of sporting, leisure, entertainment, accommodation, administration and other ancillary purposes.
- Zone activity centres to the Business 1 Zone.
- Zone Pipeworks Fun Market to the Business 2 Zone and encourage its use and development in accordance with Clause 22.03.
- Apply a Special Use Zone to land generally bounded by Corinella Crescent, which provides for its use as an education centre and, for a limited time and subject to the grant of a permit, as a place of worship and place of assembly.
- Include the Hume Highway and Camp and Barry Roads in Road Zone Category 1.
- Apply the Public Park and Recreation Zone to existing parks.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Apply an Environmental Significance Overlay to Merri Creek and its environs.
- Apply a Vegetation Protection Overlay over grasslands and woodlands located within the Kingston Gardens residential estate.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

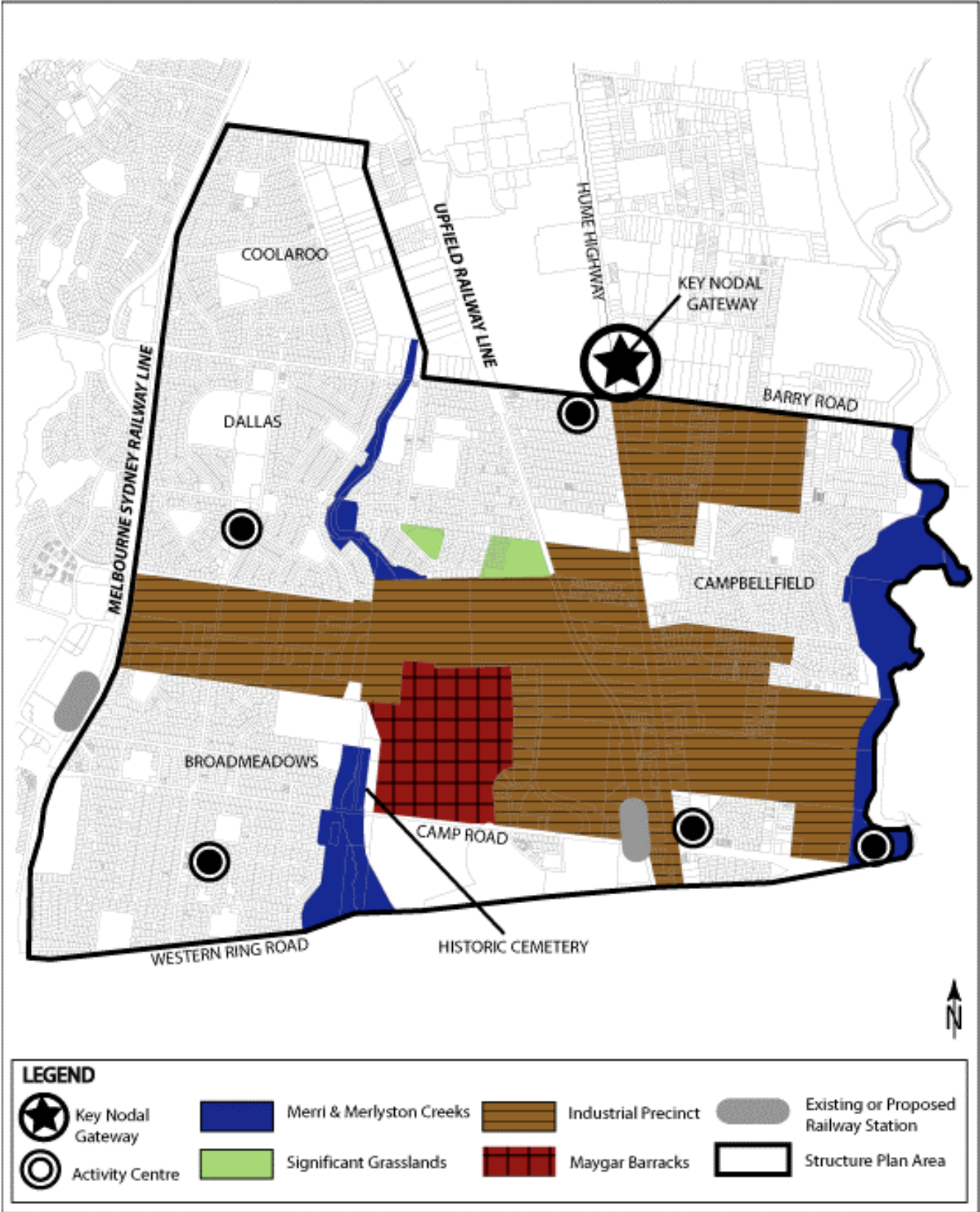
Other Actions

- Undertake the preparation of a Housing Policy Statement which examines the housing issues and needs in this neighbourhood and gives direction about Council's future role in addressing those issues.
- Implement the Industrial Precinct Enhancement Program, targeting the Hume Highway industrial corridor as a priority area.
- Complete building upgrades to the Linda Blundell Community Centre in Dallas.
- Continue to support the Merri Creek Management Committee and assist in implementing the recommendations of the Merri Creek Environment Strategy.
- Continue to implement the recommendations of the Olsen Place and Dallas Shopping Centre business plans.
- Investigate future land use options for the Maygar Barracks should it become available for redevelopment.

Reference Documents

- Merri Creek and Environs Strategy (1999).

DALLAS, COOLAROO AND CAMPBELLFIELD STRUCTURE PLAN



21.03-4 GLADSTONE PARK AND TULLAMARINE NEIGHBOURHOOD**Profile**

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

Objectives

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

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

Opportunities and Constraints

- The neighbourhood has excellent vehicular access to the metropolitan area, Melbourne Airport and regional Victoria; existing business networks in the neighbourhood are strong.
- Limited potential exists for new industrial and transport-related development beyond land that has already been zoned for this purpose. However, a large supply of undeveloped land suitable for industrial and business use is available within Melbourne Airport.
- The Tullamarine Freeway is a major visual and physical barrier separating the communities of Gladstone Park and Tullamarine.
- The Gladstone Park Shopping Centre, which is a major activity centre, located in this neighbourhood.
- Access to regular and convenient public transport services is inadequate.
- The alignment for the proposed E14 arterial road adjoins the neighbourhood's eastern boundary.
- Broadmeadows Valley Park and the Moonee Ponds Creek, which are located adjacent to this neighbourhood, offer excellent recreation opportunities and respite from the built up urban areas and have natural heritage value.
- Residential environments in the neighbourhood are generally of a high quality. The choice in housing size and tenure, and the availability of alternative housing types however, could be improved.
- The capacity for the neighbourhood to yield only small populations means that only neighbourhood-order and lower activity centres will be sustained in the long term.
- A substantial portion of Gladstone Park will be subject to high noise levels associated with aircraft operations at Melbourne Airport.

Strategies

- Encourage a wide range of transport-related industry and businesses to establish in designated employment areas, subject to suitable separation from adjoining land uses and between different industrial activities.
- Encourage the development of land in the vicinity of Trade Park Drive, International Square and Annandale Road as high quality business and industry parks.
- Encourage the continued development of the Gladstone Park Shopping Centre and Tullamarine shopping strip as major and neighbourhood activity centres, respectively.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Work with the Directorate of Public Transport and service providers for enhanced public transport services to the neighbourhood.
- Integrate heritage and environmental features, where appropriate, in new urban areas wherever possible.
- Encourage the development of linear parks that link Broadmeadows Valley Park and Moonee Ponds Creek with neighbouring urban areas.
- Ensure that development adjacent to or visible from the Tullamarine Freeway and Western Ring Road is of a high quality appearance, generously landscaped and makes a positive contribution to the amenity of the area.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Recognise the ongoing importance of the Melbourne Airport as a strategic and economic indicator within the City.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Planning Scheme Response

- Apply the Residential 1 Zone to existing residential areas.
- Zone the majority of land in designated employment areas to Business 3 Zone.
- Apply the Industrial 3 Zone to industrial land adjoining housing.
- Apply the Business 1 Zone to activity centres.
- Include the Western Ring Road, Tullamarine Freeway, Mickleham Road and Melrose Drive in Road Zone Category 1.
- Zone existing parks to the Public Park and Recreation Zone.
- Apply a Public Acquisition Overlay to the alignment for the proposed E14 arterial road.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Apply an Environmental Significance Overlay to Moonee Ponds Creek and its environs.
- Encourage the development and use of the balance of industrially zoned land in the neighbourhood in accordance with Clause 22.01.
- Encourage the display of signage in accordance with Clause 22.09.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

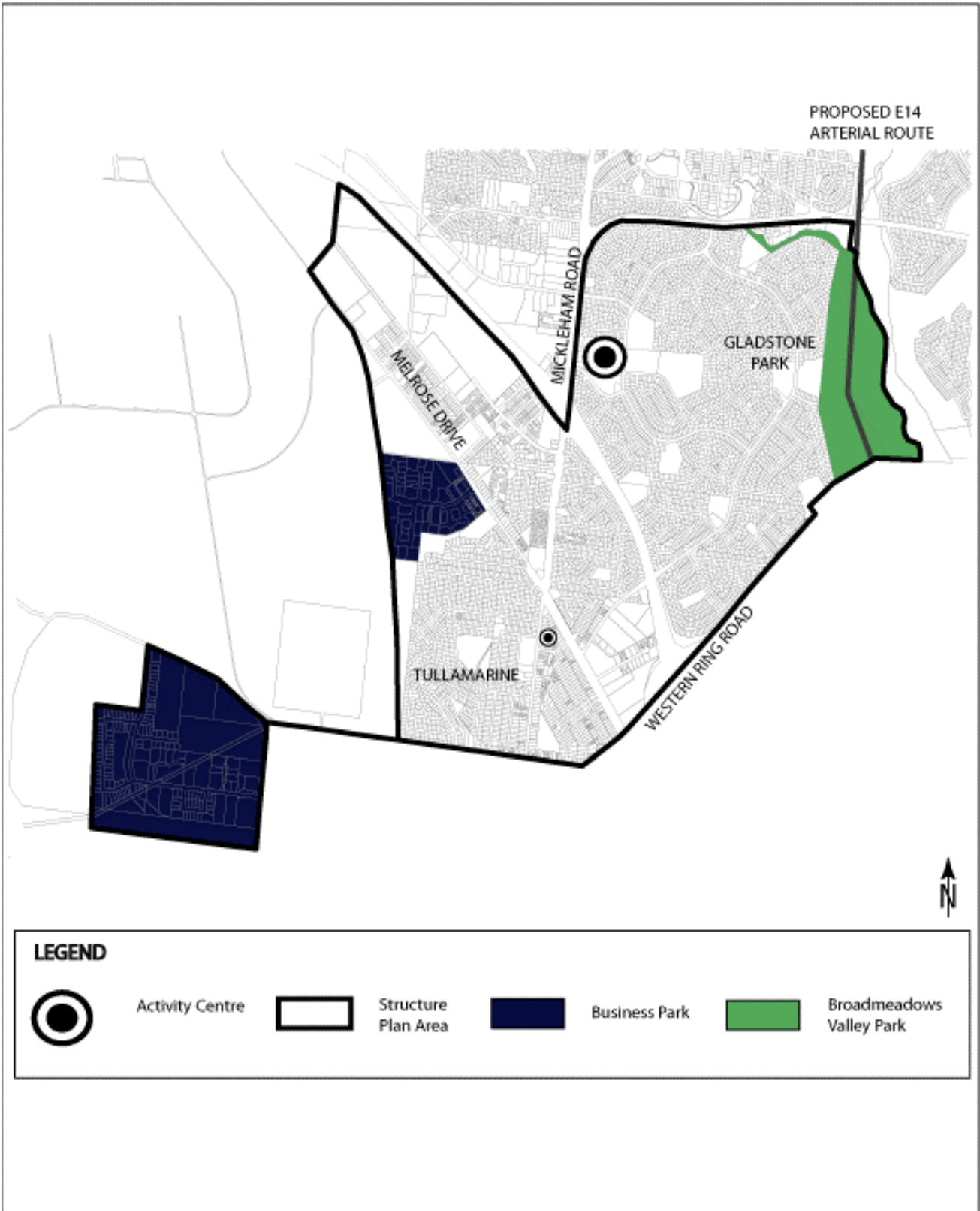
Other Actions

- Continue to promote the strategic advantages of the neighbourhood as part of Council's economic development activities.
- Continue to support the activities of the Moonee Ponds Creek Coordinating Committee.

Reference Documents

- Moonee Ponds Creek Concept Plan (1992).

GLADSTONE PARK AND TULLAMARINE STRUCTURE PLAN



21.03-5 GREENVALE, ATTWOOD AND WESTMEADOWS NEIGHBOURHOOD**Profile**

Greenvale, Attwood and Westmeadows are small, mainly residential communities located on the northern fringe of the metropolitan area. Greenvale is separated from Attwood and Westmeadows by the east-west flight path from Melbourne Airport, and from Meadow Heights to the east by open space and the proposed E14 arterial road. Relatively little land remains to be developed in the area; consequently the neighbourhood population is expected to stabilise at 18,000-19,000 over the next five to seven years. The presence of the Yuroke and Moonee Ponds Creeks and other key environmental and topographical features within the neighbourhood strongly influence its character. Westmeadows also boasts considerable heritage, giving it an 'old town' character.

Objectives

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

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

Opportunities and Constraints

- The neighbourhood has a unique character owing to its location at the edge of the metropolitan area, and proximity to Moonee Ponds and Yuroke Creeks, Woodlands Historic Park, Greenvale Reservoir and vast rural land. This character is highly valued by local residents.
- The image and appearance of the neighbourhood is strongly influenced by: views from, and the form and appearance of development along, Mickleham and Somerton Roads; the quality and size of existing housing; and nearby open space areas.
- Moonee Ponds and Yuroke Creeks represent excellent open space links and habitats for flora and fauna.
- Woodlands Historic Park and the Greenvale Reservoir have enormous environmental, recreation, visual and cultural value and are within walking/cycling distance of residents.
- The neighbourhood contains many aboriginal and post-contact cultural heritage sites.
- The proximity of the neighbourhood to vast rural areas and the Woodlands Historic Park necessitates careful planning to ensure that effective separation between residential uses and these areas is achieved.
- Land west of Mickleham Road and north of the Attwood Police Complex is outside the Merri (Hume) Growth Corridor and differs markedly in character to the 'suburban' areas of Greenvale to the east.
- Limited potential exists for new urban residential development beyond land that has already been zoned for this purpose.
- Residential environments in the neighbourhood are of a high quality and offer diversity in lot size. The choice in housing size and tenure, and the availability of alternative housing types however, is poor.

- Extensive views of the metropolitan area and Melbourne's Central Business District are available from Greenvale contributing to its appeal as a quality residential environment in which to live.
- The neighbourhood has excellent vehicular access to the metropolitan freeway network and Melbourne Airport.
- Vehicular access between the three residential communities and neighbouring localities is limited to Mickleham Road, Somerton Road and Johnstone Street, creating difficulties for residents wishing to access facilities and services outside their immediate area and placing additional pressure on the regional road network.
- The alignment for the proposed E14 arterial road adjoins the neighbourhood's eastern boundary.
- Access to regular and convenient public transport services is inadequate.
- A lack of local employment opportunities means that many of the neighbourhood's workers must travel outside the immediate area to work.
- The large undeveloped tract of land separating Greenvale from Attwood and Westmeadows is:
 - close to existing urban services and infrastructure;
 - isolated from the City's vast rural areas;
 - affected by aircraft noise exposure along the flight path to the existing east-west runway at Melbourne Airport; and
 - highly valued by the community as a large open space and visual relief from the surrounding built up areas.

Careful planning is required to determine the most appropriate use of the land.

- The prescribed waste landfill in Western Avenue, Westmeadows is anticipated to cease operation in late 2000. Therefore, long term uses for this site and the associated buffer land must be found.
- The former Greenvale Hospital Site in Providence Road, Greenvale is a major redevelopment site for which long-term uses must be found.
- Former Commonwealth-owned land located at the eastern end of Western Avenue, Tullamarine is well placed to accommodate employment uses because of its proximity to the metropolitan freeway network and Melbourne Airport and the availability of urban services.
- The capacity for the neighbourhood to yield only small populations means that only neighbourhood and lower-order activity centres will be sustained in the long term.
- Well-developed neighbourhood-order retail facilities exist in the area. However, the location of the Greenvale Shopping Centre in the north west corner of Greenvale and difficulties in accessing the Fawkner Street centre from residential areas west of Mickleham Road, necessitates the provision of local shopping facilities.
- Mickleham Road approximates the catchment of physical services in the area.

Strategies

- Contain new urban residential development to existing and future urban residential designated areas shown on the Greenvale, Attwood and Westmeadows Structure Plan.
- Ensure that new urban residential development maintains and enhances the character of the area.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.

- Encourage higher density housing to be developed in proximity to shopping and community facilities, provided that it is compatible with the appearance, bulk and scale of surrounding development and is sympathetic to any heritage or environmental features in the area.
- Maintain land west of Mickleham Road and north of Somerton Road as a rural area.
- Maintain the existing subdivision pattern and character of land bounded by Somerton Road, Mickleham Road, Attwood Police Complex, the former Greenvale Hospital site and Providence Road.
- Maintain the existing subdivision pattern and character of land generally bounded by Somerton Road, Greenvale Reservoir, Hillview Road and Mickleham Road.
- Where possible and appropriate, cluster community facilities with open space, education facilities and activity centres to maximise community access to and use of those facilities and to achieve cost efficiencies in the provision, management and operation of services.
- Monitor population growth in the neighbourhood and the characteristics of new residents in order to determine the need for new community services and facilities and changes in existing service provision.
- Encourage the continued development of the Greenvale Shopping Centre and Fawkner Street strip centre as neighbourhood-order activity centres.
- Encourage the development of a shopping centre of approximately 600 square metres in area on land located on the north-west corner of Barrymore Road and Greenvale Drive, Greenvale to cater for the local convenience shopping needs of residents in the southern half of Greenvale.
- Encourage the development of local shops in appropriate locations throughout the neighbourhood. These shops will generally be milk-bars and general food stores, be approximately 90 m² in size and serve a catchment of around 1,500 residents.
- Identify the most appropriate uses for the former Greenvale Hospital Site in Providence Road as part of the General Plan review.
- Identify appropriate long term uses for the landfill site and associated buffer land in Western Avenue, recognising the land's proximity to Moonee Ponds Creek and the impact that past operations may have on sensitive uses proposed for the site. Based on these findings, apply an appropriate zoning in the planning scheme as soon as practicable.
- Identify the most appropriate uses for undeveloped land located on the south side of Western Avenue, between Victoria and Wright Streets, Westmeadows as part of the General Plan review and apply a more definitive zoning as part of the first review of the planning scheme.
- Retain existing employment areas on the west side of Mickleham Road and encourage the development of Global Business Park as a high quality business and industry park.
- Ensure that development within Global Business Park is sited and designed to avoid potential amenity impacts at the interface with residential uses and to have an appropriate frontage to the Tullamarine Freeway.
- Discourage industrial uses which negatively impact upon the amenity of the surrounding area.
- Ensure that new development within the east-west flight path west of Mickleham Road includes the provision of new linear parks and shared pathways linking to Moonee Ponds Creek and Woodlands Historic Park.

- Ensure that new development adjacent to the Yuroke and Moonee Ponds Creeks, Greenvale Reservoir and Woodlands Historic Park is designed and located so as to embrace and enhance the recreation, conservation, heritage and visual qualities of these sites.
- Encourage the development of linear parks and shared pathways along the Moonee Ponds and Yuroke Creeks. In particular, encourage the extension of the Moonee Ponds Creek bicycle trail into Woodlands Historic Park.
- Maximise the provision of open space adjacent to the Moonee Ponds and Yuroke Creeks when determining open space contributions for new subdivision proposals.
- Retain and protect environmental and heritage sites and buildings that have been identified as having local or greater significance.
- Ensure that all development within the Westmeadows Village designated area maintains and enhances the character and heritage values of the area.
- Implement an attractive landscaping theme for land adjacent to Mickleham Road which is compatible with the landscape character of Moonee Ponds and Yuroke Creeks and Woodlands Historic Park.
- Ensure that development adjacent to or visible from the Tullamarine Freeway is of a high quality appearance, generously landscaped and makes a positive contribution to the amenity of the area.
- Encourage the provision of the following new road connections:
 - a new north-south local road connection between Greenvale and Attwood;
 - a new east-west arterial road connection between Barry Road and Mickleham Road;
 - an east-west arterial road connection between Melbourne Airport and Mickleham Road, possibly linking with (b) above.
- Work with the Directorate of Public Transport to develop a strategy for the expansion of public transport services in Greenvale to include a continuous route from Greenvale through Attwood to Broadmeadows.
- Advocate for rail link options between Melbourne Airport and the city centre which will have no adverse impact upon the Broadmeadows railway line or Broadmeadows Valley Park.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Planning Scheme Response

- Apply the Residential 1 Zone to existing, 'infill' and future urban residential areas.
- Apply the Low Density Residential Zone to existing and 'infill' low density residential areas.
- Apply the Rural Living Zone to Existing Rural Living designated areas and specify an 8 hectare minimum subdivision area.
- Include land north of Somerton Road and west of Mickleham Road in a Rural Zone and specify a 40 or 80 hectare minimum subdivision area.
- Zone the Future Rural Living designated area to the Rural Zone and specify a 40 hectare minimum subdivision area to act as a holding zone pending the completion of the strategic review of the rural areas.

- Apply the Rural Zone (with a 40 hectare minimum subdivision area) to:
 - land located within the east-west flight path, on both sides of Mickleham Road;
 - the landfill site and associated buffer land in Western Avenue;
 - land located on the south side of Western Avenue between Victoria and Wright Streets; and
 - the former Commonwealth-owned land located on the north side of Western Avenue;
 to act as a 'holding zone' pending a final zoning being applied as part of the first review of the planning scheme.
- Apply the Public Use Zone to the former Greenvale Hospital Site as an interim zoning pending the sale of the land and the identification of appropriate, long term uses for the land.
- Apply the Environmental Audit Overlay to the landfill site in Western Avenue.
- Zone Global Business Park and existing employment areas located along Mickleham Road to the Business 3 Zone.
- Zone land in the south-west corner of Global Business Park to the Business 2 Zone to facilitate the development of a freeway service centre and short-stay accommodation uses on the land.
- Include land at the western end of Western Avenue in the Industrial 3 Zone and apply a Design and Development Overlay to ensure that, among other things, the following matters are taken into account:
 - the effect of development on the Moonee Ponds Creek;
 - the alignment of the proposed Airport Rail Link; and
 - the impact of use and development on the operations of Melbourne Airport.
- Ensure that Global Business Park and other land in the neighbourhood zoned industrial or Business 3 are developed in accordance with the Industrial Local Policy at Clause 22.01.
- Zone existing and future activity centre sites to the Business 1 Zone.
- Zone Woodlands Historic Park to the Public Conservation and Resource Zone.
- Zone existing parks to the Public Park and Recreation Zone.
- Apply an Environmental Significance Overlay to Moonee Ponds Creek and its environs.
- Include Mickleham Road, Somerton Road and Johnstone Street in Road Zone Category 1.
- Apply the Public Acquisition Overlay to the alignment for the proposed E14 arterial road and land along Mickleham and Somerton Roads for future road widening purposes.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

Other Actions

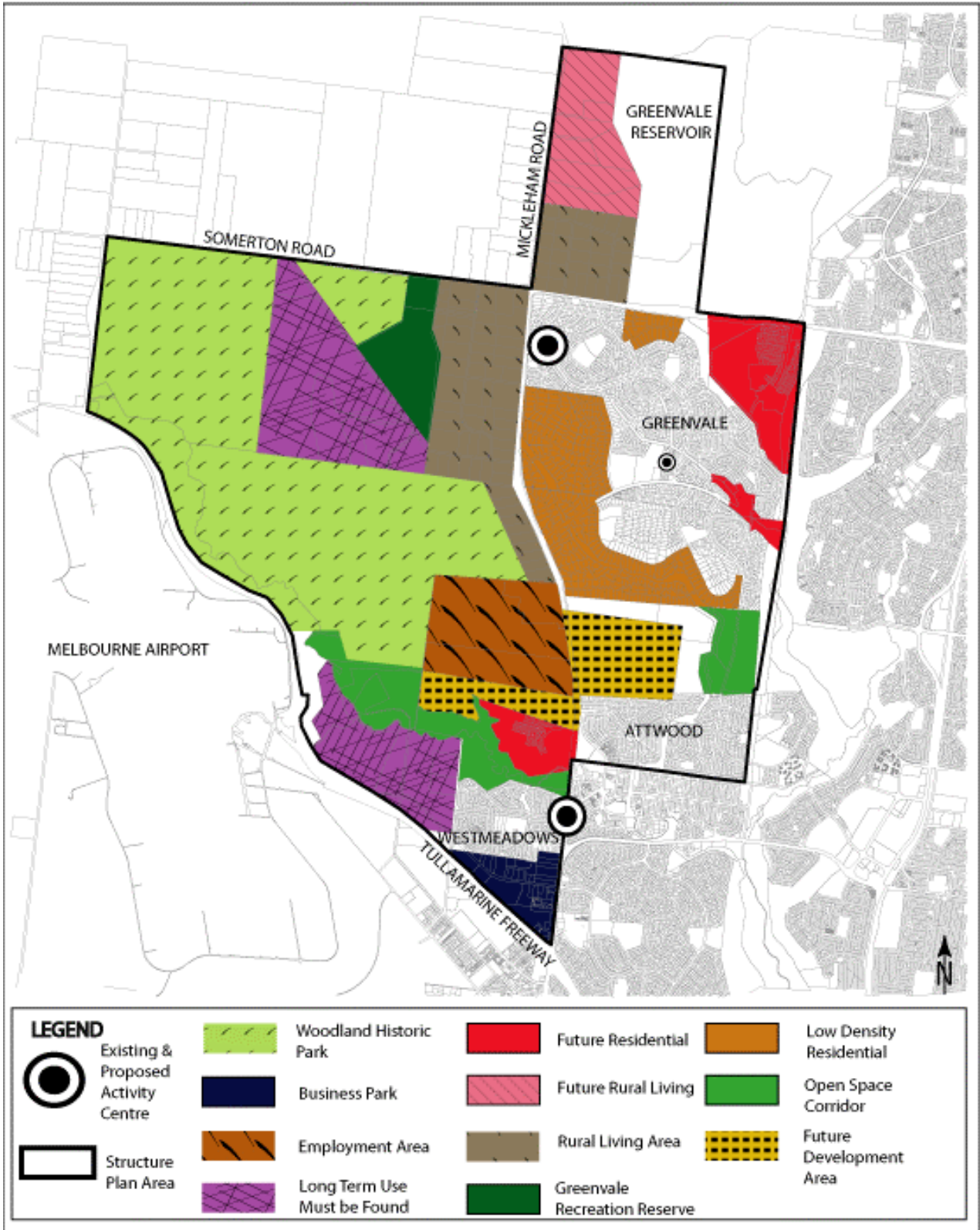
- Undertake landscaping improvement and revegetation works along the Moonee Ponds Creek.
- Continue to support the activities of the Moonee Ponds Creek Coordinating Committee.

- It is considered that there is a more than adequate supply of rural living zoned land at present in the neighbourhood. Until more detailed investigations have been completed by Council to establish the need for additional rural living allotments, no planning scheme amendment requests that propose to change the zoning of the land will be supported.
- In the long term, encourage the development and use of the Future Rural Living designated area for rural living purposes.
- Identify the most appropriate uses (excluding housing and other noise sensitive uses) for land located within the east-west flight path as part of the General Plan review and apply a more definitive zoning as part of the first review of the planning scheme.

Reference Documents

- Greenvale and Attwood Strategy Plan (1993).
- Moonee Ponds Creek Concept Plan (1992).

GREENVALE, ATTWOOD AND WESTMEADOWS STRUCTURE PLAN



21.03-6 RURAL AREAS**Profile**

'Rural' land occupies 72% of the area of the municipality. Farming has traditionally been the major land use in the rural areas and remains the principal activity today. Sheep and cattle grazing and cereal cropping have been the predominant agricultural activities, although all have declined over recent times.

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

The most pronounced physical features in the rural areas are the deeply incised creek valleys of Deep, Emu and Jacksons Creeks. Aside from these, much of the rural land in the City is characterised by a flat and sparsely treed landscape that enables open views across wide expanses of cleared grazing land and of the valleys. One of the consequences of such an open landscape is that there is only a limited amount of development that can be absorbed without the rural character changing.

Melbourne Airport is the City's most dominant transportation feature and one of Victoria's key economic assets. It provides significant employment for Hume residents and associated economic activity including storage and transport industries. The importance of the airport to the economy of the State and the convenience of Melbourne generally, depends upon the continued curfew-free operation of the airport.

Objectives

To encourage the productive use and improved management of rural land and reclamation of degraded land, while maintaining the rural character and appearance of the rural areas.

To maintain the rural areas as a non-urban buffer separating Sunbury from the main metropolitan area and as a backdrop to urban areas.

To discourage the widespread conversion of rural land to residential use.

To ensure that the development and effective curfew-free operation of Melbourne Airport are protected.

To ensure that development does not occur in the environs of Melbourne Airport that might prejudice its continuing role as one of Victoria's key economic assets.

To minimise the adverse impact of the operations of Melbourne Airport on the City's residents and workers.

Opportunities and Constraints

- The rural areas are fundamental to the character and identity of the City, and are highly valued by both rural residents and residents who live in the City's urban areas.
- People are attracted to living in or near the rural areas for lifestyle reasons, for example, to experience a sense of space and openness, for privacy, to enjoy views of wide expanses of rural land, creek valleys and surrounding hilltops, or to undertake rural pursuits.
- The rural areas add to the diversity of lifestyle opportunities available in the City.
- The rural areas provide an important separation and buffer between Sunbury and the urban areas in the eastern half of the City, contributing to its identity as a place where city meets country.

- There are many roads in the rural areas that are flanked by attractive open landscapes and which afford views of creek valleys and other prominent topographical features.
- Professional full-time farmers have declined in number to the point where only a few remain.
- Full time farmers are experiencing difficulties in farming in the area due to:
 - spread of pest animals and plants;
 - complaints about agricultural practices (particularly from urban and rural living residents);
 - high land values which preclude the acquisition of additional land for rural use;
 - low prices for agricultural products;
 - difficulties in moving agricultural equipment between properties; and
 - poorly maintained fencing.
- The quality of rural land management practice has gradually declined.
- The trend towards part-time farming provides an opportunity to maintain productive agricultural uses on the land.
- New entrants into farming are varied in terms of knowledge and capabilities.
- Rural allotments which are too large to be easily maintained by the owner alone or which are too small to be used productively, have the greatest potential to be mismanaged.
- Owners and occupiers of low density residential and rural living allotments desire and frequently demand access to urban services.
- New rural industries, such as viticulture and horse breeding, are emerging, albeit on a small scale.
- Bulla, Kalkallo and Mickleham are three townships located in the rural areas of the City. These settlements will accommodate only small levels of new development due to environmental, servicing and (in the case of Bulla) airport-related constraints.
- The rural areas contain many notable environmental and topographical features.
- Many cultural heritage sites and buildings of identified significance are found in the rural areas.
- Valuable mineral and stone resources are located in the rural areas and need to be clearly identified and protected.
- Extractive industry activities and landfills have the potential to significantly affect the amenity of the surrounding area if unmanaged.
- Melbourne Airport is one of Victoria's key strategic assets and a significant provider of jobs and commercial and industrial development opportunities in the local community.
- Aircraft operations associated with Melbourne Airport have significant impacts on the local community, particularly aircraft noise exposure impacts.

Strategies

- Encourage the use of rural land for rural purposes and the protection of the rural landscape from incompatible development.
- Promote the concept of a non-urban wedge separating Sunbury from the Merri (Hume) Growth Corridor and surrounding towns.
- Encourage the development of land bounded by Mickleham Road, Mt. Ridley Road, Hume Highway and overhead transmission lines to the north, as a permanent separation and landscape buffer between Craigieburn and any other development that may occur to

the north, within the Merri (Hume) Growth Corridor (shown on the Rural Areas Structure Plan as an 'inter-urban break').

- Retain land to the north of the inter-urban break and east of the Hume Highway as a future urban growth area to be investigated.
- Where land is nominated for future urban growth, maintain the existing subdivision pattern and preclude land use and development which has the potential to prejudice long term planning.
- No new rural living areas will be encouraged beyond land that has already been zoned for that purpose.
- Discourage small lot excisions and the construction of more than one house on allotments in the rural areas unless it can be demonstrated that there is a link with an established rural enterprise on the land or it will assist in the protection of an identified and properly documented heritage site.
- Discourage the use of land in rural areas for urban purposes which: are able to be accommodated and would be better suited in the City's urban areas and townships; have the potential to be widely replicated; or do not require separation from urban areas for amenity reasons.
- Encourage rural land uses which do not have the potential to cause detriment to the surrounding area to locate at the urban periphery.
- Ensure that new development is located and designed to have a minimal visual impact on the rural character of the area.
- Retain the hilltops and conservation areas identified on the Rural Areas Structure Plan in as near a natural state as possible.
- Ensure that the rural character of, and vistas from, the Calder Highway, Dalrymple Road, Mundy Road, Riddell Road, Sunbury Road, Lancefield Road, Mickleham Road, portion of the Hume Highway north of Craigieburn Road West and Donnybrook Road are protected from inappropriately located and designed development.
- Conserve heritage and environmental sites identified and documented as having local or greater significance.
- Contain the development of Bulla and Kalkallo within existing township boundaries, as shown on the Rural Areas Structure Plan, and encourage the consolidation of smaller allotments where necessary to achieve adequate on-site effluent disposal.
- Protect the unique characters and heritage of Bulla, Kalkallo and Mickleham from inappropriate development.
- Recognise the high value of extractive resources in the rural areas by defining the extractive resource interest area as shown on the Rural Areas Structure Plan.
- Identify and document remnant vegetation and wildlife corridors and develop and implement initiatives for their protection.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high levels of aircraft noise exposure.
- Ensure houses are appropriately located and designed to minimise any adverse effect from aircraft noise associated with Melbourne Airport.
- Implement the recommendations of the Melbourne Airport Strategy (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated Environmental Impact Statement, and any approved master plan for Melbourne Airport.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.

Planning Scheme Response

- Apply the Rural Zone to the rural areas in the City, generally providing for a 40 or 80 hectare minimum subdivision area.
- Zone fragmented land in the vicinity of Bulla-Diggers Rest Road, Sunbury, and on the western edge of Sunbury to the Rural Living Zone.
- Include the inter-urban break in the Rural Living Zone and apply a Development Plan Overlay which requires that the land be developed generally in accordance with the Mt. Ridley Local Structure Plan.
- Include the townships of Kalkallo and Bulla in the Township Zone and apply a Restructure Overlay where necessary.
- Implement the Townships Local Policy at Clause 22.04.
- Include existing extractive industries in a Special Use Zone.
- Zone Organ Pipes National Park to the Public Conservation and Resource Zone.
- Apply an Environmental Significance Overlay to conservation areas and waterways.
- Apply a Vegetation Protect Overlay to vegetation sites of significance.
- Apply a Heritage Overlay to heritage places identified as having local and greater significance.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Implement the Rural Land Character and Urban Design Local Policy at Clause 22.02.
- Apply the Rural Floodway Overlay to land within the 1 in 100 year flood along Merri and Kalkallo Creeks, to protect waterways and water quality.

Other Actions

- Undertake a strategic review of the rural areas which includes:
 - independent research into the market demand and supply of low density residential and rural living land in the City including separate analysis of differing markets within the City;
 - land capability studies for all rural, rural living and low density residential land to determine appropriate rural uses and suitability or otherwise for subdivision; and
 - a review of rural land strategies with a view to supporting and encouraging improvements to agricultural practice and options in the City, including farm size.

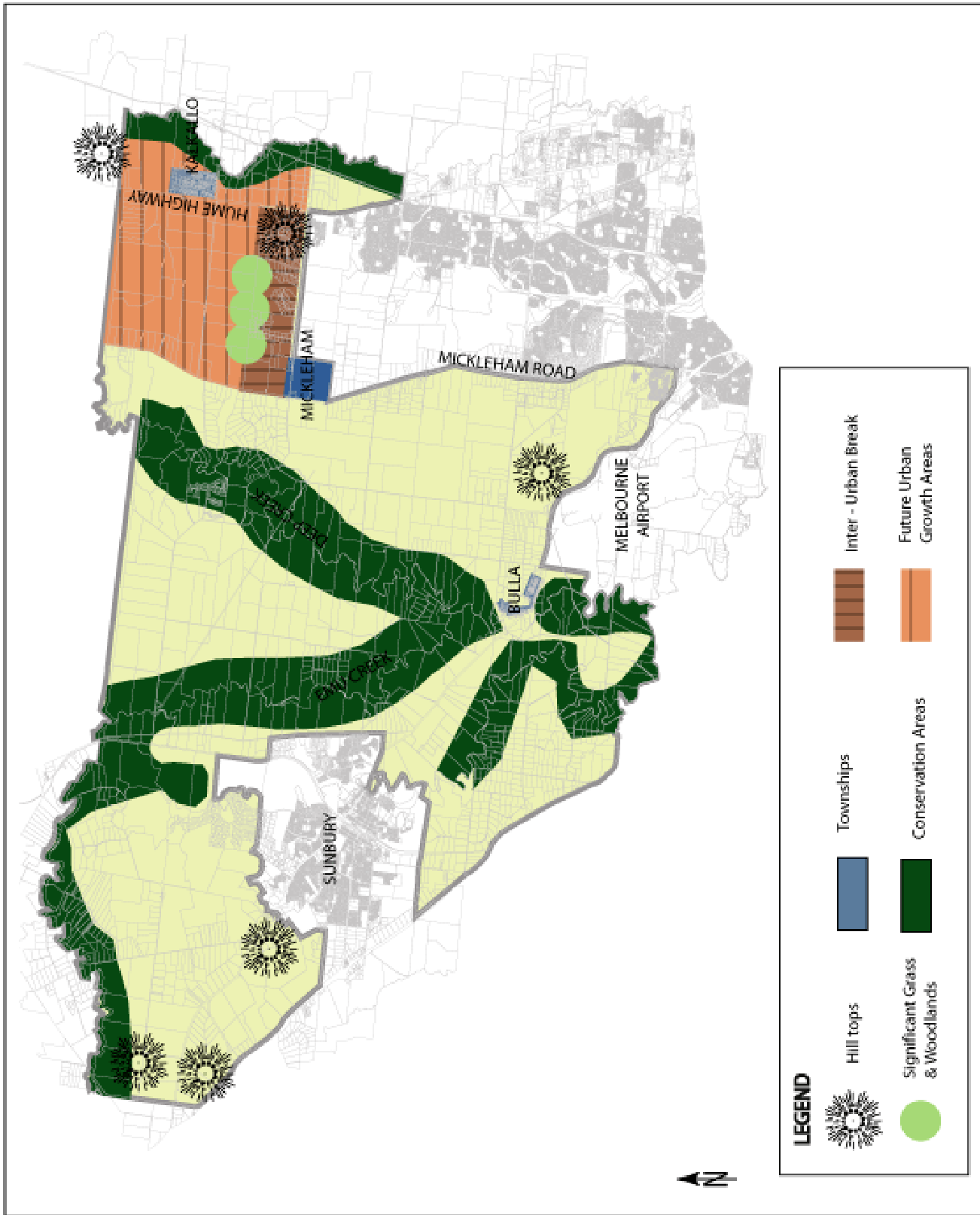
When completed, incorporate the recommendations of the strategic review in the planning scheme.

- Until at least the first part of the strategic review of the rural areas is completed (independent research into market demand and supply), no rezonings that would add to the supply of low density residential land will be supported.
- Undertake further work to identify and document features of geological, geomorphological and topographical significance of the City, with a view to applying an appropriate planning control over these sites as part of a separate planning scheme amendment.
- Identify and document the significance of all waterways in the rural areas with a view to applying an Environmental Rural Zone or other appropriate planning control as part of a separate planning scheme amendment.

Reference Documents

- Rural Areas Strategy Plan (1993).
- Bulla Non Urban Wedge Study: A discussion paper (1990).
- Mt. Ridley Local Structure Plan for the Inter Urban Break (1997).

RURAL AREAS STRUCTURE PLAN



21.03-7 SOMERTON**Profile**

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

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

Objective

To create a vibrant and attractive industry and employment corridor which integrates good urban design, effective use of physical infrastructure and the significant natural environment of the Merri Creek and nearby grasslands.

To promote the neighbourhood as a gateway to the City and Melbourne and promote Somerton Road as a gateway to the Roxburgh Park Activity Centre and residential areas to the west.

Opportunities and Constraints

- The neighbourhood has excellent vehicular access to the metropolitan area, Melbourne Airport and regional Victoria; it is close to a large labourforce; and existing business networks in the neighbourhood are strong.
- The neighbourhood has access to a range of physical, social and commercial infrastructure.
- Significant economic benefits flow from the development of a strong employment base.
- Existing development along the Hume Highway is generally poor in appearance and gives no sense of the importance of the area to the national economy.
- The Hume Highway carries a large volume of traffic with a high proportion of heavy trucks. It is becoming increasingly congested, with major traffic delays and a high accident rate.
- Cooper Street will become an increasingly important east-west access route and gateway to the City as development in the Merri (Hume) Growth Corridor progresses.
- Vehicular gateways to the City are poorly defined, generally unattractive and do not display a unique or cohesive landscaping theme.
- The Merri Creek, which has regional open space, heritage and environmental value, borders the neighbourhood. The Creek represents an opportunity to create a continuous linear open space corridor that links Craigieburn with the Yarra River.

Strategies

- Ensure that land use and development proposals in the vicinity of Merri Creek, Cooper Street Grasslands, Craigieburn Grasslands and other sites of identified environmental significance are designed and located in such a way as to protect and enhance the ecological, landscape and cultural values of these sites.
- Encourage the development and use of land within the Hume Highway employment corridor for a range of industry, warehousing and service business, subject to suitable separation from adjoining land uses and between different industrial activities.

- Investigate options for the development and use of land north of the existing Hume Highway employment corridor, including employment activities.
- Where land is nominated for long term employment growth purposes, maintain the existing subdivision pattern and preclude land use and development which has the potential to prejudice long term planning.
- Promote the development of an attractive, unique and cohesive landscape and urban design theme within the Cooper Street Precinct which is reflective of the rural landscape character of the surrounding area and the industrial nature of the neighbourhood.
- Ensure that new development adjacent to or visible from the Hume Highway is of a high quality appearance and makes a positive contribution to the amenity of the area.
- Create focal points and gateways at key nodes identified on the Somerton Structure Plan.
- Improve the appearance and amenity of all industrial areas in the neighbourhood.
- Encourage the development of a continuous open space corridor and bicycle trail along the Merri Creek.
- Advocate for the realignment of the F2 Freeway extension to the east away from the Merri Creek.
- Advocate for the duplication of Cooper Street from single to two lanes in each direction, with flaring at intersections to provide deceleration and turning lanes.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Planning Scheme Response

- Zone the majority of land within the Hume Highway industrial corridor to the Industrial 1 Zone.
- Apply the Industrial 3 Zone to industrial land adjoining housing.
- Apply the Rural Zone to land to the north of Craigieburn Road East to act as a holding zone.
- Zone the Cooper Street grasslands to the Public Conservation and Resource Zone and apply the Environmental Significance Overlay.
- Zone land between the Cooper Street grasslands and Merri Creek to the Rural Zone to discourage the use of the land for industry and other incompatible uses.
- Apply an Environmental Significance Overlay to land along Merri Creek.
- Apply the Urban Floodway Zone to land within the 1 in 100 year flood along Merri Creek, to protect waterways and water quality.
- Include the Hume Highway and Cooper Street/Somerton Road in Road Zone Category 1.
- Apply Road Zone Category 1 and the Public Acquisition Overlay to the existing alignment for the F2 Freeway pending a decision by the Government regarding the selection of a new alignment.
- Apply the Public Acquisition Overlay to land along Cooper Street/Somerton Road for future road widening purposes.
- Encourage the development and use of land within the Cooper Street precinct and other industrially zoned land in accordance with Clause 22.01

- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

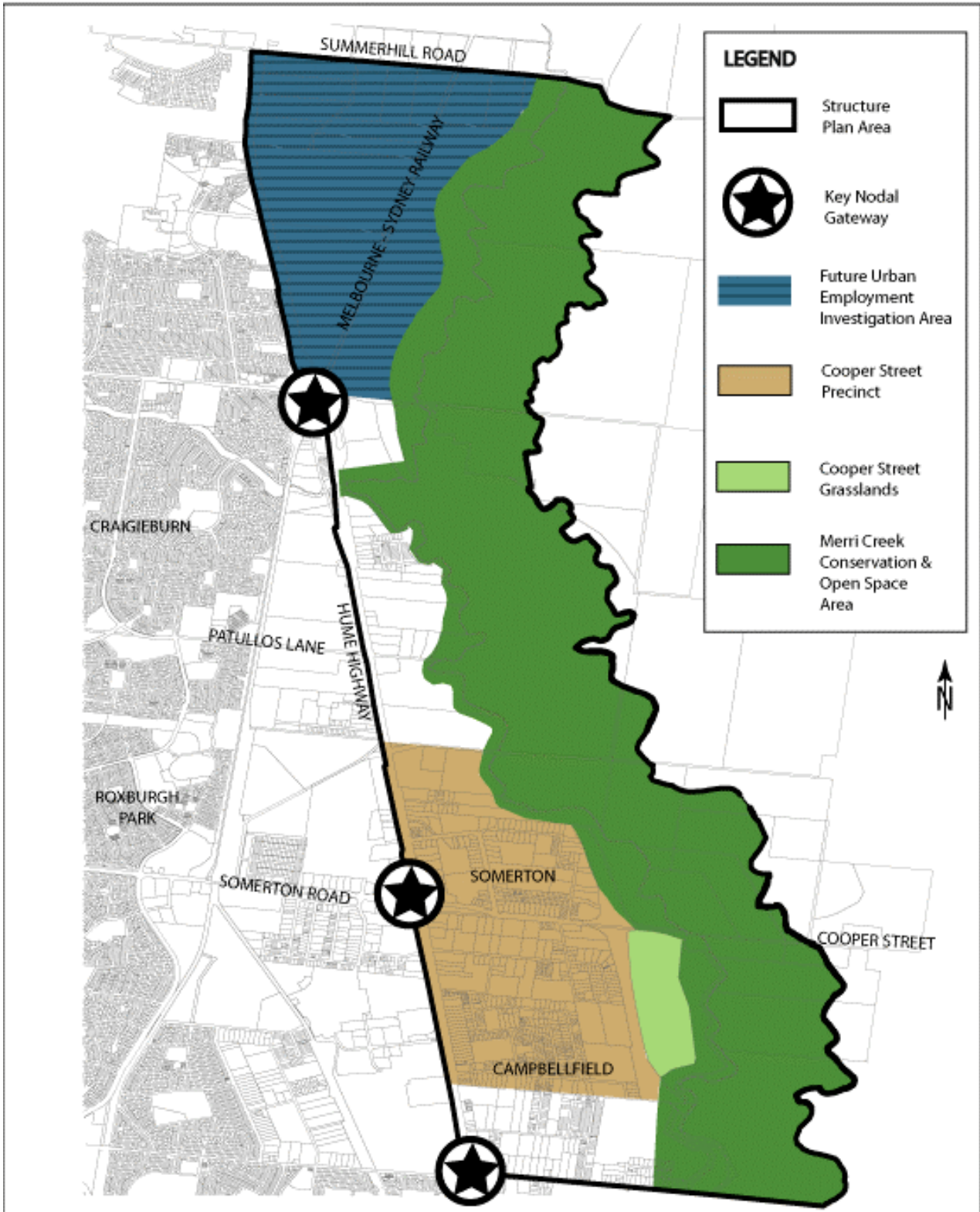
Other Actions

- Continue to promote the strategic advantages of the neighbourhood as part of Council's economic development activities.
- Implement the Industrial Precinct Enhancement Program, targeting the Hume Highway industrial corridor as a priority area.
- Continue to support the Merri Creek Management Committee and assist in implementing the recommendations of the Merri Creek and Environs Strategy.

Reference Documents

- Merri Creek and Environs Strategy (1999).
- Cooper Street Precinct Strategy (1996).
- Cooper Street Precinct Strategy Background Report (1996).
- Cooper Street Precinct Strategy Landscape Design Guidelines (1996).

SOMERTON AND CAMPBELLFIELD STRUCTURE PLAN



21.03-8 SUNBURY**Profile**

Sunbury is an established township of approximately 27,500 people (in 2001) which boasts considerable history and many physical features due to its location within the Jacksons Creek valley. It is separated from the extensive urban areas of metropolitan Melbourne to the south-east by Melbourne Airport and vast rural areas, and is surrounded by rural land to the north and west. Sunbury has experienced steady population growth in the past and will continue to grow for at least the next 20 years; however the growth potential of the town is limited by topographical and environmental features that will eventually contain the amount of development that occurs. Sunbury has the most extensively developed retail, commercial and community facilities in the western half of the municipality.

Objective

To ensure that the future urban growth of Sunbury retains the strong rural image and 'country style' identity of the town, and is balanced as far as possible by the provision of commercial, retail and community facilities and employment opportunities appropriate to the needs of the local community.

Opportunities and Constraints

- Sunbury has a unique country town character that is highly valued by its residents.
- The town is surrounded by several prominent hilltops and treeless plains that will limit the extent of development.
- The main road entrances into the town afford extensive views of the town and the surrounding rural landscape and influence people's overall impression of the town.
- The lack of an electrified rail service, and infrequent public transport services, contribute to the physical isolation experienced by some people within the community.
- There are large tracts of zoned and readily serviced, vacant urban residential land in Sunbury.
- The established nature of the town and the environmental features of the area necessitate more flexible and diverse housing policies than would commonly be applied to developing metropolitan fringe areas.
- The dissection of the town by a railway line hinders access to the town centre and the principal employment and residential areas and reinforces the need for a 'ring road' in the western half of Sunbury, improved rail crossings and off-road cycling paths.
- There is land in parts of Sunbury that is aesthetically and environmentally sensitive to land use change and development and potentially difficult to adequately service. These areas are shown as Special Investigation Areas on the Sunbury Structure Plan and include areas known as 'Woodbourne Hills' and 'The Sanctuary' located on the Riddell Road, Sunbury.
- The supply of industrially zoned land in Sunbury is small.
- A lack of local employment opportunities means that many of Sunbury's workers must travel outside the immediate area to work.
- The Sunbury town centre is an attractive self-contained major activity centre that would benefit substantially from additional higher order retail and entertainment facilities.
- Jacksons, Blind, Kismet and Melba Creeks represent excellent open space links and habitats for flora and fauna.

- The future development of Sunbury depends upon the coordinated expansion of the Springvale Farm Wastewater Purification Plant and the extension and augmentation of sewer mains to meet development needs.

Strategies

- Contain Sunbury's development within the confines of the Jacksons Creek valley and surrounding hilltops, Lancefield Road and the Calder Highway.
- Accommodate the long term and ongoing growth of Sunbury through the consolidation and intensification of land uses within designated urban areas.
- Discourage the development of the following prominent hilltops: Mount Holden, Redstone Hill, O'Brien Hill, Bald Hill and Burke's Hill.
- Maintain a physical separation and buffer area between Sunbury and Diggers Rest.
- Ensure that new development along Sunbury, Vineyard, Gap, Riddell and Lancefield Roads, and the Calder Freeway protects and enhances the rural character of these roads, and maintains vistas from these roads to significant topographical and environmental features.
- Encourage the establishment of a strong and consistent landscape theme along both sides of Vineyard Road.
- Encourage the orderly expansion of Sunbury with urban development extending outwards from the existing town centre.
- Ensure that the development of new residential areas is preceded by the preparation of an overall plan (such as a local structure plan) that clearly shows and describes how the land will be used and developed.
- Ensure that in new urban residential subdivisions a mixture of the following lot sizes is provided: lots less than 300 m² in area; lots between 300-450 m² in area; lots between 450-650 m² in area; and lots greater than 650 m² in area. Conversely, discourage new urban residential subdivisions where the lots are predominantly the same size.
- Ensure that all houses have appropriate and adequate residential amenity in terms of privacy from noise and overlooking, access to sunlight, car parking, outdoor entertainment and leisure, and access to shopping and community facilities and services.
- Encourage higher density housing to be developed in areas in close proximity to shopping, public transport, educational facilities and open space, especially the Sunbury railway station.
- Encourage low-density residential development in designated areas on the fringe of the township as shown on the Structure Plan.
- Encourage the development of land located adjacent to the Calder Highway, generally between Reservoir Road and the north-western slopes of Bald Hill, for low density residential purposes.
- Ensure that any rezoning which eventually takes place of land located adjacent to the Calder Highway, between Reservoir Road and Bald Hill, includes the provision of a continuous and generously proportioned landscape boulevard extending along the land's Highway frontage.
- Protect the unique character and environmental qualities of the existing low-density residential area at the northern end of Racecourse Road (north of Albert Road) by maintaining the existing subdivision size and pattern.
- Ensure that the land capability and visual, heritage and environmental sensitive values of identified Special Investigation Areas are fully investigated before these areas are considered for rezoning.

- Retain the land south of MacDougall Road, between Vineyard Road and the railway line, as a future employment area.
- Discourage industrial uses that negatively impact upon the amenity of the surrounding area.
- Discourage sensitive uses from establishing on land identified, known or reasonably suspected of being contaminated.
- Encourage the establishment of neighbourhood and local shopping facilities within or adjacent to activity centres in accessible locations around the town, as shown on the Sunbury Structure Plan.
- Retain and enhance the precinct of office, institutional, civic and community-related activities along Macedon Street to reflect its role as an eastern approach road and gateway to the town.
- Promote the concept of neighbourhoods as the basis for residential planning and the delivery of community services at the local level.
- Ensure that the demand for community services arising from residents of low-density residential areas is taken into account in the planning for nearby activity centres and community facilities.
- Protect environmental and heritage sites that have been identified as having local or greater significance.
- Protect Sunbury's heritage of wineries situated in or on the edge of town.
- Integrate heritage and environmental features and sites in the design of new subdivisions where appropriate.
- Encourage the retention of prominent hilltops as passive recreational areas.
- Encourage the development of linear parks along the Jacksons, Blind, Kismet and Melba Creeks that link into neighbouring residential areas.
- Encourage the extension of Elizabeth Drive south to link with Vineyard Road to provide for the efficient movement of vehicles as this part of the town develops.
- Encourage the establishment of a road connection from the Jacksons Hill development west to Vineyard Road.
- Work with the State Government and the Directorate of Public Transport to develop a strategy for the establishment and expansion of public transport facilities in Sunbury as it grows and develops.
- Discourage new urban development outside existing catchments for physical services.
- Encourage the continued and improved operation of the Springvale Farm Wastewater Purification Plant.
- Ensure that developers contribute equitably to the provision of physical and community infrastructure.
- Identifying land with drainage and flood constraints and ensuring development responds to these constraints.

Sunbury Town Centre

- Encourage the development of the Sunbury Town Centre as a major activity centre comprising a mixture of higher order retailing and entertainment facilities, convenience and comparison retailing, and commercial, office and community facilities.
- Limit retail development outside the Sunbury Town Centre to that which recognises and complements the pre-eminent activity centre role of the Centre.
- Encourage the provision of a greater range of comparison and convenience shopping facilities, entertainment and recreation services and facilities to consolidate the Centre's role as a major activity centre.
- Locate retail developments that have large floor area requirements and are dependent on high exposure and vehicular access outside of the retail 'core', but within the Centre.
- Ensure that new development reflects and enhances the historic and 'rural town' character and ambience of the Centre.

Planning Scheme Response

- Apply the Residential 1 Zone to existing and 'infill' urban residential areas.
- Zone the undeveloped land within the Rolling Meadows estate, 'Millet' land and proposed Canterbury Hills estate land in Riddell Road, to Residential 1 Zone and apply a Development Plan Overlay.
- Zone the Jacksons Hill estate to the Comprehensive Development Zone and include a requirement in the schedule to the zone that specifies that a Comprehensive Development Plan must be incorporated into the planning scheme before development proceeds.
- Apply a Development Plan Overlay over the undeveloped parts of the Green Gables estate to minimise the visual impact of development on the form and appearance of Mount Holden.
- Apply a Low Density Residential Zone to the Barrington Lane area and the Residential 1 Zone to the Riddell Road area and apply a Development Plan Overlay.
- Zone land in the vicinity of Spavin Drive (north of Kismet Creek) and at the base of Mt. Holden to the Low Density Residential Zone and apply a Development Plan Overlay.
- Include land along the Calder Highway in the Rural Living Zone to act as a 'holding' zone pending the completion of the strategic review of the rural areas.
- Zone land at the northern end of Racecourse Road (north of Albert Road) and north of the Goonawarra estate to the Rural Living Zone to prevent further subdivision in these areas.
- Apply the Rural Zone to the Council-owned land in Racecourse Road to act as a 'holding' zone pending the completion of a land use study that identifies future land use options for the land.
- Zone the Special Investigation Areas shown on the Structure Plan to Rural or Rural Living Zone to act as a 'holding' zone pending the completion of relevant special investigation to determine environmental constraints and the completion of the independent evaluation of market demand and supply of low density residential land.
- Apply the Rural Zone to land occupied by the Goonawarra and Craiglee wineries and vineyards to encourage their continued operation.

- Include the western and southern slopes of Bald Hill and land at the southern end of Vineyard Road in a Rural Living Zone to maintain the rural appearance of this important entrance and encourage the continued use of the land for agricultural purposes.
- Apply a Development Plan Overlay over Mt. Holden and the low-density residential area at its base which, among other things, provides for the retention of the hilltop as an open space area.
- Apply the Industrial 3 Zone to the employment-designated areas.
- Apply the Business 1 Zone to existing activity centres and to land located on the northeast corner of Elizabeth Drive and Gap Road to facilitate the development of a neighbourhood-order centre on this site.
- Apply the Business 1 Zone to land in the Sunbury Town Centre bounded by Macedon Street, railway line, Station and O'Shanassy Streets; allotments fronting the eastern side of O'Shanassy Street, between Brook and Station Streets; and land located on the south-west corner of Station and Evans Street.
- Zone land on the north side of Macedon Street to Business 2 Zone to encourage office uses establishing in this location; specify a maximum combined leasable floor area of 80 m² for shop in the schedule to the zone to discourage the use of the land for retail purposes.
- Apply the Business 1 Zone and a Development Plan Overlay to land west of the railway line within the Town Centre to facilitate the development of a retail and cinema complex comprising large, 'big box' retail components.
- Apply the Business 4 Zone to the balance of land west of the railway line within the Town Centre to encourage its use for 'fringe' and bulky goods retailing.
- Include Riddell Road, Macedon Street, Horne Street, Calder Highway, Lancefield, Sunbury, Vineyard and Gap Roads in Road Zone Category 1.
- Apply a Public Acquisition Overlay over land along Vineyard and Lancefield Roads for future road widening purposes.
- Apply a Public Acquisition Overlay to land affected by the future extension of Elizabeth Drive and proposed new road connection between Jacksons Hill and Vineyard Road.
- Place an Environmental Audit Overlay over land identified, known or suspected of being contaminated.
- Apply the Public Conservation and Resource Zone to the Evans Street grassland site.
- Include existing parks in the Public Conservation and Resource Zone.
- Apply a Vegetation Protection Overlay to sites identified as having local or greater vegetation significance.
- Encourage the development and use of land in the Sunbury Town Centre in accordance with the Sunbury Town Centre Local Policy at Clause 22.06 and the Macedon Street Office Area local Policy at Clause 22.10.
- Apply the Special Building Overlay to land affected by overland flows in storm events that exceed capacity of the underground drainage systems.

Other Actions

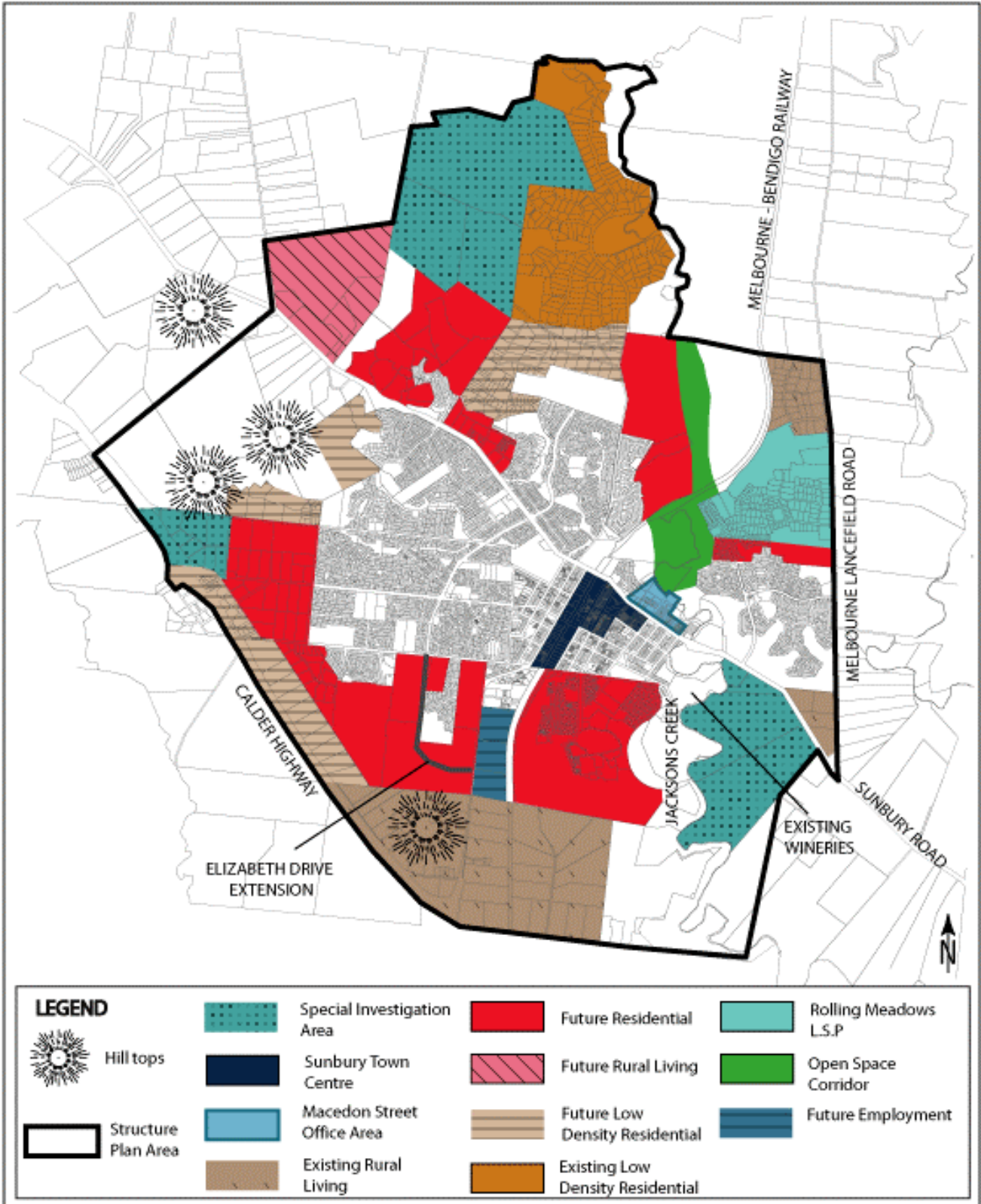
- Undertake landscaping improvements at The Nook and Sunbury Recreation Reserve.
- Undertake erosion works along Melba Creek.

- Undertake further investigations to establish the supply and demand of low-density residential zoned land in the City. Until investigations have been completed by Council which establish the need for additional low density residentially zoned land, no planning scheme amendment requests that propose to add to the current supply will be supported. These investigations will be undertaken as part of a broader strategic review of the rural areas comprising:
 - independent research into the market demand and supply of low density residential and rural living land in the City including separate analysis of differing markets within the City;
 - land capability studies for all rural, rural living and low density residential land to determine appropriate rural uses and suitability or otherwise for subdivision; and
 - review of rural land strategies with a view to supporting and encouraging improvements to agricultural practice and options in the City, including farm size.
 - Until independent research into the market demand and supply of low-density residential land is completed however, no planning scheme amendment requests that propose to change the zoning of the land will be supported.
- Undertake further strategic work to document the environmental importance of Jacksons Creek and its environs with a view to extending the application of the Environmental Significance Overlay over the full length of the Creek.

Reference Documents

- Sunbury Strategy Plan (1993).
- Sunbury Town Centre Study (1991).
- Rolling Meadows Local Structure Plan (2001).
- Jackson's Hill Local Structure Plan (2001).
- Goonawarra Local Structure Plan (1996).

SUNBURY AND SURROUNDS STRUCTURE PLAN



21.03-9 NATURAL AND CULTURAL HERITAGE, OPEN SPACE, LANDSCAPE CHARACTER AND DESIGN

Profile

The City contains many environmental features and areas of remnant vegetation that contribute to the character and amenity of the City and which have important recreation, conservation, heritage, visual and habitat value. Sites of particular note include Organ Pipes National Park, Woodlands Historic Park, Cooper Street grassland, Evans Street grassland, Mt. Ridley grassy woodlands and the waterways of Deep, Emu, Jacksons, Merri and Moonee Ponds Creeks. These sites are vulnerable and under threat from rural activities, urban growth and neglect.

The City's cultural heritage is extremely diverse and includes a large collection of heritage bridges, pastoral homesteads, cemeteries, bluestone cottage ruins, soldier settlement subdivisions, churches, cultural landscapes and aboriginal sites. A large number of heritage sites are of regional and state significance.

Its historic landscape (dwellings, shearing sheds, shelterbelt plantings, small settlements and churches) and the intersection of vast open plains with deeply incised creek valleys shape the rural character of the City. One of the consequences of this landscape is that there is only a limited amount of development that can be absorbed without the rural character fundamentally changing.

The urban character of the City is strongly influenced by a large network of open spaces that have been designed and located to meet the active and passive recreational and leisure needs of the community. Key open spaces in the City include Broadmeadows Valley Park, Sunbury Recreation Reserve, Jack Roper Reserve and linear parks along the City's many waterways.

Objective

To recognise the importance of the City's natural and cultural heritage assets in a local and regional context.

To protect and where possible restore the integrity of the City's natural and cultural heritage.

To promote ecologically sustainable development across the City.

To provide a network of open spaces which meets the varied recreation and leisure needs of the community.

To protect and enhance the character of the City's urban and rural areas.

Opportunities and Constraints

- Deep, Emu, Kismet, Jacksons, Merri and Moonee Ponds Creeks and Maribyrnong River are some of the waterways located in the City. These waterways represent excellent open space links and habitats for flora and fauna; and have significant scenic and cultural heritage value. Unfortunately, parts of these waterways are in a poor or degraded condition.
- Road and rail reservations frequently contain the only examples of rare flora and fauna; represent excellent habitat links; and are an effective means of providing a firebreak.
- Several grassland and woodland sites of National, State, regional and local significance are located in the municipality. These include the Cooper Street grasslands, Evans Street grassland, grasslands in the Melbourne-Bendigo railway reservation and Mt. Ridley grassland and woodland.
- The rural areas are fundamental to the character and identity of the City, and are highly valued by both rural residents and residents who live in the City's urban areas.

- People are attracted to living in or near the rural areas for lifestyle reasons, for example, to experience a sense of space and openness, for privacy, or to enjoy views of wide expanses of rural land, creek valleys and surrounding hilltops.
- The City benefits from a fascinating history and wealth of cultural heritage places, buildings and landscapes which are progressively being identified and documented.
- The absence of a reticulated water supply in low-density residential and rural living developments means that residents must rely upon immediate water resources to meet their needs. However, if developments are not located or designed so that sufficient water can be trapped and stored, this can lead to the expensive purchasing of water and inadequate property maintenance.
- The rural parts of the City have a moderate to high susceptibility to erosion. Major causes of erosion in these areas include overstocking, the clearing of land, pest animals, hard-hoofed stock and inappropriate methods of cultivation.
- Extractive industry and landfills have the potential to adversely affect the amenity of the surrounding area due to increased truck traffic on rural roads, noise from blasting, sedimentation of streams, and landscaping impacts.
- Disused quarries that are not properly rehabilitated have the potential to cause detriment to the environment.
- Industry, dispersed settlement patterns resulting in increased motor vehicle usage, wood fires and backyard burning-off are some of the factors that contribute to greenhouse emissions and other forms of air pollution.
- A large part of the City is subject to high aircraft noise exposure associated with the operations of Melbourne Airport.
- Spread of pest plants, particularly Serrated Tussock, Artichoke Thistle and Boxthorn, is a significant problem facing farmers and landowners in the City.
- Urban development, weed infestation and clearing for cultivation have contributed to the incremental loss of native vegetation within the City.
- The proliferation of standardised architecture and advertising signs has the potential to diminish the character and unique identity of the City's towns and suburbs.
- Open spaces in the City are generally undervalued, underdeveloped, under-utilised and poorly designed assets.

Strategies

- Increase community awareness and positive action in relation to recycling and waste minimisation and seek to reduce the amount of waste being deposited in landfills by 50% by the year 2000.
- Identify and implement initiatives aimed at pet control and minimisation of the impacts of pest animals on rural activities.
- Ensure that in new residential subdivisions, roads and allotments are oriented to enable, where practicable, the application of energy efficiency principles.
- Work with the State Government and the Directorate of Public Transport to develop a strategy for the establishment and expansion of public transport facilities in the City.
- Create a physical environment within the City that supports safe cycling through the establishment of:
 - a safe and continuous off-road network;
 - a safe and continuous on-road network; and
 - bicycle facilities at key destination points such as schools, shops, workplaces and railway stations.

- Ensure that advertising signage does not detract from the amenity and appearance of the City and discourage signage that is excessive, confusing or not in keeping with the character of the natural or built environment.
- Ensure that land use and development proposals in the vicinity of grasslands, woodlands and waterways of identified environmental significance are designed and located in such a way as to protect and enhance their ecological, landscape and cultural values.
- For new subdivision and development proposals, require the preparation of a site analysis plan which shows the existing topographic, visual, flora, fauna, habitat and built features of the site and surrounding land, and a written report explaining how the proposal has responded to the identified features.
- Encourage the development of a hierarchy of open spaces in the City that meets the local, neighbourhood and regional open space needs of the City and where possible and appropriate, incorporate major topographical and natural and cultural heritage sites in open spaces. To implement this strategy it may be necessary for a significantly greater open space contribution than 5% to be provided in new subdivisions.
- Improve the quality of streetscapes and open spaces throughout the municipality.
- Increase community understanding, appreciation and enjoyment of the City's environment and foster community pride through interpretation.
- Limit residential densities and discourage noise sensitive uses from establishing in areas that are or will be subject to high aircraft noise exposure.
- Protect Extractive Industry Interest Areas from sensitive land uses.
- Ensure that proposals for quarrying and/or soil removal are accompanied by detailed information addressing the following: nature of preliminary works; screening from adjacent land and roads; impacts on roads; the operation itself; and rehabilitation and proposals for eventual use.

Planning Scheme Response

- Apply the Rural Zone to the rural areas in the City, generally providing for a 40 or 80 hectare minimum subdivision area.
- Zone Organ Pipes National Park and Woodlands Historic Park to the Public Conservation and Resource Zone.
- Apply an Environmental Significance Overlay to major waterways, creek valleys and significant grassland and woodland communities and wildlife corridors.
- Apply a Heritage Overlay to areas, sites and landscapes identified as having cultural heritage significance.
- Apply a Vegetation Protection Overlay to significant vegetation communities.
- Apply an Airport Environs Overlay to areas of significantly high aircraft noise exposure (generally in excess of the 20 ANEF noise contour).
- Implement the Rural Land Character and Urban Design Local Policy at Clause 22.02.
- Implement the Advertising Signs Local Policy at Clause 22.09

Other Actions

- Prepare a comprehensive Conservation and Environmental Action Plan that provides a planning policy framework and action plan for issues such as:
 - ecologically sustainable development;
 - natural and cultural heritage preservation;
 - resource conservation;
 - waste reduction;
 - achieving environmental best practice within Council operations; and
 - increasing community involvement in environmental matters.
- Continue to implement the recommendations of the Hume City Council Waste Management Strategy Plan (1996).
- Continue to apply the guidelines contained in the Hume City Council Dogs in Public Spaces Policy (1999).
- Continue to implement the recommendations of the Hume City Council Bicycle Strategy Plan (1996).
- Implement the priorities and actions contained in the Hume City Council Integrated Weed Control Strategy (1999).
- Continue to implement the recommendations of the Hume City Council Interpretation Strategy for Hume Parklands.
- Invest \$5 million in Council's 5 year Capital Works Budget for open space improvements, with \$887,000 in 1999/2000.
- Invest more than \$7.7 million annually for maintenance and amenity works to Council's open spaces and public areas.
- Undertake a strategic review of the rural areas which includes:
 - land capability studies for all rural, rural living and low density residential land to determine appropriate rural uses and suitability or otherwise for subdivision;
 - independent research into the market demand and supply of low density residential and rural living land in the City including separate analysis of differing markets within the City; and
 - review of rural land strategies with a view to supporting and encouraging improvements to agricultural practice and options in the City, including farm size.

When completed, incorporate the recommendations of the strategic review in the planning scheme.

- Council adopted the City of Hume Heritage Study: Former Shire of Bulla District and City of Hume Heritage Study: Former City of Broadmeadows District in March 1999 and August 1999 respectively. Together these studies document the environmental history of the City since European settlement and identify and document heritage sites, heritage areas and cultural landscapes of local and greater significance. It is proposed that the recommendations of these studies be incorporated into the planning scheme as soon as practicable.
- In August 1999 Council adopted a Roadside Management Strategy which, among other things, aims to conserve and enhance the environmental and heritage values of municipal roadside reservations. It is proposed that the recommendations and guidelines of this strategy be incorporated into the planning scheme as soon as practicable.
- In January 1999 Council completed a mapping project which involved identifying and documenting remnant vegetation sites in the City. It is proposed that the

recommendations of this project and the NEROC report in the planning scheme as soon as practicable.

- In April 1999 Council adopted the Hume City Council Open Space Strategy that, among other things, provides a planning framework for the provision, location, design and maintenance of open spaces in the City. It is proposed that the recommendations and guidelines in this strategy be included in the planning scheme as soon as practicable.
- Undertake further work to document features of geological, geomorphological and topographical significance of the City, with the view to applying an appropriate planning control over features and sites identified as requiring protection.

Reference Documents

- Moonee Ponds Creek Concept Plan (1992).
- Merri Creek and Environs Strategy (1999).
- Shire of Bulla Local Conservation Strategy (1990).
- City of Broadmeadows Environment Management Strategy (1994).
- Remnant Native Grasslands and Grassy Woodlands of the Melbourne Area, Department of Conservation and Environment (1990).
- Beardsell, C, Sites of Faunal and Habitat Significance in North East Melbourne, Nillumbik Shire Council (1997).
- Planning Measures for Environment Protection - A Practical Guide for Local Government (March 1996) Environment Protection Authority.
- Geological and geomorphical Sites of Significance of Western Melbourne (1993) G. Rosengren.
- Guide to priorities for Melbourne's open Space network-Northern tributaries (1995) Melbourne Parks and Waterways.
- The Woodlands Historic Park Management Plan (1988).