



H O L L E R I C H
T O W N P L A N N I N G

CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

**Precinct 16 West
9 and 9A Sutton Street, South Kingsville**

MARCH 2021

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CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

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1 Introduction

This Development Plan provides a framework for the redevelopment of approximately 2.0761 hectares of former industrial land at 9 and 9A Sutton Street, South Kingsville (the subject site).

The subject site is located in Precinct 16. Precinct 16 has been identified by the Hobsons Bay Industrial Land Management Strategy (June 2008) as a Strategic Redevelopment Area. Along with the Hobsons Bay Planning Scheme (the Scheme), the Industrial Land Management Strategy acknowledge that Precinct 16 represents a significant opportunity for infill residential development.

The land affected by this Development Plan forms part of Precinct 16 West. Precinct 16 West was subject to Planning Scheme Amendment C114 to the Scheme. Amendment C114 rezoned Precinct 16 West from part General Residential Zone and part Industrial 3 Zone to part General Residential Zone – Schedule 4 (GRZ4) and part Residential Growth Zone – Schedule 2 (RGZ2). Amendment C114 also applied the Development Plan Overlay – Schedule 2 (DPO2), extended the Environmental Audit Overlay (EAO) to apply to the entire Precinct and removed a Heritage Overlay from the adjacent property to the north of the subject site.

Precinct 16 East is former industrial land to the east of Sutton Street (known as the former Caltex site) that was rezoned as part of Amendment C82 to the Scheme. The future development of Precinct 16 East (as approved under Planning Permit PA1736660) is relevant to this Development Plan for a range of reasons as outlined later in this report. It is noted that Precinct 16 East is not affected by the DPO2.

The location of the Development Plan area and its relationship to Precinct 16 West and Precinct 16 East is illustrated by the Site Plan at **Figure 1**.

This Development Plan has been prepared in accordance with the requirements of the DPO2 and provides a framework for the redevelopment of the subject site. Specifically, the information that forms part of this Development Plan and the development layout have been informed by the requirements of the DPO2, which has in turn been guided by the Precinct 16 West Framework Plan (the Framework Plan). The Framework Plan is provided at **Figure 2**.

This Development Plan relates to the 'Central Sub-Precinct' as identified by the DPO2 and the Framework Plan. Separate Development Plans will be submitted in relation to the other two land parcels in Precinct 16 West, being 5-7 Sutton Street (Southern Sub-Precinct) to the south of the subject site, and 41-59 Stephenson Street to the north (Northern Sub-Precinct).

The Scheme and the Hobsons Bay Industrial Land Management Strategy – June 2008, identify Precinct 16 as a Strategic Redevelopment Area and acknowledge that the Precinct represents a significant opportunity for infill residential development. This opportunity underpinned Amendment C114 and the planning policy framework for the Precinct that now encourages redevelopment of the Precinct for residential purposes in a site responsive manner.

1.1 Content and Structure

This Development Plan includes the following key sections.

- A vision for the future development of the subject site.
- A summary of the relevant planning policy framework.



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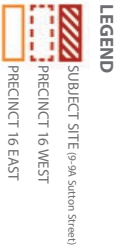
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- An analysis of the subject site and surrounding area and identification of key opportunities and constraints.
- Broad objectives for the Development Plan.
- An indicative development concept plan.
- Detailed design guidelines and principles for development.
- Traffic management plan.
- A landscape concept plan.
- Environmentally sustainable development objectives.
- Infrastructure Provision.
- Site remediation.
- A noise and vibration management.
- Waste management.
- Major Pipeline infrastructure.
- Staging.
- A response to Clause 56 of the Scheme.

1.2 Specialist Reports

The following reports prepared by specialist consultants form part of this Development Plan.

- Infrastructure and Development Contributions Report prepared by O'Neill Group.
- Traffic Management Report prepared by GTA Consultants Pty Ltd.
- Preliminary Environmental Assessment prepared by Environmental Assessment Services Pty Ltd.
- A Site Remediation Strategy Report by ESG Environmental.
- Noise and Vibration Impact Assessment by SLR Consulting Australia Pty Ltd.
- Masterplanning ESD Report prepared by Irwinconsult.
- A Landscape Concept Plan prepared by FORMium Landscape Architects and Urban Designers.
- A Waste Management Plan prepared by Leigh Design Pty Ltd.
- A Stormwater Drainage Strategy Report prepared by O'Neill Group.





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2 Vision

The DPO2 outlines a vision for development across Precinct 16 West, as outlined below.

- *The site will become a sustainable residential community, integrated with Precinct 16 East and complementing the broader existing residential neighbourhood.*
- *The site will be redeveloped to provide a predominantly medium to higher density residential development, providing homes for a diversity of households including affordable housing and incorporating public open space and sustainable movement links.*
- *The development will implement innovative ESD features, provide opportunities for best practice in environmental management.*
- *The development will protect the ongoing operation of industrial land use and infrastructure, incorporating residential amenity protection measures that display a high level of architectural resolution even if temporary in nature.*
- *The stages of development will be managed to minimise amenity impacts to new residents until industrial land uses on the site are discontinued.*

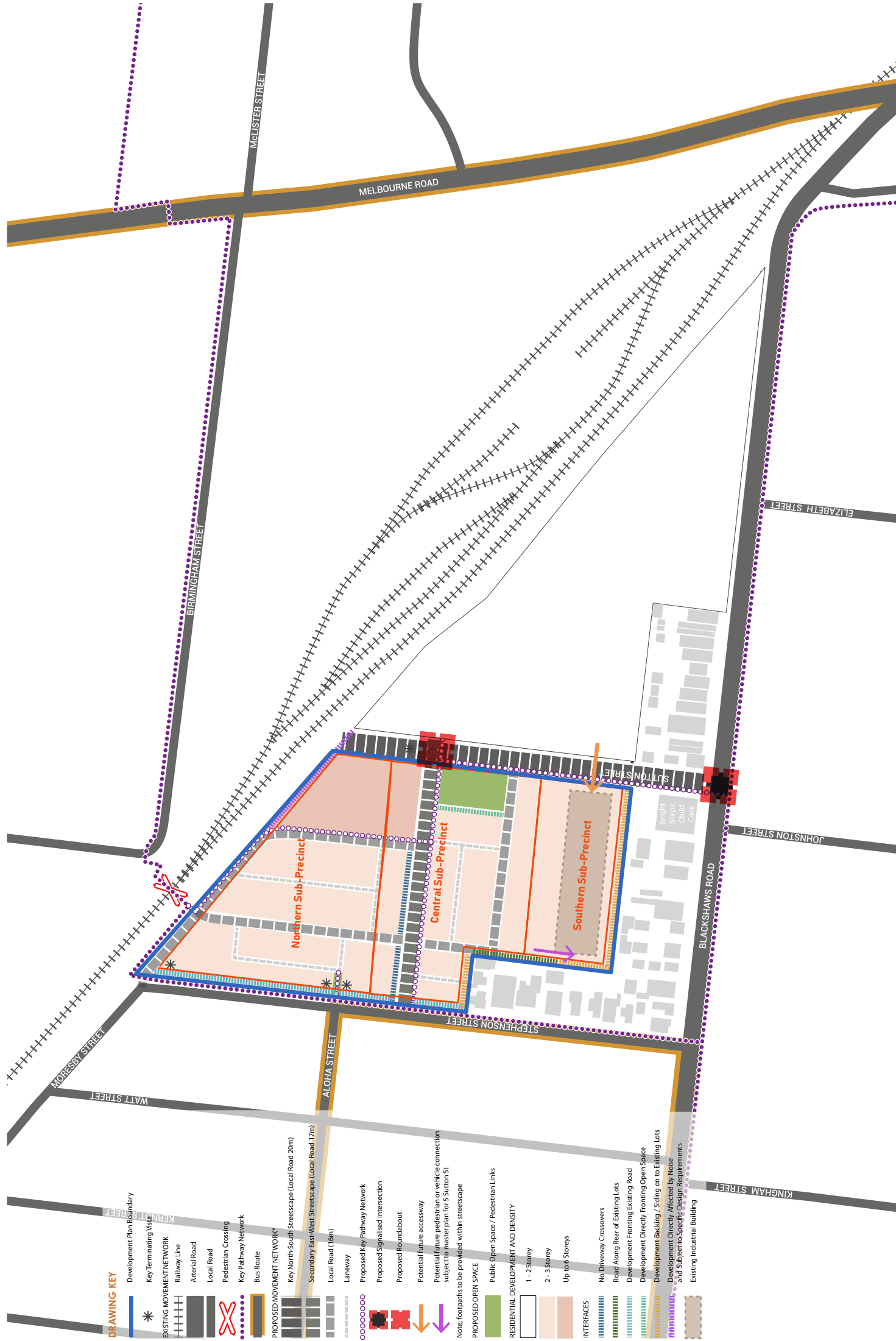
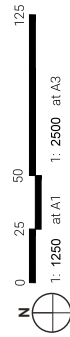


Figure 2 - Framework Plan





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3 Planning Policy

Various parts of the Scheme are relevant to the subject site and this Development Plan.

The following section outlines the relevant planning policy framework in response to which this Development Plan has been prepared and against which any future planning permit applications within the Development Plan area must be considered

3.1 Planning Policy Framework

3.1.1 Clause 11 - Settlement

Clause 11 states that “*planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure*”.

CLAUSE 11.02 -1S – SUPPLY OF URBAN LAND

The objective of Clause 11.02-1S is “*to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses*”.

Strategies outlined by Clause 11.02-1S and that are relevant to the Development Plan are outlined below.

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.
- Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
- Planning for urban growth should consider:
 - Opportunities for the consolidation, redevelopment and intensification of existing urban areas.
 - Neighbourhood character and landscape considerations.
 - The limits to land capability and natural hazards and environmental quality.
 - Service limitations and the costs of providing infrastructure.

CLAUSE 11.02-2S – STRUCTURE PLANNING

The objective of Clause 11.02-2S is “*to facilitate the orderly development of urban areas*”.

Strategies outlined by Clause 11.02-2S and that are relevant to the Development Plan are outlined below.

- Ensure effective planning and management of the land use and development of an area through the preparation of relevant plans.



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- Undertake comprehensive planning for new areas as sustainable communities that offer high-quality, frequent and safe local and regional public transport and a range of local activities for living, working and recreation.

3.1.2 Clause 13 – Environmental Risks and Amenity

Clause 13 states the following.

- Planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach.
- Planning should aim to avoid or minimise natural and human-scale environmental hazards, environmental degradation and amenity conflicts.
- Planning should prepare for and respond to the impacts of climate change.

CLAUSE 13.05-1S – NOISE ABATEMENT

The objective of Clause 13.05-1S is “*to assist the control of noise effects on sensitive land use*”.

Strategies outlined by Clause 11.02-1S and that are relevant to the Development Plan are outlined below.

- Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

3.1.3 Clause 15 – Built Environment and Heritage

Clause 15 is of particular relevance to this Development Plan. Clause 15 states the following.

- Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.
- Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.
- Planning should protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.
- Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.
- Planning should promote excellence in the built environment and create places that:
 - Are enjoyable, engaging and comfortable to be in.
 - Accommodate people of all abilities, ages and cultures.
 - Contribute positively to local character and sense of place.
 - Reflect the particular characteristics and cultural identity of the community.



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- Enhance the function, amenity and safety of the public realm.

CLAUSE 15.01-1S - URBAN DESIGN

The objective of Clause 15.01-1S is “*to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity*”.

Strategies outlined by Clause 15.01-1S and that are relevant to the Development Plan are outlined below.

- Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
- Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.
- Ensure the interface between the private and public realm protects and enhances personal safety.
- Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
- Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
- Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

CLAUSE 15.01-1R - URBAN DESIGN – METROPOLITAN MELBOURNE

The objective of Clause 15.01-1R is “*to create a distinctive and liveable city with quality design and amenity*”.

Strategies outlined by Clause 15.01-1R and that are relevant to the Development Plan are outlined below.

- Support the creation of well-designed places that are memorable, distinctive and liveable.
- Integrate place making practices into road space management.

CLAUSE 15.01-2S - BUILDING DESIGN

The objective of Clause 15.01-2S is “*to achieve building design outcomes that contribute positively to the local context and enhance the public realm*”.

Strategies outlined by Clause 15.01-2S and that are relevant to the Development Plan are outlined below.

- Require a comprehensive site analysis as the starting point of the design process.
- Ensure the site analysis provides the basis for consideration of height, scale and massing of new development.
- Ensure development responds and contributes to the strategic and cultural context of its location.



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- Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- Ensure the form, scale and appearance of development enhances the function and amenity of the public realm.
- Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
- Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
- Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.

CLAUSE 15.01-3S - SUBDIVISION DESIGN

The objective of Clause 15.01-3S is “*to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods*”.

The Strategy outlined by Clause 15.01-3S states that redevelopment of existing areas should be designed to create liveable and sustainable communities by achieving the following.

- Creating compact neighbourhoods that have walkable distances between activities.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Provide a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs.
- Reduce car dependency by allowing for:
 - convenient and safe public transport;
 - safe and attractive spaces and networks for walking and cycling;
 - subdivision layouts that allow easy movement within and between neighbourhoods;
 - a convenient and safe road network.
- Being accessible to people with disabilities.
- Creating an urban structure and providing utilities and services that enable energy efficiency, resource conservation, integrated water management and minimisation of waste and air pollution.

CLAUSE 15.01-4S - HEALTHY NEIGHBOURHOODS

The objective of Clause 15.01-4S is “*to achieve neighbourhoods that foster health and active living and community wellbeing*”.

The Strategy outlined by Clause 15.01-4S states that neighbourhoods should be designed to foster community interaction and make it easy for people of all ages and abilities to live health lifestyles and engage in regular physical activity through providing the following.

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as part of daily life.



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- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

CLAUSE 15.01-4R – HEALTHY NEIGHBOURHOODS – METROPOLITAN MELBOURNE

The strategy outlined by Clause 15.01-4R is to create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

CLAUSE 15.01-5S – NEIGHBOURHOOD CHARACTER

The objective of Clause 15.01-5S is “*to recognise, support and protect neighbourhood character, cultural identity, and sense of place*”.

Strategies outlined by Clause 15.01-5S and that are relevant to the Development Plan are outlined below.

- Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.
- Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:
 - Pattern of local urban structure and subdivision.
 - Heritage values and built form that reflect community identity.

CLAUSE 15.02-1S – ENERGY AND RESOURCE EFFICIENCY

The objective of Clause 15.02-1S is “*to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions*”.

Strategies outlined by Clause 15.02-1S and that are relevant to the Development Plan are outlined below.

- Improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development.
- Promote consolidation of urban development and integration of land use and transport.
- Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.
- Support low energy forms of transport such as walking and cycling.
- Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.
- Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.



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3.1.4 Clause 16 – Housing

Clause 16 is of particular relevance to this Development Plan. Clause 16 states the following.

- Planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure.
- Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.
- Planning for housing should include the provision of land for affordable housing.

CLAUSE 16.01-1S – INTEGRATED DEVELOPMENT

The objective of Clause 16.01-1S is “*to promote a housing market that meets community needs*”.

Strategies outlined by Clause 16.01-1S and that are relevant to the Development Plan are outlined below.

- Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.
- Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.
- Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.

CLAUSE 16.01-1R – INTEGRATED HOUSING – METROPOLITAN MELBOURNE

The strategies outlined by Clause 16.01-1R are outlined below.

- Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.
- Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

CLAUSE 16.01-2S – LOCATION OF RESIDENTIAL DEVELOPMENT

The objective of Clause 16.01-2S is “*to locate new housing in designated locations that offer good access to jobs, services and transport*”.

Strategies outlined by Clause 16.01-2S and that are relevant to the Development Plan are outlined below.

- Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.
- Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.
- Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.



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- Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.
- Identify opportunities for increased residential densities to help consolidate urban areas.

CLAUSE 16.01-2R – HOUSING OPPORTUNITY AREAS – METROPOLITAN MELBOURNE

This clause outlines the following strategies that are relevant to this Development Plan.

- Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.
- Manage the supply of new housing to meet population growth and create a sustainable city by development housing and mixed use development opportunities in locations that are in areas such as urban-renewal precincts, areas for identified residential growth, areas for greyfield renewal, particularly through opportunities for land consolidation.
- Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.
- Direct new housing to areas with appropriate infrastructure.

CLAUSE 16.01-3S – HOUSING DIVERSITY

The objective of Clause 16.01-3S is “*to provide a range of housing types to meet diverse needs*”.

Strategies outlined by Clause 16.01-4S and that are relevant to the Development Plan are outlined below.

- Ensure housing stock matches changing demand by widening housing choice.
- Facilitate diverse housing that offers choice and meets the changing household needs through:
 - A mix of housing types.
 - Adaptable internal dwelling design.
 - Universal design.
- Encourage the development of well-designed medium-density housing that:
 - Respects the neighbourhood character.
 - Improves housing choice.
 - Makes better use of existing infrastructure.
 - Improves energy efficiency of housing.
- Support opportunities for a range of income groups to choose housing in well-served locations.

CLAUSE 16.01-3R - HOUSING DIVERSITY – METROPOLITAN MELBOURNE

The objective of Clause 16.01-3R is to “*create mixed-use neighbourhoods at varying densities that offer more choice in housing*”.



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CLAUSE 16.01-4S – HOUSING AFFORDABILITY

The objective of Clause 16.01-4S is “to deliver more affordable housing closer to jobs, transport and services”.

Strategies outlined by Clause 16.01-4S and that are relevant to the Development Plan are outlined below.

- Improve housing affordability by:
 - Ensuring land supply continues to be sufficient to meet demand.
 - Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
 - Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
 - Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.
- Increase the supply of well-located affordable housing by facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.

3.1.5 Clause 18 – Transport

Clause 18 is of relevance to this Development Plan and states the following.

- Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

CLAUSE 18.01-1S – LAND USE AND TRANSPORT PLANNING

The objective of Clause 18.01-1S is “to create a safe and sustainable transport system by integrating land use and transport”.

Strategies outlined by Clause 18.01-1S and that are relevant to the Development Plan are outlined below.

- Development integrated and accessible transport networks to connect people to jobs and services and goods to market.
- Plan urban development to be more accessible by:
 - Ensuring equitable access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and to minimise adverse impacts on existing transport networks and the amenity of surrounding areas.
 - Coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas.
- Integrate public transport services and infrastructure into new development.

CLAUSE 18.02-1R – SUSTAINABLE PERSONAL TRANSPORT – METROPOLITAN MELBOURNE

The strategies outlined by Clause 18.02-1R are outlined below.



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- Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- Development local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network.

CLAUSE 18.02-4S – CAR PARKING

The objective of Clause 18.02-4S is “*to ensure an adequate supply of car parking that is appropriately designed and located*”.

Strategies outlined by Clause 18.02-4S and that are relevant to the Development Plan are outlined below.

- Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.
- Design and locate local car parking to:
 - Protect the role and function of nearby roads.
 - Enable easy and efficient use.
 - Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road uses.
 - Create a safe environment, particularly at night.
 - Facilitate the use of public transports.
- Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

3.1.6 Clause 19 – Infrastructure

Clause 19 is of relevance to this Development Plan and states the following.

- Planning should ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure.

CLAUSE 19.01-3S – PIPELINE INFRASTRUCTURE

The objective of Clause 19.03-2S is “*to ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment*”.

CLAUSE 19.03-2S – INFRASTRUCTURE DESIGN AND PROVISION

The objective of Clause 19.03-2S is “*to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community*”.

The strategy outlined by Clause 19.03-2S and that is relevant to the Development Plan is outlined below.

- Provide an integrated approach to the planning and engineering design of new subdivision and development.



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CLAUSE 19.03-3S – INTEGRATED WATER MANAGEMENT

The objective of Clause 19.03-3S is “to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach”.

The strategies outlined by Clause 19.03-3S and that are relevant to the Development Plan are outlined below.

- Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.
- Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays.
- Management stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.
- Provide for sewerage at the time of subdivision.
- Ensure land is set aside for water management infrastructure at the subdivision design stage.
- Minimise potential impacts of water, sewerage and drainage assets on the environment.

CLAUSE 19.03-4R– TELECOMMUNICATIONS – METROPOLITAN MELBOURNE

Clause 19.03-4R outlines the following relevant strategy.

- Support the provision of high-quality telecommunications infrastructure in Melbourne’s employment, urban renewal and growth areas through early planning for fibre-ready facilities and wireless infrastructure.

3.2 Local Planning Policy Framework

3.2.1 Municipal Strategic Statement (MSS)

Various parts of the MSS have relevance to the Development Plan and are summarised below.

Clause 21.02 (Hobsons Bay Key Issues and Strategic Vision) outlines that Hobsons Bay is home to a diverse and vibrant community that also has significant economic assets. The key influences outlined by Clause 21.02-2 and that are relevant to this Development Plan include the need to accommodate residential growth for future generations by facilitating urban consolidation.

Of key importance in relation to the Development Plan is that the subject site is identified as part of a Strategic Redevelopment Area, where urban consolidation is encouraged.

Clause 21.02-3 outlines a series of key issues for Strategic Redevelopment Areas, including the following that are relevant to the subject site.

- Protecting the quality and character of existing suburbs from pressure associated with urban consolidation.
- Pressure to rezone and develop Strategic Redevelopment Areas prior to completion of a necessary planning framework.
- Defining a new neighbourhood character for the Strategic Redevelopment Areas which balances character and costs associated with remediation of former industrial sites.



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- Accommodating urban growth largely in Strategic Redevelopment Areas to facilitate urban consolidation.
- Encouraging environmentally sustainable development.

Clause 21.03 (Settlement), and in particular Clause 21.03-2 (Strategic Redevelopment Areas) is relevant to this Development Plan.

Objective 1 at Clause 21.03-02 is outlined below.

- To successfully manage the transition and strategic redevelopment of redundant industrial areas identified as Strategic Redevelopment Areas through the development of Outline Development Plans (i.e. a master plan) or other appropriate planning control to achieve net community benefit.

The following strategies are outlined by Clause 21.03-2 and are of specific relevance to the subject site.

- Manage change in Strategic Redevelopment Areas carefully; protect the existing and ongoing viable use of existing industries; retain employment generating uses where possible; and subject to appropriate justification, introduce new land uses.
- Require the following matters be addressed, as appropriate, in consideration of applications for change in Strategic Redevelopment Areas:
 - the extent of contamination
 - range of future uses
 - all infrastructure requirements including community facilities 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
 - measures to protect ongoing viable industry
 - Social Impact Assessment
 - incorporation of Environmentally Sustainable Design principles
 - diversity in housing choice including affordable housing
 - appropriate zoning and planning controls to guide future development and manage the potential impact of interface issues on adjoining land uses.
- Require the preparation of an Outline Development Plan (i.e. a master plan), for Strategic Redevelopment Areas that are no longer suitable for traditional industrial uses and are in multiple ownership in consultation with land owners, adjoining land owners, key government stakeholders and the Council to ensure that the Strategic Redevelopment Area as a whole can integrate with its surrounds and address significant interface issues.



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- Support applications for site specific rezoning only if the applicant can demonstrate that the proposal will not prejudice the future development of the remainder of the precinct and that it is consistent with an Outline Development Plan or Master Plan that has been prepared to manage overall change in the precinct.
- Ensure that there is an appropriate interface between conflicting land uses when planning for the redevelopment of redundant industrial sites identified as Strategic Redevelopment Areas.
- Require residential and other new sensitive land uses to include appropriate measures to protect residential amenity including noise attenuation within new buildings and appropriate design and siting of private open space to protect occupants' amenity.
- Ensure that there is an appropriate interface between existing and future land uses within redundant industrial areas identified as Strategic Redevelopment Areas when planning for redevelopment of the precinct.
- Where appropriate, consider the potential for new character in future residential areas of the Strategic Redevelopment Areas.
- Ensure the provision of appropriate community infrastructure or an adequate contribution to support new communities.
- Ensure that the existing road layout and subdivision pattern that defines and characterises the broader neighbourhood is considered and respected by new development.

Clause 21.06 (Built Environment and Heritage) is of relevance to this Development Plan. Outlined below are the relevant objectives and strategies outline at Clause 21.06-1 (Built Environment).

Objective 1

- To ensure that new development respects and enhances the preferred neighbourhood character of the existing residential areas of Hobsons Bay.

Strategies

- Work with development proponents to achieve outcomes that enhance the preferred neighbourhood character.
- Encourage high quality contemporary and innovative architectural responses and avoid period reproduction styles, especially in Heritage Overlay areas.
- Discourage use of basement garages where they lead to the loss of effective landscaping or has the effect of increasing the height of buildings, particularly in coastal areas.
- Encourage energy efficient design of new dwelling construction.
- Promote innovative designs, which promote the concepts of environmentally sustainable development through energy efficient design.
- Promote innovative designs which are functional, aesthetically pleasing and pleasant to live in.

Objective 2

- To protect and enhance the amenity of residential areas.



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Strategies

- Encourage applicants to exceed minimum compliance with the requirements of Clause 54 and Clause 55 in the preparation of applications, to ensure the protection and enhancement of the amenity of residential areas.
- Encourage a high standard of site analysis and design response to facilitate innovation and creativity in design and planning for medium density housing and residential areas.
- Encourage the establishment of a landscape and streetscape urban setting for new development which reflects the local and wider landscape character.
- Minimise the dominance of car parking structures by setting such structures behind the main building line of the dwelling.
- Protect and improve streetscapes by minimising the effects of development on street trees and nature strips, requiring the reinstatement of footpaths, kerbs and channels with appropriate materials and through the use of underground power and telecommunication lines.
- Protect and improve streetscapes by minimising high solid front fences.

Objective 3

- To protect the amenity of residential areas adjacent to land uses with off-site amenity impacts and protect industry and sensitive open space from constraints and adverse impacts caused by the encroachment of residential development.

Strategies

- Ensure that future residential development which has an interface with an existing industry implements appropriate mitigation measures to protect the amenity of future residents and the continued operation of the existing industry.
- Facilitate appropriate forms of residential development at the interface between residential and other land uses. For example:
 - residential areas adjacent to industrial land use;
 - residential areas adjacent to parks and open space reserves;
 - other urban/non-urban interface areas.
- Ensure that development adjacent to open space and along watercourses addresses, but does not dominate, the waterway or open space.

Objective 4

- To provide landscaping that enhances open space areas and surrounding amenity.

Strategies

- Encourage and undertake landscaping that:
 - emphasises areas of high visibility such as gateways, major boulevards and creeks;
 - uses indigenous vegetation in natural areas and introduces a wider range of species, particularly trees in the developed areas of the municipality;
 - integrates all existing planting in public areas;



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- takes into account the traffic calming effects of street tree planting.
- Give careful consideration to the landscaping of sites as a condition of the approval of applications for all types of land uses and development.
- Reflect streetscape character through fencing, planting style and pavement types.
- Consider views worthy of protection or screening in the design of landscaping.
- Consider adjacent land uses and buildings to ascertain how these should influence landscape design.
- Encourage private landscaping that enhances the streetscapes of the municipality and complements the landscaping of public areas.
- Encourage landscaping that provides shade but does not damage buildings and pavements and is designed to take into account public safety.

Clause 21.07 (Housing) is of relevance to this Development Plan. The objective of Clause 21.07 is outlined below.

- To encourage and facilitate the provision of a range of dwelling types to suit the varying needs of the community in a high quality living environment.

Relevant strategies as outlined by Clause 21.07 are listed below.

- Provide a mix of housing types that better reflects the cross section of household sizes and the provision of housing for people with particular needs.
- Encourage subdivision that provides a range of lot sizes to cater for a diversity of housing stock and a better matching of house size and type with varying community needs.
- Support medium density residential development where it can be accommodated within the capacity of existing infrastructure.
- Support medium density residential development where the character and amenity of the neighbourhood is not prejudiced.
- Support higher density residential development in appropriate locations where there is access to safe, efficient and reliable public transport.
- Provide housing to meet the needs of current and future residents within their local areas by encouraging the incorporation of universal design principles.

Clause 21.09 (Transport and Mobility) is of relevance to this Development Plan. Outlined below are the relevant objectives and strategies of Clause 21.09.

Objective 1

- To provide access to, through and within the municipality by all modes of transport, including walking, cycling, public transport and private and commercial vehicles.

Strategies

- Ensure that the cost of new road and transport infrastructure required to serve specific development is met by the developer.
- Ensure that developers provide a continuous network of bicycle paths and pedestrian facilities in new residential subdivisions that contributes to community health and well being by encouraging walking and cycling.



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- Ensure bicycle paths and pedestrian facilities interconnect with the existing transport network and form a safe, efficient and convenient network that promotes walkability.

Objective 2

- To protect residential and other sensitive land uses from the adverse effects of vehicular traffic.

Strategies

- Ensure that the impact of traffic on the safety of other road users and pedestrians generated by new land uses and development is minimised.
- Discourage industrial land uses and developments that are dependent upon heavy transport or high volumes of vehicle trips in locations that require trucks to use roads through predominantly residential areas.
- Conduct traffic management studies of the surrounding areas to avoid transferring traffic problems.
- Ensure that new land uses and developments provide adequate car parking and loading bay facilities that are safe, convenient and visually attractive.

To provide access to, through and within the municipality by all modes of transport, including walking, cycling, public transport and private and commercial vehicles

Relevant strategies as outlined by Clause 21.09 are listed below.

- Provide a mix of housing types that better reflects the cross section of household sizes and the provision of housing for people with particular needs.
- Encourage subdivision that provides a range of lot sizes to cater for a diversity of housing stock and a better matching of house size and type with varying community needs.
- Support medium density residential development where it can be accommodated within the capacity of existing infrastructure.

3.2.2 Local Planning Policies

Clause 22.08 (Hobsons Bay North Neighbourhood Character Policy) includes the subject site in Precinct 4 – South Kingsville, notwithstanding that the character description and preferred character statement clearly relate to the existing residential neighbourhoods to the east of Stephenson Street.

Precinct 4 is identified as a relatively intact 1950s and 1960s neighbourhood with low scale, modest feel and strong sense of cohesiveness due to the similar building forms both in plan and elevation, and the consistency of front setbacks. Views into established front gardens are available due to the low scale front fences, with streetscapes being further enhanced by established street tree planting.

The preferred neighbourhood character for Precinct 4 is that *“the cohesiveness of the built form and garden settings of the dwellings should be retained and enhanced”*.

It is noted that as the subject site is located on a Strategic Redevelopment Area that is former industrial land, the development of the subject site will create a new character in keeping with the objectives of the DPO2 and this Development Plan.



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Clause 22.13 (Environmentally Sustainable Development) seeks to ensure that development achieves best practice in environmentally sustainable development from the design stage through to construction and operation. Clause 22.13 sets out a range of objectives that should be satisfied where applicable, in relation to:

- energy performance;
- water resources;
- indoor environment quality;
- stormwater management;
- transport;
- waste management;
- urban ecology;

Table 1 – ESD Application Requirements, of Clause 22.13 sets out the information that must be submitted for various application types.

In determining a planning permit application, the responsible authority will consider the decision guidelines listed at Clause 22.13-5.

3.3 Zoning

The subject site is affected by both the GRZ and RGZ.

3.3.1 General Residential Zone, Schedule 4

The subject site is largely affected by the GRZ, apart from a small part of the site in the north east corner adjacent to Sutton Street.

The purpose of the GRZ is outlined below.

- *“To implement the Municipal Planning Strategy and the Planning Policy Framework”.*
- *“To encourage development that respects the neighbourhood character of the area”.*
- *“To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport”.*
- *“To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations”.*

Under the GRZ, a permit is not required to use land for the purposes of a dwelling.

A planning permit is required under Clause 32.08-3 to subdivide land. An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and the objectives and standards as relevant.



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Under Clause 32.08-4 an application to construct or extend a dwelling or residential building must provide a minimum garden area unless meeting one of the listed exemptions. A schedule to the GRZ may exempt the need for the minimum garden area requirement.

Clause 32.08-10 outlines that a building constructed for use as a dwelling or residential building must not exceed 11 metres and must not contain more than 3 storeys unless meeting one of the listed exemptions. The Schedule to the GRZ may also specify a different maximum building height.

A planning permit is required to construct or extend one dwelling on a lot less than 300 square metres in area. Any such application must meet the requirements of Clause 54.

A planning permit is required to construct two or more dwellings on a lot. Any such application must meet the requirements of Clause 55 unless the building is five or more storeys in height, in which case the proposal must meet the requirements of Clause 58.

Schedule 4 to the GRZ (GRZ4) applies to the subject site and relates specifically to Precinct 16 West.

The GRZ4 exempts the construction or extension of a dwelling or residential building from the minimum garden area requirement.

The GRZ4 includes the following neighbourhood character objectives.

- *"To ensure development on the site is sympathetic to existing interfaces with established residential areas".*
- *"To ensure new development provides visual interest, articulation and positive address to public open space".*
- *"To encourage high quality streetscape with tree-lined streets and landscaped front gardens accommodating canopy trees".*
- *"To ensure development responds to existing industrial areas by incorporating amenity protection measures that display a high level of architectural resolution, even if temporary in nature".*

The GRZ4 includes the following variations to the standard provisions of Clause 54 and Clause 55.

- Standard B13: New development should provide at least one canopy tree in the front setback of each lot.
- Standard A17: A dwelling should have an area of secluded private open space at either the side or rear of the dwelling or residential building with convenient access from a living room consisting of:
 - An area of 12 square metres with a minimum dimension of metres, or
 - A balcony of 8 square metres with a minimum width of 1.6 metres, or
 - A roof-top area of 10 square metres with a minimum width of 2 metres.
- Standard B28: a dwelling or residential building should have an area of secluded private open space at the side or rear of the dwelling or residential building with convenient access from a living room consisting of:
 - An area of 12 square metres with a minimum dimension of 2.4 metres, or
 - A balcony of 8 square metres with a minimum width of 1.6 metres, or
 - A roof-top area of 10 square metres with a minimum width of 2 metres.
- Standards A20 and B32: a front fence within 3 metres of a street should not exceed 1.2 metres.



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3.3.2 Residential Growth Zone, Schedule 2

The RGZ affects a small part of the north eastern corner of the subject site adjacent to Sutton Street and adjacent to a larger area of RGZ on the adjoining property to the north.

The purpose of the RGZ is outlined below.

- *“To implement the Municipal Planning Strategy and Planning Policy Framework”.*
- *“To provide housing at increased densities in buildings up to and including four storey buildings”.*
- *“To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres”.*
- *“To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas”.*
- *“To ensure residential development achieves design objectives specified in a schedule to this zone”.*
- *“To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations”.*

Under the RGZ, a permit is not required to use land for the purposes of a dwelling.

A planning permit is required under Clause 32.07-3 to subdivide land. An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and the objectives and standards as relevant.

A planning permit is required to construct or extend one dwelling on a lot less than 300 square metres in area. Any such application must meet the requirements of Clause 54.

A planning permit is required to construct two or more dwellings on a lot. Any such application must meet the requirements of Clause 55 unless the building is five or more storeys in height, in which case the proposal must meet the requirements of Clause 58.

Schedule 2 to the RGZ (RGZ2) applies to the subject site and relates specifically to Precinct 16 West.

The RGZ2 includes the following neighbourhood character objectives.

- *“To ensure development achieves site responsive architectural and urban design outcomes that provides a positive contribution to the character and amenity of the surrounding area”.*
- *“To ensure acoustic attenuation measures are incorporated into the building design to protect the amenity of residents from potential noise and vibration impacts”.*
- *“To ensure development incorporates residential amenity protection measures that display a high level of architectural resolution even if temporary in nature”.*
- *“To ensure that building heights provide appropriate interface transitions”.*
- *“To ensure that building heights consider and respond to the overshadowing effects in the site”.*



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The RGZ2 varies the minimum street setback requirement of Standards A3 and B6 to require that “*walls of buildings should be set back from a front street at least 3 metres. Side street setbacks as specified in the table to Standards A3 and B6 continue to apply*”.

The RGZ2 outlines a maximum height of 22 metres and 6 storeys for a building used as a dwelling or a residential building.

3.4 Development Plan Overlay

The subject site is affected by a Development Plan Overlay (DPO). The purpose DPO is to:

- implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;
- identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land;
- exempt an application from notice and review if it is generally in accordance with a development plan.

It is noted that under Clause 43.04-2 a planning permit must not be granted to use, subdivide or develop land until a development plan has been prepared to the satisfaction of the responsible authority unless otherwise stated in the relevant schedule.

Furthermore, Clause 43.04-3 states that an application under any provision of the Scheme is exempt from notice and review requirements if a development plan has been approved.

Clause 43.04-4 states that a development plan:

- may consist of plans or other documents and may be prepared and implemented in stages;
- must meet the requirements of Clause 56;
- may be amended to the satisfaction of the responsible authority.

More specifically, Schedule 2 to the DPO (DPO2) applies to the subject site. This Development Plan is submitted for approval under the DPO2.

DPO2 applies to the entire Precinct 16 West. Section 4.0 of the DPO2 states that a development plan(s) may be prepared in parts relative to the sub-precincts depicted on the Precinct 16 West Framework Plan.

This Development Plan relates to the Central Sub-Precinct. Separate development plan(s) are to be prepared for the remaining sub-precincts.

Section 1.0 of the DPO2 outlines a series of objectives that are outlined in Section 5 of this Report. Section 2.0 of the DPO2 outlines what a planning permit may be granted for prior to the approval of a Development Plan for the subject site. Section 3.0 of the DPO2 outlines a series of conditions and requirements for any planning permits issued on the subject site. Section 4.0 of the DPO2 sets out the requirements of a development plan(s), which are responded to by this Development Plan. Section 5.0 of the DPO2 outlines the Framework Plan. The Framework Plan was included at **Figure 2** of this report.



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3.5 Environmental Audit Overlay

The subject site is affected by an Environmental Audit Overlay (EAO). The purpose of the EAO is to:

- implement the State Planning Policy Framework and Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies;
- ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Clause 45.03-1 outlines the following requirement.

- Before a sensitive use (residential use, childcare centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:
 - a certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
 - an environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.

3.6 Particular Provisions

3.6.1 Clause 52.02 – Easements, Restrictions and Reserves

As the subject site is affected by a series of easements, Clause 52.02 is relevant to this Development Plan.

The purpose of Clause 52.02 is “to enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered”.

Under Clause 52.02 a planning permit is required to remove the easements from the Development Plan area.

3.6.2 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is outlined below.

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.



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Table 1 at Clause 52.06-5 outlines car parking rates for various uses. A planning permit is required under Clause 52.06-3 should the car parking rates outlined at Table 1 not be provided as part of a new or expanded development.

In relation to this Development Plan it is noted that the following car parking rates are outlined by Table 1 for dwellings.

- 1 car space to each one and two bedroom dwelling.
- 2 car spaces to each three or more bedroom dwelling.
- One visitor car space to every 5 dwellings for developments of 5 dwellings or more.

Clause 52.06 also outlines a detailed set of requirements for the design and layout of car parking areas.

3.6.3 Clause 52.34 – Bicycle Facilities

The purpose of Clause 52.34 is outlined below.

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Table 1 at Clause 52.34-5 outlines bicycle parking rates for various uses. A planning permit is required under Clause 52.34-2 should bicycle parking not be provided in accordance with Table 1 as part of a new or expanded development.

In relation to this Development Plan it is noted that the following bicycle parking rates are outlined by Table 1 for dwellings.

- In developments of 4 or more storeys, 1 resident bicycle space to every 5 dwellings.
- In developments of 4 or more storeys, 1 visitor bicycle space to every 10 dwellings.
- One visitor car space to every 5 dwellings for developments of 5 dwellings or more.

Clause 52.34-6 outlines detailed requirements for the design of bicycle spaces.

3.6.4 Clause 53.01 – Public Open Space Contribution and Subdivision

This clause requires that a proponent seeking to subdivide land must make a contribution to the Council for public open space as required under Section 18 of the Subdivision Act 1988.

More specifically, Clause 53.01 requires that a person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both). If no amount is specified, a contribution open space may still be required under section 18 of the Subdivision Act 1988.

It is noted that the Schedule to Clause 53.01 outlines in relation to the subject site a 5% public open space contribution either as land or a monetary payment in lieu of land.



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3.6.5 Clause 54 – One Dwelling on a Lot

Clause 54 applies to applications to construct or carry out works associated with one dwelling on a lot under the provisions of the Residential Growth Zone.

The purpose of Clause 54 is as follows:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.
- To encourage residential development that provides reasonable standards of amenity for existing and new residents.
- To encourage residential development that is responsive to the site and the neighbourhood.

Clause 54 may therefore be applicable to future development on the subject site depending on the nature of future planning permit applications.

Clause 54 outlines a detailed list of objectives that must be met and standards that contain the requirements to meet the relevant objective. Standards should be met but may be varied should the responsible authority be satisfied that an alternative design solution meets the relevant objective.

3.6.6 Clause 55 – Two or More Dwellings on a Lot

Clause 55 applies to applications in the RGZ for the following:

- construct a dwelling if there is at least one dwelling existing on the lot;
- construct two or more dwellings on a lot;
- extend a dwelling if there are two or more dwellings on the lot;
- construct or extend a dwelling on common property; or
- construct or extend a residential building.

The purpose of Clause 55 is as follows:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.
- To encourage residential development that provides reasonable standards of amenity for existing and new residents.
- To encourage residential development that is responsive to the site and the neighbourhood.

Clause 55 may therefore be applicable to future development on the subject site depending on the nature of future planning permit applications.



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Clause 55 outlines a detailed list of objectives that must be met and standards that contain the requirements to meet the relevant objective. Standards should be met but may be varied should the responsible authority be satisfied that an alternative design solution meets the relevant objective.

3.6.7 Clause 56 – Residential Subdivision

Clause 56 applies to applications to subdivide the subject site.

The purpose of Clause 56 is as follows.

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To create liveable and sustainable neighbourhoods and urban places with character and identity.
- To achieve residential subdivision outcomes that appropriately respond to the site and its context for:
 - Metropolitan Melbourne growth areas;
 - infill sites within established residential areas;
 - regional cities and towns.
- To ensure residential subdivision design appropriately provides for:
 - policy implementation;
 - liveable and sustainable communities;
 - residential lot design;
 - urban landscape;
 - access and mobility management;
 - integrated water management;
 - site management;
 - utilities.

Clause 56 outlines a detailed list of objectives that must be met and standards that contain the requirements to meet the relevant objective. Standards should be met but may be varied should the responsible authority be satisfied that an alternative design solution meets the relevant objective.

3.6.8 Clause 58 – Apartment Developments

Clause 58 applies to applications to construct or extend an apartment development, or to construct or extend a dwelling in, or forming part of an apartment development if the apartment development is five or more storeys, excluding a basement.

The purpose of Clause 58 is as follows.

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.



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- To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
- To encourage apartment development that is responsive to the site and the surrounding area.

Clause 58 may therefore be applicable to future development on the subject site depending on the nature of future planning permit applications.

Clause 58 outlines a detailed list of objectives that must be met and standards that contain the requirements to meet the relevant objective. Standards should be met but may be varied should the responsible authority be satisfied that an alternative design solution meets the relevant objective.

3.7 Other Planning Considerations

3.7.1 Amendment C82 and Precinct 16 East

The planning controls for the land within Precinct 16 to the east of Sutton Street, known as The Former Caltex Terminal / Precinct 16 East were introduced into the Hobsons Bay Planning Scheme through Amendment C82 on 8 August 2013. The purpose of the amendment was to facilitate the residential redevelopment of the Site.

The amendment changed the Hobsons Bay Planning Scheme as follows:

- rezoned the Site from Industrial 3 Zone to Residential 1 Zone;
- applied the Design and Development Overlay - Schedule 10 to the Site;
- applied the Environmental Audit Overlay to the Site.

Subsequent to Amendment C82, Planning Permit PA1736660 was issued for the development of Precinct 16 East with a mix of apartments (particularly close to the railway lines along the northern boundary of the land), townhouses and public open spaces.

3.7.2 Plan Melbourne 2017-2050: Metropolitan Planning Strategy

Plan Melbourne 2017-2050 is the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050 ('the Strategy'). The strategy is organised under nine principles which underpin a long term vision, six outcomes, 32 directions and 90 policies.

The relevant outcomes set out under this document are listed below.

- Outcome 1: Melbourne is a productive city that attracts investment and creates jobs.
- Outcome 2: Melbourne provides housing choice in location close to jobs and services.
- Outcome 3: Melbourne has an integrated transport system that connects people to jobs and services.
- Outcome 4: Melbourne is a distinctive and liveable city with quality design and amenity.
- Outcome 5: Melbourne is a city of inclusive, vibrant and healthy neighbourhoods.
- Outcome 6: Melbourne is a sustainable and resilient city.



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3.7.3 Hobsons Bay Industrial Land Management Strategy

The Hobsons Bay Industrial Land Management Strategy (ILMS) was adopted by Council in 2008 provides key strategic direction for the future use and development of industrial land.

The site forms approximately half of 'Precinct 16', which is identified as a Strategic Redevelopment Area considered suitable for alternative land uses.

The ILMS acknowledges that the land is no longer suitable for industrial activity given its poor access for larger transport and sensitive interfaces to the surrounding residential area. Retail or commercial uses are also not considered appropriate given its location.

The ILMS concludes that the precinct should be considered for rezoning from industrial to residential subject to a satisfactory resolution of issues such as contamination and the appropriate management of the precinct's interface with the Spotswood Maintenance Centre on the opposite side of the freight railway line. This includes both the protection of the ongoing operation of the SMC and the protection of future residents of the precinct from noise, vibration and smoke impacts from the SMC through appropriate mitigation measures.

3.7.4 Hobsons Bay Neighbourhood Character Study (2019)

The Neighbourhood Character Study has been prepared to guide how residential development will be required to respond to existing and preferred character across the Municipality.

The Site has been identified a 'Strategic Redevelopment Area' which has been designated for residential intensification. These areas are expected to accommodate the majority of the municipality's growth in the near future. As the subject site was located in the Industrial 3 Zone when the Study was completed, there are no specific character expectations outlined by the Study for the subject site.

It is noted that the Study informed the recent application of various Local Planning Policies affecting existing residential land near the subject site.

3.7.5 Hobsons Bay Housing Strategy (2019)

The purpose of the Hobsons Bay Housing Strategy is to guide future residential development in the municipality to ensure that the right homes are being provided in the right places.

The Housing Strategy identifies locations suitable for different rates of housing change, (substantial, natural and limited change) to direct development into areas with capacity for growth, and limit change in areas with established heritage and neighbourhood character values.

The Strategy has been adopted by Council but does not form part of the Scheme, nor is it a reference document.

The site is designated as a Strategic Redevelopment Area and the Spotswood-South Kingsville area is expected to experience population increases primarily through development of Strategic Redevelopment Areas such as the subject site.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

3.7.6 Community Greenhouse Strategy (2013-2030)

The Hobsons Bay Community Greenhouse Strategy was developed to support the reduction of greenhouse gas emissions within the municipality.

The Strategy outlines a series of emission reduction actions that could assist in achieving its ambitious target of becoming a zero net emission community by 2030 and outlines the role of carbon offsets. Strategies to achieve these goals include reducing energy use through sustainable design for new buildings, and utilities conservation and efficiency works in existing buildings.

Detailed consideration of the strategies will guide the development of the Site.

3.7.7 Integrated Water Management Plan (2014-2019)

The Hobsons Bay Integrated Water Management Activity Centre Strategy Plan is a key strategic document to guide Council's water management activities. A key strategy of the Plan is to reduce nuisance flooding by increasing stormwater harvesting activities and encouraging best practice stormwater management in new developments.

Detailed consideration of the Integrated Water Management Plan will guide the development of the Site.

3.7.8 Affordable Housing Policy (2016)

The Hobsons Bay Affordable Housing Policy Statement seeks to articulate Council's commitment to ensuring all households in the municipality are able to live in affordable, secure and appropriate housing, focusing on providing housing for low income households and key worker households on lower incomes.

It is noted that Council has adopted this Policy but it does not form part of the Scheme, nor is it a reference document.

The Policy outlines a desire in relation to Strategic Redevelopment Sites to seek a 10% non-market affordable housing contribution. It is intended that this contribution is captured through planning controls, permit conditions or Section 173 Agreements.

3.7.9 Open Space Strategy (2018)

The Hobsons Bay Open Space Strategy is Council's key strategic document to guide the provision, protection, planning, design and management of open space in Hobsons Bay.

It is noted that Council has adopted this Strategy but it does not form part of the Scheme, nor is it a reference document.

The Strategy identifies that the subject site is in an Open Space Gap Area and is therefore in an area where open space contributions are preferred in the form of land, rather than monetary contributions.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

4 Site Analysis

4.1 Subject Site

The subject site is located between Stephenson Street and Sutton Street in South Kingsville and is identified as the Central Sub-Precinct by the DPO2.

Two lots comprise 9 Sutton Street as described below.

- Lot 2 on Plan of Subdivision 336144B.
- Lot 10 Block C on Plan of Subdivision 001015.

Two lots comprise 9A Sutton Street: Lots A and B on Plan of Subdivision 833340E.

A summary of the key features of the subject site is outlined below. The subject site:

- has an area of approximately 2.0761 hectares;
- is irregular in shape with a larger frontage to Sutton Street than Stephenson Street;
- has frontage to Sutton Street (and maximum north-south dimension) of approximately 120.48 metres;
- has frontage to Stephenson Street of approximately 57.88 metres;
- is affected by a series of easements for the purposes of sewerage and electricity;
- has a total width of 187.93 metres, being the north boundary and abuttal with 41-59 Stephenson Street;
- abuts 5 Sutton Street to the south for approximately 142.91 metres;
- abuts the rear of 83, 85 and 87 Stephenson Street and the side of 83 Stephenson Street;
- is accessed via two crossovers from Sutton Street and two crossovers from Stephenson Street;
- is generally flat in topography;
- is occupied by four separate warehouse buildings, each with sawtooth roofs and constructed of corrugated iron;
- has a history of commercial and industrial uses of varying nature;
- contains scattered trees of little environmental or aesthetic value.

4.2 Site Location and Services

The subject site is located within the suburb of South Kingsville in the local government area of Hobsons Bay City Council. The site is approximately 9 kilometres to the southwest of Melbourne's central business district.

The site forms part of 'Precinct 16 - West' as identified in the Hobsons Bay Industrial Land Management Strategy.

The site is proximate to a number of employment opportunities, transport facilities, open space amenities, education facilities and retail centres.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

There are numerous neighbourhood activity centres within 1 to 4 kilometres that provide local retail and services needs to the neighbourhood. The closest neighbourhood activity centre is located along Vernon Street in South Kingsville (approximately 300 metres west), while the most significant of the local centres is at Newport (approximately 1.4 kilometres to the south east), which is a strip retail shopping area surrounding the train station of the same name. The closest large retail areas (Altona Gate, Woolworths Altona North and Aldi Altona North) are located approximately 3 kilometres west of the Site.

A new neighbourhood activity centre including two supermarkets, a medical centre, shops and 240 dwellings (ranging in height from 3 to 6 storeys) was recently approved by Council on the corner of McLister Street and Melbourne Road.

In addition, a planning scheme amendment (C88) was recently approved for the development of Precinct 15 (approximately 800 metres to the west of the subject) with up to 3,000 dwellings and a new town centre.

There are several primary and secondary education facilities in close proximity to the subject site. The closest primary schools are St Margaret Mary's (200 metres to the north), Newport Lakes 550 metres (to the south east), and Spotswood (800 metres north east), all located within 1 kilometre of the site. It is noted that while Newport Lakes Primary School is at / over capacity, Spotswood Primary School is operating at approximately half of capacity. The subject site is located in the Spotswood Primary School catchment area.

The closest secondary school is Bayside P-12 College Paisley Campus, approximately 2.5 kilometres south. Additionally, the tertiary education facility of the Victorian Institute for Culinary Arts & Technology is just east of the railway line adjacent to the Spotswood Station, approximately 1.2 kilometres east.

There are a number of community facilities and organisations within 1 to 4 kilometres of the subject site providing a diversity of spaces and services. Some noteworthy facilities are the events space of The Substation, the Melbourne Academy of Performing Arts (MAPA) and the Newport Community Education Centre to the southeast of the site and, the Spotswood Community House and South Kingsville Community Centre to the north.

The area is well served by larger public open space facilities (approximately 1 hectare or more in size) both for passive and active uses. Of particular note is the very large Newport Lakes Reserve approximately 250 metres south, and the cluster of sporting facilities centred on the Altona Lakes Public Golf Course, further to the south west. There are also a number of smaller public open space reserves, the closest of which is Ducrow Reserve approximately 200 metres south, and the future public open space in Precinct 16 east.

While not being located in the Principal Public Transport Network (PPTN) area, the subject site is relatively well serviced by a range of public transport options and is only just outside the PPTN area, which affects the majority of Precinct 16 East.

The closest public transport service is the 432 Bus Route, which runs along Stephenson Street and Blackshaws Road, providing services from Newport to Yarraville via Altona Gate Shopping Centre. Bus Route 472 (Williamstown to Moonee Ponds via Footscray) runs along Melbourne Road 550 metres to the east, while Newport and Spotswood Train Stations, both approximately 1.5 kilometres away to the south east and north east respectively.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

4.3 The Neighbourhood

The neighbourhood is characterised by a broad range of uses and development. While the underlying use of the broader neighbourhood is residential at conventional densities, there are also large areas of vacant land identified for future residential development of varying densities, and existing industrial and warehouse uses.

The vacant land to the north of the subject site at 41-59 Stephenson Street forms part of Precinct 16 West and has been identified for future residential development of between 2 and 6 storeys. This property is indicated by the Framework Plan provided at **Figure 2** to this report as being the North Sub-Precinct. This property is affected by the same DPO2 that affects the subject site. The Framework Plan identifies that future development on the subject site should provide two street connections with this property.

Immediately to the south of the subject site is 5 Sutton Street, which is occupied by a large warehouse building and which has also been identified for redevelopment for residential purposes by the DPO2. The Framework Plan identifies this property as being the South Sub-Precinct and indicates a pedestrian or street connection to this property from the subject site, adjacent to the western boundary.

Precinct 16 East is located on the opposite side of Sutton Street to the east and has been identified for future residential development at varying densities with the ultimate masterplan for the development of this property. The site is vacant and was formerly used for industrial purposes.

The subject site abuts 83, 85 and 87 Stephenson Street to the south west. 83 Stephenson Street is developed with three, two storey townhouses. Each of these dwellings has an area of secluded private open space (SPOS) to the north of the dwelling adjacent to the common boundary with the subject site.

Both 85 and 87 Stephenson Street are developed with single storey dwellings with large areas of SPOS located to the rear and adjacent to the subject site.

To the west of Stephenson Street is a residential neighbourhood based around a grid pattern street layout. The neighbourhood is developed with a range of dwelling types and either conventional or medium densities and to heights of no more than 2 storeys. Dwellings have consistent front setbacks to Stephenson Street, in the order of 6 to 8 metres. Dwellings are typically single storey with pitched roofs however, properties are being developed with unit developments that are usually two storeys in height.

To the north of 41-59 Stephenson Street is a freight railway line owned and operated by Pacific National. This railway line creates a significant buffer between Precinct 16 West and the residential neighbourhood further north, although there is a pedestrian overpass accessible from the northern end of Stephenson Street.

Beyond the railway line to the north east of the subject site is the Spotswood Maintenance Centre (SMC), which is designed to provide locomotive maintenance services. The SMC is an identified noise source in the local area, which will require management as part of any future development of the subject site. Land to the north east of the SMC is zoned Mixed Use Zone for future commercial and residential development.

Sutton Street is a largely unsealed road that is expected to change substantially as the residential development occurs along both sides of the street within both Precinct 16 East and West. Sutton Street is approximately 20 metres in width and runs from Blackshaws Road in the south and terminates at the railway line in the north. There is no formal street tree planting adjacent to the subject site, while powerlines are located on the western side of the street adjacent to the subject site.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

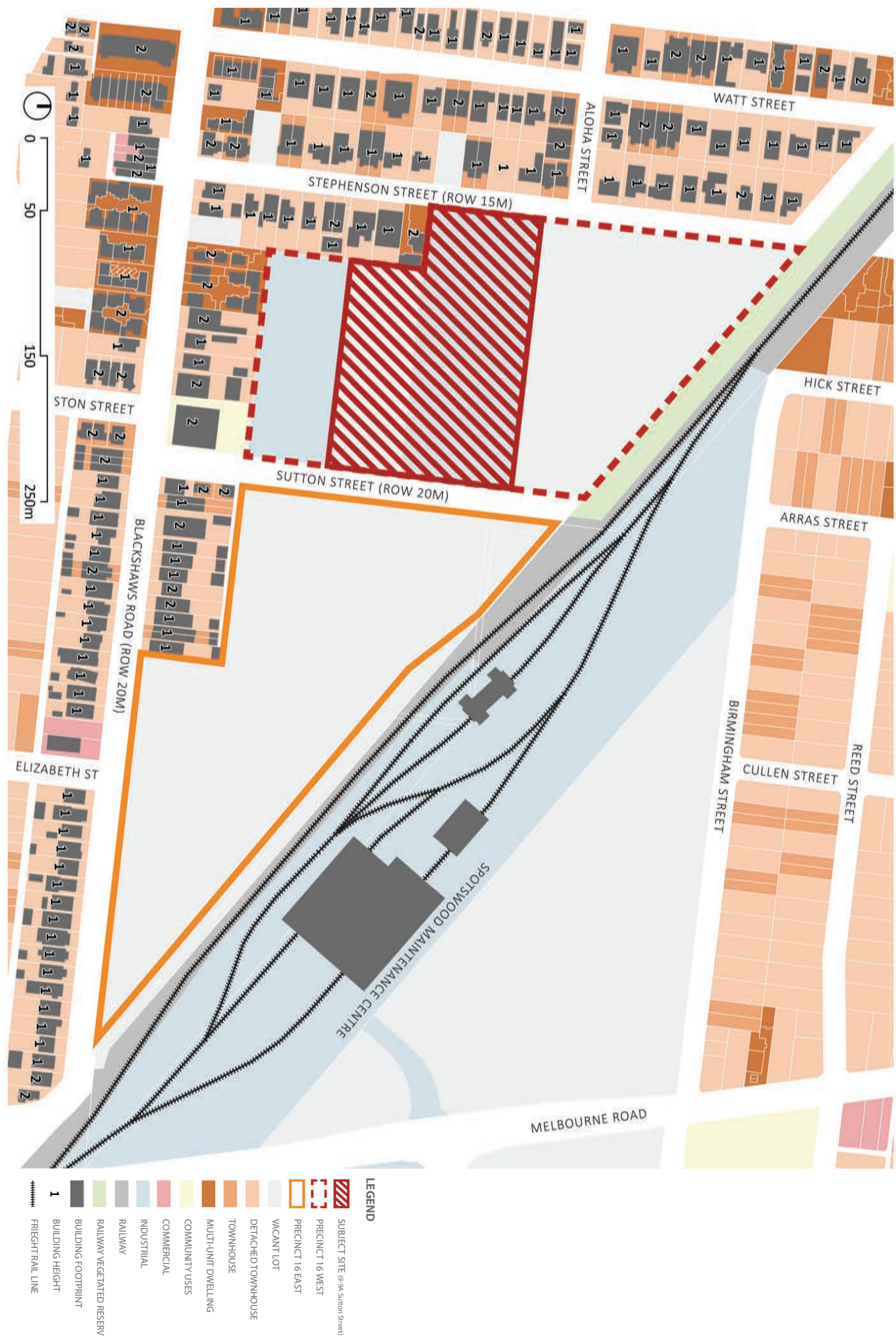
Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

Stephenson Street is a sealed road with a reservation width of approximately 15.5 metres. It is provided with footpaths to both sides of the street and grassed road reservations. Street tree planting exists on the western side of the street but apart from a single, large tree, there are no other street trees adjacent to the subject site. Overhead powerlines are located on the western side of the street and not adjacent to the subject site.

A series of major pipelines are located in proximity to the subject site, as summarised below.

- A SP AusNet gas pipeline runs along Moresby Street, Stephenson Street (including adjacent to the subject site) and then along Blackshaws Road to Johnston Street.
- An Exxon Mobil aviation gas pipeline runs in the railway reservation adjacent to the north boundary of Precinct 16 West.
- An APA gas pipeline runs along High Street / Birmingham Street before crossing the railway reservation adjacent to the pedestrian overpass and then running north west along the railway reservation, including adjacent to the north west corner of Precinct 16 West.
- A BP petroleum pipeline runs along Blackshaws Road.

Figure 4



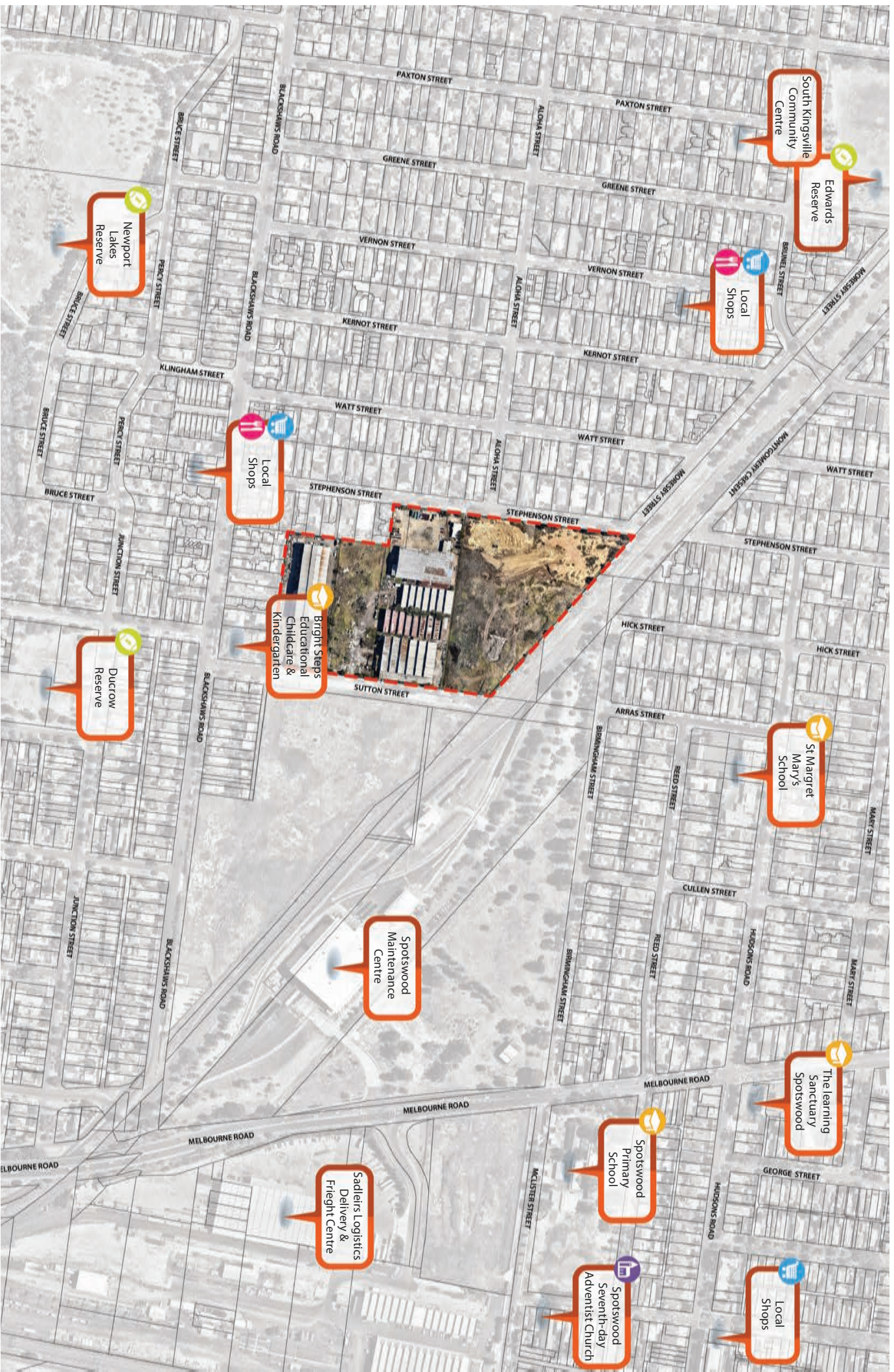
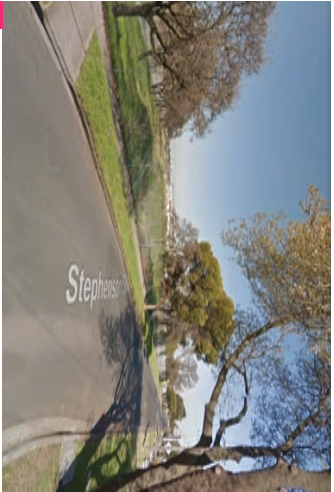


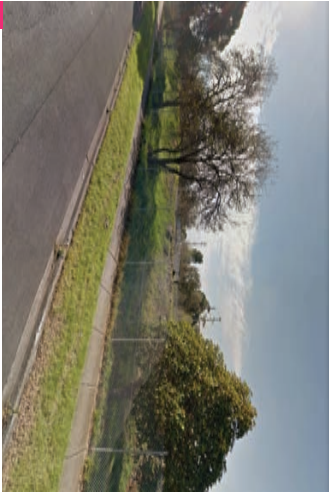
Figure 5



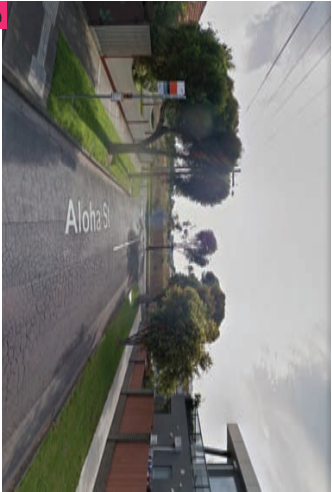
Fig 1. Site Photo Locations



A View from Stephens Street along railway edge.
(from google street view)



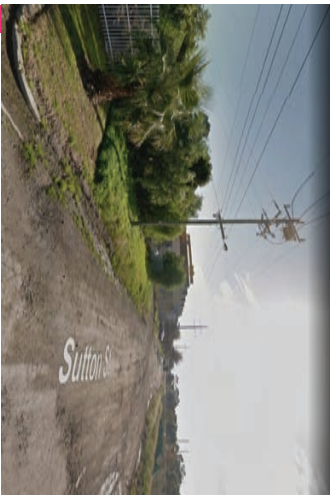
B View from Stephens Street towards the railway edge.
(from google street view)



C View towards the site from Aloha Street.
(from google street view)



E View along Stephens Street towards the existing residential boundary condition (from google street view)



E View at south-eastern boundary along Sutton Street.
(from google street view)



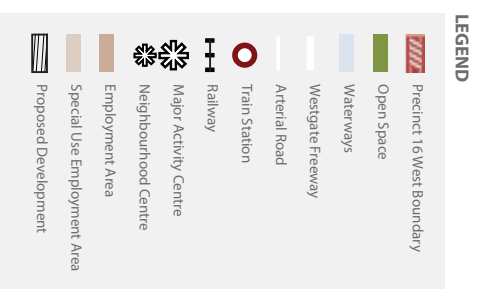
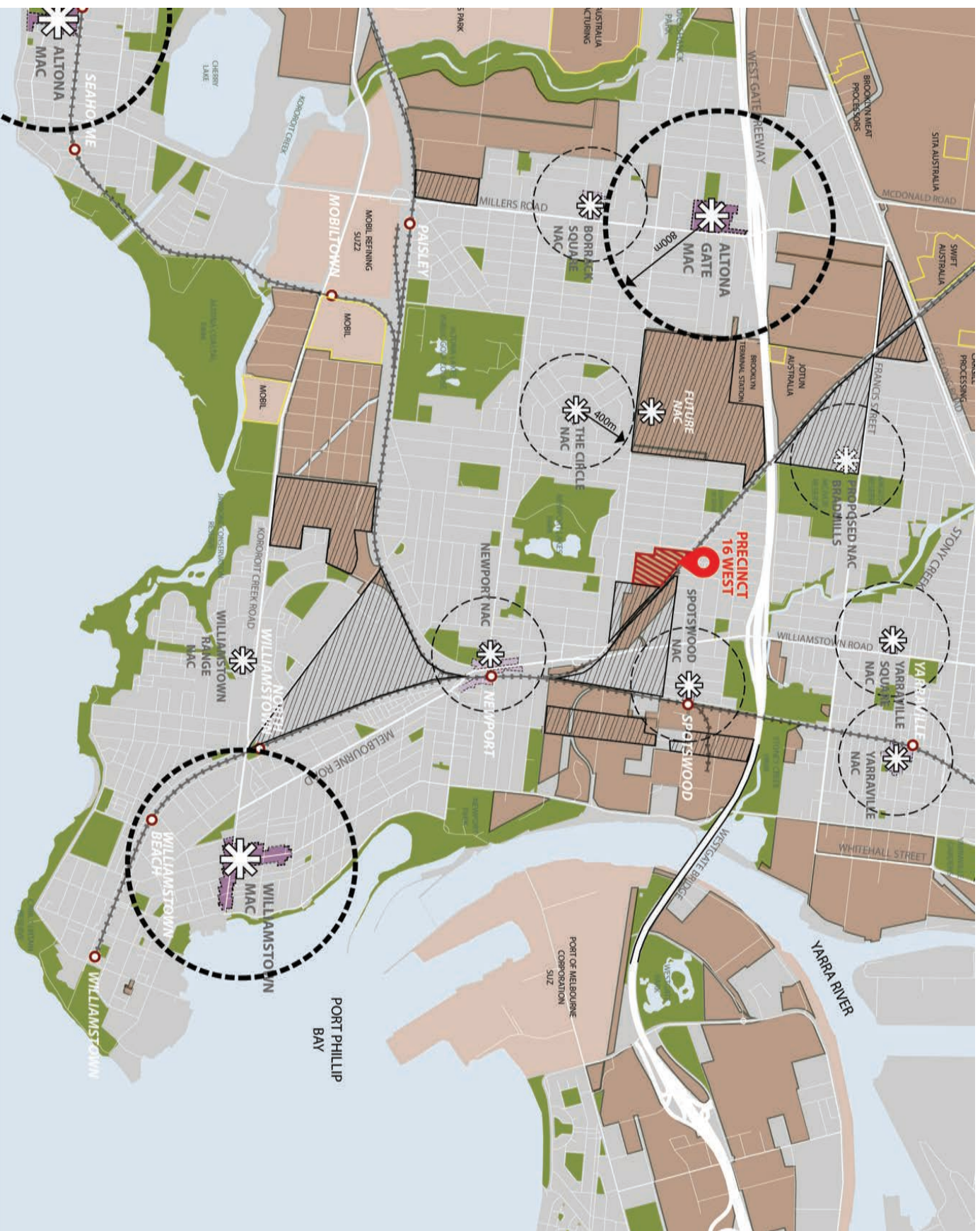
F View along Sutton Street boundary towards Able Industries site. (from google street view)



G View along Sutton Street boundary
(from google street view)



H View from Sutton Street towards the railway line boundary to the north. (from google street view)





CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

4.4 Opportunities and Constraints

Precinct 16 West is recognised by Hobsons Bay City Council as being a significant strategic redevelopment area as reflected through the GRZ4 and RGZ2 affecting the land, along with the DPO2 affecting the subject site and balance of Precinct 16 West.

In the broad picture, the redevelopment of the subject site acts as a local demonstration of sustainable density to achieve the Plan Melbourne aspirations of density and sustainability.

A summary of the key identified opportunities and constraints presented by the redevelopment of the subject site are summarised in the following sections of this Development Plan.

4.5.1 Site Constraints

Various key constraints on the future development of the subject site have been identified through undertaking the site analysis summarised above. These key constraints are summarised below.

- Existing, defunct warehouse buildings on the subject site that require demolition.
- Likely site contamination that will need to be appropriately remediated to facilitate future residential development.
- The unmade nature of Sutton Street to the east and the need to ensure that the surrounding street network can appropriately accommodate for any increase in residential densities including the intersection between Sutton Street and Blackshaws Road.
- Limitations on future development typologies presented by the site dimensions and need to incorporate an appropriate street network that links with the surrounding neighbourhood.
- Noise impacts associated with the railway line to the north and east and the SMC in particular.
- The existing interface with the industrial operations on 5 Sutton Street to the south and the anticipated future redevelopment of this property for residential purposes.
- The immediate interface with residential properties to the south west, including areas of secluded private open space (SPOS) and habitable room windows.
- Managing the interface with Stephenson Street such that any future development appropriately manages the transition between the subject site and the conventional residential neighbourhood to the west.
- The subject site is somewhat remote from commercial areas, in particular larger activity centres.
- Potential density limitations arising from the proximity to the major pipelines in the local area.

4.5.2 Opportunities

Conversely, redevelopment of the subject site offers a number of opportunities to create a distinctive residential neighbourhood while improving the amenity of surrounding residential areas. Some of these opportunities are summarised below.

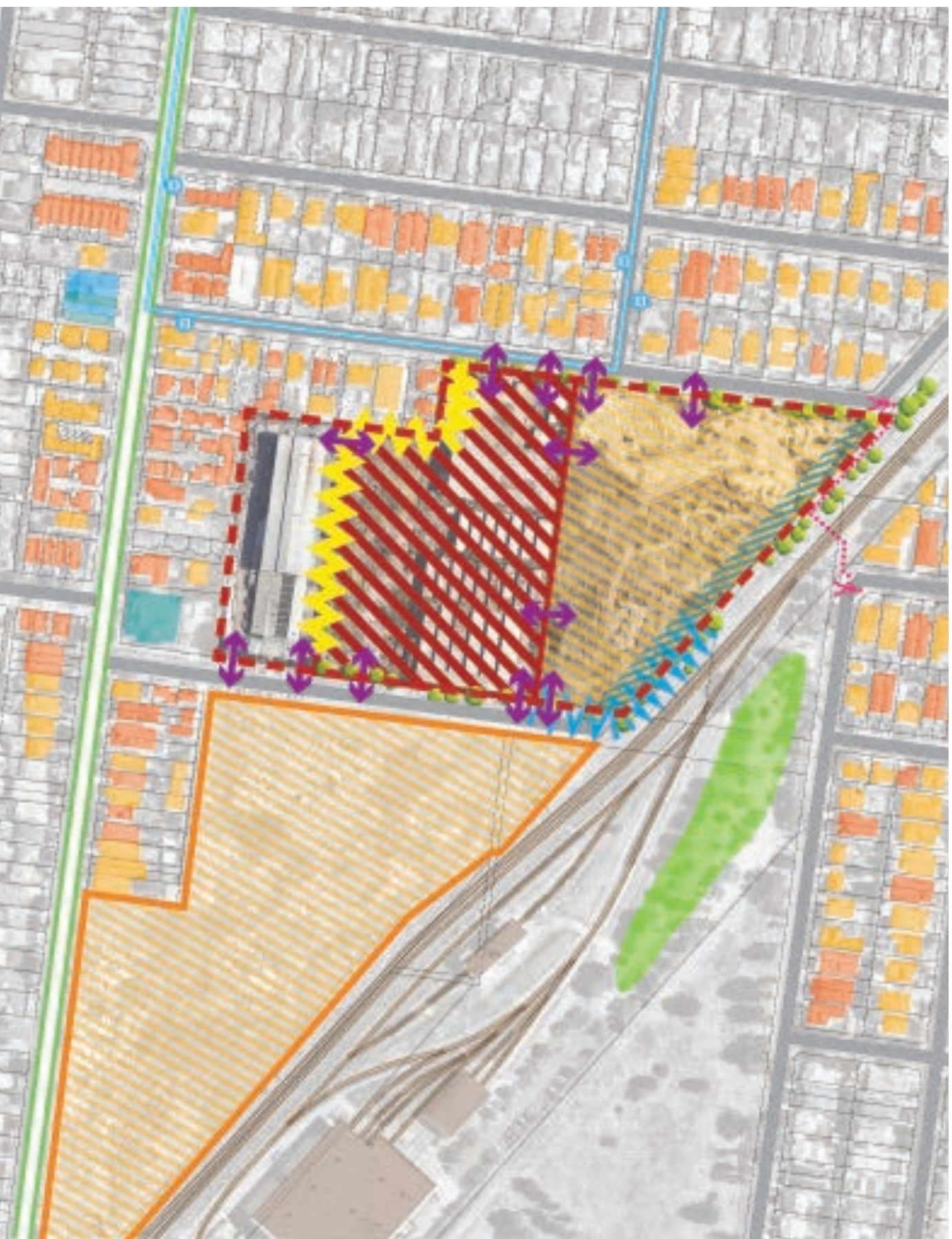
- Removal of the no longer viable industrial uses and buildings from the subject site and the associated ability to remediate the land. These opportunities are important given the proximity of the subject site to residential properties to the west and south west.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

- To provide a new residential community on the subject site, which is well serviced and has potential to make a substantial contribution to the broader planning policy to increase residential densities in existing suburban areas.
- Potential to provide a diversity of housing stock through new housing forms, and particularly smaller family housing units, that will assist in more affordable housing stock being made available to the local market. New housing typologies will also add to the choice of housing stock in the local area, which is limited predominantly to detached dwellings or multi-unit developments.
- The incorporation of an affordable housing element, or contribution to affordable housing in the local area.
- Opportunity to integrate development into existing communities using Stephenson Street and Sutton Street and acknowledging other movement networks in the local area, including Blackshaws Road to the south, Aloha Street to the west and the pedestrian overpass of the railway lines to the north.
- Opportunity to integrate with the future development of Precinct 16 East in terms of road layout and type, as well as built form typology and landscape / streetscape character.
- Upgrading of Sutton Street in association with development within the DPO2.
- Creation of new connections to the existing bicycle network and extension of this network through the subject site.
- Potential to introduce a new public open space to service the local area.
- Potential to use built form, particular higher built form, as a tool to manage noise impacts from the railway line and SMC. An opportunity to manage existing impacts on the subject site and also to improve the existing conditions for the surrounding residential properties to the south and west.
- The opportunity to create a residential precinct with a new, high quality urban form to act as a catalyst for the redevelopment of the broader precinct.
- Exploration of new housing typologies and ways to ensure a high level of amenity to a more intensive townhouse typology than is evident in the broader area.
- Potential to add to the canopy tree cover in the local area (which is lacking near the subject site) to reduce the urban heat island and improve air quality in the locality.



LEGEND

-  SUBJECT SITE (9 & 9A Sutton Street)
-  Precinct 16 West Boundary
-  Precinct 16 East Boundary
-  Residential 1 Storey
-  Residential 2 Storey
-  Commercial 1 Storey
-  Commercial 2 Storey
-  UGL Railway Services
-  Railway Buffer Zone
-  Future Residential Infill
-  Pedestrian Route and Pedestrian Bridge Over Rail Way
-  Freight Railway Line
-  Arterial Road
-  Local Street
-  Bus Route
-  Bus stop
-  Vehicular Access into Site
-  Existing Trees
-  Significant Noise Impact
-  Interim interface measures along southern boundary
-  Landscaped Earth Berm

Figure 8



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

5 Development Plan Objectives

The DPO2 includes the following broad objectives that are relevant to Precinct 16 West and any Development Plan submitted for approval under the DPO2.

- To create a residential area that is responsive to its context and provides a transition in character at its interfaces with existing adjoining residential areas and industrial operations.
- To encourage sustainable urban renewal and increased housing affordability, diversity and density within the subject site.
- To create varied, engaging and high quality architectural forms, landscaped environment and sustainable movement links.
- To ensure residential development provides a reasonable level of amenity for future occupiers of the site, including but not limited to protecting future residents from the adverse impacts of industrial and traffic noise, odour, dust, vibration and visual impact of the railway line and industrial development.
- To protect the operations of the state and nationally significant Spotswood Locomotive Maintenance Centre from any potentially adverse effects of residential encroachment.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

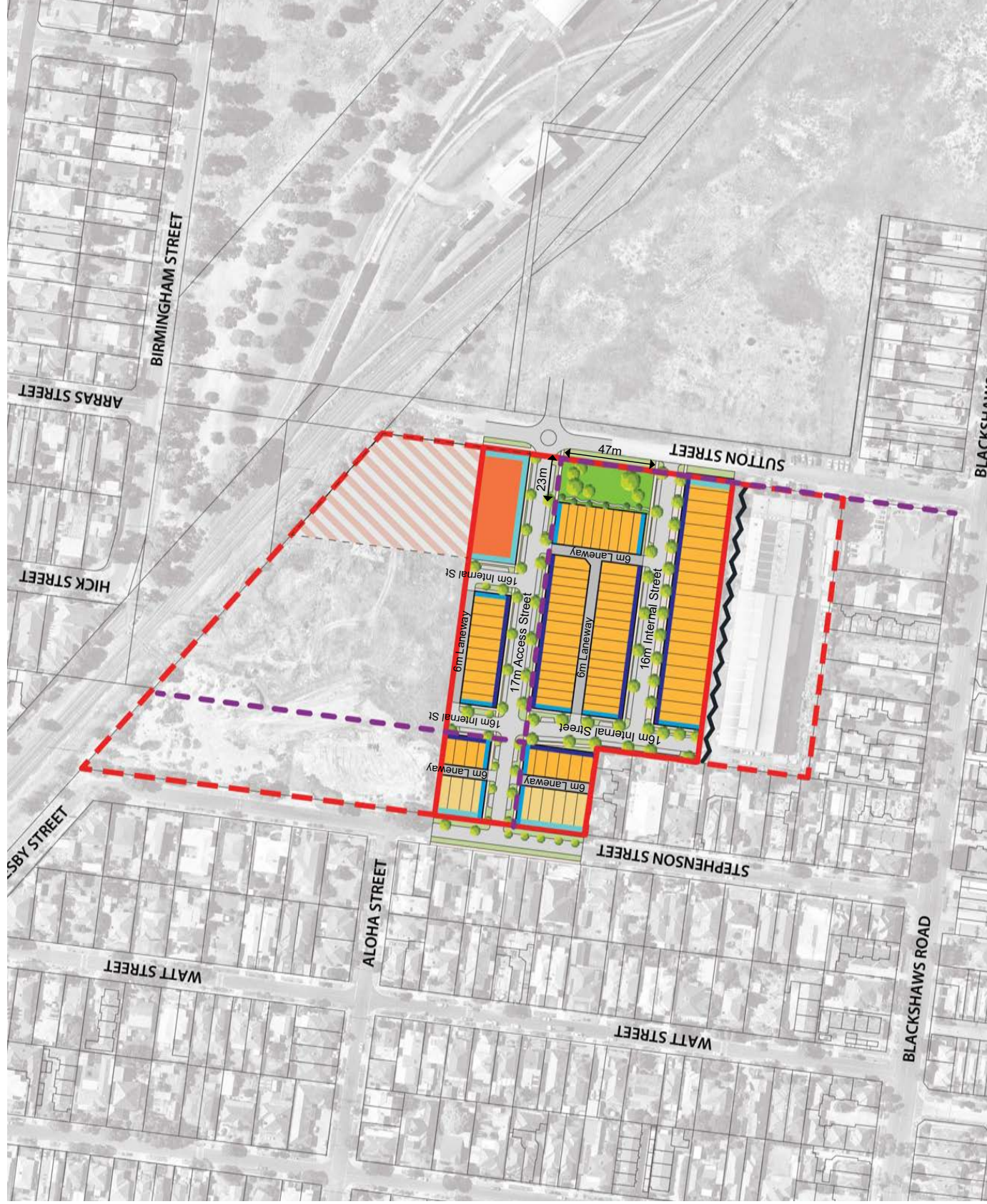
Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

6 The Development Plan

The Development Plan is provided on the following page.

Summarised below are the key features of the Development Plan.

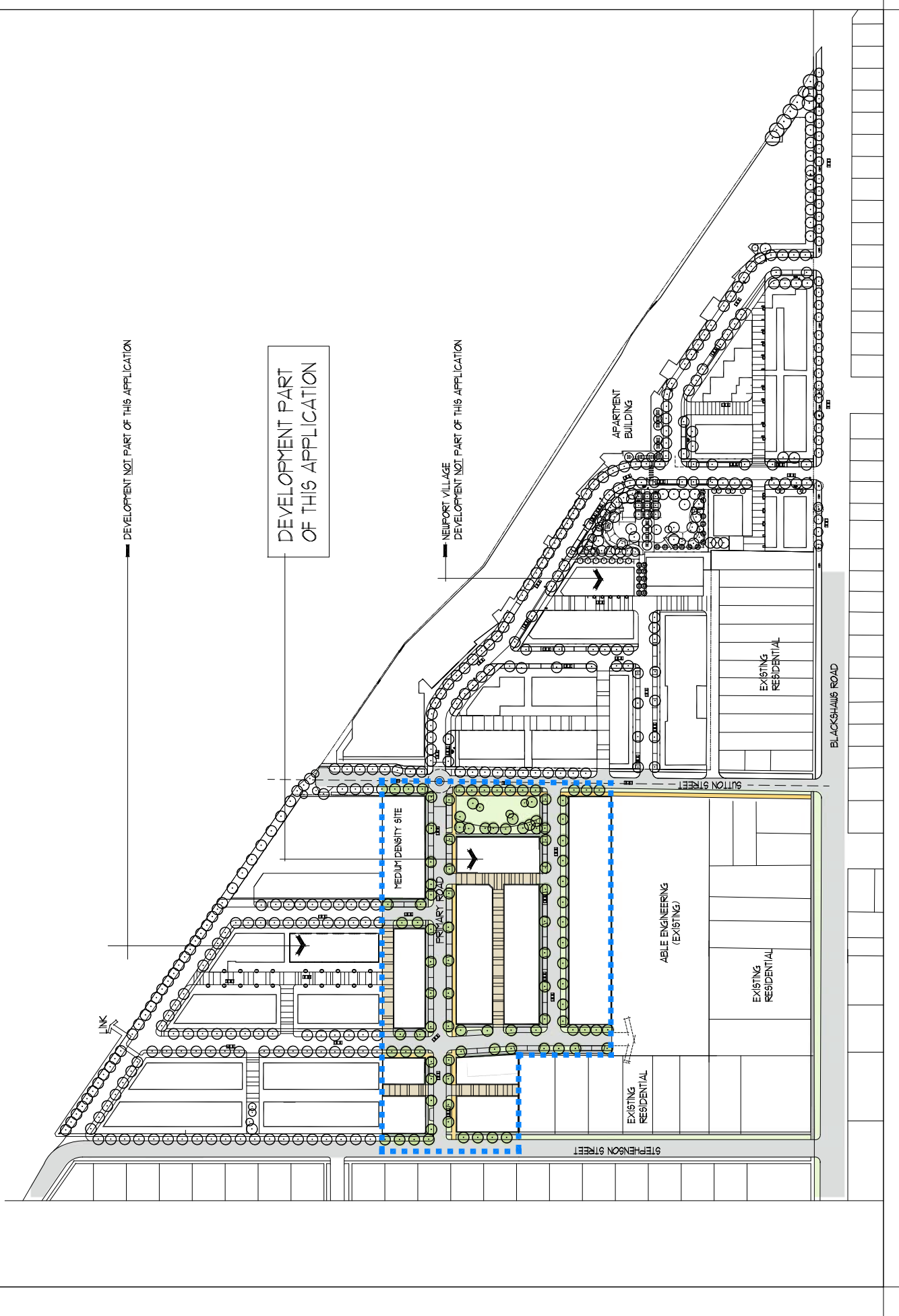
- A modified grid street layout with an east-west street connecting Sutton Street with Stephenson Street for vehicle, pedestrian and cyclist movement to and through the subject site in a manner that connects with the surrounding networks.
- A potential street or pedestrian connection south to 5 Sutton Street and two street connections north to 41-59 Stephenson Street.
- Development of up to 130 dwellings predominantly in a 2 to 3 storey townhouse typology but also acknowledging the potential for apartment development up to 6 storeys in height in the north east corner of the Development Plan area, where located in the RGZ2. It is anticipated that that part of the subject site located within the RGZ2 will be developed as an apartment building in conjunction with adjacent land in the RGZ2 within the North Sub-precinct.
- Potential for a mix of front and rear loaded townhouses, with only rear loaded townhouses fronting Stephenson Street to ensure that there are no crossovers to Stephenson Street.
- A mix of lot sizes, with front-loaded lots expected to have a minimum width of 6 metres and rear-loaded lots having a minimum width of 4.5 metres.
- An area of public open space adjacent to Sutton Street with an area commensurate to 5% of the size of the Development Plan area / the Central Sub-Precinct.
- Creation of a landscaped public realm through street tree planting along all access streets, laneways where suitable and in the public open space.



9 and 9A Sutton Street Development Plan

Figure 9







CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

7 Land Use

As indicated by the Development Plan, it is anticipated that the subject site will be developed for residential purposes, and in particular townhouses and apartments, along with an area of public open space adjacent to Sutton Street.

Notwithstanding the above, any use permissible in the GRZ4 or RGZ2 is also considered to be generally in accordance with this Development Plan should it respond appropriately to the Design Guidelines outlined in Section 8 of this report. In particular, the potential for other residential uses such as retirement village and residential aged care is noted and accepted as being consistent with this Development Plan should it provide an appropriate built form response.

Should any non-residential uses as permissible in the GRZ4 or RGZ2 be proposed, such uses should be focussed on serving the needs of local residents and should be limited to that part of the Development Plan area affected by the RGZ2, and preferably be located opposite the public open space.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

8 Built Form Design Guidelines

The following Design Guidelines provide further detail as to the form and nature of future development and use within the Development Plan area. These Guidelines are to be considered by the relevant authority in the consideration of any planning permit application for future development.

Where there is no specific design guidance, planning applications will be assessed against the relevant provisions of the Scheme, including the GRZ4 and RGZ2, and Clauses 54, 55, 56 and Clause 58, as relevant to the proposal.

The following Design Guidelines seek to ensure that an appropriate built form response is presented to the various site interfaces such that future development will create a high quality urban environment, will provide a high level of amenity for future residents, all the while protecting the amenity of existing dwellings.

It should be noted at the outset that the Development Plan anticipates a relatively intense form of residential development and therefore the following design guidelines are intended to complement the Standards as outlined by Clause 54 and 55 of the Scheme while assisting in realising the development potential of the subject site and the need to provide a diversity of housing types.

The Design Guidelines focus on the following key areas.

- Architecture and building design.
- Building Height.
- Setbacks.
- Site Edges and Built Form Transition.
- Internal Amenity.
- Housing Diversity and Affordability.

These Design Guidelines are further supplemented by a series of render images indicated a preliminary vision for the future development of the subject site, noting that these images are indicative only and subject to detailed design analysis as part of the preparation of drawings with any future planning permit application.

8.1 Architecture and Building Design

- Architectural design should contribute to the character of the precinct, providing visual interest, articulation and encourage passive surveillance over adjacent public spaces, including streets and reserves.
- High quality contemporary architecture is encouraged.
- A range of roof forms are to be provided having consideration for the context of the site and to provide design interest.
- Architectural elements and features are encouraged to ensure a diversity of built form presentation to the street, having consideration to the location of the building within the broader site context.
- Buildings on corners should be designed to ensure recognition of, and passive surveillance over, both adjacent streets and avoid excessive, featureless walls presented to either street. This is to be achieved through use of appropriate glazing, balconies, materiality and other architectural elements.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

- Development should incorporate high quality materials and finishes, particularly where visible from the street or a public open space. The use of a minimal palette of high quality materials is encouraged to ensure a refined, contemporary building appearance. It is anticipated that variously face brickwork, render and cladding of varying types will be used in future buildings. A series of townhouse precedent images are provided on the following pages of this report, indicating a mix of materiality and architectural expression.
- Cement sheeting should be used sparingly, particularly where visible from the street. Typically, more robust materials (such as face brick work or various types of cladding) should be provided at ground floor level where visible from the street.
- Where buildings abut a public open space they should be designed to provide a positive and active address to the adjacent public open space, with an emphasis on ensuring passive surveillance over the adjacent public space.



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***

- Articulation and depth to facades is encouraged through varied façade setbacks and the use of varied materials, balconies, window openings and other architectural elements. This is particularly important where there is potential for long runs of townhouses with similar setbacks from the street.
- Facades should be designed such that they reduce the prominence of garage doors in the streetscape. Noting that garage doors occupying much of the future ground floor lot width are unavoidable for any townhouse product where it is not rear-loaded, techniques such as first floor and balcony overhangs are encouraged, as are clearly defined entry treatments sited forward of the garage doors, front setback landscaping and the use of materiality to blend the garage door into the overall front façade strategy. Front loaded lots should also be provided with a minimum width of 6 metres.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***

- Buildings at key gateways into the subject site should be designed accordingly and in acknowledgement of these key locations.
- Buildings should appropriately interact with laneways to ensure the safety and amenity of these spaces.
- Front fences should not be higher than 1.2 metres. Higher fencing should be open and permeable in nature.



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

- A mix of lot sizes, with front-loaded lots expected to have a minimum width of 6 metres and rear-loaded lots having a minimum width of 4.5 metres.
- High site coverage is expected in order to realise the development potential of the subject site. As a result, average site coverage in the order of 85% may be acceptable subject to an appropriate design response in terms of streetscape presentation and internal amenity. In addition, reduced extents of permeable site are expected.
- Given the high site coverage and limited permeability anticipated for the development of much of the Development Plan area, a high quality landscaped environment is to be created on public and private land through the planting of at least one mid-sized canopy tree in the front garden of each proposed lot and appropriate plantings along streets and in public open spaces.
- Outbuildings and service areas (such as hot water, clothes lines and air conditioning units) are to be located such that they have limited visibility from the street or any adjacent public open space.
- All tree species should be chosen with the intent of reducing the urban heat island effect.
- Active frontages must be provided where lots interface with a proposed public open space or street to ensure a quality design and passive surveillance of public spaces.
- Adequate provision should be made to ensure bins can appropriately be stored on site without encroaching on required garage dimensions.



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***

- Adequate storage facilities are to be provided to every dwelling, including under stairwells and where practical, in garages. The total minimum storage space to each dwelling (including kitchen, bathroom and bedroom storage) should meet the following table.

Dwelling Type	Total minimum storage volume	Minimum storage volume within dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres

- Best Practice Environmentally Sustainable Design measures should be incorporated into the design phase of any dwelling or residential building. These measures must ensure compliance with Clause 22.13 of the Scheme and the matters outlined in the Masterplanning ESD Report that forms part of this Development Plan and that is discussed in more detail in Section 12 below.



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- Stormwater management is an integral part of meeting Best Practice Environmentally Sustainable Design objectives. Stormwater will generally be managed through the provision of over-sized stormwater pipes. In addition, integrated water management practices are to be provided in keeping with the requirements of Clause 53.18 (Stormwater Management in Urban Development) and consistent with the Stormwater Drainage Strategy forming part of this Development Plan, to ensure that stormwater is retained and reused as appropriate, including possible use of rainwater tanks on each lot, irrigation of public open spaces and potential passive irrigation of street trees.

8.2 Building Height

- All building heights should be consistent with the Development Plan at **Figure 9**.
- Dwellings fronting Stephenson Street should not exceed 2 storeys in height. Townhouses not fronting Stephenson Street may be up to 3 storeys in height but a varying of building heights is encouraged to provide design interest, a sense of identity to each dwelling and to identify key locations within the subject site.
- Apartment development up to 6 storeys in height is possible on the RGZ2 part of the subject site and is to be developed in conjunction with the RGZ2 land within the Northern Sub-precinct. Development of this part of the subject site will be subject to the detailed and specific design guidelines at Section 8.7 of this report.

8.3 Setbacks

- Buildings should be setback at least 4 metres from Stephenson Street to manage this interface with dwellings on the opposite side of the street.
- Buildings should be setback at least 4 metres from Sutton Street to respond to the nature of future development expected on the east side of the street.
- Apartment development within the RGZ2 part of the site should be set back at least 4 metres from Sutton Street and both adjacent, internal streets.
- Otherwise, buildings should be setback at least 3 metres from internal street frontages.
- Buildings on corner allotments are to be set back at least 1 metre from the side street boundary.
- Architectural features may overhang lower levels and encroach up to a maximum of 0.5 metres into the above stated setbacks, subject to ensuring a high quality architectural outcome suitable for that part of the subject site and provided that there is still sufficient space for a canopy tree to establish in the front garden.
- Buildings are encouraged to be constructed to both side boundaries other than where a setback may be required to meet other Design Guidelines outlined in this Development Plan or the provisions of the GRZ4 or RGZ2.
- Rear setbacks are to be determined as appropriate on a site-by-site basis with certain dwelling typologies (such as rear accessed dwellings or where management of acoustic impacts may drive a particular built form outcome) encouraged to be sited on the rear site boundary.

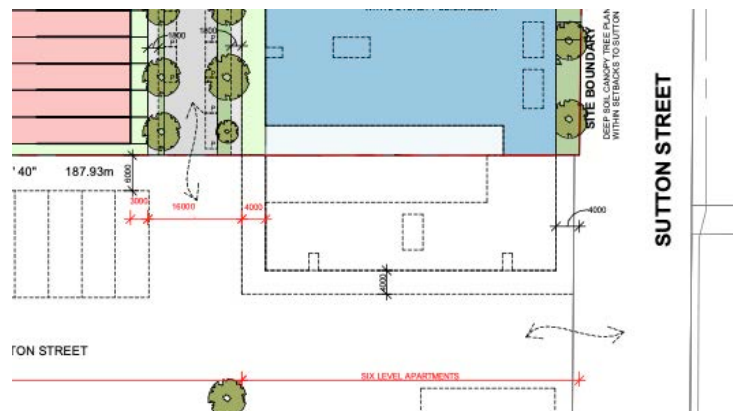


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8.4 Site Edges and Built Form Transition

- Buildings should provide an active address to Stephenson Street, with dwellings fronting the street and being provided with rear access via a laneway. No crossovers are to be provided to Stephenson Street.
- Buildings should be setback 4 metres from Stephenson Street to manage this interface with existing dwellings on the opposite side of the street.
- Any buildings adjacent to existing residential properties at 83, 85 and 87 Stephenson Street should meet Standard B17 (side and rear setbacks), Standard B18 (walls on boundaries), Standard B19 (daylight to existing windows), Standard B20 (north-facing windows), Standard B21 (overshadowing open space) and Standard B22 (overlooking) as they relate to these existing residential properties.
- The built form address to the south boundary of the subject site is to acknowledge the existing industrial use (while still in operation) of the neighbouring property at 5 Sutton Street.
- The Noise and Vibration Assessment that forms part of this Development Plan includes a series of recommended options for how to address this interface should the industrial use remain in operation when developing the subject site. Ultimately, development along the south boundary of the subject site is encouraged to occur as the last stage of development. Should it be necessary (depending on whether the industrial operations on the adjacent site continue), it is anticipated that a temporary 3 metres high noise wall will be located along the south boundary of the subject site unless an alternate arrangement is agreed with Council as being a preferred outcome for future residents.
- Any building or dwelling must be designed so as not to unreasonably overshadow the public open space to the satisfaction of the Responsible Authority. Along the western side of the proposed public open space, development may occur up to 3 storeys in height however, the top level of any building must not cast additional shadow over the public open space between 9am and 3pm when measured at the equinox.
- The interface between development on the apartment site / RGZ2 land and the adjoining apartment site within the Norther Sub-Precinct will be further resolved following a potential land swap between the owners of the subject site and the owners of 41-59 Stephenson Street, South Kingsville. Section 8.7 of this Development Plan outlines some general design guidelines for how this part of the subject site should be developed with the diagram below indicating a potential layout for this part of the site, which is to be developed up to 6 storeys in height.



Indicative apartment layout for RGZ2 land swap area (layout subject to change at detailed design)



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8.5 Internal Amenity for Townhouses

- Adequate cross ventilation and solar access is encouraged to all dwellings, with habitable rooms encouraged to be provided with a window to an external wall, other than where this may be prevented to manage potential acoustic impacts.
- Wherever possible, windows should be operable, even those that need to be screened for privacy purposes.
- To minimise the need for privacy screening, habitable room windows should be separated by at least 9 metres from other habitable room windows proposed within the subject site or, if known, on adjacent sites within Precinct 16 West.
- Given the density of the proposed development there will inevitably be some overlooking of SPOS from other dwellings within the development. Such overlooking should be limited to be from bedroom windows only and should not occur from upper level living spaces.
- Where screening measures are necessary, they should utilise design features applied externally to the building, such as wing walls, fins, screens and the like, with obscure glazing to be used as a last resort.
- All dwellings should provide minimum bedroom dimensions as outlined by the following table.

Bedroom Type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
Second bedroom	3 metres	3 metres

- All dwellings should provide minimum living area dimensions as outlined by the following table.

Dwelling Type	Minimum width	Minimum Area
Studio and 1 bedroom	3.3 metres	10 square metres
2 or more bedroom	3.6 metres	12 square metres

- Given the anticipated residential densities, SPOS is encouraged both at ground level and on the levels above, subject to an appropriate dwelling design and direct access from the main living area of the dwelling to the SPOS.
- Areas of SPOS should be designed to maximum solar access and to encourage interaction with adjacent streets and public open spaces. It is noted that Standard B29 (solar access to open space) may not be achievable for all dwellings given the anticipated density of the future development and predominant, and unavoidable, east-west road network. Nevertheless, any proposal should be mindful of Standard B29 in its location and general provision of SPOS to each dwelling.
- Areas of SPOS and habitable room windows should be appropriately screened to manage overlooking between dwellings on the subject site. Where measures are required to protect privacy, these elements



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should be used sparingly and should seek to ensure that windows are openable while also protecting privacy.

- All dwellings should provide minimum private open space areas and dimensions as outlined by the following table.

SPOS type	Minimum area	Minimum Dimension
ground level	12 square metres	2.4 metres
balcony	8 square metres	1.6 metres
roof terrace	10 square metres	2 metres

8.6 Housing Diversity and Affordability

- Development of the subject site should provide a diversity of housing types for the local area. In particular, it is expected that a range of smaller, family dwellings are to be provided in a townhouse typology with an efficient layout that minimises end construction costs and therefore end purchase cost.
- Smaller, family housing types are encouraged so as to be more affordable but a balance must be struck to ensure that a high level of internal amenity is provided to the future dwellings despite having a small footprint.



****note, this image is for architectural expression only and does not reflect the required setbacks or landscape outcome of this Development Plan***



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Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

- The provision of predominantly townhouses on the subject site will add diversity within the broader precinct with apartment typology (and therefore smaller dwelling sizes) anticipated on that part of the subject site within the RGZ2 and other sites earmarked for apartment development within Precinct 16 East and Precinct 16 West.
- It is anticipated that the majority of dwellings will be provided with between 2 and 4 bedrooms, although smaller and larger dwellings are encouraged in reduced numbers.
- Rows of similar dwellings should not exceed 30 metres or 6 dwellings without a substantial change in dwelling model. This can be achieved through variations in lot width, roof form and window location and should not be through a change in materiality alone.
- Council's Affordable Housing Policy Statement seeks a 10% non-market affordable housing contribution for all Strategic Redevelopment Areas. The details of the affordable housing contribution for this site are still to be negotiated between Council and the landowners.
- All dwellings should meet the Silver Liveable Housing Australia Standards. In addition, 25% of all townhouses should be provided with step-free access to living areas and one bedroom.
- It is anticipated that the majority of dwellings will be provided with between 2 and 4 bedrooms, although smaller and larger dwellings are encouraged in reduced numbers.
- A variety of dwelling typologies and layouts should be provided to suit a range of household types.



Figure 11



Figure 12



Figure 13

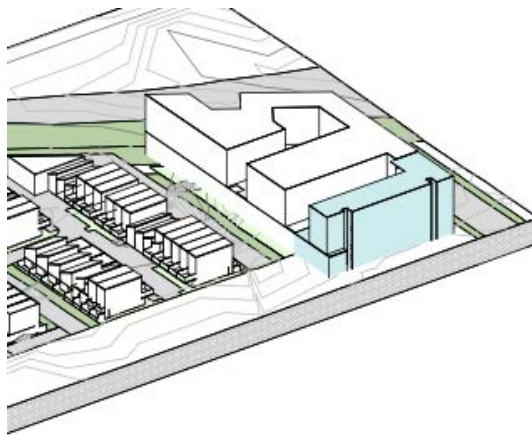


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Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

8.7 RGZ2 – Apartment Site

- That part of the subject site located in the RGZ2 and identified as having potential for residential development up to 6 storeys, is to be developed in conjunction with the adjacent land in the Northern Sub-precinct also located within the RGZ2. It is anticipated that this development will follow a land-swap agreed between the owners of the Central and Northern Sub-precincts. Should however, this land swap not be appropriately negotiated between the landowners then this Development Plan will require amendment as it relates to the development of that part of the subject site affected by the RGZ2.



Indicative built form diagram for the land swap part of the subject site (the diagram is indicative only and subject to change at detailed design)

- The apartment development should incorporate a contemporary architectural design with a cohesive variety of materials that respects the residential built form of the Precinct and surrounding streetscape.
- The apartment building should provide a mix of protruding and recessive elements to reduce the building mass and bulk and further articulate the built form.
- The apartment building should provide a dynamic built form characterised by a two level podium. Building breaks in the form of balconies should be provided to create 'movement' along the southern facade.
- Above the podium, the upper levels should be articulated to be recessive. Breaks should be provided to the upper levels to provide relief in the built form.
- The provision of an internal courtyard at podium level should be encouraged to provide amenity and aspect.
- While the apartment building should be orientated east/west to maximise daylight to dwellings, apartments should also be oriented south to provide passive surveillance towards and take advantage of views over the future public open space.
- Podium levels directly adjoining the railway line and Sutton street should be utilised for car parking to address potential acoustic issues from SMC activities.
- Car parking areas should be accessed via an internal road (not Sutton Street).



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Precinct 16 West: 9 and 9A Sutton Street, South Kingsville



Indicative concept design showing how the façade of the apartment building could be articulated (this image is indicative only and subject to change at detailed design)

- Building entrances, internal spaces, hallways, lobby, elevators and car parking areas should cater for people of all abilities and provide adequate space for prams, bicycles and wheelchairs.
- Acoustic attenuation measures should be incorporated into the building design as recommended in the Acoustic Review (SLR Consulting Australia).
- Apartment layouts should ensure that each unit meets the Silver Liveable Housing Standards, Liveable Housing Design 2017.
- Building services such as substations, fire services etc should be appropriately screened, integrated into the architecture of the building and located to the rear or sides of the building (where possible)
- Development within the RGZ2 should limit overshadowing to no more than one third of the public open space at any time between 9am and 3pm at the equinox.



9am

midday

3pm

- Development should meet the Apartment Design Guidelines for Victoria and meet the objectives Clause 58 of the Planning Scheme as applicable.
- Whilst it is acknowledged there may be overlooking from apartments above, habitable windows and private balconies will be provided with a 9m separation where practical to avoid the need for screening devices



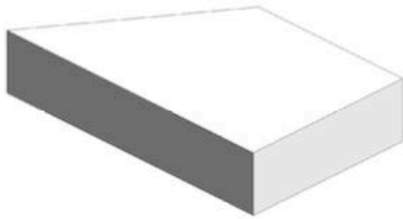
CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

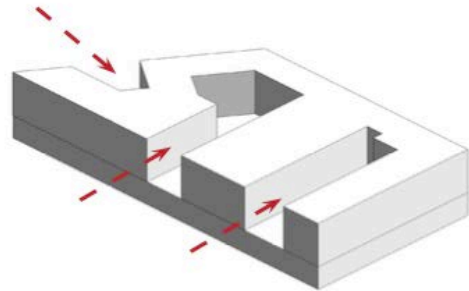
- All habitable rooms to include openable windows.

Design Principles

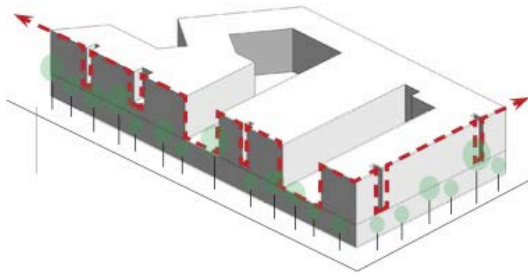
Apartments



MASSING



COURTYARD CUTS THROUGH TO BREAK DOWN MASSING, OPENING TO THE WEST TO ALLOW FOR AMENITY/ OUTLOOK



FACADE ARTICULATION THROUGH THE USE OF VERTICAL BREAKS AND 4M PLANTED SETBACK AT GROUND LEVEL

Apartment Design Principles (Source: CHT Architects)



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Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

9 Traffic Management Plan

The following section of the Development Plan should be read in conjunction with the Traffic Management Report prepared by GTA Consultants and forming part of this Development Plan. The Traffic Management Report discusses the following sections of this report in further detail.

It is noted that the Traffic Management Report has been prepared on the basis that Precinct 16 West will be developed in accordance with the Framework Plan with up to 650 dwellings.

The Traffic Management Report sets out an assessment of the anticipated traffic and transport implications of the proposed development, including consideration of the:

- existing traffic conditions surrounding the subject site;
- traffic generation characteristics of the proposed development;
- proposed access arrangements and internal road network;
- transport impact of the development proposal on the surrounding road network;
- proposed public transport, pedestrian and bicycle links and facilities for the subject site.

9.1 Existing Conditions

9.1.1 Sutton Street

Sutton Street functions as a local street and is aligned in the north-south direction. It is unconstructed with the exception of a short, sealed section adjacent to its intersection with Blackshaws Road.

Sutton Street is a two-way road configured with a two-lane, 9.2 metres wide carriageway set within a 20 metres wide road reserve. Informal kerbside parallel parking is permitted on both sides of the carriageway although it is noted that kerbs are only constructed along the southern section of the street. Sutton Street is subject to a speed limit of 50 kilometres per hour.

Sutton Street carries approximately 650 vehicles per day to the immediate north of Blackshaws Road.

9.1.2 Stephenson Street

Stephenson Street functions as a local street and is aligned in the north-south direction. It is constructed with a two-way, 7 metres wide carriageway set within a 15.5 metres road reserve.

Bus route 432 operates along Stephenson Street between Aloha Street and Blackshaws Road, along the western frontage of the subject site. Kerbside parallel parking is permitted on both sides of the carriageway.

Stephenson Street carries approximately 900 vehicles per day to the immediate north of Blackshaws Road.



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9.1.3 Blackshaws Road

Blackshaws Road functions as a secondary arterial road and is aligned in an east-west direction.

Blackshaws Road is a two-way road configured with a two-lane, 12.5 metres wide carriageway set within a 20 metres wide road reserve. Kerbside parking is permitted on both sides of the carriageway although parking on the southern side of Blackshaws Road is restricted to vehicles less than 10 tonne. Blackshaws Road is subject at a speed limit of 60 kilometres per hour in the vicinity of the subject site.

Blackshaws Road carries approximately 6,850 vehicles per day immediately west of Elizabeth Street (to the east of Sutton Street).

9.1.4 Surrounding Intersections

Key intersections in the vicinity of the subject site include:

- Blackshaws Road and Stephenson Street, which is a 'T' intersection controlled with a stop sign;
- Blackshaws Road and Sutton Street, which is a 'T' intersection controlled with a stop sign;
- Aloha Street and Stephenson Street, which is a 'T' intersection controlled with a stop sign.

9.1.5 Pedestrian and Bicycle Infrastructure

Sealed pedestrian pathways are generally provided on both sides of the majority of streets in the vicinity of the subject site, with the noted exceptions of Sutton Street and along Blackshaws Road where the northern pedestrian footpath terminates approximately 200m east of Sutton Street.

Pedestrian connectivity across the rail line to the north is provided at the northern extent of Stephenson Street and facilitates the shortest pedestrian and bicycle route to Spotswood train station (approximately 1.3 to 1.5km walking distance).

The existing pedestrian infrastructure in the vicinity of the site provides safe pedestrian access from the site to surrounding public transport services, as well as neighbouring land uses located in the vicinity of the site.

The existing bicycle facilities within close proximity to the Site include:

- Blackshaws Road: informal cycling route (wide traffic lane / shared bicycle and parking lane);
- Stephenson Street: informal cycling route (shared motorist / cyclist traffic environment).

9.2 Traffic Impact Assessment

9.2.1 Traffic Generation

The Development Plan is expected to result in approximately 85 peak hour movements.

When considered as a whole with the remainder of Precinct 16 West, the development of this Precinct is expected to generate a moderate increase in traffic volumes along Blackshaws Rd heading westbound in the AM and PM peaks



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respectively, and a moderate reduction in traffic volumes along Blackshaws Road heading eastbound in the AM and PM peak respectively.

9.2.2 Blackshaws Road / Sutton Street Intersection

As part of this Development Plan, Council is requiring signalisation of the intersection of Sutton Street and Blackshaws Road to support the development and enable safe vehicular movements onto Blackshaws Road, as shown on the Framework Plan. This includes interim and ultimate access arrangements to ensure the ongoing maintenance of access to 5 Sutton Street while industrial operations on this site continue.

9.2.3 Sutton Street / East-West Connector Street

A roundabout is to be provided at the intersection between Sutton Street and the east-west connector street running through the subject site.

9.2.4 Stephenson Street

No crossovers are to be provided from lots within the subject site direct to Stephenson Street.

9.2.5 5 Sutton Street

It is noted that the industrial use at 5 Sutton Street benefits from existing access rights along Sutton Street via the intersection with Blackshaws Road. Any works to the intersection of Sutton Street generally, must maintain these access rights while the industrial use continues to operate, with the ultimate residential redevelopment of 5 Sutton Street resulting in the construction of the ultimate layout of Sutton Street, including the intersection with Blackshaws Road.

An indicative interim arrangement for this access to Sutton Street is provided on the following page.

9.3 Internal Road Network

The internal road network will be designed in accordance with the requirements of Clause 56 of the Scheme.

Precinct 16 West (including the Development Plan) is expected to generate up to approximately 3,250 vehicle movements per day, which is anticipated to be spread between the vehicle access points to the surrounding road network (noting that some access points will be provided directly to Sutton Street).

The proposed street layout aims to integrate with the existing road network east and west. The proposed movement networks provide a highly permeable and interconnected neighbourhood that encourages slow moving vehicle traffic, walking and cycling.

The road network provides for a main east-west street connecting Sutton Street with Stephenson Street. Two road connections are provided north from this street creating potential future connections with the neighbouring property to the north, in keeping with the Framework Plan.



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A second road (to the south of the main east-west link) will provide access from Sutton Street through the subject site, with potential access from this street to the adjacent property at 5 Sutton Street, adjacent to the western boundary of the neighbouring site.

Based on the anticipated daily traffic volumes, the specific requirements and recommended minimum dimensions for internal road types are presented in Table 1 as per Clause 56.06-8 of the Scheme.

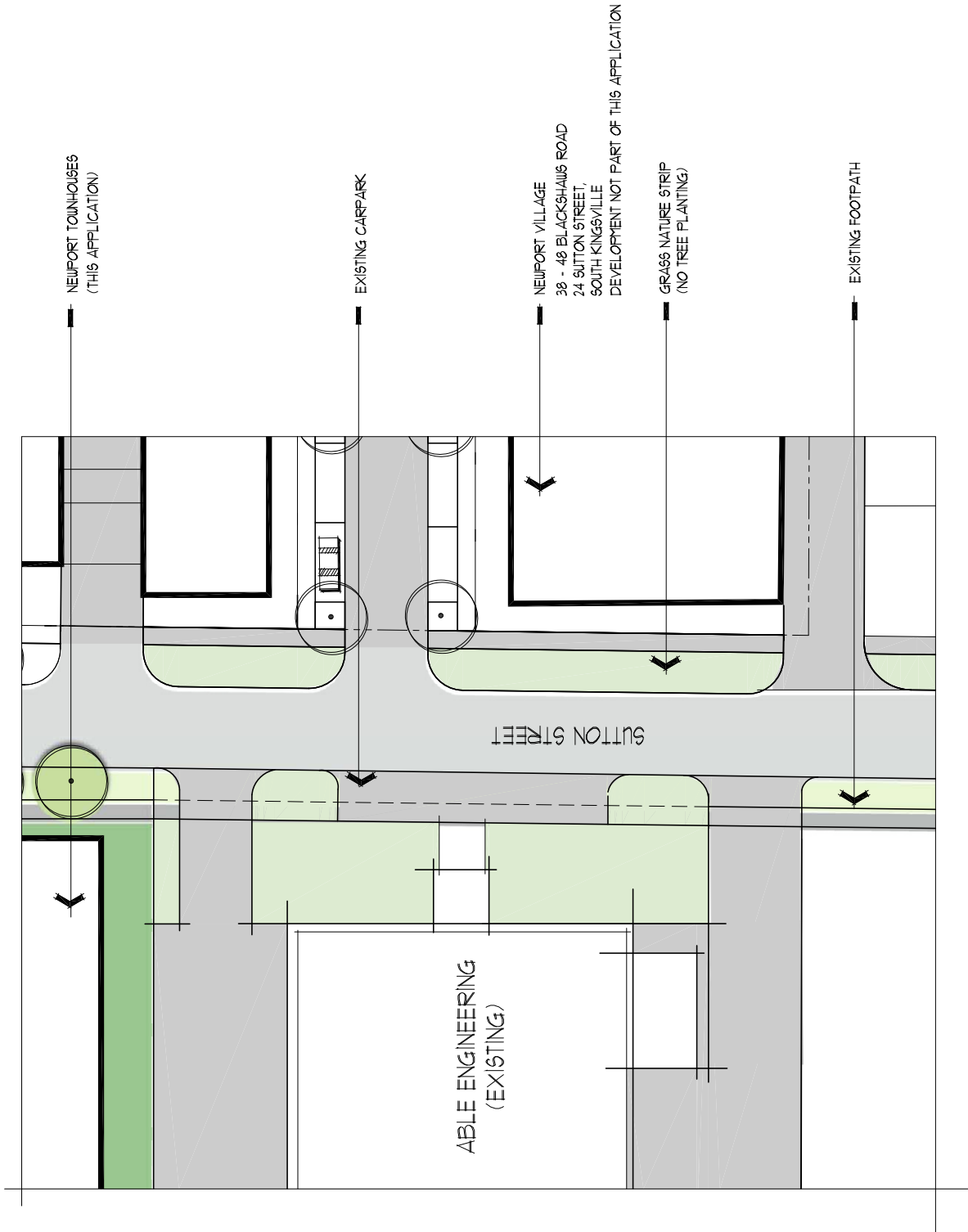
Notwithstanding the requirements of Clause 56.06-8, the main east-west road through the subject site has a road reservation width of 17 metres, accommodating a trafficable lane in each direction, indented car parking on both sides of the street, a 2.5 metres wide shared path to the south side of the street and a 1.8 metres wide footpath on the north side of the street. This road cross section is commensurate with the proposed and ultimately contiguous road through Precinct 16 East. No crossovers are to be provided from lots directly onto this street.

Other access streets are proposed to have a road reservation width of 16 metres, with a trafficable lane in each direction and indented parking to both sides where available.

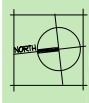
The table below outlines the preferred road reservation widths and arrangements.

Road	Road Type	Indicative Daily Traffic Volume	Carriageway Width	Verge Width	Road Reserve Width	Parking	Footpath Provision
East-West Access Road	Primary Access Road	1000-2500 vehicles per day	11.1m comprising 6.5m trafficable lanes and 2.3m wide indented parking bays to both sides	0.8m adjacent to indented parking and additional landscape where possible	17m	Indented parking on both sides of the street with landscaping between	1.8m footpath on north side, 2.5m shared path on south side
Other Lower Order Roads	Secondary Access Roads	1000-2000 vpd	10.6m comprising 6.0m trafficable lanes and 2.3m wide indented parking bays to both sides	0.9m adjacent to indented parking and additional landscape where possible	16m	Indented parking on both sides of the street with landscaping between	1.8m footpaths to both sides
	Access Lane	300 vpd	6m wide	n/a	6m	n/a	designed as shared space

Table 1: Road Hierarchy Characteristics



ABLE ENGINEERING AND SUTTON STREET INTERFACE





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Street intersections are to be provided with a minimum 3 metres by 3 metres splay. Laneways are to be provided with a 2 metres wide splay where intersecting with a street.

The pedestrian/cycling network will be designed to ensure strong connection to the open space reserve, and the existing residential neighbourhood to the south and west as well as the future residential neighbourhood at Precinct 16 East.

All road cross sections are to be of a sufficient width to ensure street tree planting to both sides of the street.

On street parking will be provided within appropriate locations as summarised below.

All lots fronting Stephenson Street should be provided with vehicle access from the rear.

9.4 Car Parking

It is recommended that all resident car parking be provided off-street such that the on-street spaces are available solely for the use of residential visitors. This visitor parking should ideally be provided at a minimum rate of approximately 0.2 spaces per dwelling, with resident car parking ideally provided at the following rates (unless otherwise supported by empirical evidence at planning permit application stage).

- One and two bedrooms: 1 resident space per dwelling.
- Three or more bedroom: 2 resident spaces per dwelling.

Car parking for future townhouses is anticipated to be provided either within garages, or where lots are front loaded, within garages and potentially within the driveway to the front of the garage. If an apartment typology is proposed then car parking should be provided in a communal car park that is largely screened from view from the street, either through use of basements or sleeving of the car park with active uses.

Visitor parking for any townhouse style proposal is to be provided on street, while visitor parking for any apartment proposal should be provided on private land in accordance with Clause 52.06.

The design and layout of all car parking spaces (including garages and tandem spaces forward of a garage) and access lanes should meet the requirements of Clause 52.06.

On street car parking should be provided along every street. It is therefore desirable that where one side of the street may have front loaded lots limiting the provision of on-street car parking, the opposite side of the street should be provided with rear loaded lots to enable the provision of adequate on-street car parking along every street.

9.5 Walking, Cycling and Bicycle Parking

It is recommended that pedestrian pathways be provided along both sides of all internal access roads including the main east-west road.

It is further recommended that a series of internal pathways be provided to link the dwellings and internal open spaces to pathways external to the site. In particular, a pedestrian and cycling connection is recommended to connect the site to the railway crossing located to the north-west corner of the site. This will include the provision of an off-street, 2.5 metres wide shared footpath along the western side of Sutton Street from Blackshaws Road to the



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east-west connector street, along the southern side of the east-west connector street and also along the western side of the westernmost road connection to the Northern Sub-precinct. As a result, lots with their frontage adjacent to this shared path should be provided with vehicle access from the rear, so as to limit potential conflicts with the shared path users.

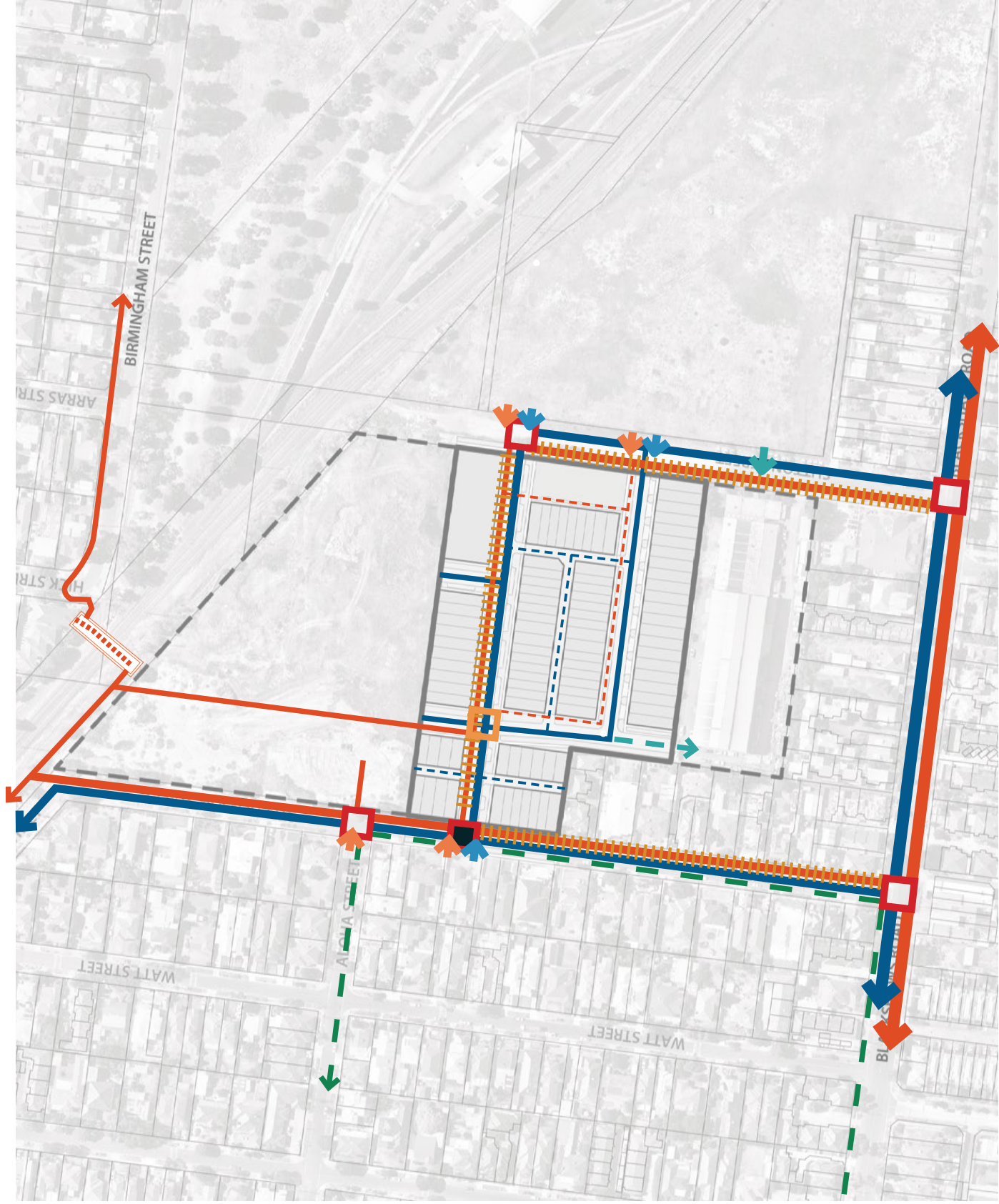
Bicycle parking should be provided to dwellings in keeping with Clause 52.34 of the Scheme. Where Clause 52.34 does not require bicycle parking for a townhouse there should be adequate provision to store at least one bicycle on the lot.

Above bonnet bicycle storage is acceptable subject to it not unduly impacting on the ability to park the necessary number of cars within the garage.

9.6 Public Transport

The notable public transport services operating within the vicinity of the site include Bus Route 432 which operates along Stephenson Street and Blackshaws Road, with the nearest stops on Aloha Street between Stephenson Street and Watt Street, and on Blackshaws Road directly east of Watt Street. Additionally, the Williamstown Rail line is accessible via Spotswood Station approximately 1.5 kilometres walking distance from the subject site. As a result, the subject site does not have excellent access to the PPTN.

Having regard to the existing bus routes in the area, the internal road network will not be designed to accommodate potential future bus routes. It is considered more appropriate that any future services utilise Blackshaws Road, with appropriate pedestrian connectivity to bus stops provided along Sutton Street and Stephenson Street.



LEGEND

- SUBJECT SITE (9-9A Sutton Street)
- Precinct 16 West Boundary
- Primary pedestrian entry
- Key pedestrian zone
- Primary pedestrian & cycle network
- Secondary pedestrian & cycle network
- Existing Pedestrian Bridge over Rail line
- Key vehicle entry
- Primary vehicle movement
- Secondary vehicle movement
- Existing bus route
- Potential Future vehicle entry movement
- Potential Future vehicle pedestrian & cycle
- Key Gateway into Precinct 16
- Key T-Intersection
- Key 4-way Intersection



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10 Landscape Concept Plan

Achieving an attractive public realm is very important on the subject site to ensure that a high quality urban outcome is achieved despite the relatively high intensity of residential development anticipated for the subject site. As residential development is anticipated to have high site coverage and minimal setbacks (including front setbacks), it places greater importance on ensuring that landscape in the public realm is of a high quality and that a layering of landscape is provided within the public realm and front setbacks of private properties.

The Landscape Concept Plan for the subject site has been prepared by FORMium Landscape Architects and Urban Designers and forms part of this Development Plan. The Landscape Site Plan has been included on the following page.

The landscape design intent is to provide a high-quality landscape setting, which is integrated with and complements the architectural design of the townhouses and apartments.

The Development Plan includes a public open space fronting Sutton Street which will provide recreation opportunities for the new residents and a landscape focus for the subject site. This public open space area is equivalent to 5% of the size of the subject site, in keeping with the provisions of Clause 53.01 and ensuring that the public open space contribution will be provided entirely as land. I

It is anticipated that a substation will be located in the public open space however, the substation and associated easement cannot be considered as part of the overall 5% public open space contribution. The substation should be appropriately screened through various landscape techniques to limit impacts on the amenity of the public open space.

A paper road with a width of 1.5 metres should be provided along the front of the townhouses along the western side of the public open space. Any paper road / path required within the public open space to enable access to the adjoining townhouses cannot be considered as part of the overall 5% public open space contribution.

This public open space should be of a high quality landscape outcome and include appropriate amenities as agreed with Council. This space should provide for passive recreation uses and gathering spaces.

Extensive street tree planting is proposed throughout. Opportunities for greening of laneways has been identified and are to be explored while ensuring the main function of these spaces for vehicle movements is not compromised.

Given the high site coverage expected for the proposed residential lots, it is anticipated that landscaping on private land will be minimal. Wherever ground level private open space areas are of a sufficient size, they should support the planting of appropriate canopy trees, with a focus on providing at least one mid-size canopy tree per dwelling, in accordance with the GRZ4. Even where canopy trees are not possible, the greening of private open spaces, and front setbacks in particular, is important.

An overall Landscape Site Plan is provided at **Figure 16**. A landscape concept plan for the local park is provided at **Figure 17**. These plans are conceptual only, with final landscape design and species selection to be reviewed and confirmed at planning permit application stage.



01 GROUP SEAT SEE SAW



02 CUBEYHOUSE / SLIDE / NETS



03 BIRD NEST SWING



04 SWINGS



05 SAND PLAY (ROCK SEATS / EDGING)



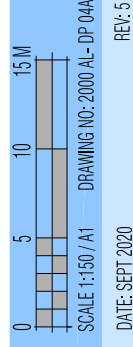
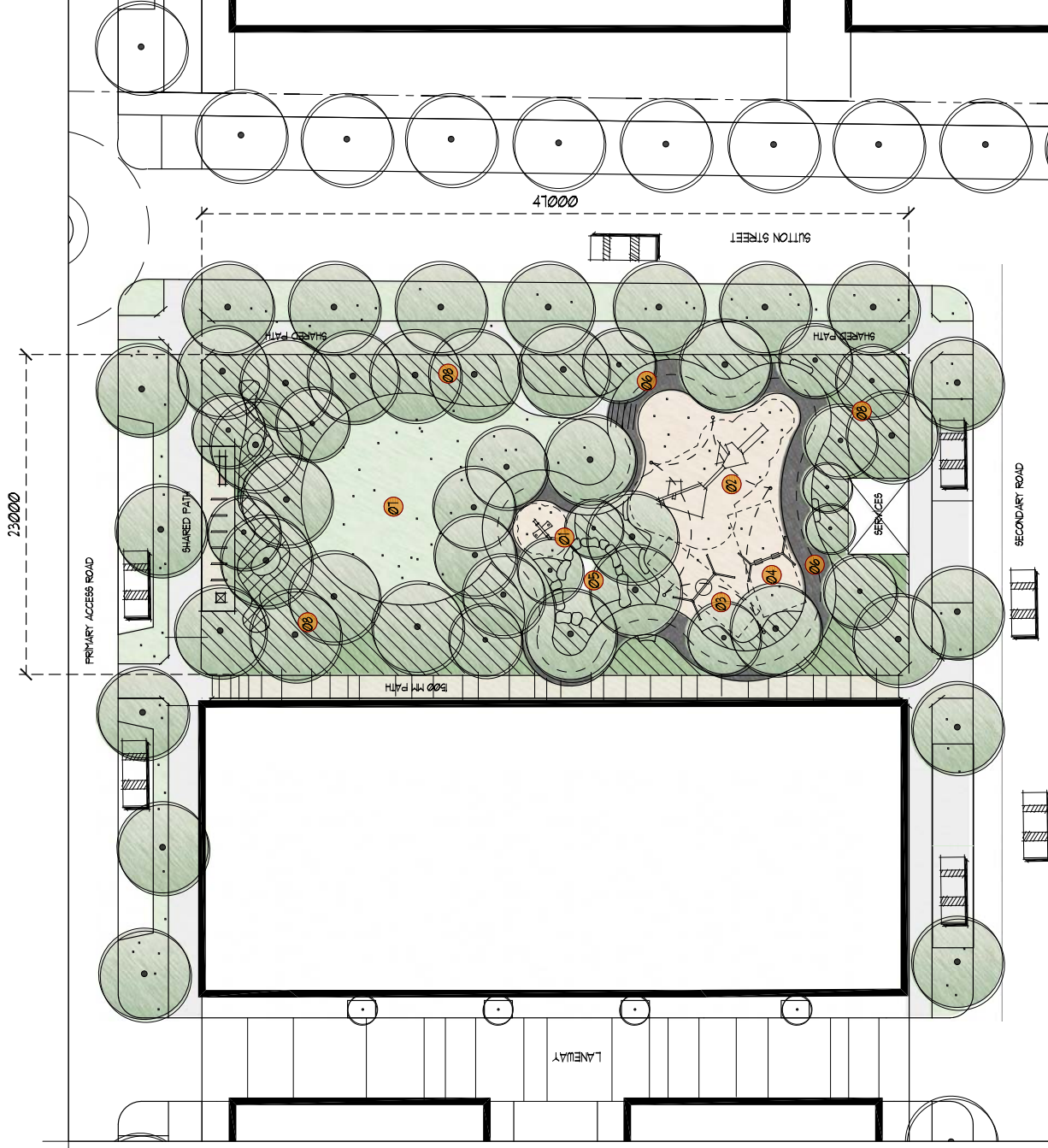
06 BIKE TRACK



07 GRASS OPEN SPACE



08 GARDENBED



SCALE 1:150 / A1
DRAWING NO: 2000 AL- DP 04A

FORM *um*
LANDSCAPE URBAN
ARCHITECTS DESIGNERS



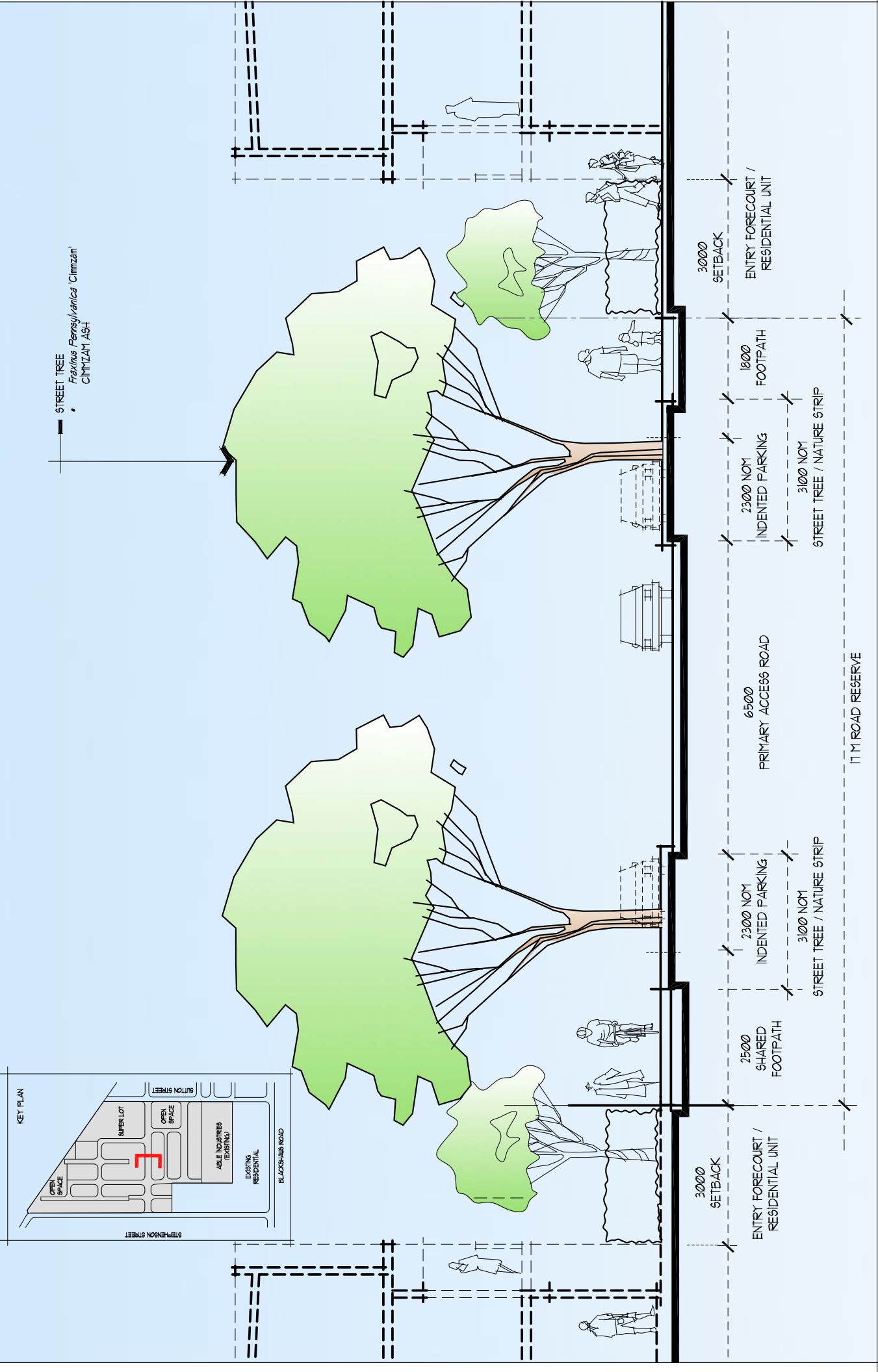
CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

11 Road Cross Sections

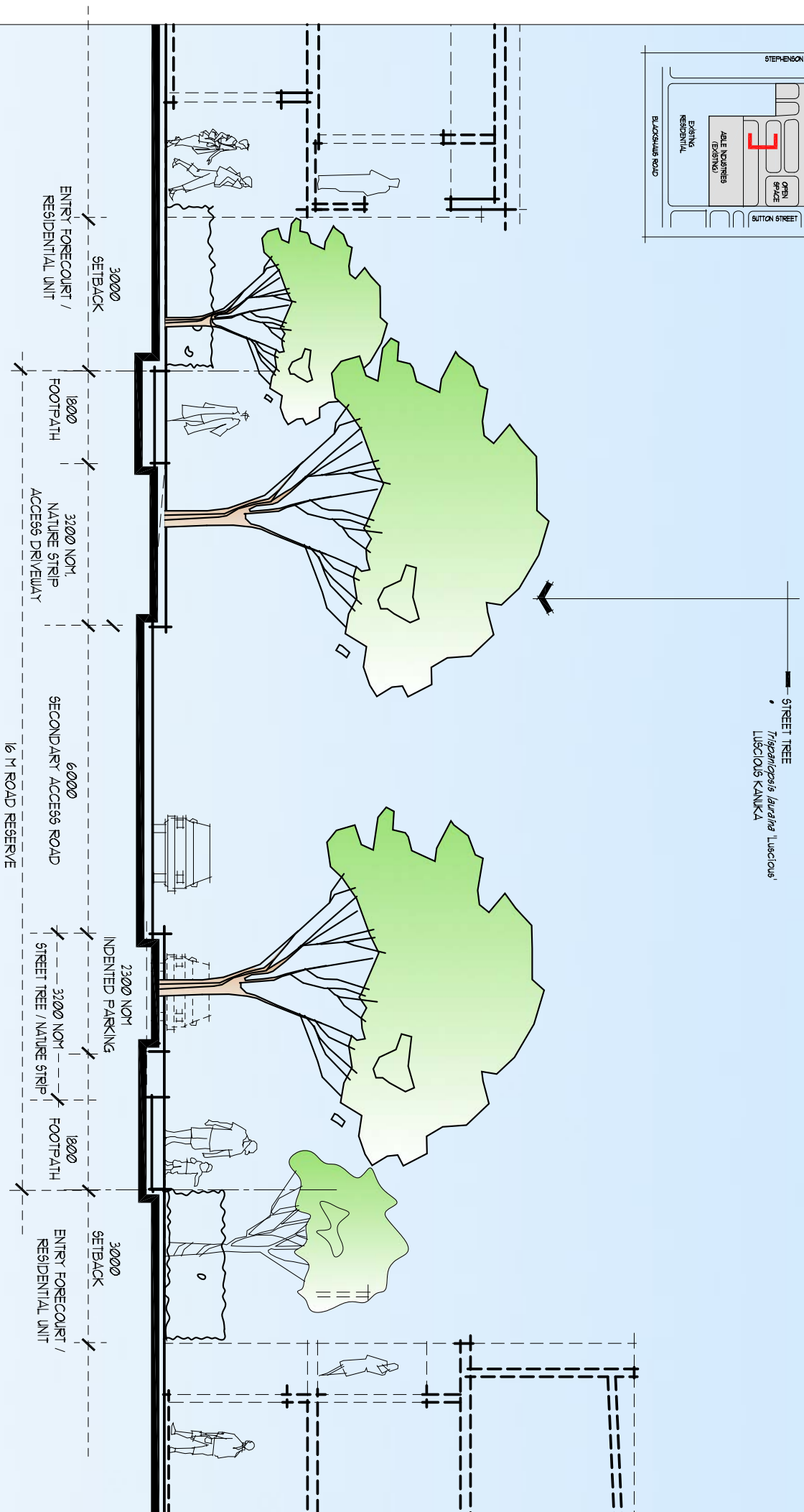
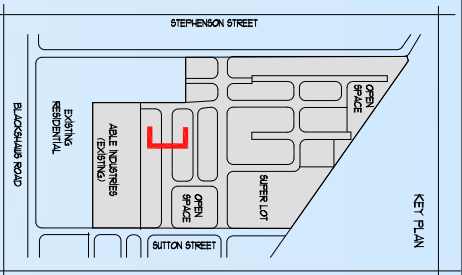
The following indicative road cross sections indicate preferred road cross sections to ensure:

- an appropriate road reservation width to suit the purpose of each road;
- adequate vehicle movements to and through the subject site;
- adequate provision for pedestrian and bicycle movements to and through the subject site;
- adequate provision for on-street car parking;
- footpaths to both sides of the street;
- street tree planting to both sides of the street;
- adequate provision within the road reserves to cater for the infrastructure services underground;
- an emphasis (through ultimate reservation width and landscaping provision) on the main east-west link through the subject site to ensure that it is the most prominent street through the Development Plan area.



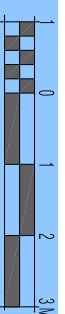
LANDSCAPE SKETCH SECTION (AA) - TYPICAL PRIMARY ACCESS ROAD

Figure 18

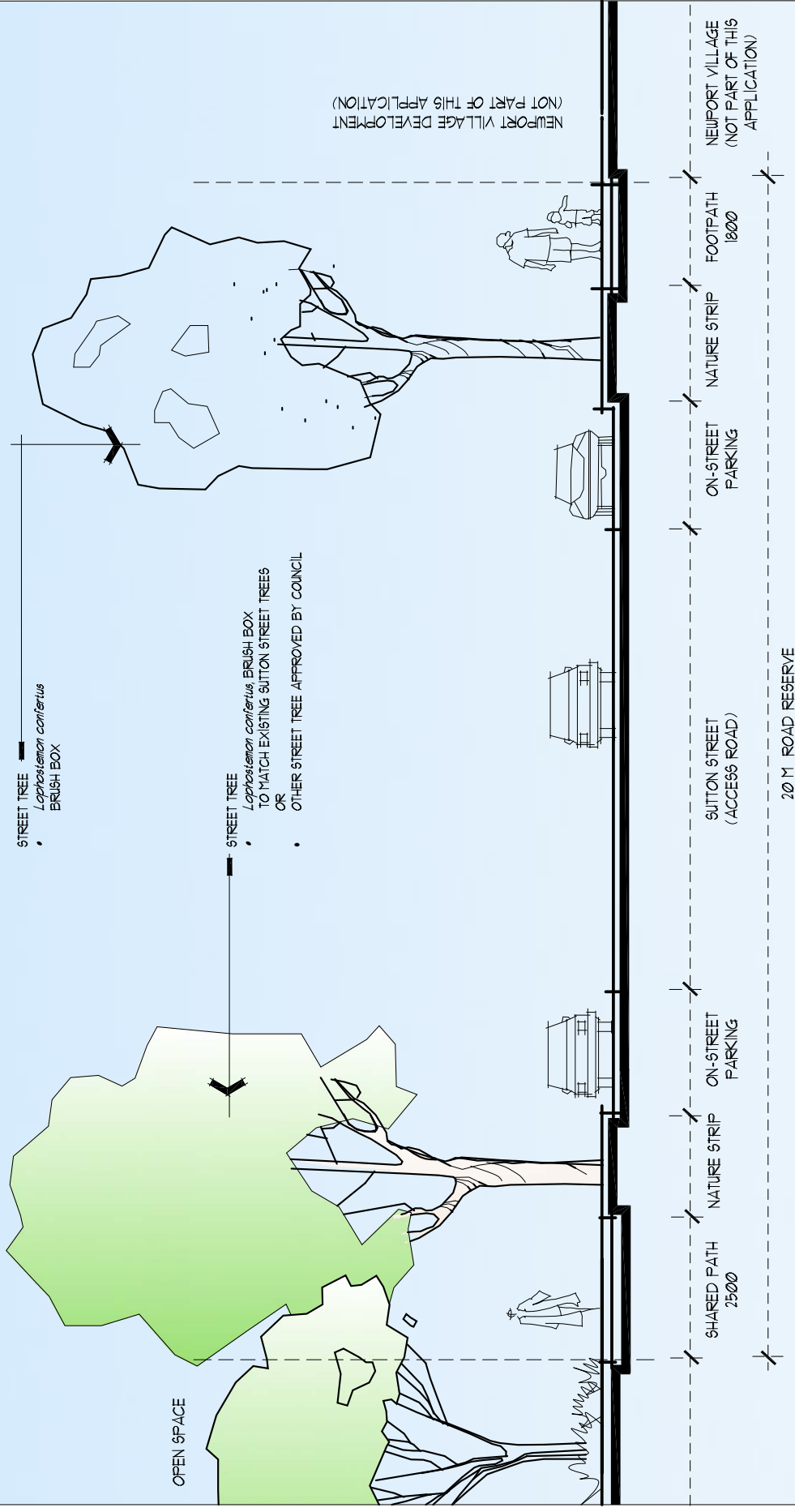


LANDSCAPE SKETCH SECTION (CC) - TYPICAL SECONDARY ACCESS ROAD

Figure 19

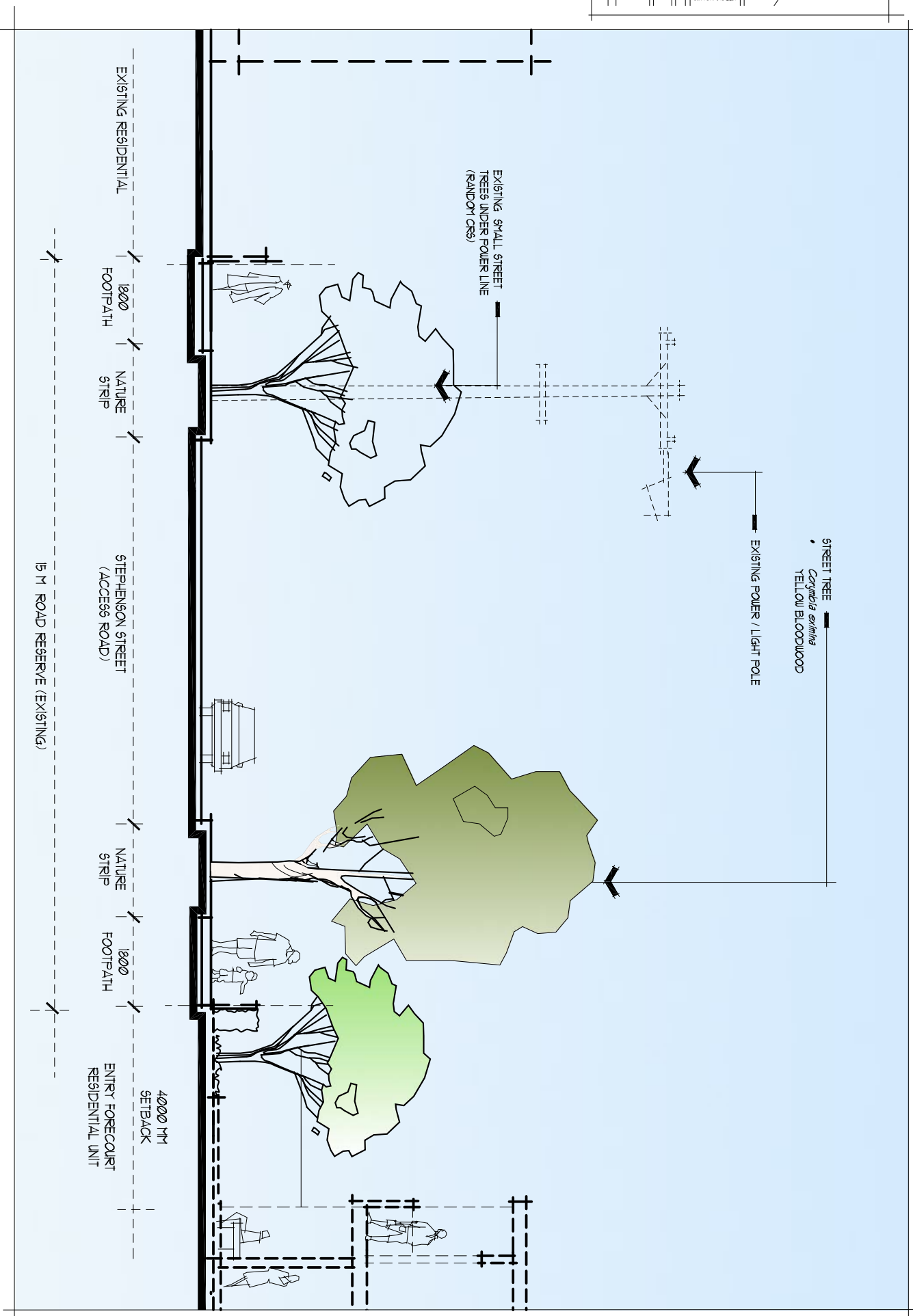
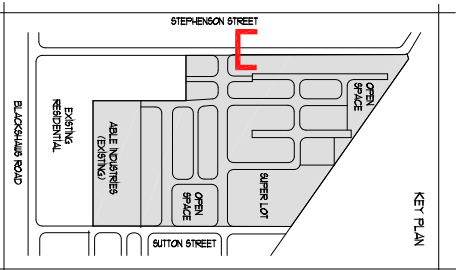


KEY PLAN



NEUPORT VILLAGE DEVELOPMENT
(NOT PART OF THIS APPLICATION)

LANDSCAPE SKETCH SECTION (FF) - TYPICAL SUTTON STREET Figure 21



LANDSCAPE SKETCH SECTION (GG) - TYPICAL STEPHENSON STREET

Figure 22



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

12 Environmentally Sustainable Development

Opportunities for environmentally sustainable design (ESD) on the subject site are influenced by the physical conditions and context, in particular:

- site contamination may limit the opportunities for incorporating Water Sensitive Urban Design (WSUD) initiatives;
- the railway lines and SMC, which are located north of the subject site service freight and interstate trains and pose noise and vibrations issues that must be addressed;
- the predominant east-west road layout, which is driven by the site shape, dimensions and integration with the existing street layout.

The Environmentally Sustainable Development Policy at Clause 22.13 of the Scheme outlines ESD requirements relevant to future development in accordance with this Development Plan and sets out a series of objectives that must be met by future development. Iriwinconsult have prepared a Masterplanning ESD Report that forms part of this Development Plan has been prepared to specifically respond to Clause 22.13, with the ESD Strategy addressing a series of key headings, including:

- Energy Performance;
- Water Resources;
- Indoor Environment Quality;
- Stormwater Management;
- Transport;
- Waste Management; and
- Urban Ecology.

The ESD Strategy outlines a series of initiatives that should be met by future development on the subject site.

Further details of ESD features to be incorporated into any future development on the subject site will be addressed at planning permit application stage through the provision of a Sustainability Design Assessment of Sustainability Management Plan, as required depending on the nature of any future proposal.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

13 Infrastructure

The Infrastructure and Development Contributions Report prepared by O'Neill Group forms part of this Development Plan. This report identifies existing infrastructure services available to the subject site and the method in which new infrastructure is to be provided to future development in the Development Plan area. A summary of the key findings of this report is provided below.

13.1 Water

City West Water is the responsible authority for the provision of water within the area. Potable water supply can be provided to the development from the existing 150mm diameter water main located in Sutton Street and the 100mm diameter water mains located in Stephenson Street and Blackshaws Road.

Upgrades to the water mains within Blackshaws Road may be required given the scale of the proposed development.

13.2 Stormwater

Hobsons Bay City Council is the responsible authority for the provision of stormwater drainage in the area.

There are existing stormwater drains within Stephenson Street and Blackshaws Road. There are no existing drains within Sutton Street. As the existing pavements within Sutton Street are part asphalt to the south and gravel to the north, the surface and drainage of Sutton Street will need to be upgraded.

There are stormwater system upgrades required in the local area in association with the development of Precinct 16 more broadly, as outlined in the Infrastructure and Development Contributions Report and as expected to be confirmed at planning permit application stage. It is anticipated that stormwater will be appropriately managed on site through over-sized stormwater pipes.

A Stormwater Drainage Strategy Report forms part of this Development Plan, outlining in detail proposed measures to manage stormwater on the subject site.

13.3 Sewerage

City West Water is the responsible authority for the provision of sewer in this area.

The existing 150mm and 225mm diameter sewer mains and easements running through the subject site will have sufficient capacity to provide sewerage facilities for the proposed development.

13.4 Gas

Ausnet services is the responsible authority for the provision of gas in the area. The subject site is located in a high pressure gas area (over 70 kPa). There are existing 40, 50 and 300 millimetre diameter gas distribution mains within Stephenson Street and 63 millimetre diameter gas distribution mains in Blackshaws Road and Sutton Street.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

There is sufficient gas infrastructure within the vicinity of the subject site to cater for the proposed development. The development will connect to the existing mains in Stephenson Street and Sutton Street.

13.5 Telecommunications

Telstra has underground pit and pipe infrastructure within the street frontages to the site. The existing facilities lead in services are off Stephenson Street and Sutton Street.

It is anticipated that both new fibre and copper lead-in services will be required for the new development. Copper lines will be provided for the safety services with fibre lines for the data and telephony.

An application will be submitted to the National Broadband Network (NBN) to determine if the site is eligible to receive NBN Fibre. There are NBN assets within Blackshaws Road and it is likely that NBN or other broadband assets will be required for this development.

13.6 Electricity

Jemena is the responsible authority for the distribution of electricity in the area.

There are existing overhead low voltage and high voltage infrastructure in Stephenson Street and Sutton Street frontages. The site is fed from two existing substations with underground cable easements connected to overhead poles in the Sutton Street frontage. There is also a pole mounted substation at the north end of Sutton Street which appears to be supplying the VicTrack site.

The electrical demand of the proposed new site development works will exceed that of which can be provided by the existing overhead high voltage service cables. Two kiosk substations will be required on site to cater for the increased electrical demand. The kiosk substations will each require an easement reserve of 7.2 metres long by 7.2 metres wide and will need to be located on the Stephenson Street and / or Sutton Street frontages to avoid additional cable easements, with the expectation that the substation adjacent to Sutton Street is located within the proposed public open space.

13.7 Existing Easements

There are a series of existing easements affecting the subject site. Any planning permit application for the development of the subject site must address the need to remove and or vary the location and extent of these easements, as well as the placement of new easements on the subject site as necessary.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

14 Site Remediation

The objective of the Development Plan in relation to site remediation is to present a framework for the overall management of contaminated land issues at the site in a manner that is integrated with the redevelopment plans and the requirements of the State legislation on the assessment and management of contaminated land.

It is noted that an EAO affects the subject site and the requirements of the EAO must be met as part of any planning permit application process.

A Site Remediation Strategy has been prepared by ESG Environmental Pty Ltd and is submitted as part of this Development Plan. This Strategy has been prepared in direct response to the requirements of the DPO2.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

15 Noise and Vibration

A Noise and Vibration Assessment has been prepared by SLR Consulting Australia Pty Ltd and supports this Development Plan. This Assessment focusses on the potential noise and vibration impacts to Precinct 16 West from the existing and surrounding uses and includes:

- an assessment of potential noise impacts from nearby industrial uses, including most notably the SMC and the existing operations at 5 Sutton Street;
- an assessment of potential train noise;
- an assessment of potential train vibration.

The assessment identifies that Precinct 16 West is potentially impacted by rail noise and vibration from the railway lines to the north and also from noise emanating from the SMC to the northeast. Noise emanating from the existing industrial operations at 5 Sutton Street must also be managed at the southern interface of the subject site, while these non-residential uses continue to operate.

The assessment concludes that the proposed development of Precinct 16 West and Precinct 16 East provide for an ultimate SEPP N-1 compliant outcome across both precincts through various measures including shielding structures and barriers along the railway corridor interface that will be in place when the precinct is fully development. The assessment also demonstrates that the future development of the subject site will be SEPP N-1 compliant once the non-residential use at 5 Sutton Street ceases operation and is ultimately developed for residential purposes, as anticipated by the DPO2.

It should be noted that there is uncertainty regarding the potential noise impacts, including that the levels of noise emanating from adjacent non-residential uses (in particular the SMC and 5 Sutton Street) is expected to change over time. The assessment also notes that there are potential issues associated with development staging in advance of the ultimate arrangements at the railway corridor interface that each developer will need to address and which may result in temporary acoustic shielding depending on the sequencing of development. The exact nature of these measures will be determined at planning permit application stage when there is a better understanding of the developed status of Precinct 16 East and West.

As a result, measures to ensure the appropriate treatment and management of noise and vibration impacts in the ultimate arrangement as well as at various stages of the future development will need to be prepared as part of any future planning permit applications for development of the subject site. These measures should have due consideration of appropriate urban design outcomes and balancing these objectives while ensuring an appropriate level of amenity for future residents both as an interim and ultimate arrangement on the subject site.

As outlined previously in this regard, it is anticipated that, unless otherwise agreed with Council, a 3 metres high acoustic fence is located along the south boundary of the subject site to address potential noise emanating from the industrial operation at 5 Sutton Street, should this use remain in operation when developing that part of the subject site.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

16 Waste Management

A Waste Management Plan (WMP) prepared by Leigh Design forms part of this Development Plan.

The WMP outlines that Council will provide waste collection services to all townhouses, collecting the waste on-site along the internal roadways and laneways. Each townhouse will store its own bins on site, in a location that is appropriately obscured from view from the street.

Apartment proposals will be provided with communal bins within basement / enclosed car parking areas, with waste to be collected by private contractor.

The WMP outlines additional detail regarding bin size and frequency of collection, as well as measures to encourage recycling.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

17 Major Pipeline Infrastructure

As summarised previously in this report, there are a series of major pipelines in proximity to the subject site, including a series of gas pipelines (including one along Stephenson Street adjacent to the subject site) and a petroleum pipeline.

The various pipelines have different requirements relative to the construction, operation and density of future development within the Development Plan area. The relatively low-density (in terms of considering risks in terms of pipeline proximity) outcome proposed for the subject site being predominantly townhouses, will appropriately respond to the pipeline proximity and it is noted anticipated that responding to the pipeline infrastructure will impact on the layout indicated by the Development Plan.

Nevertheless, a Pipeline Safety Management Plan must be prepared in conjunction with the relevant authorities and stakeholders as part of any future planning permit application. It is anticipated that this management plan will implement appropriate construction management procedures to ensure the protection of, and minimise the threat from, the pipelines.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

18 Staging

The development of the Development Plan, including roads, is envisaged to occur in stages. The staging of the dwellings will be coordinated with the staging of the infrastructure to ensure the amenity of early stages is unaffected by the construction of the later stages.

It is anticipated that completed stages will be occupied by the intended use whilst remaining stages are being completed. A detailed Construction Management Plan will be prepared prior to commencement of permitted buildings and works, as required by the DPO2. This document will detail the management of the construction process, as well as access requirements and interface treatments during various stages.

It is anticipated that the subject site will be developed in a west to east direction, with the first dwellings to be completed adjacent to Stephenson Street and the site generally developed to the east so as best to manage the interface with the existing industrial operations at 5 Sutton Street and to manage interim arrangements to address noise from the SMC.

Refer to the Staging Plan provided at **Figure 17** for further details.

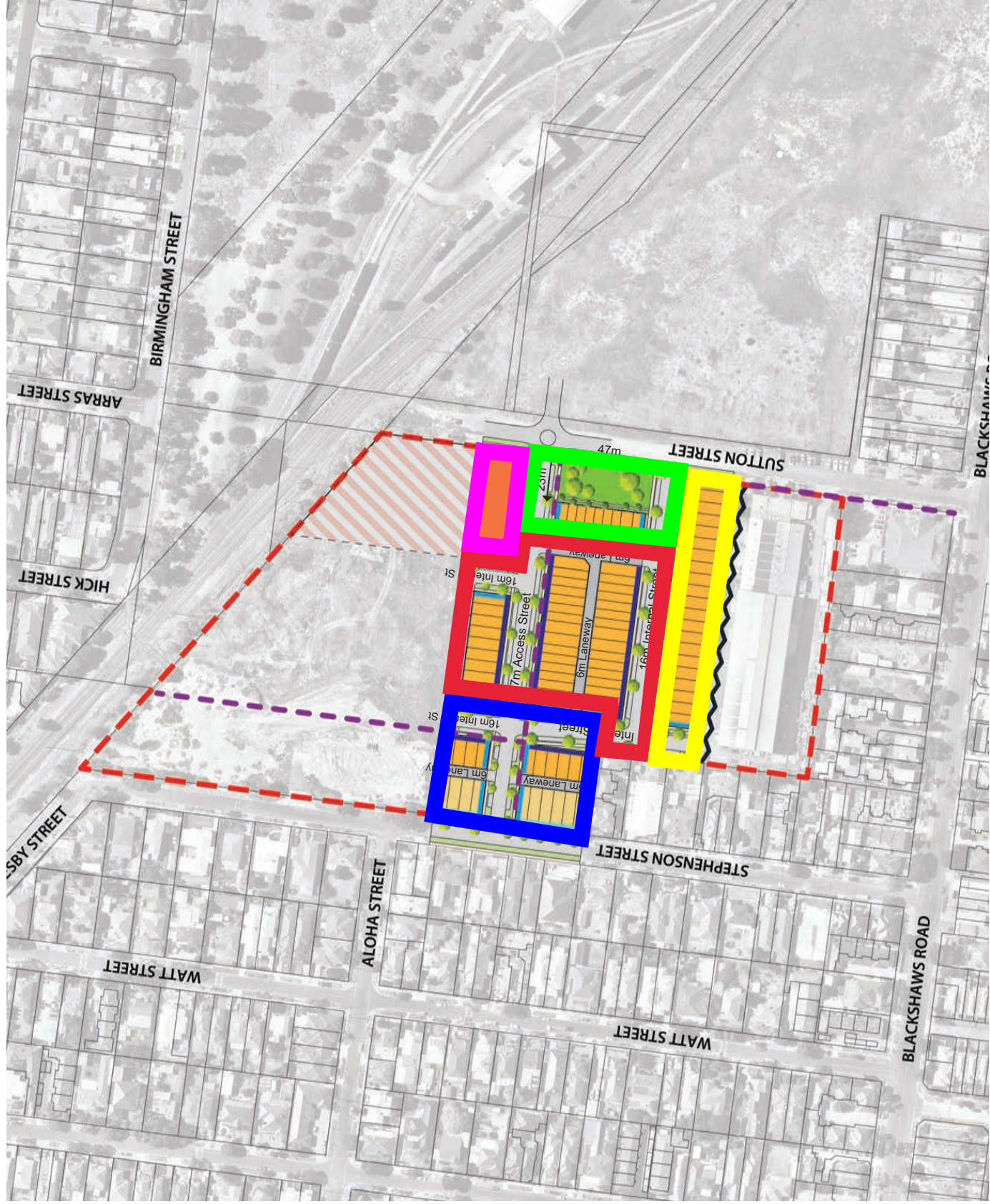


Figure 23



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

19 Response to Clause 56

A Development Plan ultimately proposing residential subdivision must provide a response to Clause 56, notwithstanding that the full details of the proposal for the subject site are as yet unknown. It is also noted that the proposed development of the subject site will be in the form of an integrated residential development, as opposed to a standard subdivision of the land to create vacant lots.

Nevertheless, an assessment against the objectives and standards of Clause 56 is provided below.

19.1 Clause 56.01 – Subdivision Site and Context Description and Design Response

The requirements of Clause 56.01 are addressed by the site and context description provided in Section 4 of this report.

19.2 Clause 56.02 – Policy Implementation

The relevant aspects of the State and local planning policy framework are outlined above in Section 3 of this report.

This Development Plan implements the provisions of the DPO2 and in this way specifically implements established planning policy.

The proposal achieves the requirements of Standard C1.

19.3 Clause 56.03 – Liveable and Sustainable Communities

The movement network has been designed to facilitate easy pedestrian, vehicle and bicycle movement through the subject site and to link with existing and future networks on adjacent land. The subject site is within easy walking distance of bus services along Stephenson Street and also train stations and other transport options as outlined in Section 4 of this Development Plan.

The subject site and proposed development are of a scale that does not necessitate planning or development of community facilities.

The provisions of the DPO2 and this Development Plan, including the detail design guidelines outlined at Section 8, will ensure that a new urban place is created with identity and character, with a coherent urban design that will create a sense of place and cultural identity and achieve the intended character for this new neighbourhood.

19.4 Clause 56.04 – Lot Design

The Development Plan achieves an increase in housing densities on an urban infill site that will lead to the creation of a walkable neighbourhood close to existing services and facilities, including public transport. The subject site has been specifically identified by the planning policy framework to accommodate increased residential densities, such as



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

that outlined by this Development Plan. It is noted that all future lots will have access to bus services less than 400 metres walking distance away.

The Development Plan indicates a proposal that will increase the diversity of housing product available in the local area, with a specific focus on providing families homes with a small footprint but high amenity.

As the Development Plan indicates an integrated, infill development, the lot area and building envelope provisions at Clause 56.04-2 are not relevant. Furthermore, the lot orientation is substantially driven by size and shape of the subject site and the need to respond to the existing street networks in the area. This means a predominantly east-west road network, which subsequently guides solar orientation to future lots.

All future lots will have direct access and frontage to a street or public open space.

There are no common areas proposed within the subject site apart from the streets and area of public open space.

19.5 Clause 56.05 – Urban Landscape

A landscape concept plan prepared by FORMium Landscape Architects and Urban Designers forms part of this Development Plan, providing guidance on the creation of an integrated urban landscape and general landscape theme throughout the subject site. This concept plan is to be elaborated on by future planning permit applications.

The proposed public open space is of a size and is located as such that it will provide a local park that will form part of the extensive network of public open spaces in the broader locality. The public open space will be equivalent to 5% of the total size of the subject site.

19.6 Clause 56.06 – Access and Mobility Management

A full response to access and mobility objectives and standards outlined by Clause 56.06 is provided as part of the Traffic Impact Assessment that forms part of this Development Plan.

19.7 Clause 56.07 – Integrated Water Management

In accordance with Standard C22, all lots will be supplied with drinking water to the boundary of the lot to the satisfaction of the relevant water authority.

All lots will be connected to reticulated waste water systems in accordance with the requirements of the relevant water authority and the Environmental Protection Authority.

Rainwater tanks and some permeable paving will be provided as part of future development of the site as water sensitive urban design measures. Depending on the environmental audit outcomes, other integrated approaches that create cooling environments and improve the amenity of the development, such as passive irrigation, swales, rain gardens, bio-retention ponds and the like, will be encouraged.

Further information regarding water management will be provided as part of future planning permit applications.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

19.8 Clause 56.08 – Site Management

The requirements of Standard C26 will be addressed by the submission of a Construction Management Plan in accordance with the DPO2 and a condition to be included on any future planning permits.

19.9 Clause 56.09 – Utilities

In accordance with Standard C27, shared trenching for reticulated water, gas, electricity and telecommunications will be incorporated where practicable.

Public utilities will be provided to each lot in a timely, efficient manner and in accordance with the requirements of the relevant servicing authorities and as part of the construction of each dwelling.

Detailed information regarding the location of fire hydrants and public lighting will be provided at the detailed engineering phase of the development following the issue of future planning permits.



CENTRAL SUB-PRECINCT DEVELOPMENT PLAN

Precinct 16 West: 9 and 9A Sutton Street, South Kingsville

20 Conclusion

The development of 9-9A Sutton Street, South Kingsville is consistent with State and Local Government planning policy which supports the revitalisation of strategic redevelopment sites and urban consolidation in well-served locations.

The development will offer a vibrant and sustainable residential community that will integrate with the existing urban environment and make good use of the existing services in the broader locality.

The land represents a significant opportunity for a high quality infill development that will provide a unique neighbourhood identity and provide an important contribution to housing diversity and affordability within this neighbourhood.

It is anticipated that the subject site will be developed with relatively intense residential development, including smaller family housing on small lots and with efficient townhouse layouts. This dwelling typology requires variations from the normal provisions of Clause 54 and 55, as identified as appropriate throughout this Development Plan.

The proposed movement network will integrate the subject site with the broader neighbourhood and will provide for safe and convenient pedestrian, bicycle and vehicle access into and through the subject site.

A high standard of public realm will be created on the subject site to ensure an appropriate urban outcome despite the relatively intense nature of the future development. This places an emphasis on ensuring that high quality landscapes are provided in the public realm with little opportunity for landscaping anticipated on private land, with the exception of front setbacks.

Development of the Central Sub-precinct in accordance with this Development Plan ensures that the subject site is realised in a manner which respects the preferred character of the area and setting a new benchmark for sustainable infill development.