Tottenham Employment Precinct Framework Plan For Maribyrnong City Council

January 2020

Maribyrnong CITY COUNCIL

PLAN2PLACE

This report is the Tottenham Employment Precinct Framework Plan for Maribyrnong City Council. It has been prepared by the consultant team of Plan2Place Consulting with expertise, advice and inputs from Ethos Urban, Peter Boyle Landscape + Urban Design, Movement and Place Consulting, Cardno, GJM Heritage and Wayfarer Consulting.

The report issue date is 29 January 2020.

Every reasonable effort has been to validate information provided by the client, stakeholders and other participants in the preparation of this report throughout the project during February 2019 – January 2020.

The report has been prepared in conjunction with Maribyrnong City Council and is based upon up-to-date information provided at the time of report preparation and finalisation.

Table of Contents

List of Figures

VISION

Tottenham will undergo renewal over the next 30 years becoming a desired inner-city fringe industrial precinct servicing the needs of the city. Amenity improvements and built form guidelines will increase job densities capitalising on the unique locational benefits between the central city and the port, state significant industrial land to the west, rail and road infrastructure, the range of lot sizes and accessibility for the workforce. Stony Creek access will provide benefits for both businesses and the community in conjunction with amenity improvements across the precinct.

OBJECTIVES

1. To protect the industrial use of the precinct and enhance the range of employment opportunities
2. To create the road network and infrastructure that supports the precinct's modern industrial needs.
3. To create an active transport network across the precinct to support worker access integrated into the broader network.
4. To enhance the image and amenity of the precinct as a desirable place for investment and improved worker facilities.
5. To protect and enhance the environmental qualities within the precinct.
6. To market the precinct as a desirable inner-city fringe industrial precinct.

1. Introduction

The Tottenham Employment Precinct is a 253.6 hectare precinct of industrial land in the City of Maribyrnong, west of Melbourne's Central Business District (CBD). The precinct has been identified as a Core Employment Area (CEA) in the *Maribyrnong Economic and Industrial Development Strategy* (MEIDS) *2011*. The precinct forms part of the Western Region State Significant Industrial Precinct (SSIP) identified in the metropolitan planning strategy *Plan Melbourne 2017-2050.*

The Tottenham Employment Precinct developed post World War 2 with intense periods of industrial development between 1945 - 1950 and 1963 - 1982. The SSIP extends from the adjacent West Footscray Employment Precinct through to Derrimut and Laverton. The precinct is in close proximity to the Port of Melbourne which has influenced land uses and industry within the precinct.

The precinct is well serviced by road and rail infrastructure with both passenger and rail freight services. Many sites have rail sidings that have enabled the use of rail for the transport of goods to and from businesses, though none are currently in use, being superseded by a preference for road over rail in recent decades.

The precinct's future has traditionally been linked to the Tottenham Rail Yards located to the north of the precinct and the Newport to Sunshine freight rail line running along its western border. The precinct is surrounded by arterial roads however access to the freeway network is limited and the internal road network is generally poor.

There is a diversity of businesses within the precinct ranging from new factoryette development through to container storage, recycling services and manufacturing industry. Established businesses such as Cargill and Daysworth are strongly committed to the region investing heavily in modern technology and practices. They contain a strong workforce base that would benefit from improved worker amenities within the precinct. Tottenham includes a major hazard facility in the centre of the precinct which places some constraints on adjacent land uses and activities. A high pressure petroleum fuel line traverses the western side of the Newport to Sunshine freight rail line placing some constraints on the precinct.

Stony Creek runs through the centre of the precinct and is increasingly valued by the broader community as an opportunity to connect to the open space and active recreation network. Apart from the creek environment east of Paramount Road, the creek and its environs west of Paramount Road are within private ownership, have been substantially modified, impacted by contamination and are in an overall poor state.

Some land within the precinct is under-utilised and appears tired and run down. This provides opportunities to revitalise sites to meet the needs of future industries and capitalise on its locational benefits. Recent investment by the Victorian Government including the West Gate Tunnel and Melbourne Metro projects demonstrate a commitment to improving regional access which will be further enhanced by inland, airport and suburban loop rail projects.

The Tottenham Employment Precinct is shown in **Figures 1** and **2**.

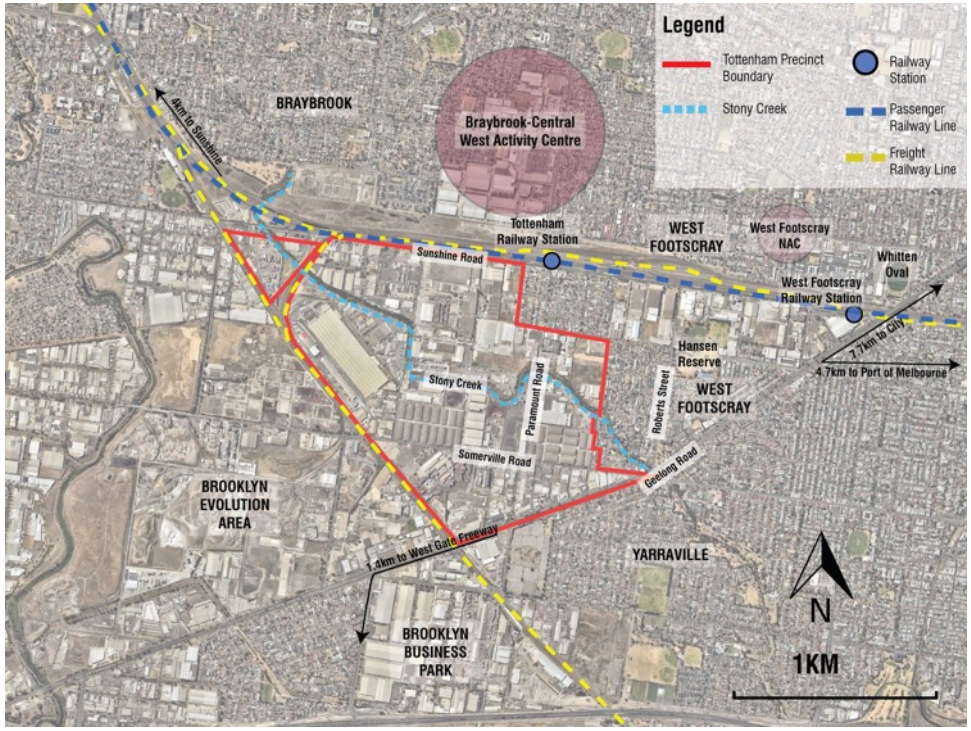


Figure 1: Tottenham Employment Precinct – Boundary and Location

2. The Framework Plan

2.1 Function

The purpose and function of the Tottenham Employment Precinct Framework Plan is to guide the future of the precinct including activities, infrastructure, physical environment and amenity within the employment precinct.

Council has engaged Plan2Place Consulting (in conjunction with subconsultants) to prepare the framework plan with input and assistance from land holders, State government, public authorities and agencies.

Figure 2: Tottenham Employment Precinct – Boundary and Location: Aerial Imagery

The framework plan addresses parameters for preferred land uses and development within the employment precinct. It provides built form and guidance on the management of the interface with surrounding residential land uses, along with the development and management of public infrastructure. This will guide businesses, the community, government, and the development industry about appropriate directions and opportunities for change.

2.2 Background Research

This framework plan is informed by framework plans prepared in 2014 and a Background Report prepared in 2019 which provides a review and update of background information drawn from a range of sources including:

- Maribyrnong Economic and Industrial Development Strategy, Part 1 - Economic Development Strategy, 2011.
- Maribyrnong Economic and Industrial Development Strategy, Part 2 - Industrial Land Strategy, October 2011.
- Plan Melbourne 2017-2050.
- Victorian Freight Plan, 2017.
- Tottenham & West Footscray Precinct Framework Plans, 2014.
- Maribyrnong Bicycle Strategy, 2014.
- Hansen Reserve Masterplan March, 2018.
- Maribyrnong Housing Strategy, 2018.
- Maribyrnong Housing Strategy 2018 – Technical Report, 2018.
- Maribyrnong Open Space Strategy, 2014.
- Stony Creek Directions Plan, 2011.
- Maribyrnong Street Planting Strategy, 2013.
- Maribyrnong Integrated Transport Strategy, 2012.
- West Footscray Neighbourhood Plan Issues Paper, 2018.
- West Footscray Neighbourhood Plan, 2018.
- Greening the West Strategy.
- Urban Forest Strategy, Draft, 2018.
- Maribyrnong Planning Scheme.

Copies of these documents are available from Council's website at:

https://www.maribyrnong.vic.gov.au/Home

2.3 Vision and Objectives

The framework plan defines a long-term vision to guide the future of the Tottenham Employment Precinct and a set of objectives, strategies and actions that will be implemented over the coming decade.

While it is recognised that the achievement of the vision will take many decades, it is important that Council has a contemporary plan in place to manage the precinct's transition and can allocate resources accordingly, advocating to State Government for the necessary supporting investment.

2.4 Planning Framework

The framework plan embodies *Plan Melbourne 2017-2050* strategic objectives to ensure that land use and transport planning and investment contribute to economic, social and environmental goals. It has been prepared in accordance with State planning policy and guidelines for employment precincts and framework planning.

The framework plan supports the objectives of both the Maribyrnong Municipal Strategic Statement (MSS), the MEIDS, the Stony Creek Directions Plan and a range of other adopted Council policies.

The Tottenham Employment Precinct is largely zoned Industrial 1 Zone with Industrial 3 zoned land along its eastern edges adjacent to residential uses. There is a small pocket of Commercial 2 zoned land along Geelong Road at the eastern end of the precinct. There are a number of heritage listed properties affected by the heritage overlay within the precinct with a concentration along Sunshine Road. The land along Stony Creek is subject to the Land Subject to Inundation and Special Building Overlays. A Public Acquisition Overlay affects the arterial roads of Paramount and Sunshine Roads relating to their expansion or duplication but is yet to be enacted.

Existing zones and overlays in the Tottenham Employment Precinct are shown in **Figure 3**.

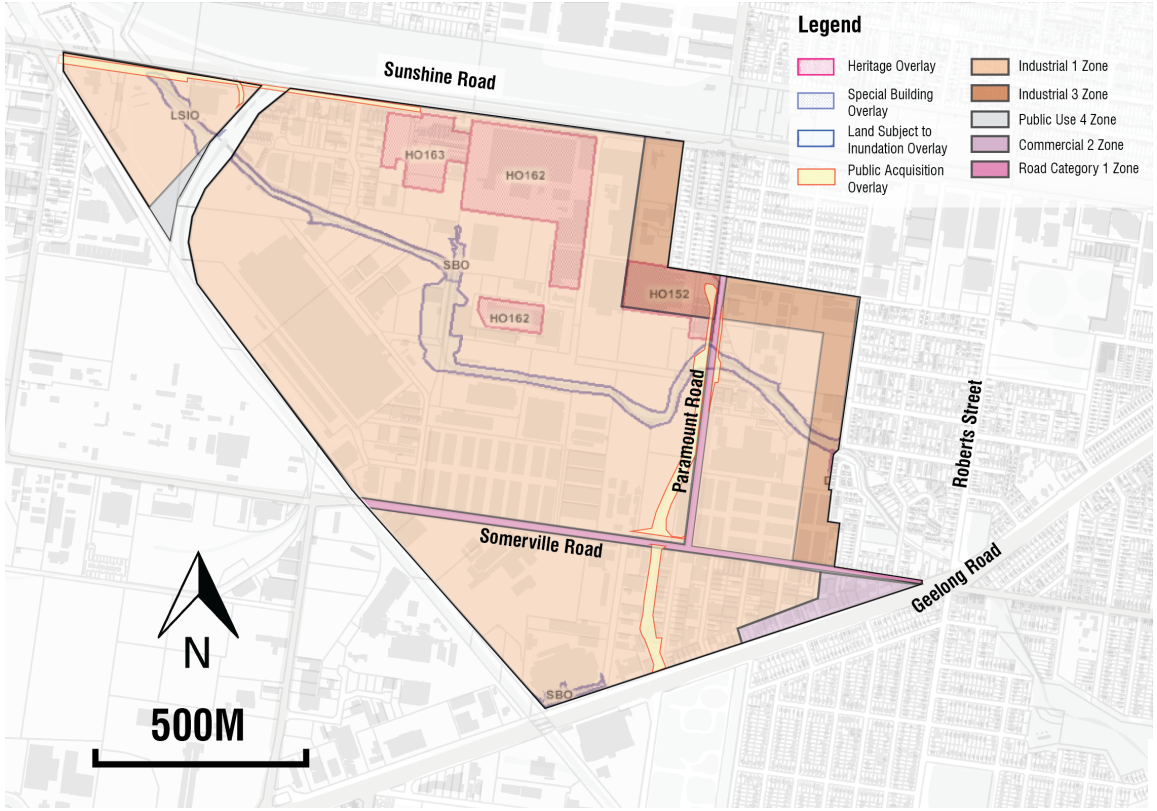


Figure 3: Planning Zones and Overlays

3. Tottenham Employment Precinct's Regional Context

The Tottenham Employment Precinct is part of the Western Region Industrial Precinct, which is a part of the designated State Significant Industrial Land (SSIL) under *Plan Melbourne 2017-2050*. It plays an important role in the economic and industrial future of the municipality identified as a CEA in the MEIDS.

The precinct contains almost half of all industrial land in Maribyrnong and is the largest industrial precinct within the municipality. The West Footscray Employment Precinct lies to the precinct's east and is characterised by a range of industry including paint and food manufacturing, and some commercial businesses. Adjacent to the municipality to its west lies the Brooklyn Evolution Precinct in the City of Brimbank. This precinct is characterised by materials recycling and other industrial uses located on many former landfills and quarries. To the south lies the Brooklyn Business Park comprising the Yarraville Cawley Precinct (City of Maribyrnong) and Precinct 14 – Millers Road Brooklyn (City of Hobsons Bay). The Brooklyn Business Park is located south of Geelong Road.

The Tottenham Employment Precinct is located 9 kms from the centre of the Melbourne CBD and 4.8 kms to the Port of Melbourne (by direct measurement). The precinct has good access to the surrounding arterial road network to the west, south and east however is constrained to the north. Access to the freeway network to the south is increasingly affected by congestion, limited access points and the need to travel through residential areas.

The Footscray Metropolitan Activity Centre is of State significance and located approximately 3.6 kms to the west of the Melbourne CBD. Footscray is a transport hub well served by public transport including regional and metropolitan rail services, the No.82 tram and an extensive bus network comprising 13 bus routes delivering 2,300 bus services each week. It provides a regional mixed-use centre role with civic, health and education facilities, including two Victoria University campuses. A range of retailing, office and food and drink premises are provided with approximately 77,000 square metres of commercial floorspace. The resident population is forecast to more than double by 2031 and the Victorian Government has committed $1.5 Billion to construct the new Footscray Hospital and more than $60 Million for the Footscray Learning Precinct.

The Braybrook - Central West Major Activity Centre is located just to the north of the precinct, providing sub-regional retail, commercial and service roles of local and regional significance.

The Sunshine Metropolitan Activity Centre is of State and regional significance and is part of the Sunshine National Employment and Innovation Cluster (NEIC). It is a major hub for transport to both metropolitan and key regional cities and provides a range of government functions, with substantial retail and office and a growing food and drink offer. It has the capacity to provide an additional 40,000 square metres of retail space and 200,000 square metres of commercial office space for employment up to 23,000 people, and accommodate around 3,000 plus residents. The Sunshine Health, Wellbeing and Education Precinct is centred around the Sunshine Hospital in north of the NEIC adjacent to Ginifer Station. There are significant opportunities for growth in the centre and with the completion of the Metro Tunnel and the proposed Airport Rail Link through Sunshine, the centre's role will be further enhanced.

The precinct has been intrinsically linked to the rail network and its operations. The Tottenham railyards to its north were previously the location of Royal Australian Air Force (RAAF) stores. A number of metropolitan and regional rail lines run through the area. This VicTrack managed land has been identified with potential locations for a number of supporting rail operation activities over the coming decades. It is currently being considered as part of an inland freight network to Brisbane. The Newport to Sunshine freight rail line runs along the western edge of the precinct. There are several freight services that use the line each week and on occasion the Melbourne to Adelaide Overland service uses the line. Tottenham Railway Station is located to the north of the precinct and is serviced by the Sunbury line.

The precinct is serviced by an adjacent residential catchment to its north, east and south. These areas are increasingly valued for their character housing and inner-city location. Socio-economic factors are changing in the area and the community is increasingly engaged in planning and environmental issues and the region's future.

Tottenham's Regional Context is shown in **Figure 4.**

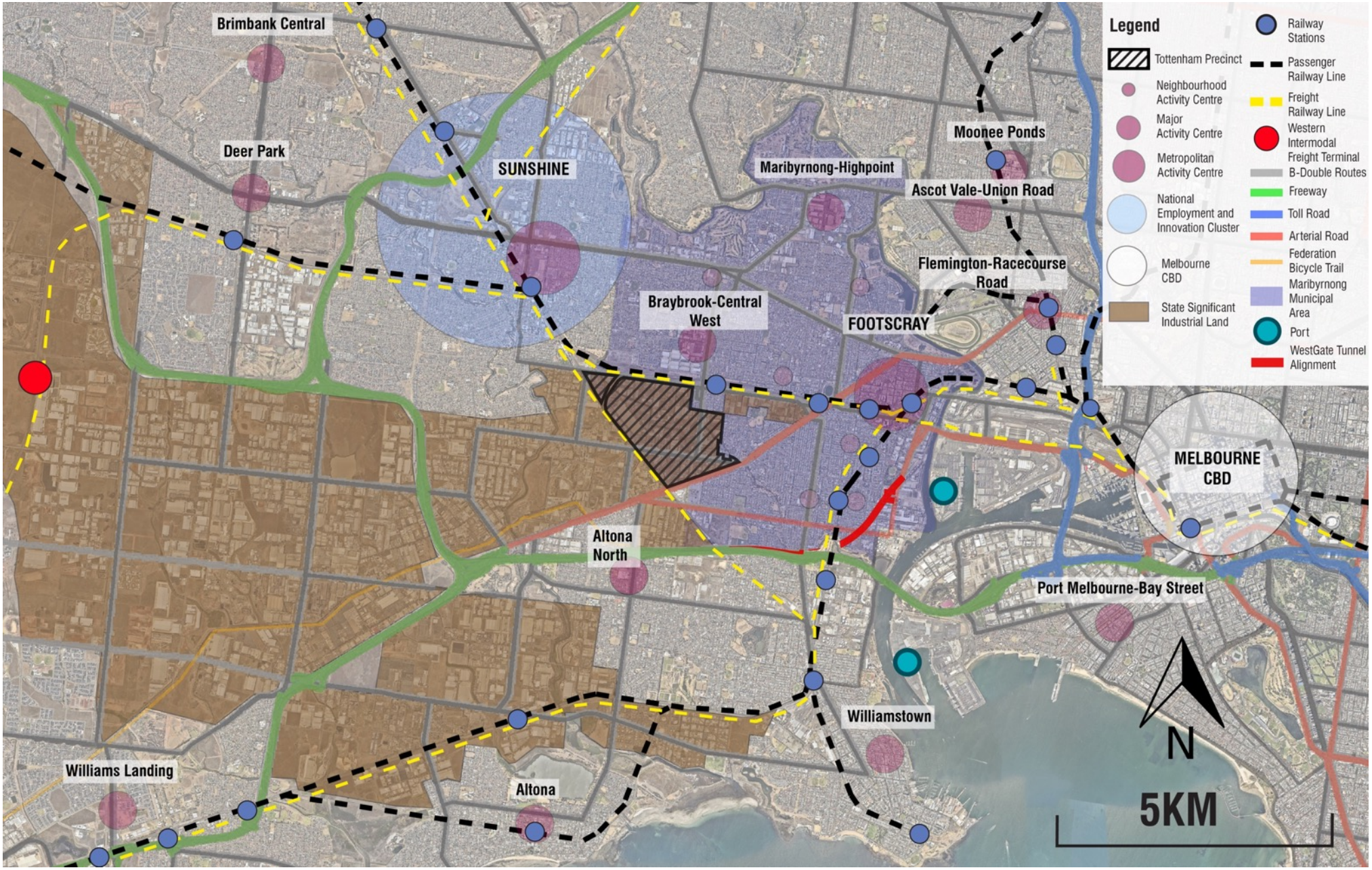


Figure 4: Tottenham Employment Precinct – Regional Context

4. Tottenham Employment Precinct Overview and Key Issues

4.1 Overview and Key Issues Analysis

This section provides an overview of the employment precinct and identifies existing conditions, key issues and opportunities that will be explored further in the document.

4.1.1 Employment Uses

The precinct is characterised by traditional industrial land uses which include a significant number of logistics companies requiring large warehouse structures and yards. Traditional wool storage warehousing still exists in the area but many are vacant and a number of logistics companies are now operating in the precinct as shown in **Figure 5**.

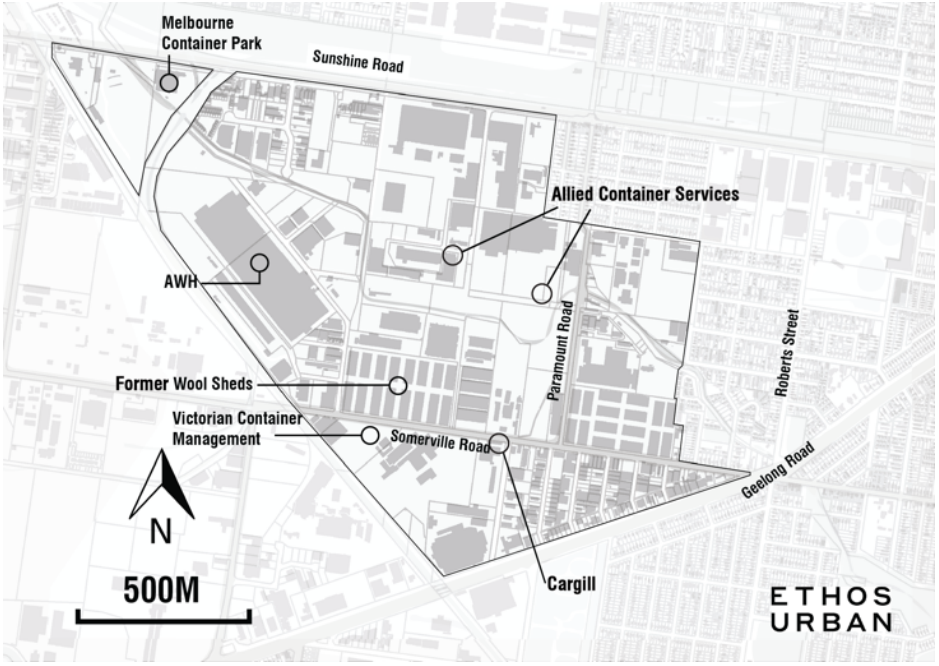


Figure 5: Tottenham Employment Precinct – Key Land Uses

The precinct also contains a number of container storage facilities and factories as well as a Major Hazard Facility (MHF). There are a number of service industries located along Sunshine Road and Geelong Road where high visual access and exposure is critical to their business model. New development is being planned in the precinct, including an office park towards the northern end of Cala Street.

The precinct is an older industrial area with many newer modern industrial areas located in adjacent municipalities. These greenfield industrial areas are typically cheaper than Tottenham and generally contain no legacy issues (such as contamination) and provide better road access and services for workers. Along with anticipated infrastructure investment such as the East West Link, this may have led to a "holding pattern" resulting in land under performing, being land-banked and an overall lack of investment.

High land values in Tottenham may be due to the inner urban location of the area, its proximity to Melbourne's CBD and major areas of urban renewal.

A high pressure petroleum fuel line traverses the western side of the Newport to Sunshine freight rail line. Limits on excavation and boring close to the fuel line and buffer distances restrict sensitive uses and uses and developments that may increase job density. This places some constraints on land uses in the precinct.

The job density of the precinct increased in the period 2011 to 2016 from 8.3 to 10.3 jobs per hectare, suggesting that legacy low-order industrial uses are gradually being replaced by more employment intensive industries. The replacement of low-order industrial uses is expected to continue in the future as land values in the precinct increases. The delivery of urban design improvements addressing prevailing access and amenity issues would assist in facilitating this trend. The precinct could aspire to a job density in the vicinity of 75 jobs per hectare. This is equivalent to a mix of light industrial and business park environments.

4.1.2 Workforce Profile

Approximately 2,600 persons were employed in the Tottenham employment precinct in 2016, an increase from 2,090 employed in 2006 and there has also been a change in the types of industries within the precinct. While the 'Manufacturing sector' has declined the 'Transport, Postal and Warehousing' sector has increased. This reflects broader state-wide trends in the decline of the manufacturing industry. There has also been some growth in 'Wholesale and Retail Trade'.

Estimates of likely labour force growth within the region due to population growth highlight the need for the creation of an additional +13,050 jobs to the year 2035. With an established locality and limited gross land supply currently and expected in the future, land in the Tottenham Employment Precinct will be under greater pressure to meet the employment requirements of the municipality.

4.1.3 Services and Facilities

Services and facilities to meet the needs of a modern workforce within the precinct are very limited and opportunities to increase service facilities such as food and drink premises and gymnasiums has been identified. There is no neighbourhood activity centre within the precinct while shops near Tottenham are not focused to a broad range of retailing, food and drink or other service needs. The lack of an active transport network around the precinct (see section 4.1.7) also results in workers being confined and unable to easily access services and facilities nearby.

4.1.4 Land Availability and Ownership

There is limited vacant land however much of the precinct could be characterised as under-utilised. **Figure 6** shows the occupied and vacant land within the precinct. In order to be occupied, there only needs to be some evidence of the use of the land with infrastructure, not actual activity on the site.

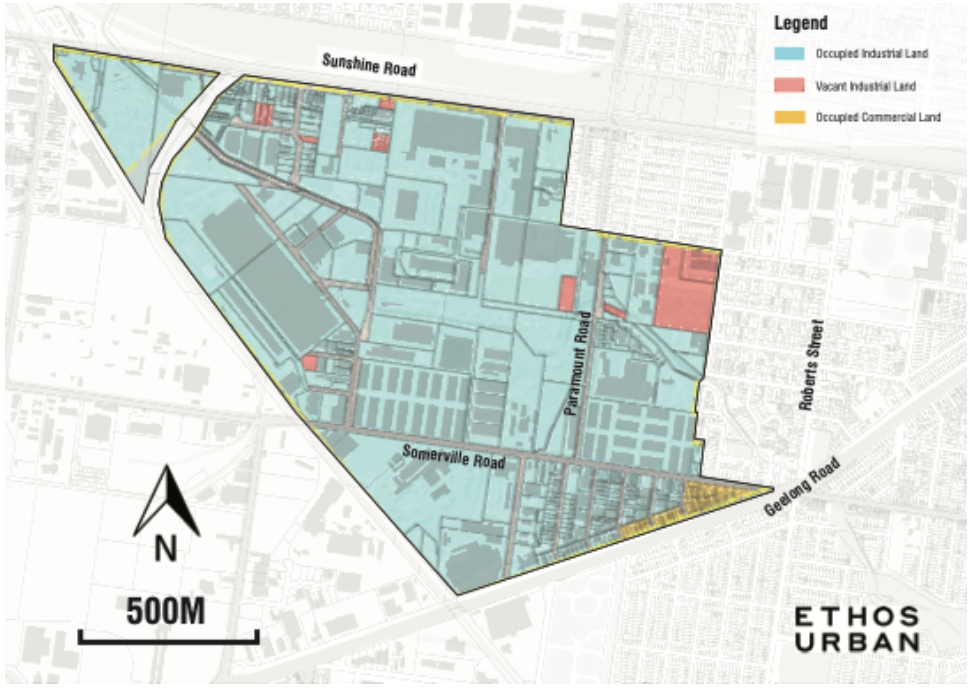


Figure 6: Tottenham Employment Precinct – Vacant and Occupied Land

Figure 7 shows the size of lots in the employment precinct. Finer grained, smaller lot sizes exist in the south-east and north-west corners of the precinct which are home to smaller enterprises of manufacturing and services. Larger lots of greater than 1 ha are located adjacent to the Sunshine to Newport freight rail line and along Paramount, Sunshine and Somerville Roads.

South of Stony Creek and adjacent to the freight rail line, most lots are in the range of 500 square metres (m^2) to 4 hectares (ha). There are four lots between 2 and 4 ha and three lots greater than 4 hectares. The largest warehouse is the Australian Wool Handlers (AWH) premises located adjacent to the Sunshine to Newport freight line and is approximately 105,000 m^2.

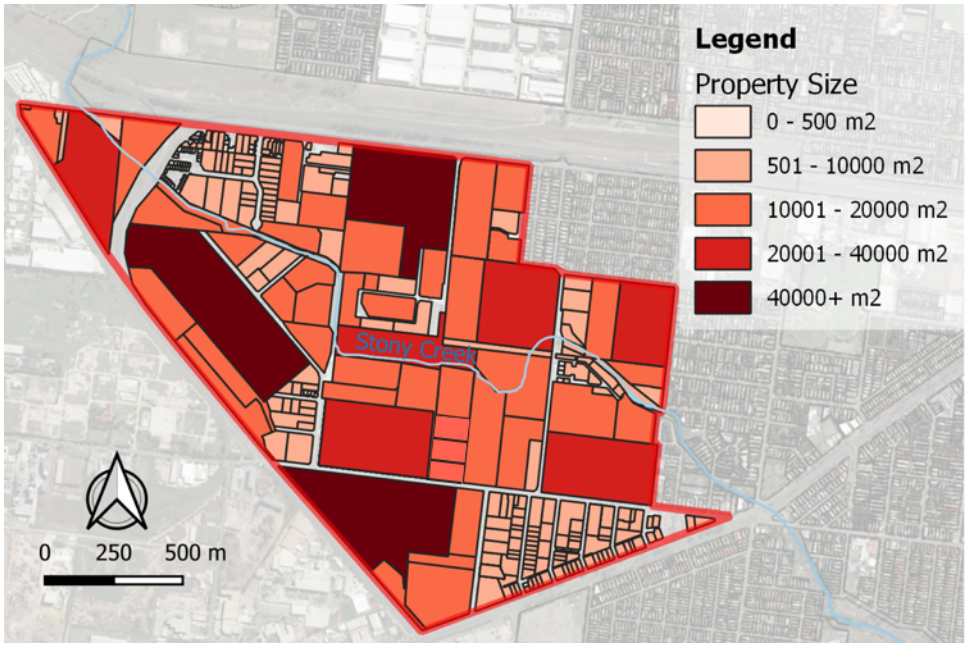


Figure 7: Tottenham Employment Precinct – Lot Sizes

4.1.5 Heritage

The precinct demonstrates the history of manufacturing within the inner west of Melbourne spanning from foundries and wool storage, to carpet and cable manufacturing. They also demonstrate the changes to manufacturing that occurred during the 20th Century in their scale, layout and built form and in some cases, retain remnant vegetation and gardens.

There are a small number of heritage listed sites within the precinct along Sunshine Road. Parts of these heritage places provide the opportunity to transmit these values and the history of the area to future generations through the retention of heritage fabric, the adaptive reuse of existing buildings and structures and through on-site interpretation and trails.

There may be opportunities for further refinement of the extent of heritage overlays over many sites as on some sites the overlay covers car parking and external storage. These areas may have little or no heritage value and restrict redevelopment opportunities. New development on these sites adjacent to heritage fabric will need to be sensitively managed. The presence of hazardous materials used in the construction and use of some sites, and the nature and their form, also create a number of challenges for their adaptive reuse. However, the opportunities could be significant from the retention and adaptive reuse with many precedents of industrial heritage buildings creating unique, distinct and marketable employment precincts as shown in **Figure 8**.

Adaptive re-use of the Foy and Gibson Factory Buildings, Collingwood for a range of light industry and office ©GJM Heritage

Adaptive restoration and re-use underway of the Young Husband Woolstores in Kensington as an industrial village https://www.younghusbandwoolstore.com.au/the-vision

Figure 8: Industrial Heritage Buildings – Adaptive Re-Use Examples

4.1.6 Environment

The employment precinct is located on the basalt plains of Melbourne. Stony Creek bisects the Tottenham precinct in a south-easterly direction, draining the basalt plain and eventually terminating at the Yarra River/Stony Creek Backwash in Yarraville.

The local geology and the transport opportunities provided by Stony Creek resulted in early quarrying of basalt within the precinct which were later filled.

Manufacturing activities commenced in the mid-20th Century and the filling of sites now creates a number of challenges for the precinct that require careful management.

The precinct has poor amenity which is not assisted by adjacent land uses such as the quarry to the south- west and recycling operations on Somerville Road. The lack of road accessibility through the precinct and a lack of exposure has led to a number of 'dirty' industrial uses establishing within the precinct.

Historically industries employed local residents and there was a certain level of tolerance. However, increased community awareness and changing expectations highlight the deficiencies in the current environmental practices on some sites. These include the management of stormwater run-off, management of industrial activities, storage of goods, noise and odour emissions and contamination.

There may be an opportunity for large sites to provide improved environmentally sustainable development and to better mitigate some of their industrial activities to surrounding neighbourhoods.

Stony Creek

Stony Creek is a significant natural feature in Tottenham providing amenity opportunities and biodiversity to the precinct. Historically much of Stony Creek has been in private ownership with back of house industrial operations occurring either side. This has generally resulted in a neglected and highly modified waterway with poor water quality and environmental health.

Council and the community have been working to recreate and rehabilitate the creek east of the precinct and there is a growing community desire to see public access and improvements along the remainder of the creek corridor. The poor relationship between industrial development and Stony Creek was highlighted when a recent fire resulted in contaminated runoff entering the creek system.

Extensive work to rehabilitate the creek is continuing and Council is working collaboratively with Melbourne Water and the EPA to improve water quality entering the creek. Long term planning for enhanced community access and additions to the open space network are underway.

Stony Creek divides the precinct diagonally and has the potential to be an important, if not the only, landscape and open space asset within the precinct. The creek corridor is located at the rear of properties with much of it on private land with restricted or prohibited public access.

Council's Open Space Strategy identifies Stony Creek's discontinuous nature and lack of connection to surrounding areas as significant issues. The Maribyrnong Municipal Strategic Statement (MSS), Stony Creek Directions Plan and Open Space Strategy, and Melbourne Water all detail objectives of creating a continuous open space network along Stony Creek. The Open Space Strategy identifies this as a high priority project that would involve improving environmental qualities, public use, safety and access through rehabilitation and capital investment in infrastructure and facilities. However, it provides limited direction regarding public acquisition of land to establish a continuous corridor, a preferred width, setbacks or interface condition and this has been explored further as part of this project.

4.1.7 Movement and Transport

The Tottenham Employment Precinct relies on the movement of people and goods into and out of the precinct to service the industry and employment within it. Currently the transport network has focused on large vehicle movement of goods to and from the precinct which has limited other forms of travel. It has also created significant movement barriers within and around the precinct. An informal movement network has been established through some large land holdings however these have generally been created in an ad-hoc manner and are rarely publicly accessible.

The future success of the precinct is linked to the configuration and design of a movement network that caters for a range of transport options. The future movement network should identify a road hierarchy to meet a broader range of businesses and employee needs, including employee access to worksites, freight vehicle access, public transport improvements and overarching safety needs that impact on productivity and Worksafe responsibilities.

Intensification of employment and business activities will need supporting investment in the transport network across all modes including freight (road and rail), private vehicles, public transport, pedestrian and bicycle rider networks.

Travelling to work

In 2016 over 85% of the precinct's workforce drove to work. Only 4% of people travelled to the precinct by public transport, while 2% used active transport modes. This high number of people commuting to the precinct by car places significant pressure on key freight and transport arteries and parking within the precinct both on-site and on-street. The workforce travelling to the precinct travel mainly from the west and north-west and many of these were from within 2kms or 5kms but still relied on cars as their mode of transport. The reasons for this are further outlined below.

Freight and truck routes

The precinct is bounded by arterial roads and railways and the movement of freight vehicles and goods to and from the precinct is a key element. Sunshine, Geelong and Somerville Roads are managed by the Victorian Government and have strong connections between the precinct, port and wider western SSIP. Somerville Road also supports over dimensioned vehicles and these attributes have resulted in the precinct being developed as a freight and logistics hub anchored by numerous container parks. Supporting the freight network is the planned upgrade of Paramount Road which runs north-south through the centre of the precinct and shown in **Figure 9** as part of a Public Acquisition Overlay. The Paramount road upgrade was scheduled to align with construction of the western portion of the East West Link project and would have greatly improved the movement of freight through the precinct. The delivery of this road is key to unlocking the renewal of the precinct.

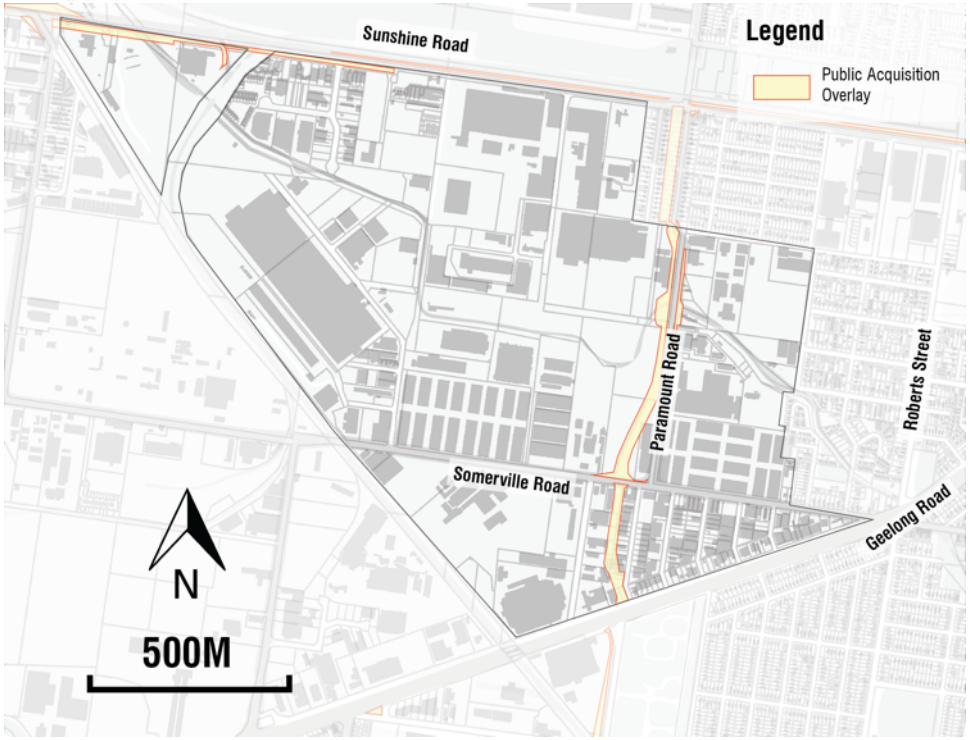


Figure 9: Public Acquisition Overlay – Facilitating Duplication of Paramount Road

The precinct is serviced by the passenger station at Tottenham along the north of the precinct while the Newport to Sunshine freight rail line and associated sidings run along the precinct's western edge.

Cars and parking

The precinct is car-dependent. This is likely influenced by household choices determining that alternatives to driving are less flexible, less quick and/or less comfortable and therefore do not meet their needs. This option is likely to become less appealing as congestion increases on the surrounding road network despite having access to highways. Even for those who live close to the precinct, congestion interrupts even short journeys as traffic moves in all directions from the west, north-west and south-west toward the city. Geelong Road is a severe congestion point even for those accessing the Western Ring Road or the Western Freeway.

Parking is of a premium in the precinct, both on-street, and off-street during working hours. Trucks often park on the side of the road awaiting access to industrial businesses for loading and unloading. On street parking significantly reduces the available road space for all movements (including bicycle riders, pedestrians, private vehicles and freight movements). This is especially critical in streets close to intersections to key arterial roads such as Geelong Road and Somerville Road. Parking also occurs on verges which limits pedestrian and bicycle rider safety and negatively impacts on the amenity of the area.

A key issue to resolve is how to provide adequate, safe and appropriate access for freight vehicles without impinging on the right of workers to choose how they get to work – and enable them to access employment opportunities safely. This is particularly important for active modes such as walking and cycling as these provide the greatest benefits to individuals and the community, reducing the cost of labour for businesses in the area.

Public Transport

The Tottenham Employment Precinct is serviced by metropolitan rail services with Tottenham station located just north of the precinct. The train station is not Disability Discrimination Act (DDA) compliant and has low levels of amenity that limits its desirability as a service. The station platform is to be lengthened and access will be made DDA compliant as part of the Melbourne Metro project works over the coming year. Pedestrian and bicycle links to the station should be improved along with safety and amenity at the station to encourage its use.

Bus routes service the edges of the precinct however there is a lack of service coverage in Tottenham. In particular there is a lack of a bus route through the centre of the precinct along Paramount Road. Bus routes that service the perimeter of the precinct are not at times conducive to workers needs and require them to walk a significant distance from the nearest bus stop.

Key to solving this issue is introducing a new route into the area ideally serving one of the local railway stations, nearby residential areas where workers live and a regional transport hub such as Footscray or Sunshine.

Geelong Road is a major transport asset for the area however also creates a significant barrier to movement to and from the precinct. Geelong Road has a design capacity that dates from prior to the construction of the West Gate Freeway. The Western Distributor (West Gate Tunnel) currently under construction may provide the opportunity to reduce the existing vehicle capacity

along Geelong Road and deliver more sustainable transport options such as priority bus lanes and queue jump signals at intersections.

Walking and Bicycle Riders

The infrastructure for pedestrians and bicycle riders is unsafe, not DDA compliant and in certain cases inadequate with some streets not having any footpaths. Currently bicycle riders in the area need to use the roadway while being surrounded by freight vehicles (attempting to share the space). The workforce demographic and lack of public transport connections would generally indicate a relatively high demand for bicycle riding within the precinct. However, the lack of cycling infrastructure and safety concerns significantly restrict this mode of travel. This should be facilitated with greater attention to shared (bicycle rider and pedestrian) pathways that are at the back of the kerb (off the roadway).

There is a need to work with local businesses to ensure that on-street parking is compliant with restrictions, and parking on nature strips (road verge) is eliminated. A clear separation of pedestrians and vehicles is required to improve safety, DDA compliance and perceptions of amenity.

While some people ride bicycles to work in the area, there is a lack of bicycle access routes across the precinct. The Principal Bicycle Network (PBN) includes Geelong Road, Paramount Road, Stony Creek and Tottenham Parade however none of these paths have been constructed to the width or quality required.

Stony Creek provides a key opportunity to create a separated active transport link through the precinct. There is a short section of off-road path along Stony Creek between Paramount Road and Cala Street and a relatively new connection has been constructed from Park Street to Waratah Street via Lae Street (to the east of the precinct). However links further to the east (to Roberts Street) and west (to Sunshine Road) are lacking. These links could connect through to the broader network at Geelong Road, and Cruickshank Park to the east and to Braybrook (Matthews Hill Reserve) and Sunshine in the west.

The lack of road network through the precinct also inhibits public access through the precinct and the creation of active transport infrastructure to facilitate better access. This means that roads controlled by VicRoads such as Somerville Road, Sunshine Road, Geelong Road and Paramount Road need to be much more focussed on provision of high-quality footpaths and bicycle facilities.

Where possible, pedestrians and bicycle riders should be separated from motorised road users. This will make it easier and safer for heavy vehicle operators in the area and improve peak period congestion at key intersections.

Improvements to walking and bicycle infrastructure will be critical to any attempts to increase the employment density within the precinct. This will facilitate more intensive employment in the area without the typical negative impacts on traffic congestion.

The precinct's desirability as a location for business will be significantly influenced by these sorts of amenity improvements, making the area more attractive to higher order industrial uses.

4.1.8 Urban Design and Built Form

The Tottenham Employment Precinct is industrial in type and character with pockets of lower order buildings and some significant areas of undeveloped land particularly within the core of the precinct. There are also areas with newer development along Sunshine Road.

The precinct has a limited, discontinuous, narrow internal street network for the level of freight traffic it carries. Its layout tends to concentrate traffic flows while discouraging walking and bicycle riding.

The lack of street connectivity restricts opportunities for subdivision or consolidation of land or redevelopment through limiting street exposure. Creation of a more functional, connected and dispersed road network will increase permeability and assist in establishing higher order uses that deliver improved built form outcomes.

The precinct is characterised by an aged building stock that generally presents poorly to the street and displays low levels of recent capital or ongoing investment. This reflects many of the activities within the precinct such as warehousing, shipping container storage and associated low value or irregular occupations such as waste storage and recycling. Many sites provide redevelopment opportunities that can align with the needs of modern industry and improve overall image. Recent development including Le Mans Toyota and factoryettes near the corner of Geelong and Somerville Roads are improving streetscape presentation and ongoing street tree plantings (such as Homewood Road) will continue to improve the overall visual appearance.

The precinct interfaces with the residential areas of West Footscray to the east and north-east of the precinct. These areas are characterised by low scale, modest heritage character buildings with some infill development.

The mixture of residential and industrial land uses has resulted in competing transport modes. Streets such as Cala and Indwe cater for a variety of transport options including industrial and residential vehicles and pedestrian movements.

Improvements to the road network to enhance movements east-west and north-south across the precinct are required to unify the employment precinct, reduce conflicts with residential areas and ensure the road network is fit for purpose.

Geelong Road has significant potential to become one of Melbourne's great Boulevards. A 7.5km stretch of the Geelong Road corridor is neatly halved by the slight wiggle the corridor makes to cross Stony Creek (at Somerville Road). This location has a wider median and should be the subject of an iconic feature that aids with wayfinding and creating a sense of place for both Tottenham, Kingsville and West Footscray.

Ongoing enhancements to improve the image and presentation of the precinct are required to deliver a vibrant inner urban employment hub. Improvements could include provision of new and upgraded footpaths, and lighting, planting of street trees and improved management of parking in the public realm. While in the private realm, as redevelopment continues there are opportunities to improve interaction with the public realm through enhanced design outcomes and quality.

The key issues and opportunities identified in section 5 are summarised in **Figure 10**.

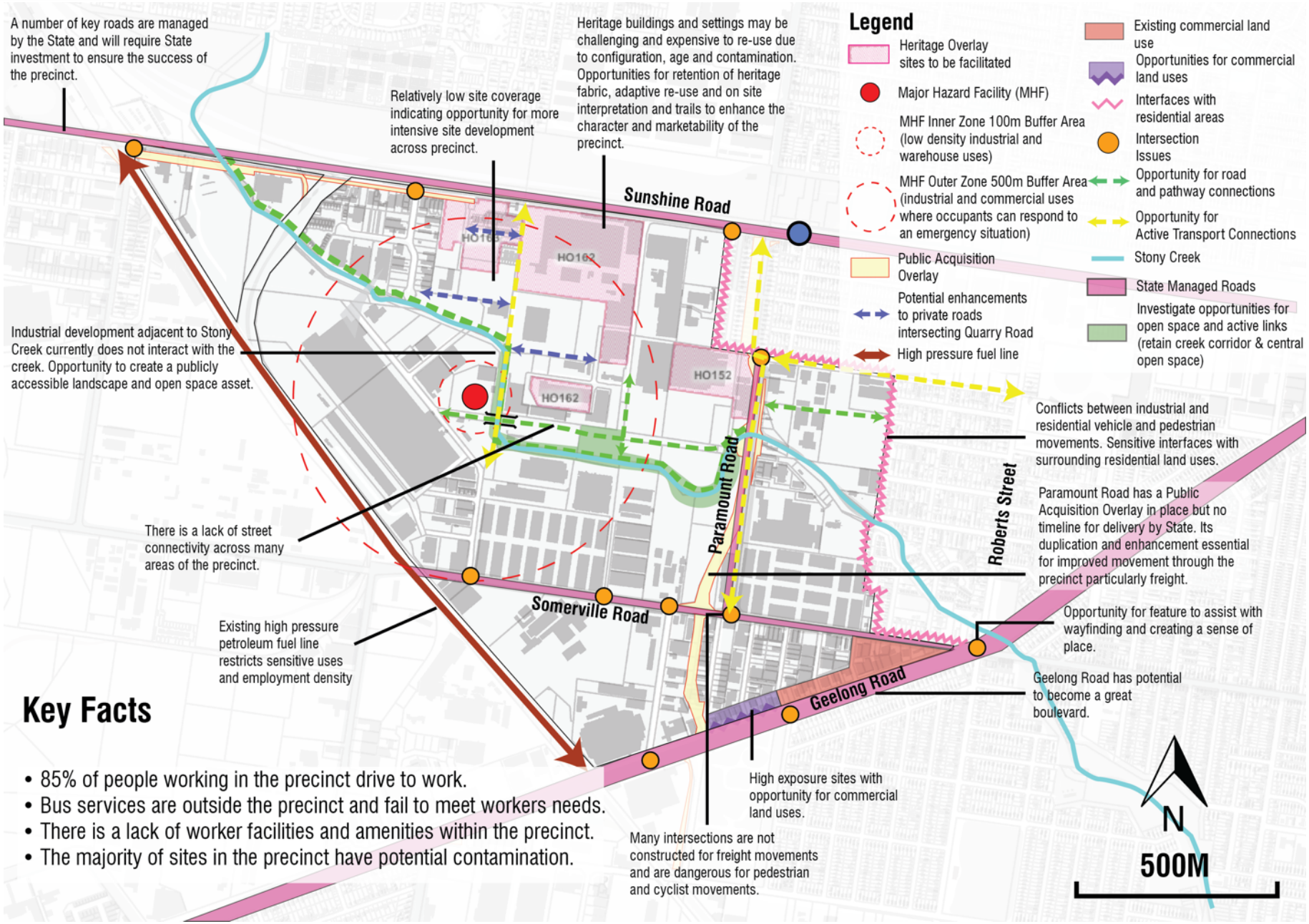
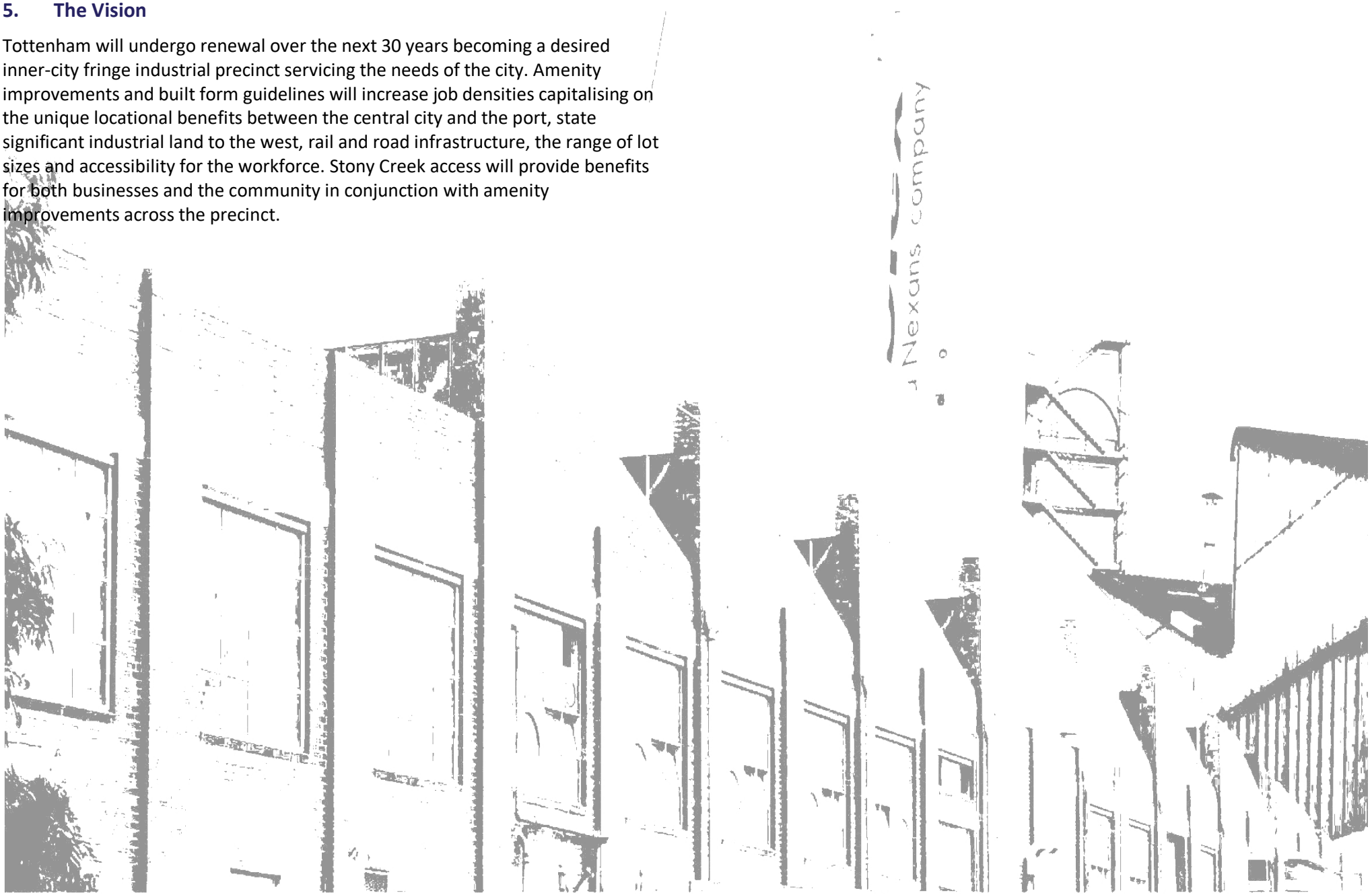


Figure 10: Tottenham Employment Precinct – Issues and Opportunities Map

5. The Vision

Tottenham will undergo renewal over the next 30 years becoming a desired inner-city fringe industrial precinct servicing the needs of the city. Amenity improvements and built form guidelines will increase job densities capitalising on the unique locational benefits between the central city and the port, state significant industrial land to the west, rail and road infrastructure, the range of lot sizes and accessibility for the workforce. Stony Creek access will provide benefits for both businesses and the community in conjunction with amenity improvements across the precinct.



6. Planning for Tottenham Employment Precinct's Future

Over the next ten years, the objectives for the achievement of the Tottenham Employment Precinct Vision are:

1. To protect the industrial use of the precinct and enhance the range of employment opportunities.
2. To create the road network and infrastructure that supports the precinct's modern industrial needs.
3. To create an active transport network across the precinct to support worker access integrated into the broader network.
4. To enhance the image and amenity of the precinct as a desirable place for investment and improved worker facilities.
5. To protect and enhance the environmental qualities within the precinct.
6. To market the precinct as a desirable inner-city fringe industrial precinct.

These six objectives are detailed in the following themes of:

- Land Use and Built form.
- Infrastructure.
- Active transport.
- Image and identity.
- Environment.
- Business Attraction.

6.1 Land Use and Built Form

Objective

To protect the industrial use of the precinct and enhance the range of employment opportunities.

Strategies

Support the importance of the precinct to the Western Region State Significant Industrial Land and to the municipality's employment needs.

Encourage higher density employment uses to locate on accessible and high exposure areas to better manage land use interfaces and support a broader range of employment.

Manage the density of land uses within the buffer of a Major Hazard Facility to protect the facility and surrounding industry.

Support a range of lot sizes within the precinct with an emphasis on maintaining large lots adjacent to rail freight infrastructure.

Encourage lots adjacent to the rail freight infrastructure to redevelop maximising the access and potential future benefits to that infrastructure.

Facilitate the redevelopment of heritage listed sites through their adaptive re-use.

Manage interfaces with residential land uses to minimise conflict and environmental impacts.

Actions

A1. Maintain industrial zonings within the precinct except as provided for in Action A2.

A2. Consider the application of the Commercial 2 Zone along Geelong Road as shown in **Figure 12**.

A3. Maintain large lot sizes adjacent to the Newport to Sunshine freight rail line and along Somerville Road.

A4. Work with land owners redeveloping their sites adjacent to the Newport to Sunshine freight rail line to capitalise on opportunities of existing freight infrastructure and integrated land use options.

A5. Restrict the further subdivision of industrial land within the precinct that unnecessarily fragments land and worsens vehicular access.

A6. Consider landowners of heritage listed sites preparing an Incorporated Plan in partnership with Council under Clause 43.01-3 and/or Heritage Design Guidelines under Clause 43.01-6 which facilitates their adaptive reuse.

A7. Inform the redevelopment of larger heritage listed sites by a master plan / development plan approach with more detailed heritage analysis from a conservation management plan where appropriate.

A8. Provide a minimum setback and landscaping of 5m for industrial development adjacent to residential development or other sensitive land uses with loading bays, vehicle and pedestrian access and entries not located adjacent to these areas (as shown in **Figure 11** and **Appendix 1**: *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines* for further advice).

Figure 11: Residential Interface Section

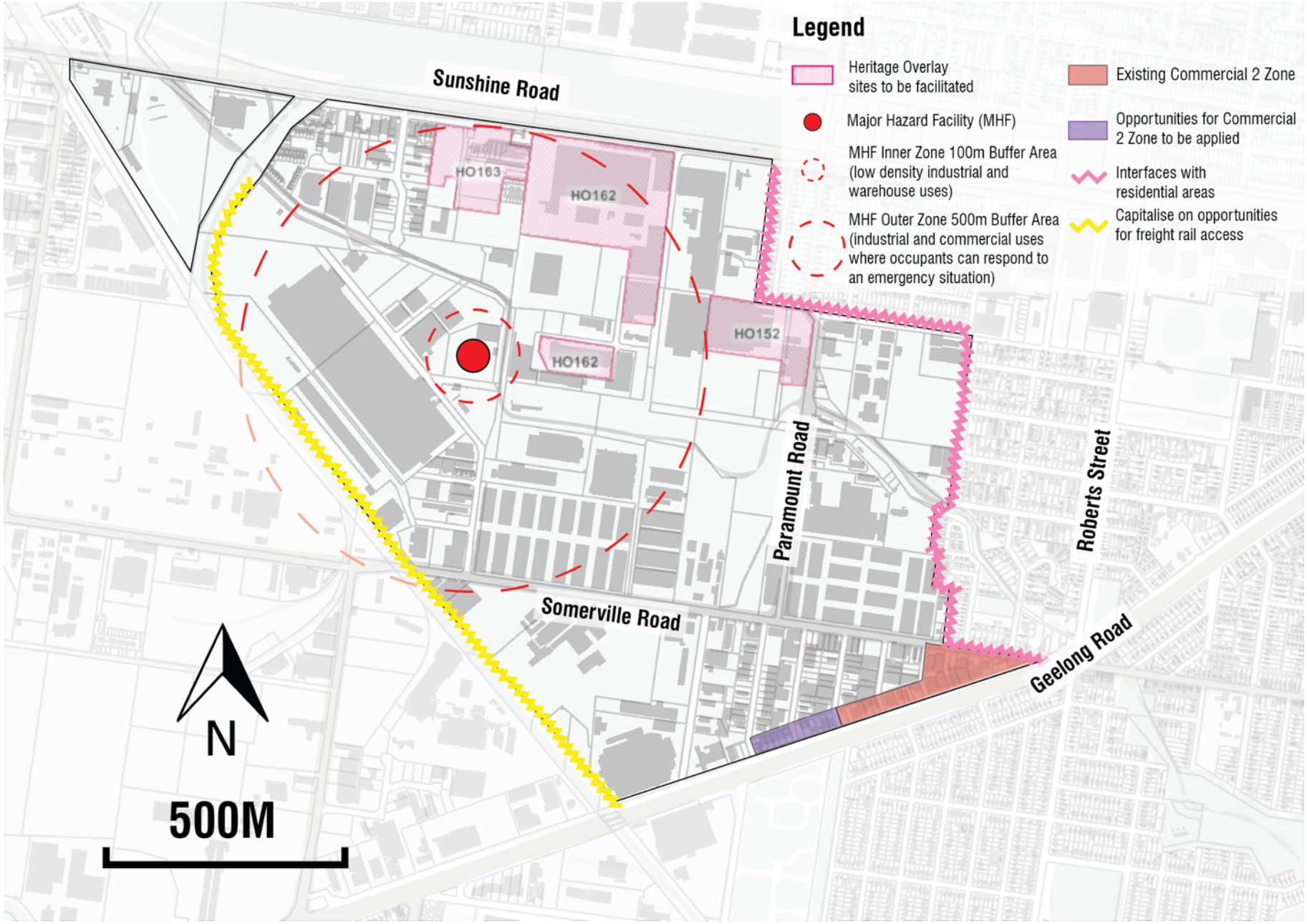


Figure 12: Tottenham Employment Precinct – Land Use and Built Form Future

6.2 Infrastructure

Objective

To create the road network and infrastructure that supports the precinct's modern industrial needs.

Strategies

Provide road infrastructure that services and supports industry and employment in the precinct.

Create new north-south and east-west road linkages to better connect the precinct and improve legibility.

Create new road linkages to minimise the impacts of freight movement on surrounding residential land uses.

Support improvements to the regional road network and public transport to assist with the movement of freight and workers to and within the precinct.

Ensure that new subdivision and development minimises access points and unsignalised intersections onto arterial roads.

Figure 13: Potential Cross Section – Paramount Road

Actions

A9. Advocate to the Victorian Government to upgrade and fund duplication of Paramount Road to two lanes each direction, fully separated with pedestrian and bicycle pathways as shown in **Figure 13**.

A10. Work with the Victorian Government to ensure the arterial road network is designed and delivered to meet the movement needs of the precinct including the enhancements of Geelong, Sunshine and Somerville Roads.

A11. Work with landowners to create new road linkages and a more legible road network as shown in **Figure 14** including: a new east-west road on the north side of Stony Creek between Cala Street and Quarry Road; a connection between Victoria Drive and Olympia Street; a new east-west link between Paramount Road and Cala Street to reduce the impact of freight movements on Indwe Street residents; and explore options for Quarry Road.

A12. Work with the Victorian Government to reduce the urban barrier effect along Geelong Road and encourage movement along and across the corridor with priority given to public transport and active transport movement.

A13. Consider options to ensure all new linkages within the precinct are publicly accessible.

A14. Work with the Victorian Government to ensure all bus stops in the area are made DDA compliant by 31 December 2021 (12 months ahead of the legal deadline).

A15. Work with the Victorian Government to extend bus routes from Footscray and Sunshine into Tottenham and provide more local connections through the area (particularly on Paramount Road).

A16. Work with the Victorian Government to provide bus priority lanes and queue jump signals at every intersection along Geelong Road.

A17. New subdivision and development should be provided in accordance with **Appendix 1**: Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines.

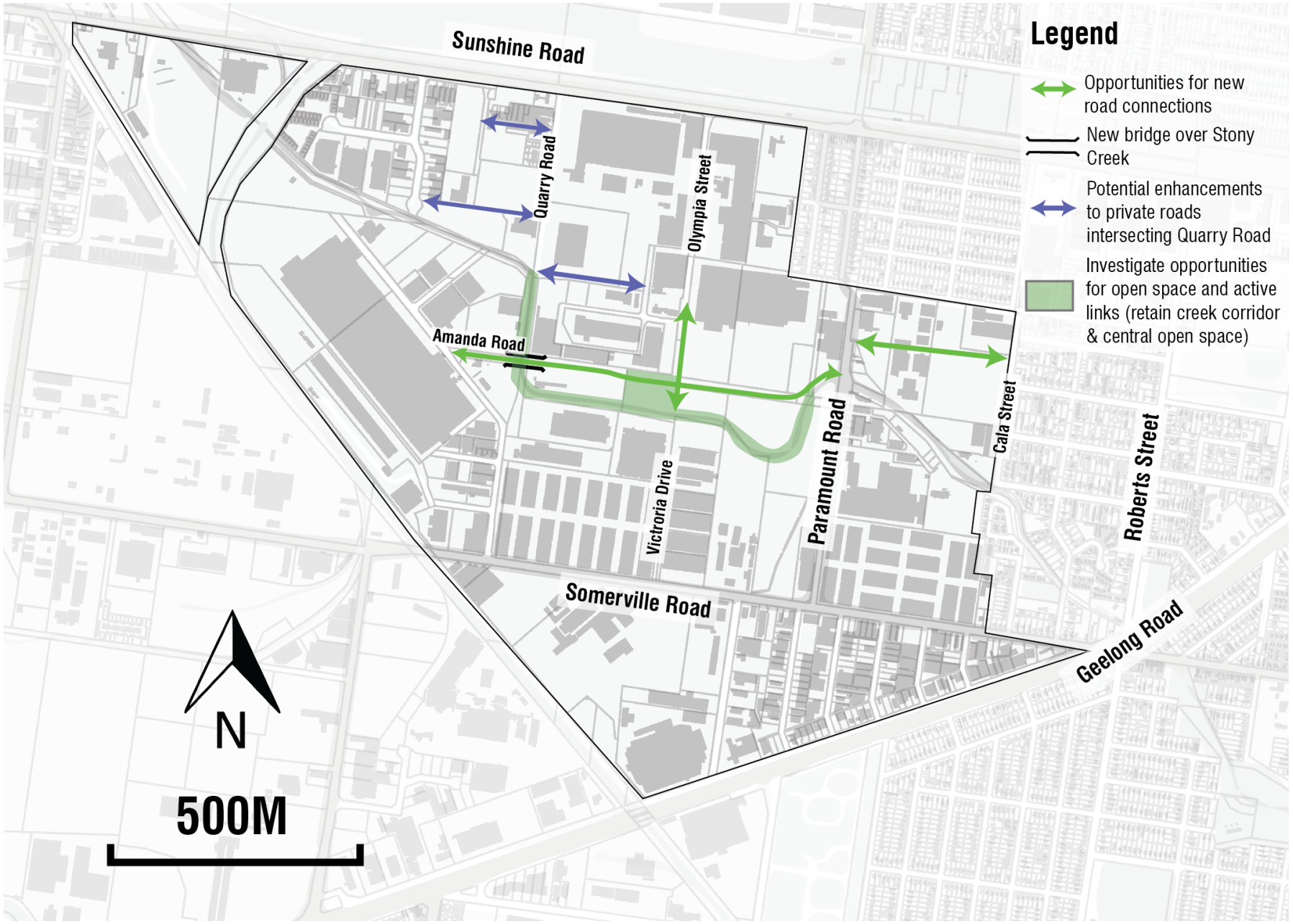


Figure 14: Tottenham Employment Precinct – Proposed New Road Connections

6.3 Active Transport

Objective

To create an active transport network across the precinct to support worker access integrated into the broader network.

Strategies

Deliver an active transport network across the precinct as shown in **Figure 15**.

Ensure intersections on the active transport network are safely designed to enable active transport movements.

Advocate to the State Government to ensure that the duplication of Paramount Road includes a fully separated cycling and pedestrian pathway.

Improve walking and cycling links to the Tottenham Station.

Actions

A18. Develop a preferred road hierarchy cross section for each of the different street typologies across the precinct to provide direction to developers and agencies in relation to expectations for provision of public realm, services, footpaths, nature strips and bicycle paths.

A19. Create an active transport link along Stony Creek from Braybrook to Geelong Road as shown in **Figure 15** with further guidance outlined in **Section 7 Unlocking Tottenham**.

A20. Apply a Public Acquisition Overlay along Stony Creek to develop a minimum 30m open space and active transport corridor as outlined in **Section 7 Unlocking Tottenham**.

A21. Create an east-west active transport link along Indwe St connecting to Paramount Road in the west and the West Footscray Employment Precinct and West Footscray Station in the east.

A22. Create a north-south active transport link along Alick Road and Quarry Road along the edge of Stony Creek.

A23. Work with the Victorian Government to improve intersection safety for active transport users at the intersection of Geelong Road, Somerville Road and Roberts Street.

A24. Work with the Victorian Government to ensure that the Paramount Road duplication includes high quality pedestrian and cycling links to Tottenham Station.

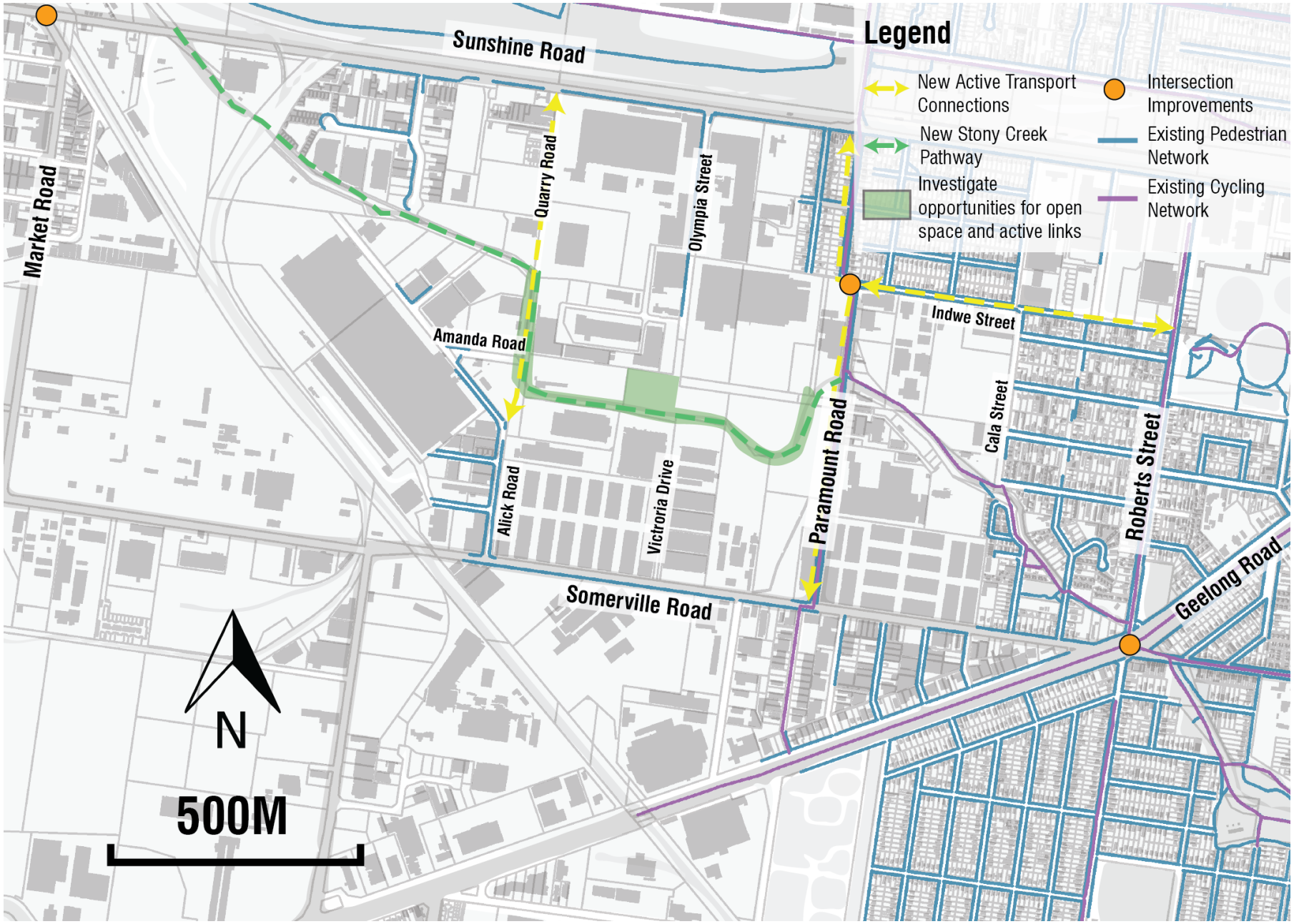


Figure 15: Tottenham Employment Precinct – Future Active Transport Network

6.4 Image and Identity

Objective

To enhance the image and amenity of the precinct as a desirable place for investment and improved worker facilities.

Strategies

Ensure high quality and landscaped industrial and commercial development throughout the precinct.

Enhance the streetscape amenity and environment within the precinct.

Capitalise on opportunities to celebrate and market the precinct's industrial heritage.

Encourage a range of improved commercial facilities and public transport services to support the needs of the workforce.

Monitor, review and evaluate activities occurring in the precinct which raise issues of planning, building, environmental health and local laws compliance and enforcement.

Actions

A25. Implement design guidelines for the employment precinct to improve the image and quality of development as outlined in **Appendix 1:** *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines*.

A26. Consider packaging the *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines* as a separate document for use by planners, urban designers and economic development officers in discussions with land owners.

A27. Provide a minimum setback and landscaping of 3m for industrial and commercial development adjacent to arterial roads as shown in **Figure 16**.

A28. Reduce the level of parked vehicles on nature strips through techniques including tree planting.

A29. Investigate opportunities to link the precinct's industrial heritage with a broader city-wide heritage trail and through any proposed business attraction activities.

A30. Work with the Victorian Government to upgrade the amenity and functionality of Paramount Road as the spine through the precinct.

A31. Ensure the duplication of Paramount Road includes a high level of amenity improvements in order to attract modern industrial and supporting commercial and office uses.

A32. Implement enhancement and gateway treatments on key entry points to the precinct to illustrate the future vision for the precinct as shown in **Figure 17**.

A33. Work with the Victorian Government to introduce and enhance boulevard treatments on Sunshine Road and Geelong Road.

A34. Advocate to the Victorian Government to introduce a new bus route into the area ideally serving one of the local railway stations, nearby residential areas and a regional transport hub such as Footscray or Sunshine.

A35. Undertake monitoring, review and evaluation of activities occurring in the precinct to ensure regulatory compliance.

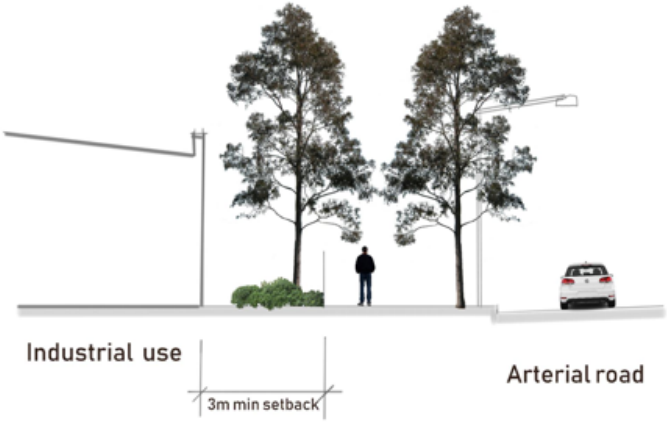


Figure 16: Industrial Setbacks to an Arterial Road

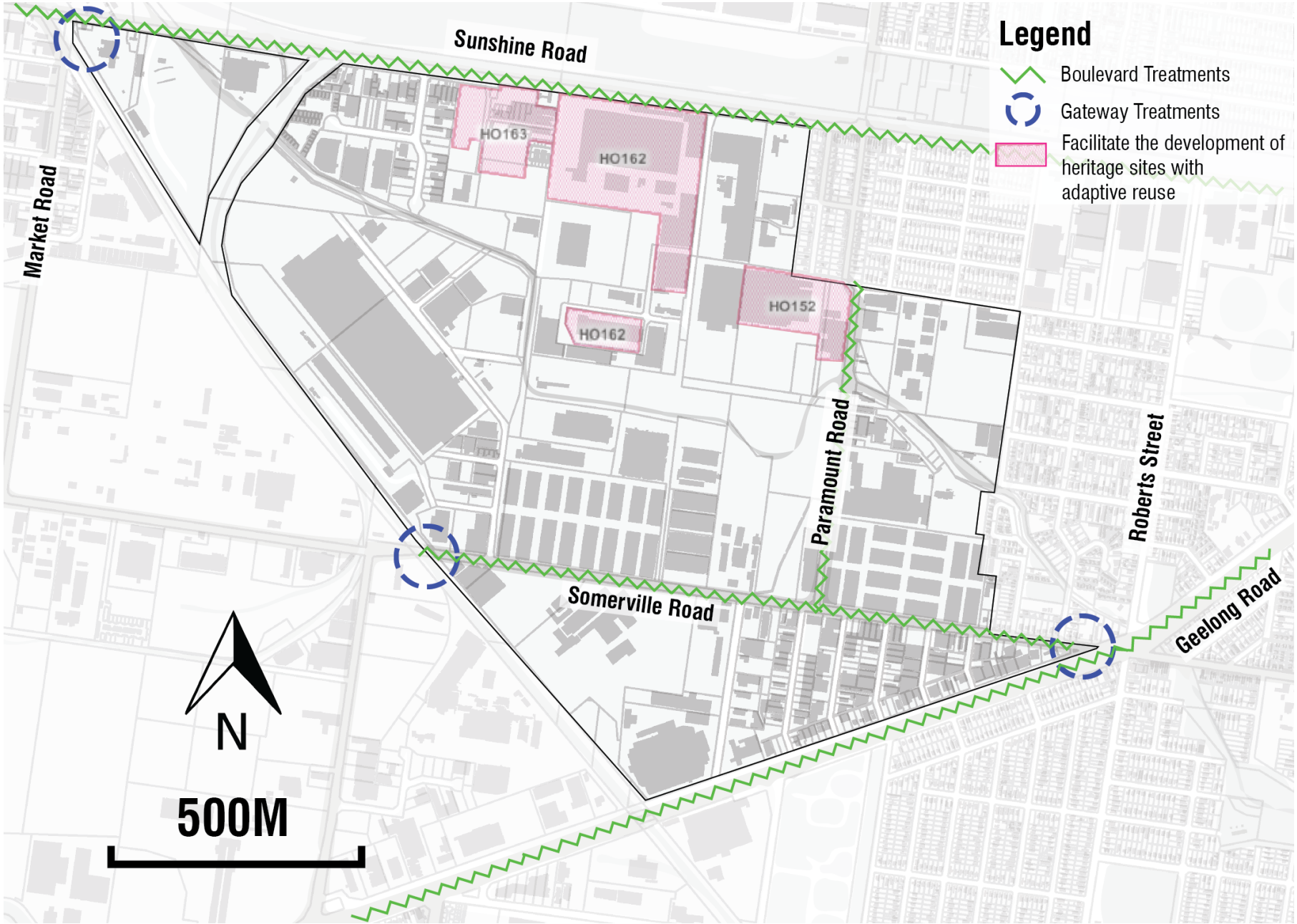


Figure 17: Tottenham Employment Precinct – Image and Identity Initiatives

6.5 Environment

Objective

To protect and enhance the environmental qualities within the precinct.

Strategies

Encourage redevelopment to incorporate environmentally sustainable development initiatives such as energy production, integrated water management, siting and design.

Ensure infrastructure in the precinct, particularly adjacent to Stony Creek, provides best practice environmental infrastructure including integrated water management and environmental responses.

Encourage canopy tree planting to reduce the urban heat island effect and build resilience to climate change.

Actions

A36. Encourage industrial and commercial developers to incorporate environmentally sustainable development initiatives such as energy production, integrated water management, siting and design into their developments (see **Appendix 1**: *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines* for further advice).

6.6 Business Attraction

Objective

To market the precinct as a desirable inner-city fringe industrial precinct.

Strategies

Attract a range of industrial and commercial businesses into the precinct that support the growth of the inner city and maximise its locational benefits.

Encourage industry to consider using 'waste' products from industrial processes for new value adding business opportunities.

Coordinate industrial and commercial development to better align with the vision of the framework plan and support adjacent industrial precincts.

Market the economic benefits and attractions of the precinct to prospective businesses.

Actions

A37. Develop a business attraction strategy for the precinct that will work to achieve the land use and development vision for the precinct (see Break out box: **Business Attraction Strategy Initiatives**).

A38. Develop a range of marketing material that promote the vision, locational opportunities and advantages of locating businesses in the precinct.

A39. Work with the Victorian Government to determine opportunities for displaced businesses from central city urban renewal precincts to relocate to the precinct.

Business Attraction Strategy Initiatives

A range of possible guidance and actions from a promotional and investment attraction perspective are outlined below.

Council could consider developing a business attraction strategy that should:

- Focus on Tottenham's key strengths – namely, the location of the precinct some 10km west of Melbourne's CBD and proximate to the Footscray Metropolitan Activity Centre, Sunshine NEIC, and the Western Industrial Precinct; and the opportunity to support displaced industry from central city urban renewal precincts.
- The urban design, investment and business objectives for the precinct.
- An overview of the existing conditions and opportunities identified for the precinct.
- A series of objectives that seek to increase business activity and employment outcomes in the precinct (consistent with the Framework Plan objectives).
- Identification of target stakeholders:
  - Existing land-owners and businesses.
  - Potential investors and developers.
  - Potential businesses.
  - Relevant business groups.
  - Real estate agencies.
  - Relevant media.
- An overview of the role of Council's economic development team (and other Council departments) in achieving the level of investment and employment required to realise the vision for the precinct.
- Recommendations and actions that provide direction on how to achieve business and employment objectives. This is likely to include the development of marketing collateral such as:
  - A periodic newsletter for business within the precinct, local industry groups as well as prospective investors and employers, providing an overview of new businesses within the precincts, new developments, public infrastructure and amenity improvements etc.
  - A short prospectus outlining the longer-term vision for the precinct, progress to date and opportunities for development and investment. It is important that the prospectus clearly highlights the locational attributes of the precinct.
  - Guidance on the timing of marketing collateral distribution.

It is envisaged that the messaging in the marketing collateral would differ before and after key urban design and amenity improvements have been undertaken.

Council could also take a more active role to catalyse specific sites by undertaking additional feasibility analysis that foreshadows aspirational development outcomes for these important sites.

7. Unlocking Tottenham

The key to unlocking Tottenham and triggering the precinct's renewal and revitalisation consists in the creation of new and improved road networks in the core of the precinct. This would create a range of new street frontages for industry and office that in turn will stimulate renewal and redevelopment. It also has the added community benefit of creating public access to the Stony Creek and extending the active transport network through the precinct as shown in **Figure 18**

Key components of 'Unlocking Tottenham':

- Creation of a new east-west road along the north side of Stony Creek between Paramount Road and Amanda Road to improve east-west movement through the precinct.
- Creation of a new two-lane road with separated shared path enhancing safety for cyclists and pedestrians.
- Creation of new 'street addresses' for industry attracted to the higher quality public realm.
- Creation of new open space with potential to complement and enhance Council's strategy for integrated water management.
- Improved worker facilities and businesses attraction opportunities through access to open space and the active transport network.
- Broader community benefits through expansion of the open space network and the delivery of the next component of the Stony Creek Corridor.
- State investment in the duplication of Paramount Road to complement this initiative through enhanced movement and access that must include amenity improvements.

Figure 18: Unlocking Tottenham

The key investments in the implementation of 'Unlocking Tottenham' would include:

- Applying a Public Acquisition Overlay along Stony Creek to create a minimum 30m open space corridor.
  Purchase of 4 Paramount Road (Lot 1 PS 525695), and 31 Alick Road (Lot 1 PS502436) by a public authority.
- Subdivision of 4 Paramount Road and resale of unrequired land south of Stony Creek.

Declaring a new road.

- A public authority to develop the parklands as an extension of the Stony Creek Reserve.

Implementation of these key investments of 'Unlocking Tottenham' are shown in **Figure 19**.

Figure 19: New East-West Road to Stony Creek – Indicative Cross Section

8. Tottenham Employment Precinct Framework Plan

The Tottenham Employment Precinct Framework Plan details a planning framework for the Tottenham Employment Precinct as shown in **Figure 20**.

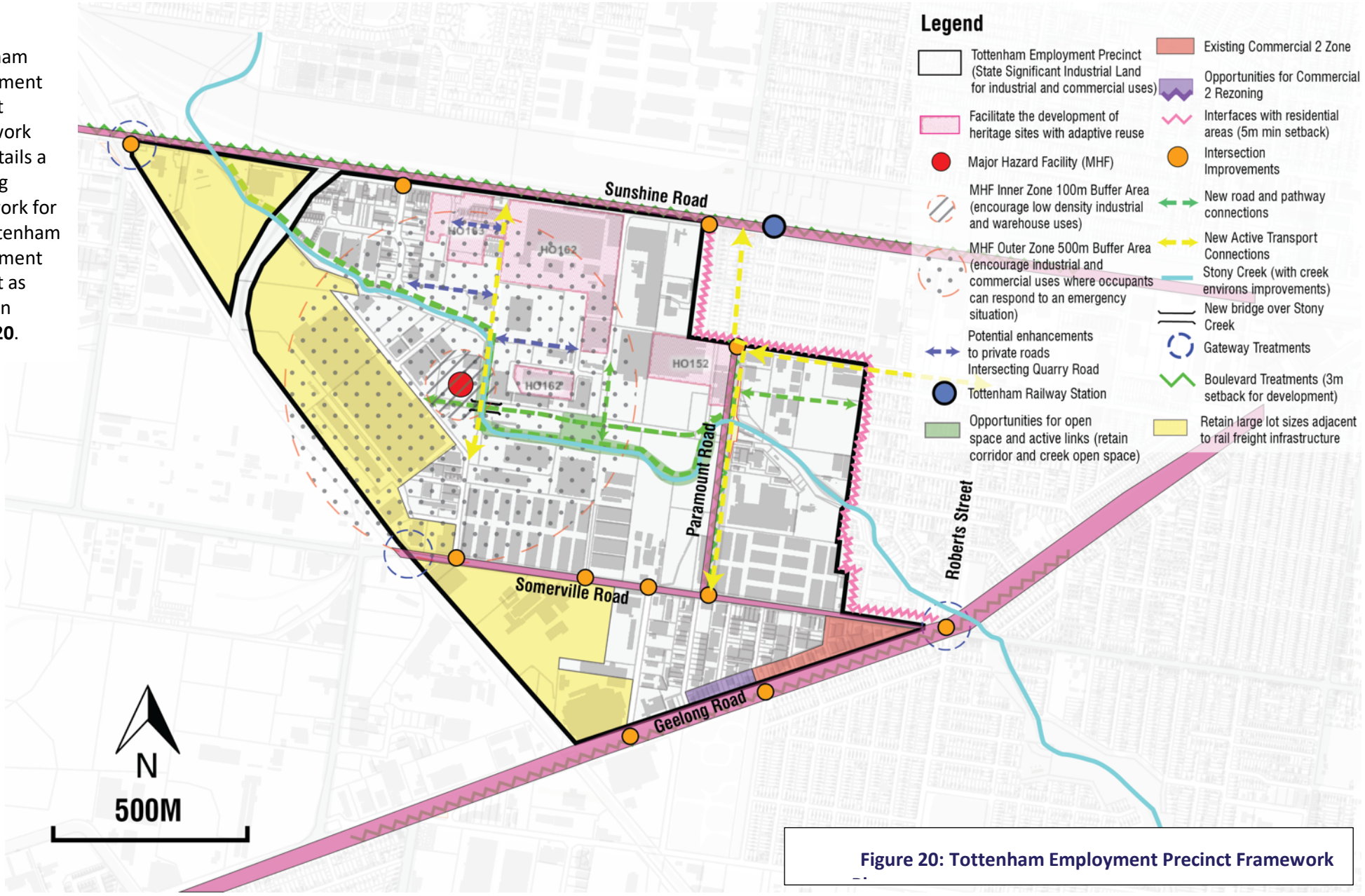


Figure 20: Tottenham Employment Precinct Framework

9. Implementation

Implementing the Tottenham Employment Precinct Framework Plan will require a range of statutory and non-statutory implementation measures to ensure the vision is realised.

9.1 Statutory Implementation

To give greater certainty to the implementation of the vision for the employment precinct, key elements need to be included in the Maribyrnong Planning Scheme. The vision and objectives should be embedded in local policy. This could be through Council's existing Local Places Local Policy (Clause 22.02) or a new Local Policy. The Framework Plan should be included as a policy document and background document in the local policy (or similar mechanism) and/or integrated into the Planning Policy Framework as required at a later stage. Consideration should also be given to inclusion in the Municipal Planning Strategy.

The application of the Commercial 2 Zone could be considered by Council on sites along Geelong Road through a planning scheme amendment that would rezone sites between the freight rail line and Cromwell Parade, on Geelong Road.

Council could consider the preparation of a Design Development Overlay (DDO) over the employment precinct to facilitate improved amenity, image and interface with the public realm by ensuring landscaped setbacks, the location of parking and loading areas, and the form, scale and quality of industrial and commercial development. The *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines* at **Appendix 1** could form the reference document for the DDO.

The management of the interfaces of industrial uses with residential could be undertaken through guidance in a Local Policy and/or the application of a DDO.

Council could consider the use of the Public Acquisition Overlay to achieve an active transport and open space network along Stony Creek. It may be quicker and easier however to negotiate with landowners to bring the land back into the public ownership of either Council or Melbourne Water.

Council should undertake a review of heritage listed properties to determine the extent of the heritage significance of the site subject to the heritage overlay.

Opportunities to work with land owners to put in place a more facilitative planning regime which may include rezoning should be considered.

9.2 Non-Statutory Implementation

The Framework Plan identifies a wide range of non-statutory implementation actions in Section 7, necessary to deliver the vision for the employment precinct. There are a range of community advocacy roles that Council needs to lead, particularly in relation to improving the employment precinct's infrastructure and transport opportunities. The most significant is the delivery of the upgrade to Paramount Road which will require State investment.

The Victorian Government is a key player in the revitalisation of the precinct commencing with Paramount Road and the delivery of 'Unlocking Tottenham' initiatives. Council should seek to engage the State in the vision for the precinct and to ensure a mutual understanding of how investment in the precinct could assist with managing some of the challenges of the relocation of industry from inner city urban renewal areas and counter community concerns over the recent fire.

There are also a number of public realm initiatives that are required to improve the amenity of the employment precinct and address a number of access, connectivity and safety issues including streetscape improvements, development of the active transport network, improved crossings and road improvements. These are subject to investment by Council.

Statutory and non-statutory initiatives are outlined in more detail in the Implementation Plan in **Table 1** along with recommendations on timing, partners and priority.

Table 1: Implementation Table

Action #	Action	Timing/ Commenced	Duration	Lead Agency/ Responsibility	Involved	Stakeholder/ Community Engagement	Cost	Priority
A1	Maintain industrial zonings within the precinct except as provided for in Action A2.	2020	Ongoing	Council	-	-	-	High
A2	Consider the application of the Commercial 2 Zone along Geelong Road as shown **in Figure 12**.	2020 - 2022	12 – 36 months	Council	DELWP	Y	-	Medium
A3	Maintain large lot sizes adjacent to the Newport to Sunshine freight rail line and along Somerville Road.	2020 - 2030	Ongoing	Council	Businesses	-	-	Medium
A4	Work with land owners redeveloping their sites adjacent to the Newport to Sunshine freight rail line to capitalise on opportunities of existing freight infrastructure and integrated land use options.	2020 - 2030	Ongoing	Council	Businesses	-	-	Medium
A5	Restrict the further subdivision of industrial land within the precinct that unnecessarily fragments land and worsens vehicular access.	2020 - 2030	Ongoing	Council	Businesses	-	-	High
A6	Consider landowners of heritage listed sites preparing an Incorporated Plan in partnership with Council under Clause 43.01-3 and/or Heritage Design Guidelines under Clause 43.01-6 which facilitates their adaptive reuse.	2020 - 2030	Ongoing	Council	Heritage Victoria	-	-	Low
A7	Inform the redevelopment of larger heritage listed sites by a master plan / development plan approach with more detailed heritage analysis from a conservation management plan where appropriate.	2020 - 2030	Ongoing	Council	Heritage Victoria	-	-	Low
A8	Provide a minimum setback and landscaping of 5m for industrial development adjacent to residential development or other sensitive land uses with loading bays, vehicle and pedestrian access and entries not located adjacent to these areas.	2020 - 2030	Ongoing	Council	-	-	-	Medium
A9	Advocate to the Victorian Government to upgrade and fund duplication of Paramount Road to two lanes each direction, fully separated with pedestrian and bicycle pathways as shown in **Figure 13.**	2020 - 2023	12 – 36 months	Council	DoT	-	-	High
A10	Work with the Victorian Government to ensure the arterial road network is designed and delivered to meet the movement needs of the precinct including the enhancements of Geelong Road, Sunshine Road and Somerville Road.	2022 - 2030	Ongoing	Council	DoT	-	-	Medium
A11	Work with landowners to create new road linkages and a more legible road network as shown in **Figure 14** including: a new east-west road on the north side of Stony Creek between Cala Street and Quarry Road; a connection between Victoria Drive and Olympia Street; a new east-west link between Paramount Road and Cala Street to reduce the impact of freight movements on Indwe Street residents; and explore options for Quarry Road.	2020 - 2025	12 – 60 months	Council	Landowners, DoT	-	-	High
A12	Work with the Victorian Government to reduce the urban barrier effect along Geelong Road and encourage movement along and across the corridor with priority given to public transport and active transport movement.	2020 - 2025	12 – 60 months	Council	DoT	-	-	Medium

Action #	Action	Timing/ Commenced	Duration	Lead Agency/ Responsibility	Involved	Stakeholder/ Community Engagement	Cost	Priority
A13	Consider options to ensure all new linkages within the precinct are publicly accessible.	2020 - 2030	Ongoing	Council	-	-	-	Medium
A14	Work with the Victorian Government to ensure all bus stops in the area are made DDA compliant by 31 December 2021 (12 months ahead of the legal deadline).	2020 - 2021	12 – 24 months	Council	DoT	-	-	High
A15	Work with the Victorian Government to extend bus routes from Footscray and Sunshine into Tottenham and provide more local connections through the area (particularly on Paramount Road).	2020 - 2023	12 – 36 months	Council	DoT	-	-	High
A16	Work with the Victorian Government to provide bus priority lanes and queue jump signals at every intersection along Geelong Road.	2020	12 – 24 months	Council	DoT	-	-	High
A17	New subdivision and development should be provided in accordance with **Appendix 1**: *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines*.	2020	Ongoing	Council	-	-	-	Medium
A18	Develop a preferred road hierarchy cross section for each of the different street typologies across the precinct to provide direction to developers and agencies in relation to expectations for provision of public realm, services, footpaths, nature strips and bicycle paths.	2020	6 months	Council	DoT	-	10 K	High
A19	Create an active transport link along Stony Creek from Braybrook to Geelong Road as shown in **Figure 15** with further guidance outlined in **Section 7 Unlocking Tottenham**.	2020 - 2023	12 – 36 months	Council	Melbourne Water, DoT, landowners	-	TBD	High
A20	Apply a Public Acquisition Overlay along Stony Creek to develop a minimum 30 m open space and active transport corridor as outlined in **Section 7 Unlocking Tottenham**.	2020-2025	12 – 36 months	Council	Melbourne Water, State Government, landowners	Y	TBD	High
A21	Create an east-west active transport link along Indwe St connecting to Paramount Road in the west and the West Footscray Employment Precinct and West Footscray Station in the east.	2020 - 2025	12 – 60 months	Council	-	-	TBD	High
A22	Create a north-south active transport link along Alick Road and Quarry Road along the edge of Stony Creek.	2020 - 2025	12 – 60 months	Council	Landowners	-	TBD	Medium
A23	Work with the Victorian Government to improve intersection safety for active transport users at the intersection of Geelong Road, Somerville Road and Roberts Street.	2020 - 2028	Ongoing	Council	DoT	-	-	Medium
A24	Work with the Victorian Government to ensure that the Paramount Road duplication includes high quality pedestrian and cycling links to Tottenham Station.	2020 - 2023	12 – 36 months	Council	DoT	-	-	High
A25	Implement design guidelines for the employment precinct to improve the image and quality of development as outlined in **Appendix 1:** *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines.*	2020 - 2022	12 – 36 months	Council	DELWP	-	-	Medium
A26	Consider packaging the *Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines* as a separate document for use by planners, urban designers and economic development officers in discussions with land owners.	2022	3 months	Council	-	-	10 K	Medium

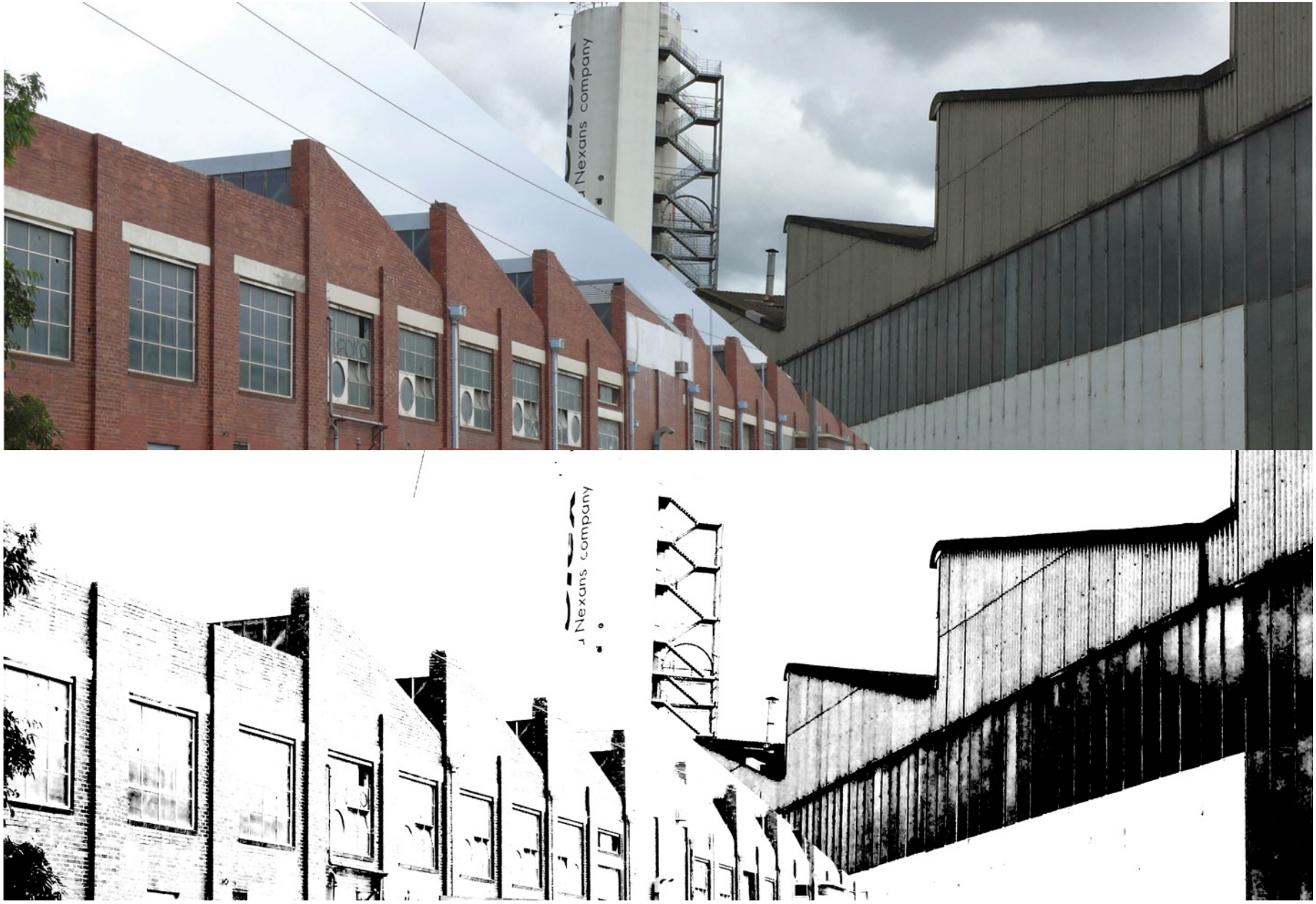
Action #	Action	Timing/ Commenced	Duration	Lead Agency/ Responsibility	Involved	Stakeholder/ Community Engagement	Cost	Priority
A27	Provide a minimum setback and landscaping of 3m for industrial and commercial development adjacent to arterial roads as shown in **Figure 16**.	2022	Ongoing	Council	-	-	-	Low
A28	Reduce the level of parked vehicles on nature strips through techniques including tree planting.	2020	Ongoing	Council	-	Y	-	Medium
A29	Investigate opportunities to link the precinct's industrial heritage with a broader city-wide heritage trail and through any proposed business attraction activities.	2024	24 months	Council	Heritage Victoria	Y	100 K	Low
A30	Work with the Victorian Government to upgrade the amenity and functionality of Paramount Road as the spine through the precinct.	2020 - 2023	12 – 36 months	Council	DoT	-	-	High
A31	Ensure the duplication of Paramount Road includes a high level of amenity improvements in order to attract modern industrial and supporting commercial and office uses.	2020 - 2023	12 – 36 months	Council	DoT	-	-	High
A32	Implement enhancement and gateway treatments on key entry points to the precinct to illustrate the future vision for the precinct as shown in **Figure 17**.	2024	12 months	Council	-	Y	300 K	Medium
A33	Work with the Victorian Government to introduce and enhance boulevard treatments on Sunshine Road and Geelong Road.	2022	Ongoing	Council	DoT	Y	-	Medium
A34	Advocate to the Victorian Government to introduce a new bus route into the area ideally serving one of the local railway stations, nearby residential areas and a regional transport hub such as Sunshine or Footscray.	2024	12 months	Council	DoT	Y	1 M	High
A35	Undertake monitoring, review and evaluation of activities occurring in the precinct to ensure regulatory compliance.	2020	Ongoing	Council	Businesses	Y	500 K	High
A36	Encourage industrial and commercial developers to incorporate environmentally sustainable development initiatives such as energy production, integrated water management, siting and design into their developments.	2020 - 2030	Ongoing	Council	Sustainability. Victoria	-	-	Low
A37	Develop a business attraction strategy for the precinct that will work to achieve the land use and development vision for the precinct (see Break out box: **Business Attraction Strategy Initiatives**).	2020 - 2023	Ongoing	Council	LeadWest, Businesses	Y	50K	Medium
A38	Develop a range of marketing material that promote the vision, locational opportunities and advantages of locating businesses in the precinct.	2022-2025	12-24 months	Council	LeadWest, Businesses	N	200 K	Medium
A39	Work with the Victorian Government to determine opportunities for displaced businesses from central city urban renewal precincts to relocate to the precinct.	2020-2030	Ongoing	Council	DJPR	Y	1 – 2 M	Medium

TBD – to be determined

10. Monitoring and Review

Maribyrnong City Council will provide a progress report on the implementation of the Tottenham Employment Precinct Framework plan every four years, commencing from when the Framework Plan is approved. This process will enable Council to measure progress, to ensure an appropriate application of resources, and the delivery of key priority projects. The Council will use the four yearly progress report to adjust the implementation program to ensure that the Framework Plan is achieving the vision.

The Framework Plan review cycle is every four years, to ensure that it remains relevant and consistent with Council's strategic policies, MSS (or Municipal Planning Strategy) and the Council Plan, and to identify any changes required to respond to new trends, policies or changing circumstances. A review of the Framework Plan should commence four years prior to the expiry of the Plan and will enable Council to prepare for the subsequent Framework Plan period.


Nexans company

Appendix 1 – Tottenham and West Footscray Employment Precincts Industrial and Commercial Development Design Guidelines

Part A – Introduction

1 About the Guidelines

1.1 Purpose

The purpose of these guidelines is to provide guidance for development and subdivision in the Tottenham and West Footscray Employment Precincts. The guidelines will be used to guide the design of subdivisions and developments, inform the preparation of planning permit applications and be utilised by Council for the assessment of permit applications.

The guidelines aim to ensure that industrial and commercial developments and areas are functional and attractive environments for business operators, workers, visitors and adjacent residents. They address how existing and future industrial and commercial developments should look and function and how they should respond to the local environment and surrounding context.

An application for the development of a building is preferable firstly and for an application for subdivision to follow, if required. Where both types of application are required, their relationship should be clearly explained and provide integrated outcomes for maximum public benefits.

1.2 Why the Guidelines are Needed

The Tottenham and West Footscray Employment Precincts account for almost half of the municipality's zoned industrial land with just under 300 ha of industrial land. The precincts comprise an important component of the State Significant Industrial Precinct in Melbourne's western region. The built fabric of the precinct displays low levels of capital or ongoing investment represented by low cost buildings, site presentation, maintenance and repair. The precinct has a limited, discontinuous, narrow street network for the level of freight traffic it carries. Its layout tends to concentrate traffic flows while discouraging walking and cycling. Furthermore, this lack of street connectivity can be seen to restrict opportunities for subdivision or consolidation of land or redevelopment through limiting street exposure.

These guidelines are intended to expand the potential of the precinct for industrial land uses by improving the quality of the environment and function of the precinct for a wide range of users. The guidelines will ensure better practice for design of subdivision layouts, access, site and building design, environmental performance and safety, landscape and amenity within the employment precincts.

1.3 Objectives of the Guidelines

The objectives of the Guidelines are:

- To facilitate functional, well serviced, amenable, and attractive industrial development that have regard to their context and role within the State Significant Industrial Precinct.
- To establish design and development guidelines which support future industrial and commercial market demands, facilitate business and employment opportunities.
- To establish a standard of development which assists in the facilitation of economic development and increases business and industrial enterprises.
- To ensure industrial development makes a positive impact on the amenity and environment of the precinct.

2 How to use the guidelines

2.1 Where they apply

The guidelines apply to all industrial and commercial zoned land within the Tottenham and West Footscray Employment Precincts.

3 Subdivision and Development Applications

3.1 Permit application requirements

For subdivision and development applications, the following drawings and reports are to be prepared and submitted as part of the permit application (in addition to those required through the relevant zone and/or overlay).

Subdivision Applications

- Site Context Plan - Identifies surrounding land uses, interface issues (including buffer considerations), landscape elements, open space networks and transport networks.
- Site Analysis Plan - Provides detailed analysis of the characteristics of the site including landform (contour plans), existing vehicle crossovers and street trees, drainage networks, services and infrastructure, vegetation, existing buildings and climate.
- Design Response Plan - Provides an overview of how the proposed subdivision responds to the analysis and context of the site and how the subdivision will facilitate industrial/commercial land uses and cater for various land use scenarios.
- Subdivision Plan - the boundaries and dimensions of the site, adjoining roads and access, relevant ground levels, the subdivision layout including lot sizes and dimensions, proposed roads, open space areas and stormwater treatment areas (if applicable).

- Stormwater Management Plan- to meet the requirements of the relevant PPF/VPP clauses (19.03-03S & 53.18).
- Road and site cross sections.
- Guidelines Response Submission - Details how the development responds to the objectives and guidelines and where and why it doesn't comply.

Other plans and reports that may be requested by the responsible authority or referral authorities include:

- Traffic Report and Management Plan.
- Site Management Plan.
- Vegetation Removal Plan.
- Soil Management Plan (for contaminated sites).
- Infrastructure Plan.
- Land Capability Assessment.
- Aboriginal Cultural Heritage Management Plan (Proponents may be required to address Aboriginal Cultural Heritage requirements under the Aboriginal Heritage Act 2006 prior to lodging a planning permit application).

Development Applications

- Site Context Plan - Identifies surrounding land uses, built form siting, landscape elements and transport networks.
- Site Analysis Plan - Provides detailed analysis of the characteristics of the site including landform (contour plans), existing vehicle crossovers and street trees, drainage networks, vegetation, existing buildings and climate.
- Design Response Plan - Provides an overview of how the proposed development responds to the analysis and context of the site.
- Site Layout plan - Details the boundaries and dimensions of the site, adjoining roads, relevant ground levels, the layout of existing and proposed buildings and works, driveways and vehicle parking and loading areas, proposed landscape areas, and external storage and waste treatment areas.
- Landscape plan - includes a description of vegetation to be planted, the surfaces to be constructed, a site works specification and the method of preparing, draining, watering and maintaining the landscape area.
- Floor Plans - Building layout plans.
- Construction details - of all drainage works, driveways and vehicle parking and loading areas.
- Elevations and Cross Sections - Required as necessary to show the dimensions, colours and materials of all buildings and works.
- Stormwater Management Plan- to meet the requirements of the relevant PPF clauses (19.03-03S & 53.18)
- Signage Plan - Provides details of the proposed signage for the development including siting and design.
- Guidelines Response Submission - Details how the development responds to the objectives and guidelines and where and why it doesn't comply.

Other plans and reports that may be requested by the responsible authority or referral authorities include:

- Traffic Report and Management Plan.
- Site Management Plan.
- Aboriginal Cultural Heritage Management Plan.
- Vegetation Removal Plan.
- Soil Management Plan (for contaminated sites).
- Acoustic Assessments.

Part B – Subdivision Design Guidelines

4 Site Responsive Design

4.1 Site and Context Assessment

Objectives

- To ensure new subdivisions are designed to respond to the strategic and local characteristics of the site and its context.

Guidelines

4.2 Subdivision Design

4.2.1 Before any subdivision design is undertaken, a thorough investigation of the site and its context should be undertaken, so that the new subdivision will respond in the most appropriate way. This will include an analysis of:

- Surrounding existing and future land uses - sensitive interfaces, key land uses, buffers, etc.
- Surrounding existing and future transport networks - road, pedestrian and cycle paths, and public transport.
- Areas of vegetation.
- Natural and man-made features within the site – heritage buildings, exposed geological features, waterways, etc.
- Predominant landscape and cultural heritage character of the area.
- Assessment of drainage systems within and beyond the site.
- Assessment of existing and proposed vehicle crossovers, loading bay areas and street trees.
- Views from within the site to significant locations or features and views to the site from key public locations.
- Climatic conditions including solar access and prevailing winds.

The design and layout of a subdivision application will need to demonstrate how it responds to each of these elements.

5 Access & Circulation

5.1 Street Network

Objectives

- To provide for interconnected street networks that allow for efficient transport movement and integrate appropriately with surrounding urban areas.
- To provide site responsive street networks that integrate with the environmental and landscape features of the site.
- To provide sufficient capacity within the road network to cater to the needs of industrial and business uses, and emergency vehicles.
- To limit the impacts of heavy vehicles on adjoining residential areas.

Guidelines

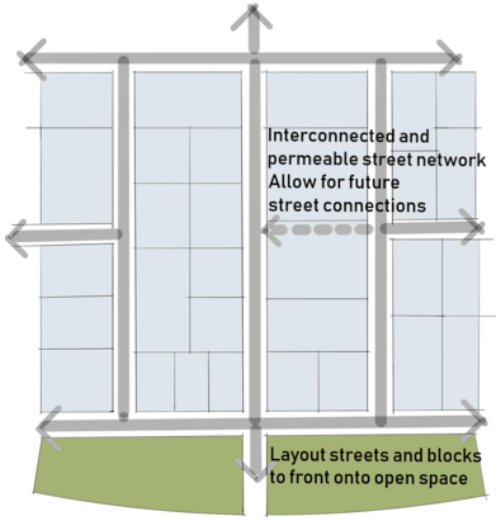
5.1.1 Provide connected road networks to enable safe movement of freight and other vehicles, pedestrians and cyclists. Connect streets to existing established road networks and enable future connections to adjoining areas, where required.

5.1.2 Align roads to enable buildings to face onto creek reserves and open space.

5.1.3 Provide a logical east-west and north-south road hierarchy providing sufficient space for pedestrians, cyclists, and vehicles.

5.1.4 Design roads to accommodate high capacity and other freight vehicles demonstrating the safe and efficient operation of the road network while minimising impacts on the streetscape and surrounding uses.

5.1.5 Design roads in accordance with Council's infrastructure and planning policies and the relevant Australian Standards.



5.2 Pedestrian and Bicycle Access

Objectives

- To provide for safe and convenient access for pedestrians and bicycle riders.
- Increase amenity of streetscapes through provision of shade trees, landscaping at the front of private properties and greater separation between shared paths and the roadway.
- To provide for adequate separation of pedestrian, bicycle rider movements from heavy vehicles.
- To ensure pedestrians and bicycle access is integrated into the design of future subdivisions.

Guidelines

5.2.1 New development and subdivisions will be required to provide footpaths at the front of their property.

5.2.2 Develop a pedestrian and cycle network as part of the subdivision application that provides for continuous and safe access between future allotments and the surrounding cycle and street network.

5.2.3 Provide paved shared user paths to one side of the open space, waterway or road with a minimum width of 2.5m where required for open space and linear networks.

5.2.4 Provide a shared user path to Australian Standards to at least one side of a road.

5.2.5 Provide bicycle lanes with a minimum width of 1.5m on both sides of roads, where space within the road reserve does not allow for an off-road shared user path.

5.2.6 Provide wayfinding for bicycle riders linking to connections within and beyond the precinct (Note: In some instances an on-road cycle path may be required for main roads or where separation from pedestrian movement or wayfinding for cyclists is required).

5.3 Public Transport

Objectives

- To provide adequate access for public transport within the precinct (where required by the Department of Transport).

Guidelines

5.3.1 Ensure a high quality of bus stop provision within the precinct including DDA compliance features at all stops and shelter, seating and real time information at some stops.

5.3.2 Design relevant roads with sufficient capacity to accommodate bus services (Note: Where relevant, the cross-section requirements of the Department of Transport 'Public Transport Guidelines for Land Use Planning 2008' may be required for relevant bus route roads).

5.4 Lot Layout

Objectives

- To create suitably sized allotments that are functional, accessible and contribute positively to the amenity of the precinct.

- To provide for a diversity of lot sizes and enable flexibility within allotments to cater for a range of industrial and business uses.
- To ensure lots are of an adequate size to respond to the site's constraints and features.
- To provide lot sizes that protect the state significant role of the precinct.
- To maximise passive solar design through the orientation of allotments.

Guidelines

Lot Size

5.4.1 Provide lots of size and dimension to enable objectives and guidelines contained in Part C - Development Guidelines to be satisfied for future development.

5.4.2 Demonstrate that a suitable building envelope can be achieved while satisfying the setback, landscaping, access and built form objectives and guidelines in Part C.

Lot Shape

5.4.3 Provide lots of regular shape to enable efficient use of land and for a range of industrial and business uses to be accommodated.

Lot Orientation

5.4.4 Align lots either north-south or east-west to allow for maximising passive solar design of buildings.

5.4.5 Arrange corner allotments so that the building will address the higher order road within the road hierarchy.

6 Landscape & Open Space

6.1 Streetscapes

Objectives

- To improve the amenity, comfort and habitat of streets within the precinct.
- To ensure streetscapes are durable and require minimal maintenance.

Guidelines

6.1.1 Provide street tree planting in accordance with Council's Street Tree Planting Strategy and Urban Forest Strategy including to:

- Position trees to reinforce the desired character for an area.
- Provide for trees or groups of trees spaced at optimum distances to provide shade and shelter to pedestrians and cyclists and screening of large built form.
- Plant native or indigenous canopy trees that reflect the character of the area and require minimal irrigation.
- Plant exotic species if appropriate to the character of the area provided the trees can be irrigated without utilising the potable water supply.
- Use low level shrubs and grasses in conjunction with canopy trees to maintain sight lines around intersections, entries and movement conflict points.
- Use low maintenance passive irrigation techniques so that street trees can be irrigated with stormwater captured on the site.

6.1.2 Provide street furniture such as seats and bins to Council's specifications around open space nodes and other key locations within the precinct.

6.1.3 Locate street lighting to provide for a safe journey along pedestrian paths in accordance with relevant Australian Standards.

6.2 Open Space

Objectives

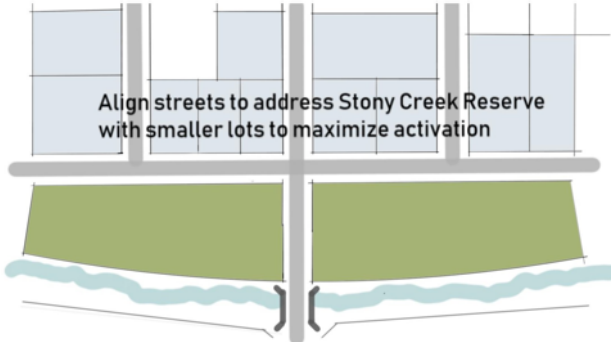
- To provide open space within the precinct for industrial and business uses.
- To ensure new developments provide suitable activation and surveillance of existing and new open space areas.

Guidelines

6.2.1 Incorporate natural elements into the open space network such as creeks or water bodies and areas of established vegetation. Provide linear open space along Stony Creek with appropriate pedestrian and bicycle access.

6.2.2 Align street networks so that buildings address at least one side of the Stony Creek corridor.

6.2.3 Locate smaller lots fronting open space to maximise activation.



6.2.4 Locate uses such as cafes and convenience shops adjacent to open space to take advantage of the outlook and increase activation.

7 Interface Treatments

Objectives

- To carefully manage the interface from subdivision between industrial uses and adjacent or nearby sensitive land uses.

Guidelines

7.1.1 Design the road network in subdivision so that development will front onto roads by providing direct access to the road and to support quality built form outcomes.

7.1.2 Provide a road between open space, creek or water body and proposed subdivision, so that development can address the interface.

Provide a shared path / driveway if a road is not required or feasible.

7.1.3 Provide a minimum 5m wide landscape strip capable of supporting large canopy trees along boundaries with residential or other sensitive land uses.

7.1.4 Locate loading bays, vehicles and pedestrian entries and access areas so they are not facing residential or other sensitive land uses.

8 Stormwater Management

Objectives

- To capture, retain, treat and re-use stormwater before it is discharged into natural systems.
- To minimise any increase in stormwater run-off and protect receiving waters from environmental degradation.
- To ensure streets and drainage perform adequately during storm events.

Guidelines

8.1.1 Provide stormwater and drainage infrastructure based on state and local infrastructure planning policies and provisions.

8.1.2 In addition to relevant engineering standards, design for stormwater and drainage should:

- Respond to the natural drainage characteristics of the site and context and design by integrating the system with these features.
- Locate development through possibly building envelopes away from drainage corridors and waterways in accordance with any referral authority requirements and relevant planning policies and provisions.
- Retain and enhance the function of natural drainage features in the area including drainage corridors and waterways.
- Minimise stormwater run-off by limiting the amount of impervious surfaces and utilising pervious surfaces to maximise infiltration.
- Retard and treat stormwater on-site or within a consolidated area before it is discharged into the drainage system or waterways.
- Utilise grass swales for channelling stormwater and perforated stormwater drainage pipes in order to increase infiltration.
- Incorporate Water Sensitive Urban Design features to manage run-off in streets and public open space before it is discharged from the site to the approval of council and Melbourne Water.
- Optimise capture, retention, treatment and re-use of water on site by addressing an integrated 'whole of water cycle' approach to water management.

Part C – Development Design Guidelines

9 Site Responsive Design

9.1 Site and Context Assessment

Objectives

- To ensure new developments are designed to respond to the strategic and local characteristics of the site and its context.

Guidelines

9.1.1 Undertake a thorough investigation of the site and its setting prior to undertaking design demonstrating how the development responds appropriately to the context. This will include an analysis of:

- Surrounding existing and future land uses - sensitive interfaces, key land uses, buffers etc.
- Surrounding existing and future transport networks - road, pedestrian and cycle paths, and public transport.
- Areas of vegetation.
- Natural and man-made features within the site – heritage buildings, exposed geological features, waterways, etc.
- Predominant landscape and cultural heritage character of the area.
- Assessment of drainage systems within and beyond the site.
- Views from within the site to significant locations or features and views to the site from key public locations.
- Climatic conditions including solar access and prevailing winds.

The design, built form, layout and interface of a development application will need to demonstrate how it responds to each of these elements.

10 Access and Circulation

10.1 Pedestrian and Cyclist Access

Objectives

- To provide safe and convenient access for pedestrians and cyclists.
- To provide adequate walking and cycling facilities.
- To minimise vehicle trips by supporting walking and cycling as transport alternatives.

Guidelines

10.1.1 Provide clearly defined entry points for pedestrians and cyclists from the surrounding movement network. Separate pedestrian and cyclist entries from all vehicle movements.

10.1.2 Separate pedestrian and bicycle circulation from vehicle movements, particularly loading and servicing vehicles.

10.1.3 Ensure clear sight lines for pedestrians and cyclists to vehicle crossovers.

10.1.4 Layout driveway access to maintain clear sightlines between exiting or entering vehicle and pedestrians or cyclists.

10.1.5 Provide secure bicycle end of trip facilities including secure storage, lockers, change rooms and showers in accordance with the relevant planning scheme provisions.

10.2 Vehicle Access

Objectives

- To provide safe, convenient and efficient access for all vehicles.
- To minimise the impacts of traffic on surrounding sensitive land uses.
- To provide functional access and car parking arrangements for visitors and employees.
- To minimise the impact of driveway crossovers on pedestrian and cyclist access and streetscapes.

Guidelines

10.2.1 Layout developments to allow all vehicles to enter and exit a site in a forward direction.

10.2.2 Locate vehicle access points to provide clear sight lines along the road and enable safe and efficient entry and exit.

10.2.3 Demonstrate that High Capacity and other freight vehicles can enter, exit and manoeuvre within the site safely and efficiently, and with minimal impact on the streetscape and surrounding uses.

10.2.4 Minimise the impact of traffic on surrounding sensitive land uses including residential areas and open space.

10.2.5 Consolidate crossovers to minimise entry and exit points for each site and minimise conflict with footpaths but acknowledge where a loop circulation network is required within the site for efficient movements.

10.2.6 Locate loading areas to the rear or side of the property away from the primary street frontage.

10.2.7 Integrate loading areas internally within buildings where practical. Where external loading areas are visible from adjoining land uses screen them with landscaping or built form.

10.2.8 Loading and servicing should occur from vehicles completely contained within the site. No part of a vehicle should extend into the public road reserve.

10.2.9 Separate access to vehicle access and loading areas from pedestrian and bicycle routes.

10.2.10 Provide sufficient storage and loading areas to avoid the use of car parks for temporary storage of goods.

10.2.11 Clearly define loading areas with line marking to allow unobstructed vehicle access and provide appropriate turning areas in accordance with Australian Standards AS 2890.2 -Parking facilities Part 2: Off-street commercial vehicles.

10.2.12 Allow for sufficient and safe collection of waste materials.

10.3 Car Parking Layout and Design

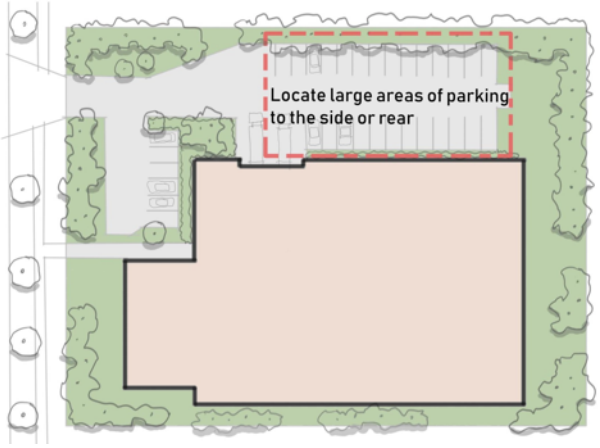
Objectives

- To provide safe and efficient access within car parks for all users.
- To provide attractive industrial and office areas where parking is not a dominant element of the streetscape.
- To provide landscaped car parks that integrate with the design of the site and adjoining streetscape.

Guidelines

Siting

10.3.1 Restrict car parking within the front setback to visitor parking. Clearly distinguish these spaces with suitable signage or pavement markings and make them permanently available for visitor use. Staff parking may be provided in the front setback if it can be demonstrated that sufficient car parks have been provided for visitors.



10.3.2 Locate larger expanses of car park of more than 20 spaces to the side or rear of the building.

10.3.3 Setback car parking at least 3m from the front property boundary to allow sufficient space for landscaping. Refer to the landscape guidelines in Section 13.

10.3.4 Provide designated truck parking areas for land uses that require the parking and regular movement of trucks. This does not include truck movements within loading areas.

Access

10.3.5 Clearly define pedestrian and cyclist access between the car park and the entrance to the building.

10.3.6 Clearly delineate car parking spaces, loading docks and vehicle route directions in accordance with the approved parking and access layout.

Design

10.3.7 Layout car parking spaces and access ways based on planning scheme requirements and Australian Standards.

10.3.8 Orient and layout buildings to address car parking areas with entries and windows.

10.3.9 Provide under-croft parking if it does not form a dominant element of the building frontage and enables larger areas of landscaping within the front setback.

10.3.10 Provide landscaping of car parks in accordance with Section 13 of these guidelines.

10.3.11 Construct car parks and vehicle turning areas with an all-weather pavement surface and adequate drainage.

10.3.12 Incorporate Water Sensitive Urban Design techniques within car parking areas to minimise run-off, passively irrigate vegetation and treat stormwater before it is discharged from the site.

11 Built Form

11.1 Setbacks

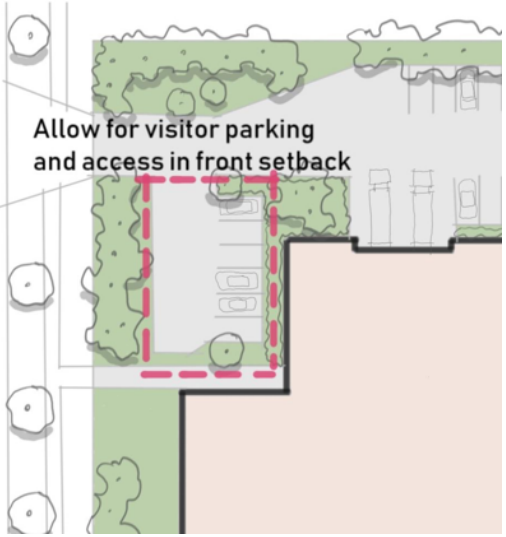
Objectives

- To ensure the siting of buildings reinforces the preferred character of the precinct.
- To create cohesive streetscapes characterised by consistent building setbacks.
- To provide active and pedestrian friendly streets.
- To ensure the siting of buildings provides adequate space for landscaping and planting and strengthens the amenity of the area.

Guidelines

Setbacks

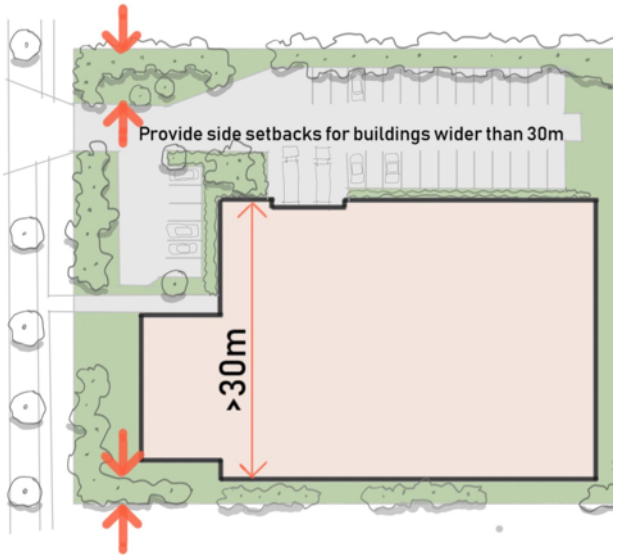
11.1.1 Front building setbacks for infill development are to be consistent with the predominant front setbacks in the street if the surrounding lot sizes and uses are generally consistent with the subject site or a minimum of 3 metres, whichever is the greater.



11.1.2 In new subdivisions and in areas with existing large front setbacks, allow sufficient space for visitor parking, building access and landscaping.

11.1.3 Front setbacks should not be used to store goods, materials or waste.

11.1.4 Setback buildings with a width of greater than 30 metres from both side boundaries to minimise the impact of a continuous built wall to the street.



11.1.5 Provide side setbacks to enable sufficient space for maintenance access, vehicle circulation, separation between buildings and landscape.

11.1.6 Development should avoid construction over existing or required easements.

Corner Sites

11.1.7 Setback buildings on corner sites a minimum of 3 metres from the secondary street frontage to provide sufficient space for landscaping and building access. This setback may be reduced if the prevailing setbacks are less and the proposed facade to the secondary street frontage is designed appropriately.

11.1.8 Setbacks on corner sites should enable adequate sight lines for vehicular traffic in accordance with the relevant Australian Standard.

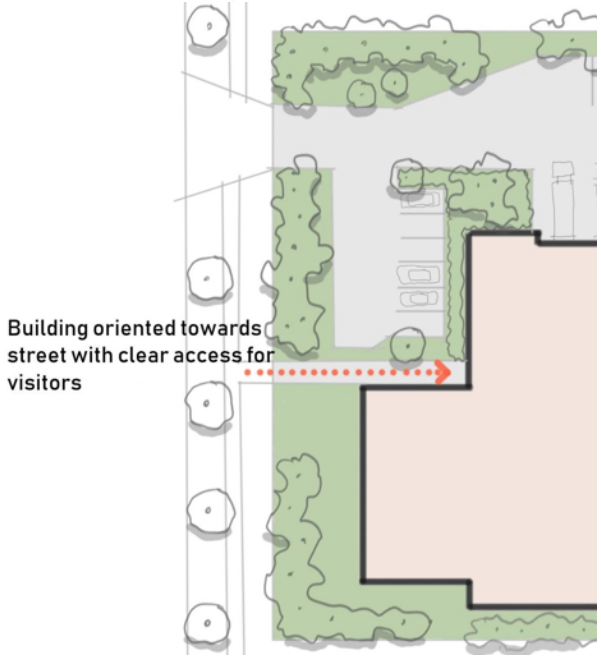
11.2 Building Orientation

Objectives

- To provide development which addresses the street and enhances streetscape amenity and safety.
- To layout buildings minimising the impact of car parking and loading areas on the streetscape.
- To maximise opportunities for passive solar design through the orientation of buildings.

Guidelines

11.2.1 Buildings should be orientated so that the building frontage i.e. entrance, reception, customer service area addresses the primary street frontage.



11.2.2 Layout buildings to take advantage of a north/north east aspect to maximise opportunities for passive solar heating and cooling.

11.2.3 Layout buildings with loading, servicing, and large areas of car park (greater than 20 spaces) located to the rear or the side of the site.

11.3 Building Address

Objectives

- To create active and pedestrian friendly streets and industrial sites through the design and layout of buildings.
- To provide activation and passive surveillance of adjoining open space areas.
- To provide businesses and industries that are easy to find for visitor and workers.

Guidelines

11.3.1 Locate pedestrian generating uses such as customer service and office components at the street frontage to provide activation of the street, create a more pedestrianised scale and assist in passive surveillance of the street.

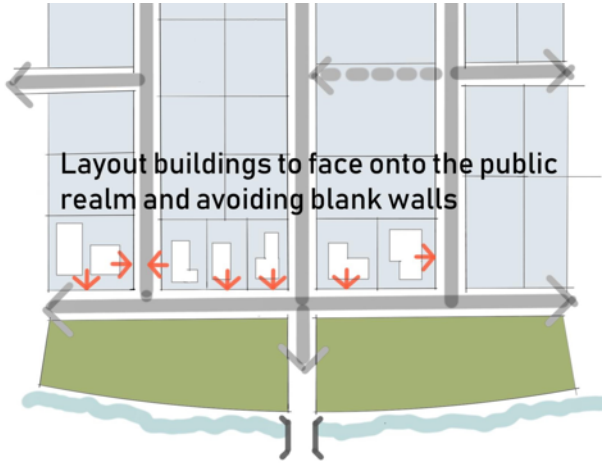
11.3.2 Emphasise the location of entries, customer service and office components through appropriate building design elements and techniques.

11.3.3 Locate and orient building entries to the street frontage to provide clear and convenient access for visitors.

11.3.4 Buildings on corner allotments should address both street frontages with articulated facades.

11.3.5 Provide taller built form or roof elements to emphasise prominent locations.

11.3.6 Orient buildings to face onto public open space. Where this is not possible, the building should address the open space with an articulated form.



11.3.7 Avoid blank, unarticulated walls to views from the public realm.

11.4 Building Design and Detail

Guidelines

Colours, Materials and Finishes

11.4.1 Provide materials that are durable and robust.

11.4.2 Provide colours, materials and finishes compatible with the industrial context of the precinct.

12 Landscaping

12.1 Landscape Design

Objectives

- To provide low maintenance and drought tolerant landscaping.
- To provide high quality landscaping within the front setback that enhances the setting of buildings in the street.
- To provide landscape design that responds to the characteristics and qualities of the precinct.
- To ensure the ongoing maintenance of landscaped areas.

Guidelines

Siting and Areas requirements

12.1.1 Where canopy trees are to be provided, landscaped areas should be a minimum of 3 metres in width to enable sufficient space for root zones. Landscaped areas of shrub, grasses, sedges and groundcovers should be a minimum of 2 metres to provide for the effective impact of planting.

12.1.2 Utilise planter boxes in locations where there is insufficient space to establish a landscaped area.

12.1.3 Boxes should be integrated into the overall design of the building and landscape, and be of an adequate size to maintain plants.

12.1.4 Buildings should be setback from existing trees by the width of the canopy of the mature tree in order to protect tree root zones.

12.1.5 Consolidate landscape areas to maximise the effect of the landscape and allow sufficient space for tree growth.

Landscaped Setbacks

12.1.6 Provide a front setback at least 3 metre wide to support planting of canopy trees.

12.1.7 Select and locate trees species to avoid impact of root systems and canopy in ground or overhead services or assets.

12.1.8 Provide space for screen planting in rear setbacks where the site adjoins a public street or space or is visible from key public viewing areas.

Car park landscaping

12.1.9 For staff or visitor car parking within setback areas, provide one canopy tree for every 6 car parking spaces.

12.1.10 Provide a landscape strip of at least 2 metres between car parks and side and rear boundaries.

12.1.11 Install kerb and channel between landscaped areas and vehicle areas to protect vegetation.

12.1.12 Incorporate water sensitive urban design techniques to passively irrigate vegetation and treat stormwater run-off from car parks.

Staff Amenity Areas

12.1.13 Where provided for or where the features of a site or proposal make it feasible or necessary, functional outdoor staff areas should be located to take advantage of northern aspect, connection to internal staff meals areas, and be landscaped with shade trees and seating.

Visual and Acoustic Screening

12.1.14 Where a landscape screen is required provide a minimum 5 metres width strip to support a variety of trees, shrubs and groundcovers.

12.1.15 Provide screen planting where an undesired element of the site will be visible from adjacent land uses, streets or public spaces.

12.2 Fencing

Objectives

- To ensure the front boundary treatment contributes positively to the appearance of the streetscape and clearly delineates the public and private realms.
- To ensure fencing provides for adequate site security.
- To ensure fencing is co-ordinated with the design of the building and landscaping.

Guidelines

12.2.1 Where security fencing is required ensure a minimum of 50% transparency.

12.2.2 If security fencing is not required along the front boundary align it with the building line to provide visual and physical connection between the street and building entries.

12.2.3 Where screen fencing is required integrate the materials and colours with those used within the development.

13 Site Amenity

13.1 Waste Storage

Objectives

- To ensure adequate access to waste and recycling facilities is provided.
- To ensure waste storage and treatment areas do not detrimentally impact on the amenity of streetscapes and the quality of stormwater.

Guidelines

13.1.1 Provide all developments with dedicated waste and recycling storage areas.

13.1.2 Locate waste storage and recycling areas away from street frontages, staff amenity areas and stormwater drains.

13.1.3 Provide adequate visual screening of waste and recycling storage areas from the public realm, amenity areas and adjoining residential land uses utilising landscaping as outlined in Section 13 or structural screening.

13.1.4 Demonstrate methods to minimise the production of waste as well as recycling and the re-use of waste materials.

13.2 Goods Storage

Objectives

- To minimise impacts on streetscapes by goods storage areas.
- To ensure the storage of goods does not adversely impact on the quality of stormwater.

Guidelines

13.2.1 Locate goods storage areas behind the building line and away from stormwater drains. Goods storage areas should not be located within landscaped areas, driveways, car and truck parking spaces or vehicle turning areas.

13.2.2 Provide adequate visual screening of goods storage areas from key public viewing locations.

13.3 Interface Treatments

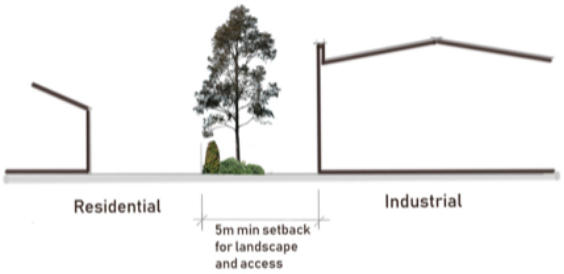
Objectives

- To carefully manage the interface between industrial development and adjacent or nearby sensitive land uses and developments.

Guidelines

13.3.1 Front development onto industrial and commercial roads with direct access to industrial and commercial development and away from residential and other sensitive land uses and developments.

13.3.2 Provide a minimum 5 metre wide landscape strip capable of supporting large canopy trees along boundaries with residential or other sensitive land uses and development.



Residential Interface Section

13.3.3 Locate loading bays, vehicles and pedestrian entries and access areas so they are not facing residential or other sensitive land uses.

14 Environmentally Sustainable Design

14.1 Integrated water management

Objectives

- To minimise any increase in stormwater run-off and protect receiving waters from environmental degradation.
- To reduce potable water consumption.

Guidelines

Stormwater minimisation

14.1.1 Collect and re-use stormwater for landscape irrigation, toilet flushing and cleaning.

14.1.2 Incorporate pervious and porous surfaces and minimise impervious sealed services in order to maximise onsite stormwater infiltration.

14.1.3 Utilise grass swales for channelling stormwater and perforated stormwater drainage pipes in order to increase infiltration.

Stormwater Treatment

14.1.4 Incorporate water sensitive urban design techniques to treat stormwater before it is discharged from the site.

Water Recycling and Re-use

14.1.5 Where practical, incorporate grey water treatment and re-use systems (in accordance with EPA requirements) to provide additional water sources for irrigation of landscapes, cleaning and toilet flushing.

14.2 Energy Efficient Building & Site Design

Objectives

To minimise greenhouse gas emissions from industrial sites.

- To provide economically viable solutions to energy efficient design.

Guidelines

Site Layout and Building Orientation

14.2.1 Use appropriate tree planting to provide shading of public areas and buildings.

14.2.2 Design and orient buildings to make maximum use of daylight and solar energy for illumination and heating.

Heating and Cooling

14.2.3 Optimise the thermal performance of buildings by using efficient methods of heating and cooling such as insulation and passive solar access.

Energy Conservation / Renewable Energy Production

14.2.4 Maximise natural lighting through skylights, light wells and positioning windows to capture northern light. Utilise light coloured internal finishes to reflect light.

14.2.5 Utilise energy efficient lighting and appliances.

14.2.6 Incorporate on-site production of renewable energy. Maximise north facing roof spaces to facilitate energy production.

Building Materials

14.2.7 Where practical, adapt and re-use existing buildings.

14.2.8 Where practical use local building materials to reduce transportation taking into account the embodied energy in the production of the material.

14.2.9 Use recycled building materials where possible.