

DRAFT

Albion Quarter Structure Plan

/ Sunshine Priority Precinct
Wurundjeri Woi-wurrung Country

August 2026



Department
of Transport
and Planning



ACKNOWLEDGEMENT OF COUNTRY

We proudly acknowledge Victoria's First Peoples.

We acknowledge the Wurundjeri Woi-wurrung people as the Traditional Owners of land and waterways of the Albion Quarter Structure Plan area. We pay our respects to their Elders past and present.

We recognise the intrinsic connection of the Wurundjeri Woi-Wurrung Traditional Owners to Country. As we work towards achieving our vision of thriving places and connected communities we recognise the contribution of First Peoples Communities to Victorian life, and how this continues to enrich our society. We are committed to genuinely partner, and meaningfully engage, with Traditional Owners and First Peoples Communities to support their aspirations for Country.

Registered Aboriginal Party (RAP)

The Albion Quarter Structure Plan area is located on the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation RAP area.

COUNTRY

For more than 40,000 years and prior to European settlement, the land that now makes up the Albion Quarter was home to the Wurundjeri Woi-wurrung people of the Kulin Nation.

The area was home to the Wurundjeri Woi-wurrung and is known for periodic flooding and periods of drought. Stony Creek and its waterholes were a source of water and food and was also a place to gather.

While there are many stories and places in Melbourne that contain evidence of this connection, it is not always something that is apparent to people who live, work in or visit the area. Connecting modern Australia to places of contemporary and historical First Nations cultural significance is an important part of our understanding and a step in the process of reconciliation.

The Structure Plan presents a significant opportunity to heal Country.

Planning to transform the heavily industrialised landscape of the Albion Quarter, including Stony Creek, creates the opportunity to work directly with the Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation.

With the Structure Plan comes the opportunity to strengthen the connection to Country through the telling of stories and history, as communicated through contemporary design and landscape restoration.

This will be achieved through:

- collaborating with Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation through planning and implementation to support decision-making that respects the principles of self-determination.
- supporting the assessment, conservation, protection, recognition and interpretation of Aboriginal cultural heritage and values in ongoing consultation and collaboration with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and engagement with the development industry and other stakeholders.
- the identification of opportunities for inclusive and social procurement policies and skills development for First Nations people in delivering a revitalised Albion Quarter.
- delivering a Cultural Values Assessment and Aboriginal Cultural Heritage Impact Assessment in consultation with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation for Albion Quarter to identify, document and interpret Wurundjeri Woi-wurrung cultural heritage and values.

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1. OVERVIEW

Sunshine is on the cusp of a remarkable transformation with new connections to the Metro Tunnel open, government investment in Stage 1 of the Melbourne Airport Rail Link, and significant upgrades to Sunshine and Albion stations underway.

The Sunshine Precinct is fast becoming one of Melbourne’s most well connected hubs. Sunshine and Albion stations are now connected to the Metro Tunnel, allowing residents, workers, students and visitors to benefit from the increase in services and easier connections.

The vision for Sunshine is to be the centre of Melbourne’s booming west. A dense and vibrant urban environment, the precinct will provide high quality affordable housing and strong employment growth.

Consistent with the Victorian Government's priorities, the forecast growth and change over the next 30 years will be centred around three distinct hubs – Sunshine CBD, Sunshine Station and the Albion Quarter.

The Albion Quarter can play a key role in growing the supply of quality and diverse housing and jobs, creating opportunities for more Victorians to live close to where they work.

The area provides opportunity to support the next generation of jobs, innovation, and services in Melbourne, transforming from the current light industrial. With Victoria University as an anchor to educate the future workforce, the Albion Quarter will attract new jobs and investment, diversifying the local economy.

Coordinated and thoughtful planning is required to support thriving and well-connected communities, as the Albion Quarter changes over time.

A draft Albion Quarter Structure Plan sets out a clear framework to transform the area in line with local population increases, infrastructure investment and proposed development and renewal.

Plan for Victoria (2025)	Economic Growth Statement (2024)	Victoria's Housing Statement (2023)	Sunshine Precinct Opportunity Statement (2021)
Draft Albion Quarter Structure Plan (2026)			
Draft Planning Scheme Amendment (2026)		Infrastructure Contributions Plan (future)	

Stony Creek

The present industrialised landscape extends to the existing Stony 'Creek', a concrete channelised drain running through the heart of the structure plan area.

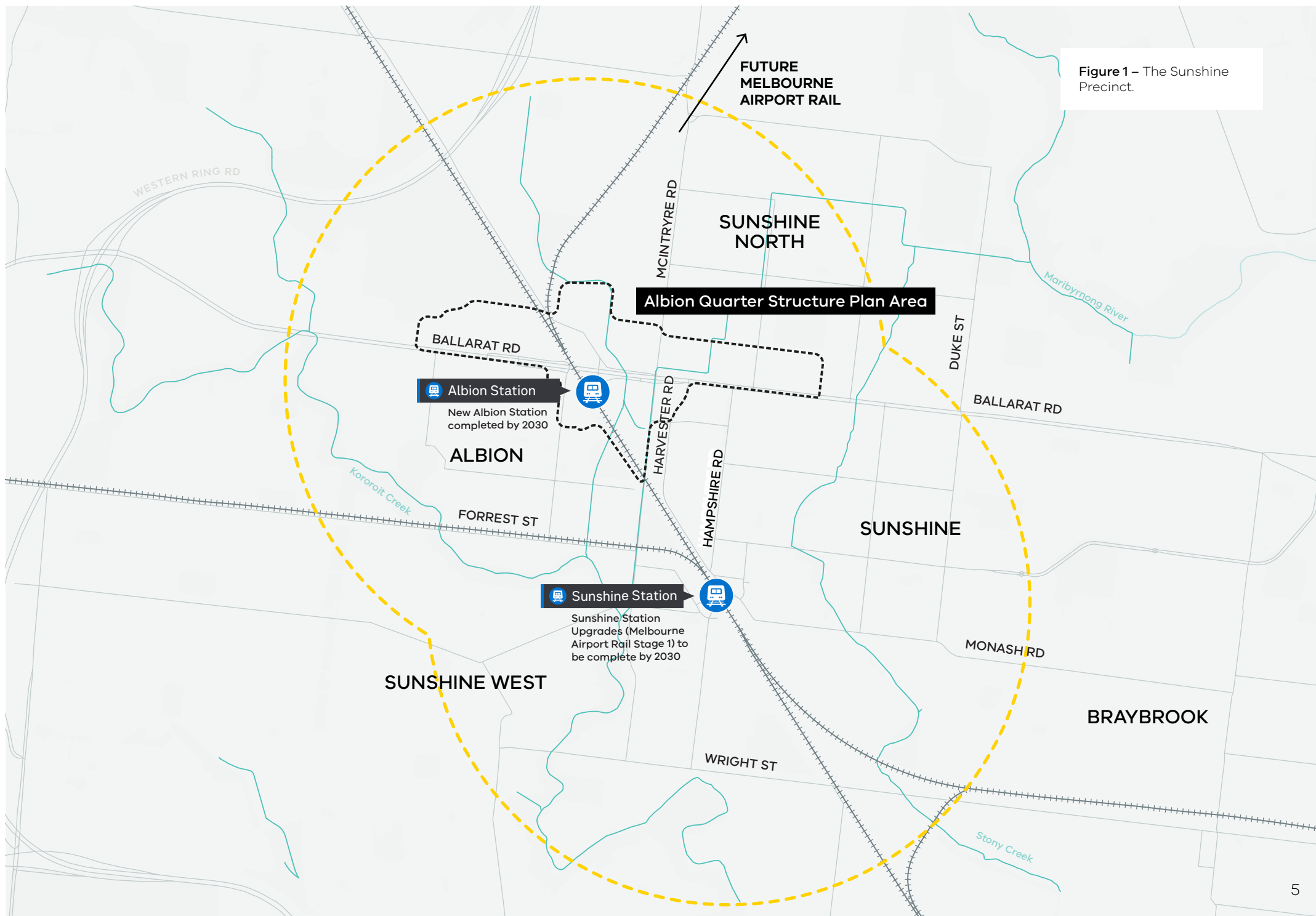
Transforming the Stony Creek environs underpins the broader transition the Albion Quarter will undergo to create a climate resilient and high amenity environment to support new resident and worker communities.

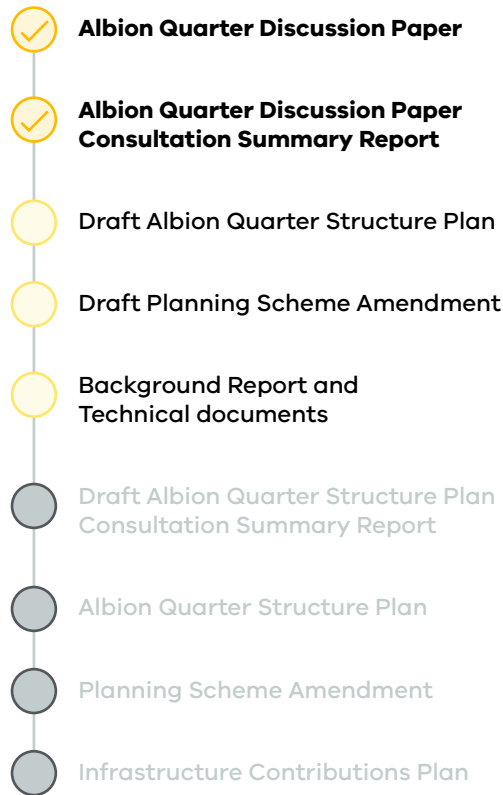
A revitalised Stony Creek will be a central green spine and destination of Albion Quarter, integral to the area’s emerging identity.

It will provide integrated stormwater management and drainage resilience, and new development will respond to its amenity and environmental value.

It is an important opportunity to work with Traditional Owners, as waterways and water hold deep cultural significance irrespective of how conditions have been altered.

Figure 1 – The Sunshine Precinct.





Structure Plan documents

The draft Albion Quarter Structure Plan sets a vision for how an area will change over time; providing a blueprint to how land use planning, growth and development will be managed in an appropriate and sustainable way. Managing the transition of this land to higher density, mixed-use development requires an enduring structure plan that gets the balance right between certainty and flexibility.

The draft Albion Quarter Structure Plan sets out a series of objectives, strategies and actions to achieve the vision for the Albion Quarter. The Implementation Plan provides guidance on the delivery of the plan over time in consultation with stakeholders. This plan is supported by the draft Planning Scheme Amendment.

Currently, there are several barriers to development in Albion Quarter. The Structure Plan documents will help address these barriers by:

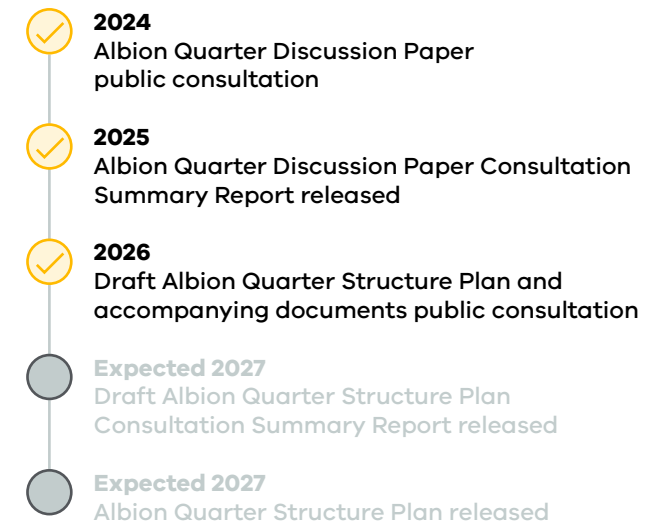
- identifying infrastructure, strategic partnerships and planning mechanisms needed for the future
- setting actions to appropriately manage risk associated with potentially contaminated land, impacts of climate change, utilities infrastructure and adverse amenity impacts from transport infrastructure and existing industrial land uses
- providing a framework to enable the transition of large format retail and industrial uses to higher density residential and employment uses
- providing new and improved conditions to unlock physical barriers that limit mobility, accessibility and integration throughout the Albion Quarter
- encouraging a greater variety of housing types, including social and affordable housing, and family-friendly apartments.
- building resilience to a changing climate and supporting more sustainable urban lifestyles
- creating walkable, well-connected neighbourhoods.

A plan shaped by the community

The Structure Plan builds on previous strategic work by Brimbank City Council and draws from the results of previous engagement with the community undertaken for Sunshine.

Visit engage.vic.gov.au/Sunshine to view the Albion Quarter Discussion Paper Consultation Summary Report.

Feedback received gave a clear insight into the community aspirations for the area, including expectations, values and both current and proposed needs. This feedback, together with the outcomes of technical assessments, have been used to create the Structure Plan.



2. VISION FOR SUNSHINE'S ALBION QUARTER

The Albion Quarter will be a place to live, work and learn. Its identity, culture and diversity will be celebrated through the creation of a series of new, high quality urban neighbourhoods. It will be a destination serving people, business and education with the potential to accommodate up to 6,000 homes, 10,200 residents and 8,000 jobs.

The Albion Quarter covers approximately 44 hectares of land around Albion Station. From Albion Station, it extends south to Anderson Road along the railway line, north to Stony Creek and the future Sunshine Energy Park, east to Victoria University and west to the Perth Avenue and Ballarat Road intersection.

The Structure Plan area does not include the Sunshine CBD. The Albion Quarter sits within the suburbs of Albion, Sunshine and Sunshine North.

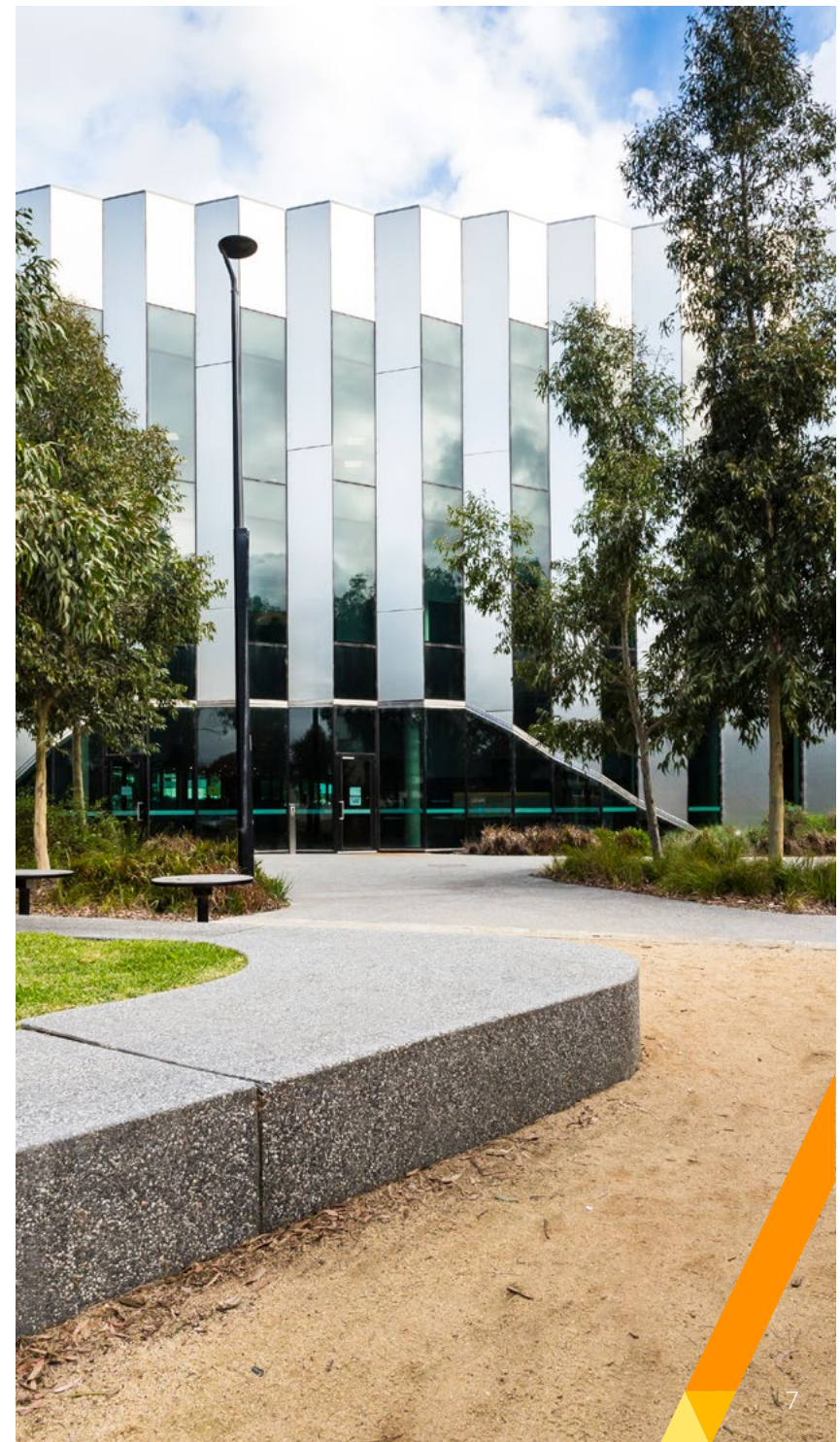
Future neighbourhoods

The Albion Quarter has four neighbourhoods defined by major roads and the railway line. Each neighbourhood will become its own local community and be centred around neighbourhood hubs and open space.

The four neighbourhoods are:

- Albion Quarter South
- Albion Quarter North
- Albion Quarter West
- Albion Quarter East.

The vision for each neighbourhood is included in this chapter.



Albion Quarter at a glance

The Albion Quarter will be anchored by a new, modern and accessible Albion Station integrated into a series of new, high quality urban neighbourhoods and vibrant local hubs.

It will be a sustainable precinct with cool green streets and open spaces.

Several key projects will improve connectivity and catalyse development.

Legend

-  Structure Plan area
-  Stony Creek Corridor
-  Existing station
-  Key connections
-  Proposed neighbourhood parks
-  Open space investigation area

Neighbourhood Hubs

- 1** Proposed Neighbourhood Hub South
- 2** Proposed Neighbourhood Hub North
- 3** Proposed Neighbourhood Hub West



Albion Quarter South

Neighbourhood aspiration

Albion Quarter South will be a vibrant, mixed-use neighbourhood centred around a new, modern and accessible Albion Station. Designed for living, working, and socialising, it will feature a fine-grained mix of uses at street level with a public realm defined by high quality materials and landscaping.

As the most connected part of the broader Albion Quarter, the area will serve as a gateway for commuters and visitors. The neighbourhood will offer convenient access to retail, dining, everyday amenities and major destinations in the Albion Quarter including Sunshine Energy Park and Victoria University. Residents and visitors will also enjoy direct links to a revitalised Stony Creek and an adjoining neighbourhood park.

Key features

- A new Albion Station to anchor the neighbourhood as the heart of the Albion Quarter and the gateway to its western, northern and eastern neighbourhoods.
- A repurposed Ballarat Road underpass and the creation of Station Street enabling efficient, safe and inviting walking and riding connections, as well as bus connections, to areas north of Ballarat Road.
- Taller development reflecting its central location adjacent to Albion Station and its proximity to Sunshine's CBD.
- A new and highly active neighbourhood hub around the Station, with a concentration of local services, activity and community life centred around the Station and its upgraded public realm.
- Commercial and retail uses on the ground floor along Ballarat Road while residential and office will be located on floors above.
- A new park, in the south of the neighbourhood, providing a passive recreation role combined with landscaped spaces for a variety of community activities.
- A revitalised Stony Creek corridor with significant public realm improvements, passive recreation amenity, active transport connections and habitat creation.
- Development fronting the creek and incorporating passive recreation, trails and significant new canopy tree plantings and revegetation.
- The adaptive reuse of the John Darling & Son Flour Mill to strengthen a local landmark and create a new destination in Albion Quarter South.



Albion Quarter North

Neighbourhood aspiration

Albion Quarter North is set to become a dynamic, mixed-use neighbourhood defined by its connection to a revitalised Stony Creek and a new Neighbourhood Hub north of Ballarat Road. The area will offer residents and workers the ability to meet most daily needs within a five-minute walk, supported by shops, a small supermarket, and a central public plaza.

A reconfigured street network, including the realignment of St Albans Road, will enhance accessibility to Albion Station by bus, riding and on foot, and create new redevelopment opportunities.

A new park and creek-fronting open spaces will provide areas for community gathering, recreation, and environmental restoration.

Buildings will front the creek with generous green edges and large canopy trees, contributing to a strong public realm.

See Figure 6 for an artist's impression of how Albion Quarter North could look.

Key features

- A realigned St Albans Road via a new street extension following along Annastasia Way connecting into McIntyre Road.
- A widened corridor along the northern section of the revitalised Stony Creek to incorporate flood mitigation improvements, integrated water management, passive recreation amenity, and habitat restoration.
- A new park in the central area of the neighbourhood, abutting Stony Creek, providing passive recreation and informal community use opportunities, increased tree canopy and potential space for a town square or public plaza.
- A new vibrant neighbourhood hub, with capacity for a small supermarket and retail shops, fronting the Stony Creek corridor, new neighbourhood park and plaza.
- New medium to high density commercial and residential development fronting the revitalised Stony Creek corridor.



Albion Quarter West

Neighbourhood aspiration

Albion Quarter West will become a mixed-use neighbourhood for working and living located within an easy walk of Albion Station and immediately south of the future Sunshine Energy Park.

Key features

- Significant redevelopment into a desirable new residential neighbourhood with employment uses, driven by its proximity and north facing aspect to Sunshine Energy Park.
- New public transport, walking and rider connections from Albion Station through the new neighbourhood to Sunshine Energy Park.
- New crossings to facilitate walkers and riders into the neighbourhood and Sunshine Energy Park.
- New local street network including an extended Adelaide Street north of Ballarat Road to Sunshine Energy Park and an extended Perth Street.
- A new neighbourhood park, located at the north end of the extended Adelaide Street.
- A new neighbourhood hub located along Adelaide Street, supporting new convenience and retail provision, co-located with the neighbourhood park and seamless access to Sunshine Energy Park.
- Expanded tree canopy areas creating a more inviting street level environment for Ballarat Road and the new local streets.

Albion Quarter East

Neighbourhood aspiration

Albion Quarter East will be a vibrant, evolving neighbourhood anchored by Victoria University and shaped by a strong educational focus. The area will transition into a contemporary mixed-use precinct where learning and working intersect. New uses adjacent to the University will support allied education uses, employment opportunities focusing on scientific knowledge, education, health and research.

Key features

- Continued expansion of Victoria University campus and integration with surrounding neighbourhood through masterplanning.
- New adjacent development supporting predominately employment opportunities, including allied education uses, attracting new business, enterprise and commerce.
- New taller buildings will frame the McIntyre Road and Ballarat Road corner.
- Improved signalised crossings for safe and convenient crossing across Ballarat Road and McIntyre Road for walkers and riders.
- Upgraded Phoenix Street with improved walking and riding amenity.



3. THEMES AND OBJECTIVES

Five themes are the foundation of structure planning for the Albion Quarter. Each theme includes a set of objectives and strategies to deliver on the vision for the Albion Quarter.

	Objectives	
Transition to new uses 	1	Promote the transition over time to a vibrant, diverse and active mixed-use precinct of up to 6,000 dwellings and 8,000 jobs.
	2	Manage the risk and impacts from potential land contamination, industry, transport corridors and pipelines.
Better connections 	3	Integrate and activate the new Albion Station to support transit-oriented development.
	4	Enable a safe integrated transport network by establishing a clear hierarchy of streets and improving the efficiency of traffic and freight corridors.
	5	Integrate Albion Quarter into the broader public transport network by connecting Albion Station to the Sunshine CBD and other key destinations.
	6	Prioritise a safe and accessible active transport network through and to the Albion Quarter.

	Objectives	
Sustainable vibrant places 	7	Establish a legible urban structure and street hierarchy that prioritises sustainable, comfortable places and ease of movement.
	8	Transform Stony Creek to deliver significant economic, social, and environmental value.
	9	Create a connected, accessible and well-designed open space network.
	10	Encourage sustainable buildings, transport and energy.
	11	Facilitate a cool, green, biodiverse environment and embed integrated water management.
Enriching community 	12	Increase housing diversity and the supply of affordable housing.
	13	Enable timely delivery of high-quality, accessible and integrated community infrastructure that meet the needs of the future community.
	14	Celebrate and interpret Wurundjeri Woi-wurrung cultural heritage and values, and foster storytelling of Sunshine's cultural diversity and industrial history.
Building urban character 	15	Establish built form controls that support growth and preferred future character while managing sensitive interfaces.
	16	Ensure new development positively contributes to the functionality and amenity of the public realm.
	17	Ensure internal building spaces support flexibility of uses and quality internal amenity.

TRANSITION TO NEW USES

The Albion Quarter will evolve into a vibrant mixed-use centre with capacity to accommodate significant housing and jobs growth in Sunshine.

Progressive redevelopment will transform underutilised and industrial land into diverse neighbourhoods with active streets and neighbourhood hubs that can respond to changing needs of residents and workers.

The transition will be carefully managed to address constraints and interfaces, ensuring land is safely and efficiently repurposed for sensitive uses while supporting development opportunities.



Objective 1

Promote the transition over time to a vibrant, diverse and active mixed-use precinct of up to 6,000 dwellings and 8,000 jobs.

Strategies

- | | |
|-----------|---|
| S1 | Facilitate use and development of land in Albion Quarter to provide built form capacity for up to 6,000 homes and up to 8,000 jobs. |
| S2 | Facilitate a diverse range of employment generating land uses, including priority for employment uses at lower levels within proximity to Albion Station in accordance with Figure 3. |
| S3 | Provide for interim development outcomes that preserve ultimate opportunities for higher-density mixed-use development. |
| S4 | Establish neighbourhood hubs in accordance with Figure 3 and 6 that support day and night time activation. |
| S5 | Encourage adaptability of land uses in the lower levels of buildings, by designing car parking areas to be converted to habitable land uses in the future. |

Objective 2

Manage the risk and impacts from potential land contamination, industry, transport corridors and pipelines.

Strategies

- | | |
|-----------|--|
| S6 | Support the relocation of industries with amenity buffers to State significant industrial areas in Melbourne's west to enable redevelopment for sensitive use. |
| S7 | Apply the Environmental Audit Overlay to land that is demonstrated to have a high potential for contamination to ensure appropriate remediation or management in accordance with Figure 5. |
| S8 | Require development proposals to prepare a relevant risk or amenity impact assessment where appropriate, and manage noise and vibration impacts by ensuring development includes appropriate attenuation measures. |

Transition to new uses

Land use and development framework

Legend

- Structure Plan Area
- Neighbourhood
- Existing station
- Proposed new street

Land uses

- Master plan areas
- Mixed Use Area 1
- Mixed Use Area 2
- Education
- Prioritise commercial on the ground floor
- Prioritise employment generating uses up to street wall height
- Active frontages on ground floor
- Community infrastructure investigation area

Open space

- Stony Creek corridor
- Proposed open space
- Open space investigation area
- Future stadium

Neighbourhood Hubs

- 1 Proposed Neighbourhood Hub South
- 2 Proposed Neighbourhood Hub North
- 3 Proposed Neighbourhood Hub West

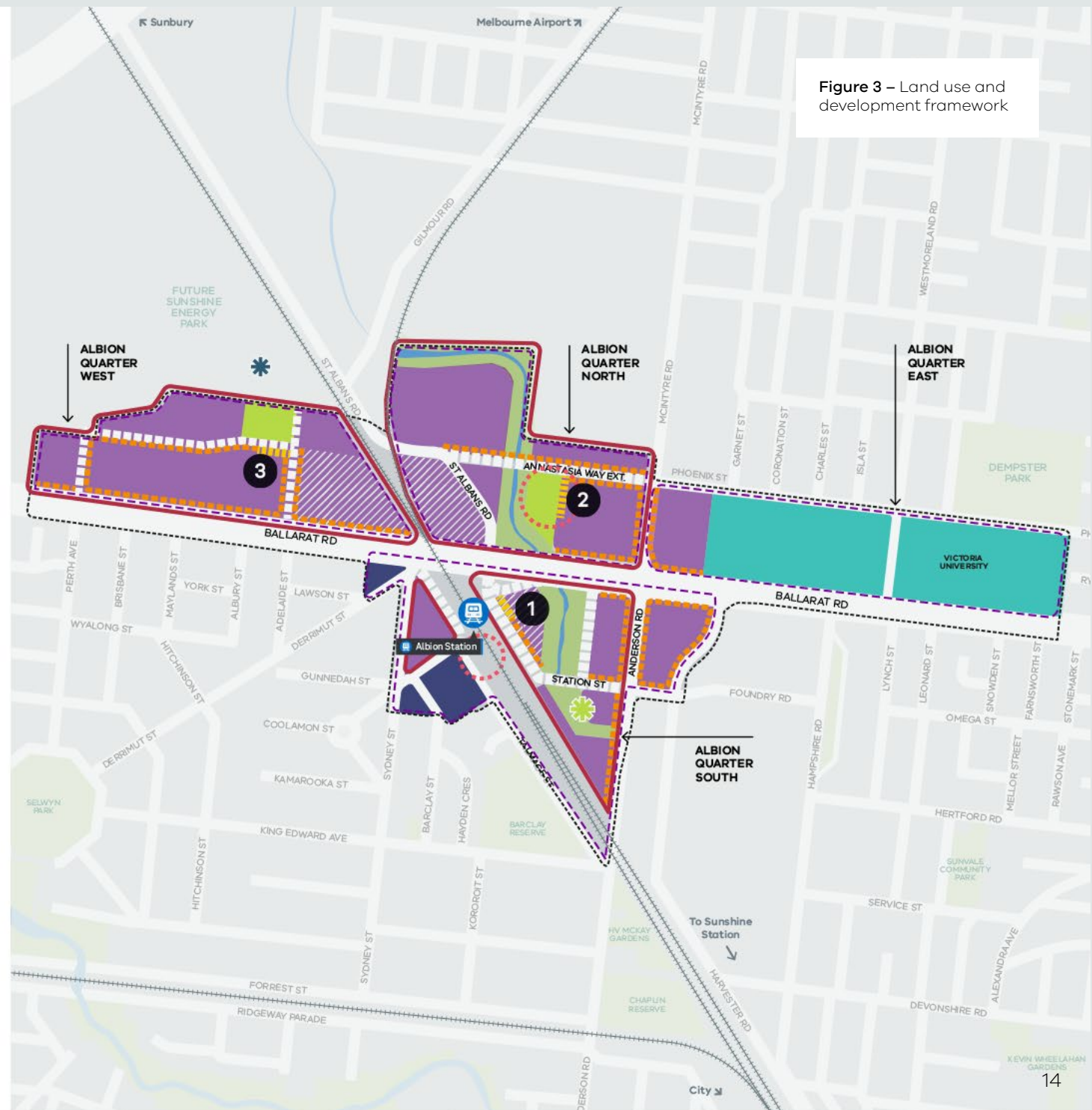


Figure 3 – Land use and development framework

Transition to new uses

Preferred land uses

The preferred land uses have been developed to identify priority land uses and focuses of the neighbourhoods of the Albion Quarter and are summarised in Figure 3 and in Table 1.

Priority Land Uses	Description	Primary Land Use Focus	Secondary Land Use Focus
Mixed Use Area 1	– To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses. – To provide for residential uses at densities complementary to the role and scale of the commercial centre.	Residential Office Retail	Industry Warehouse
Mixed Use Area 2	– To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality. – To provide for housing at higher densities. – To encourage development that responds to the existing or preferred neighbourhood character of the area.	Residential	Retail Office Other accommodation
Education (Victoria University Land)	– Continued expansion of campus and integration with surrounding areas through masterplanning. Other employment uses will add to the activity of the area.	Education Research	Office and services complementary to Education

Table 1 Preferred land uses

The role of masterplanning in enabling cohesive development outcomes in Albion Quarter

The Albion Quarter urban renewal area primarily comprises large, irregularly shaped sites held by a small number of landowners – making planning for precise urban structure and cohesive built form outcomes challenging. It is anticipated that it may be some time until key opportunities materialise due to complex land constraints and market conditions. In this context, enabling the right catalyst developments in strategic locations will be critical in ensuring Albion Quarter's success.

Several precinct scale areas of Albion Quarter will be subject to a masterplan requirement to ensure desired strategic outcomes are secured. The masterplan will provide flexibility to navigate uncertainty over time, and for full consideration of relevant matters to be given closer to the time of redevelopment.

The following areas will require a masterplan:

- John Darling & Son Flour Mill site
- Albion Quarter South (area bound by Albion Station, Ballarat Road and Anderson Road)
- Albion Quarter West
- Albion Quarter North.

Transition to new uses

Neighbourhood hubs

What is a neighbourhood hub?

Neighbourhood hubs are a concentration of local services, activity and community life. The draft Structure Plan envisions neighbourhood hubs to be lively, accessible places within the Albion Quarter where people will come together.

The neighbourhood hubs will offer a mix of shops, services and meeting places, each supporting daily life and social connection. The three neighbourhood hubs are in many cases linked to parks and public spaces encouraging walking and activity. Ground floor retail will be a key feature. The preferred land uses and proposed locations of active frontages will further support the evolution of neighbourhood hubs.

Figure 4 – Neighbourhood Hubs

1

Neighbourhood Hub South

Features:

- Revitalised Station entry and forecourt with public realm amenities.
- New Station Street prioritising walking, riding and public transport.
- Street level convenience retail and hospitality fronting the station within higher density development.
- Converging active transport and public transport connections including to Stony Creek.

2

Neighbourhood Hub North

Features:

- Access to a revitalised Stony Creek and associated new neighbourhood park.
- Local retail and convenience centre with higher density development fronting open space.
- New Annastasia Way extension street.
- New community facilities and amenities fronting the open space.

3

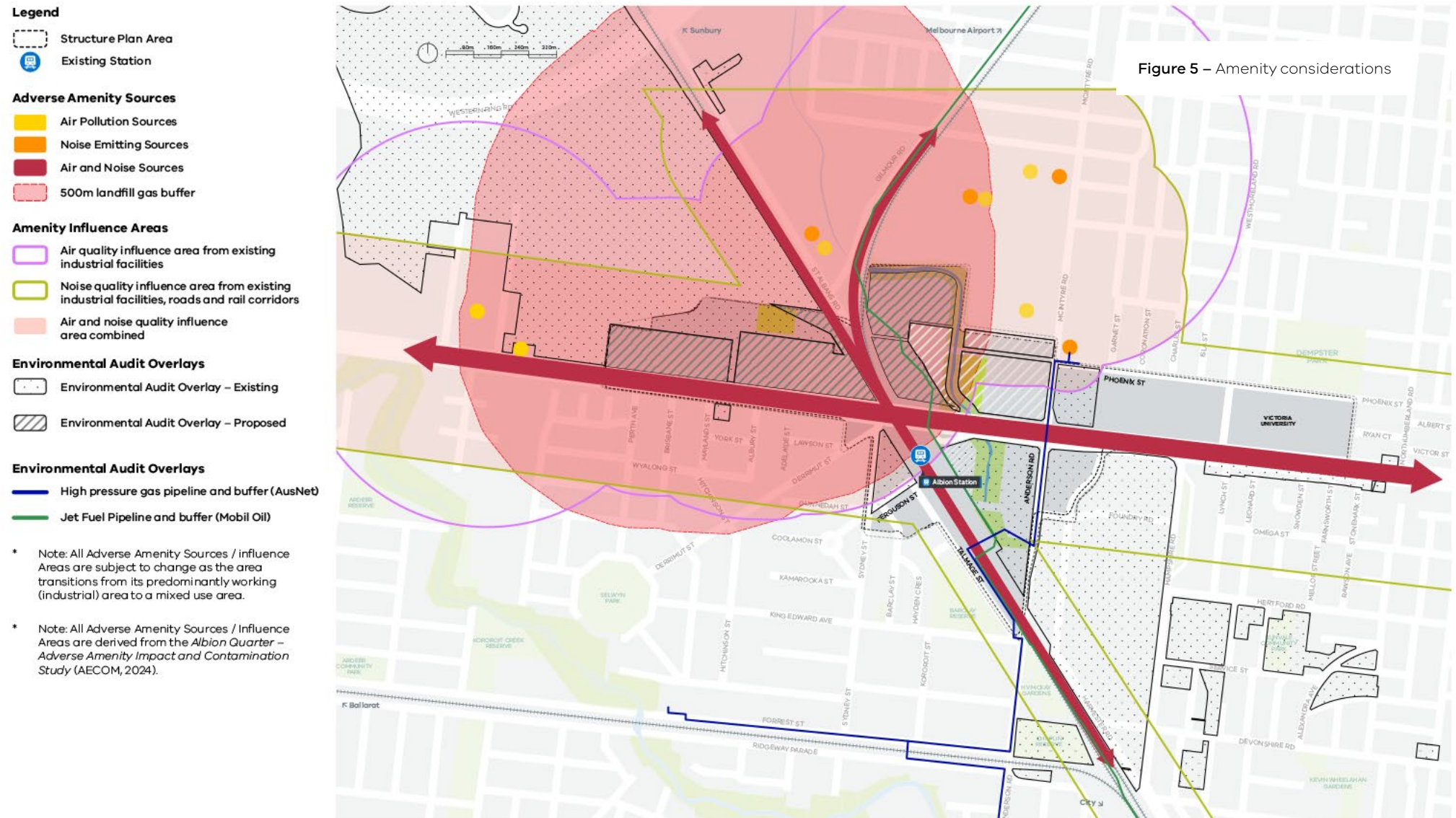
Neighbourhood Hub West

Features:

- Access to the future Sunshine Energy Park and associated new neighbourhood park.
- Street level local retail and convenience centre within new development fronting new park, Sunshine Energy Park and Adelaide Street.
- New community facilities and amenities fronting the open space.

Transition to new uses

Amenity considerations



Transition to new uses



Figure 6 – Artist impression of Albion Quarter

Road Classifications and Definitions

Strategic Road Corridor – supports safe and high-capacity efficient through movement of people and goods by general traffic and freight vehicles, while maintaining connectivity across the corridor and ensuring safety for walkers and riders at intersections. Generally, limited vehicle access to adjacent land uses and limited on-street parking.

Primary Connector – provides multimodal connections between local centres, ensuring safe movement for people on bikes and crossing at intersections.

Secondary Connector – provides multimodal access to key destinations within local centres, prioritising walkers and riders through streets designed for slower vehicle movements.

Local destination street – supports local access and activity adjacent to key destinations, prioritising walkers, riders and local public transport and accommodating slow vehicle movements.

Local street – provides quiet and calm local access and servicing, supporting safe and comfortable walking and riding for all with streets designed for slow vehicle movements. Streets are indicative and subject to future development.

BETTER CONNECTIONS

A new Albion Station and transformed Ballarat Road will radically improve connections between the Albion Quarter's neighbourhoods and with the wider Sunshine Precinct, attracting more people to live, work and visit the area.

High-quality public transport integrated with a safe and accessible network of active transport routes will support a shift away from the dominance of private car use. A clear hierarchy of streets will improve movement and access while enabling more sustainable, people-focused and transport-oriented development.



Objective 3

Integrate and activate the new Albion Station to support transit-oriented development.

Strategies

S9	Ensure Albion Station interfaces provide safe and direct access to and from the station, and strengthen its function as the arrival destination in accordance with Figure 7.
S10	Facilitate development opportunities and active frontages surrounding Albion Station.
S11	Ensure the new station layout supports convenient intermodal trips for public and active transport users.
S12	Reduce the barrier of the railway corridor for active transport users.
S13	Prioritise surplus station land for sustainable transport infrastructure, community infrastructure, housing and commercial development opportunities.

Objective 4

Enable a safe integrated transport network by establishing a clear hierarchy of streets and improving the efficiency of traffic and freight corridors.

Strategies

S14	Focus higher-volume traffic and freight movements onto the identified strategic road corridors and facilitate low speed, and low traffic environs for local streets in accordance with Figure 8.
S15	Transition Ballarat Road into a multimodal corridor and reduce the real and perceived barrier of Ballarat Road for walkers and riders.
S16	Improve active transport, public transport and general traffic connectivity from Albion Station to land north of Ballarat Road to enable development.

Objective 5

Integrate the Albion Quarter into the broader public transport network by connecting Albion Station to the Sunshine CBD and other key destinations.

Strategies

S17	Facilitate the delivery of direct and frequent public transport routes between Albion Station to key destinations including CBD, the Sunshine Health and Wellbeing Precinct, Highpoint Shopping Centre and nearby centres.
S18	Ensure existing and future local streets provide connectivity to key destinations.

Future proofing streets for safe and reliable bus services

New streets will be future proofed to enable key bus routes. The future bus network in Albion Quarter will comprise:

- rapid routes: busy public transport corridors accommodating frequent and reliable journeys with ‘turn-up-and-go’ services
- connector routes: connecting bus corridors that connect to key destinations and other modes of public transport.

Objective 6

Prioritise a safe and accessible active transport network through and to the Albion Quarter.

Strategies

S19	Integrate existing and future streets into the broader network of Strategic Cycling Corridors and Local Cycling Corridors in accordance with Figure 10.
S20	Increase and improve the safety of crossings for walkers and riders across Ballarat Road and other major roads and freight corridors.
S21	Facilitate the delivery of new and improved walking and riding connections between key destinations including the Sunshine CBD, the new Albion Station, Stony Creek, schools, Sunshine Energy Park and other future public open spaces.
S22	Facilitate the delivery of a permeable street network for walkers and riders by encouraging new developments to include through-site links.

Prioritising sustainable transport

The Structure Plan will ensure the planning, prioritisation and implementation of walking and riding infrastructure which are central to sustainable, safe and healthy communities.

The Strategic Cycling Corridor network links up important destinations and supporting trips to stations, shops and schools.

Local cycling corridors provide for recreational trips and short trips to local destinations.

Opportunities to establish key walking corridors and improvements to crossings have been identified along major roads and rail corridors. All new streets will have footpaths provided on both sides.

High-level opportunities for walking and riding and through-site links, subject to detailed masterplanning and development, have also been identified.

The ultimate Albion Station environs will be delivered in a phased approach.

The ultimate Albion Station environs is shown in Figure 7. It will include:

- a new station overpass and civic rail crossing located and designed to have a strong connection to the current and future urban structure of the area
- high quality landscaped forecourt and a series of activated public spaces and landscaping support legible arrival and wayfinding
- improved interchange with relocated bus stops
- improved station pick-up and drop-off areas
- direct and wide walking and riding paths
- mixed use development opportunities including small-scale retail/community activation at ground level.

- Existing station
- Future bus stop
- Existing Public Acquisition Overlay reserved for the purposes of a road
- Prioritise commercial on the ground floor
- Active frontages on ground floor
- Proposed Albion flyover (Melbourne Airport Rail)

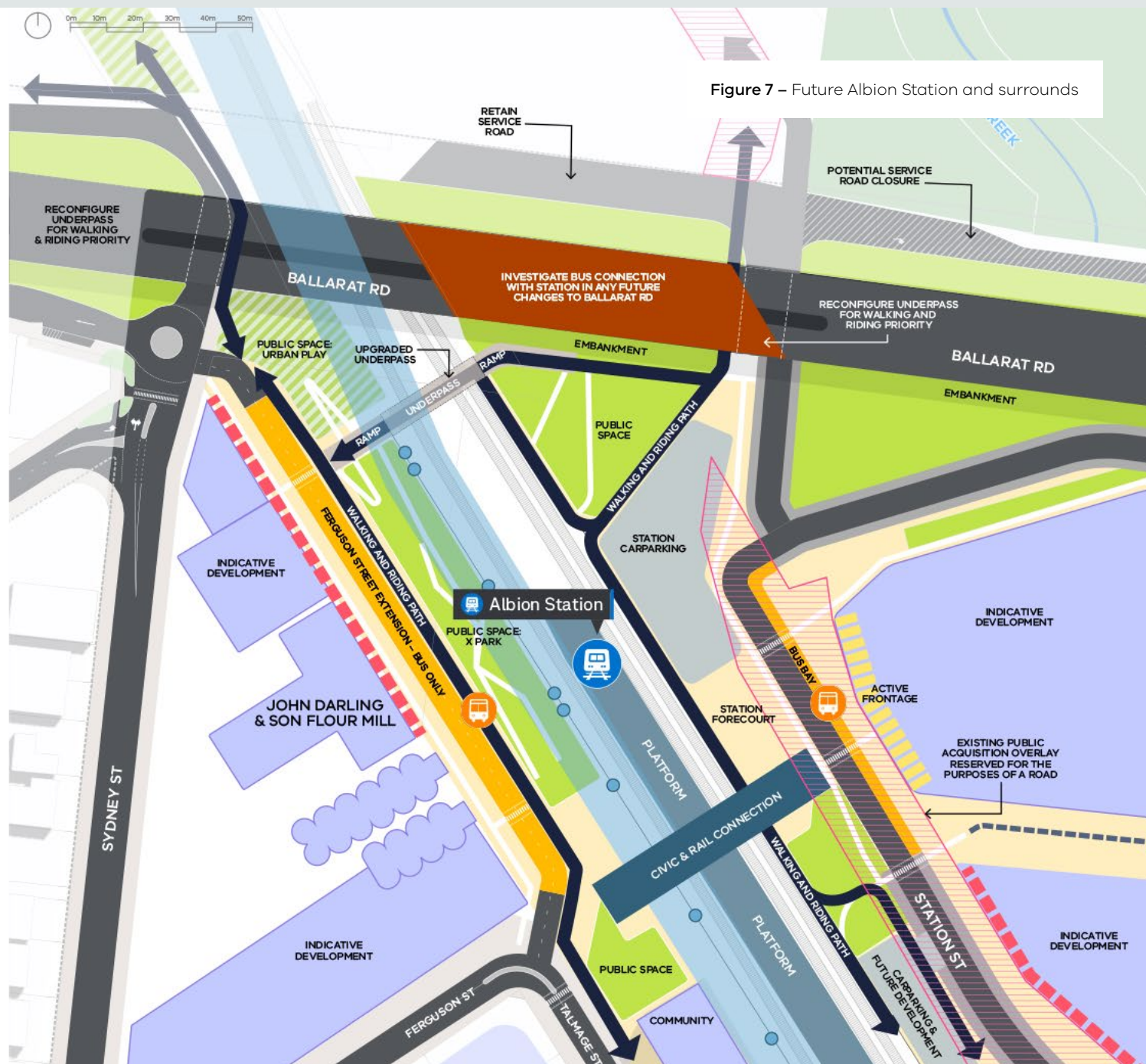


Figure 7 – Future Albion Station and surrounds

Better connections

Traffic and freight network

Legend

- Structure Plan area
- Existing station

Streets

- Strategic road corridor
- Primary connector existing / proposed
- Secondary connector – existing
- Local destination street existing / proposed
- Local street existing / proposed

Local Responses

- Service road closure – Opportunity to simplify road arrangements by removing the service road and transition existing space to other public uses, including tree canopy planting, water-sensitive urban design, walking, riding and/or bus stops
- Prioritise walking, riding and public transport access in underpass
- Proposed street restrictions to deter non-local trips
- Traffic signals proposed new, proposed upgrade
- New / upgraded bridge
- Proposed park / open space investigation area

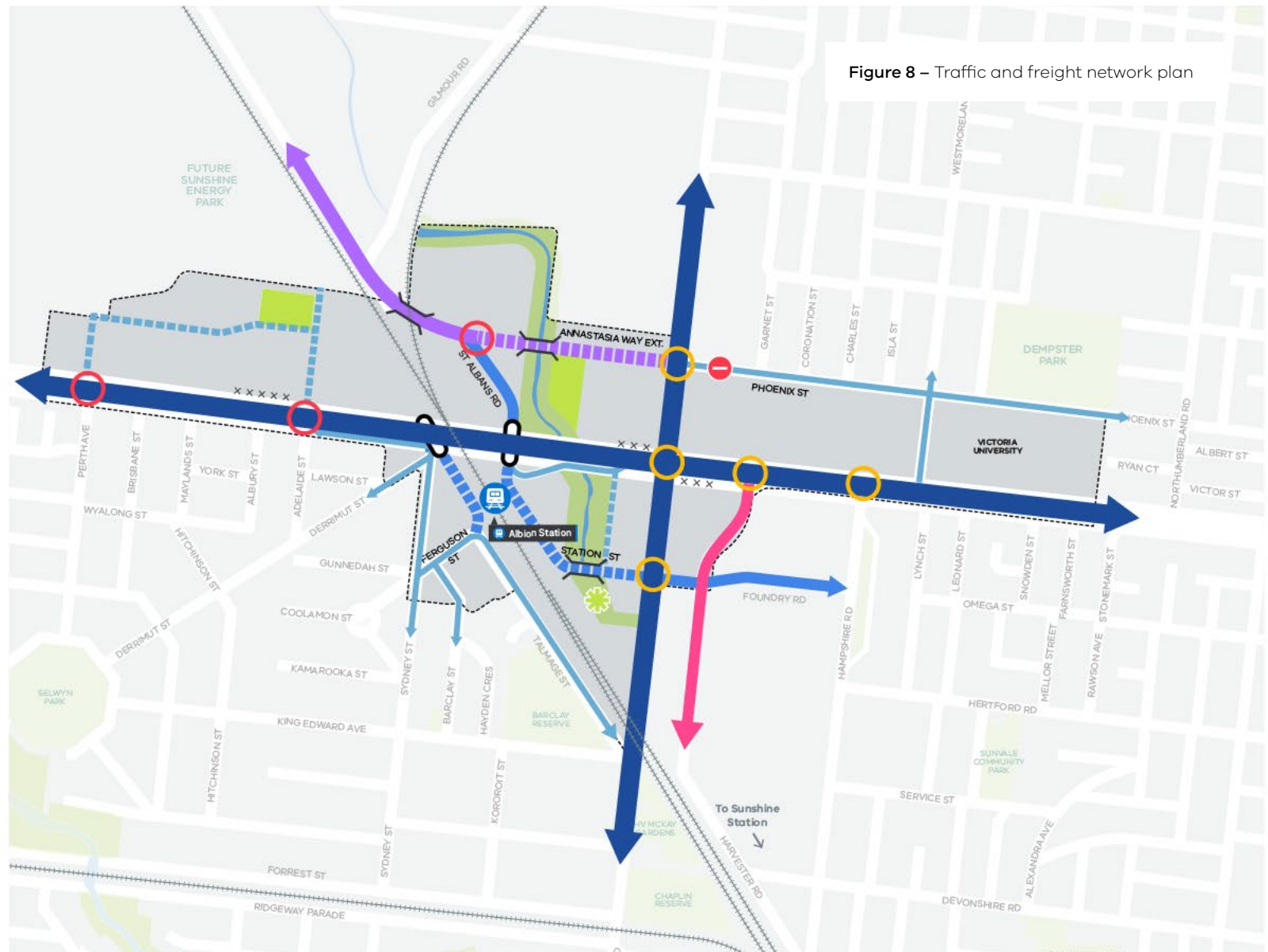


Figure 8 – Traffic and freight network plan

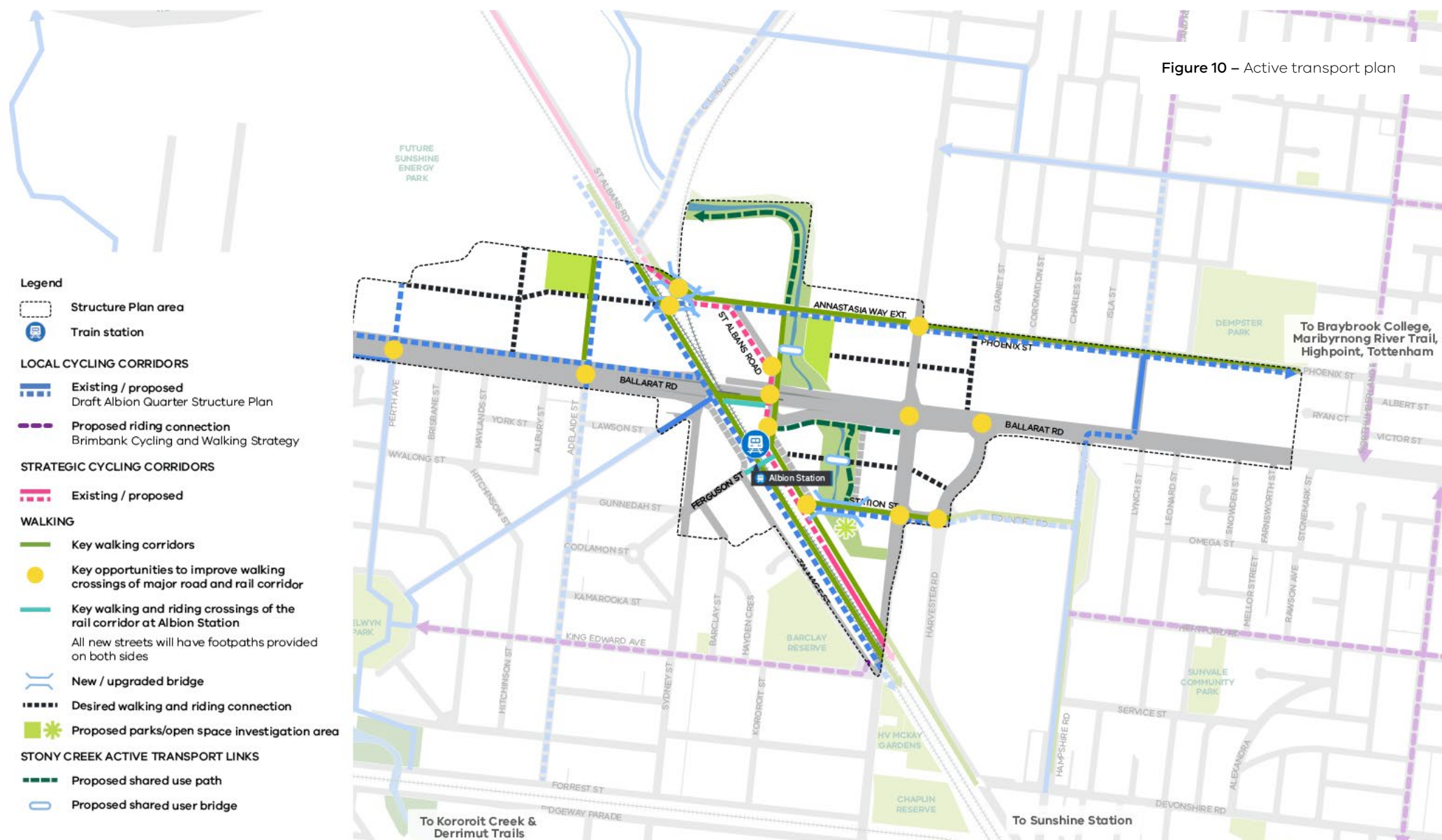
Better connections

Public transport



Better connections

Active transport



SUSTAINABLE VIBRANT PLACES

The Albion Quarter will embed climate resilience into its urban structure, streets and built form. A new network of connected, inviting streets and public open spaces will support walking, improve urban cooling and enhance biodiversity.

The revitalisation of Stony Creek, more tree canopy coverage and integrated water management will contribute to a healthier and more resilient urban environment.



Objective 7

Establish a legible urban structure and street hierarchy that prioritises sustainable, comfortable places and ease of movement.

Strategies

S23	Establish a street hierarchy that supports each street’s movement and place function in accordance with Figures 8 to 11 and the Street Cross Sections in Appendix 1.
S24	Identify opportunities to repurpose encumbered or underutilised land (such as discontinued roads or land affected by pipeline easements) for walking and riding amenities, and improved tree canopy outcomes.
S25	Facilitate the delivery of amenity and ecology improvements to existing streetscapes, particularly along Destination and Local Living Streets, in accordance with Figure 11, Movement and Place Street Categories and the Urban Design Guidelines for Victoria.
S26	Ensure the layout of the urban structure, built form, and subdivision supports passive heating and cooling and optimises solar energy generation.

Public realm street categories

A set of Movement and Place Street Categories will guide understanding of the street hierarchy network in the Albion Quarter. These categories consider future growth with desired functional movement and place outcomes. They also consider street ecology, user safety and amenity. Further work on detailed street types and design interventions will be undertaken as the area develops over time.

Destination Streets prioritise place functionality with vibrant on-street activity, and significant public and active transport options. Design outcomes and space allocation focus on active or engaging frontages, generous walking space and safety, climate comfort, economic activity at the ground plane and a strong public identity.

Connection Streets prioritise safe and efficient movement of people and goods by various modes. Design outcomes focus on safe infrastructure, clear modal hierarchy, buffered walking environments, tree canopy, and mitigation of noise, heat and traffic impacts.

Local Living Streets prioritise local journeys, neighbourhood placemaking and ecology. Design outcomes focus on low speed environments, safety for all ages, green infrastructure, social use and a strong sense of neighbourhood identity.

Objective 8

Transform Stony Creek to deliver significant economic, social, and environmental value.

Strategies

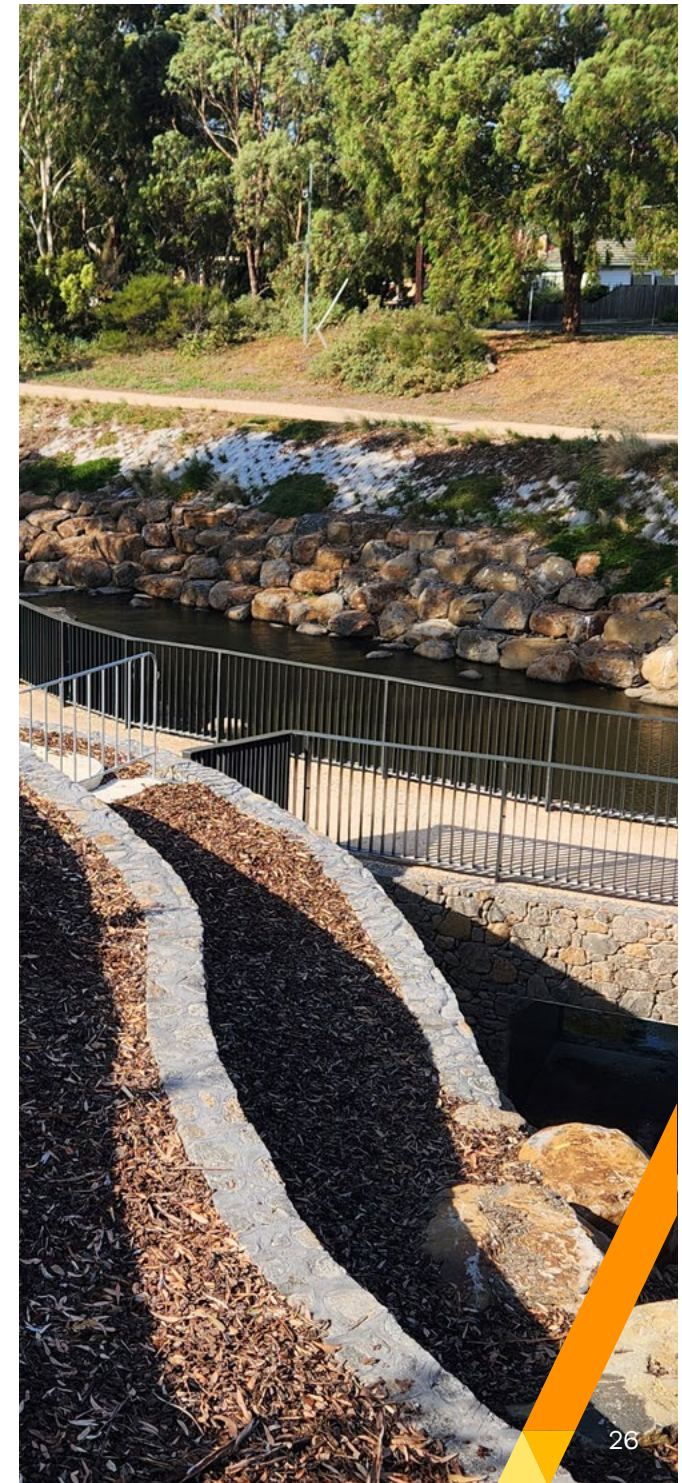
S27	Establish a green spine for the Albion Quarter with varied landscapes and passive recreation experiences.
S28	Prioritise interventions that improve climate resilience and improve the health of the waterways and bay including integrated stormwater management, water sensitive urban design, greening and flood mitigation.
S29	Recognise, celebrate and interpret Wurundjeri Woi-wurrung cultural heritage and values in the designs for revitalising Stony Creek.

Stony Creek Revitalisation

The Stony Creek Revitalisation Opportunities Plan has been developed (see Figure 12), to guide the long-term transformation of Stony Creek. The Plan proposes initiatives to address the complex challenges and realise its full potential including:

- remediation of the site to lay foundations for a safe and accessible public open space
- enhancement of its climate resilience through integrated water management, greening and cooling, and flood prevention
- healing Country to restore its ecological value and recognise its cultural heritage significance
- catalysing development through the creation of a high-quality vibrant destination that provides recreational opportunities and active transport connections.

It is estimated the project will deliver over 10,000 square metres of new parkland, an additional 7,000 square metres of tree canopy and 850 metres of walking and riding paths for future communities.



Objective 9

Create a connected, accessible and well-designed open space network.

Strategies

S30	Complement each neighbourhood hub with open space in accordance with Figure 13.
S31	Ensure the function and design of open spaces responds to community need and service demand at the time of development.
S32	Support inclusivity and activation of open spaces by ensuring the design and programming of open spaces meet the varying needs of future communities and people with all ages and abilities.
S33	Support transformation of the future Sunshine Energy Park as a significant regional open space destination.
S34	Enhance the quality, functionality, capacity and access to the existing open space network adjacent to the Albion Quarter (Dempster Park and Barclay Reserve).

Objective 10

Encourage sustainable buildings, transport and energy.

Strategies

S35	Support the local production, storage and use of renewable energy.
S36	Support reduced car use and parking.
S37	Support the uptake and integration of electrical vehicle use and infrastructure including charging stations, and manage energy loads.
S38	Encourage the design of new non-residential buildings to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
S39	Encourage circular economy design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low embodied carbon.



Objective 11

Facilitate a cool, green, biodiverse environment and embed integrated water management.

Strategies

Support growth and establishment of:

S40

- large tree canopies in proposed neighbourhood parks and along streets in accordance with Figure 26
- medium trees along all other streets
- green corridors and amalgamated deep soils on public and private land.

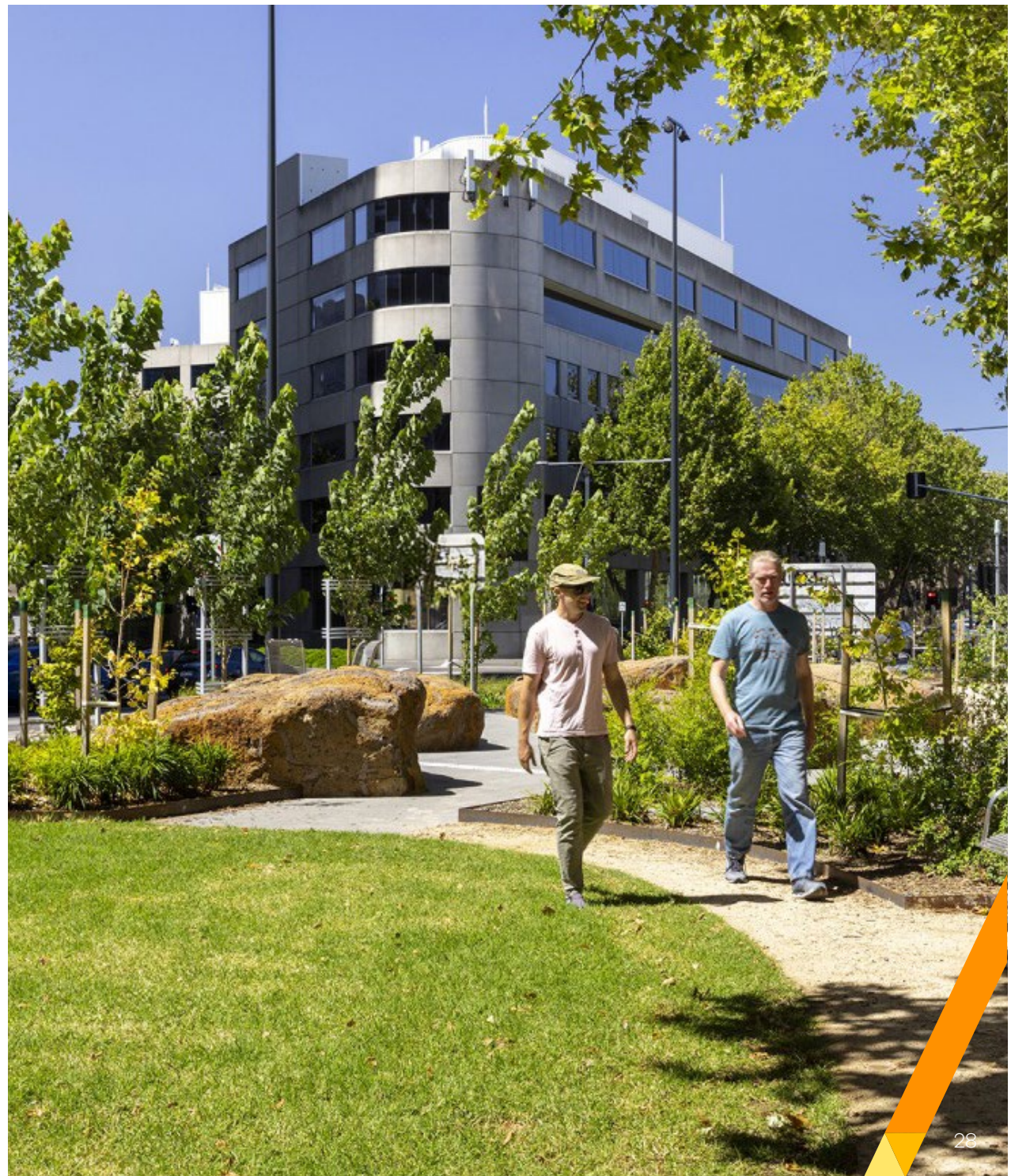
Work with water authorities and utility service providers to explore Integrated Water Management opportunities for:

S41

- the design and delivery of new water, wastewater and drainage services
- new flood mitigation infrastructure, including rainwater and stormwater harvesting and the provision of blue-green spaces.

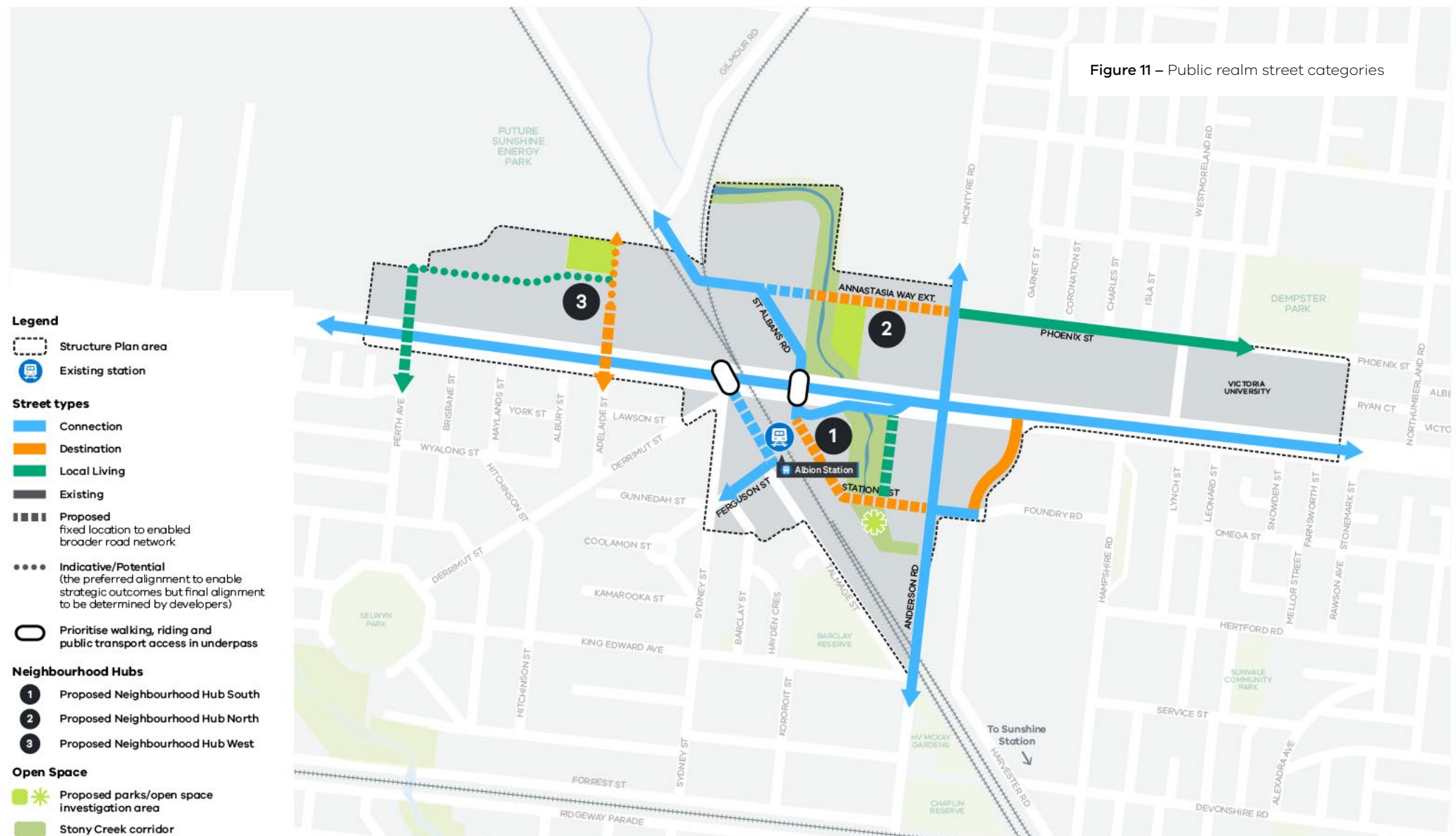
Incorporate Integrated Water Management principles in the planning and design of the public and private realm through provision of third-pipe infrastructure, irrigation systems and alternative water supply (including recycled water, treated rainwater and stormwater).

S42



Sustainable vibrant places

Public realm street typologies



Sustainable vibrant places

Pocket Park with nature play or fitness

Berms feature throughout providing soil depth for planting and a unique landscape experience

Shared user path focused on western side, with walking paths on both the east and west

Pocket Park entrance linked to Cycling Network SUP

Naturalisation of Stony Creek through widening, ponds and increased sinuosity, providing moments for interaction. Provides space for high flow

Nature play, fitness and picnic amenity

Build over Stony Creek to create a large open area with hardscape and passive grassed areas

Bridge and ramp to north

Connection to north-east

Retained channel with focused interventions such as rest spots, interpretation or art

Opportunity for social interactions, art, interpretation and community

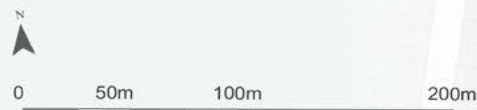
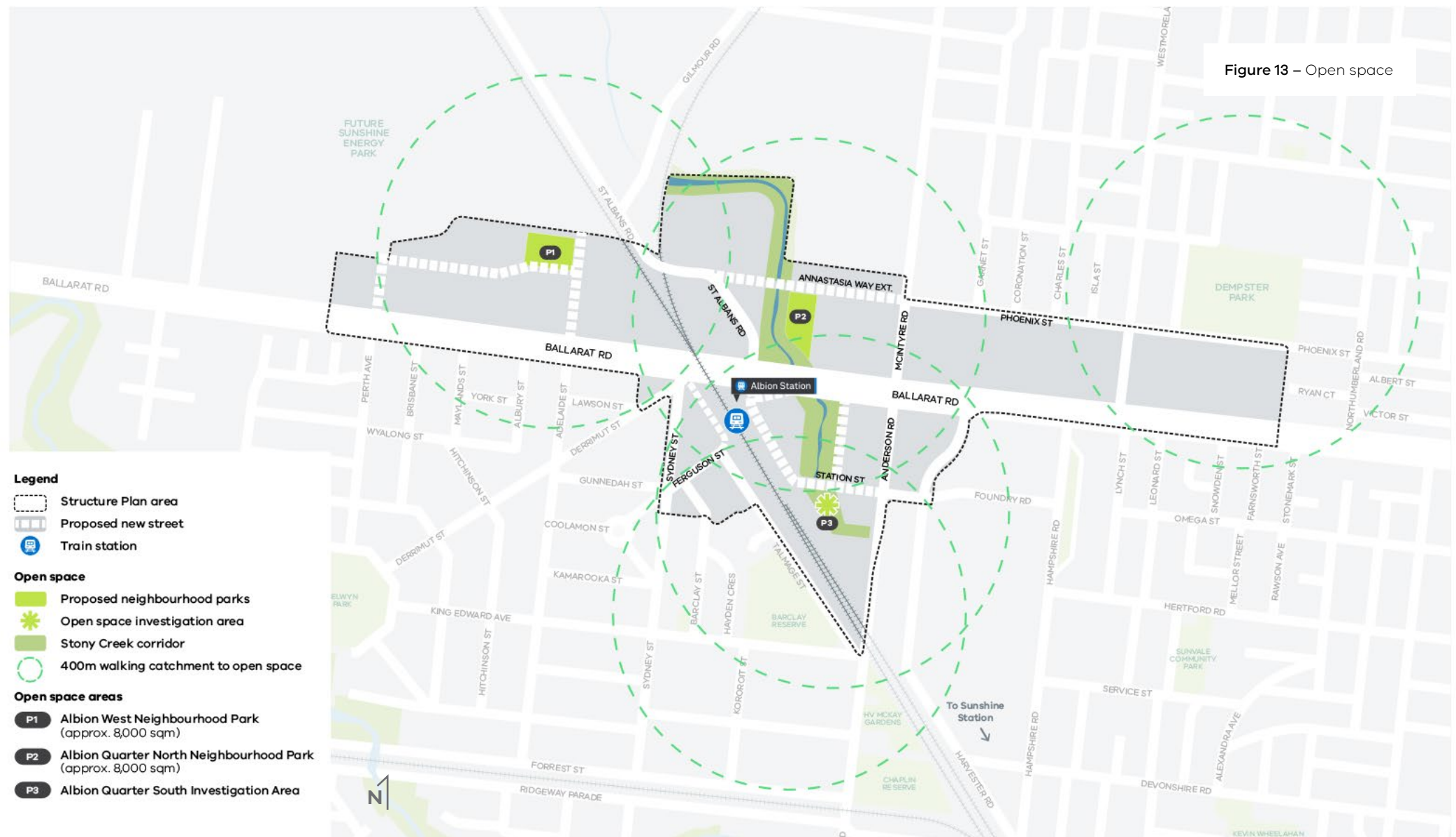


Figure 12 – Stony Creek revitalisation opportunities plan

Sustainable vibrant places

Open space



Sustainable vibrant places

Table 2 identifies each proposed open space, its size and its character and use. Refer to Figure 12 for locations within the Study Area.

Description		Size (m2)	Context	Suggestion of Function/Key Components
Proposed New Open Space (Local Parks)				
P1	Albion Quarter West Neighbourhood Park	8,000 approx.	Located in Albion Quarter West, this park will be surrounded by a mix of residential and commercial uses. Active, people-focused uses at ground floor immediately south of the park will optimise opportunities for enhanced on-street amenity and experience for walkers and riders in the neighbourhood hub.	– Neighbourhood park suitable for local community. – Passive recreation and informal use. – Potential for children's playground. – Integrated water management. – Tree canopy.
P2	Albion Quarter North Neighbourhood Park	8,000 approx.	Located in Albion Quarter North, this park will sit immediately east of the Stony Creek corridor. It will be surrounded by a mix of uses and anchor the Albion Quarter North neighbourhood hub.	– Neighbourhood park for passive recreation and informal use. – Anchoring the Neighbourhood Hub with a revitalised Stony Creek. – Potential for a town square to support neighbourhood hub. – Integrated water management – Tree canopy.
P3	Albion Quarter South Open Space Investigation Area	6,500 approx.	Open space provision for Albion Quarter South will be determined with preparation of the Albion Station masterplan considering the following principles: – Connectivity – considering connections between Albion Station, a revitalised Stony Creek and Sunshine CBD – Opportunity to provide innovative open space solutions with consideration to Figure 12 – Land constraints – potentially contaminated land, underground pipelines and easements – Adjoining land use – considering amenity impacts of rail corridor and major roads on usability and amenity – Size – suitable for identified need.	– Neighbourhood park suitable for local community. – Passive recreation and informal use. – Integrated water management. – Tree canopy.

Table 2 Open Space

ENRICHING COMMUNITY

The Albion Quarter will accommodate significant growth and diversification of the Sunshine community, supported by enhanced accessibility, amenity and liveability.

A mix of housing, including affordable housing, together with well-located community facilities, open spaces and schools within walking distance will support an inclusive and healthy community. Public spaces and community infrastructure will also celebrate First Nations cultural values and the area's industrial and cultural heritage, strengthening local identity and belonging.



Objective 12

Increase housing diversity and the supply of affordable housing.

Strategies

- | | |
|------------|--|
| S43 | Encourage 6 per cent of dwellings to be affordable housing. |
| <hr/> | |
| | Require: |
| | <ul style="list-style-type: none">– a minimum of 10 per cent of dwellings to be affordable housing in developments accessing the Development Facilitation Program |
| S44 | <ul style="list-style-type: none">– a minimum of 10 per cent of dwellings delivered on government-owned land are affordable housing– that affordable housing is constructed to the same standard as market housing within the same development. |
| <hr/> | |
| S45 | Encourage the delivery of family-friendly apartments and opportunities for community to live and work close to home. |
| <hr/> | |
| S46 | Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people. |
| <hr/> | |
| S47 | Encourage consideration of the needs of First Peoples in the design of affordable housing. |
| <hr/> | |



Objective 13

Enable timely delivery of high-quality, accessible and integrated community infrastructure that meet the needs of the future community.

Strategies

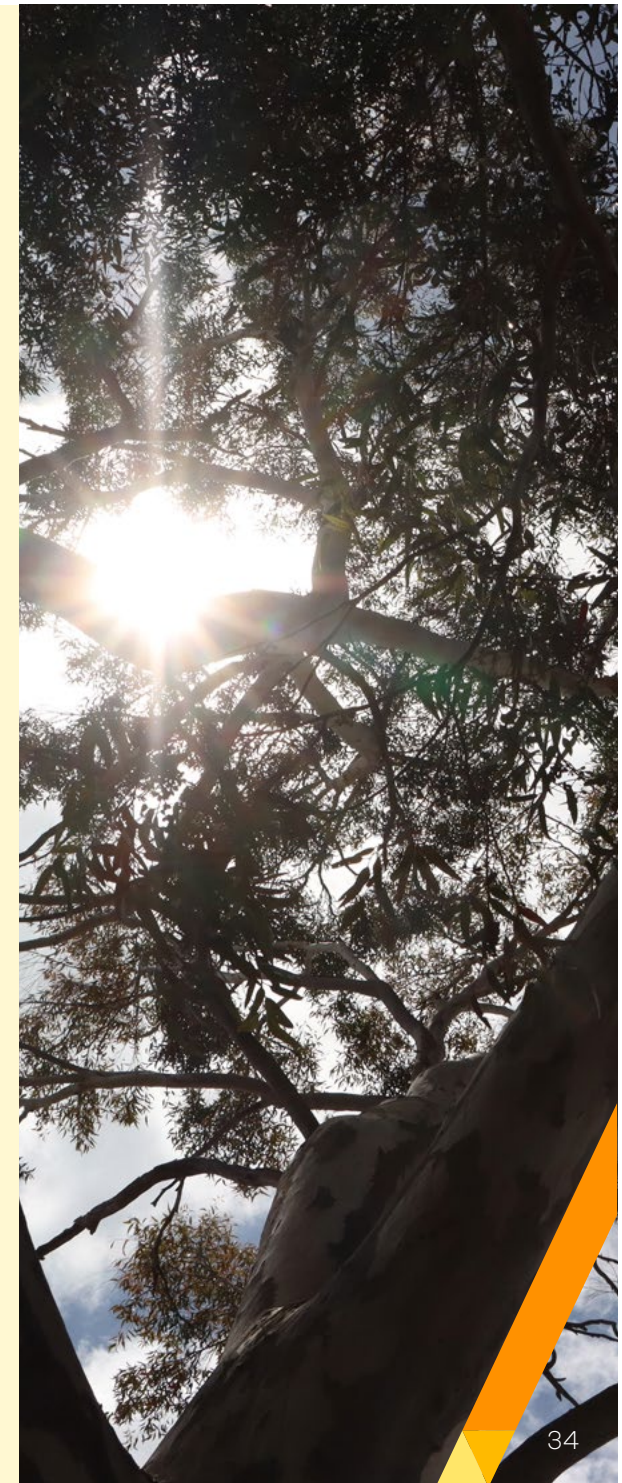
S48	Provide diverse community facilities to support families, older people, people with disability, and those with different cultural and social needs.
S49	Support delivery of new community hubs within identified investigation areas, as shown in Figure 14.
S50	Enable the creation of culturally safe spaces, including for First Peoples, and consider opportunities to integrate and deliver with community infrastructure planning.
S51	Provide safe and comfortable walking and riding access to existing schools in the area.
S52	Facilitate access to the future Sunshine Energy Park to support community belonging and participation in events, sports, recreation, cultural and social activities.

Objective 14

Celebrate and interpret Wurundjeri Woi-wurrung cultural heritage and values, and foster storytelling of Sunshine's cultural diversity and industrial history.

Strategies

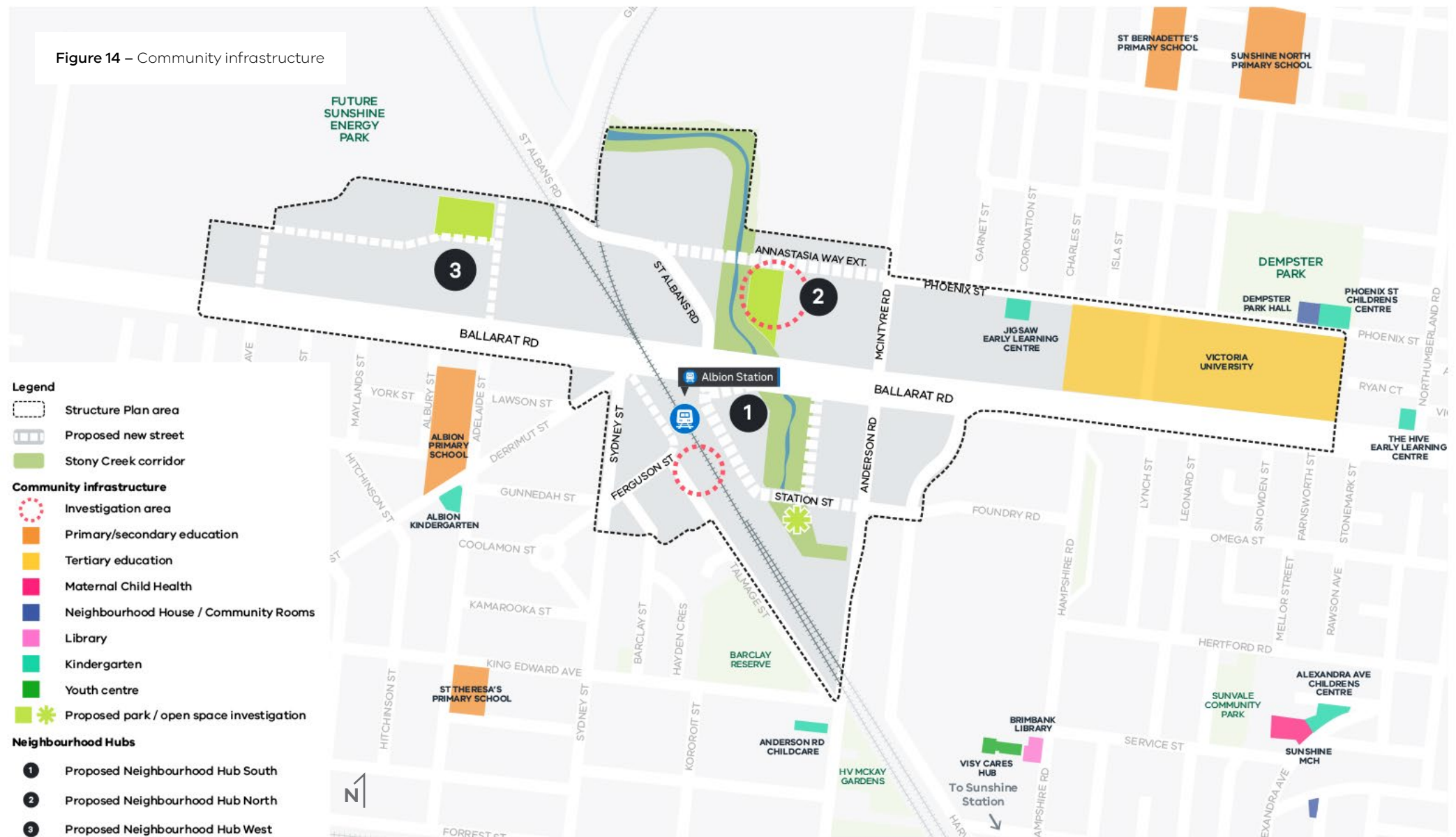
S53	Embed Wurundjeri Woi-wurrung cultural values into the design and development of public spaces and community infrastructure.
S54	Celebrate the history of the area and its people through adaptive re-use of key heritage landmarks at the John Darling & Son Flour Mill and Albion substation.



Enriching community

Community infrastructure plan

Figure 14 – Community infrastructure



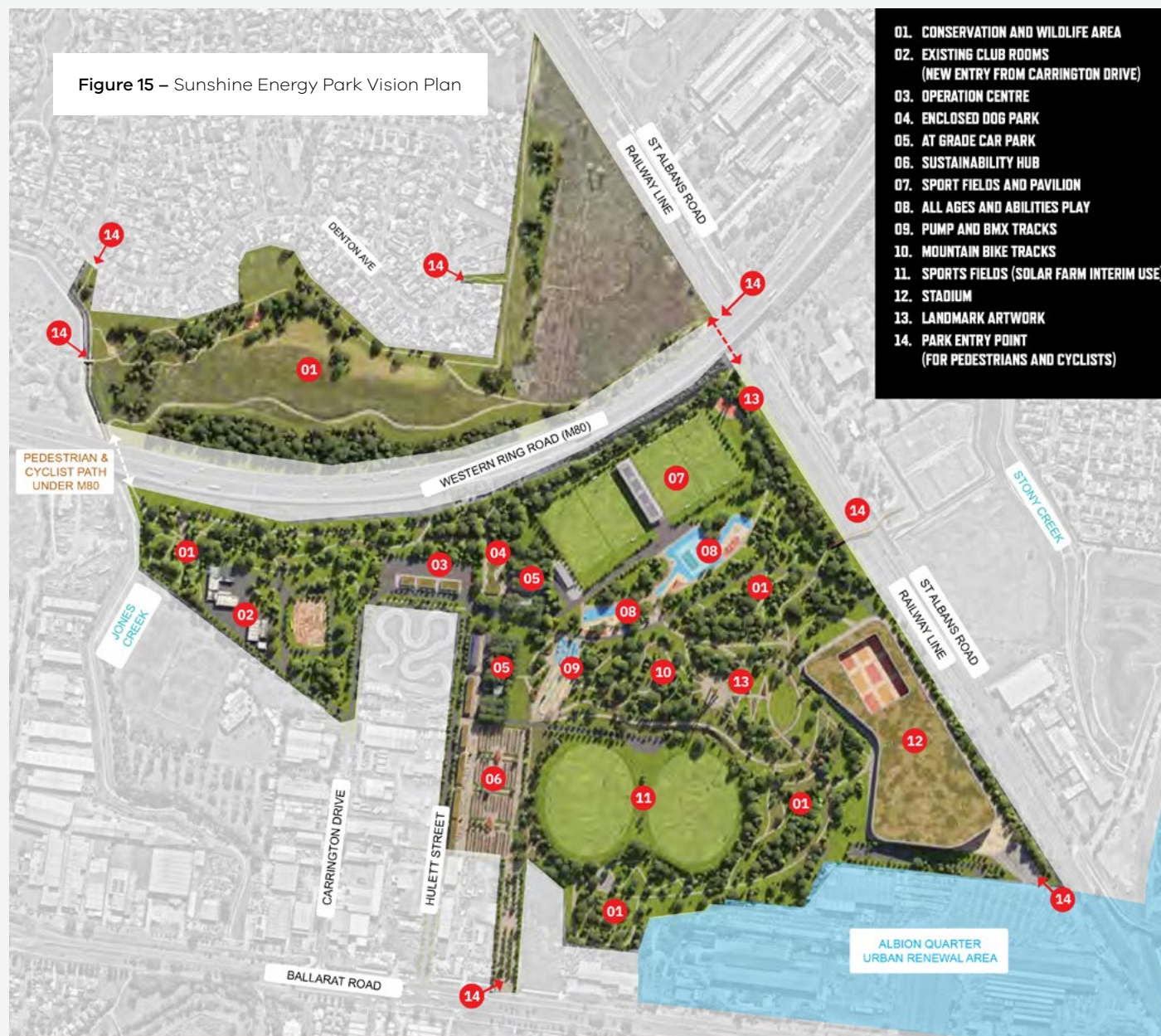
Brimbank City Council's Sunshine Energy Park Vision Plan (2024)

The Sunshine Energy Park Vision Plan, adopted by Brimbank City Council in July 2024, delineates the transformation of the 74-hectare site into a regionally significant parkland destination to service growing communities in Melbourne's West. The former quarry and landfill site is envisioned to incorporate a wide range of education, cultural, recreation and community facilities including a state significant stadium, rehabilitated creeks and wetlands (see Figure 15).

The Sunshine Energy Park abuts the Albion Quarter and presents a unique and significant opportunity to enhance access to diverse community infrastructure and green open spaces for future residents – which will be important as Albion Quarter transitions to high-density.

The draft Albion Quarter Structure Plan has been developed closely with Council and aims to provide an 'urban gateway' to the site – establishing direct connections and an integrated interface between the new Albion Station, Albion Quarter West Neighbourhood and the future Sunshine Energy Park.

Brimbank City Council is leading the delivery of the Sunshine Energy Park Vision Plan over the next 30 years. Strategic work to progress the project to the next stage is underway.



BUILDING URBAN CHARACTER

The Albion Quarter will develop a distinctive urban character that reflects its role as a growing mixed-use precinct within Sunshine. New development will establish a coherent built form that supports higher-density living and employment while transitioning sensitively to surrounding neighbourhoods and key open spaces.

High-quality buildings, active ground floors and well-designed interfaces will contribute to comfortable streets and vibrant public spaces. Buildings will also provide adaptable layouts and high levels of internal amenity to support changing uses over time.



Objective 15

Establish built form controls that support growth and preferred future character while managing sensitive interfaces.

Strategies

- | | |
|------------|---|
| S55 | Ensure appropriate transitions in scale that: <ul style="list-style-type: none">– locates higher density near Albion Station and towards Sunshine CBD– is sensitive to existing residential areas and Sunshine Energy Park. See Figures 16, 17, 27 and 28. |
| S56 | Avoid underdevelopment that undermines the longer term achievement of creating a capacity for up to 6,000 dwellings and 8,000 jobs. |
| S57 | Provide landscape setbacks to: <ul style="list-style-type: none">– continue the existing character on the edge of the neighbourhoods– provide additional opportunities for landscaping along existing streets. See Figures 20, 23 and 25. |

Objective 16

Ensure new development positively contributes to the functionality and amenity of the public realm.

Strategies

- | | |
|------------|--|
| S58 | Create an active, safe and high-quality public realm around Albion Station and the Neighbourhood Hubs. See Figures 17, 22 and 23. |
| S59 | Ensure future development provides a comfortable public realm environment with context-appropriate weather protection, sunlight access, clear views to the sky, and wind mitigation. See Figures 18 to 21, 25 and 29. |
| S60 | Ensure building interfaces provide: <ul style="list-style-type: none">– continuity of ground floor activity along streets proximate to Neighbourhood Hubs– engaging frontages and passive surveillance to streets and open spaces– clearly defined building entries and wayfinding. See Figures 17 and 22. |
| S61 | Maintain solar access to key walking corridors and existing or proposed public open spaces identified in the Development Framework. See Figures 19 and 20. |
| S62 | Ensure taller buildings in the Albion Quarter fulfil their role as landmarks. |

Objective 17

Ensure internal building spaces support flexibility of uses and quality internal amenity.

Strategies

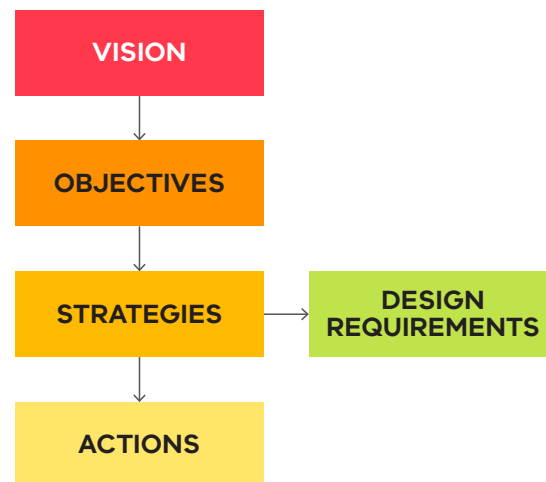
- | | |
|------------|--|
| S63 | Ensure high levels of internal amenity within buildings having regard to outlook, daylight and noise. |
| <hr/> | |
| S64 | Support occupant outlook, daylight access and privacy through avoiding direct views between buildings by offsetting buildings and using setbacks rather than screening.
See Figures 19 to 25 and 29. |
| <hr/> | |
| S65 | Ensure building layouts: <ul style="list-style-type: none">– can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building– maximise passive surveillance and interaction with the public realm– provide an appropriate interface with the public realm. |
| <hr/> | |
| S66 | Ensure building adaptability through floor-to-floor heights that: <ul style="list-style-type: none">– allow retail and commercial uses that support a high level of amenity– have ground floor heights that allow both retail and commercial uses. |



Design requirements

Design requirements have been developed to support the Objectives and Strategies of the Albion Quarter Structure Plan.

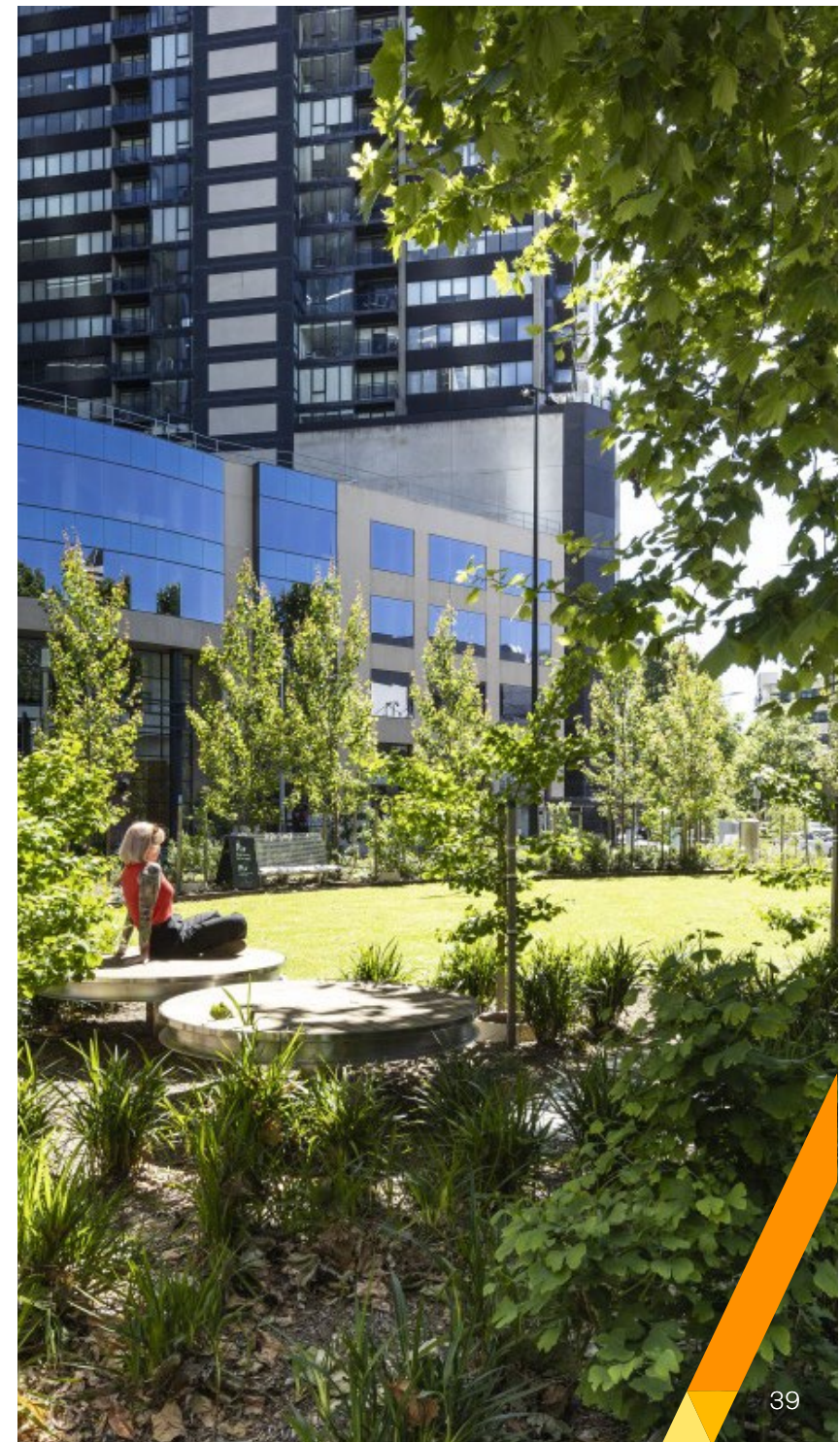
They aim to facilitate context responsive built form outcomes. The rationale is detailed in the Albion Quarter Built Form Summary Report. The design requirements will be implemented as proposed in the draft Planning Scheme Amendment and via planning approvals.



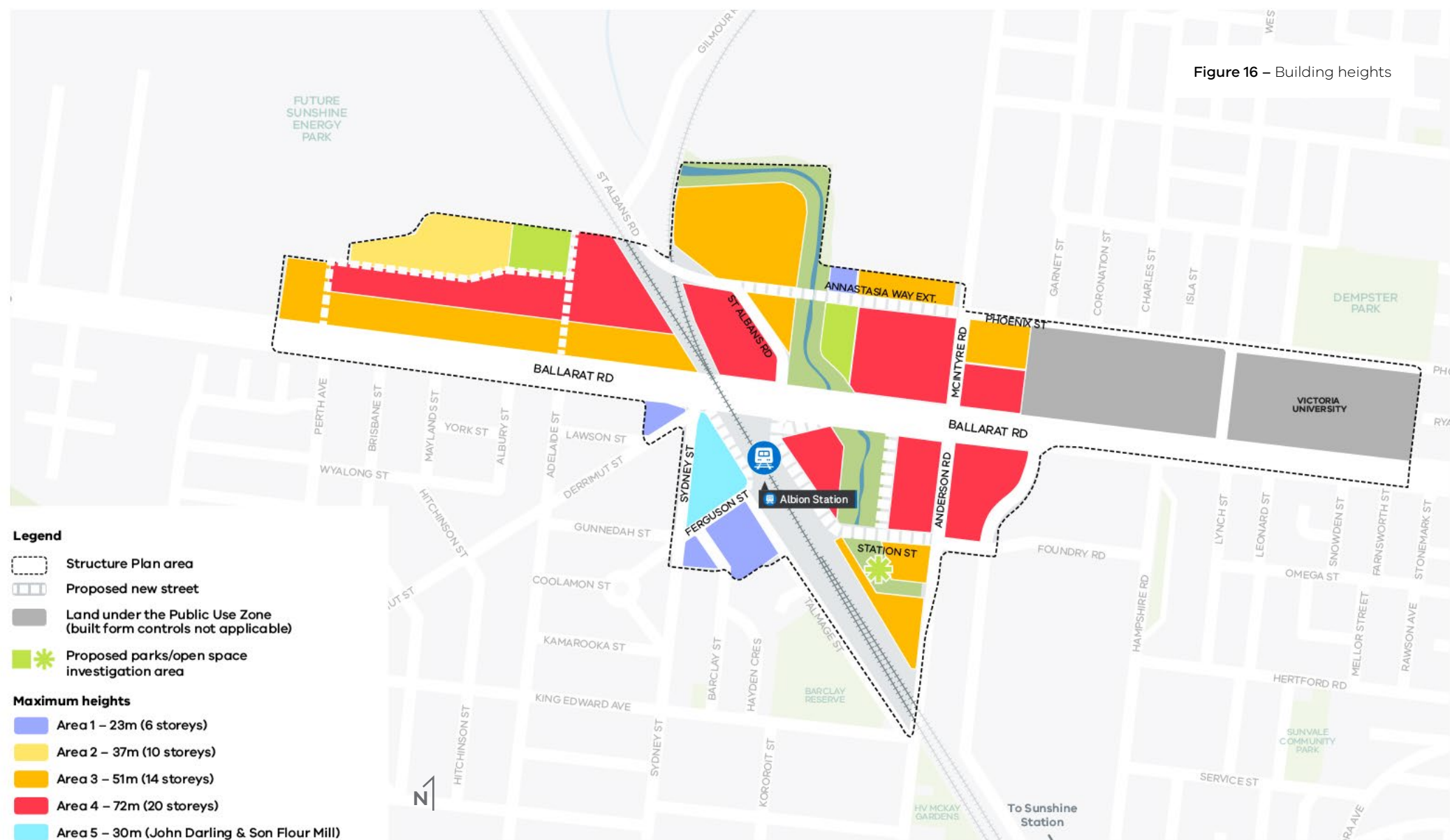
Design requirements in the Built Form Summary Report address key built form elements that are captured in the Built Form Overlay. Each element is underpinned by a rationale for the design requirement, accompanied by decision guidelines to consider any proposed variations to the requirement, to enable innovation and different ways to achieve the overall objectives. Variations should consider how they contribute to desired outcomes including:

- good design outcomes to benefit the wider precinct consistent with the Structure Plan
- positive building design outcomes that avoid or minimise negative impacts across the Albion Quarter
- integration of high-quality built form with quality urban design outcomes
- management of context specific challenges and sensitive interfaces
- high-amenity public spaces, landscape and ecological design outcomes with large canopy trees.

Figures 16 to 30 demonstrate where and how the design requirements apply.



Building heights



Street wall heights



Overshadowing of open space or public realm

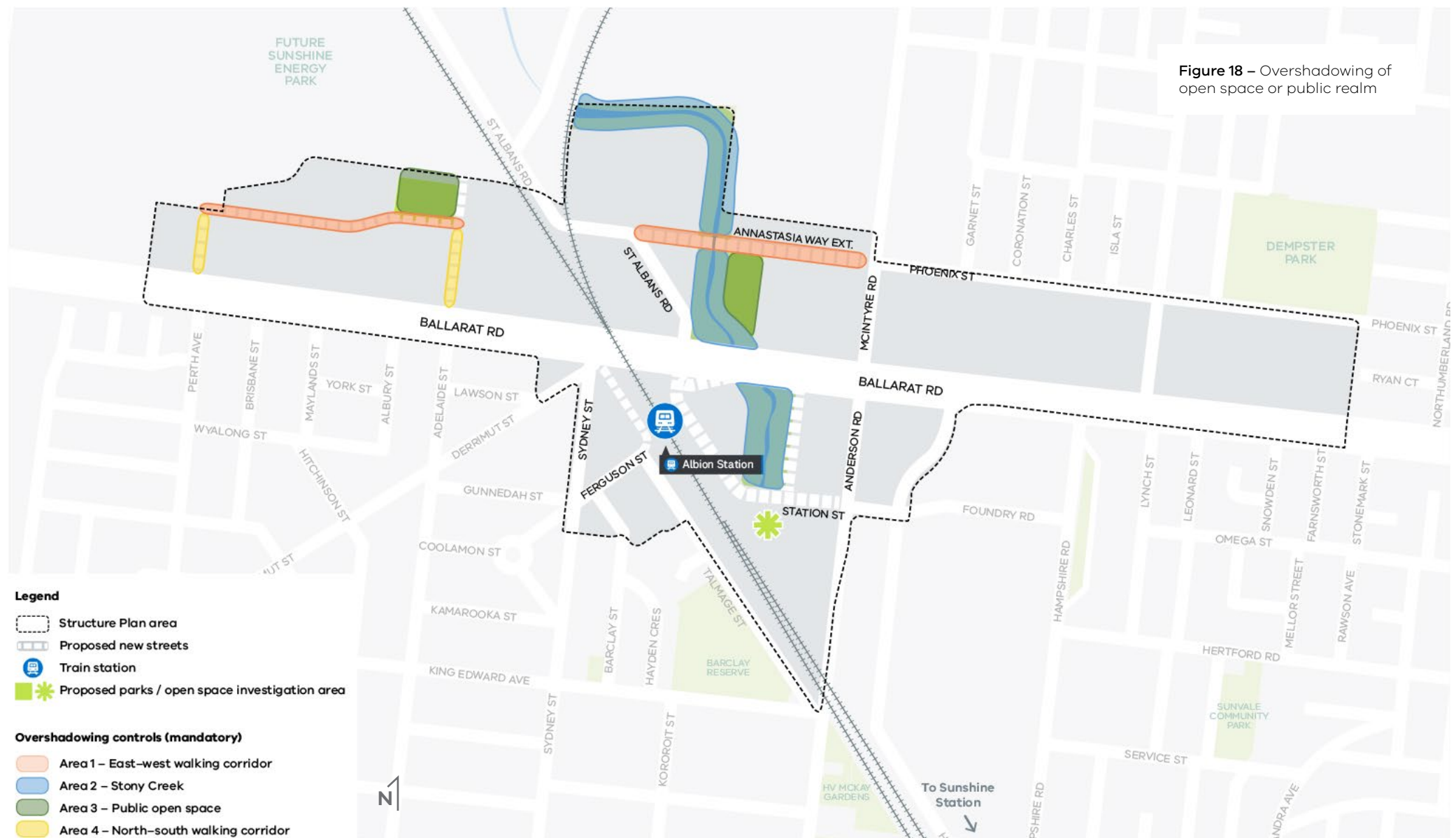


Figure 19 – All building interfaces to public open space

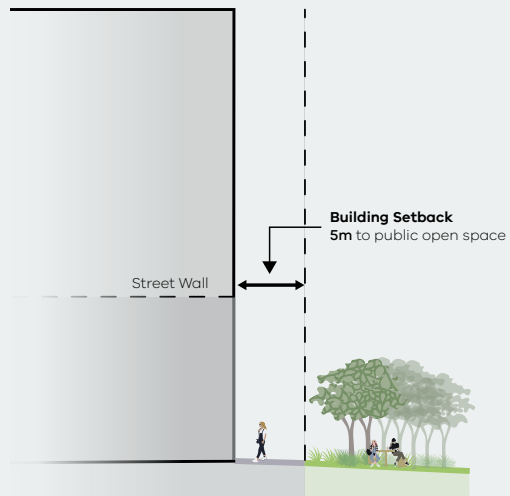


Figure 20 – All building interfaces to a street

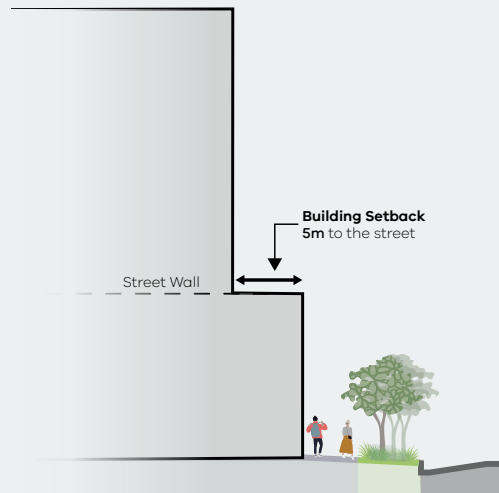
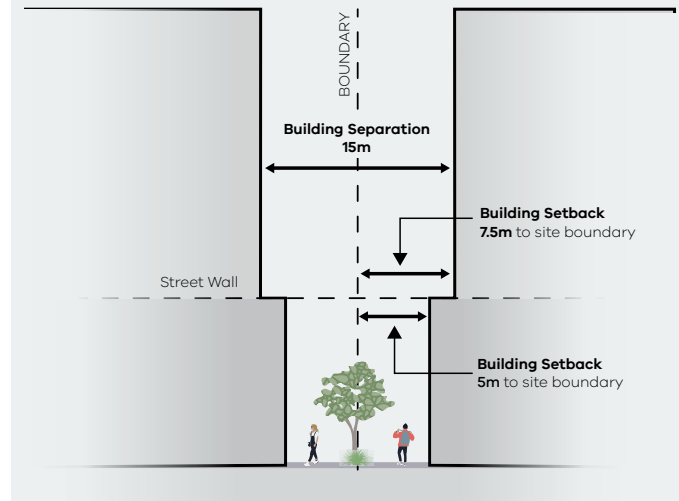


Figure 21 – Side and rear building setbacks and separation



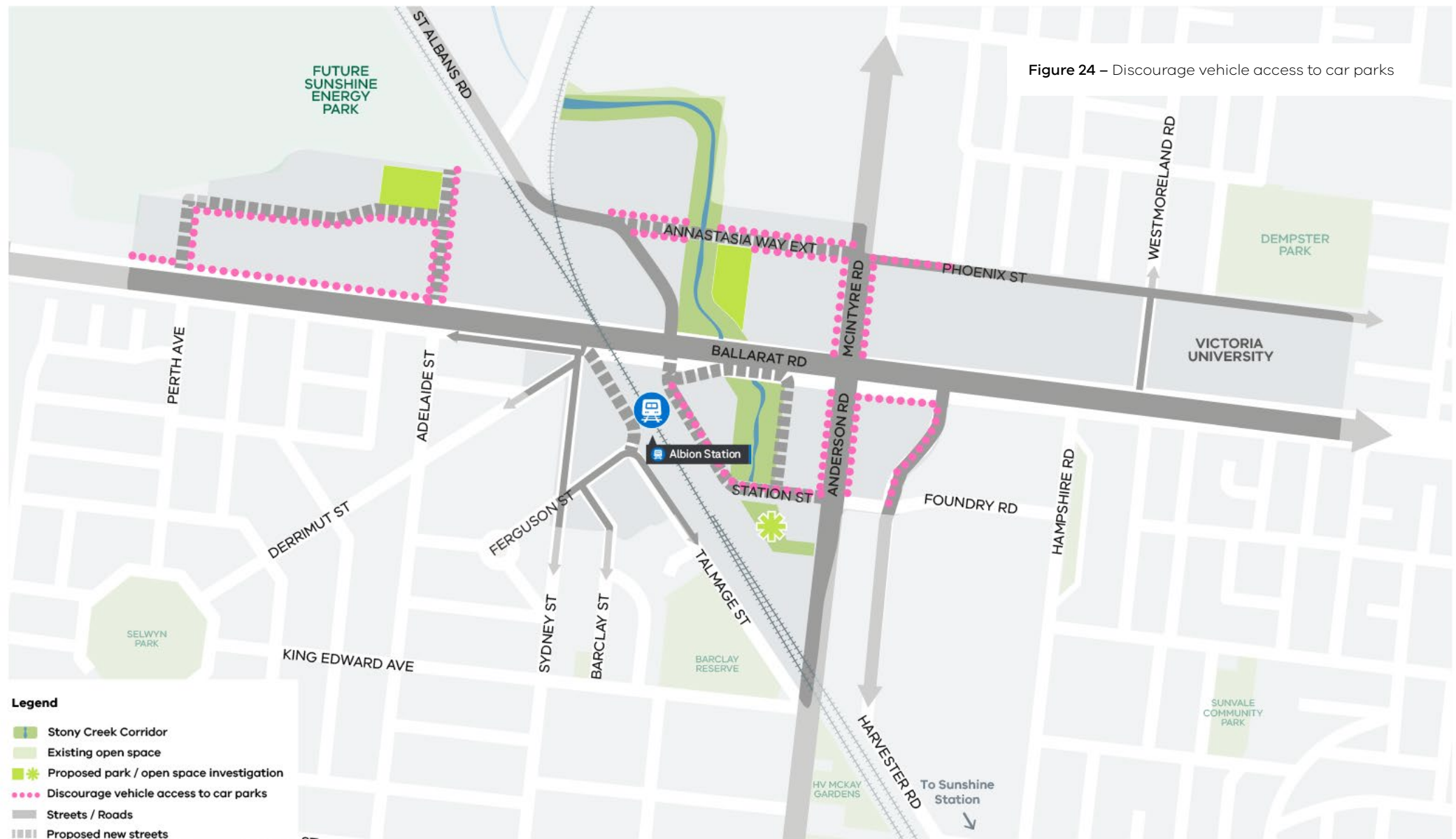
Active Frontage



Setbacks



Discourage vehicle access to car parks



Tree canopy and landscaping

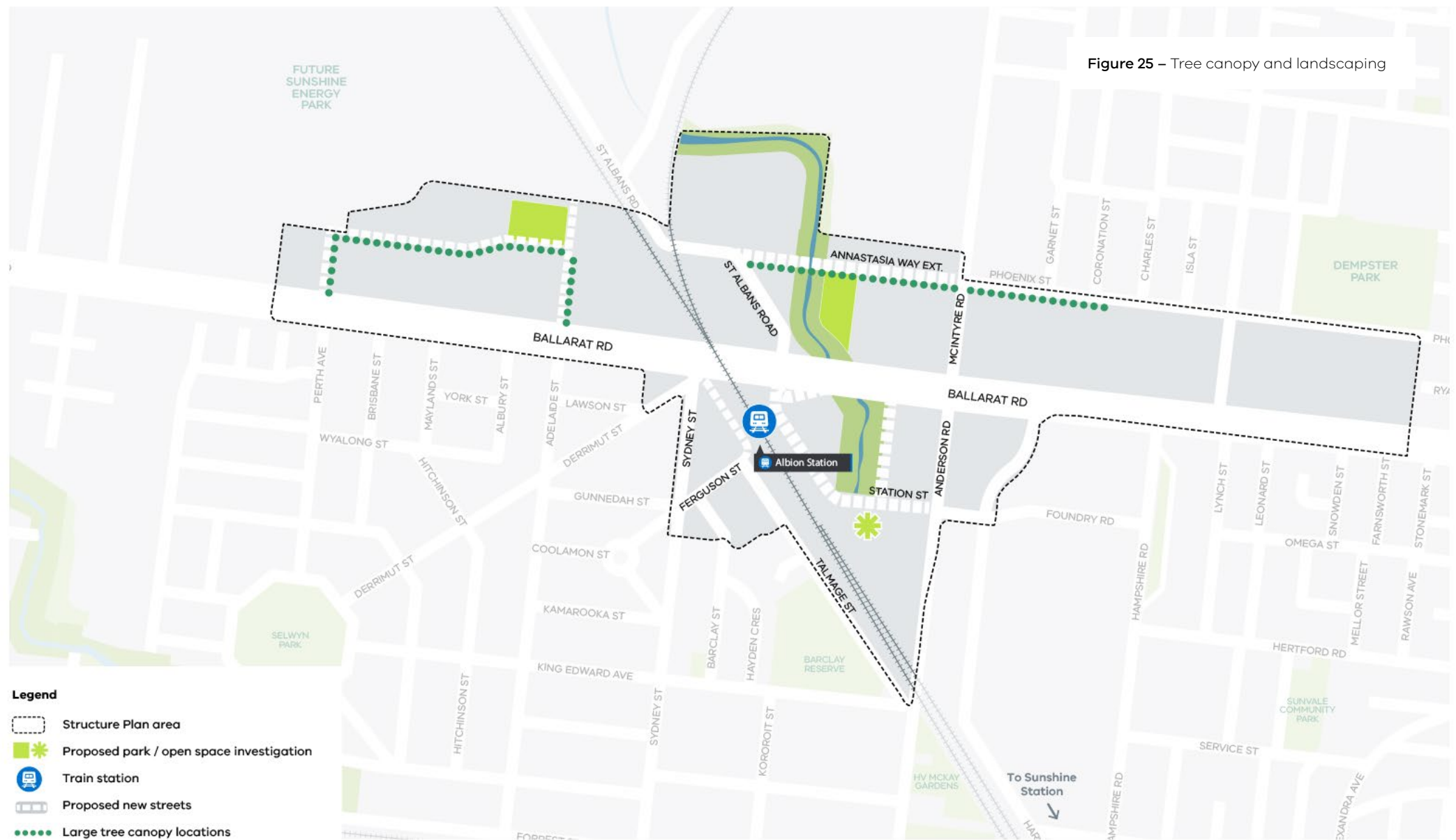


Figure 26 – Maximum facing length of adjacent towers

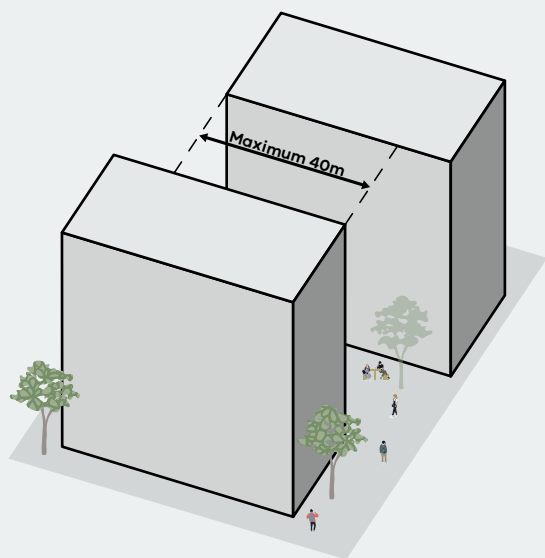


Figure 27 – Setbacks to established residential interfaces

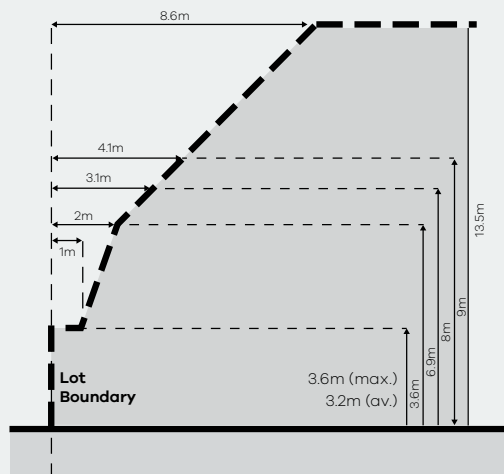


Figure 28 – Setbacks to established residential interfaces

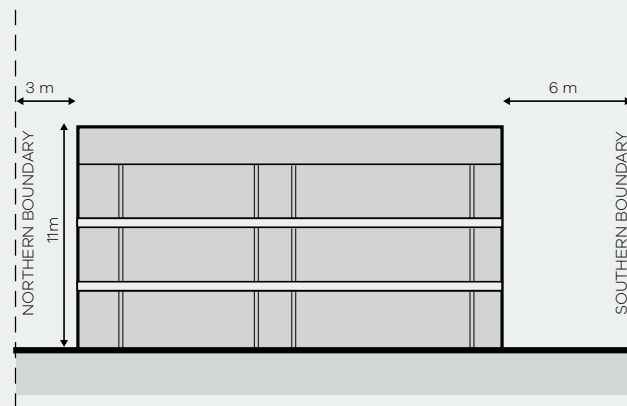
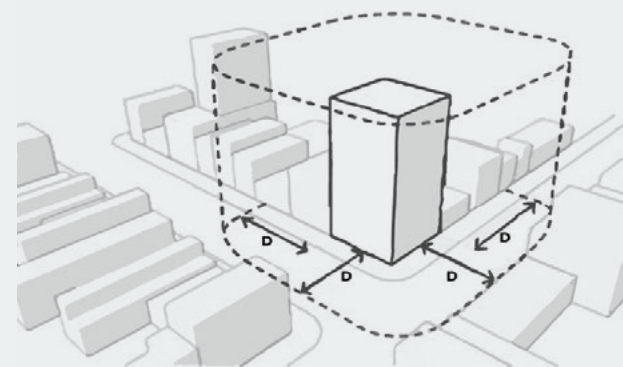


Figure 29 – Wind mitigation



ASSESSMENT DISTANCE D = GREATER OF:
 $L \div 2$ (HALF LONGEST WIDTH OF BUILDINGS)
 OR
 $H \div 2$ (HALF OVERALL HEIGHT OF BUILDING)

4. DRAFT IMPLEMENTATION PLAN

This Implementation Plan defines the following for each of the actions:

- timing
- implementation pathway
- responsibility (lead and partner).

Infrastructure projects may be reviewed and adjusted over time to meet changing needs in the Albion Quarter, or as new information or delivery methods become available.

Infrastructure investment timelines in this document are indicative only and will be subject to the investment decisions of the nominated lead delivery agency over time. For projects listed as being candidates for funding via infrastructure contributions, this represents a list of candidate projects for that funding source rather than a commitment for delivery.

Indicative timing

- Short term: 2026 - 2036
- Medium term: 2036 - 2046
- Long term: 2046 and beyond

The timing of each action is based on information available when this Structure Plan was prepared. The lead agency for each action and key project will monitor and evaluate their timing, considering strategic resource plans and development within and beyond the Albion Quarter.

Implementation Pathway

For each action, one of five implementation pathways are identified:

Amend the planning scheme

Amendments to the Brimbank Planning Scheme are required to allow the land use and development outlined in the draft Albion Quarter Structure Plan, and to provide the necessary planning tools.

The Department of Transport and Planning has prepared the draft Planning Scheme Amendment.

Assess against the planning scheme

The draft Planning Scheme Amendment proposes a new planning framework for masterplans (where relevant) and use and development proposals to be decided on against.

The Responsible Authority will consider these proposed masterplans and permit applications against the Brimbank Planning Scheme, that is anticipated to implement the objectives and strategies of the Albion Quarter Structure Plan.

Deliver

Implementing the Structure Plan will require new or upgraded infrastructure such as:

- public transport, schools and health services to support population growth in the Albion Quarter, delivered by the Victorian Government.
- new and enhanced open spaces, community facilities, walking and cycling networks, delivered by the Victorian Government and/or Brimbank City Council.
- infrastructure works directly related to land development funded and delivered directly through development.

Further work

The draft Albion Quarter Structure Plan supports the long-term transformation of the Albion Quarter into a thriving new centre.

Further work will be required to enable delivery of projects. This includes work to inform future infrastructure or servicing needs, land use and development decisions, progress concepts to detailed design, and planning for staged delivery.

Advocate and engage

This includes engagement and partnerships between the Victorian and Australian governments, and the Brimbank City Council.

Other partners include Traditional Owners, community organisations, businesses, and landowners.

DRAFT IMPLEMENTATION PLAN

No.	Action	Timing	Implementation Pathway	Proposed Lead	Proposed Partner	Related Objective
A1	Amend the Brimbank Planning Scheme to introduce the Precinct Zone, Built Form Overlay and Environmental Audit Overlay in accordance with the Albion Quarter Structure Plan.	Short term	Amend the planning scheme	Department of Transport and Planning (DTP)	Brimbank City Council (BCC)	All
A2	Investigate incentives that attract enterprise growth, allied health and job creation.	Medium term	Further work	BCC	Department of Jobs, Skills, Industry and Regions Victoria University	1 & 2
A3	Engage with Victoria University during development of its campus masterplan to identify opportunities to advance Structure Plan objectives.	Medium term	Advocate and engage	BCC	DTP	1
A4	Require landowners to prepare masterplans for areas identified in Figure 3 to enable desirable development outcomes.	Ongoing	Assess against the planning scheme	Landowners	DTP BCC	1, 2 & 13
A5	Plan the new, modern Albion Station and surrounds to facilitate sustainable transport while creating and integrating with housing, employment and community infrastructure growth opportunities.	Short term	Further work	DTP	BCC Victorian Infrastructure Delivery Authority (VIDA) VicTrack	3

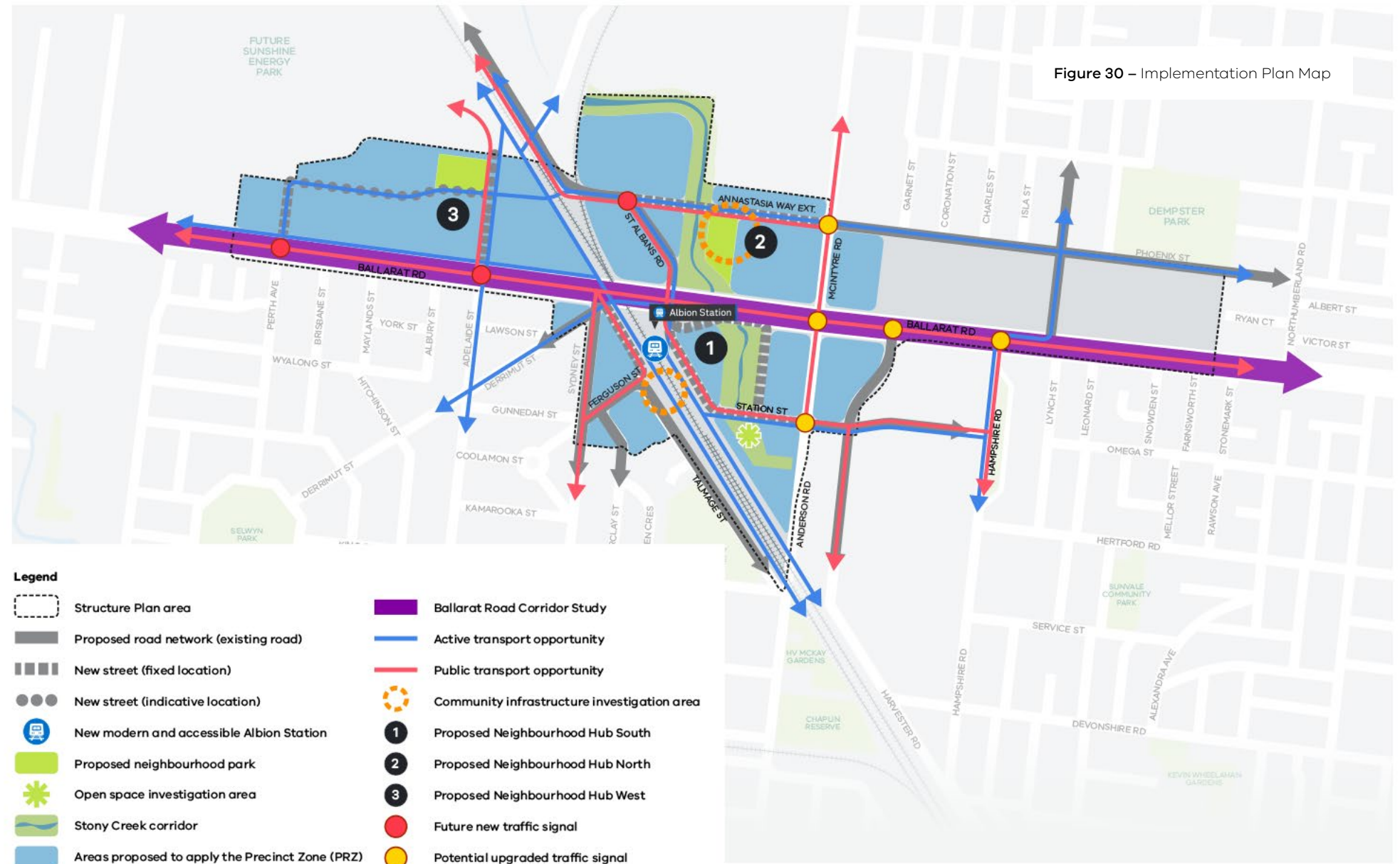
No.	Action	Timing	Implementation Pathway	Proposed Lead	Proposed Partner	Related Objective
A6	Provide for new street links that support a low-speed, walking priority and bus capable environment around the new Albion Station including: – west of Albion Station (extending from Ferguson Street) in accordance with Figure 7 and Figure 8. – east of Albion Station in accordance with Figure 7 and Figure 8.	Short term	Further work	DTP	BCC VIDA	3
A7	Deliver legible, accessible connections to the new Albion Station with high quality amenity and wayfinding that enable convenient and multimodal trips.	Short term	Deliver	DTP	VIDA BCC	3
A8	Deliver new and improved walking and riding links across the Sunbury Railway Line, including: – a new civic link across the Sunbury Railway Line integrated with a new Albion Station concourse, in line with Ferguson Street. – upgraded access to the existing rail underpass, designed to improve safety, accessibility, and amenity.	Short term	Deliver	DTP	VIDA	3
A9	Plan for a new protected walking and riding path over the Sunbury Railway Line between Albion Quarter North and West neighbourhoods.	Medium term	Further work	DTP	BCC	3
A10	Provide for the realignment and extension of St Albans Road to connect to McIntyre Road (following Annastasia Way alignment) as shown in Figure 8.	Medium term	Further work	DTP	BCC Landowners	4
A11	Require a 13m landscape setback along the west of McIntyre Road, between Ballarat Road and the proposed Anastasia Way extension in accordance with Figure 8.	Medium term	Assess against the planning scheme	DTP	BCC Landowners	4
A12	Review speed limits of roads across Albion Quarter to improve safety, support comfortable active transport connections and encourage modal shift towards sustainable modes of transport.	Short term	Further work	DTP BCC	-	4
A13	Support the simplification of Ballarat Road by maintaining access to existing and future local streets and discontinuing service lanes where the property can be serviced from the side or rear.	Medium to long term	Further work	DTP	BCC	4

No.	Action	Timing	Implementation Pathway	Proposed Lead	Proposed Partner	Related Objective
A14	Provide for signalised intersections on Ballarat Road at Perth Avenue and Adelaide Street that enable future development in Albion Quarter West to deliver local street access.	Long term	Further work	DTP	Landowners BCC	4
A15	Plan for upgrades to the Ballarat Road underpasses through St Albans Road and Sydney Street to prioritise walking, rider and public transport access.	Medium term	Further work	DTP	BCC	4
A16	Investigate the Ballarat Road corridor to improve its role as a strategic road including consideration of urban development outcomes in the Albion Quarter.	Short term	Further work	DTP	BCC	4
A17	Provide for bus capable roads to facilitate the proposed strategic and local bus network (Figure 9) in accordance with street cross-sections. This includes reviewing existing bus stops and planning for new and upgraded bus stops.	Short to medium term	Further work	DTP	-	5
A18	Facilitate enhancements to the Strategic Cycling Corridor along the Sunbury Railway Line in accordance with Figure 7 and Figure 10.	Short term	Further work	DTP	VIDA	6
A19	Provide for the enhancement of the local cycling network with upgrades to Phoenix Street, Station Street/Foundry Road, Talmage Street and Adelaide Street corridors.	Medium term	Further work	BCC	DTP	6
A20	Provide for new and improved walking and riding crossings in accordance with the locations shown in Figure 10, prioritising improved Ballarat Road crossings to key destinations.	Medium to long term	Further work	DTP BCC	-	6
A21	Provide for a network of key, high quality walking corridors across the Albion Quarter in accordance with Figure 10.	Short to long term	Further work	BCC	DTP	6
A22	Require streetscape upgrades consistent with each enhanced street type in accordance with Figure 11 and Street Cross Sections in Appendix 1.	Short to medium term	Assess against the planning scheme	BCC	Landowners	7

No.	Action	Timing	Implementation Pathway	Proposed Lead	Proposed Partner	Related Objective
A23	Undertake a feasibility analysis to plan for staged delivery of a revitalised Stony Creek, working collaboratively with Melbourne Water, Brimbank City Council and Traditional Owners with consideration of Figure 12.	Short term	Further work	DTP	Melbourne Water (MW) BCC Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation (WWCHAC)	8
A24	Engage with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to integrate cultural heritage and values in the detailed design and delivery of a revitalised Stony Creek, including knowledge of original waterway location.	Short term	Deliver	DTP	WWCHAC	8
A25	Require delivery of public open spaces, generally in accordance with Figure 13.	Medium to long term	Assess against the planning scheme	BCC	Landowners	9
A26	Facilitate public open space in Albion Quarter South.	Short to medium term	Further work	DTP	BCC	9
A27	Prepare an Integrated Water Management Plan for the Sunshine Priority Precinct that considers opportunities in the Albion Quarter, including: – exploring the delivery of alternative water supply for non-potable use. Alternative water supply can include recycled water, treated stormwater, greywater and/or rainwater.	Short to medium term	Deliver	Department of Energy, Environment and Climate Action (DEECA)	MW BCC GWW DTP WWCHAC	11
A28	Use updated flood modelling and flood risk assessments for the Albion Quarter to inform the future assessment of development and drainage asset needs.	Short term	Further work	MW	BCC	11

No.	Action	Timing	Implementation Pathway	Proposed Lead	Proposed Partner	Related Objective
A29	Engage with Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal Corporation, First Nations communities and other cultural communities to identify needs, opportunities and diverse cultural values in planning for affordable housing, public spaces and community infrastructure.	Ongoing	Advocate and engage	DTP BCC	WWCHAC	12 & 13
A30	Work collaboratively with Homes Victoria and not-for-profit housing developers to identify potential sites for affordable housing and enable catalyst project opportunities.	Short term	Further work	DTP	Homes Victoria WWCHAC Landowners	12
A31	Work collaboratively to: – plan the form and location of community infrastructure in Sunshine Precinct to meet future needs, considering the principles for site selection, consolidation, district and regional opportunities – identify and support opportunities for consolidation and/or expansion of community facilities in the surrounding areas – investigate innovative delivery models for new community infrastructure.	Medium term	Further work	BCC	DTP Department of Education Department of Health Sport and Recreation Victoria	13

Implementation Plan Map



5. FINALISING THE STRUCTURE PLAN

This Structure Plan for Albion Quarter is a draft only. Community and other stakeholders are encouraged to review it carefully and provide feedback via submissions during the consultation period. This feedback will be considered in finalising the Structure Plan.

The Department of Transport and Planning thanks everyone who has contributed feedback to date and for their involvement in this planning process.

Implementing the Structure Plan

Planning Scheme Amendment

The Structure Plan will be partly given effect via a Planning Scheme Amendment consistent with the *Planning and Environment Act 1987*. Amendments to the Brimbank Planning Scheme are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan.

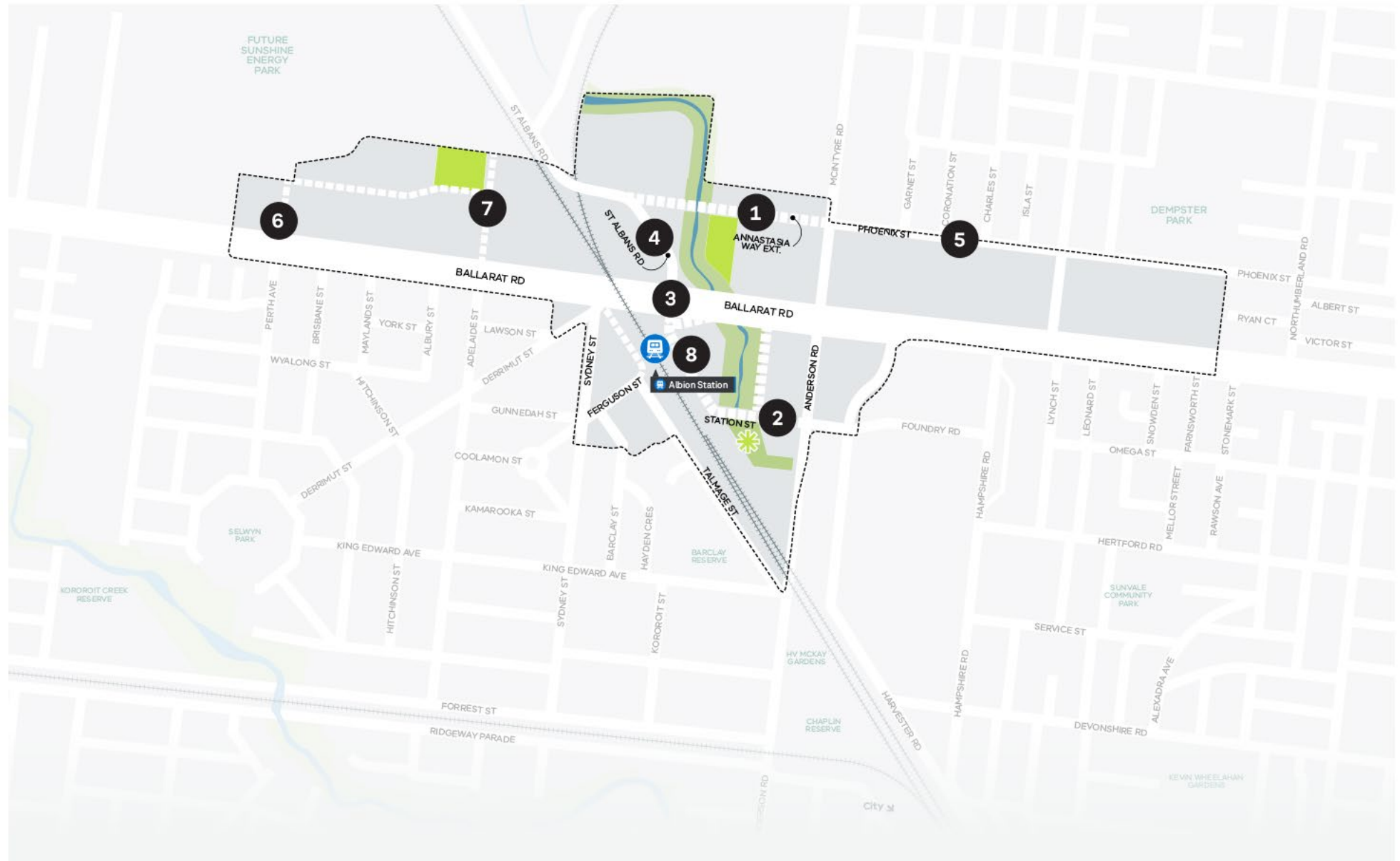
Monitoring and review

Monitoring and review of the Structure Plan and the Implementation Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The completion of the new Albion Station and Melbourne Airport Rail Link flyover works will be a significant point in time to review the progress of implementing the Structure Plan.



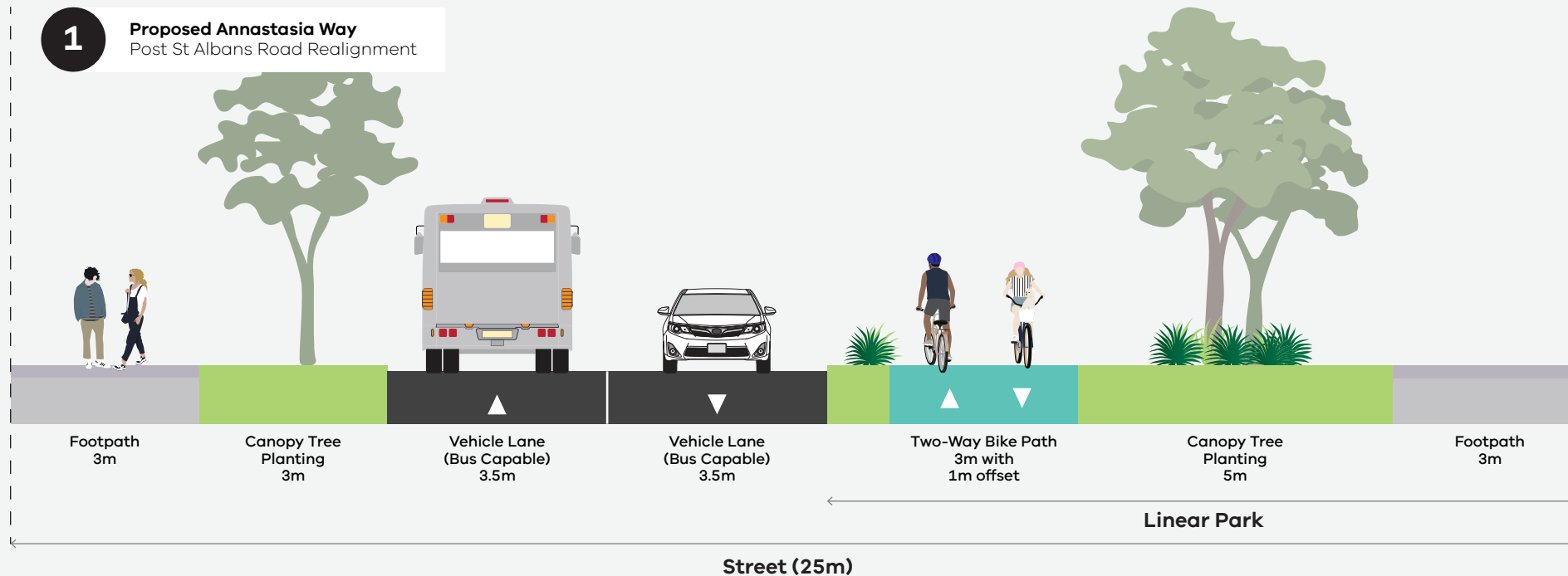
APPENDIX 1 - CROSS SECTIONS

Reference Map



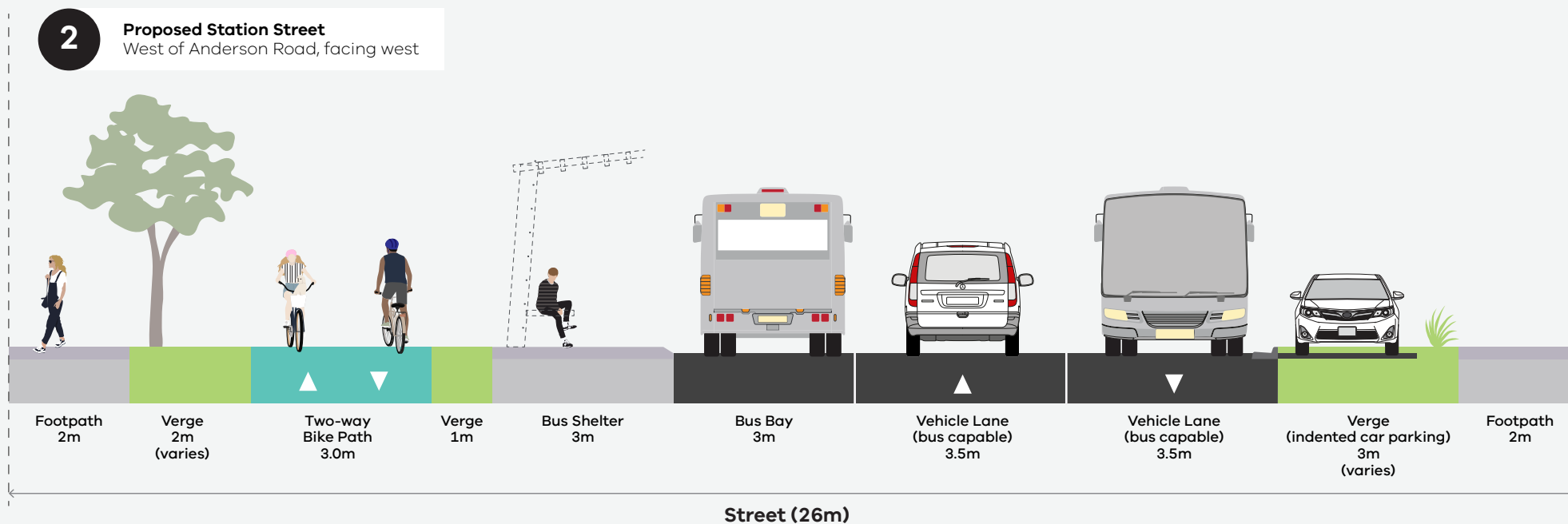
1

Proposed Annastasia Way
Post St Albans Road Realignment



2

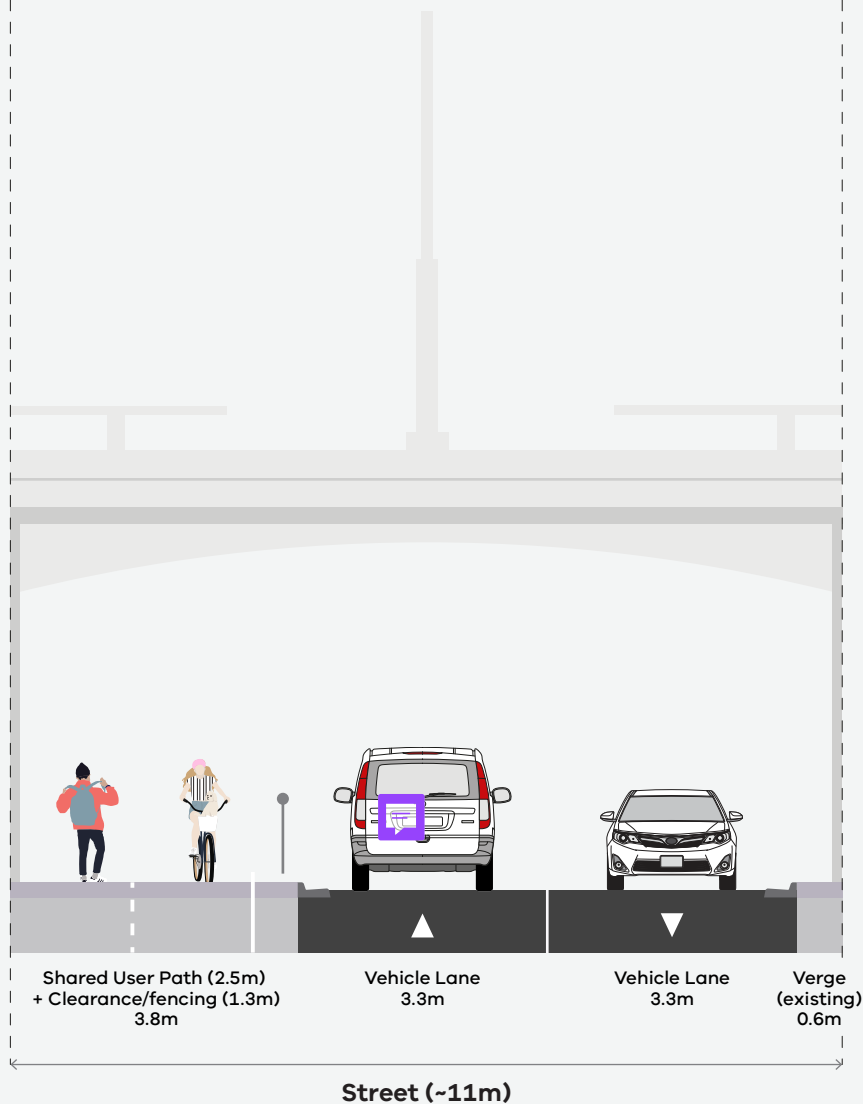
Proposed Station Street
West of Anderson Road, facing west



3

Proposed Ballarat Road Underpass

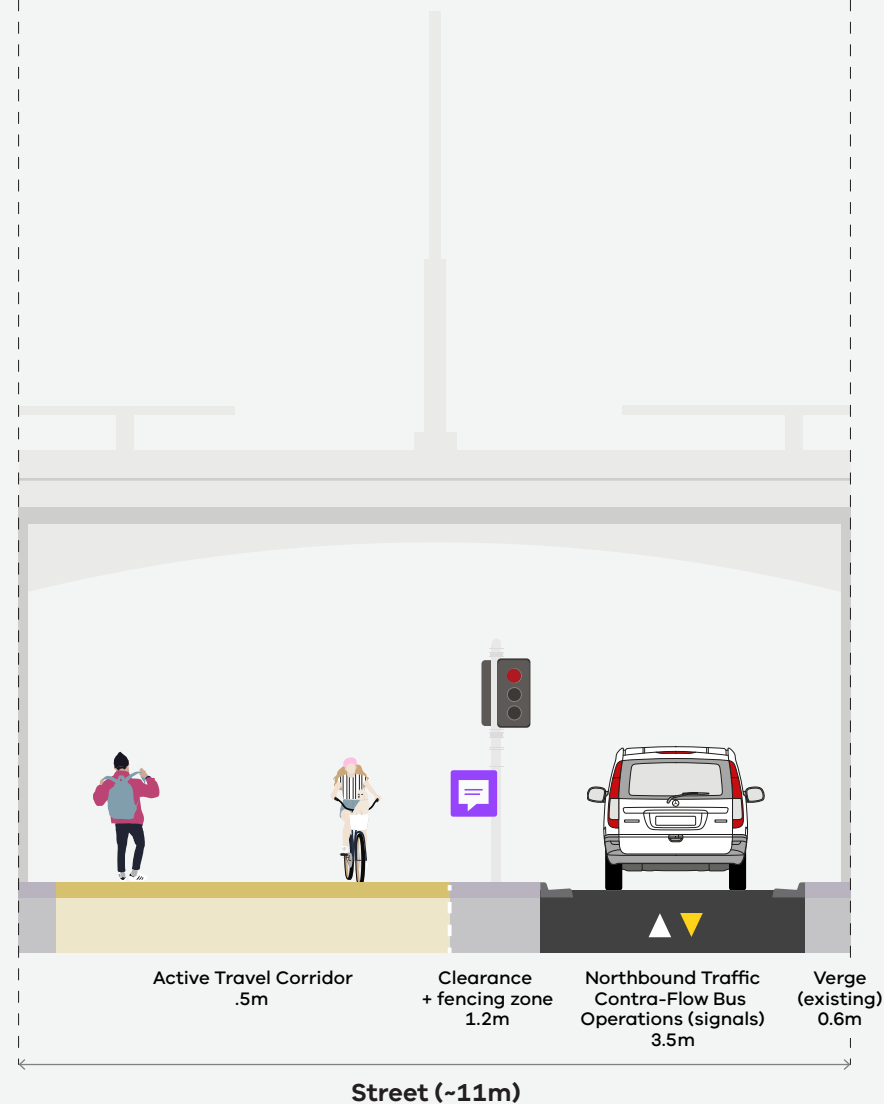
Interim – Prior to St Albans Rd realignment (facing north)
Subject to further planning and detailed design



3

Ballarat Rd Underpass potential outcome prioritising active and public transport

Post St Albans Road realignment (facing north)
Subject to further planning and detailed design

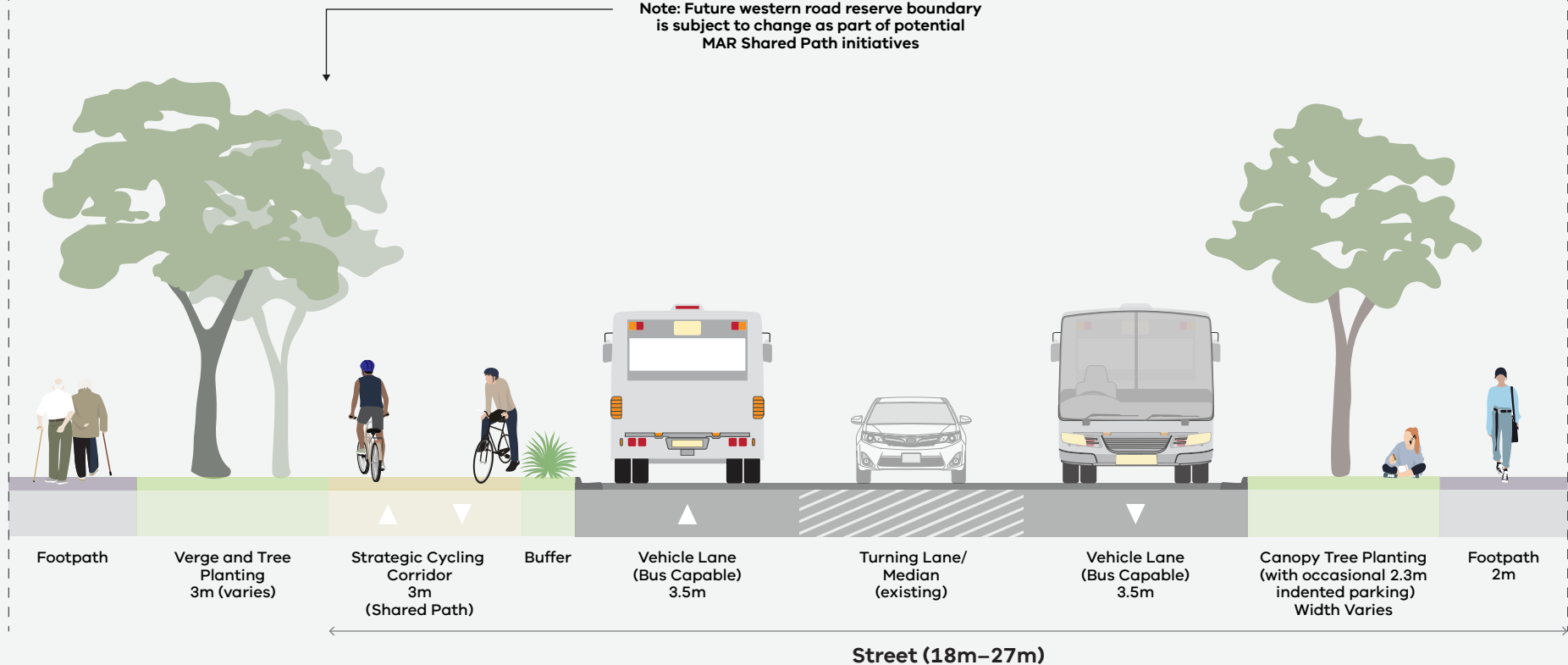


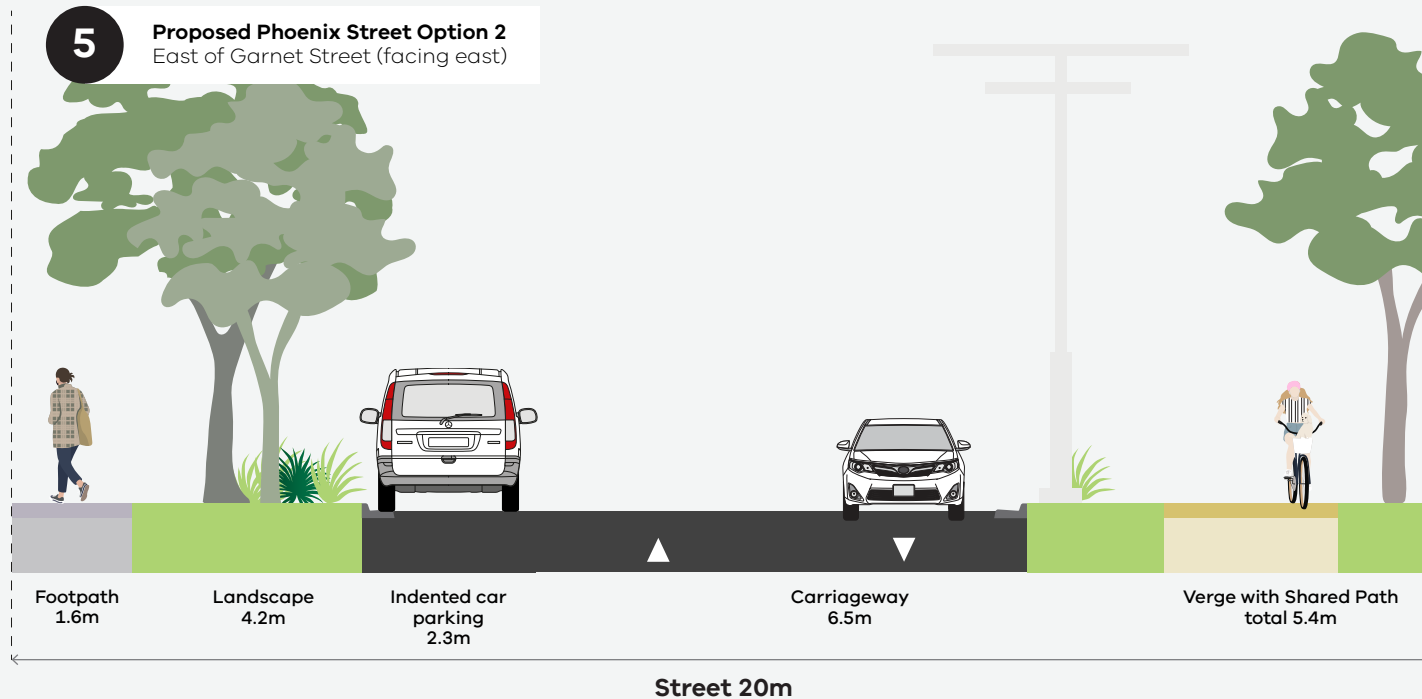
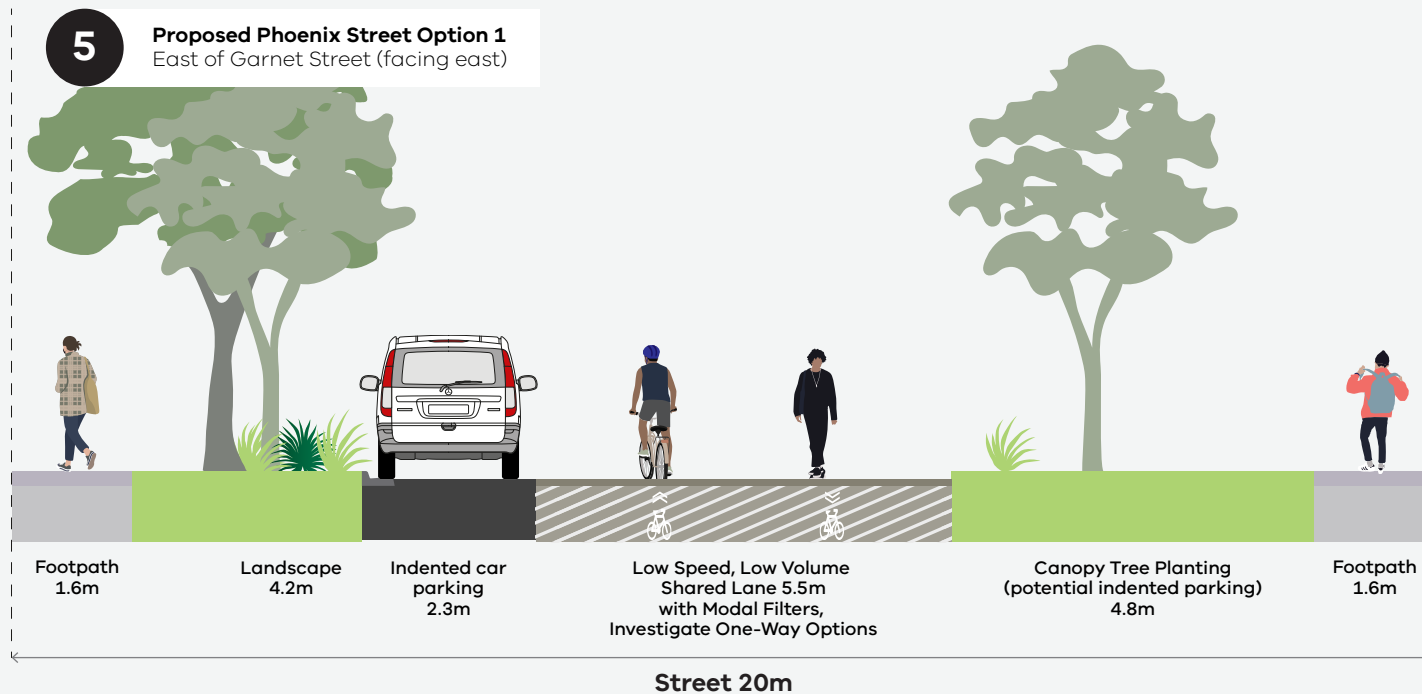
4

Proposed St Albans Road

North of Ballarat Road underpass (facing north)

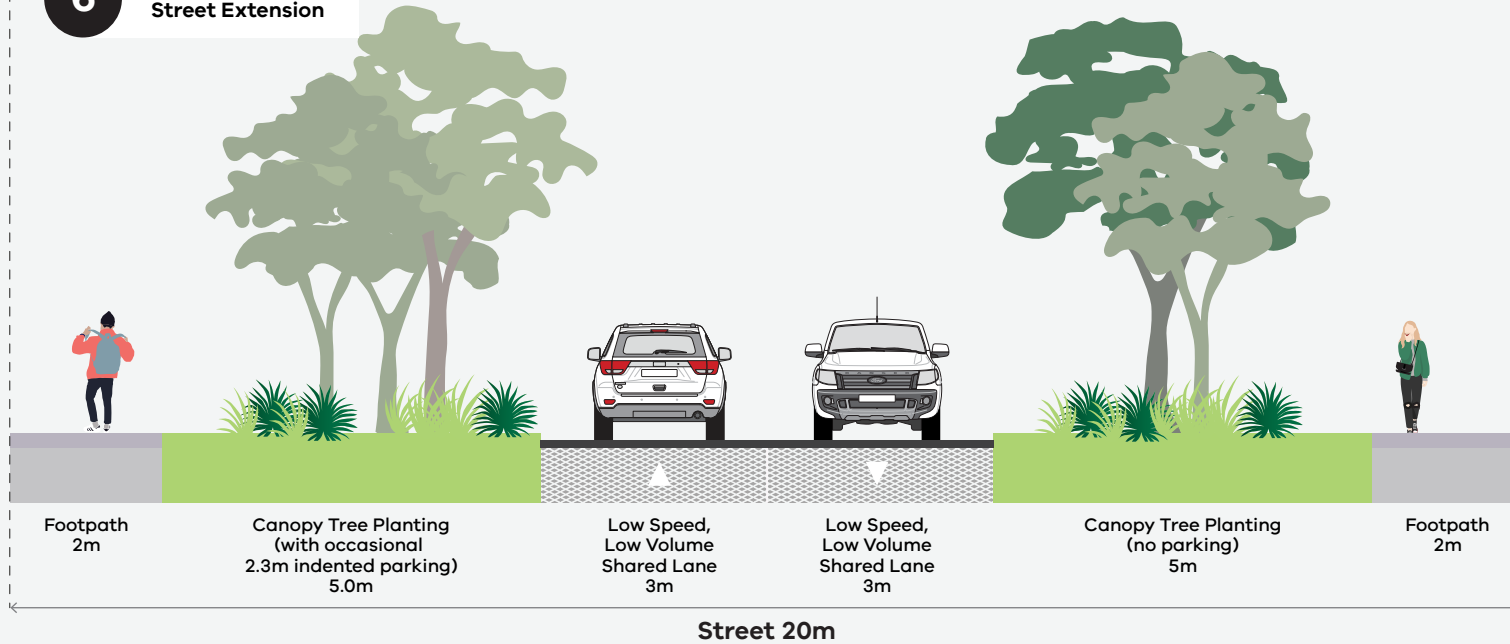
Note: Future western road reserve boundary is subject to change as part of potential MAR Shared Path initiatives





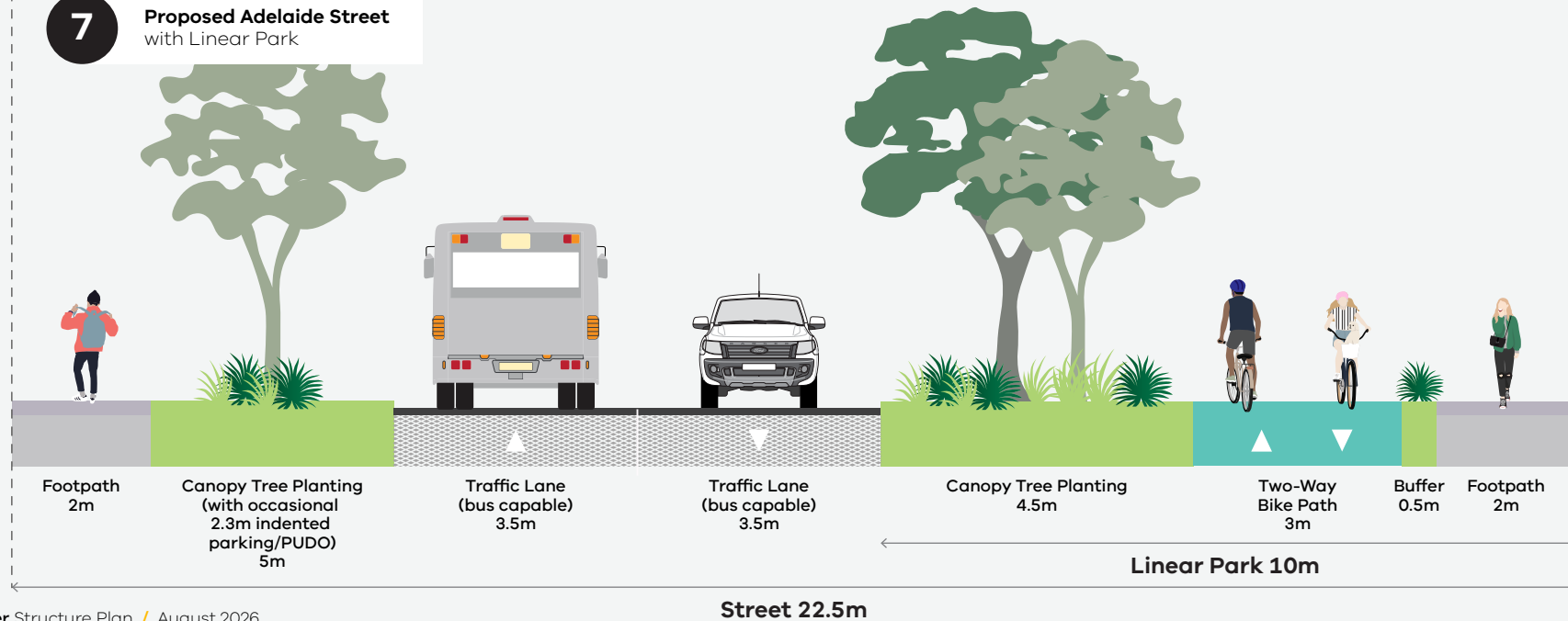
6

Proposed Perth Street Extension



7

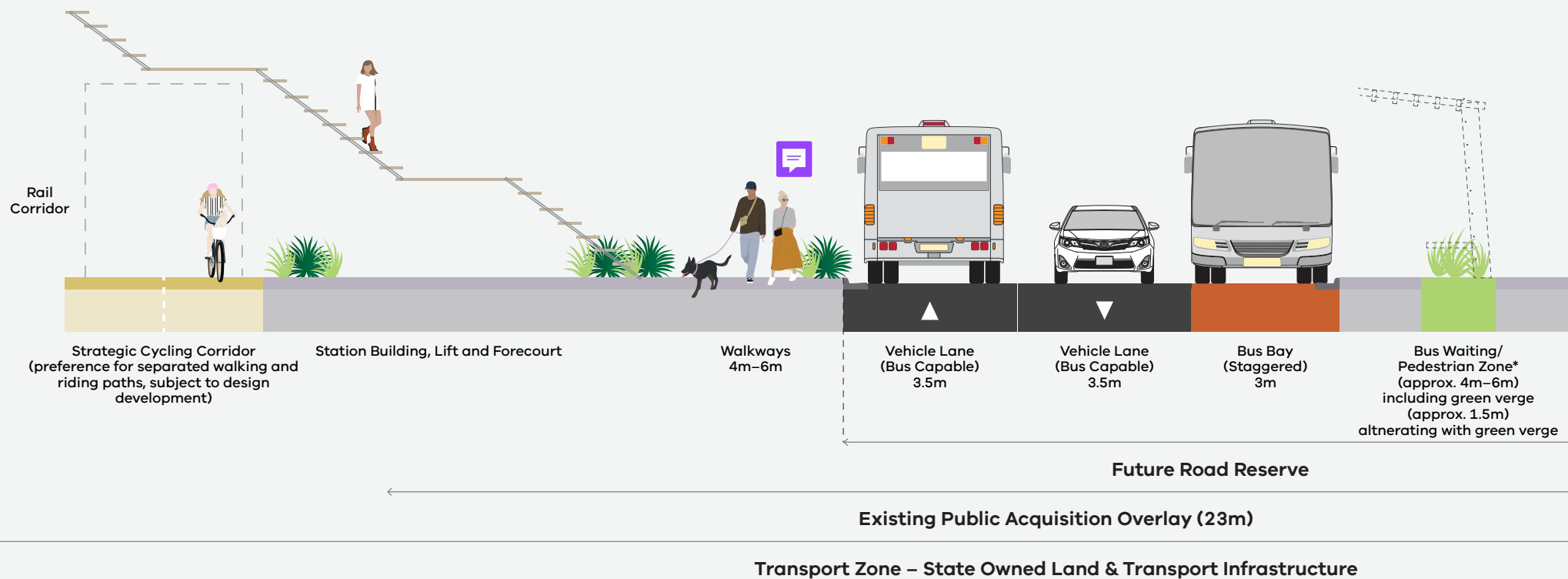
Proposed Adelaide Street with Linear Park



8

Proposed Station Street

Adjacent to Albion Station (facing north)





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