

**HUME**  
CITY COUNCIL

**VINEYARD ROAD EMPLOYMENT AREA (MILLETT LAND)**

**OUTLINE DEVELOPMENT PLAN**

**FILE:**

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# CONTENTS

## 1. INTRODUCTION

## 2. STUDY AREA

## 3. PLANNING CONTROL

## 4. DEVELOPMENT CONSTRAINTS AND PLANNING REQUIREMENTS

- 4.1 Ownership Boundaries
- 4.2 Flood prone Land and watercourses
- 4.3 Access to Vineyard Road
- 4.4 Roads
- 4.5 Connectivity to Existing Industrial Area
- 4.6 Sunbury Gateway Policy
- 4.7 Open Space
- 4.8 Heritage Features
- 4.9 Industrial Development Policy
- 4.10 Public Transport

## 5. SERVICES

- 5.1 Water Supply
- 5.2 Sewerage
- 5.3 Drainage
- 5.4 Electricity
- 5.5 Gas

## 6. OUTLINE DEVELOPMENT PLAN

- 6.1 Roads
- 6.2 Open Space
- 6.3 Landscape Buffer
- 6.4 Support Services
- 6.5 Form of Development

<b>PLAN 1</b>	<b>-</b>	<b>SUNBURY STRATEGY PLAN</b>
<b>2</b>	<b>-</b>	<b>LOCALITY</b>
<b>3</b>	<b>-</b>	<b>STUDY AREA</b>
<b>4</b>	<b>-</b>	<b>SITE ANALYSIS</b>
<b>5</b>	<b>-</b>	<b>OUTLINE DEVELOPMENT PLAN</b>

<b>APPENDIX 1</b>	<b>-</b>	<b>OWNERSHIP DETAILS</b>
<b>2</b>	<b>-</b>	<b>SUNBURY APPROACH POLICY</b>
<b>3</b>	<b>-</b>	<b>INDUSTRIAL DEVELOPMENT STRATEGY</b>
<b>4</b>	<b>-</b>	<b>VINEYARD ROAD LANDSCAPE BUFFER CROSS SECTION</b>
<b>5</b>	<b>-</b>	<b>VIADUCT/VINEYARD ROAD CONNECTION CROSS SECTION</b>
<b>6</b>	<b>-</b>	<b>INDUSTRIAL STREETS CROSS SECTION</b>

## 1. INTRODUCTION

The Sunbury Strategy Plan (1993) provides a strategic planning framework for the Sunbury township. The policy elements of this strategy now form part of the Bulla Planning Scheme.

An important element of the strategy is to create an improved jobs - housing balance with increased employment opportunities locally. With an ultimate population of 50,000 - 55,000 people Sunbury is likely to have a total labour force of around 23,000 - 26,000 people. At present is estimated that approximately 80% of the labour force commute outside the municipality to work.(largely in the community services and transport infrastructure sectors - especially Melbourne Airport). It is estimated that 9500 jobs or 37% of the total needed for the expected workforce can be provided locally:-

ie.	- retail	2300
	- education	1000
	- health	2800
	- tourism	500
	- office	800
	- light industry	1600

The Sunbury Strategy Plan identifies the area of land between the Bendigo - Melbourne Railway line and Vineyard Road as a key employment area to assist in meeting these needs (Refer to Plan 1: Sunbury Strategy Plan).

To achieve the employment objectives there is a role for Council in attracting employers to the region and this may be achieved by marketing the advantages of the commercial and industrial land available and providing clear planning guidance for the production of high quality employment area.

This Outline Development Plan aims to provide a clear indication of the planning and servicing requirements for part of the employment area identified in the Strategy Plan.

## 2. STUDY AREA

This Outline Development Plan area is bounded by the existing McDougall Road industrial area, Bendigo - Melbourne Railway Line, Vineyard Road. (Refer to Plan No 2: - Locality). The study area has an area of 38 ha and is outlined in Plan 3: Study Area.

## 3. PLANNING CONTROL

The study area is affected by two zones under the Bulla Planning Scheme. The majority of the area is zoned Bulla Garden Industrial that aims to provide for a range of manufacturing activities in a high amenity environment and attractive landscape setting. The second zone is Reserved Land - Secondary Road for a future east west road connection between Vineyard Road and the railway viaduct.



	Existing Urban Residential
	Proposed Urban Residential
	Existing Low Density Residential Area
	Proposed Low Density Residential Area
	Open Space
	Employment Area
	Proposed Primary School
	Existing Primary School
	Proposed Private School
	Existing Private School
	Existing Special School
	Town Centre
	Neighbourhood Centre
	Open Space - New Facility
	Freeway
	Existing Collector
	Proposed Collector
	Green Buffer
	Railway Line
	Hill Top

Note: Not all existing communal facilities have been shown

**CONSULTANT TEAM**

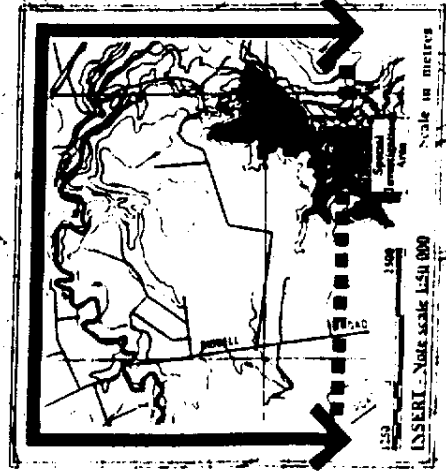
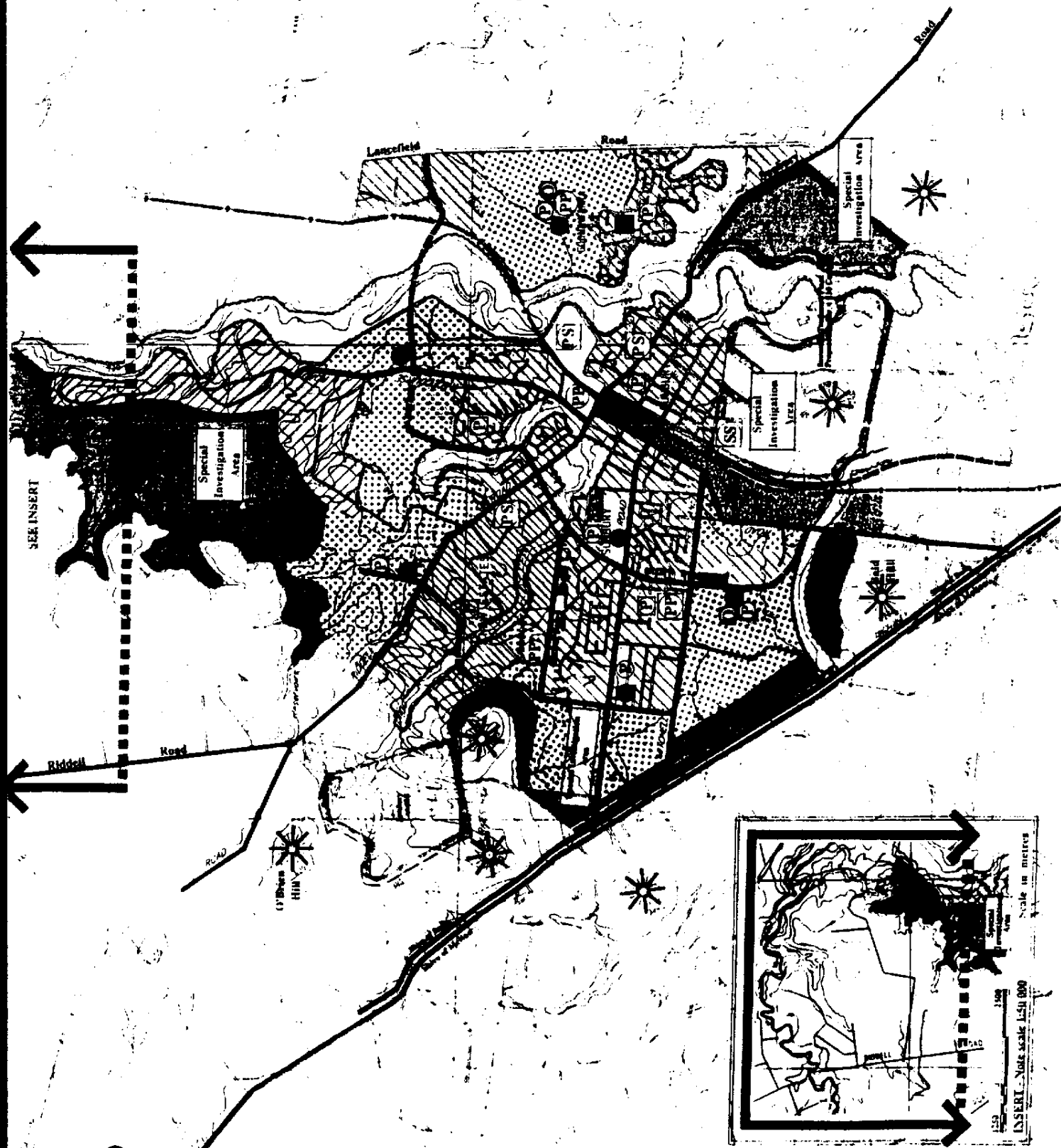
Henshall Henshall Associates  
 in association with:  
 W&M Group  
 Group Transportation Planning  
 Geomet Consulting Group Pty. Ltd.  
 Mc Vicar and Reynolds

Scale in metres

500 0 1000

**FIGURE 1**  
 April 1993

SUNBURY



The Bulla Garden Industrial Zone includes planning controls for subdivisions and building siting.

ie.	Subdivision *	Minimum lot size	4000m <sup>2</sup>
		Average lot size	6000m <sup>2</sup>
		Frontage	36m
		Depth	60m
	Building Setbacks -	Vineyard Road	20m
		Other Roads	7.5m
	Open Space/Landscaping	10% of zone area (ie. 3.8ha)	

\* It should be noted that Council has acknowledged that it will vary the minimum lot size to 800m<sup>2</sup> provided that a diversity of lot sizes is provided with larger lots located along Vineyard Road.

#### **4. DEVELOPMENT CONSTRAINTS AND PLANNING REQUIREMENTS**

Matters which must be taken into account in the study area include:-

- i) Ownership boundaries
- ii) Floodprone land and watercourses
- iii) Access to Vineyard Road
- iv) Roads
- v) Connectivity to existing Industrial Area
- vi) Sunbury Approach Policy
- vii) Open Space
- viii) Heritage Features
- ix) Industrial Development Policy
- x) Public Transport

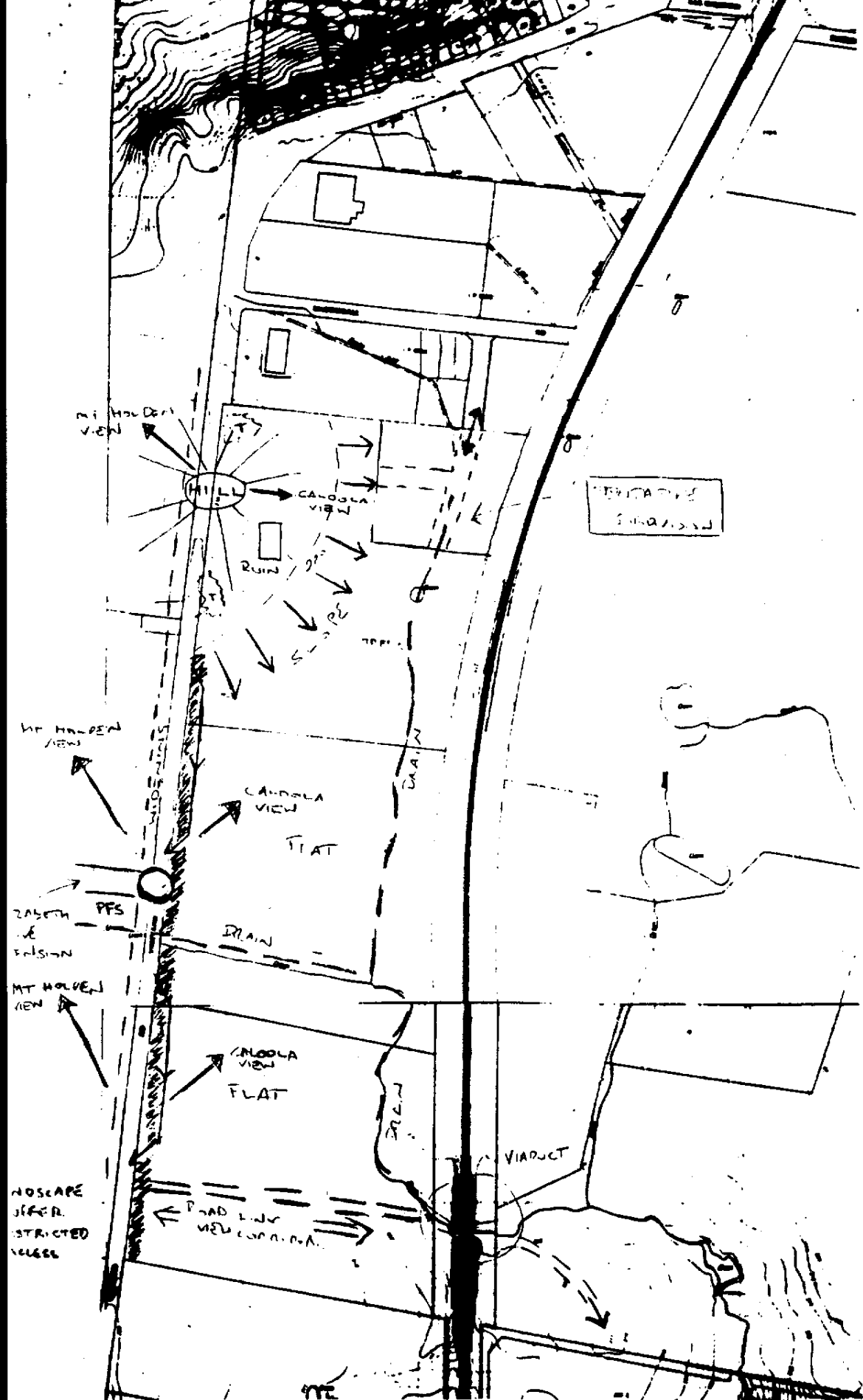
Site analysis and development constraints are detailed in Plan 4.

##### **4.1 Ownership Boundaries**

Land within the Study Area is held within 3 separate titles but held in single ownership. Appendix 1 details lot sizes, title and ownership details.

##### **4.2 Floodprone Land and Watercourse**

The land within the Study Area is not affected by any declared flood plain or watercourses. Two open drainage lines affect the land and these are detailed on Plan 4.



SITE ANALYSIS

#### 4.3 Access to Vineyard Road

Vineyard Road is a declared main road under the control of the Roads Corporation (Vic Roads).

Direct access to Vineyard Road is to be restricted to ensure the function of the road is maintained. A lateral separation between lots and the road will improve the efficiency of the arterial road as a free flowing high volume road. A service road could be utilised to deny direct access. Alternatively, plantation reserves could be created. In addition to controlling access these reserves perform an aesthetic function for beautification along the road. There is the disadvantage with this option of developments turning their backs to Vineyard Road and passing up the opportunity for exposure.

If a service road is provided it may be contiguous provided it accommodates a one way traffic flow in the direction of the adjacent carriageway of Vineyard Road. A two way flow on the service road will be permitted only if a landscaped and low mounded buffer is provided between Vineyard Road and the service road. This buffer is necessary to screen head light glare to opposing parallel traffic on Vineyard Road. Openings into a two way service road shall be opposite approved median breaks.

#### 4.4 Roads

The road system for the industrial area is based on Council's usual practice of 20 metre reserve widths and pavement widths (back to back of kerb) of 11 metre.

For services roads the requirements are as follows:-

	Reserve Width	Pavement Width (Back to back of kerb)
One Way	12m	6.3m
Two Way	12m	7.5m

#### 4.5 Connectivity to Existing Industrial Area

The existing McDougall Road industrial area to the north has been designed to ultimately provide a road connection point to the northern boundary of the study area. To ensure connectivity between the two areas an extension of this road must be provided for.

#### 4.6 Sunbury Approach Policy

The Sunbury Approach Policy (Vineyard Road north) emphasises the need to create an attractive entrance to the town and protect key elements of the landscape.

- ie. - winery ruins
- blue stone rail bridge (viaduct)
- views to Mt. Holden
- views to Caloola Hill



A complete copy of the policy is Appended. (ie. Appendix 2).

#### 4.7 **Open Space**

The current planning scheme requirements specify that 10% of the zone area to be set aside for landscaping and open space. The minimum area to meet this requirement is 3.8ha.

To achieve objectives outlined in Council's gateway/approach policy and hilltop policy open space/landscaping areas should principally be focused on the hilltop (including former Vineyard barn) and along Vineyard Road.

#### 4.8 **Heritage features**

Heritage features within the study area have been identified in the Sunbury Approach Policy - Winery Ruin, Rail viaduct. Both these features are key elements that contribute to the current attractive town approach. These features are to be retained and along with views from Vineyard Road to these structures. To protect view lines to the viaduct a wider road reservation plus maintenance of 7.5m (minimum) setbacks along this road will assist in achieving the objective.

#### 4.9 **Industrial Development Policy**

Council's Industrial Development Policy (Refer to Appendix 3) is structured in two parts -

- ie. - subdivision requirements;
- site development standards.

The subdivision lots sizes of this policy are not applicable as sizes are specified in the Planning Scheme (refer to Section 3). The subdivision layout should include a public open space focal point with land adjacent to the reserve (separate title) for a shop and child care centre (private). The road reserve in this area should be widened to permit indented on street parking.

Site development standards relate to individual site layout and includes provision for:-

- building form and appearance (especially architectural theme - "City Living Country Style", building materials);
- landscaping and maintenance;
- car parking (2.9 spaces per 100m<sup>2</sup> floorspace);
- storage and loading.

Building setbacks outlined in the policy are not applicable as setbacks are specified in the Planning Scheme (refer to Section 3).

#### 4.10 Public Transport

The main public transport (ie. buses) route is likely to be along Vineyard Road. However, provision within the study area is required to enable bus routes to divert into the area. Road side shelters will be required to service the bus routes and a contribution toward their construction will be required.

### 5. SERVICES

The following service information is applicable to the study area.

#### 5.1 Water Supply

The Outer Maribyrnong and Werribee Region Water Authority (OMWRWA) is responsible for water supply to the study area. The Authority has indicated that the land can be services subject to .....

Contact Details:-  
Ph. 744 9144  
Fax  
Postal Address

#### 5.2 Sewerage

The OMWRWA is responsible for the provision of sewerage in the area. The Authority has indicated that the land can be sewerred subject to .....

Contact Details:-  
Ph 744 9144  
Fax  
Postal Address

#### 5.3 Electricity Supply

The State Electricity Commission of Victoria is responsible for the supply of reticulated electricity through the area (through the Solaris Power business unit). The Commission has indicated that the land can be serviced subject to .....

To protect the visual landscape the gateway to Sunbury it is Council policy for reticulated electricity supply to be underground.

Contact Details:-  
Ph  
Fax  
Postal Address

## 5.4 Gas

The Gas & Fuel Corporation of Victoria is responsible for provision of gas to the study area. A gas service can be provided subject to .....

Contact Details:-

Ph

Fax

Postal Address

## 5.5 Drainage

Council is the drainage authority for the area. Councils drainage requirements are .....

## 6. OUTLINE DEVELOPMENT PLAN

The outline plan design for the study area must make provision for:-

- extension of the road network from McDougall Road area;
- protection of key landscape features and view lines to features (from Vineyard Road);
- a quality landscape buffer along Vineyard Road;
- service road;
- shop and child care sites;
- open space area;
- traffic circulation;
- protection of possible connection into Jacksons Hill (Caloola) site;
- urban design principles.

The strategy for the development of the study area is shown on Plan 5 at the end of this report.

### 6.1 Roads

For roads within the study area the following requirements are necessary:-

### Industrial Streets

The street network is to connect with the arterial road system at designated intersections (ie. opposite Elizabeth Drive extension and in the southern portion of the study area as designated in Scheme).

A grid system is proposed as it will assist in spreading traffic effects as well as producing regular shaped lots (ie. easier site layout for industrial developments).

The street network is also required to connect into the existing McDougall Road industrial area. This will require Council to designate land at the end of the current reservation as road and construct pavement to northern boundary of study area.

### Service Roads

One way service roads are to be used along Vineyard Road.

### Road Connection to Viaduct

As shown on the Planning Scheme an east west road connection between Vineyard Road and the viaduct is required. The purpose of this road is to provide a connection to the land on the east side of the railway line (under the viaduct).

This road will also provide a view line from Vineyard Road to the historic viaduct. To enhance the view and focal point a wider road reservation (23m) with maintenance of 7.5m building setback is required.

## **6.2 Open Space**

Open Space is to be located on the hill and sloping land (including winery ruin and some existing trees). This will provide an open space area central to the existing McDougall Road area and the study area (employees from both areas will benefit). This will also contribute to the township approach also to its location on Vineyard Road and will be development free.

A second smaller open space area should be provided opposite the Elizabeth Drive extension and roundabout. This will provide an attractive main entrance to the industrial area and complement the landscape buffer along Vineyard Road.

## **6.3 Landscape Buffer**

A landscape buffer (minimum width of 20m) is required along Vineyard Road to create an attractive entrance to Sunbury. A cross section of this buffer is included in Appendix 4. Landscape and building setbacks for other roads are detailed in Appendix 5 and 6.

## 6.4 Support Services

To support the industrial activities in this area and to ensure that adequate amenities for employees, a shop and child care centre (private) may be required. Market demand will ultimately determine if these facilities will be provided however, sites have been identified in the vicinity of the main open space area to protect these options.

## 6.5 Form of Development

The form of development of individual lots is governed by both the scheme requirements and Council policy.

### Subdivision

Subdivision should ensure a diversity of lot sizes with the larger lots located along Vineyard Road (to capitalise an exposure and accommodate larger setbacks and landscaping). Smaller lots (minimum 800m<sup>2</sup>) are to be located internally (a planning scheme amendment will be necessary to implement this).

### Building Setbacks

Along arterial roads (ie. Vineyard Road) and with larger lots in these localities building setbacks of 20m minimum be required. This will also maximise the potential for landscaping and creating an attractive entrance to Sunbury.

All other building setbacks should be in accordance with the Scheme requirements (ie. 7.5m). Variations to this minimum may be permitted. Council's Industrial Development Strategy specifies a minimum setback of 6m and this could be used as a guide. The 7.5m setback will be maintained for the viaduct road connection.

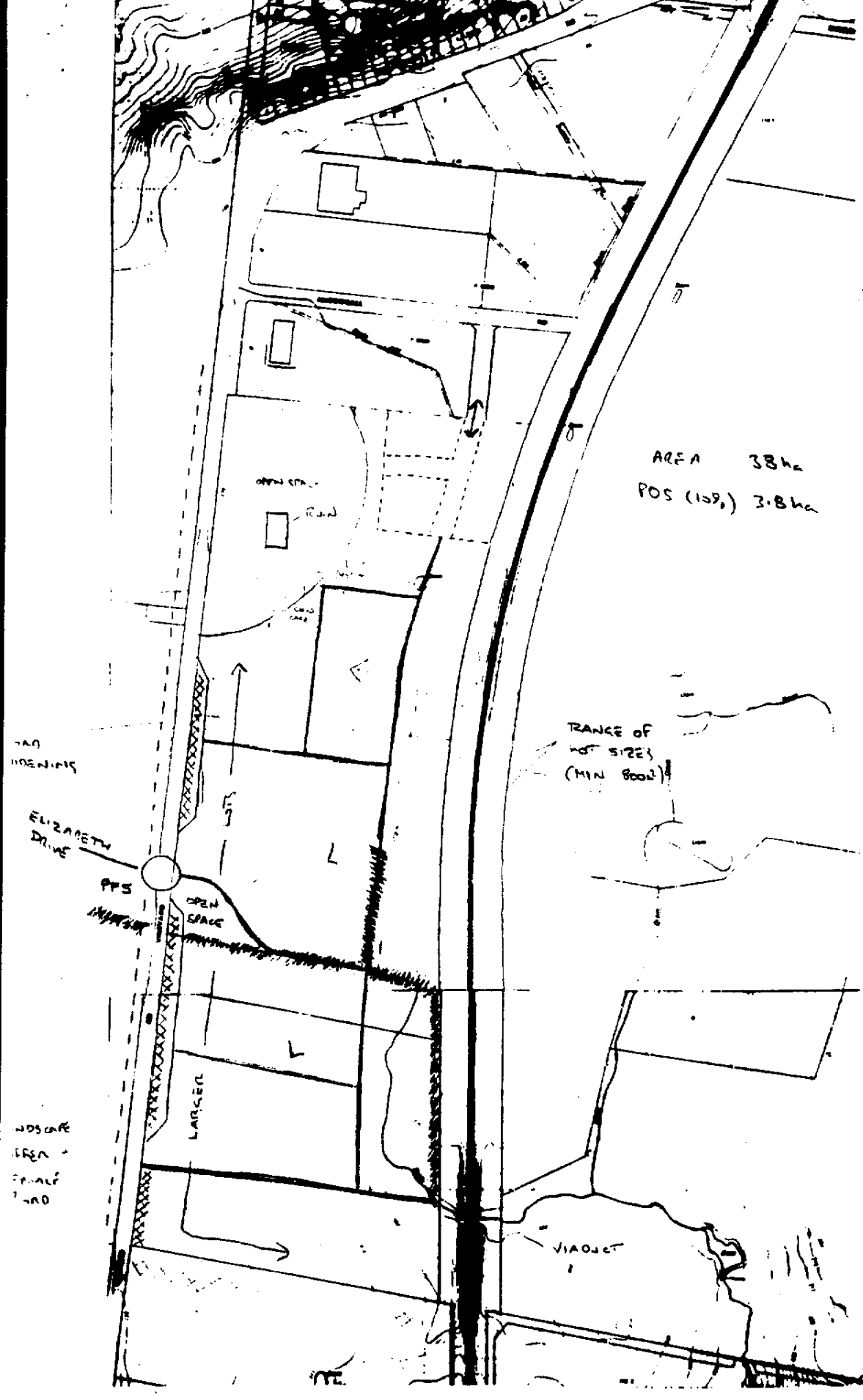
### Building Materials and Facades

To ensure that industrial developments are visually attractive and do not detract from the amenity of the locality, the walls of any building facing a road shall be of brick, concrete or masonry construction. Alternative building materials will only be considered which would contribute to or enhance the visual amenity of the area.

Designers of industrial buildings should give attention to the visual form of such building. Where high wall construction is proposed, consideration should be given to varying the building elevations, with the inclusion of lower level office or reception areas. Building facades which present a straight high level parapet wall without any building relief will be discouraged.

### Building Height

The Scheme specifies an overall building height of 7m. Higher buildings may be permitted however regard must be given to protecting viewlines to Jacksons Hill (Caloola), winery ruin and viaduct from Vineyard Road.



AREA 38ha  
POS (159,0) 3.8ha

RANGE OF  
HOT SIZES  
(MIN 8000)

LAND  
LANDSCAPE

ELIZABETH  
DRIVE

PPS

OPEN  
SPACE

LARGER

VIAOJET

LANDSCAPE  
AREA -  
SMALL  
LAND

OUTLINE PLAN

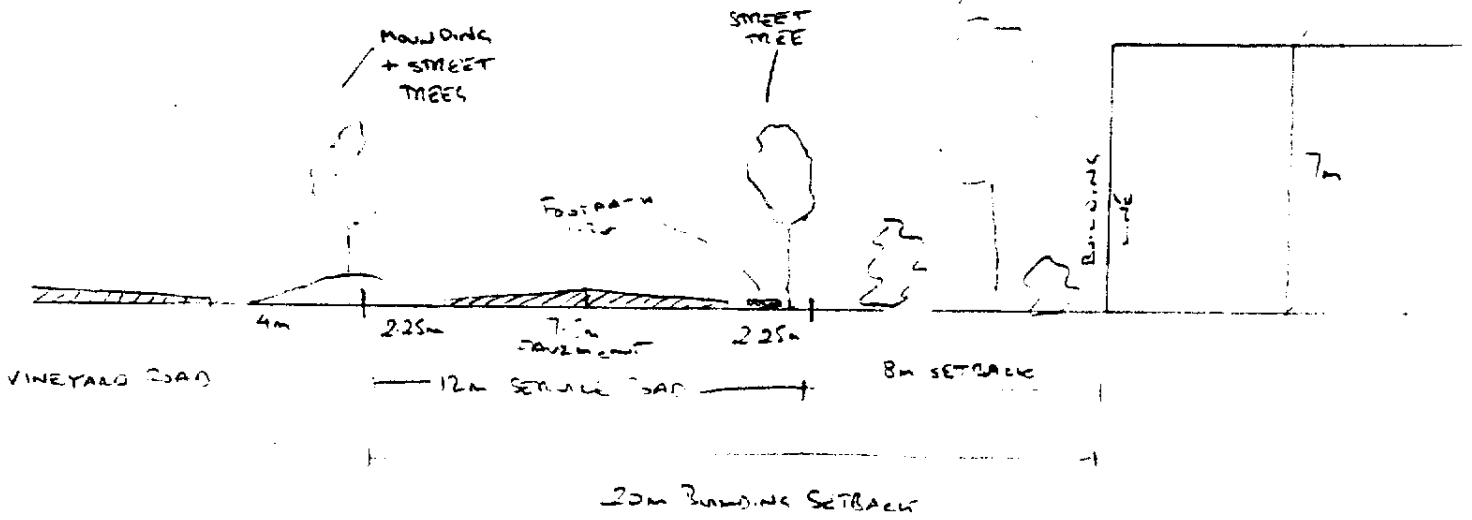
**APPENDIX 2: SUNBURY APPROACH POLICY**

## **APPENDIX 3: INDUSTRIAL DEVELOPMENT STRATEGY**



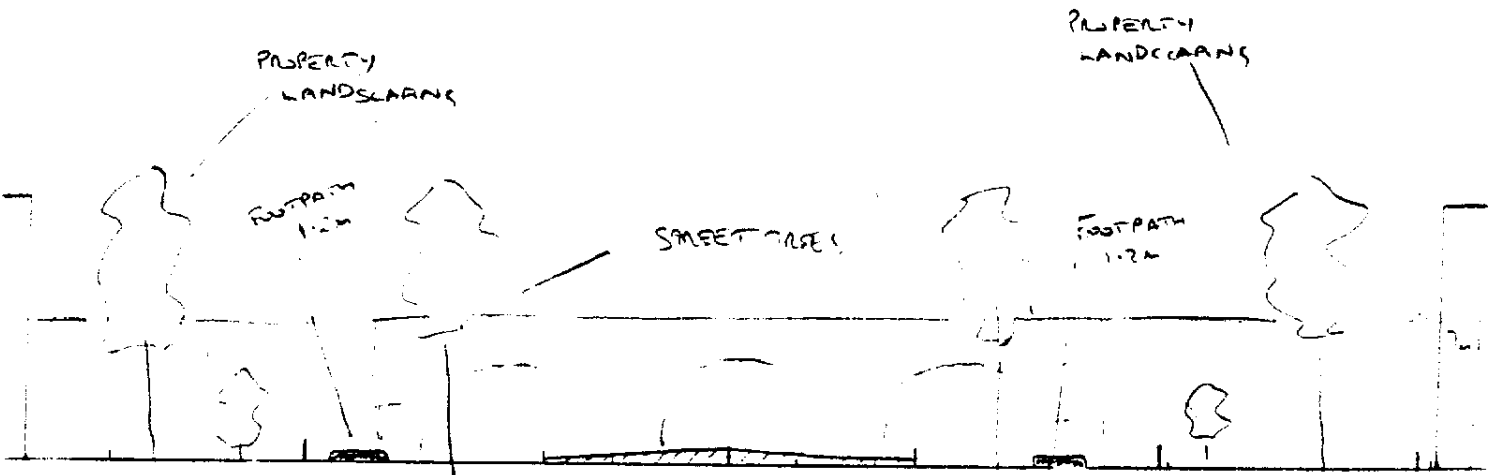
**APPENDIX 4: VINEYARD ROAD LANDSCAPE BUFFER  
CROSS SECTION**

PROPERTY  
LANDSCAPING



VINEYARD ROAD  
SETBACK

**APPENDIX 5: VIADUCT/VINEYARD ROAD CONNECTION  
CROSS SECTION**



7.5M BUILDING  
SETRACK

23M ROAD  
RESERVE

7.05 BUILDING  
SETRACK

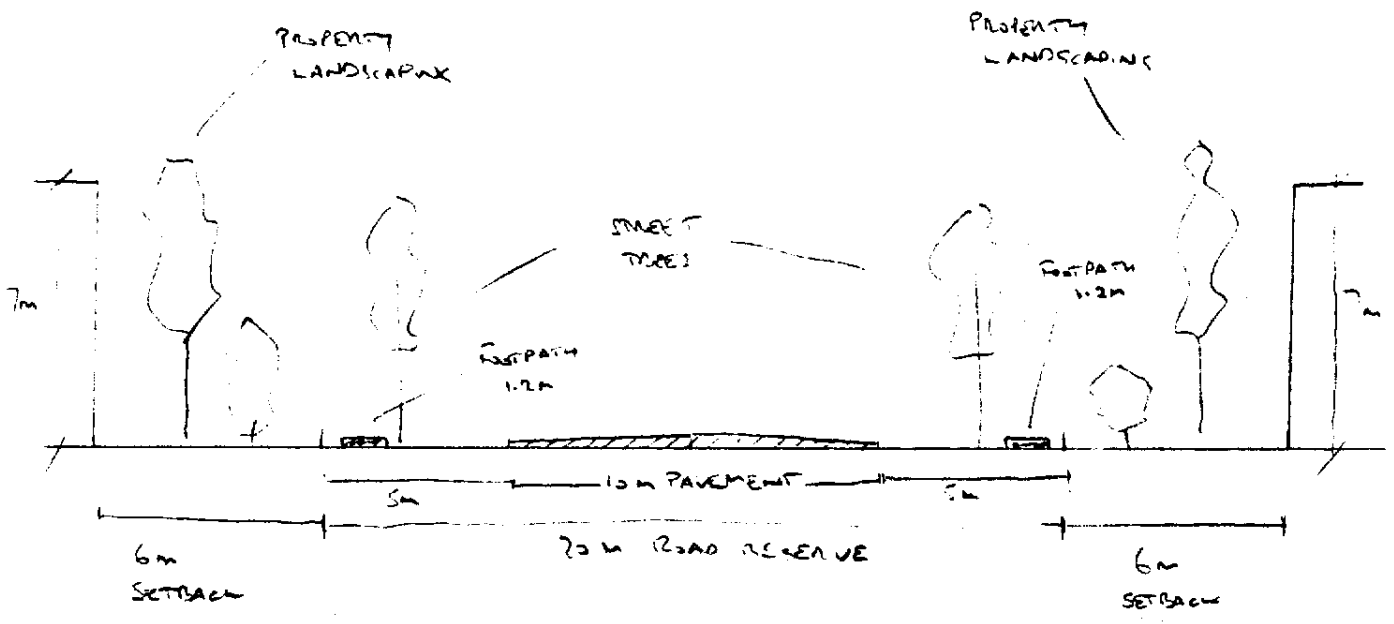
0.7M  
NATIVE GRASS

10M PAVEMENT

6.5M  
NATIVE GRASS

VIADUCT / WINGTAIL  
ROAD CONNECTION

**APPENDIX 6: INDUSTRIAL STREETS CROSS SECTION**



INDUSTRIAL STREETS  
(INTERNAL ROAD)