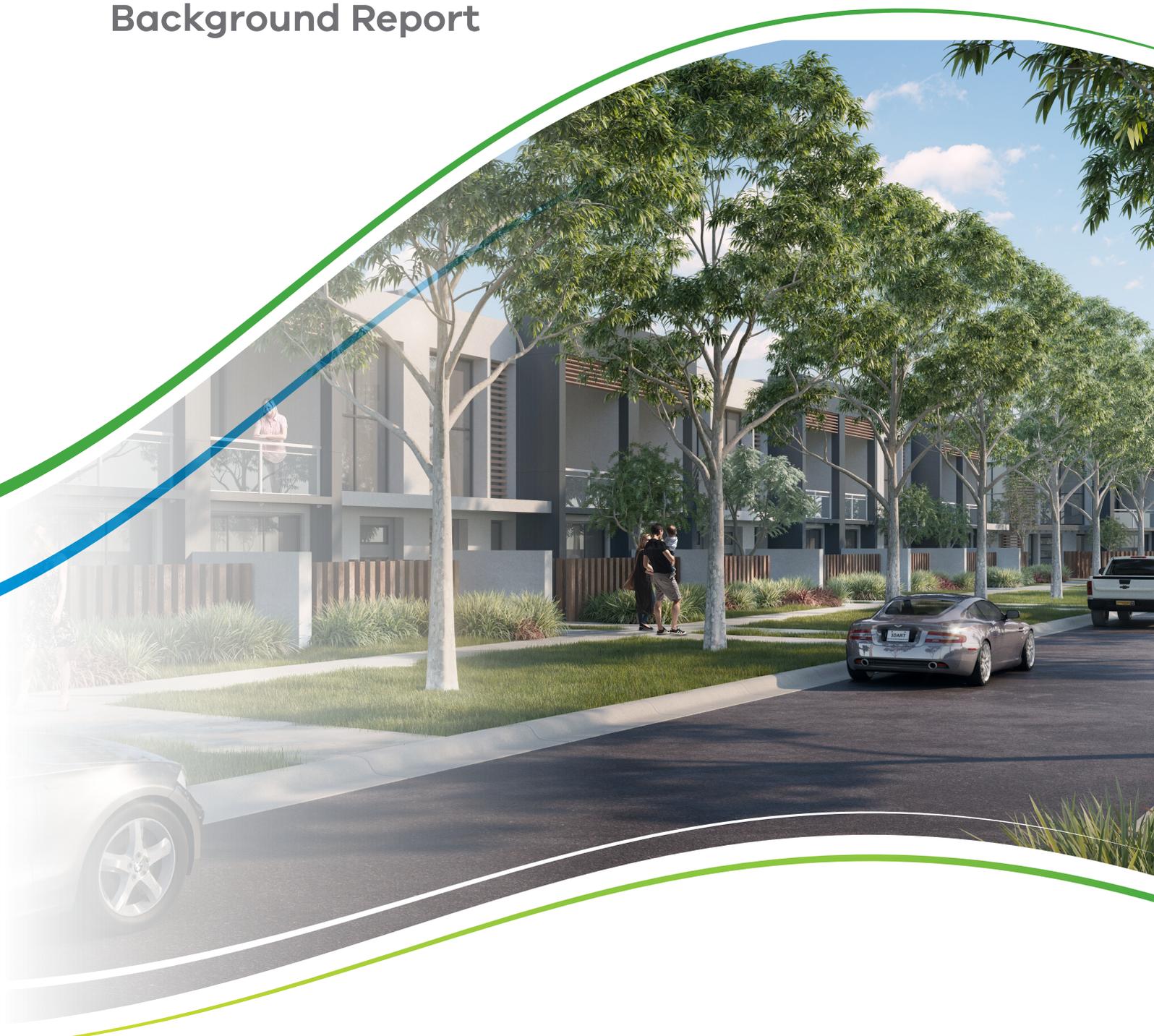


Altona North

Background Report



June 2017

CONTENTS

1	Introduction	1
2	Altona North – Site Context.....	2
3	Strategy Background.....	4
3.1	Strategic Sites.....	4
3.2	The Hobsons Bay Industrial Land Management Strategy.....	4
4	Biodiversity and Heritage	6
4.1	Biodiversity – Flora & Fauna.....	6
4.2	Cultural Heritage.....	6
4.3	Post-Contact Heritage.....	6
5	Site Constraints.....	8
5.1	Land Contamination.....	8
5.2	Dust and Odour	10
5.3	Environmental Noise and Vibration.....	11
5.4	Pipelines	13
6	Urban Design	15
6.1	Built Form	15
6.2	Managing Interfaces	15
6.3	Environmentally Sustainable Design.....	17
7	Integrated Transport Network.....	19
7.1	Traffic Generation and Management	19
7.2	Road Network and Hierarchy.....	20
7.3	Public Transport Provision.....	21
7.4	Active Transport.....	22
7.5	West Gate Tunnel Project.....	22
7.6	Potential North-South Link.....	23
8	Community Building Infrastructure	25
8.1	Community Infrastructure.....	25
8.2	Open Space and Recreation Infrastructure.....	28
8.3	Economic Assessment.....	29
8.4	Affordable and Diverse Housing	31
9	Utility Servicing and Infrastructure Provision.....	33

9.1	Drainage and Integrated Water Management.....	33
9.2	Potable Water and Sewerage.....	34
9.3	Electricity.....	35
9.4	Gas.....	36
9.5	Telecommunications.....	36
9.6	Other Infrastructure.....	36
10	References.....	38
11	Appendix A: Hobsons Bay City Council Vision Document (October 2016)	40

PLANS

Figure 1: Local Context Plan.....	2
Figure 2: Property Holdings.....	3

1 INTRODUCTION

Purpose and structure of this report

The Victorian Planning Authority (VPA) and Hobsons Bay City Council have prepared a Comprehensive Development Plan, Development Contributions Plan and planning scheme amendment to facilitate a new mixed use and residential neighbourhood on formerly industrial land Altona North. This has involved the VPA and City of Hobsons Bay working collaboratively with the landowners and State agencies through issues which are relevant to the rezoning of the precinct for mixed use and residential purposes.

This Background Report provides a summary of these issues and supports the VPA's recommendation to the City of Hobsons Bay that it is appropriate to seek authorisation to rezone the precinct and to exhibit a planning scheme amendment. The information that has been provided to the VPA in preparing this report includes the following:

- Specialist background reports prepared in support of Tract's proposed Amendment C88, March 2015;
- The Council's Request for Further Information (RFI) document, October 2015;
- Minutes from the Ordinary Council Meeting, providing an overview of Council's position, 15 December 2015;
- Supplementary information prepared by the landowner consortium in relation to workshops and meetings to attempt to resolve matters;
- A series of background work prepared by the Council through workshopping and their consultants to peer review the initial supporting documents prepared; and
- Technical reports commissioned by VPA to support the proposed Comprehensive Development Plan.

Under each topic, the VPA has attempted to summarise the technical information and recommendations provided from the consultants, Council's position as set out in the RFI document, Council's views from further work undertaken by the Council or the landowner consortium. This information is set out here to provide an overview of the factors influencing the preparation of the plans and planning scheme amendment.

The Comprehensive Development Plan describes the vision, objectives and main elements for new neighbourhood's layout and how it will fit in with its surrounds. It also sets out the specific requirements and plan components developers must comply with in order to fulfil the vision and objectives. The Development Contributions Plan describes the new and upgraded road, recreation and community infrastructure that must be provided for the neighbourhood and who pays for it. If these plans are approved by the Council and the Victorian Minister for Planning, the detail of each development within the neighbourhood will be decided by Council through the planning permit process using the approved plans to guide to those decisions.

Consultation process

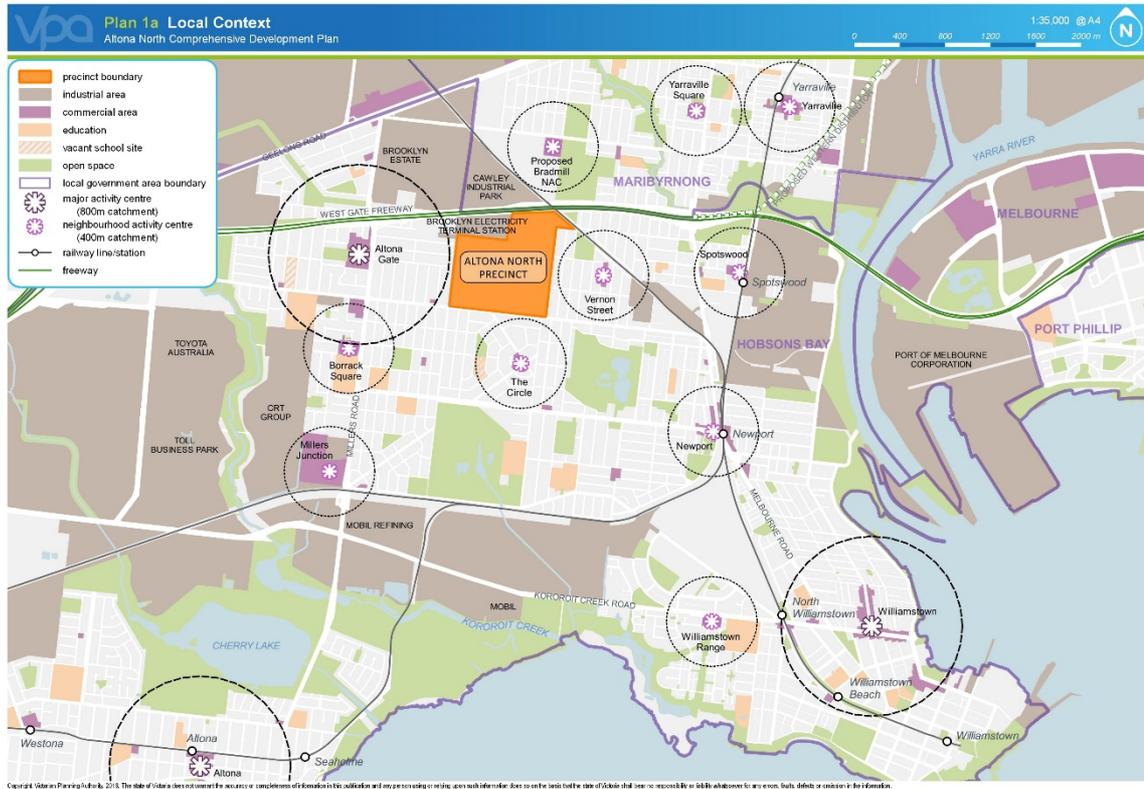
This background report is published as part of a detailed community engagement and consultation phase of planning. The consultation seeks input from those affected by the amendment including the existing community of the plan area and its surrounds and service and infrastructure providers with an interest in the area. The VPA believes that it is essential that this community consultation process takes place now so that those with an interest in the area are given an opportunity to view all of the plans, ask questions and understand what the plans will do, and make submission about any changes that the Council and VPA should make to the plans.

Given the complex nature of the rezoning and redevelopment of the precinct and the fact that there are many parties involved, it is likely that some submissions may not be able to be easily resolved. Where resolution cannot be reached, the Council may refer submissions to a panel of independent experts. The Panel will provide submitters with a further opportunity to be heard and provide a public report back to Council with their recommendations on how to address submissions.

2 ALTONA NORTH – SITE CONTEXT

The Precinct (67 hectares of land) is located in Altona North, eight kilometres south-west of the Melbourne CBD, within the municipality of Hobsons Bay City Council (HBCC). The land is bound to the north by the West Gate Freeway, AusNet’s Brooklyn Terminal Station, the Bacchus-Marsh to Newport freight line (the ‘freight line’) and 2 Watson Street, to the east by New Street, to the south by Blackshaws Road, and to the west by Kyle Road.

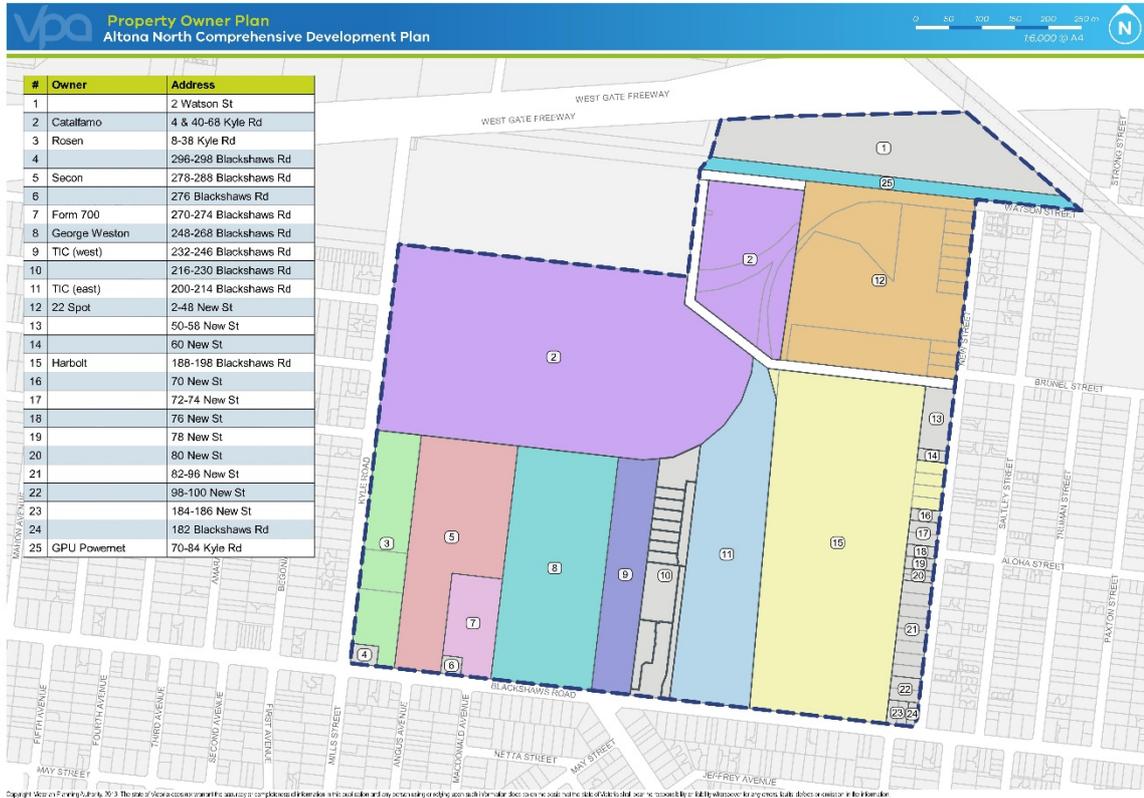
Figure 1: Local Context Plan



The land is predominantly zoned Industrial 1 Zone (IN1Z), with a small strip of Industrial 3 Zoned (IN3Z) land abutting New Street in the east. Land to the west, south and east of the Precinct is zoned for residential purposes: General Residential Zone - Schedule 1 (GRZ1). The Brooklyn Terminal Station site to the immediate north is zoned IN1Z. The land north of the West Gate Freeway, the former Bradmill site is zoned for residential purposes, whilst land north-west of the West Gate Freeway is being used for industrial purposes, including Jotun Australia, CEVA and the Brooklyn Industrial Estate.

The Precinct presently comprises 72 land parcels and 2 road reserves. These are organised into 25 private property holdings, as identified in Plan 2.

Figure 2: Property Holdings



Copyright © 2017 Planning Authority. All rights reserved. This map is for informational purposes only and does not constitute an offer of any financial product or service. The map is provided as a guide only and should not be relied upon for any legal or financial purpose. The map is provided as a guide only and should not be relied upon for any legal or financial purpose.

3 STRATEGY BACKGROUND

3.1 Strategic Sites

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050. *Plan Melbourne* was released in March 2017 and outlines measures to support jobs close to homes, services and transport and identifies the areas that will accommodate Melbourne's future growth.

The VPA works with government departments and agencies, local governments, landowners and development partners to plan for the future urban structure of places identified in *Plan Melbourne*, including urban renewal areas; the National Employment and Innovation Clusters; greenfield growth areas; and regional towns and cities.

The Altona North precinct (Precinct 15) was identified as a strategic site in 2016 and added to the VPA prioritised work program.

3.2 The Hobsons Bay Industrial Land Management Strategy

Altona North identified as Precinct 15, was a Strategic Redevelopment Area (SRA) in the Hobsons Bay Industrial Land Management Strategy (ILMS) – June 2008. The precinct was one of nine precincts in Hobsons Bay considered suitable (in whole or in part) for review for alternative land uses. These Strategic Redevelopment Areas (SRAs) were identified as having the potential to introduce new land uses, subject to the protection of rights of existing industrial uses.

According to the ILMS, change and development of SRAs is to be directed by the preparation of masterplans to achieve the highest level of integration. These plans will be prepared in consultation with the land owners, adjoining land owners, local community, key government stakeholders and the Council and should identify such matters including but not limited to:

- the extent of any contamination;
- range of future uses;
- all infrastructure requirements including community, and open space;
- potential off site impacts, and measures to manage them;
- traffic management plans which address connectivity within and between sites;
- staging of development;
- mechanisms/proposals to protect ongoing viable industries from encroaching sensitive uses such as buffer distances and acoustic measures to attenuate noise levels within the new development;
- future character of the area and potential impact on neighbouring residential character;
- future zoning and planning controls, which must include a high standard of environmental sustainable design and measures to protect ongoing viable industry;
- Social impact and needs analysis;
- Incorporation of Environmentally Sustainable Design Principles;
- Diversity in housing choice including affordable housing.

In discussing Precinct 15, the ILMS states that the most suitable use for the majority of the precinct is residential. The document noted that there were significant contamination issues, as well as potential noise and odour issues to be dealt with.

The ILMS states that any redevelopment for sensitive uses (e.g., residential) should not impact on the viability of existing industry in the precinct. Rather, any new sensitive uses should utilise appropriate measures to attenuate amenity impacts arising from adjacent industry such as potential noise and odour impacts.

In discussing Precinct 15 the ILMS excluded the Don Smallgoods and Apollo Engineering factories from the Strategic Redevelopment Area as they were still operating on site. Since then, the factories have ceased operations and many of the factory buildings have been demolished. Consequently, these areas are now included as a part of the Strategic Redevelopment Area.

Implementation Detail outlined for Precinct 15 in the ILMS is:

- Prepare an Outline Development Plan (ODP) for the part of this precinct that is identified as a Strategic Redevelopment Area that includes:
 - The majority of the land for residential uses with potential for a mix of business and light industry.
 - Future infrastructure requirements.
 - Open Space.
 - Interface management techniques with surrounding residential land use and existing industry.
 - Transitional and interface issues with industry remaining in the precinct.
- Develop policy for inclusion in the Planning Scheme and apply new zones and overlays once the future land use is identified, with planning controls to include a DPO and a DDO to specify amenity protection measures required in new developments to protect against any noise and or odour impacts from ongoing industry.
- Seek State Government support to assist in exploring and resolving the issues surrounding this site.
- Seek advice from Environmental Protection Authority (EPA) in relation to buffer distance and alternative treatments to buildings to protect amenity impacts from industry.
- Provide for a range of household styles and types.
- Provide for affordable housing options.
- Provide for adequate drainage of the site, include WSUD initiatives.
- Redevelopment of the site must consider appropriate ESD principles.
- Traffic connectivity for cars, pedestrians and bikes.
- Provide for public transport to travel through the development.
- Provide for a suitable buffer around the electricity substation, freight line and the fuel and gas pipelines.
- Provide for appropriate east west links and improved north south links.
- Undertake a Social Needs Analysis and Response.
- Undertake a Local Traffic Management Strategy for the area.

Hobsons Bay City Council have subsequently proposed a vision and objectives document (October 2016), the document outlines a variety of elements which are important to the future success of the precinct. The VPA considers that the elements raised have been reflected in the amendment documents (CDZ, CDP & DCP).

- ***The VPA and Council have prepared a Comprehensive Development Plan (CDP), Development Contributions Plan and associated implementing planning scheme maps and provisions that meets the implementation detail of the ILMS.***
- ***The CDP and DCP provide equivalent or better planning guidance than an ODP.***
- ***The Council's vision and objectives have been incorporated into the CDP document at relevant locations.***

4 BIODIVERSITY AND HERITAGE

4.1 Biodiversity – Flora & Fauna

The Flora and Fauna Assessment for Precinct 15, Blackshaws Road, Altona North, Victoria (Ecology and Heritage Partners Pty Ltd, September 2014) was prepared for the landowner consortium.

Of the fauna identified in the 2010 and 2012 surveys, none of the species were of national, state or regional importance. Additionally, no species of national, state or regional importance were considered likely to occur on site due to the highly modified condition of the precinct.

It was recommended trees that would require a permit for removal should where possible be retained within open space areas of the precinct to ensure public amenity and habitat for local fauna is optimised. However, considering the precinct is not protected by an environmental overlay in the Hobsons Bay Planning Scheme the protection of significant trees will be dependent on Local law 47 (2) of Hobsons Bay City Council. The Local Law outlines:

- A person must not without a permit destroy or remove any tree that has a trunk diameter greater than 45 centimetres measured 1.5 metres above natural ground level.

Eight weeds listed as noxious under the Victorian Catchment and Land Protection (CaLP) Act 1994 were identified during the assessments, leading the consultants to recommend that a Weed Management Plan should be prepared and incorporated into a Construction Environmental Management Plan. A pest fauna eradication plan was also recommended.

- **The requirements for a Weed Management Plan and a Pest Fauna Eradication Plan are included within the Comprehensive Development Plan and are matters that will be addressed at the planning permit stage as a planning application requirement.**
- **Retention of existing trees is encouraged in the Comprehensive Development Plan and regulated by Local law 47 (2) of Hobsons Bay City Council.**
- **This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.**

4.2 Cultural Heritage

No places of Aboriginal Cultural Heritage are recorded on the Precinct 15 Site.

- ***There is no need to include a requirement within the CDP because there are no places of Aboriginal Cultural heritage recorded for the precinct.***

4.3 Post-Contact Heritage

The subject precinct was formerly an area of significant industrial activity including, quarrying, meat processing and the employment of migrant workers.

Since approximately the 1930's, the site was used for bluestone quarries, with two large quarries being located adjacent to Kyle and New Street. However, from 1956 the site transformed into a manufacturing base for the west, initially the Pacific Oxygen Company operated from the site, and the meat processing industry followed.

Although no significant buildings remain, it is considered that the previous use of the precinct does represent some historical and social value to the western suburbs. In particular, meat processors Gilbertson's and Don Smallgoods were key to the expansion of meat processing in the late 1960s and 1970s, especially in the use of European migrant workers as contributors to the industry.

Hobsons Bay City Council seeks to incorporate aspects of the precinct's heritage into the design outcomes for the precinct. This could include trail walks along the old Abattoir routes, specific materials and finishes as well

as play space design and public art to represent elements of the precincts industrial past. It is acknowledged all public art must comply with Council's Public Art Policy (2012).

- ***Requirements and Guidelines in the Comprehensive Development Plan (CDP) provide guidance to Council, community and developers about how to include reference to the precinct's industrial past in the design of new developments at the planning permit stage.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

5 SITE CONSTRAINTS

5.1 Land Contamination

As ownership across the precinct is fragmented, each separately owned land parcel is progressing through the remediation process independently, in accordance with site, landowner and EPA requirements.

Environmental Assessment Services Pty Ltd (EAS) prepared summary documents on behalf of the landowner group in the precinct (23 March, 2015 and 19 November, 2015).

Responding to Council's requests for greater clarity of information, EAS prepared a summary questionnaire and provided it to the landowners and their environmental consultants (*EAS, 29 September 2016*). This represented 82% of the precinct land area. The questionnaire was developed to clarify outstanding issues for Council's environmental consultants, Senversa.

The EAS summary says that:

The predominant historical land uses that are most likely to contribute to site contamination were:

- Below ground storage and supply of petroleum hydrocarbons and solvents.
- Manufacture of compressed gasses, titanium dioxide pigments, aluminium sulphate.
- Importation of fill material.
- Timber treatment and storage
- Landfilling

The main sources of contamination thought likely to require clean up are:

- Underground storage tanks, pits and associated infrastructure and surrounding soils.
- Site filling material, either imported or impacted by site activities.
- Buildings / sites with asbestos containing materials.
- Residual wastes and sludges.

Additionally, more detailed conclusions were:

- In considering the proposed residential re-development of the site, it was recognised that some accessible soils would remain in lower density buildings such as private open space in townhouses and in public open space
- The chemical condition of the sites would not preclude the proposed built form development/s.
- Site management issues are largely focussed on site aesthetics due to large amounts of remnant rubbish on site, rather than remnant site contamination
- Where on-going management of remnant contamination or site aesthetics is required, a Construction Environmental Management Plan was proposed as the appropriate mechanism to ensure that builders are made responsible for removing any contaminated material (where necessary) in areas proposed for accessible soils (i.e. landscaped gardens and lawns) and satisfying relevant Audit Statement Conditions
- Where residual land contamination remains in isolated areas, these soils would either be removed prior to construction or included in a Construction Environmental Management Plan to ensure such soils cannot be accessed as part of the intended land use (i.e. soil encapsulation or capping with at least 0.5 metres of clean fill)
- Where there is the potential for remnant contamination to remain (and in addition to the Construction Environmental Management Plan), a human health risk assessment will be required to be completed to verify that the land parcel is suitable for the intended (residential) land use. The Victorian EPA would remain the relevant authority and the land remediation must be managed by EPA accredited auditors maintaining a supervisory role and reporting back to the EPA on a routine basis.
- EAS is of the view that remediation of potential land contamination will be appropriately managed by virtue of the Environmental Audit Overlay to be placed on the site.

EAS prepared a second questionnaire regarding vapours and gases within the precinct and that report (EAS, 7 October, 2016), concluded:

- The majority of land owners recognised that gases and/or vapours are potential contamination concerns and these are most likely associated with landfill at the two former quarry sites or the storage and supply of hydrocarbons at other sites.
- Environmental consultants acting for land owners with the former quarries advised that the nature and extent of impacts is currently low.
- the first round of landfill gas monitoring indicated there were no readings which would prevent the proposed land uses for public open space and medium – high density residential development.
- the possibility of vapour or ground gas management systems is considered unlikely in most cases however, at the George Weston site, management systems may still be required.
- the final condition of the public areas to be vested to Council, will be capped with clean, chemically inert fill material. The associated depth of clean capping and the associated material will be determined during the design phase and approved by the Auditor.
- Numerous groundwater monitoring wells have been established adjacent to these sites, which to date have not identified site contamination that would preclude the proposed built form land uses at any of the sites of the proponent. However, most areas of the precinct would likely be designated as a Groundwater Quality Restricted Use Zones (GQRUZ).
- Former quarry areas assessed to date were able to be remediated to allow for planned uses, including open space areas. However, this would require the land to be reclaimed and covered with a sizeable capping layer, preventing future access to residual contaminated materials. Where on-going monitoring of landfill gases is required, the cost of such works would not be passed on to Council or future land owners (i.e. existing land owners will continue to be responsible), but rather, enforced through property management groups/property owners and would not involve council.

Additionally, EAS noted that the questionnaires gave due consideration for those sites where little if any site contamination assessment works had been completed including at least two operating / former service station sites and several smaller commercial / industrial operations along New Street.

Conclusions

Environmental consultants Senversa (October, 2016), acting for Council, have provided further independent advice based on the above information provided by EAS. Senversa concluded that overall, the information provided suggests that the majority of the Precinct is likely to be suitable and/or able to be made suitable for the proposed range and pattern of land use and built form. Written advice to council in October 2016 from Senversa, says in part:

“Overall, the information provided suggests that the majority of the Precinct is likely to be suitable and/or able to be made suitable for the range and pattern of land use(s) and built forms which are proposed across the precinct. Further, the information indicates that minimal ongoing management or monitoring requirements are expected due to residual contamination, and that areas proposed to have accessible soils would have impacted fill soils removed or capped with a suitable thickness of clean fill (this would be determined by the environmental auditor based on the type of land use and associated potential for soil access). It was identified that the former quarries may require some form of ongoing monitoring and/or management, however the proponents do not intend to pass on the cost of any future monitoring to Council or other future land owners, and noted that discussions would held between relevant parties to remove ongoing liability and cost to Council.”

On this basis, it therefore appears unlikely that identified and/or suspected contamination within Precinct 15 will prevent the site from being used in the manner proposed. While some contamination has been identified that may require assessment, management and/or remediation, an EAO is considered an appropriate means of ensuring that these issues, if present, will be robustly assessed and (if necessary) remediated to ensure that land parcels are suitable for their proposed use(s), and that ongoing management requirements or conditions on use (if any) are practical, appropriate and consistent with the nominated land use.”

It is noted that the above conclusions have some associated uncertainties and limitations:

- The information provided to Senversa for review was limited to summaries and conclusions, detailed site investigation reports and/or data has not been reviewed or verified
- Not all properties within the Precinct have been assessed
- Within the assessed parcels, some areas have not yet been subject to investigation

- The final development plans and environmental condition of the land proposed to be vested to Council is not yet known and therefore the extent of ongoing management or monitoring that may be required is unknown. Although the proponents have indicated that they will enter into discussions with Council, auditors and other stakeholders to reduce Council's ongoing cost and liability to a level acceptable to Council, however the specific outcome of these discussions is not yet known.

At meetings held between EAS and Senversa it was agreed that, while there is the likelihood of site contamination and that remediation is required across the site, the application of an Environmental Audit Overlay, with its requirement for Statements of Environmental Audit to be provided by an accredited Auditor for each site prior to occupation for sensitive land uses, is the appropriate mechanism to manage site contamination in this instance.

While there remains an element of risk associated with remediating contaminated sites for sensitive land uses, this process will enforce compliance with EPA regulations and ensure appropriate mechanisms are in place.

- ***The proposed planning scheme amendment will apply an Environmental Audit Overlay (EAO) to all sites in the Precinct that have not already been issued with a Certificate or Statement of Environmental Audit.***
- ***The Comprehensive Development Plan includes a requirement that land to be vested in Council for open space must be remediated and accompanied by Statements of Environment Audit or a report signed off by an accredited Auditor, before it will be accepted by the City of Hobsons Bay.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

5.2 Dust and Odour

GHD have provided several assessments of off-site buffers to industrial premises within and external to the precinct. The Phase 1 Assessment (February 2010) concluded that two external industrial operations posed potential constraints on the precinct. These were:

- The Jotun site (manufacturer of paint and powder coatings) immediately north of the West Gate Freeway;
- The Mobil Altona refinery.

Application of EPA's default radial buffer distances (for upset / malfunction) of industrial premises indicated that there is "strictly insufficient separation" between the Precinct and the Mobil refinery as well as the Jotun site.

The GHD report also concluded that the residual industries still operating within the Precinct did not require amenity buffers.

GHD was subsequently engaged by the land owner consortium to conduct a Phase 2 Assessment: The Updated Phase 2 Buffer Constraints Assessment (January 2015) evaluated the potential for odour and/or dust impacts at the precinct during both routine (from recent complaint history in nearby suburbs) and 'upset' scenarios (buffers) at nearby industrial premises. The assessment further analysed the Mobil refinery and any relevant developments since the Phase 1 report, specifically related to the off-site impacts of industries and ongoing EPA enforcement action in Brooklyn to the north of the Precinct.

The default buffer of 1,000m for the Jotun site was considered by GHD to be excessive, especially considering that there is no record of complaints about the Jotun factory.

GHD determined directional buffers, based on site specific meteorology for the Mobil site, it showed a retraction from the 2,000m default radial buffer as sufficient to remove any constraints from the precinct.

EPA-led improvements in industrial operations in the Brooklyn area were reported by GHD to have led to improvements in off-site dust and odour emissions in the precinct. Complaint data associated with odour emissions from industries in the Brooklyn area have reduced close to zero for the Yarraville and South Kingsville areas, suggesting improvements in plant operations and design following EPA intervention. Similarly, EPA

programmes to mitigate dust emissions from industries in Brooklyn have been effective in reducing PM10 levels in nearby residential areas.

The GHD assessments advise that no additional buffers are required for development of the Altona North Precinct to proceed as proposed. This information has been provided to the EPA for its consideration. The EPA has raised no objections in relation to dust and odour buffers at this stage and will have the opportunity to further consider this matter in greater detail as part of the public exhibition process.

- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

5.3 Environmental Noise and Vibration

Marshall Day Acoustics Pty Ltd (MDA) prepared the Environmental Noise Assessment (March 2015) as a noise and vibration study for the landowner consortium.

The report considered noise sources that may affect the amenity of proposed land uses, relevant noise criteria that needs to be complied with, and potential mitigation measures to reduce noise to acceptable levels.

MDA identified the following sources of environmental noise in the precinct:

- Traffic on the West Gate Freeway
- Local commercial and industrial premises, including:
 - The Brooklyn Terminal Station,
 - The Fire Management and Equipment Development Centre
 - The Italian Social Club
- Commercial and industrial premises on the subject site that may still be operating post-development of sensitive uses
- Traffic on Blackshaws Road
- The freight line

Freeway and Arterial Road noise

Traffic noise from the West Gate Freeway was measured within the precinct, at the Freeway reserve boundary and also at a location 160m to the south. The traffic noise was considered against VicRoads internal Traffic Noise Reduction Policy, which requires developers to undertake some combination of the following:

- Erecting traffic noise barriers of suitable height and construction to reduce external noise levels to acceptable standards
- Provide sound insulation treatment to residential dwellings sufficient to achieve compliance with the recommended internal noise level standards

MDA found that noise levels at the boundary of the freeway were extremely high. They concluded that this noise should not preclude residential development, however careful building design would be required to ensure acceptable internal amenity for dwellings near the freeway and associated outdoor living areas. In their opinion, this could be achieved by a combination of noise barriers and acoustic treatment of dwellings.

If noise barriers form part of the mitigation measures, MDA recommend that the barriers should be approximately 8 metres high to comply with the VicRoads policy. Should buildings be used to mitigate noise, then MDA recommends the use of a solid row of townhouses or apartments, with noise-tolerant rooms closest to the freeway and noise sensitive areas, such as bedrooms furthest away. Careful consideration of design, building and glazing materials would be required to achieve compliance with the policy.

Noise levels measured by MDA on Blackshaws Road were found to be 10dB higher than VicRoads policy. Noise barriers were not considered to be an appropriate design response, so acoustic treatment of dwellings was recommended, specifically that building controls be used for single or multi-storey buildings facing the road to ensure that gaps between buildings are minimised and that external living areas were located to the rear.

Rail Noise and Vibration

MDA measurements found train noise close to the thresholds outlined in the Victorian Passenger Rail Infrastructure Noise Policy. They recommended that dwellings near the rail line will likely require acoustic treatment to ensure compliance with internal criteria contained in the policy, including measure to account for low frequency noise characteristics associated with diesel locomotive engine noise.

Based on previous measurements and initial calculations for the precinct, MDA were able to demonstrate that vibration from freight train movements could be viably accommodated on site and achieve compliance with the vibration criteria set out in the relevant international standards. They further asserted that acceptable vibration levels could potentially be achieved without dedicated vibration management measures, subject to confirmation with detailed design.

Commercial and Industrial Noise

Because of the dominance of noise from traffic on the West Gate Freeway, noise from existing industry was not readily measureable, and generally not audible, in measurements made by MDA.

Noise from commercial and industrial operations in Victoria is governed by the State Environmental Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).

As existing industry is generally already close to existing residences, existing compliance to SEPP N-1 is likely to ensure compliance with future residences. However, as the agent of change, landowners redeveloping sensitive uses such as residential, near existing industry are required to ensure that existing industrial operations do not come under new obligations with the introduction of new, noise-sensitive uses.

For the Brooklyn Terminal Station and any other industry remaining on site, noise control solutions could include:

- Noise barriers
- Use of built form
- At-source noise mitigation measures such as enclosures or attenuators installed with the cooperation of the owners and operators of the noise generating premises.

Music Noise

Music noise from entertainment venues such as the Italian Club in Victoria is governed by the State Environmental Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N-2).

Land use change in the precinct will need to ensure that the Italian Club does not come under new obligations as a result of new noise-sensitive uses coming into the area. However, MDA reasoned that as the Club is already close to existing residences, compliance at existing residences is likely to ensure compliance at any new residences.

Summary

Overall, the MDA Report recommended that further noise measurements and calculations will be required to provide the detail to go into specific design responses. MDA further recommended that any rezoning planning controls include requirements that detailed acoustic reports must be prepared to support planning permit applications for sensitive uses at the site, including an account of amenity at the proposed development, and impacts to the ongoing operational viability of surrounding commercial and industrial operations.

The Council raised the need for further noise assessments to inform Council as to the varying types of noise mitigation buffers that may be required on site. The Council also sought a more consistent limit be determined for residential dwellings across the precinct and indicated a preference for long term monitoring of road traffic noise in the precinct, including noise assessments at later stages of development for all noise sources.

A scope of further works was drafted following a meeting of acoustic consultants (and Council representatives) on 19 April 2016 and it was decided that:

- The noise assessment required more detail than previously described particularly, including an examination of mitigation options, and discussion of temporary interfaces (including the phasing of site development).
- No further assessment of music noise was required.

- No further assessment of train vibration was required.
- A balanced response that would allow industry affected by the changed land uses to continue operating at their current level of noise emission. Where industry sought an increase in noise emissions, any noise attenuation measures would be the responsibility of the industry.

The VPA is not aware of any further work on this matter.

- ***Schedule 2 of the Comprehensive Development Zone includes application requirements at the subdivision and buildings and works stage for an acoustic assessment of noise levels and recommendations for noise attenuation measures providing for a strategic and built form response to the concern.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

5.4 Pipelines

Two pipelines are located adjacent to the precinct:

1. The Exxon Mobil Altona-Somerton Aviation Fuel Pipeline (Pipeline license PL118), carrying aviation fuel from Altona Refinery to Melbourne Airport;
2. The APA Group's South Melbourne to Brooklyn Transmission Gas bi-directional pipeline (Pipeline license PL108).

The pipelines run parallel to each other in a 3 metre wide easement itself running parallel to the railway line on the northern boundary of the Precinct.

GHD provided initial risk advice that a change in land use (residential and mixed-use) would require preparation of a Safety Management Study (SMS) in accordance with AS 2885.1-2012 (Pipelines – Gas and liquid petroleum). The SMS reviews any risks to human life in the proposed redevelopment posed by the pipelines, as well as identifying any risks to the pipeline posed by the development.

GHD subsequently undertook a formal pipeline SMS workshop on Wednesday 27 May 2015. Findings of the workshop were reported in the SMS Report of September 2015 and identified a number of external threats, of which 10 were considered credible, 20 were not considered credible. A further 54 threats were not considered appropriate, as the development is not expected to change the frequency of those threats occurring.

Of the 15 actions developed during the SMS workshop, the following are of greatest relevance to the CDP:

- Develop a Construction Management Plan that will be approved by pipeline owners;
- Confirm pipeline depth & location are sufficient to justify their use as physical controls;
- Limit residential development to a maximum of three (3) storeys within 60m of the gas pipeline (consider acoustics);
- Confirm a requirement is included in the Development Plan for buildings within close proximity to pipeline to be designed to remain intact in the event the pipeline is exposed;
- Ensure vibration from pile loading & confirm in Construction Management Plan that piles are to be installed in drilled holes and without vibration;
- Review pigging and coating survey results for both pipelines to determine if any defects are detected and rectify any issues prior to commencement.

On Tuesday 13 September 2016 at a meeting between the VPA, HBCC and the pipeline licensees several conclusions were reached regarding how to incorporate the pipelines into the design of the precinct.

The licensees recommended that no 'sensitive uses' (as defined by AS 2885.1-2012 (Pipelines – Gas and liquid petroleum)) are to be constructed within 200 metres of the pipelines and a maximum of three storey development is permitted within 60 metres of the pipelines. The VPA undertook to enforce these restrictions through the Comprehensive Development Zone (CDZ), as well as planning for a 3 metre shared path over the existing pipelines to minimise the potential for accidental disruption of the pipelines through digging and drilling.

- ***The Comprehensive Development Plan includes an application requirement in the schedule to the Comprehensive Development Zone that no sensitive uses are to be constructed within 200 metres of the pipelines.***
- ***The Comprehensive Development Plan specifies that a maximum of three storey development is permitted within 60 metres of the pipelines.***
- ***The Comprehensive Development Plan requires construction of a 3 metre wide reinforced concrete shared path above the APA and Mobil pipelines – subject to APA and Mobil oversight. The new shared trail will be delivered as part of the West Gate Tunnel Project.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

6 URBAN DESIGN

6.1 Built Form

David Lock and Associates (DLA) prepared the *Precinct 15 Strategic Redevelopment Area, Altona North Density and Design Principles Report (November 2015)* to address urban design issues for the development consultant group.

The DLA Report identifies a potential distribution pattern for 3,000 dwellings across the site by dwelling type, making the following assumptions:

- Apartments are limited to sites alongside public open space, the mixed use area, and the connector road. Apartment buildings should be up to 5-6 storeys
- Townhouses ranging from 2-3 storeys in height along Kyle Road and New Street, with the remainder of the site developed for attached townhouses up to 4 storeys
- The mixed use area will contain residential development
- The 2 Watson Street site will remain industrial.

DLA further proposed that building heights should take into account:

- Respect for the existing low-rise character along Kyle Road, New Street and Blackshaws Road
- Respond to larger road reserves with slightly increased heights
- Apply transitional heights from edges towards the centre of the site
- Benefit from increased density in proximity to the proposed mixed use area and open space
- Shield the visual impact of the Brooklyn Terminal Station (BTS)
- Maintain sunlight access to the public realm and open space
- Value the gradual transition between different heights
- Value consistent scale on both sides of street.

6.2 Managing Interfaces

A range of interface cross-sections are evident in the precinct. The DLA report identifies a range of different external interfaces for the site that future development of the site should consider and respond to. These include:

- The West Gate Freeway and proposed West Gate Tunnel Project
- The freight Line and gas and fuel pipelines*
- Brooklyn Electricity Transmission Terminal Station
- Local road interfaces with surrounding residential areas

*See Section 5.4 for guidance on pipeline interfaces.

Internal interfaces requiring design consideration are identified as:

- Existing and transitioning industrial uses
- Public open space
- The mixed use area

West Gate Freeway, proposed West Gate Tunnel Project and rail freight line

The precinct's north-western boundaries abut the West Gate Freeway, proposed West Gate Tunnel Project and the rail freight line. The property within the precinct at these boundaries is 2 Watson Street, South Kingsville.

For these interfaces, DLA did not provide design guidance as the land at 2 Watson Street was thought to remain industrial at that time. Nevertheless, the DLA report did suggest that the design solutions identified for the Electrical Terminal Substation interface (see below) could be applied as an interface for this parcel of land.

Further general information about the West Gate Tunnel project is discussed in section 7.5 of this report.

Brooklyn Electricity Transmission Terminal Station

For the Brooklyn Terminal Station interface, DLA identify appropriate interface principles including:

- Design that limits public and private views to the BTS and associated transmission lines
- Development facing away from the BTS to protect the public realm
- Acoustic buffers incorporated into built form
- Development taking advantage of northerly aspects, where possible.

Local road interfaces with surrounding residential areas

For the residential interfaces, DLA identify appropriate interface principals including:

- Incorporating a 4 metre front setback
- Maximum 2-3 storey buildings with the 3rd level recessed at increments on Kyle Road and New Street
- Maximum 4 storey buildings with the 4th level recessed for Blackshaws Road.

Existing and transitional industrial uses

For interfaces with existing industrial uses, DLA identify appropriate interface principals including:

- Design that provides landscape buffers and acoustic buffers between industrial and residential uses
- Development that faces away from industrial uses to protect residential amenity
- Allow for transitional interim and ultimate solutions.

Public open space

For open space areas, design principles include:

- Bounding by a street or shared use land along all edges to clearly define the public realm
- Built form around the edges of open spaces that ensure spatial definition with preferred building heights $\frac{1}{3}$ to $\frac{1}{2}$ the width for the open space
- Development fronting the open space
- Development allowing that $\frac{2}{3}$ of the open space receives sunlight between 11am and 2pm at the equinoxes and $\frac{1}{3}$ at the winter solstice
- Development adjoining the open space incorporates low to moderate height fences.

The mixed use area

For the mixed use area interface, design principles include:

- Bounding by streets along all edges to provide active frontages and provide passive surveillance
- Development that places large car parks, loading bays and other back of house areas away from public spaces, main streets and residential areas to minimise amenity impacts.

Response to the DLA by Council

HBCC prepared comments regarding the DLA Report (February, 2016), and identified that existing interfaces along Blackshaws Road and New Street should incorporate front setbacks to ensure new development is consistent with the existing rhythm of the street. Additionally, although Council acknowledges the area will allow for increased densities, it was noted that the acceptable level of density will be informed by a range of matters including transport and service capacity.

Council's vision and objectives (Appendix A) sets out six core elements that VPA has incorporated into the Comprehensive Development Plan. These are:

- The Broadway Spine
- Structural Movement Network
- Mixed Use Activity Centre
- Open Space Network
- Density and Built Form
- Interfaces and Existing Uses

- ***The Comprehensive Development Plan includes cross-sections that incorporate many of the design elements proposed by DLA and address the concerns raised by Council, in particular, the Precinct has been designed to protect existing residential interfaces at New Street and Kyle Road by enforcing maximum building heights and minimum front setbacks and to manage the transition of low to high density by limiting apartments to the central sections of the precinct as well as the Blackshaws Road interface.***
- ***The Comprehensive Development Plan includes objectives, requirements and guidelines to enforce these design principles.***
- ***These matters are sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

6.3 Environmentally Sustainable Design

Aurecon Australia Pty Ltd prepared a *Sustainability Plan* for the Altona North Precinct landowners, providing recommendations on Environmentally Sustainable Design initiatives for the precinct.

ESD initiatives recommended for the site by Aurecon included:

Built Form

- Encourage the adoption of environmental management practices during construction in line with best practice standards
- Provision of energy-efficient buildings and thermally broken facades
- Passive design features to reduce heat gain in summer and maximise heat gain in winter
- Provision of energy efficient building services
- Provision for recycling space during construction and for ongoing use
- Minimisation of construction materials
- Material selection to minimise embodied energy and construction waste
- Maximise natural ventilation and outside air through building design
- Maximise daylight and external views
- Improvement of indoor environment quality by using nontoxic, low VOC and low formaldehyde products
- Provision of water efficient fixtures.

Infrastructure

- Minimise peak stormwater flows and protect receiving waterways
- Consideration to be given to third pipe water
- Minimise hard surfaces and maximise vegetated areas to reduce heat island effects
- Encourage on-site energy production
- Encourage use of recycled and reclaimed materials.

Transport

- Promote cycling into and out of the precinct – reduced car dependency
- Provide an internal street and cycle path network to facilitate internal connectivity
- Provision of bicycle parking / storage facilities for occupants
- Provision of safe access to existing cycle routes
- Promote and support the use of existing public transport facilities.

Waste and Emissions

- Implementation of a Waste Management Plan
- Ensure that light pollution to the night sky is minimised through avoidance of up-lighting
- Ensure that types of refrigerants used in HVAC systems throughout the development have minimal potential to contribute to global warming.

Social and ecological

- Located close to day-to-day amenities, such as schools, shopping centres, childcare and public transport
- Located close to industrial and employment precincts
- Promotes local economy.

ESD sustainably targets proposed for the development include:

- 7 star NatHERS (National House Energy Rating Scheme) average for all apartments, with a minimum of 5 stars for individual apartments;
- Potable water design targets of less than 125 litres of potable water per person per day;
- Use of the Green Star Multi-Unit Residential tool for design and construction of residential buildings;
- Development of ESD construction guidelines for the precinct.

Council has indicated a commitment to best practice sustainable design including: initiatives that must be incorporated into the redevelopment of the Precinct including elements of material reuse, recycling etc. Additionally, the Council encourages developers to set out built form and layout principles and the preparation of ESD construction guidelines for each of the sub-precincts.

The Comprehensive Development Plan prepared for the precinct makes a positive contribution to environmentally sustainable outcomes by the following:

- Dwelling densities of approximately 55 dwellings per hectare supporting public transport patronage;
- Establishment of the potential of an additional high-capacity bus service running through the precinct, connecting Altona Gate Shopping Centre to Spotswood Station;
- Creation of a new parkland at the centre of the precinct capable of additional tree planting, sporting and community use;
- Tree lined streets throughout the precinct, including a central tree-lined boulevard connecting to the local street network;
- All properties within 400 metres walking distance to local parkland, promoting walking within the precinct;
- Promotion of walking and cycling by a network of connecting footpaths and bicycle paths throughout the precinct – in particular creating separated bike paths connecting to regional bike networks (including Federation Trail), suitable for both commuters and recreational cyclists;
- Local shopping and community facilities within 800 metres walking distance for all residents and within 400 metres of approximately half the resident population;
- Requirements to improve stormwater quality prior to it entering the regional drainage system;
- Development will result in progressive remediation of potentially contaminated land (subject to the Environmental Audit Overlay process) with consequent benefits for soil quality, stormwater runoff and groundwater; and
- Remediation and re-use of former quarries within the precinct for residential and recreation purposes.
- A more efficient use of strategic land.
- A guideline that encourages the use of Ecological Sustainable Design outcomes material re-use, use of Built Environment Sustainability Scorecard (BESS), waste management initiatives etc.

- ***The Comprehensive Development Zone proposed for the Precinct includes a Requirements for an ESD report to be provided at planning permit stage.***
- ***Landowners will be encouraged to voluntarily employ the UDIA EnviroDevelopment, Green Star or an equivalent sustainability system.***
- ***These matters are sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

7 INTEGRATED TRANSPORT NETWORK

7.1 Traffic Generation and Management

GTA Consultants (GTA) prepared the *Development/Structure Plan Transport Assessment* for Precinct 15 landowners in March 2015 which was submitted to HBCC with the Amendment.

Council provided a response to the study in the RFI of October 2015 which requested a number of additional actions to address prior to the Council considering the amendment further. Their concerns related to the following:

- That the relevant outcomes of the CIA prepared by GHD and comprising a Victorian Integrated Transport Model (VITM) model assessment would need to be reviewed and form part of the integrated transport assessment inputs for exploring additional north-south connections;
- Maintained concern that the precinct and surrounding network will not be able to cater for the vehicle movements associated with a 3,000 dwelling proposal, in line with comments prepared by VicRoads and PTV;
- That more assessment and traffic counts were required on the broader impacts;
- Concern that the precinct could be used for rat-running, particularly where Clematis Avenue, Cyclamen Avenue and Marigold Avenue connect through to Millers Road and ultimately the West Gate Freeway and that alternative intersection arrangements should be considered.
- More focus in the report on how the area will connect to public transport and other sustainable transport options to demonstrate that the area can accommodate the quantum of development envisaged for the precinct through facilitating modal shift. This included consideration of a network of pedestrian and cycle links.
- Consideration of re-routing of a bus service through the precinct, an assessment of bus routes in the vicinity and potential bus priority improvements; and
- Further consideration to the internal road layout and cross sections are required.

As a separate exercise, Council and VicRoads employed GHD to provide cumulative impact assessment to attempt to understand the broader strategic network implications of redevelopment in the area south of the West Gate Freeway, including Precinct 15. Findings presented in the *Transport Modelling and Analysis* report were based on strategic VITM modelling and it was expected that this information would be addressed in traffic impact assessments undertaken by proponents in Altona North.

The VPA engaged GTA in August 2016 to consider and report on the above concerns raised in Council's RFI and to use the outputs/assumptions of the GHD cumulative impact assessment. GTA's assessment therefore takes into account the modelling outputs produced by VITM based on the level of change on the local road network which assumes the full development of Altona North (3,171 dwellings), Precinct 16 and Precinct 20 and considers the Bradmill Denim Factory to the north of the precinct and the West Gate Freeway (Scenario 6a). GTA was then able to carry out a number of other key activities including assessing the future traffic conditions at key intersections through SIDRA modelling.

GTA's *Development/Structure Plan Transport Assessment* (October 2016), provides recommendations on traffic engineering and transport planning services. Based on the analysis and discussions presented within this report, the following conclusions are made:

There is sufficient capacity within the immediate road network to accommodate the additional traffic movements anticipated as part of the development of Altona North, subject to the following mitigating road works:

- At the Millers Road / Blackshaws Road signalised intersection:
 - Extend the right-turn lane on the east approach of the intersection by 240m to 300m through modification to road markings and introduction of parking restrictions that at least restricts kerbside parking during the commuter peaks
 - Convert the through lane on the east approach of the intersection to a through and right turn lane by modifying the directional arrow markings
 - Modify the intersection phasing to have a split phasing for the east and west approaches

- Increase the lengths of 'No Stopping' parking restrictions and install line marked right turn lanes on Blackshaws Road at the unsignalised intersections with Schutt Street, New Street and Hansen Street
- Install traffic signals at the two new site access intersections on Blackshaws Road associated with the connector streets. The approaches to these signalised intersections from within the site require two approach lanes for 80m that are clear of intersections, property access points and kerbside parking
- Install roundabouts at the intersections between the internal connector streets and with Kyle Road and New Street
- Provide specific crossing facilities on the internal road network layout to support the separated bicycle facilities on one side of the connector streets

GTA also provided a number of recommendations to support alternative transport modes in accessing the site:

- Pedestrian crossing facilities on most approaches to the two proposed signalised intersections along Blackshaws Road
- A shared path connection to the Federation Trail along the southwest side of the freight line from Watson Street
- Mixed traffic bicycle facilities along the length of Cyclamen Avenue, and supporting crossing treatments of Kyle Road and Millers Road
- Mixed traffic bicycle facilities along the length of Aloha Street, and supporting crossing treatments of New Street and Stephenson Street
- On-road bicycle lanes on The Broadway between Blackshaws Road and Hansen Street with mixed traffic bicycle facilities through the roundabout intersections
- Advocate for a local bus route through Precinct 15 that connects with Spotswood Station
- Detectors in up or down stream bus stops of the proposed signalised intersections on Blackshaws Road and as part of the re-programming of the Millers Road / Blackshaws Road intersection
- Advocate for in lane bus stops on local roads, which will also provide a local area traffic calming measure

The costs of these transport mitigating works and the proposed access arrangements will be implemented through a range of funding mechanisms including the Altona North Development Contributions Plan (DCP), state and local government funding, and developer works as conditions in planning permits.

In addition to fully funding the costs of the new connector roads and intersections, Council recommended that the DCP should include contributions towards connections outside the Precinct considered to be imperative to allowing people to enter and leave the precinct. Where these items can be reasonably related to the new development the DCP requires developers to contribute to their cost.

- ***The Development Contributions Plan will include contributions to the new transport infrastructure (connector roads and new intersections) and to external works in the wider area.***
- ***The Comprehensive Development Plan addresses the potential for 'rat running' within the Precinct by showing only one east-west connection through the Precinct and by offsetting intersections from the existing road network.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

7.2 Road Network and Hierarchy

Hobsons Bay City Council (HBCC) is responsible for local roads within the precinct. The report noted that all internal road works should be designed and constructed in accordance with Council's relevant guidelines, specifications and standard drawings.

VicRoads Road Use Hierarchy plan for the City of Hobsons Bay identifies Blackshaws Road as a Traffic Route and Bus Priority Route between Millers Road and Melbourne Road. South of the Precinct, The Broadway is identified as a Bus Priority Route linking east to Newport Train Station.

GTA recommended the key elements of relevance to the precinct are:

- Acknowledging the limited capacity in the local road network, primary access to the precinct is encouraged via Blackshaws Road, this is to be achieved by providing higher capacity access at the Blackshaws Road entrance
- The internal road network proposes a combination of connector and access streets. In particular, a connector street will be positioned in an east west direction between Kyle Road/ Cyclamen Avenue/ Marigold Avenue and New Street/Brunel Street which will link to a north-south connector street from Blackshaws Road

In response to Tract's proposed road cross-sections for the precinct, HBCC provided a range of recommendations for road widths including Laneways, Connector Streets and Level Two Access Streets. The primary changes generally included increased widths of the road reserve.

The VPA has subsequently developed a range of revised and new cross-sections that incorporates previous comments and integrates the concerns of the Council and VicRoads.

- ***The Comprehensive Development Plan includes cross-sections that incorporate 1.8m wide footpaths and off-road bike facilities on connector streets.***
- ***The Comprehensive Development Plan responds to limited capacity in the local network and the challenges of rat-running by providing primary access to the arterial network with two connector streets (26m and 25m in width) providing north-south connections onto Blackshaws Road.***
- ***The Comprehensive Development Plan addresses the need for an east-west connection by providing a 25m wide bus capable connector street.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

7.3 Public Transport Provision

GTA's Development/Structure Plan Transport Assessment (March 2015), proposed treatments to ensure the precinct complies with Clause 56.06-3 and 56.06-6 of the Hobsons Bay Planning Scheme, relating to public transport.

Key elements of relevance are:

- The provision of bus routes on the connector streets within the Precinct, with bus stops located along the east-west connector street between Kyle Road and New Street.
- The provision of bus stops so that each dwelling of the site is within 400m of a bus stop.

GTA's Integrated Transport Study (October 2016), outlined the opportunity for a higher public transport usage within the Precinct through a number of mitigating measures:

- Advocate for a local bus route through Precinct 15 that connects with Spotswood Station
 - Detectors in up or down stream bus stops of the proposed signalised intersections on Blackshaws Road and as part of the re-programming of the Millers Road / Blackshaws Road intersection.
 - Advocate for in-lane bus stops on local roads, which will also provide a local area traffic calming measure
- ***The Comprehensive Development Plan allows for a high-capacity east-west bus through the precinct, to provide access to Spotswood Train Station (or Yarraville) and that would incorporate in-lane bus stops.***
 - ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

7.4 Active Transport

Council had previously recommended bicycle and pedestrian routes to be provided along the following streets:

- Brunel Street and Hansen Street, South Kingsville
- Along Blackshaws Road
- Truman Street and across the rail link to the Avenue
- Links into the precinct from Broadway through to the central connector road

GTA's Integrated Transport Study (October 2016) undertook a significant amount of additional work from their earlier report to consider and identify a fully integrated transport response, focussing on modal shift toward more sustainable forms of transport. The following facilities are recommended to support alternative transport modes in accessing the site:

- Pedestrian crossing facilities on most approaches to the two proposed signalised intersections along Blackshaws Road
 - A shared path connection to the Federation Trail along the southwest side of the freight line from Watson Street
 - Mixed traffic bicycle facilities along the length of Cyclamen Avenue, and supporting crossing treatments of Kyle Road and Millers Road
 - Mixed traffic bicycle facilities along the length of Aloha Street, and supporting crossing treatments of New Street and Stephenson Street
 - On-road bicycle lanes on The Broadway between Blackshaws Road and Hansen Street with mixed traffic bicycle facilities through the roundabout intersections
- ***The Comprehensive Development Plan and Development Contributions Plan (DCP) through funding mechanisms such as developer works and DCP projects provides for a significant amount of bicycle and pedestrian movement throughout the precinct, including the provision of off-road bike paths that connect to existing networks (such as the Federation Trail) and shared paths along connector streets and some of the local parks.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

7.5 West Gate Tunnel Project

The West Gate Tunnel Project is a major new freeway that will provide a new connection from the West Gate Freeway to the port, CityLink and city connections. The project will include the construction of a second river crossing, an alternative to the West Gate Bridge. The West Gate Freeway will be widened to six through lanes inbound and outbound, mostly achieved within the existing road reservation. Other works include the separation of carriageways in either direction as well as braided connections to off-ramps.

The design and construct contractor and their design for the West Gate Tunnel Project was announced by the Victorian Government in April 2017. The Environment Effects Statement (EES) and confirmed design for the project will be publicly exhibited in mid-2017.

Key elements of the preferred design of relevance to the Precinct are:

- The westbound tunnel exit portal is located west of the Newport Freight rail line, i.e. adjacent to the Altona North CDP area;
- The western portal will be visible in the northern vista from the site – projecting up to 40-55m above ground;
- The property located at 2 Watson Street (property #1) will be need to be compulsorily acquired (4.04 ha) so as to enable the road works associated with construction of the tunnel portal and to provide a construction compound associated with the works . In the long term, the site will provide for road/tunnel portal, service access for the ventilation system, tunnel operation facilities, with the remainder to be landscaped and available as public open space. The configuration of the site for these uses will be confirmed in the detailed design phase.

- The project proponents have committed to constructing a design to achieve noise levels at or below 63 dB(A) for all existing residential buildings through the upgrading of existing noise barriers along the freeway. While existing noise walls will be extended from those that presently exist, they will not provide complete attenuation for the CDP area – “noise affected” areas remain in the centre of the CDP area and will require further attenuation works.
 - 220kV power towers will remain above-ground, although some will be shifted and consolidated onto narrower ‘monopoles’;
 - Provision for a shared use path on the west side of the freight line, under the West Gate Freeway, to allow a connection to the Federation Trail on the north side.
 - In the longer term the truck curfews to be implemented in conjunction with the project are anticipated to result in a slight increase in trucks using Blackshaws Road. Monitoring will assess impacts of changed traffic conditions and possible responses on local roads.
- ***The West Gate Tunnel Project EES will be placed on public exhibition in mid- 2017.***
 - ***The provision of a local park in the north of the Precinct will provide a new public open space and buffer between the site and the West Gate Freeway.***
 - ***Bicycle networks internal to the precinct will connect to the proposed Federation Trail link included in the West Gate Tunnel Project.***

7.6 Potential North-South Link

The VPA engaged GTA Consultants (GTA) to prepare a feasibility study of a potential North-South Link (October, 2016) on behalf of Hobsons Bay City Council. The study investigated a potential north-south link between Blackshaws Road and Francis Street (Maribyrnong City Council), as an extension of New Street. VPA agreed to carry out this investigation for the purpose of ‘future proofing’ the ability to deliver the project. As such, the consultants outlined two design options for the link:

- The first option goes beneath the freight line and the West Gate Freeway and is costed in the order of \$20m to \$30m (including a 40% contingency);
- The second option tunnels only beneath the freight line and then connects with The Avenue is costed in the order of \$10m to \$15m (including a 40% contingency) however, this option has a more limited traffic capacity when compared with the first option.

It is expected that either option will achieve a total daily travel cost saving of approximately \$3,275 for motorists in the area, equating to a saving in the order of \$0.82m to \$1.2m annually. Considering the costings GTA expect the construction costs of the link to take in the order of 25 to 35 years to pay back. However, the payback period does not include the ongoing maintenance costs, which will likely be significant and potentially exceed the annual travel time savings.

Additionally, GTA noted that the above savings are on the high side for the following reasons:

- Peak hour travel time savings have been applied across the entire day, when in reality they won’t be as high in off peak periods.
- Figures are based on the year 2031, following full development of the main development sites in the area
- Requires that the north-south link accommodate the modelled volumes

Traffic modelling completed by GTA shows the north-south link reducing traffic volumes in the order of 5% on Millers Road and 3% on Melbourne Road in the AM and PM peak hours. However, significant additional volumes are expected on local streets such as, Hansen Street, New Street and Roberts Street. It was detailed that at this time it was unclear whether these volumes could be supported and/or whether mitigating works would be required.

The consultant also recommended that consideration should be given to other impacts the New Street extension may cause, in particular:

- Amenity impacts on the existing residential neighbourhood due to increased traffic volumes along the local road network
- Approval/support from the other relevant authorities such as Maribyrnong City Council

Overall GTA encouraged considering investment in alternative transport modes; given the existing traffic congestion in the area an investment in alternative transport facilities could have a more beneficial impact on the community, especially when benefits like health and amenity are considered. It is considered that the project is not contingent on the delivery of the North-South Link.

- ***The City of Hobsons Bay asked the VPA to give consideration to the possibility of future North-South road connections at New Street and Kyle Road. The re-development of the Altona North Precinct for residential and mixed use purpose does not exclude these connections should the Council decide to proceed with them at a future time. However, the re-development of the precinct is not contingent on its progress.***
- ***The Comprehensive Development Plan allows for noise attenuation with or without noise walls on the Freeway (See section 4.3 of this report).***
- ***The Comprehensive Development Plan includes the provision of a shared path to connect the precinct with the Federation Trail along the west of the freight line.***
- ***The Comprehensive Development Plan recognises the proposed land acquisition required for the West Gate Tunnel Project.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

8 COMMUNITY BUILDING INFRASTRUCTURE

8.1 Community Infrastructure

The Neighbourhood Profile Report for Altona North and Brooklyn (prepared by Hobsons Bay City Council in 2015) details the existing demographics and populations trends of each area. The data showed a shifting in characteristics in the area, with an increase in the number of younger residents in the family forming ages of 25-34 years, with preschool aged children increasing also.

The resurgence of young people to the area is the accumulation of a number of factors including; housing affordability and the proximity of the area to the CBD. Proximity to the CBD is increasingly pertinent considering the number of residents in the area employed in construction; professional, scientific and technical services; health care and social assistance; and education & training is increasing while the amount employed in manufacturing is declining.

However, despite the increased attractiveness of the area to younger generations a number of characteristics associated with the existing ageing population remain such as high amounts of residents that require assistance with day to day activities and low amounts of residents with internet connection.

Public Place prepared a Social Impact Assessment (SIA) for the land owner group in March 2015 in accordance with HBCC's Social Impact Assessment Guidelines (2011). Council's guidelines are triggered when a proposal is judged to create significant social impacts, and provide a set of guidelines and information requirements to assist in the preparation of the SIA.

The SIA provides advice based upon a yield of 3,000 dwellings, with an indicative breakdown of development outcomes as follows:

- 1 bedroom apartments: 300
- 2 bedroom apartments: 500
- 3 bedroom apartments: 200
- 2 bedroom townhouses: 500
- 3 bedroom townhouses: 1,000
- 4 bedroom townhouses: 500

Based on this proposed dwelling mix and the likely number of persons per dwelling by housing type, Public Place forecast an ultimate population of 7,000 persons in the precinct at full build out. Census data for Hobsons Bay was used to generate estimates of the average household size and age profile of future residents of the precinct.

As the precinct is located at the border of the Altona North and Spotswood / South Kingsville areas, it is forecast to share characteristics of both these areas. Based on these characteristics, the anticipated future population of the precinct featured a higher proportion of young children ages 0-9 and adult aged 20 to 49, with fewer adults aged over 50+. Acknowledging the anticipated future demographics of the precinct the SIA assessed existing capacities of both primary and secondary schools in the vicinity of the site, the modelling demand to 2031 showed there would be adequate capacity to meet the demands of the population of the precinct into the future without requiring the construction of any new schools.

- ***The schedule to the Comprehensive Development Zone allows for up to 3,000 homes to be used without a permit; however, it generally requires permits for the construction of homes. Council has the option to permit the use of more than 3,000 dwellings subject to analysis of the capacity to accommodate further residents and consideration of community views.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition, but may be amended as more detailed information about costing and apportionment becomes available.***

Community Facilities

Public Places' recommendations in the SIA were made in the absence of a completed Council community infrastructure plan for the area. It should also be noted that recommendations were made acknowledging the geographical barriers of the West Gate Freeway and the freight line to the north of the precinct. The section below summarises the findings of the Social Impact Assessment prepared by Public Places.

Early Years Facilities

- The existing local supply of facilities supporting sessional kindergarten programs is sufficient to meet current demand for four year old and three year old programs.
- Existing supply of licensed long day care places is adequate.
- Approximately 3 Maternal and Child Health (MCH) nurses to service demand from the Precinct, growing to 4.2 by 2031, with adequate local MCH facilities in the surrounding area.

Schools

- The precinct is located proximate to three public primary schools. The precinct area is within the catchment for the Altona North Primary School, where there is adequate capacity to meet demands. There is also adequate capacity to meet demands at Spotswood Primary School, with some limited spaces also available at Newport Lakes Primary School.
- The precinct also lies within 1 km of St Margaret's and St Leo the Great Catholic Primary Schools.
- The total capacity of secondary school places at Bayside College and Williamstown High School is more than adequate to meet the forecasted demand.

Community Spaces

- The precinct is serviced by 9 community spaces which are sufficient in number and variety to support social activities and service delivery for the Precinct.
- Access to two modern library facilities with capacity to meet needs for the foreseeable future
- Existing Programmed Activity Group (PAG) services are adequate.

Public Places Recommendations for Community Centre

- The report assesses the developer consortium proposal for a 1,500 m² community building on 0.4ha of land collocated with the large, central quarry park
- The SIA notes that the forecast future population would almost create demand sufficient for a multi-purpose community centre
- It also notes that the subject site is close to a range of existing community centres and facilities and that the proposed facility should not duplicate the existing / planned facilities
- The developer proposal for the community facilities to have an early years focus is warranted given the forecast demand; however the report notes adequate supply of early years facilities in the area, at least in forecasts up to 2021.
- The proposed facility could accommodate a range of services including a child care centre, sessional kindergarten room, MCH rooms and other consulting suites.

C Change Sustainable Solutions (October 2015) prepared a 'peer review' of the SIA on behalf of the City of Hobsons Bay generally agreeing with the conclusions that the community facility should provide an early childhood focus.

C Change also recommended:

- An increase in the minimum floorspace to around 2,000 m² on a site area of approx. 0.5 ha to better cater for the range of services and functions that the facility can provide as well as catering for usage from areas outside the precinct.
- The facility to be adjacent to open space and outdoor areas that could also include a youth space
- The community facility should be located adjacent to the activity centre on public transport routes, cycle ways and walking paths, to maximise passive surveillance.
- The facility is built within the first 5-7 years of development commencing (yielding 500-1,000 dwellings).

On 6th October 2016, HBCC advised that it requires a 2000m² community facility on 5000m² of land, the facility must also provide for a flexible space that can be used for a range of purposes. The Council sought that the

facility is co-located with the neighbourhood town centre along a key public transport, bicycle and pedestrian route and local open space area. In discussions with Council, it identified its preference for the community facility to be located on Blackshaws Road at the intersection with the proposed north-south collector boulevard.

The VPA engaged ASR Research (ASR) (November, 2016) to review the open space, recreation and community facility needs of the precinct.

The review of the community facility was to assess the sizing, composition, high-level cost estimates and apportionment of a proposed Council community centre for the subject site.

The assessment prepared community infrastructure demand and supply estimates based on the VPA's development scenario for 2,950 dwellings and around 6,300 people, the following is a breakdown of how the estimations were reached:

	1 bed	2 bed	3+ bed	Total
Apartments	740	925	185	1,850
Townhouses			1,100	1,100
Total	740	925	1,285	2,950
persons per dwelling	1.40	1.90	2.72	
Population	1,040	1,760	3,500	6,300

The key findings of the assessment are:

- Kindergarten (3 & 4 year old funded programs) – There is merit in establishing a new kindergarten facility within the precinct, especially if council wants to relocate an existing nearby facility.
- Long Day Child Care – Given the existing supply of long day child care, and evidence of existing vacancies within most of these facilities, the report did not recommend the inclusion of long day child care within the precinct.
- Maternal & Child Health – Given that there are three existing MCH facilities within the 1.5-kilometre catchment, there were no strong grounds for additional MCH services within the precinct notwithstanding relocating an existing facility into the site.
- Community meeting space – The report recommends approximately 250 to 300 square metres of flexible floor space.

Benchmarking against a recently planned facility, the report recommended a facility of the following size:

Description	Unit	Quantity
Foyer	M2	15
Reception Desk	M2	12
Community congregation area	M2	50
Kindergarten rooms (2 rooms x 33 children)	M2	264
Community meeting space	M2	250
Meeting rooms (2 rooms)	M2	24
Kitchenettes (x3)	M2	24
Office	M2	12
Staff room	M2	20
Children's toilet	M2	66
Public toilets	M2	64

Description	Unit	Quantity
First aid room	M2	12
Circulation, storage & services cupboards	M2	100
Total indoor floor area		913
Canopy & verandah	M2	40
Outdoor play space & playground	M2	800

- ***The Comprehensive Development Plan shows the community centre located adjacent to Blackshaws Road and the town centre and at a key connector street with off-road bike path connections.***
- ***The VPA has adopted ASR's size and configuration for the community facility: to be included within the Development Contributions Plan.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition, but may be amended as more detailed information about costing and apportionment becomes available.***

8.2 Open Space and Recreation Infrastructure

The Public Place Social Impact Assessment (SIA) prepared by the landowner consortium for the precinct found that:

Local Parks

- There are over 19 passive and active open space areas within 2km of the subject site, totalling 130 hectares of open space
- While the majority of the precinct surrounds are within 400m of locally-oriented open spaces, the majority of the precinct and the residential areas immediately west of the precinct are not
- Newport Lakes, a regional scale passive open space area is located within 400m of the precinct
- The precinct has the potential to deliver open spaces to meet its needs, as well as generally offsetting the lack of supply for residential areas immediately to its west

Sports Reserves

- Active sports reserves in the area include the Edwards Reserve and RJ Cooper Reserve (including children's playgrounds) located within 400m of the precinct boundary, and the AW Langshaw Reserve located within 500m of the precinct boundary.
- There are nine football / cricket ovals and 8 soccer fields in the area surrounding the precinct. Four lacrosse fields are located in Paisley Park.
- There are two indoor recreation complexes located in close proximity to the precinct: the Bayfit Leisure Complex (25m pool and gym) and Altona Badminton Centre (12 court).
- There are no indoor basketball / netball facilities within 2km of the precinct with full sized / competition standard courts.
- The Public Places Report concludes that additional active sports playing fields are not required to meet the precinct's population demand, given the range of sporting ovals within proximity of the precinct and the general trend of declining participation in organised sports.
- Given the general trend towards participation in fitness classes, gyms and jogging, the report makes a number of recommendations regarding the provision of a well-designed and connected network of off-and on-road paths through the precinct and leading to surrounding community and open space assets.
- The central quarry park was deemed to be of sufficient size to support informal active recreation as potentially a children's playground and / or multi-sport court complex.

The Council issued a report in September 2016 analysing active sports ground use and capacity in the vicinity of Altona North. The recommendations that came from the report were based around the provision of active open space to meet the needs of the future population to the Precinct. The minimum amount of active open

space suggested was 8 hectares to ensure the space is sufficient to incorporate two football/cricket ovals and is co-located adjacent to other community facilities where possible.

Considering the primary use of the space within the Precinct will be for organised sport, the future landscape setting will be predominantly large open areas of grass. Despite the primary use for the space being organised sport the space will be versatile and able to accommodate walking, running and other passive recreation needs such as picnics and opportunities for quiet contemplation and connection with nature.

The plan prepared by the VPA and included in the Comprehensive Development Plan for Altona North includes a central open space area with several smaller parks distributed across the precinct. The central park is capable of both active and passive uses (but would not accommodate two sports fields). The design of this central park will be a matter for the Council to determine as the Precinct develops and can be the subject of further community consultation as new residents arrive. The smaller parks will address the need for local parks servicing the new community, particularly as the form of housing will include townhouses and apartments, there is a need for distributed local parks within easy walking distance of residents. These parks will also be accessible to people living outside the precinct by the new road, footpath and bike path network.

The planning scheme amendment proposes that all open space areas will be provided by developers in accordance with Clause 52.01 of the planning scheme at no cost to Council. While the Hobsons Bay Planning Scheme sets a default amount of 5% of the precinct's developable land area as public open space the VPA has determined that for this precinct around 10% is an appropriate response to the needs of the new community.

Local parks will be improved and funded by developers to Council standards, including the local park components of the larger central reserve. The Development Contributions Plan includes funding for the development of sports facilities on the larger, central park.

The ASR Research report (November, 2016) also reviewed the open space and recreation needs of the precinct. The specific objectives of the review were to:

1. Determine whether the development of an active open space reserve within the subject site is warranted, and if so, in what form.
2. Determine an appropriate quantum of open space within the precinct given its size and surrounding context.

ASR reviewed open space provision across a range of equivalent projects in inner and middle ring suburbs in Melbourne. While open space rates vary greatly depending on the setting, generally the range is between 2% to 8%. As such, the report considered the proposed 11% contribution to be satisfactory.

Through the review of existing strategic documents, ASR demonstrated that a number of existing active open space reserves within both the key 1 kilometre catchment and the broader sub-region could accommodate more demand for organised sport by increasing their capacity through the provision of more lighting, additional pavilion infrastructure, replacement of grass etc.

However, considering 50% of participation by people aged 15 years and over is via unstructured activities. The report recommends that investment, whether that be derived from developer contributions or Council, needs to direct resources to informal and unstructured environments. This can be achieved by increasing investment in initiatives such as walking, cycling and running tracks, outdoor gym equipment located in parks, better lighting and quality urban design.

- ***The planning scheme amendment and Comprehensive Development Plan requires an open space contribution of approximately 10% of the Net Developable Area.***
- ***The Development Contributions Plan includes funding for improvements to the central parkland for an active sports field and pavilion. The design is to be to the satisfaction of the Council.***
- ***Local parks improvements will be provided by developers as development proceeds as a planning permit requirement.***

8.3 Economic Assessment

Deep End Services (March, 2015) were commissioned by the land owner group to assess the need for, and the economic impact of, a Neighbourhood Activity Centre (NAC) in the Precinct. The assessment considered a NAC totalling 5,500m² gross leasable area (GLA), comprising a full-line supermarket (4,200 m²) and up to 13

speciality shops. It was further assumed that the Precinct is redeveloped as a primarily residential area with 3,000 dwellings comprising between 6,500 and 7,800 people.

A supply and demand analysis of the activity centre floor space identified that population growth in the Altona North – Newport West – South Kingsville area would support the need for an additional NAC after 2010, largely due to the development of the Altona North Precinct. The catchment population for the NAC was projected to increase from 26,336 people in 2014 to 32,048 in 2021.

The proposed NAC floor space was forecast to represent a 12.0% increase in the total floor space of activity centres in 2016/17. Projected retail sales for the centre were \$38.3M in 2016-17, with an estimated generation of 132 direct full-time equivalent jobs on site and 83 indirect jobs.

The main impacts of the NAC would be felt by the larger supermarkets in the area, i.e. at Altona Gate, Borrac Square and Millers Junction.

In October 2015, the Council outlined that the Precinct is well serviced by existing supermarket floor space, with residents being within five minutes of at least 6,000m² of supermarket floor space. As such, Council considered it likely that nearby centres including The Circle will be significantly impacted by the proposed NAC as its superior location along Blackshaws Road will provide increased prominence and access.

The Council requested SGS Economics and Planning prepare a peer review of the Deep End report in September 2015. The *Precinct 15, Altona North Economic Impacts: Independent Peer Review* critiqued a number of the assumptions used by Deep End. Among the concerns raised were:

- A lack of policy support for a 5,500m² supermarket-based centre
- The need for the centre, given that retail demand from the area could be accommodated by expansion of centres in the existing hierarchy
- The location of the centre on Blackshaws Road as opposed to central to the Precinct
- Lack of a geographical gap in the provision of centres in and around the precinct
- The sizing of the proposed supermarket at 4,200m² being larger than any supermarkets in surrounding centres
- Understatement of the retail turnover assumptions for the proposed centre
- Underestimate of market share attributable to the proposed centre
- Understatement of the trade impacts of the proposed centre on nearby centres, particularly at The Circle and Borrac Square.
- An overstatement of the potential community benefits as local employment opportunities associated with the new centre

SGS stated that the new catchment of 7,000 new residents in the precinct would translate to increased retail demand equivalent to 3,000m² retail. SGS concluded that the increased floorspace generated by the precinct could be best captured through expansion of existing centres, and that this approach should be pursued prior to considering a new centre in the precinct.

Assuming that evidence was presented demonstrating otherwise, SGS recommended a centre of 4,500m² retail comprising a small/mid-sized supermarket anchor and specialty shops. Frontage to Blackshaws Road was considered to be important to attract passing trade and guarantee viability. It was considered this would provide a viable town centre while not causing unreasonable trade impacts on existing centres such as The Circle and Borrac Square the VPA have limited the amount of 'as of right' leasable floorspace for a Supermarket to 3,200m², this restriction aims to encourage finer grain retail into the precinct.

The VPA believes that there is considerable value in providing a town centre (including shops, supermarket, opportunity for other health and commercial businesses) because it will provide services within short distance (walking, cycling and private vehicle) for new residents, local employment opportunities and a focus for the community including civic spaces and activities.

Based on the land area and floor space made available within the Comprehensive Development Plan, it is estimated that approximately 500 full-time equivalent jobs could be provided within the precinct at full occupancy.

- ***The Comprehensive Development Plan shows a new town centre located on Blackshaws Road including retail space, a civic space (of 1000 m2) to be vested in the Council as public space, a mixed use area (for a combination of residential and commercial land uses) alongside the proposed community facility.***
- ***The schedule to the Comprehensive Development Zone will allow development of up to 4,500 m2 retail in the town centre 'as of right' and 3,200 m2 leasable floorspace of supermarket in the town centre 'as of right'. Permits are required for building works associated with these activities.***
- ***The Comprehensive Development Plan does not preclude residential apartments in the town centre and business areas.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

8.4 Affordable and Diverse Housing

Public Place's March 2015 Social Impact Assessment (SIA) for the land owner group found that:

- It is assumed Precinct 15 would yield 3000 dwellings (a mix of apartments and townhouses), and the assumed dwelling mix is subject to change, due to various factors including market demand.
- Market rents for housing in the development are assumed to be equivalent to those in Newport/Spotswood at the 75th percentile. Using affordability thresholds nominated in Council's local policy and the assumption that each household type can afford to spend 30% of income on housing, only one bedroom product would be likely to be judged to be affordable under the local policy.
- Using National Rental Affordability Scheme (NRAS) thresholds, housing product for couples and couples with children would be forecast to be affordable with NRAS support.

The *C Change Sustainable Solutions peer review report (October 2015)* of the SIA prepared for the Council recommended an expansion of the discussion relating to affordable housing to go beyond considering affordable housing pricing points/ rental prices to encompass how the development would contribute to not-for-profit / community housing.

C Change also recommended the inclusion of a value capture mechanism regarding up-zoning of redevelopment sites and directing a component of these funds towards affordable housing.

The Council prepared an *Affordable Housing Policy Statement (2016)* outlining Council's commitment to providing affordable, secure and appropriate housing within the municipality. In particular, the policy focuses on the provision of affordable housing for:

- Low income households who are particularly vulnerable in the housing market
- Key workers households on lower incomes

Although Council acknowledges that housing in the outer western municipalities (Wyndham and Melton) provide a greater amount of affordable housing in comparison to Hobsons Bay it is often in areas which have poor access to community infrastructure and employment, causing an increased reliability on car ownership, long commutes and poor walkability.

To enhance the development of affordable housing within Hobsons Bay, Council intends to establish the Hobsons Bay Housing Trust. The Trust will provide a method to collect, hold and manage assets such as land, money and buildings to be used to increase the supply of affordable housing in Hobsons Bay.

The aim of the Trust is to ensure the provision of no less than 990 public housing dwellings in Hobsons Bay in addition to:

- The replacement and redevelopment of ageing public housing dwellings
- Minimise the undesirable impacts of high concentrations of public housing
- Explore the possibility of creating a register of public housing dwellings in Hobsons Bay
- Seek asset transfers of surplus Victorian Government land within Hobsons Bay to the Hobsons Bay Housing Trust for the purposes of increasing the supply of affordable housing

Additionally, Council intends to apply a spatially differentiated approach to Strategic Redevelopment Areas (SRA):

- Seek 10% non-market affordable housing (as per the previous iteration of this policy statement) until a revised trigger is in place
- Capture betterment uplift of zoning changes, amended planning controls (e.g. building heights), or significant public infrastructure investments (e.g.; road or rail changes)
- Be incorporated in planning overlays, Section 173 Agreements, and or planning conditions.

One of the proponents of the rezoning of the Precinct proposes the provision of affordable housing in the form of low cost supported accommodation for older people. The need to provide affordable housing within the Precinct and the possibility of including a requirement to provide affordable housing within the Precinct has been discussed with the land owner group. Given the proposal by one of the land owners to provide affordable housing a provision has been included within the planning scheme amendment requiring the provision of affordable housing. It is likely that this requirement will be the subject of further discussion with Council and land owners during exhibition of the amendment to determine the most practical method for the provision of affordable housing to be included.

➤ ***The Comprehensive Development Plan incorporates the following provision:***

- ***i. Each development must provide at least 5% of the total number of dwellings approved for their site, or the equivalent value, to a registered housing association for the purpose of affordable housing (to be located on the site or an agreed alternative location);***
- ***ii. A precinct-wide provision of affordable housing that achieves 5% of the total number of dwellings may be considered as an appropriate outcome;***
- ***iii. The registered housing association may increase the provision of affordable housing by leveraging the affordable housing provision provided by each developer;***
- ***iv. An alternative means of delivering affordable housing may be provided to the satisfaction of the responsible authority.***

➤ ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition. This will be refined further through the development of an affordable housing strategy with Council Officers, landowners and VPA to achieve a deliverable affordable housing scheme.***

9 UTILITY SERVICING AND INFRASTRUCTURE PROVISION

9.1 Drainage and Integrated Water Management

Hobsons Bay City Council (HBCC) is the responsible authority (RA) for minor local drainage and Melbourne Water is the RA for the provision for major drainage facilities and regional drainage networks, with a catchment greater than 60 hectares.

The *Precinct 15 Altona North: Drainage Strategy, 23 March* (SMEC, 2105) proposed a drainage strategy for the precinct. The strategy identified two catchments: northern and southern.

Northern Catchment

The northern catchment (30.2 ha of land, or 45% of developable area) generally drains to the north-east towards an outfall located on Watsons Street, South Kingsville. Ultimately the catchment discharges into the Melbourne Water (MW) Stony Creek catchment and modelling suggests in the major storm event (1 in 100 Annual Exceedance Probability (AEP)) some flooding is likely to occur around the outfall external to the precinct.

For the northern catchment, the consultants recommended that the runoff from minor storm events (1 in 5 AEP) is managed via an underground pipe network that employs oversized pipes to ensure temporary attenuation flow back to the existing 1 in 5 AEP runoff rate. Runoff from major storm events (1 in 100 AEP) was proposed to be managed by above-ground basins or a combination of above-ground basins and oversized stormwater pipes. This solution allows a degree of independence between developments and prevents any residential/industrial disputes that may arise from staged delivery of one large, centralised system.

After considering a range of stormwater quality treatment options for the northern catchment, the consultants recommended the payment of contributions to the Melbourne Water (MW) offset scheme, rather than pursuing other options of wetlands, raingardens, vegetated swales or proprietary systems. The reasoning given for nominating this preference was the relatively high costs of establishing and/or maintaining treatment systems.

HBCC and MW prefer that developers to explore methods to achieve best quality stormwater management on site before seeking MW offset payments. Additional factors to be considered include maintenance requirements, cost effectiveness and site contamination. However, HBCC have advised that it does not support the construction of wetlands in the precinct.

Southern Catchment

The southern catchment (36.8 ha of land, or 55% of developable area) generally drains south to one of two separate outfalls on Blackshaws Road, and ultimately discharges into the Melbourne Water (MW) Paisley Drain Catchment.

For the southern catchment, the consultants recommend that minor storm event runoff (1 in 5 AEP) is managed via an underground pipe network that employs oversized pipes to ensure temporary attenuation flow back to the existing 1 in 5 AEP runoff rate. No retardation requirements were recommended for runoff from major storm events (1 in 100 AEP) as there will be no overall increase in the proportion of impervious area.

Stormwater runoff from the southern catchment does not need to be treated on-site and can be discharged into the receiving drainage network untreated as it can be treated downstream via the existing Paisley Drain stormwater management network, administered by HBCC.

HBCC has also indicated a preference for the installation of Gross Pollutant Trap (GPT) units in commercial areas in the precinct and also encourages the installation of rainwater collections tanks on individual properties.

Overall, the consultant recommended that any stormwater retardation and treatment infrastructure required be constructed on individual properties, rather than as centralised systems. This is particularly the case given the likely intermittent redevelopment staging of properties and the relatively flat terrain of the site.

Consistent with the recommendations of the consultant, the VPA has suggested that stormwater retardation and treatment infrastructure is dealt with on individual properties. However, in the absence of detailed schemes, the VPA consider that the design of each drainage system is managed at the planning permit stage.

- ***The Comprehensive Development Plan (CDP) includes requirements and guidelines requiring developers to demonstrate that they meet or exceed the performance objectives in Best Practice Environmental management Guidelines for Urban Stormwater Management (1999), to the satisfaction of the Responsible Authority (Council) and Melbourne Water.***
- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

9.2 Potable Water and Sewerage

Potable Water

City West Water (CWW) is responsible for the provision of potable water to the precinct. CWW has advised that the precinct can be serviced for potable water from the existing 300mm diameter main in Blackshaws Road. CWW further advised that the existing 100mm and 150mm diameter water mains in Kyle and New Streets do not have the capacity to supply expected demands from the proposed development and that a new 225 mm diameter main will need to be extended into the precinct from the 300mm diameter main in Blackshaws Road.

- ***These matters will be addressed at the planning permit stage.***

Recycled Water

The precinct is not within a mandated recycled water area. Therefore there is no current requirement to provide recycled water infrastructure. City West Water has conducted initial investigations and is interested in partnering with the proponents to deliver a recycled water service to the precinct. Further cost-benefit analyses would be required prior to committing to this service.

At this stage, City West Water have not provided a plan for recycled water service in the precinct, so the area is not a mandated recycled water area.

- ***The Comprehensive Development Plan (CDP) includes a Guideline that proponents are to investigate the potential for recycled water in partnership with City West Water.***

Melbourne Water (MW) Sewers

There are two MW sewers located within the precinct:

- A redundant and abandoned sewer tunnel along the north of the precinct
- The Brooklyn Trunk Main Sewer, a 2,800mm diameter sewer located approximately 35m deep. The sewer main traverses the north of the site underneath the Catalfamo and 22 Spot properties. MW noted that no deep excavation, deep piling or excessive vibration should occur above the structure
- A maintenance hole for the sewer main is located in the Catalfamo property. Continuous access is required to this structure. The precinct plan prepared for the site incorporates a 2m wide buffer around the structure as well as an access easement in favour of MW

- ***The Schedule to the Comprehensive Development Zone includes a requirement referencing the Brooklyn Trunk Main Sewer and the need to provide access and a 2 metre wide buffer around the maintenance pit.***

Local Sewer Network

City West Water (CWW) is responsible for the provision of sewer to the precinct. CWW has advised that the current system has the potential to service the proposed development.

The subject site falls across three sewerage catchments, with multiple potential connections points available:

- the north-east catchment can be serviced by the existing 225mm diameter reticulation network in new street, with three potential connection points
- the south-eastern catchment can be serviced by the existing 225mm diameter sewer in Blackshaws Road, with connection available to a suitable manhole in Blackshaws Road
- the western catchment can be serviced by the existing KYL2 sewer, although further investigation is required to establish the most suitable of the several existing manholes

➤ ***These matters will be addressed at the planning permit stage.***

9.3 Electricity

Electricity Facilities

Powercor is responsible for the electricity facilities that supply the precinct and have advised that supply for development is available from the adjacent Brooklyn Terminal Station (BTS). Development will require the provision of 'feeders' from the BTS along with new switchgear inside the terminal station. Backup for these new feeders can be organised from the existing network by establishing tie-ins at appropriate locations surrounding the precinct.

There are currently a number of electrical assets established within and surrounding the precinct to service existing and past land uses. Retirement of these assets, including removal of easements can occur as development proceeds, with costs borne by developers. Powercor will develop a detailed network strategy for the site after applications from developers are received. The network strategy will include extension of high voltage infrastructure from the BTS to several kiosks within the precinct to service development.

HBCC encourages developers to explore methods to underground all existing above-ground powerlines as part of this development. This will need to be managed at subdivision stage.

- ***The Comprehensive Development Plan includes Guidelines promoting undergrounding of existing above-ground 66kv power lines and mandating undergrounding of all assets below 66kv in line with Council preferences.***
- ***Other matters will be addressed at the planning permit stage.***

Brooklyn Terminal Station (BTS)

The BTS is located in the north-east corner of the precinct between the Catalfamo property and the West Gate Freeway. The BTS is shared utility infrastructure between AusNet Services, Powercor and the Jemena distribution companies and provides a reliable electricity service for Melbourne's west. AusNet Services have indicated that there are no works required external to the Terminal Station in the foreseeable future, however there may be internal upgrade works within 5 to 10 years that have the potential to create noise in the immediate surrounding areas.

The Comprehensive Development Plan incorporates a minimum 3 metre buffer around the BTS, as required by AusNet Services, where buildings are not permitted. Any landscaping in the 3m buffer zone will require the approval of AusNet services.

Part of the land owned by AusNet Services contains the abandoned Melbourne Outfall Sewer tunnel. This 20m wide strip of land runs east-west across the north of the precinct between the freight line and Kyle Road. It presently conveys a drainage outfall from the BTS to the north-east drainage discharge point, AusNet services have agreed to transfer the outfall to Council subject to a transfer mechanism being agreed upon and a replacement drainage strategy being implemented.

At the request of AusNet, the VPA and HBCC intend to rezone the BTS from Industrial 1 Zone to a Special Use Zone as this is the zone generally used for similar uses.

- ***The Comprehensive Development Plan includes cross-sections and a requirement to preserve a 3 metre wide buffer around the Brooklyn Terminal Station.***
- ***The Comprehensive Development Plan annotates the BTS drainage easement as linear open space to be transferred to Council, following installation of new urban drainage.***
- ***The BTS will be rezoned from an Industrial 1 Zone to a Special Use Zone.***

9.4 Gas

Reticulated Gas

AusNet Gas Services is responsible for the provision of gas reticulation to service the development. AusNet confirmed that there is a high-pressure network to the east and south of the precinct with a large 150mm diameter main in Blackshaws Road. This mains has sufficient capacity to service development in the precinct. Additionally, a medium pressure network is located west of the site, however, the capacity is limited.

Gas mains are normally installed to residential developments at no cost to the developer; the developer is instead required to provide trenching and backfill for the mains and installation of conduits under the road.

- ***These matters will be addressed at the planning permit stage.***

Gas Transmission Pipeline

APA Group is the principal authority responsible for gas transmission mains. The South Melbourne to Brooklyn transmission gas main, a 750mm high pressure main, is located adjacent the north-east of the precinct. APA require this asset be 'proved' to determine its exact position and depth, prior to any works in the easement.

See Section 5.4 for further discussion on gas transmission pipelines.

9.5 Telecommunications

It is the developers' responsibility to provide pit and pipe infrastructure to ensure that the precinct is 'fibre ready'. If the National Broadband Network (NBN) is chosen as the service provider, developers will need to pay a deployment charge on a per lot basis and contribute to the costs of backhaul to bring fibre to the development. At present the nearest Telstra duct connection point is at the Bradmill site, immediately north of the precinct, assuming a connection under the West Gate Freeway. If that connection is not available, the nearest southerly connection is at Nelson Place.

An Optus mobile tower is located within the precinct on the northern boundary of the Secon property with an underground cable linking south to Blackshaws Road. The tower and cable will need to be incorporated into future development or relocated elsewhere.

- ***These matters will be addressed at the planning permit stage.***

9.6 Other Infrastructure

Mobil Oil Pipeline

The Mobil Oil Australia Jet Fuel pipeline is located adjacent to the APA Gas pipeline. A minimum 3.1 metre clearance is required between development and the pipeline. Any sub-surface excavation works within 3 metres of the pipeline will require a Mobil Oil Australia representative to be present for the duration of works, with costs to be borne by developers.

- ***The Comprehensive Development Plan includes an application for a Construction Management Plan that will deal with this matter at planning permit stage.***

BP Pipelines

BP have advised that there are two pipelines sized 100mm and 150mm in diameter located adjacent to the southern boundary of the precinct. Both pipelines have been retired and inactive since 1970. They are located beneath the pavement of Blackshaws Road although the exact location and depth is unknown. BP advised that any construction within 5 metres of the pipeline will require a BP representative to be present onsite.

- ***The Comprehensive Development Plan includes an application for a Construction Management Plan that will deal with this matter at planning permit stage.***

The Precinct is presently serviced to meet the needs of industrial uses. SMEC's *Precinct 15 – Altona North: Infrastructure Servicing Report, 23 March 2015* assessed the servicing needs of a future residential community and concluded that "there are no major prohibitive servicing constraints to prevent the subject site from being redeveloped" (p. 22).

SMEC noted that there may be some parcels that may be able to re-develop in isolation from the balance of the precinct, utilising an interim servicing solution prior to the construction of ultimate infrastructure networks. Provision of utility services by the utility providers is funded by developers as development proceeds.

- ***This matter is sufficiently resolved for inclusion in the planning scheme amendment documentation for public exhibition.***

10 REFERENCES

- Affordable Housing Policy Statement (Hobsons Bay City Council, April 2016)
- Altona North, Precinct 15 – Integrated Transport Study: Potential North-South Link Feasibility (GTA, October 2016)
- An analysis of active sports ground use and capacity in the vicinity of Precinct 15, Altona North, Precinct 15 (Hobsons Bay City Council, September 2016)
- Buffer Constraint Assessment, Precinct 15, Updated Phase 2 (GHD, January 2015)
- Density and Design Principles Report, Precinct 15 Strategic Redevelopment Area, Altona North (David Lock Associates, November 2015)
- Development/Structure Plan Transport Assessment, Precinct 15 Blackshaws Road, Altona North (GTA, March 2015)
- Drainage Strategy, Precinct 15 Altona North (SMEC, March 2015)
- Economic Impacts, Independent Peer Review, Precinct 15 Altona North (SGS Economics & Planning, September 2015).
- Environmental Noise Assessment, Precinct 15 (Marshall Day Acoustics Pty Ltd, March 2015).
- Flora and Fauna Assessment for Precinct 15, Blackshaws Road, Altona North, Victoria (Ecology and Heritage Partners Pty Ltd, September 2014)
- Hobsons Bay Industrial Land Management Strategy (Hobsons Bay City Council, June 2008)
- Infrastructure Servicing Report, Precinct 15 Altona North (SMEC, March 2015)
- Integrated Transport Study, Precinct 15, Altona North (GTA, October 2016)
- Preparing Social Impact Assessments: Applicant Guidelines (Hobsons Bay City Council, March 2011)
- Request for Further Information (RFI), Amendment C88, Precinct 15, Altona North (Hobsons Bay City Council, October 2015).
- Review of Active Open Space & Council Community Centre Needs for the Altona North Precinct (ASR Research Pty Ltd, December 2016).
- Review of Public Place's SIA for Precinct 15 (C-Change Sustainable Solutions, October 2015)
- Rezoning – Environmental, Precinct 15 (Environmental Assessment Services, March 2015)
- Rezoning – Environmental, Precinct 15 (Environmental Assessment Services, November 2015)
- Re: Rezoning – Environmental, Precinct 15 (Environmental Assessment Services, September 2016)
- Re: Rezoning – Environmental, Precinct 15 (Environmental Assessment Services, October 2016)
- Review and Advice Relating to Environmental Matter, Precinct:15 The Former Dons Site (Senversa, October 2016)
- Review of Active Open Space & Council Community Centre needs for the Altona North Precinct (ASR Research, November 2016)
- Social Impact Assessment, Precinct 15 (Public Place, March 2015)
- Sustainability Plan, Precinct 15 – Altona North (Aurecon, March 2015)

Neighbourhood Activity Centre Economic Impact Assessment, Precinct 15 North Altona (Deep End Services, March 2015)

Neighbourhood Profile, Altona North – Brooklyn (Hobsons Bay City Council, 2008)

Transport Modelling and Analysis: Final Transport Modelling Report (GHD, July 2016)

Urban Design Comments, Amendment C88 – Precinct 15, Altona North (Hobsons Bay City Council, February 2016).

West Gate Tunnel Project Environmental Effects Statement (Victorian State Government, April 2017)

11 APPENDIX A: HOBSONS BAY CITY COUNCIL VISION
DOCUMENT (OCTOBER 2016)

VISION DOCUMENT

October 2016



APPROXIMATELY
66ha

Blackshaws
Rd Site



11.5km via M1 (16 mins)

Williamstown

Port Phillip Bay

Figure 1 Site Context Graphic

CONTEXT

The Blackshaws Road Precinct is approximately 66ha and is the largest brownfield infill redevelopment precinct within the Hobson Bay City.

The land that is contained within the precinct presents a number of strategic opportunities and challenges that must be actively managed in order to ensure that the objectives for the precinct can be delivered with confidence.

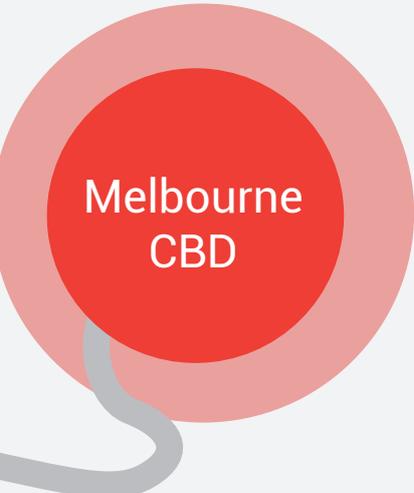
The precinct is located approximately 11 kms from the Melbourne CBD and has the potential to accommodate a future population of approximately 7,000 persons (or 3,000 dwellings) in a higher density/mixed use format.

The intended development outcome, being predominantly higher density residential with local service provision, community facilities and open space, is a significant change to the existing pattern of land uses which are generally larger format industrial uses, former extractive sites and utility sites.

The existing site conditions are complex due to the influence of a range of factors including the existing pattern of land uses within and adjoining the precinct, the fragmented pattern of land ownership, contamination issues, capacity of the existing transport network, varying land owner intentions, buffer requirements and the need to transition some of the existing land uses.

It is also important to recognize that the precinct is adjoined on three sides by existing well established communities who will have a significant interest and involvement in the redevelopment of the precinct.

Notwithstanding the relative complexity of the existing site conditions, and the need to actively manage the redevelopment process, the Hobson Bay City recognise and support the potential for the precinct to become a brownfield redevelopment project of Local, State and National interest and importance.



Melbourne
CBD



St Kilda



Figure 2 Site Context Aerial

DEVELOPMENT YIELD

2

The precinct has a total area of approximately 66ha.

Land to the east, west and south that has been developed for residential purposes is generally comprised of separate dwellings (save for a reasonably significant amount of recent and older multi unit development) and has a development yield of approximately 15/lots per hectare.

Notwithstanding this existing pattern and density of development adjoining the land on three sides, in recognition of the strategic importance of the precinct, a higher density form of development is supported.

While other parts of the City are located within walking distance of fixed rail public transport, it is important to note that Precinct 15 should not be characterized as a 'Transit Oriented Development Site' (TOD).

The precinct only has access to bus services which run along Blackshaws Road and there is limited capacity to support redevelopment in the existing road based transport network. In this context, it is important for strategic planning purposes to arrive at an overall yield for the precinct that will maximize the efficient redevelopment of the land but which will not overwhelm the adjacent urban areas or the existing transport network.

Having regard to the all of the relevant site conditions, the capacity of the existing transport network and the vision for the precinct which is set out following, **a development yield of 3,000 dwellings or approximately 7,000 persons (@2.3 persons per household) has been assumed.**

On a net developable area basis the development density will increase to around 50 dwellings per hectare.

This density should not be assumed to be a flat density target as it is anticipated that housing outcomes and densities of development will vary across the precinct. This approach is consistent with the vision for the precinct which is set out following.



PRECINCT VISION

3

The precinct in Blackshaws Road, Altona North is the largest brownfield redevelopment precinct in the Hobson Bay City.

Due to its location and scale, the precinct offers a very significant opportunity to

deliver best practice housing and mixed use development outcomes that will enhance the liveability and attractiveness of the Hobson Bay City. Given the significance of the redevelopment opportunity it is important to define a meaningful, place based vision that can be referred to and used to guide the redevelopment process.

The **vision** for the precinct is to:

- consolidate the Altona North community by supporting progressive remediation and redevelopment of the land for residential and mixed use purposes;
- deliver complementary land uses such as community centre, employment opportunities, open space, retail and other services that will contribute to the vitality of the precinct;
- maximise the efficient use of the land within the precinct but limit the overall dwelling yield to 3,000 dwellings in response to capacity restrictions in the existing transport network;
- deliver a low (2-3 storey) to mid rise (3-5 storey) development outcome which incorporates excellence in architecture, streetscape diversity and place making which encourages walking and cycling;
- meet the needs of a range of households through the provision of a broad range of housing types including provision of affordable housing in accordance with Council policy;
- demonstrate best practice in relation to sustainable use of building and construction materials, natural resources and reduced reliance on private motorized forms of travel;
- manage the transition of density within the precinct having regard to the lower density interfaces along New Street and Kyle Road and potential amenity considerations to the north of the precinct;
- revitalise the Blackshaws Road corridor;
- deliver a dense, walkable, multi-purpose activity centre which avoids large expanses of at grade car parking and which will become the urban heart of the precinct; and
- respect and incorporate elements of the existing urban form including extension of key transport links where appropriate.

The vision is supported and given direct effect by six core elements that have been incorporated into the Comprehensive Development Plan.

The six core elements and their role in delivery of the vision for the precinct are set out in the following.

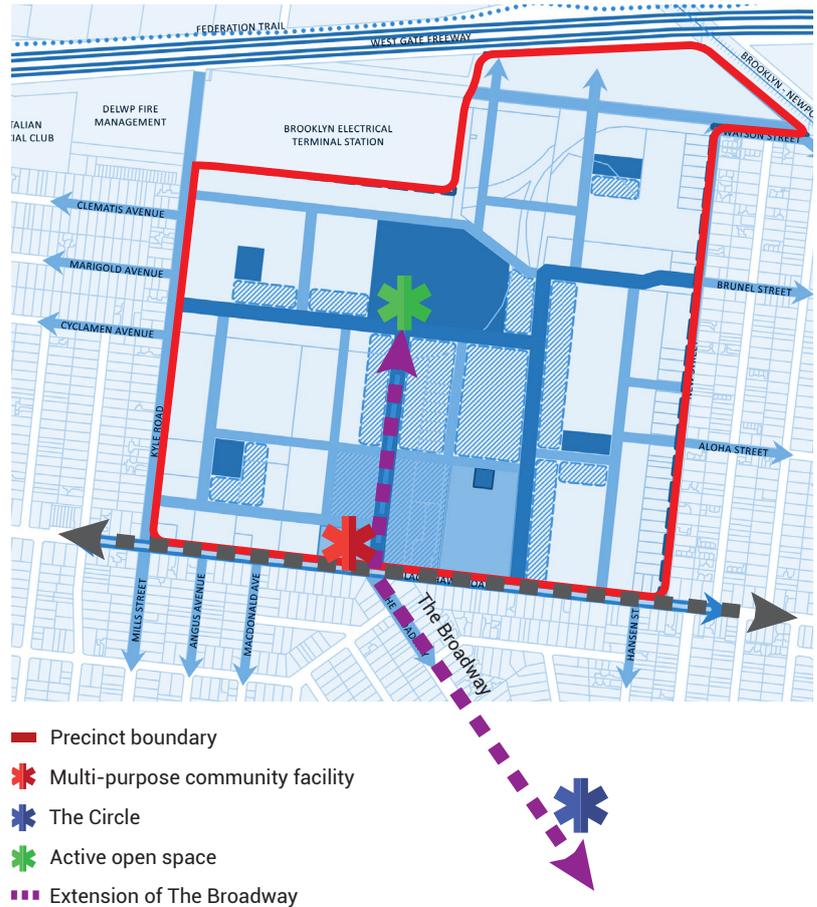
1. The Broadway Spine

The diagonal alignment of The Broadway to the south of Blackshaws Road and its role in creation of direct access to The Circle is a distinctive component of the existing urban form.

The Comprehensive Development Plan provides for extension of The Broadway as a key boulevard into the heart of precinct to serve the following important purposes:

- ✓ To link existing and future communities;
- ✓ To interrupt the direct east west movement pattern along Blackshaws Road via the introduction of traffic signals which will also slow traffic and promote pedestrian access;
- ✓ To create a direct view line toward a multi purpose Community facility on the north-west corner of The Broadway and Blackshaws Road which will support delivery of a future activity centre and mixed use activity internal to the precinct along the extension of The Broadway;
- ✓ To create a direct view line and access planned to accommodate a range of formal sporting uses; and
- ✓ To create a distinctive boulevard road with enhanced street tree and other plantings to offer a positive housing and mixed use development context and focus for pedestrian and cyclists amenity.

Figure 3 Extension of Broadway Spine

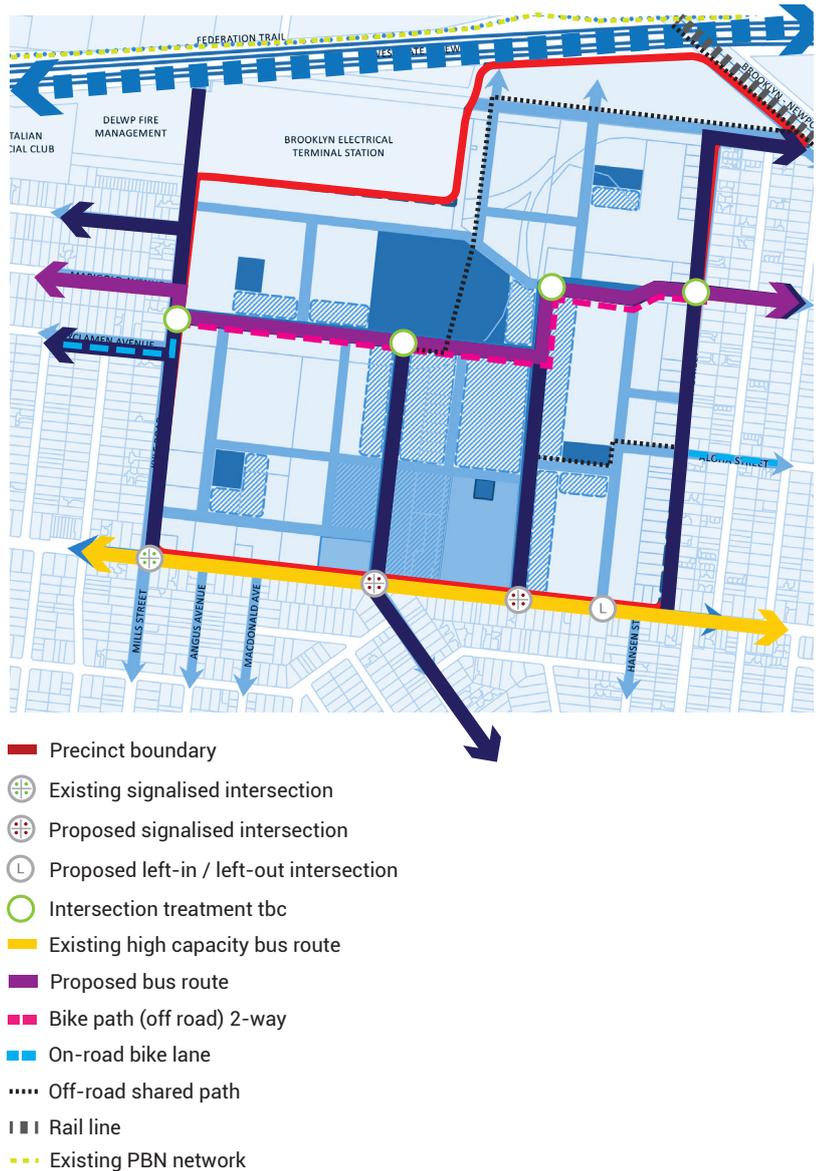


2. Structural Movement Network

The Comprehensive Development Plan provides for introduction of a modified grid structural movement network to serve the following important purposes:

- ✓ To enable an integrated, all modes of transport approach to be progressively delivered;
- ✓ To draw traffic movements into the precinct and down toward Blackshaws Road via extension of The Broadway and via a new second north-south collector road which will also be signalized at Blackshaws Road;
- ✓ To reduce pressure on New Street and Kyle Road via introduction of internal north-south road capacity;
- ✓ To assist in avoiding inappropriate traffic impacts on the existing transport network by offsetting the east-west collector from Marigold Avenue on Kyle Road;
- ✓ To provide convenient access to the Altona Gate major activity centre;
- ✓ To accommodate local traffic demand and a future bus route through the core of the precinct;
- ✓ To promote pedestrian and cycle access and permeability via introduction of key north-south and east-west links that will connect to the Federation Trail along the Westgate Freeway to train stations at Spotswood and Newport and to the north into the City of Maribyrnong;
- ✓ To support delivery of a lower order permeable, diverse internal street network to support pedestrian access and reduce reliance on private vehicle trips; and
- ✓ Deliver a structural movement network that is accessible for all abilities.

Figure 4 Structural Movement Network



3. Mixed Use Activity Centre

The Comprehensive Development Plan incorporates a mixed use activity centre on Blackshaws Road, located generally between the extension of The Broadway and the second north-south collector road.

The mixed use activity centre is located on Blackshaws Road and is intended to meet the daily and convenience shopping needs of the future community.

Rather than being just a retail centre, the new mixed use activity has been purposely located and configured to:

- ✓ Incorporate / collocate a multi-purpose community facility and provision for offices;
- ✓ Make provision for supporting commercial uses, specialty shops and restaurants/cafés in addition to a supermarket;
- ✓ Be the focus for job creation within the precinct along with mixed use land;
- ✓ Integrate with and retain the existing medical related uses;
- ✓ Support multi purpose trips;
- ✓ Promote pedestrian access;
- ✓ Incorporate high quality public spaces;
- ✓ Support and encourage delivery of associated mixed use activity and intensification along Blackshaws Road and along the north south spine roads; and
- ✓ Support integration of housing.

To ensure that the activity centre incorporates a positive sense of place that is reflective of the vision for the precinct, it is essential that the mixed use activity centre is designed to:

- ✓ Avoid large expanses of car parking;
- ✓ Incorporate multi level development forms;
- ✓ Interpret the industrial past of the precinct; and
- ✓ Address Blackshaws Road and the two north south spine roads with active built form presentation.

Figure 5 Mixed Use Activity Centre



- Precinct boundary
- Mixed use activity centre
- ★ Multi-purpose community facility
- ||| Active frontages
- Blackshaws Rd corridor

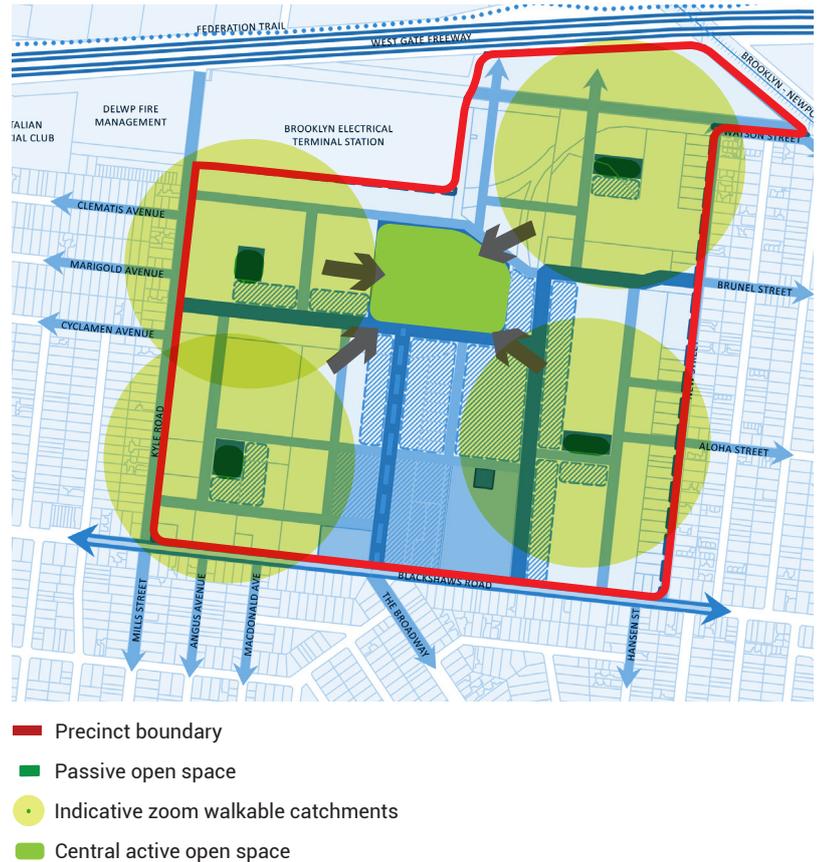
4. Open Space Network

The Comprehensive Development Plan incorporates a distributed passive open space network and a central space for formal sporting club activities and passive informal recreation. The value of the open space network has been extended throughout the precinct via protection of key view lines and the movement network has been designed to encourage interaction with the open space.

The open space network responds to and supports the intended density of development and limited private open space and has been designed to serve the following important purposes:

- ✓ To ensure that all future residents are located within 200m of open space;
- ✓ To offset the increased density of development;
- ✓ To provide amenity to encourage opportunities for higher densities and diverse housing typologies; and
- ✓ To deliver a range of high quality spaces that will meet the needs of the future community.

Figure 6 Open Space Network



5. Density and Built Form

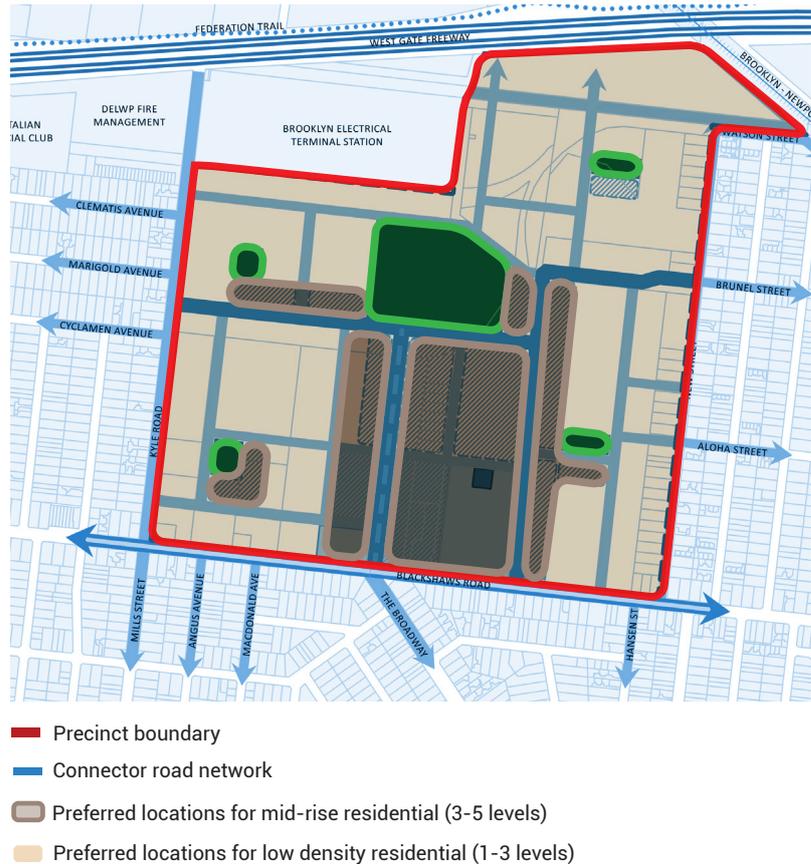
The Comprehensive Development Plan incorporates provision for a combination of low rise and mid rise housing options. There is a need to manage the distribution of density throughout the precinct to ensure that:

- ✓ The development yield for the precinct is not exceeded;
- ✓ The density and built form interface to New Street and Kyle Road respects the existing pattern of development;
- ✓ Higher density development (mid rise) is located within the core of the precinct and in proximity to open space and the planned activity centre;
- ✓ The development interface to the north addresses potential amenity issues.

It is also essential that the distribution of density and the built form outcomes incorporate or have regard to:

- ✓ Universal design principles;
- ✓ Sustainability;
- ✓ High quality landscaping in the public and private realm;
- ✓ Consistent, high quality and innovative design; and
- ✓ Supports opportunities to deliver mixed use development outcomes in and around the activity centre.

Figure 7 Density and Built Form

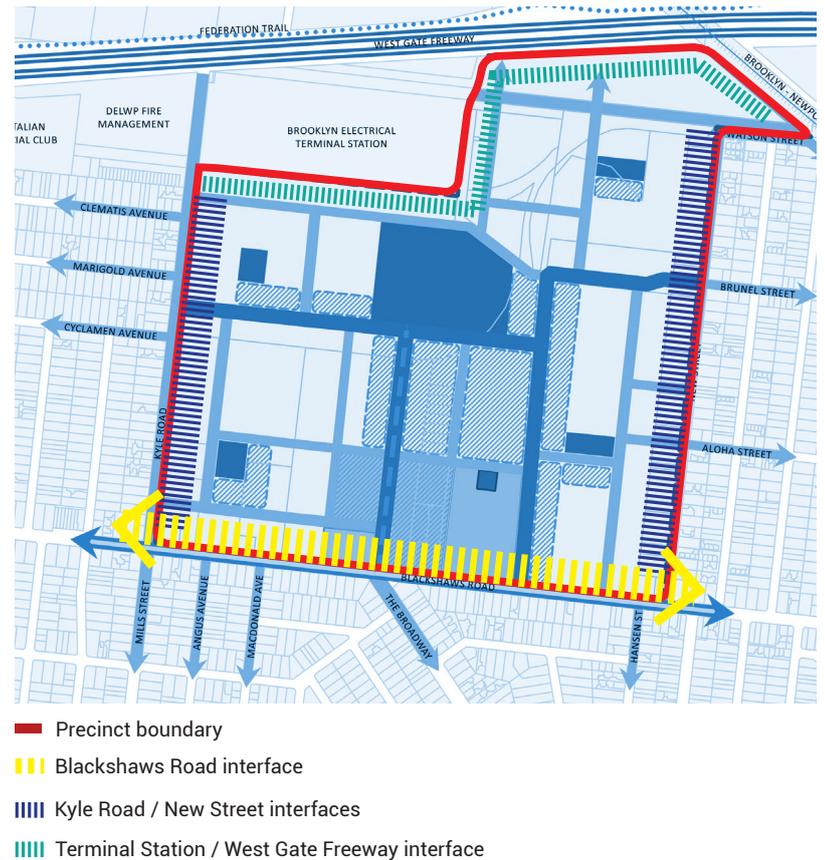


6. Interfaces & Existing Uses

The Comprehensive Development Plan acknowledges the need to actively manage sensitive interfaces. There is a need to manage the interfaces to the precinct to ensure that:

- ✓ The Blackshaws Road frontage is recognised as an important frontage to the precinct and progressively redeveloped as a high quality mixed use interface with active land use presentation and enhanced street tree planting;
- ✓ The Blackshaws Road frontage on either side of the activity centre has an active presentation with enhanced street tree planting;
- ✓ The New Street and Kyle Road interfaces are sensitively designed taking into account the existing smaller privately owned land parcels and taking into account the existing residential development context beyond the precinct;
- ✓ Noise and other amenity based considerations are addressed along the northern boundary of the precinct;
- ✓ The interests and potential amenity uses associated with existing/traditional industrial/commercial uses are taken into account; and
- ✓ Passive surveillance is provided to public open space and other publicly accessible places.

Figure 8 Interfaces & Existing Uses



OBJECTIVES

4

The Altona North CDP is guided by the following set of key objectives.

OBJECTIVES

LAND USE & BUILT FORM/ HOUSING/IMAGE & CHARACTER

LAND USE

1. Develop an integrated, connected and diverse mixed-use precinct comprising a range of residential and complementary community, open space and employment uses with an integrated land use and movement network that encourages active transport options, physical activity and social interaction.

HOUSING

2. Deliver low to mid rise development that incorporates excellence in architecture, streetscape diversity, place making that is sympathetic to surrounding suburban areas and provides for a transition of densities, variety of dwellings and built form typologies across the precinct in a manner that responds to:
 - surrounding uses (existing and proposed),
 - amenity opportunities, and
 - the structural movement network.
3. Deliver a range of dwelling types and sizes that meet the varying housing needs of a diverse future resident population that achieve an average density across the entire precinct that is not less than 50 dwellings per ha; having regard to the maximum dwelling yield and the need to transition densities across the precinct to accommodate a maximum of 3000 dwellings including affordable housing outcomes in accordance with Council policy as part of the housing mix.

BUILT FORM/IMAGE AND CHARACTER

4. Achieve consistent, high quality and excellence in architecture and urban design in both the public and private realms that demonstrates best-practice innovative sustainable design measures, incorporates universal design principles, and achieves an interesting, attractive and diverse public realm of streetscapes and open spaces.
5. Recognise, respond and incorporate where appropriate the heritage past of the precinct, particularly with regard to the Former Gilbertson's Meatworks.
6. Ensure that existing non-sensitive use operating in the precinct are not subject of new obligations when the precinct is developed.
7. Ensure the amenity of future residents is not compromised by the Brooklyn Terminal Station or noise or vibration from the adjacent railway line, the West Gate Freeway and the proposed Western Distributor.

COMMERCIAL AREA AND TOWN CENTRE

8. Maximise the employment generation capacity of the precinct to deliver a vibrant, commercial and mixed use local centre that provides for a range of jobs and services to meet the needs of future residents by supporting commercial uses, speciality shops, restaurants and cafes, a supermarket and office uses with the town centre and commercial areas and retaining and incorporating existing uses such as the medical centre.
9. Support the progressive redevelopment of the Blackshaws Road corridor as the focus for mixed use activity with deliberate provision for pedestrian access along the entire road frontage.
10. Demonstrate best practice in the delivery of high quality, diverse contemporary styles of architecture, urban design and mix of materials within and adjoining the local town centre including its public spaces and the community facility.
11. Support the integration of housing in the town centre by supporting above ground residential uses and of a mix of densities including higher density housing and shop top housing on land within and surrounding the local town centre especially along Blackshaws Road and the two north south spine roads.
12. Avoid inappropriate short term development that will prejudice the potential for the local town centre to fulfil its role.

COMMUNITY FACILITIES & OPEN SPACE

13. Deliver a multipurpose, universally accessible and flexible community facility that supports residents of all ages, that encourages a sense of interaction and creates a sense of place and civic pride within a prominent location in the precinct that will be accessible to existing and future residents and will contribute towards the redevelopment of the Blackshaws Road Corridor.

OBJECTIVES

14. Deliver a diverse and distributed network of high quality, accessible passive and active open spaces including a large open space which can accommodate a range of uses including organised active sporting activities that meet the needs of the future community.
15. Ensure that development does not overshadow open space areas, is orientated towards open spaces to maximise the activation and passive surveillance of these areas and avoids creating perceived private spaces.

INTEGRATED TRANSPORT

16. Establish and enable the progressive delivery of an integrated, accessible and permeable transport and movement network that uses deliberate street and road alignments to create positive view lines and connections to open spaces and other key destinations throughout and around the precinct and encourages walking and cycling, reduces car dependency, avoids 'rat running,' facilitates multipurpose trips, maximise safety and connectivity for all road users.
17. Assist in avoiding inappropriate traffic impacts on the existing local road network by offsetting the east-west collector from Marigold Avenue on Kyle Road and creating a new north south collector road with traffic signals at Blackshaws Road to draw traffic movements into the precinct and down toward Blackshaws Road.
18. Accommodate and provide a legible and frequent direct bus route through the core of the precinct that services the precinct and can connect to key destinations, including Spotswood and Newport Train Stations, Altona Gate Bus interchange and regional employment centres including Footscray, Sunshine and East Werribee.
19. Promote pedestrian and cycling access and through the creation of a pedestrian and cycling network that incorporates internal north south links and east west links to facilitate efficient and direct links to regional trails including the Federation Trail, public transport facilities, surrounding activity centres and other social, educational, recreational and health services.
20. Reduce pressure on the existing north south transport network (including New Street and Kyle Road) via introduction of additional internal north-south road capacity and future proofing the potential north south access across the Westgate Freeway and freight rail line to the Bradmill Site in Maribyrnong City Council.
21. Use the local and collector street network to overcome the fragmented pattern of land ownership and achieve a co-ordinated redevelopment outcome and oppose proposals that have the potential to undermine the planned transport network and the potential to achieve co-ordinated land use and transport outcomes.
22. Deliver signalised intersections at key locations on Blackshaws Road to slow traffic in the vicinity of the local town centre and to provide convenient access for all modes of transport including walking and cycling.
23. Manage the location of car parking areas and associated vehicle cross overs in the public and private realm to ensure that car parking does not dominate interfaces at ground level especially key interfaces such as along the connector roads, the town centre, community facility and open space areas.

DRAINAGE, INTEGRATED WATER MANAGEMENT AND SUSTAINABILITY

24. Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures the environmental health of waterways and bays, protects public health, and contributes towards a sustainable and green urban environment to part address urban heat island effects.
25. Establish drainage and storm water management solutions that do not require provision of a wetland or adversely impact the ability to develop an ultimate storm water solution for that site, the precinct or neighbouring sites.
26. Encourage the adoption of best practice sustainability initiatives in the public and private realm including the incorporation of measures that future proof the provision of third pipe infrastructure to enable future reuse of recycle water and measures that create an urban environment that facilitates the reduction of the urban heat effect through a range of measures such as landscaping and water sensitive urban design treatments

UTILITIES

27. Stage development in a manner so as to co-ordinate with delivery of key local and state infrastructure and in accordance with the DCP at Schedule 2 of Clause 45.06 of the Hobsons Bay Planning Scheme.
28. Ensure the installation of essential services in such a way that does not impede the ability to plant canopy trees in streets and along easements.
29. Screen plant equipment and services in an innovative manner to ensure they are not visually obtrusive/ offensive.
30. Underground existing above ground power lines and new power lines in the precinct.
31. Consolidate and underground any services associated with the proposed Western Distributor alignments.
32. Ensure that development appropriately considers the abandoned Melbourne Water Brooklyn Branch Sewer and maintenance hole that runs diagonally across the precinct, the Optus tower, the Somerton to Altona Petrol Pipeline, Pipeline license PL118 and an APA gas pipeline, Pipeline License PL108.

CONTAMINATION AND REMEDIATION

33. Ensure development including public realm works, utility provision and integrated water management measures appropriately considers any statement of environmental audit conditions and ensures that practical, achievable and enforceable measures are achieved.



Level 25, 35 Collins Street

Melbourne Victoria 3000

Australia

Phone: 03 9651 9600

Fax: 03 9651 9623

Email: info@vpa.vic.gov.au

