HUME CITY COUNCIL

CRAIGIEBURN APPROACH POLICY

DEVELOPMENT ADJACENT TO CRAIGIEBURN ROAD FROM MICKLEHAM ROAD TO THE HUME HIGHWAY

ADOPTED: JUNE 1991
AMENDED: APRIL 1995
1. **PURPOSE:**

The overall purpose of this Statement of Planning Policy is to set broad objectives and then more specific principles and guidelines aimed at ensuring that the existing rural, open approach into Craigieburn township from the west is maintained. At present Craigieburn exhibits a semi-rural character primarily attributable to a separation from other urban areas which has in turn allowed extensive views across broadacre rural land and the opportunity to capitalise on rural approach roads. Projected changes in population growth and distribution (i.e. Roxburgh Park) will exert pressures on the community. These pressures threaten to forever change the town’s substantial charm and diminish its importance as a source of pride to the community.

The maintenance of the rural (western) approach to the town will go some way in preserving a sense of identity. Equally, the careful monitoring of development adjacent to Craigieburn Road within the urban area is required so as there can be some continuity between the approach and the urban area.

2. **OBJECTIVES:**

a) To maintain and where possible enhance the appearance of the western rural and urban approach to Craigieburn.

b) Ensure that development that occurs adjacent to Craigieburn Road is compatible with the character and landscape of the area, be it urban or non urban in nature.

c) To ensure that development which occurs along either side of the length of Craigieburn Road does not impede existing viewlines to landscape features including Mt Ridley and Aitken Hill.

d) To recognise that certain uses and forms of development may have an unacceptable negative influence on the attainment of the objectives of this policy.

e) To maintain the existing uncluttered rural approach to Craigieburn township and protect the qualities of this approach by assessing developments with reference to their visual impacts.
3. **STUDY AREA:**

The policy applies to development adjacent to or in close proximity to Craigieburn Road West from Mickleham road to the Hume Highway. The study area is divided into two segments, generally characterised by the form of development that exists within each, ie non urban and urban.

3.1 **Segment 1 - Non Urban**

Land on either side of Craigieburn Road extending from the intersection with Mickleham Road to a line approximating the eastern most boundary of the planned urban development of Craigieburn (refer to diagram).

Limited development exists in this segment. A grouping of houses - with fairly intensive landscaping, existing in the vicinity of Mickleham Road before opening out into an expanse of relatively flat, and sparsely treed, plans. A feature however is the extensive views from the roadway toward Mt Ridley (to the north) and the Aitken Hill (to the south). The maintenance of both of these topographic features as prominent, and relatively undeveloped, landmarks easily viewed from the approach road is essential to the successful implementation of this policy.

Immediately before arriving at the urban area there is a ‘kink’ in the road and at this location a further cluster of dwellings exist, some of which are located quite close to the frontage.

There are various mechanisms already available in the Planning Scheme which influence development within this non urban segment. As at February 1991 this entire segment is located within a Corridor ‘C’ zone pursuant to the Hume Planning Scheme. This zoning will in fact assist the Council in meeting its objectives set out for this policy in that it seeks to encourage “land use consistent with broadscale farming”. Uses permitted as or right are those which generally reflect the purpose of the zone and those subject to a permit are likewise compatible with the exception of pig raising, poultry farming (both intensive rural pursuits and which can cause environmental and appearance problems), private rubbish tip and radio masts.

The current minimum lot size prescribed for the Corridor ‘C’ zone is 80ha and therefore it is unlikely that there will be any further (significant) subdivision of lots fronting Craigieburn Road in this segment. Of further assistance to Council will be the provisions of Clause 141 of the Hume Planning Scheme introduced in 1990. The Clause carefully controls the siting of buildings in rural areas and the objectives of the controls are sympathetic with the intent of this policy.
5. SPECIFIC CONTROLS:

5.1 Segment 1 - Non Urban

- Discourage development not compatible with the primary purpose for which the land is zoned, ie Corridor 'C'.
- Ensure that buildings are setback reasonable distances from property boundaries, particularly the frontage, by way of consistent and equitable implementation of Clause 141 of the Hume Planning Scheme.
- The recognition of the possible unacceptable effect that certain uses and development (that are discretionary within the Corridor 'C; Zone) would have on the maintenance of the study area. Such uses and development may include:
  - pig raising  
  - poultry farming  
  - private rubbish tip  
  - radio masts

It is likely that should an application be received for any of the above uses the Council will require detailed information to be submitted in accordance with its policy PROCEDURES FOR CONSIDERATION OF ENVIRONMENTAL EFFECTS OF DEVELOPMENTS WITHIN THE HUME CITY COUNCIL’.

The Council will require that:

- Outbuildings and large buildings erected for non residential purposes that can be viewed or easily discerned from the approach road be coloured or painted in muted shades of green or brown.

- The recognition that undeveloped hillsides or slopes provide a feeling of openness and ‘nature’ and are therefore an important visual amenity to maintain. This quality can be lost through haphazard development. In accordance with this, the Council will consider limiting development on hills or slopes and similarly limiting the density of development particularly in order to ensure that viewlines to Mt Ridley and Aitken Hill. (Refer to Council Policy, Guidelines for Development of Scenic Hillsides and Major Ridgeline Land).

- Development adjacent to the approach road - in close proximity to the urban segment - should take into account the need to provide a “transition” zone between full land coverage and the open broadscale approach. It is important to ensure that the transition zone is definable and not spread along the roadside for a great distance.
5.2 Segment 2 - Urban

- Intensive residential development or non residential development is not considered appropriate to the west of the golf course on the south side of the approach road.

- In the event that subdivision of land is proposed such subdivision shall be such that allotments are fronted onto Craigieburn Road (ie avoid sideages). Further, in the design of a new subdivision larger lot areas will be encouraged to abut the road. This combined with increased frontage setbacks and landscaping should create the impression of a less dense development.

- The Council will require that any proposed non-residential developments undergo a comprehensive planning process with attention being given to the achievement of the objectives and provisions of this policy.

- For proposed new building developments in this segment the following guidelines will be applied:

  - The Council will carefully consider the architectural character of proposed buildings. The scale of development will be limited to the extent that only single or double storey buildings will be permitted so as to retain viewlines through to key hillsides. Materials of construction should preferably be brick.

  - Every effort should be made to retain and enhance existing vegetation, especially along site boundaries.

  - Car parking should be located at the rear of buildings. Where this is impossible, the use of mounding and extensive screen planting may be required.

  - A maximum building setback from Craigieburn Road is encouraged so as to promote openness and to allow for the provision of an effective landscape zone.

  - Buildings should face the road reservation.

  - Avoid inappropriate built form which dominate the landscape and avoid uses which have the potential to cause environmental problems such as noise and odour.
Specifically for that part of the segment which is undeveloped ensure that:

- existing viewlines toward Mt Ridley or Aitken Hill are retained;
- discourage intensive development adjacent to Craigieburn Road or if this is not achieved the Council will require greater than usual setbacks dependent upon the land use proposed.

Underground reticulated electricity supply will be required for all subdivisions in order to mitigate the detrimental visual effect of overhead wires.

The Council will implement and maintain an effective tree planting and landscape program for the road reserve in the urban segment.