



HUME CITY COUNCIL
**SUNBURY HIGAP
DELIVERY &
INFRASTRUCTURE
STRATEGY**
JULY 2012

www.hume.vic.gov.au



Preamble

This Delivery and Infrastructure Strategy aims to provide a sense of what an appropriate order and timing to the delivery of new development and new infrastructure would be to guide the growth of Sunbury. It does not guarantee that development and infrastructure will occur as outlined and for this reason the Strategy will be updated frequently (at least every 5 years) with the costs, staging and funding of development and infrastructure updated accordingly.

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1. Introduction

Sunbury is identified as one of the principal growth corridors in the Melbourne area. Its delivery is critical to achieving the housing objective of State Government to provide plentiful and cheap land for housing development. Sunbury's growth is also critical to achieving the long held aspirations of Hume City Council and the Sunbury community to make Sunbury more self contained and to attract new development and investment to support improved infrastructure provision.

Hume City Council has developed a Spatial Strategy to guide the future development of Sunbury. The Spatial Strategy outlines the future vision for Sunbury and details where and when new development and change will occur and what infrastructure is required.

This Delivery & Infrastructure Strategy outlines in more detail how this development, change and infrastructure will be delivered. In doing so, this document serves a number of purposes:

- A document outlining where, when and how new development and infrastructure will be enabled; how much it will cost, and who is likely to fund it – including investment from Council, State Agencies and State government;
- A key piece of 'evidence' to demonstrate that, with the right action and investment, the sustainable growth of the area, as set out in the Spatial Strategy, can be achieved.
- A tool to guide, prioritise and co-ordinate the delivery of development in step with infrastructure and to facilitate sustainable growth and change;
- A 'bidding' document to a variety of State and Federal Government, seeking their commitment to contribute to funding;
- A document that can be used to support detailed precinct specific Development Contributions Plans or any potential future development tariff based approach to developer contributions and support negotiations with private sector developers where they are expected to contribute to projects; and
- A clear document identifying what further work is required, when and by whom to facilitate and enable development and change.

1.1. Status of this Document

Hume City Council has met with, and will continue to meet, a range of service providers and private sector agencies to ascertain future plans and to help secure investment in the infrastructure priorities in the area. However, many of the actions and investment strategies are outside the control of Hume City Council and therefore it cannot guarantee that the responsible agencies will commit to the work and funding outlined in this document in their own forward planning and investment plans.

This Strategy aims to provide a sense of what an appropriate order and timing to the delivery of new development and new infrastructure would be to guide the growth of Sunbury. It does not guarantee that development and infrastructure will occur as outlined and for this reason the Strategy will be updated frequently (at least every 5 years) with the costs, staging and funding of development and infrastructure updated accordingly.

This document is not intended to be a comprehensive list of all infrastructure and funding in Sunbury. In particular, it does not include investment in the maintenance and improvement of roads or upgrade to existing facilities.

1.2. Planning as the Delivery Process

The planning process is an important means by which the Spatial Strategy and growth in Sunbury will be implemented and delivered with planning permits required before the majority of the new development can commence.

For large and complex sites, a range of more detailed plans will need to be prepared prior to permits being approved for large sites in Sunbury with the large areas zoned Urban Growth Zone (UGZ) requiring the preparation of Precinct Structure Plans (PSPs) and Development Contribution Plans (DCPs).

In other areas and for less complex development proposals, the Hume Planning Scheme outlines the policies and factors that need to be considered. The Spatial Strategy and particularly the strategies contained within it will be reflected in the Hume Planning Scheme as it is updated.

Precinct Structure Plans (PSPs)

Precinct Structure Plans (PSPs) will be prepared either by Council or the Growth Areas Authority (GAA) in cooperation with the landowners and developers as well as State Government and other key stakeholders. Council will ensure that the Spatial Strategy and particularly the elements that relate to the UGZ areas is reflected through the preparation of the PSPs as far as possible.

Typically, community consultation will be undertaken on the PSP as part of their preparation or prior to them being submitted to the Planning Minister for approval in the form of a Planning Scheme Amendment.

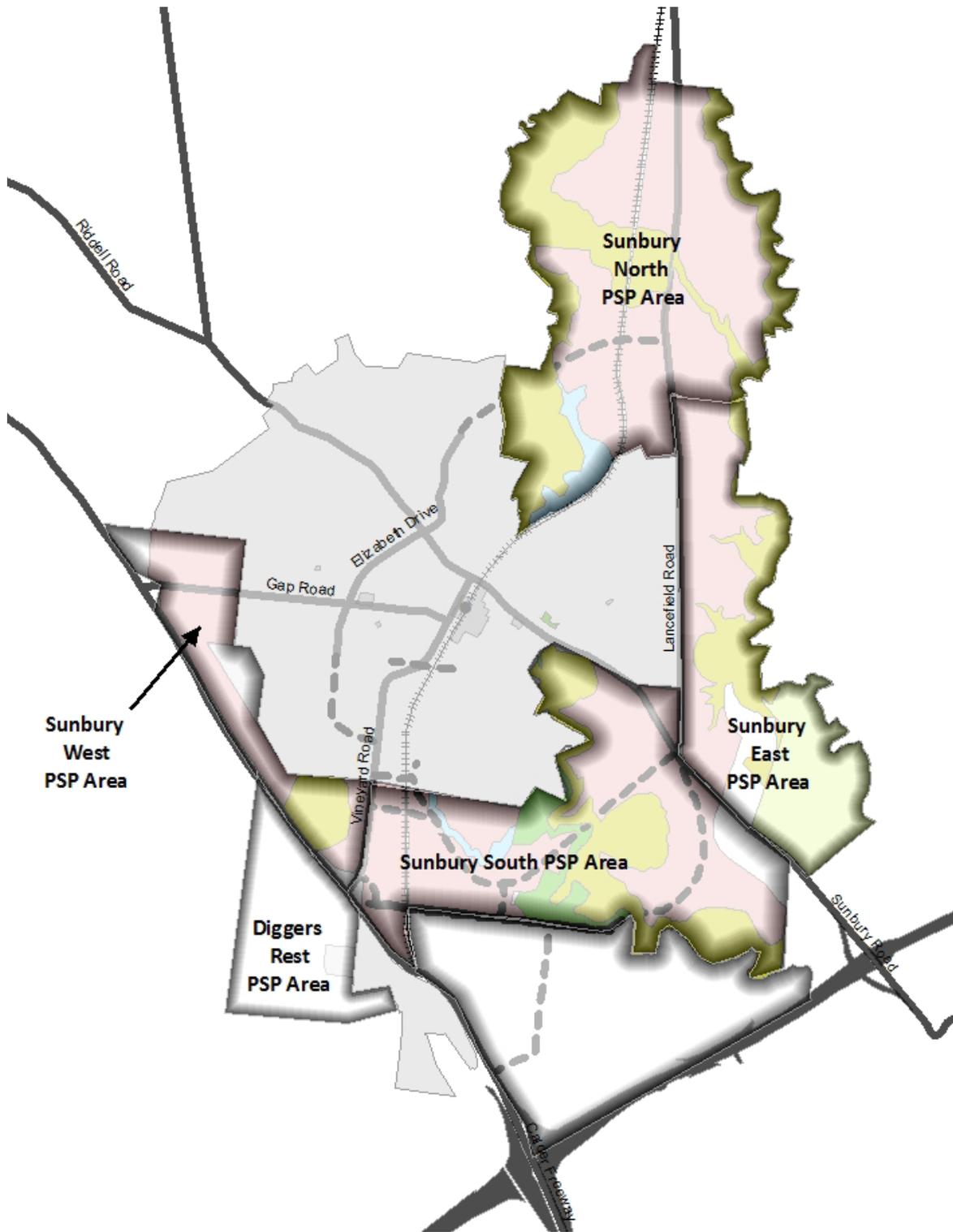
Map 1.1 below shows the proposed boundaries for future PSPs as defined by the GAA. The Sunbury West PSP area has been enlarged to incorporate land along Barrington Lane and land adjacent to the Calder which is currently outside of the UGB.

For more information on the Planning Process please visit www.dpcd.vic.gov.au and for more information on the PSPs please visit www.gaa.vic.gov.au.

1.3. Other Delivery Processes

As outlined in the remainder of this document, there are a significant range of other processes beyond the planning process, particularly for the delivery and funding of new infrastructure, required to deliver the Spatial Strategy and sustainable new development in Sunbury.

Map 1.1 – Proposed Precinct Structure Plan (PSP) Boundaries



2. New Infrastructure

The work undertaken to underpin the Spatial Strategy makes it clear that there are major challenges to address in order to deliver the scale of development in Sunbury, not least investment in a wide range of infrastructure, services and facilities required to support the planned growth.

Significant investment for road and public transport, health, education, community, leisure and open space infrastructure will need to be obtained from a range of sources of funding to appropriately support the growth of Sunbury. It is also important that this infrastructure is provided in step with development to ensure that new development does not put an unacceptable strain upon existing infrastructure. In particular, it is important that transport infrastructure is provided early to enable residents to access work opportunities and services outside of Sunbury.

This section outlines what these infrastructure projects are and who is responsible for their delivery. It prioritises the infrastructure projects with the highest priority given to the infrastructure projects that are directly related to unlocking the potential growth of Sunbury or enabling it to function sustainably. Finally, it discusses how they will be funded and identifies a significant funding gap for State Government and a large infrastructure bill for Local Government.

2.1. Infrastructure Requirements, Responsibilities & Priorities

State Government is responsible for the funding and delivery of the most critical, the largest and the most expensive infrastructure projects identified in the Spatial Strategy. These include three new train stations, major road upgrades, new schools and a higher education/TAFE facility and a new hospital.

Local Government is responsible for the funding and delivery of more local infrastructure, including local roads, new active sports reserves, community meeting spaces, and early years facilities such as maternal child health and pre schools.

Mainstream State and Local Government funding will be the principal source of funding for much of this new infrastructure with developers also making a significant contribution through Growth Area Infrastructure Charge (GAIC) and local Development Contributions Plans (DCPs).

In many cases, mainstream funding is only set for a short period (often less than 5 years). This is in contrast to the 30 year time horizon of the Spatial Strategy and therefore the delivery of both State and Local infrastructure is subject to changing budget commitments. That said, there are clearly differing priorities for infrastructure that should make the delivery of the most important and most significant infrastructure items less susceptible to changing commitments or reduced funding.

Hume City Council has identified a priority for each of the infrastructure projects identified in the Spatial Strategy in the Sunbury / Diggers Rest area based on the following three levels:

- **Priority 1: Fundamental Infrastructure** – this is infrastructure that is fundamental to the Spatial Strategy such that it must happen to enable development to occur and failure to deliver would require the Spatial Strategy to be reviewed.
- **Priority 2: Required Infrastructure** – this is infrastructure that is required and must happen if growth is to be achieved in a timely and sustainable manner. Failure to deliver could result in development being refused planning permit or the Spatial Strategy to be reviewed.
- **Priority 3: Desirable Infrastructure** – this is infrastructure is desirable to deliver the overall vision in the Spatial Strategy such that it would enhance the overall quality of life in the area but failure to deliver is unlikely to prevent development occurring or result in the Spatial Strategy being reviewed.

The remainder of this section outlines what new infrastructure is required starting with the large scale infrastructure covering transport, health, community, leisure and open space. In addition to these there is an extensive list of required smaller scale infrastructure that includes: primary schools, secondary schools, active sports, multi-purpose community facilities which are discussed below.

The Lead Agency refers to the primary agency responsible for progressing the planning and delivery of that specific piece of infrastructure. The Funding Agency refers to the primary agency responsible for funding that piece of infrastructure. In some cases other agencies will be involved in either progressing or funding the infrastructure.

Note: All costs and timeframes subject to revision

2.2. Large Scale New Infrastructure

Transport Infrastructure

The most important and costly infrastructure for Sunbury is transport infrastructure. Without its delivery, new development will place a significant and unacceptable strain upon the existing road and public transport infrastructure and badly impact upon the liveability and sustainability of Sunbury.

The Bulla Bypass

The proposed Bulla Bypass is an arterial road that is critical to relieving pressure on the Sunbury Bulla Road and improving connectivity between Sunbury and the existing and future employment nodes and service centres in the Northern Growth Corridor. It is important in the short-term to provide capacity along Sunbury-Bulla Road for future development in Sunbury's East.

Priority: Fundamental Infrastructure
Cost: Subject to Vic Roads investigations

Lead Agency: State Govt (Vic Roads)
Funding Agency: State Govt

Required Timeframe: 0 - 5 years

Status: Uncommitted undergoing feasibility testing

Upgrade to Sunbury Bulla Road

The Sunbury Bulla Road currently carries in excess of 20,000 vehicles a day which is significantly beyond its design capacity resulting in congestion and safety issues. Whilst part of the road is duplicated, other sections are not, notably at the narrow bridge crossing. Upgrade to this important arterial road, along with the Bulla Bypass, is critical to enabling safe and efficient access from Sunbury to Melbourne Airport and other employment and service centres.

Priority: Fundamental Infrastructure
Cost: \$21 million (estimate)
Required Timeframe: 0 - 5 years

Lead Agency: State Govt (Vic Roads/ DOT)
Funding Agency: State Govt
Status: Uncommitted

Provision of High Frequency Bus Services along Sunbury Bulla Road

To support more affordable and sustainable travel, there needs to be a high frequency bus service running along Sunbury Road connecting Sunbury residents to Melbourne Airport and the Hume Corridor, especially Broadmeadows.

Priority: Fundamental Infrastructure
Cost: Unknown
Required Timeframe: 0 - 5 years

Lead Agency: State Govt (DOT)
Funding Agency: State Govt
Status: Uncommitted

The Outer Metropolitan Ring (OMR)

The proposed OMR is a major freeway and potential rail route that will connect the outer western port area of Melbourne, Geelong and Avalon Airport with the Hume Freeway. It has the potential to significantly enhance the accessibility of the Sunbury to these major transport hubs and could therefore make an important long term contribution to the marketability and viability of the Sunbury area as an employment area and node. It will also help improve accessibility to the future employment areas in the western and northern areas of Melbourne.

Priority: Required Infrastructure
Cost: Unknown
Required Timeframe: 5-10 years

Lead Agency: State Govt (Vic Roads)
Funding Agency: State Govt
Status: Uncommitted

Jacksons Hill Train Station

The existing Sunbury Town Centre train station suffers from high demand, limited accessibility and limited commuter parking. The provision of additional train stations is critical to maximising the investment of State Government in the electrification of

the Sunbury line, to relieving the pressures on the Town Centre and encouraging sustainable travel patterns early in the life of new neighbourhoods. The potential Jacksons Hill train station is the most suitable option and should be delivered early to support transit orientated development in Sunbury South.

Priority: Fundamental Infrastructure **Lead Agency:** State Govt (DOT)
Cost: \$38 million (estimate) **Funding Agency:** State Govt
Required Timeframe: 0 - 5 years **Status:** Uncommitted

Electrification of Train Line to Northern Stations

There is potential to extend the electrification of the Train Line to the future northern stations in the north east of Sunbury. This would enable a more frequent and sustainable service to be provided from the new development areas in north east Sunbury and the provision of two new northern train stations (see below).

Priority: Required Infrastructure **Lead Agency:** State Govt (DOT)
Cost: \$200 million (estimate) **Funding Agency:** State Govt
Required Timeframe: 15 + years **Status:** Uncommitted

Northern Train Stations

Along with the potential Jacksons Hill train station, there are two potential locations for future train stations in the north east of Sunbury to encourage transit orientated in these new neighbourhood areas.

Priority: Required Infrastructure **Lead Agency:** State Govt (DOT)
Cost: \$38 million each (estimate) **Funding Agency:** State Govt
Required Timeframe: 15 + years **Status:** Uncommitted

Duplication of Plumpton Road & Provision of High Frequency Bus Services

As the western growth corridor of Melbourne grows, connectivity between Sunbury and this corridor will become more important. The duplication of Plumpton Road will be necessary to support the potential future traffic whilst a high frequency bus service will be important to provide affordable and sustainable travel.

Priority: Required Infrastructure **Lead Agency:** State Govt (Vic Roads/DOT)
Cost: Unknown **Funding Agency:** State Govt
Required Timeframe: 15 years + **Status:** Uncommitted

The Southern Link

Providing an orbital road and public transport connection in Sunbury is important to connect neighbourhoods and communities without the need to travel through Sunbury Town Centre. The Southern Link will be particularly important in the short to medium term to open up access to the southern part of Sunbury and to connect new communities on the eastern side of Sunbury to the Calder Freeway whilst the Bulla Bypass and upgrade to Sunbury Road are being constructed. It will also provide connectivity to the future Jacksons Hill Train Station.

Priority: Fundamental Infrastructure **Lead Agency:** State Govt (Vic Roads/ DOT)
Cost: \$60 million (estimate) **Funding Agency:** State Govt
Required Timeframe: 0-5 years **Status:** Uncommitted

The Northern Link

Like the Southern Link, the Northern Link will be important to connect communities and provide improved access to Sunbury Town Centre and the Calder Freeway for the future communities in the north eastern parts of Sunbury and for communities north of Sunbury.

Priority: Required Infrastructure **Lead Agency:** State Govt (Vic Roads/DOT)
Cost: \$40 million (estimate) **Funding Agency:** State Govt
Required Timeframe: 15+ years **Status:** Uncommitted

Upgrade to Lancefield Road

Lancefield Road is currently a very fast stretch of road carrying large volumes of traffic. As new neighbourhoods are developed along Lancefield Road it will need to be duplicated with new intersections added. This will need to occur in step with development and high frequency bus services operating along it as part of the orbital bus route around Sunbury.

Priority: Required Infrastructure **Lead Agency:** State Govt (Vic Roads/DOT)
Cost: Estimated \$40 million **Funding Agency:** State Govt
Required Timeframe: in stages in advance of development **Status:** Uncommitted

Completion of Elizabeth Drive

Elizabeth Drive is part constructed and will form part of the orbital road and bus route around Sunbury when completed.

Priority: Required Infrastructure **Lead Agency:** Hume City Council
Cost: Developer funded **Funding Agency:** Developers
Required Timeframe: 0 - 10 years **Status:** Committed – subject to development contributions

Provision of High Frequency Bus Services along the Sunbury Orbital Route

A high frequency bus service along the proposed orbital route in Sunbury (running along Lancefield Road, the Southern Link, Elizabeth Drive and the Northern Link) will provide Sunbury residents with convenient public transport access to the Sunbury Town Centre and to other parts of Sunbury.

Priority: Required Infrastructure **Lead Agency:** State Govt (DOT)
Cost: Unknown **Funding Agency:** State Govt
Required Timeframe: in step with development **Status:** Uncommitted

Viaduct Way

Places Victoria is required to provide a crossing of the rail line as part of the development of their Jacksons Hill estate. Council is currently working with Places Victoria and other stakeholders to determine the feasibility of providing the crossing at the viaduct and whether there are alternative solutions.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 0 - 5 years

Lead Agency: HCC & Places Victoria
Funding Agency: HCC & Places Victoria
Status: Uncommitted – subject to design and approvals

Walking & Cycling Trail to Melbourne CBD

Walking and cycling link along Jacksons Creek and the Maribyrnong River to connect Sunbury with Organ Pipes, Brimbank Park and the Melbourne CBD.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 15+ years

Lead Agency: Hume/Brimbank City Councils
Funding Agency: To be determined
Status: Uncommitted

Walking & Cycling Trail to Melbourne Airport

Walking and cycling link along Sunbury Road linking Sunbury to the Melbourne Airport. To be developed as part of upgrades to Sunbury Road and the Bulla Bypass.

Priority: Required Infrastructure
Cost: To be determined
Required Timeframe: 0-5 years

Lead Agency: State Govt (DOT)
Funding Agency: State Govt
Status: Uncommitted

Health, Education and Leisure Facilities

As Sunbury grows its capacity to support large scale health, education and leisure facilities will increase reducing the need for the Sunbury community to leave the township to access these facilities and services. Whilst State Government is still forming its view on the requirements for a hospital or equivalent and a university/TAFE, Hume City Council is strongly of the view that both are desirable infrastructure. A number of the facilities listed below are typically provided when the population is much larger and therefore are likely to be provided beyond the next 15 years.

University/TAFE

Hume City Council is working with State Government to develop an educational blueprint for Sunbury (see [Section 5](#)). The former VU site at Jacksons Hill represents one of a number of possible locations for the provision of a university/TAFE (or

equivalent). The other potential alternative locations identified in the Spatial Strategy include the Sunbury Town Centre and land adjoining the Northern Station.

Priority: Desirable Infrastructure
Cost: \$52 million (estimate)
Required Timeframe: 15+ years

Lead Agency: State Govt
Funding Agency: State & Commonwealth
Status: Uncommitted

Hospital or Equivalent

The Sunbury Day Hospital provides day medical and surgical procedures as well as dialysis treatment and specialty clinics. The current and projected population is unlikely to trigger the need for a tertiary hospital but Sunbury is well suited to service a larger regional population and needs the provision of both emergency and after hours services. The Spatial Strategy identifies the town centre as the preferred location for a future hospital (or equivalent) if one is required with land adjoining one of the Northern Stations as an alternative location.

Priority: Desirable Infrastructure
Cost: Unknown
Required Timeframe: 15+ years

Lead Agency: State Govt
Funding Agency: State Govt
Status: Uncommitted

Extension to Community Health Centre

The existing Community Health Centre in Sunbury will also require upgrading and expanding to support future demand arising from the population growth. The future development requirements of the Community Health Centre will form part of future research. The Spatial Strategy identifies the potential to expand this facility. The current site has potential for future expansions (as a 2nd level) and this could provide an additional 3,000sqm in the town centre. Alternatively, a range of visiting health services and programs could be delivered from new community hub facilities in the new activity centres. Further consultation is required with the Community Health Sector.

Priority: Required Infrastructure
Cost: \$7.5 million (estimated)
Required Timeframe: 15+ years

Lead Agency: State Govt
Funding Agency: State Govt
Status: Uncommitted

Library and Learning Centre

The Hume Global Learning Centre in Broadmeadows is a highly successful and popular facility that provides a range of learning and educational services for the community. Hume City Council has constructed a similar facility in Craigieburn and is committed to providing an expanded facility in Sunbury. Design work is anticipated to start in the short term and be completed in 2016 and the facility opened in 2018.

Priority: Desirable Infrastructure
Cost: \$24 million
Required Timeframe: 5-10 years

Lead Agency: Hume City Council
Funding Agency: Hume City Council
Status: Uncommitted

Upgrade to Aquatic Centre

The existing Sunbury Aquatic and Leisure Centre provide adequate provision for the current population. Facilities are ageing and will need major redevelopment including expansion to respond to population growth and provide for changing leisure and wellbeing participation needs.

Priority: Desirable Infrastructure
Cost: \$25 million (estimated)
Required Timeframe: 5-15 years

Lead Agency: Hume City Council
Funding Agency: Hume City Council
Status: Uncommitted

Regional Soccer Facility

Sunbury has an existing regional scale AFL facility but requires a number of other regional scale facilities. The first to be planned and delivered is the regional soccer facility, potentially at Langama Park.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 0-10 years

Lead Agency: Hume City Council
Funding Agency: Hume City Council
Status: Uncommitted

Additional Regional Sports Facility

As the population of Sunbury grows it will generate sufficient demand to justify the provision of a dedicated regional space for other sports including athletics and hockey. The preferred location for a dedicated facility to support these sports is in the vicinity of one of the northern train stations and in good proximity to the proposed Major Activity Centre.

Priority: Desirable Infrastructure
Cost: \$30 million (estimated)
Required Timeframe: 15+ years

Lead Agency: Hume City Council
Funding Agency: Hume City Council/State Govt
Status: Uncommitted

Sunbury Performing Arts Centre

A Performing Arts Centre in Sunbury is desirable over the coming 30 years to meet demand for performance space in the township. Further work is required to determine the community needs and to advance the future planning and development of such a facility and its potential to meet needs of a large meeting space.

Priority: Desirable Infrastructure
Cost: \$30 million (estimated)
Required Timeframe: 15+ years

Lead Agency: Hume City Council
Funding Agency: Hume City Council/State Govt
Status: Uncommitted

[Open Space Infrastructure](#)

Sunbury has a fantastic and unique landscape with many impressive features, including hill tops and creeks with impressive escarpments. This landscape is critical to the rural feel and rural outlook that Sunbury enjoys and provides a number of open space

opportunities that will distinguish Sunbury from other parts of Melbourne and other growth areas and increase community enjoyment of the Sunbury's landscape.

Jacksons Creek Regional Park

Jackson's Creek is the most visible and accessible of the landscape features in Sunbury and some of the land adjoining the creek and along its escarpment already in public ownership. There is significant potential for more land to be acquired and for a Regional Park to be established with walking and cycling trails along both the creek and its escarpment. Concept planning is required to determine the approximate cost for provision of this Regional Park.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 5 -15 years

Lead Agency: State Govt & Hume City Council
Funding Agency: To be determined
Status: Uncommitted

Emu Creek Regional Park

Emu Creek is of equal value to Jacksons Creek but less accessible. There is therefore significant potential for a similar Regional Park to be established along the creek and escarpment with walking and cycling trails. Concept planning is required to determine the approximate cost for provision of this Regional Park.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 5 -15 years

Lead Agency: State Govt & Hume City Council
Funding Agency: To be determined
Status: Uncommitted

Mount Holden Hilltop Park

Sunbury's hilltops are well known and popular landscape features. Mount Holden is the largest and most impressive and plans have been approved to develop a hilltop park.

Priority: Desirable Infrastructure
Cost: n/a
Required Timeframe: 0 - 10 years

Lead Agency: Hume City Council
Funding Agency: Hume City Council
Status: Uncommitted

Redstone Hill Hilltop Park

Redstone Hill is another hilltop that has the potential to become a hilltop park. Concept planning of this reserve will be required at the Precinct Structure Planning stage to determine design and cost of this reserve.

Priority: Desirable Infrastructure
Cost: To be determined
Required Timeframe: 5 - 15 years

Lead Agency: Hume City Council
Funding Agency: Developer/Hume City Council
Status: Uncommitted

2.3. New Local Scale Infrastructure

In addition to the above there is a lengthy list of required infrastructure that will be used principally by those who live in a particular neighbourhood (e.g. multi purpose

community centre and schools). These additional requirements are outlined in [Table 2.1](#) below for each of the precincts outlined in the Spatial Strategy and shown in [Map 2.1](#) below.

Only the development within the precincts that require the local infrastructure will be required to contribute to this infrastructure.

As with other infrastructure, the items listed in [Table 2.1](#) are indicative only and subject to change and refinement over time, particularly as service provision requirements change and a more detailed understanding of specific needs is identified.

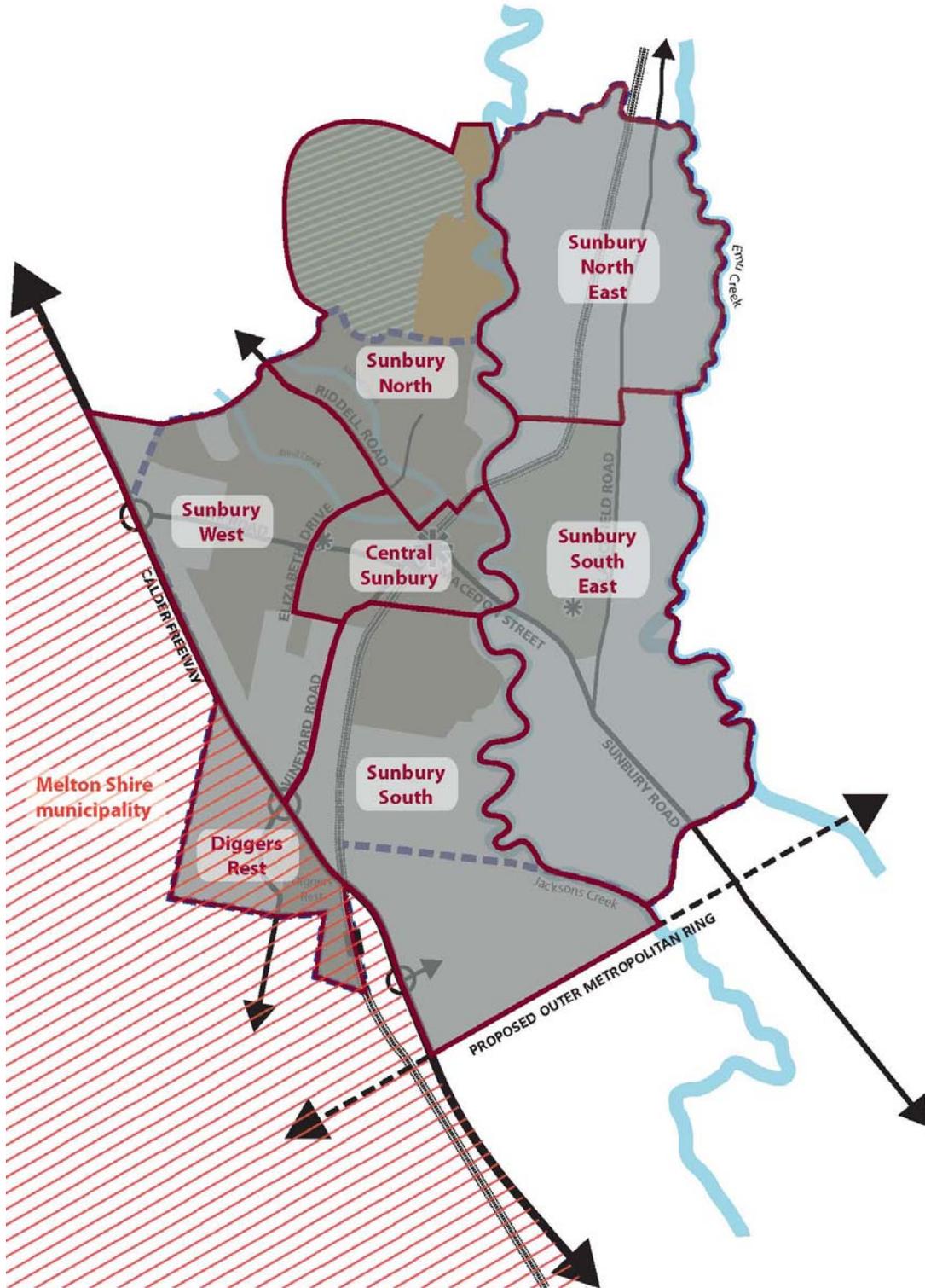
[Table 2.1: Other Required Local Infrastructure](#)

Precinct	Local Infrastructure
<p>Sunbury West (5-10+ Years)</p>	<p>Potential consolidation and expansion of existing facilities</p> <p>1 x Multi Purpose Community Facility on Gap Road potentially comprising:</p> <ul style="list-style-type: none"> • 2 x Pre School Room • 2 x MCH Consulting Room • Space for 120 place Long Day Care Centre • Community meeting space • Neighbourhood House • Children’s Activity Space • Family Resource Centre <p>1 x Primary School</p> <p>1 x 10.25ha of District Active Open space (sports to be determined)</p>
<p>Sunbury South (10-15+ Years)</p>	<p>1 x Multi Purpose Community Facility potentially comprising:</p> <ul style="list-style-type: none"> • 2 x Pre School Room • 2 x MCH Consulting Room • Space for 120 place Long Day Care Centre • 100 person Community meeting space • Neighbourhood House • Children’s Activity Space • Family Resource Centre <p>1 x Primary School 1 x Secondary School</p> <p>1 x 10.25ha of District Active Open space (sports to be determined)</p>
<p>Sunbury South East (15+ years)</p>	<p>Expansion of facilities in Goonawarra</p> <p>1 x Multi Purpose Community Facility in Large NAC potentially comprising:</p> <ul style="list-style-type: none"> • 2 x Pre School Room

Precinct	Local Infrastructure
	<ul style="list-style-type: none"> • 2 x MCH Consulting Room • Space for 120 place Long Day Care Centre • 100 person Community meeting space • Children's Activity Space • Family Resource Centre <p>1 x Multi Purpose Community Facility off Lancefield Rd potentially comprising:</p> <ul style="list-style-type: none"> • 1 x Pre School Room • 2 x MCH Consulting Room • Children's Activity Space • Space for 120 place Long day care centre • Neighbourhood House <p>1x Multi Purpose Community Facility in South potentially comprising:</p> <ul style="list-style-type: none"> • 1 x Pre School & 1 x MCH Consulting Room • Children's Activity Space <p>2 x Primary School 1 x Secondary School 1 x Potential Catholic/Private School</p> <p>3 x 10.25ha of District Active Open space (sports to be determined)</p>
<p>Sunbury North East (15+ years)</p>	<p>3 x Multi Purpose Community Facility potentially comprising:</p> <ul style="list-style-type: none"> • 3 x Pre School Room • 3 x MCH Consulting Room • Space for 120 place Long Day Care Centre • 100 person Community meeting space • Neighbourhood House • Children's Activity Space • Family Resource Centre <p>3 x Primary School 1 x Secondary School 1 x Catholic/Private School</p> <p>2 x 10.25ha of District Active Open space (sports to be determined) 1x 5ha of Sub District Active Open space (sports to be determined) 1 x Indoor recreation facility</p>
<p>Sunbury North (5-15 years)</p>	<p>Upgrade of existing community facilities</p>

NB: The scale, number and composition of facilities listed in Table 2.1 may change to reflect changing community needs and service provision models.

Map 2.1 Sunbury's Precincts



3. Development & Infrastructure Staging

Committing to large expenditure on infrastructure in growth areas is politically difficult to justify compared to investment in established areas where public demand is more apparent and articulated. However, there are significant economic, social and environmental benefits of delivering infrastructure in step with development, notably reduced construction costs, reduced travel and environmental damage, increased social cohesion and livability, and improved affordable living.

There are therefore significant benefits in being proactive and transparent in articulating the staging of development in helping to:

- identify what infrastructure investments are required by various parties and when;
- ensure that the right level of development and growth to the most infrastructure ready areas;
- align various public and private funding and investment streams; and
- give the existing and future community an understanding of the implications upon them.

This section outlines when certain areas/precincts in Sunbury should be developed and when certain infrastructure should be delivered to support that development.

3.1. Staging of Development and Infrastructure

The supply of housing land in Sunbury has shrunk in recent years as developments have reached completion and new land has not been released. This has reduced the annual number of new lots released in Sunbury from around 380 in 2007 to around 290 in 2010.

There are a number of developments that will continue to provide housing in Sunbury over the coming 5 years before the new growth areas begin releasing lots quickly, including the remaining lots in Jacksons Hill, Canterbury Hills and at Mount Holden as well as new developments off Vineyard Road and Racecourse Road. This is anticipated to deliver around 200 to 250 lots per annum.

However, it is anticipated that it will take some time for the demand and development capacity in Sunbury to be sufficient to support large numbers of new housing. ID Consulting have predicted that lot completions will not exceed 500 lots per annum until 2021 and 750 lots per annum until 2031. The projected rate of lot release and the total number of dwellings in Sunbury is shown in [Chart 3.1](#) below.

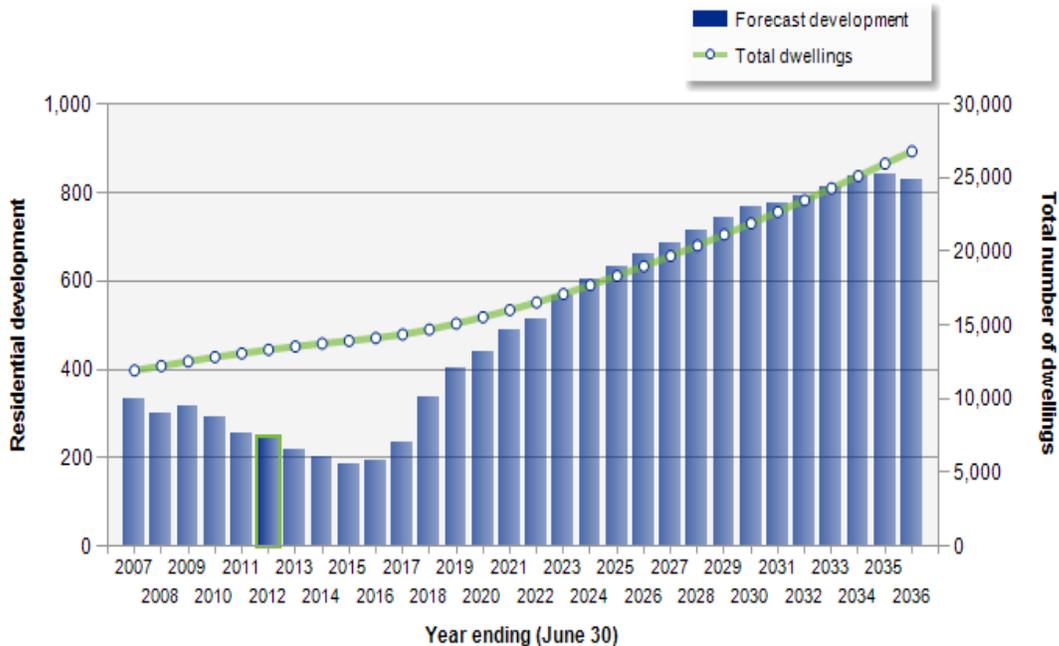
This is for a number of reasons:

- it will take time for the marketing of the developers in Sunbury to have the level of effect required to generate the demand to support a large increase in lot yields
- other growth locations in Craigieburn and Melton are well established and will generate more demand in the short to medium term

- there is a plentiful supply of land and choice in more established growth locations
- there are only a limited number of large developers operating in Sunbury

Table 3.1 outlines for each area/precinct the anticipated start date and the projected rate of development. **Note: Actual start date and rate of delivery may vary**

[Chart 3.1 – Forecast Residential Development for Sunbury](#)



[Table 3.1 – Start Date and Rate of Development](#)

	Anticipated Start Date	Anticipated Rate of Development p.a
Land between Mitchells Lane and Vineyard Road (Millet Land)	2014	35 - 50 lots
Land at Racecourse Road	2014	100 lots
Land to West of Sunbury	2015-17	50 to 120 lots
Land to South of Sunbury	2016-18	60-100 lots
Land to East of Sunbury	2017-18	200-250 lots
Land to North East of Sunbury	2025	220 lots
Land Beyond the UGB - Sunbury South	Subject to UGB change	Unknown

NB: Actual start date and rate of delivery may vary

[Land between Mitchells Lane and Vineyard Road \(Millet Land\)](#)

The land between Mitchells Lane and Vineyard Road is currently zoned for residential development and subject to the preparation of the Development Plan and as such it is anticipated that development could start in 2 years (2014) and develop

at a rate of approximately 35 to 50 lots per annum. As part of the development Elizabeth Drive will be extended to a new intersection on Vineyard Road. It is not dependent on any other ‘Fundamental’ infrastructure though its development will generate additional demand on existing roads and train station in and around Sunbury Town Centre. Due to existing demand for retail provision in this area, the proposed small scale supermarket and supporting retail and commercial development should ideally be constructed within the first 5 years of development.

[Land at Racecourse Road](#)

Land at Racecourse Road is subject to a planning scheme amendment and public consultation and is anticipated to start in 2014 and be developed at a rate of approximately 100 lots per annum. As part of the development, Elizabeth Drive will be extended to Racecourse Road. With existing retail and commercial provision limited in this area, the delivery of a small retail facility in the first 5 years is both desirable and potentially viable.

[Land to the West of Sunbury](#)

Land to the west of Sunbury is considered to be the least constrained location for new development in infrastructure terms with no “Fundamental” infrastructure required to unlock its development or to support its development. Its development will, however, generate demand on roads through Sunbury and on the existing train station until the orbital link and new train station are complete but not to such a degree that it should prevent its development, particularly if the Elizabeth Drive extension and Jackson’s Hill Station is constructed.

Development is anticipated to start within 5 years with the rate of development anticipated to be slow initially due to the fragmented landownership and lack of a recognised housing developer but to increase to around 120 lots per annum based on 2 development fronts.

Due to the level of existing future demand in the western area of Sunbury for retail, community facilities and education facilities, the following should ideally be constructed in the first 10 years of development: a multi purpose community facility, dual sports ovals and a full line supermarket with supporting retail and commercial floorspace. It is anticipated that a future primary school would not need to be provided until later in the development of this area due to the existing capacity at Sunbury West Primary School and Sunbury Heights Primary School, however, provision of the primary school would be preferred in the first 5 years to allow co-development with the preschool.

[Land to the South Sunbury](#)

Land to the South of Sunbury is identified to have significant strategic benefit as it provides opportunity for:

- the development of remaining industrial zoned land on Vineyard Road;

- the construction of an alternative rail crossing to the option under the existing viaduct and an alternative access to the Calder Freeway for development to the east of the rail line;
- the construction of an alternative train station within Sunbury to relieve pressure on the existing station;
- the construction of the Southern Link part of the orbital link around Sunbury;
- the development office and commercial land and a significant new bulky goods centre; and
- increased public and community access and enjoyment of Jackson's Creek.

However, the commencement of development in Sunbury South is dependent upon the early delivery of significant "fundamental" infrastructure, namely a large intersection on Vineyard Road and new grade separated rail crossing. Likewise, its optimum transit orientated development is dependent upon the construction of the new train station at Jacksons Hill.

Whilst there is a degree of consolidation in the landownership pattern, the lack of a recognised developer across the entire area at this stage and the large upfront infrastructure costs potentially delays its commencement to around 2016 and slows its potential rate of delivery to 60 lots per annum initially before increasing to 100 lots per annum.

Given the importance of establishing sustainable travel patterns and given the demand elsewhere in Sunbury, it is considered that the Jacksons Hill Train Station should be constructed and operating in 2016. This would maximise the efficiency and the return on the investment in both the station and the rail crossing in Sunbury South and the Southern Link.

There is existing demand for retail provision in Jacksons Hill and the western side of Vineyard Road, making the early provision of a supermarket suitable and viable. Likewise, there is limited spare capacity in education and community facilities in this part of Sunbury making it important that these are provided early, potentially in the next 10-15 years.

[Land to South East of Sunbury](#)

Land to South East of Sunbury is the most consolidated by developers but is the most dependent upon 'fundamental' infrastructure principally the upgrade to Sunbury Bulla Road and the construction of the Bulla Bypass. Whilst the construction of the Southern Link could enable some development in the shorter term by providing access on to the Calder Freeway and access to the Jackson's Hill Train Station, and thereby reducing the burden on Sunbury Bulla Road, development should not progress significantly in this location until the necessary upgrades are made to Sunbury Bulla Road. Given current State Government commitments, it is considered that 2017 represents a realistic timeframe for these upgrades to be planned, funded and constructed to enable development to occur with development then averaging approximately 220 to 250 lots per annum in this location.

Like Sunbury South, there is significant demand for food and local retail provision within the Goonawarra and Rolling Meadows estates, making the early delivery of a supermarket desirable and potentially viable. The demand for open space is being met at Goonawarra and the existing primary school and community facilities at the Goonawarra centre have capacity to absorb demand from existing development. It would therefore be appropriate for additional education and community facilities to be provided later with the first community facilities and open space provided around 2030.

[Land to North East of Sunbury](#)

Land to the North East of Sunbury is considered to be long term owing to its peripheral location, lack of existing infrastructure and the lack of developer interest at this stage. Like Sunbury South East it should not be developed significantly until the Sunbury Bulla Road has been upgraded and the Bulla Bypass constructed to avoid unacceptable increases in congestion on Sunbury Bulla Road. Given this, it is anticipated that development in this area will not commence until about 2025 and reach a rate of approximately 220 lots per annum in the long term.

In the Spatial Strategy, this area is the preferred location for a new regional sports facility as well as the alternative locations for a University/TAFE (or equivalent) and new hospital (or equivalent) if required. These facilities are anticipated to be required and supportable when the population of Sunbury reaches approximately 75,000 in about 2035.

[Land South of Watsons Road Beyond the UGB](#)

The Spatial Strategy shows a large area of land to the south of the existing Urban Growth Boundary (UGB) as potential future residential and employment. This land south of Watsons Road has been identified by Hume City Council for some time as having potential to be developed but would require a shift to the UGB, a potential upgrade to the Bulla Diggers Rest Road and appropriate consideration of aircraft noise associated with Melbourne Airport.

The potential for the inclusion of this land into the UGB was considered by the Logical Inclusions Advisory Committee in September 2011. Their report is yet to be published. The Committee are expected to consider logical inclusions again in 2013 or 2014.

4. Infrastructure Funding

4.1. Funding of State Infrastructure

As outlined in [Section 2](#), mainstream State Government funding will be the main source of funding for much of the new infrastructure. A crucial means of supplementing and providing an alternative non budgetary dependent source of funding for this infrastructure is the Growth Area Infrastructure Charge (GAIC) paid by the developers of land zoned Urban Growth Zone (UGZ) on a per hectare basis (\$90,000 per hectare).

The money collected through the GAIC can be spent wherever the State chooses regardless of where it is collected, meaning that the money given by developers in Sunbury could be spent in another growth area of Melbourne.

[Table 4.1](#) below shows the cost of providing the State infrastructure required in Sunbury and the GAIC contributions over time based on the timings outlined in [Section 2](#) above. It shows that in all 5 year periods the State Government will need to find significant funding to deliver the necessary infrastructure with over \$870 mil needed over the next 40 years.

[Table 4.1: State Infrastructure Costs & GAIC Collected Over Time](#)

Years	State Infrastructure Costs*	GAIC Collected	Surplus/Deficit
2011-15.	\$0	\$0	\$0
2016-20	\$90,257,143	\$4,159,384	-\$86,097,759
2021-25	\$128,657,143	\$12,566,986	-\$116,090,157
2026-30	\$22,357,143	\$20,937,143	-\$1,419,999
2031-35	\$18,857,143	\$27,990,740	\$9,133,597
2036-40	\$324,457,143	\$28,190,496	-\$296,266,647
2041-45	\$50,457,143	\$20,081,953	-\$30,375,189
2046-50	\$239,157,143	\$17,877,200	-\$221,279,943
Total	\$874,200,000	\$131,803,903	-\$742,396,097

* Excludes land costs and costs for Bulla Bypass, OMR & University/TAFE (or equivalent)

NB GAIC and Infrastructure Costs are at 2012 prices

For this reason, it is important that the GAIC money is used in the most efficient way. Hume City Council believe this best done through Works in Kind' (WIK) by the developers/landowners in lieu of financial contributions as this typically allows the infrastructure to be provided at a lower cost and earlier than would be the case if it were provided by State Government. This is permitted under the GAIC Legislation where it is possible to demonstrate the benefit and an appropriate WIK Agreement is prepared with State Government.

The GAA are expected to produce further guidance on the direct provision of infrastructure as this is currently not clearly defined beyond an understanding that:

- the infrastructure proposed to be provided as WIK, must be a priority from a community and/or growth area development perspective; and
- any WIK agreement must offer value for money for the community over a payment contribution

There is significant benefit of infrastructure being provided as WIK, notably improved timing of its delivery and reduced costs. However, for these benefits to be realised, the landowner(s) and developer(s) of the relevant land must be able to prepare an appropriate agreement with State Government and have the necessary financial capability to provide this infrastructure. This will not always be the case, particularly where landownership is fragmented or there is a lack of a large developer.

All of the priority infrastructure items outlined in [Section 2](#) would be suitable to be funded by the GAIC. [Table 4.2](#) above outlines the infrastructure items that should be considered as WIK and/or are the priority for delivery using GAIC contributions collected in Sunbury. This includes: the Southern Link, the new train stations, Smart Bus Extension, Jacksons Creek and Emu Creek Regional Parks, and land for hospital/TAFE.

There are a number of Priority 1 Infrastructure items not listed, notably the Bulla Bypass, the OMR and the upgrade to Sunbury Bulla Road. Whilst these are significant priorities for delivery, the cost of these items makes it inappropriate for GAIC money to be spent for two related reasons. Firstly, any money collected prior to the infrastructure item being required is only a fraction of the money required to deliver them. Secondly, and as a consequence, any benefits of the GAIC being a separate pool of funding for infrastructure to mainstream budgetary funding are not realised because its use remains dependent upon budgetary decisions. As a consequence, there is a significant risk that the benefits of the GAIC payments will not be realised for some time after they have been collected.

4.2. Funding of Local Infrastructure

As with State Infrastructure, a significant contribution for new and upgrades to infrastructure and services will be drawn from mainstream funding as well as bids to State and Federal Government and revenue from Council rates. However, the majority of the funding for new infrastructure will be drawn from development contributions for new local infrastructure to meet the demands generated from new development.

Rather than a flat charge as is the case with GAIC, local infrastructure contributions are calculated and collected in accordance with specific Development Contribution Plans for each area. It will cover contributions to construction or upgrade of new: roads and intersections, community facilities, active open space, indoor sports facilities, libraries and other local infrastructure that is the responsibility of local government to manage and maintain.

As outlined above, a significant source of funding for new local infrastructure will be from Development Contributions calculated for individual precincts based on the demand that they generate. For the most part this will cover the cost of sports ovals

Table 4.2 – Suitable GAIC Works in Kind Projects

Infrastructure Project	Cost	Justification	WIK to be Provided by
Southern Link	\$60 mil	<p>The Southern Link is critical to enabling development in both Sunbury South and Sunbury South East and East to commence and to advance. Specifically, it provides access for new communities to critical road and public transport connections to Melbourne and employment areas. It also provides the necessary pedestrian access across the train line to serve the new Jacksons Hill Train Station, and access to the Jacksons Creek Regional Park.</p> <p>Being constructed comprehensively from the outset of the development of Sunbury South and Sunbury South East and East will enable significant cost savings and ensure that the above access and connectivity is achieved early.</p>	Landowners in Sunbury South and East
Jacksons Hill Train Station	\$38 mil	The new Jacksons Hill Station is a crucial piece of public transport infrastructure for Sunbury that will both resolve existing congestion and parking issues around the Sunbury Town Centre station and provide critical sustainable transport access to Melbourne and other employment opportunities. It will also support sustainable transit orientated development which will significantly assist in providing viable higher density housing and increased housing choice in Sunbury.	Landowners in Sunbury South and East
Smart Bus Extension	Unknown	Providing public transport access from Sunbury to Melbourne Airport and Broadmeadows will be crucial to ensure sustainable access to key employment destinations and to services, at least in the short and medium term while Sunbury's new employment areas are developed. It would also reduce the level of congestion on Sunbury Bulla Road. Operating this service from the outset of development of land to the South East and East of Sunbury is likely to be difficult to fund simply from revenue. The provision of funds directly to his service will be critical to ensuring sustainable lifestyles are developed and sustained.	Landowners in Sunbury East
Northern Train Stations	\$76 mil	Both the Northern Train Stations offer significant community benefit in providing convenient public transport access to Melbourne and its employment opportunities. They would also offer sustainable access for parts of Sunbury and the wider region to the facilities in this location, including the potential hospital and university/TAFE.	Northern Train Stations
Jacksons Creek	To be	Jacksons Creek is the primary opportunity for an excellent new regional park in	Landowners

Infrastructure Project	Cost	Justification	WIK to be Provided by
Regional Park (land and construction)	determined	Sunbury that will provide a significant recreational opportunity for its future residents and Melbourne's North West. It will also provide crucial protection for nationally significant biodiversity and important landscape features. Providing the land and constructing the park at one time will significantly reduce the overall cost and ensure that this facility is provided early and will help deliver part of the regional walking and cycling link to Melbourne Airport and Brimbank Park currently subject to master planning.	in Sunbury South and East
Emu Creek Regional Park (land and construction)	To be determined	Like Jacksons Creek, Emu offers an excellent opportunity for a new regional park in Sunbury that will provide a significant recreational opportunity for its future residents and Melbourne's North West. It will also provide crucial protection for nationally significant biodiversity and important landscape features. Providing the land and construction will significantly reduce the overall cost and ensure that the park can be delivered in step with development ensuring immediate benefit and return for both developers and the community.	Landowners in Sunbury East and North East
Land for hospital or equivalent and University/TAFE (or equivalent)	To be determined	Land is required for the construction of the hospital (or equivalent) and university/TAFE (or equivalent). If these facilities are confirmed to be required and located in the safeguarded land in UGZ areas off Lancefield Road proposed in the Spatial Strategy this would be simplified through in kind contributions from the landowners in the North East area.	Landowners in Sunbury North East

and small scale community facilities. However, it is unlikely to fully fund larger community facilities and therefore require funding from Council and other Government sources.

Table 4.4 below shows the cost of providing the Local infrastructure required in Sunbury over time based on the timings outlined above. It shows that the majority of the costs are post 2036 when the majority of the development occurs.

Table 4.4: Local Infrastructure Costs Over Time

Years	Local Infrastructure Costs
2012-15.	\$2,000,000
2016-20	\$20,820,000
2021-25	\$20,320,000
2026-30	\$28,000,000
2031-35	\$20,320,000
2036-40	\$42,720,000
2041-45	\$83,620,000
2046-50	\$36,320,000
Total	\$274,120,000

NB: This table does not include costs associated with the upgrade of and maintenance of facilities. Costs are subject to change.

5. Further Work

Whilst the Spatial Strategy provides clarity and guidance on the areas of significant change in Sunbury and the infrastructure required to support the future development of Sunbury, there is further work required to confirm in more detail the form and scale of certain development and infrastructure. This further work is outlined below.

The Southern Link

The Spatial Strategy identifies that further work is required to confirm the optimal alignment of the Southern Link, particularly where it crosses Jacksons Creek.

Proposed Scope

The **aim** of the further work should be:

To identify the most appropriate alignment for the Southern Link taking account of engineering feasibility, cost, cultural heritage, environmental and visual impact, and transport network considerations.

The **objectives** of the further work should be to:

1. identify the following for each of the different potential alignments of the southern link:
 - a. The engineering feasibility and costs for construction;
 - b. The impact on the cultural heritage qualities of the area;
 - c. The impact on the biodiversity and native vegetation in the area;
 - d. The impact on the key landscape features and key views; and
 - e. The contribution to the transport network requirements of Sunbury in the short and longer term.
2. utilise this information to recommend a preferred alignment in both the short term and long term.

Approach & Timelines

This further work should be commissioned jointly as partnership of landowners/developers, Council & State Government. It should be undertaken by an independent consultant in the coming year (2012/13) and completed prior to the exhibition of Precinct Structure Plan that covers Sunbury South and part of the Sunbury East precincts.

The Northern Link

A similar assessment is required for the Northern Link to confirm the alignment of the Northern Link. This work should again be undertaken in a partnership of landowners/developers, Council & State Government and should be completed in

the next 10 years and prior to the commencement of PSP covering Sunbury North East.

Viaduct Way

Hume City Council will continue to work with Places Victoria and stakeholders around provision of a rail crossing at the viaduct. It will also continue planning work around a more southern connection in the new growth area south of the viaduct in the event that the viaduct crossing proves to not be feasible.

Shields Street

Proposed Scope

The **aim** of the further work should be:

To identify the need, appropriate design and cost for a rail crossing at Shields Street, taking account of transport network considerations.

The **objectives** of the further work should be to determine:

- The contribution to the transport network requirements of Sunbury in the short and longer term.
- The engineering feasibility and costs for construction;

Approach & Timelines

This further work should be completed in the next 5 years.

Jacksons Creek Regional Park

Whilst there is State Government support for the creation of the Jacksons Creek Regional Park, further work is required to confirm the form, nature, design and management arrangements of this area.

Proposed Scope

The **aim** of the further work should be:

To create a shared vision and masterplan to guide the character, function and desired outcomes for the Jacksons Creek Regional Park.

The **objectives** of the further work should be to develop in collaboration with the community and stakeholders:

1. A vision, objectives and strategic directions to guide the creation of the Jacksons Creek Regional Park.
2. An open space design response in line with the identified vision and objectives that confirms the range, form, scale and location of potential functions and uses.

3. An outline of the costs associated with developing and managing the Regional Park in accordance with the open space design response.
4. Confirm the management arrangements for different components of the Regional Park

Approach & Timelines

This further work should be commissioned jointly as partnership of Council and State Government. It should be undertaken by an independent consultant in the coming 2 years (2012-14) and completed prior to the exhibition of the PSPs that include this land.

[Emu Creek Regional Park](#)

Similar further work is required for the Emu Creek Regional Park. This work should again be undertaken in a partnership of Council & State Government and should be completed in the next 2 years (2012-14) and prior to the exhibition of the PSP that include this land. It should build on the work undertaken by Hi Quality to develop part of their quarry site for open space.

[Redstone Hill Masterplan](#)

The Spatial Strategy identifies a hilltop park at Redstone Hill principally for passive open space and to protect the importance of the hilltop as a landscape feature. Further work is required to confirm the extent, form and management of the park.

Proposed Scope

The **aim** of the further work should be:

To create a shared vision and masterplan to guide the scale, function and desired outcomes for the Redstone Hill Park.

The **objectives** of the further work should be to:

1. Prepare a plan to determine and guide:
 - The scale and nature of conservation, passive and active open space and the associated management arrangements
 - The suitability of providing a community facility(s) or sports facility(s) on the hilltop
 - How the park is accessed and connected to Jacksons Creek Regional Park and surrounding residential areas
 - The appropriate landscaping, road and path network.
2. Confirm the management arrangements for different components of the Park

Approach & Timelines

This further work should be commissioned jointly as partnership of Council and Landowners in the area with significant stakeholder and community consultation. It should be undertaken in the coming 2 years (2012/13-14/15) and be completed prior to the exhibition of Precinct Structure Plan that includes this land.

[Tertiary and Higher Education Planning for Sunbury](#)

Hume City Council is working together with State Government to formulate a blueprint for the provision of higher education in Sunbury.

Proposed Scope

The study will identify a range of tertiary and higher education programs and services required to meet the growing demand of both Sunbury and the surrounding area, including possible methods for the future delivery of both university and TAFE programs.

Approach & Timelines

This further work will be undertaken jointly by Council, Victoria University and State Government in the coming year (2012/13) and be completed prior to any further consideration of the sale of any land owned by VU in Sunbury.

[Community Health and Hospital Planning for Sunbury](#)

The Spatial Strategy identifies that in order to meet the future projected growth, Sunbury is likely to require the provision of a future hospital (or equivalent) and expanded Community Health facilities.

Proposed Scope

Further work by State Government together with the Health Sector is required to determine the size and scale of future health facilities, in order to meet the future growing demands of both the Sunbury and surrounding areas. It is anticipated that future work will also explore appropriate health service delivery models.

Approach and Timelines

This further work should be commissioned by the State Government in partnership with both the Local Health sector and Hume City Council. It should be undertaken within the next 2-3 years and be used to inform the Sunbury Town Centre Plan.

[Concept Plan for Land to South of Watsons Road \(beyond 2010 UGB\)](#)

The Spatial Strategy identifies land to the south of Watsons Road and beyond the 2010 UGB as a potential area for future urban development, including a large area

for potential employment development. Further work is required to confirm the extent, form and nature of development and access.

Proposed Scope

The **aim** of the further work should be:

To prepare a concept plan to guide the scale, form and nature of development in this area, including infrastructure and access requirements.

The **objectives** of the further work should be to:

1. Prepare a plan to determine:
 - The scale and nature of future urban development and the associated infrastructure and access
 - How issues of aircraft noise can be mitigated
2. Confirm the approach to the future development of this land

Approach & Timelines

This further work should be undertaken by Council and State Government in the coming 2 years (2012-14) and completed prior to next Logical Inclusions process and before exhibition of the PSP for Sunbury South area.

[Land Zoned Rural Conservation Zone adjoining Racecourse Road](#)

The Spatial Strategy identifies that the land to the east of Racecourse Road (see Map 5.5 of Spatial Strategy) that is currently zoned Rural Conservation Zone may be appropriate for urban development to help facilitate the development of the Northern Link and an open space link to Sunbury Town Centre.

Proposed Scope

The **aim** of the further work should be:

To determine the need and suitability of developing some of the land zoned RCZ for urban purposes to enable the delivery of the Northern Link and open space link from Sunbury Town Centre to Emu Bottom Wetland.

The **objectives** of the further work is undertake investigations to determine:

- The extent of environmental constraints;
- All mechanisms to ensure the provision of the Northern Link; and
- All mechanisms to ensure the provision of an open space link from Sunbury Town Centre to Emu Bottom Wetland.

Approach & Timelines

This further work should be commissioned jointly as partnership of Council, State Government and landowners in the coming 10 years. It should be undertaken at the same time as the further work on the Northern Link.

[Update to Sunbury Town Centre Plan](#)

The Sunbury Town Centre Plan should be updated to reflect the increased scale of proposed development in the town centre. This work should be undertaken in consultation with the community and stakeholders and include:

- Development of design guidelines to ensure that future development protects and respects views to significant landscape features.
- Exploration further possible locations for a potential university/TAFE and hospital or equivalent including, but not limited to, the Sunbury College site and Sunbury Day Hospital site.

Approach & Timelines

This further work should be undertaken in the coming 5 years.

[Specific Community Infrastructure Needs](#)

The Spatial Strategy identifies the need for a range of community infrastructure including: a library and learning centre, an extension to the aquatic centre, multi purpose community facilities (including facilities to accommodate early years, family and youth services), additional library facilities and active outdoor and indoor sports facilities. Further work is required to confirm the scale and form of these facilities in accordance with specific demands and will be undertaken in the coming years.

6. Monitoring and Review

This Delivery & Infrastructure Strategy sets out the indicative development and infrastructure timelines and further work required to enable sustainable growth of Sunbury as set out in the Sunbury HIGAP Spatial Strategy. Due to the strategic nature and long timeframe for delivery of the growth in Sunbury, it will need to be continually monitored and updated to reflect changes in circumstance, particularly changes to the projected rate of development and service provision requirements.

Monitoring and review of the rate of development and delivery of infrastructure is particularly important to ensure that there is not an inappropriate lag between the commencement of development and the required infrastructure. As outlined in [Section 2](#), delays to the delivery of ‘Fundamental’ and ‘Required’ infrastructure may require a revision to the Spatial Strategy and measures to slow or control further development.

A Monitoring Report will be prepared every two years in accordance with the Monitoring Indicators in the Spatial Strategy and reproduced below. This Monitoring Report will report any minor changes to this Delivery Strategy with a more comprehensive update to this Delivery & infrastructure Strategy undertaken every 5 years or sooner if required.

Table 6.1 – Monitoring Indicators

Strategic Objective	Monitoring Indicators	Frequency	Source
SO1 Ensure Sunbury is different and separate to Melbourne but well connected by high quality transport and technology networks.	The provision of new 'fundamental', 'required' and 'desirable' regional transport infrastructure and services compared to the requirements and timelines specified in the Delivery & Infrastructure Strategy.	2 Years	HCC
	The change in the number of trips to work from Sunbury to different employment locations in Melbourne and Hume Corridor by different modes of transport compared to 2006 Census data.	5 years	Census data
	The change in the vehicle travel times between Sunbury and the following key destinations: Melbourne Airport, Broadmeadows, Melton & Melbourne CBD	5 years	Transport Modeling/ Surveys
	The change in the number of people living and working in Sunbury compared to 2006 census data.	5 years	Census Data
	The changes to the alignment of the Urban Growth Boundary that reduce the separation of Sunbury	2 Years	HCC
SO2 Retain Sunbury's rural outlook and increase public access to its high quality heritage and natural environment.	The scale of new development: Within 30m of the top of a hilltop or ridgeline Within 100m of an escarpment Within 100m of a creek.	2 Years	HCC
	The provision of the Jacksons Creek and Emu Creek Regional Parks and the Redstone Hill and Mt Holden Parks compared to the timelines specified in the Delivery & Infrastructure Strategy.	2 Years	HCC
	The scale of additional land (ha) in conservation areas and the scale of land (ha) containing native vegetation that is offset	2 Years	HCC
SO3 Encourage use and development in the surrounding non-urban areas that is supportive and complimentary to the urban area.	The change in the number of tourism operators in Sunbury's Green Wedge.	2 Years	HCC
	The change in the number of agricultural and recreation uses in Sunbury's Green Wedge.	2 Years	HCC
SO4 Increase the number and diversity of jobs within Sunbury.	The change in the number and diversity of jobs compared to the 2006 Census data.	5 years	HCC

Strategic Objective	Monitoring Indicators	Frequency	Source
	The change in the scale of office and industrial floorspace in Sunbury.	2 Years	HCC & UDP
SO5 Focus and intensify activity in the town centre and create new supporting activity centres.	The change in scale of retail and office floorspace in Sunbury Town Centre and other centres against the targets and caps in the Spatial Strategy.	2 Years	HCC
	The change in vacancy rates within the Sunbury Town Centre.	2 Years	HCC
SO6 Develop places of activity and walkable neighbourhoods linked by well designed and efficient transport connections.	The scale of new development within 1km of an activity centre.	2 Years	HCC
	The scale of new development within a 10 minute public transport ride of an activity centre.	2 Years	HCC
	The provision of new local 'fundamental', 'required' and 'desirable' transport infrastructure and services compared to the requirements and timelines specified in the Delivery & Infrastructure Strategy.	2 Years	HCC
SO7 Increase the potential for the Sunbury and wider community to access its housing, health, leisure, cultural and education needs in the township.	The provision of new 'fundamental', 'required' and 'desirable' community, leisure, cultural and educational infrastructure and services compared to the requirements and timelines specified in the Delivery & Infrastructure Strategy.	2 Years	HCC
	The scale of new low, conventional, medium and high density housing within Sunbury.	2 Years	HCC
	The change in the mix of housing in Sunbury	2 Years	HCC
SO8 Increase the provision of sustainable energy, waste and water services.	The provision of upgrades to the Western Water Treatment plant to provide Class A recycled water.	2 Years	Western Water
	The change in the scale of household waste In Sunbury going to landfill.	2 Years	HCC
	The change in the number of new large scale renewable energy generation facilities	2 Years	HCC
SO9 Deliver logically sequenced development supported by appropriately funded and timely infrastructure.	The provision of new 'fundamental', 'required' and 'desirable' infrastructure compared to the timelines specified in the Delivery & Infrastructure Strategy.	2 Years	HCC
	The scale of new development in different precincts compared to the timelines specified in the Delivery & Infrastructure Strategy.	Every 2 years	HCC

