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## Volume 1

Development Plan Submission

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28 April 2016

# Kinnears Precinct

## Development Plan

124 -188 Ballarat Road, Footscray





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# 1. INTRODUCTION

## 1.1 Kinnears Development Vision

*“To create a sustainable, residential and part mixed use precinct for Footscray, including ancillary local services that integrates with the local neighbourhood and complements the Footscray Central Activities Area offering opportunities to live in an inner urban environment close to the Maribyrnong River”*

Key elements of the proposed Kinnears development include:

- A mixture of land uses across the site, including residential, retail, a supermarket, offices and community services
- Approximately 1450 new dwellings
- Medium density residential and mixed use developments (5-15 storeys) along the sensitive interfaces of Kinnears Street and Farnsworth Avenue.
- Higher density residential and mixed uses (5-18 storeys) along Ballarat Road
- Conservation and adaptive reuse of the iconic Kinnears ropeworks heritage buildings.
- Improvements to the internal and (external) connecting pedestrian, cycling and vehicular access routes
- Integration of a new plaza and promenade, to act as a core pedestrian node
- Six precincts with unique individualised public realm and land uses
- Enhancements to the public realm and landscaping, including three public open spaces across the overall Kinnears development.

The development will transform the culturally and historically significant Kinnears site to an exciting mixed use development. The development will draw upon the unique heritage qualities of the former rope making site, whilst also creating an opportunity for a new diverse neighbourhood for the Footscray community. The development promotes varied, engaging and high architectural quality building forms, a balanced mix of land uses, and a pedestrian focused environment.

The development also addresses a need for well serviced and connected housing, community services, and diverse employment opportunities within the City of Maribyrnong.

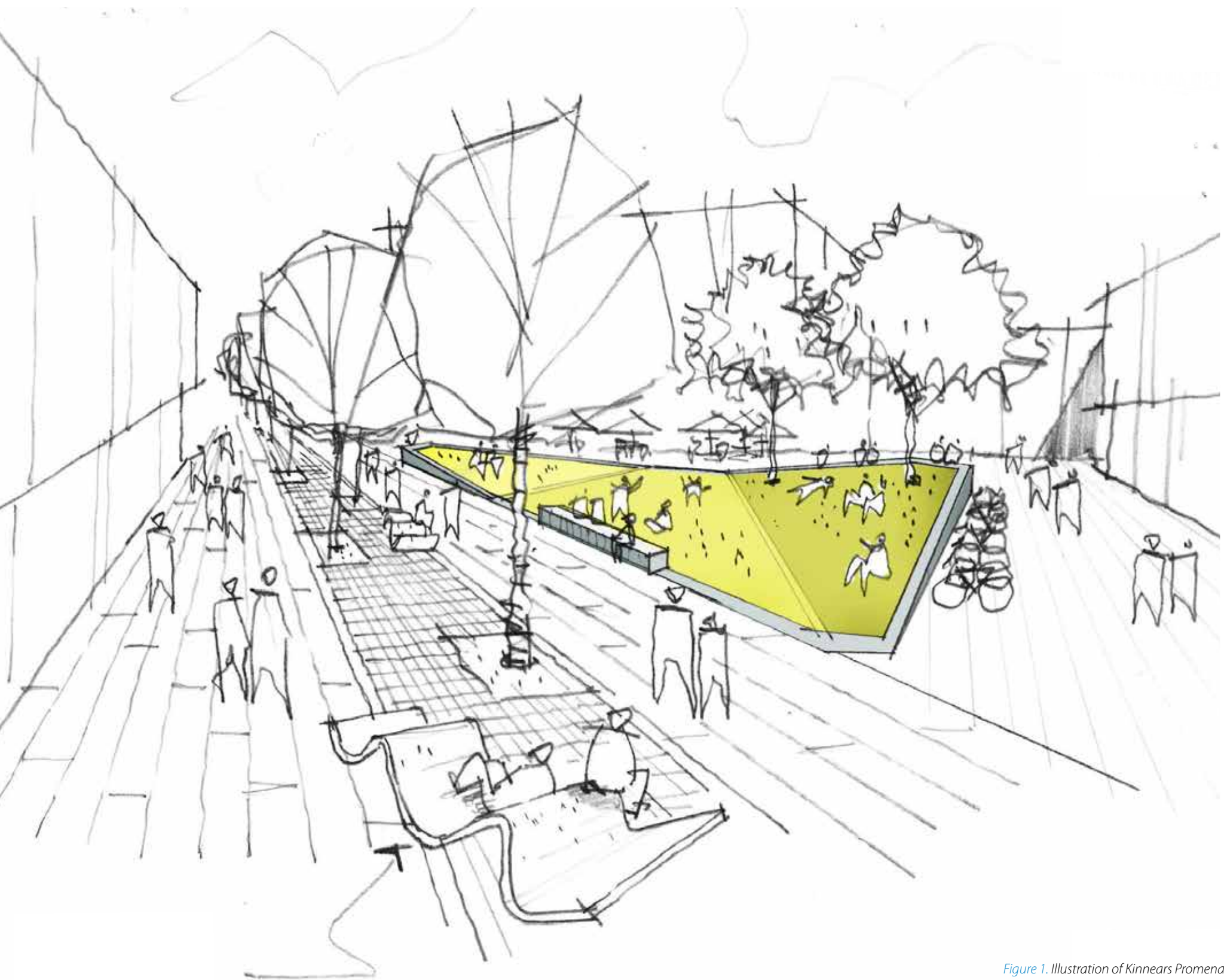


Figure 1. Illustration of Kinnears Promenade



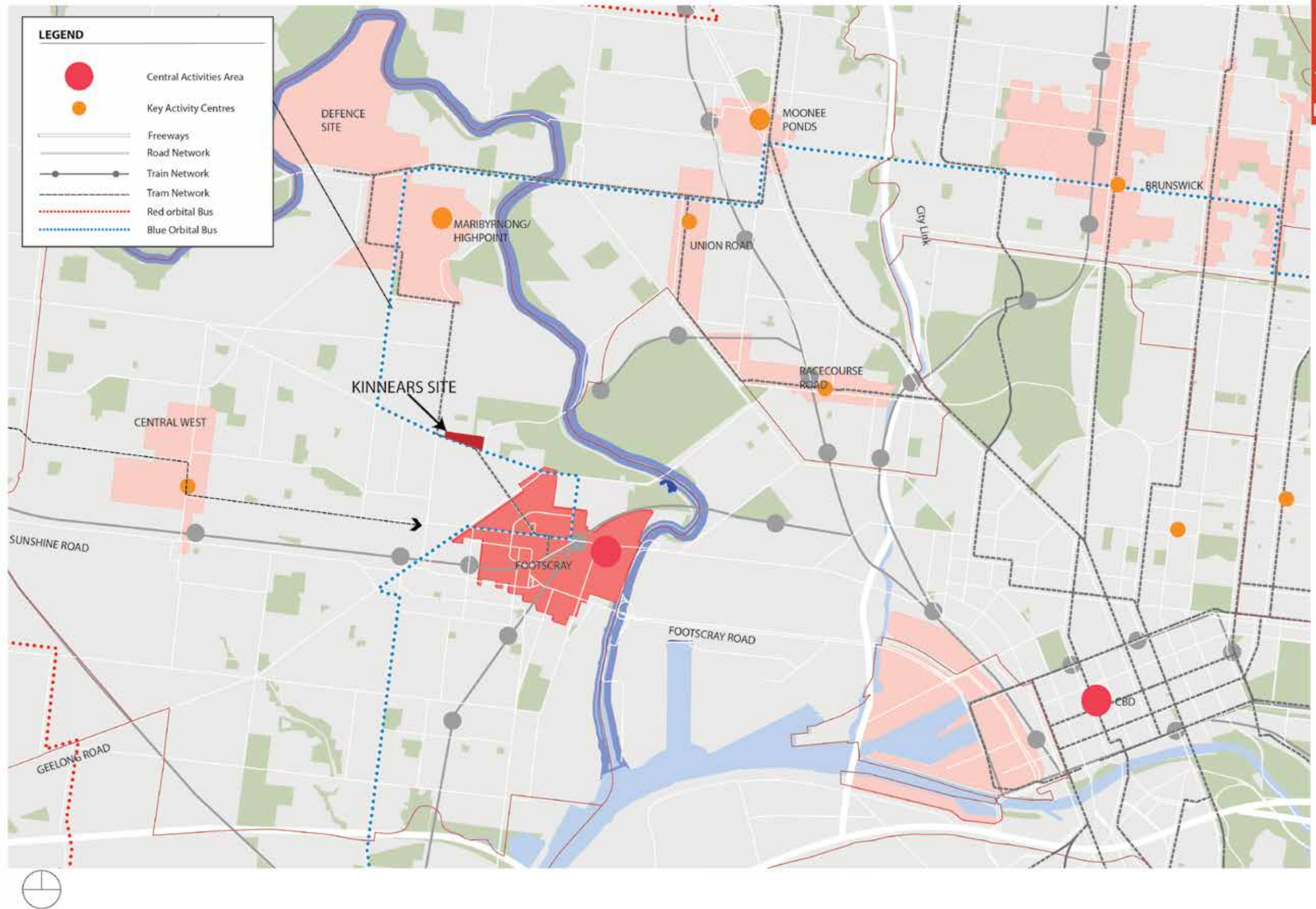


Figure 2. Locality Plan



## 1.2 Planning Context

### 1.2.1 Zone and Overlays

The Subject Site is included in a **Mixed Use Zone (Schedule 2)** and is also affected by four overlays: These overlays are:

- Heritage Overlay 90 (HO90)
- Development Plan Overlay - Schedule 14 (DPO14)
- Environmental Audit Overlay (EAO)
- Development Contributions Plan Overlay - Schedule 2 (DCPO2)

Details regarding these controls are described in the Planning Report contained in Volume 2.

### 1.2.2 Purpose of this document

This Development Plan and associated background documents have been prepared in accordance with the requirement of clause 43.04-1 of the Development Plan Overlay. The Development Plan must address a range of issues, including heritage, built form design guidelines, transport management, landscaping and ESD strategies, social infrastructure and housing diversity, economic and retail impact, staging of development and site remediation.

The Kinnears Ropeworks Indicative Concept Plan forms part of DPO14. The Development Plan and Design Guidelines within this report have been prepared in response to this Indicative Concept Plan.

### 1.2.3 State and Local Planning Policy Framework

Under the Maribyrnong Planning Scheme's Municipal Strategic Statement, the land is identified as a 'strategic redevelopment site' - a site for substantial change. The site represents a significant opportunity for infill residential development at a variety of densities.

Further information on the State Planning and Local Planning Policy Framework and particular provisions of the Maribyrnong Planning Scheme affecting the site are provided in the Planning Report, contained in Volume 2.

Other planning considerations, including the Maribyrnong Housing Strategy (December 2011); Footscray Structure Plan (Adopted March 2015) and; Maribyrnong Open Space Strategy are also described in the Planning Report.

A summary of how the Kinnears Development Plan responds to the specific requirements of DPO14, provisions of the zone and overlays and relevant Local and State Planning Policies are included in the Planning Report.

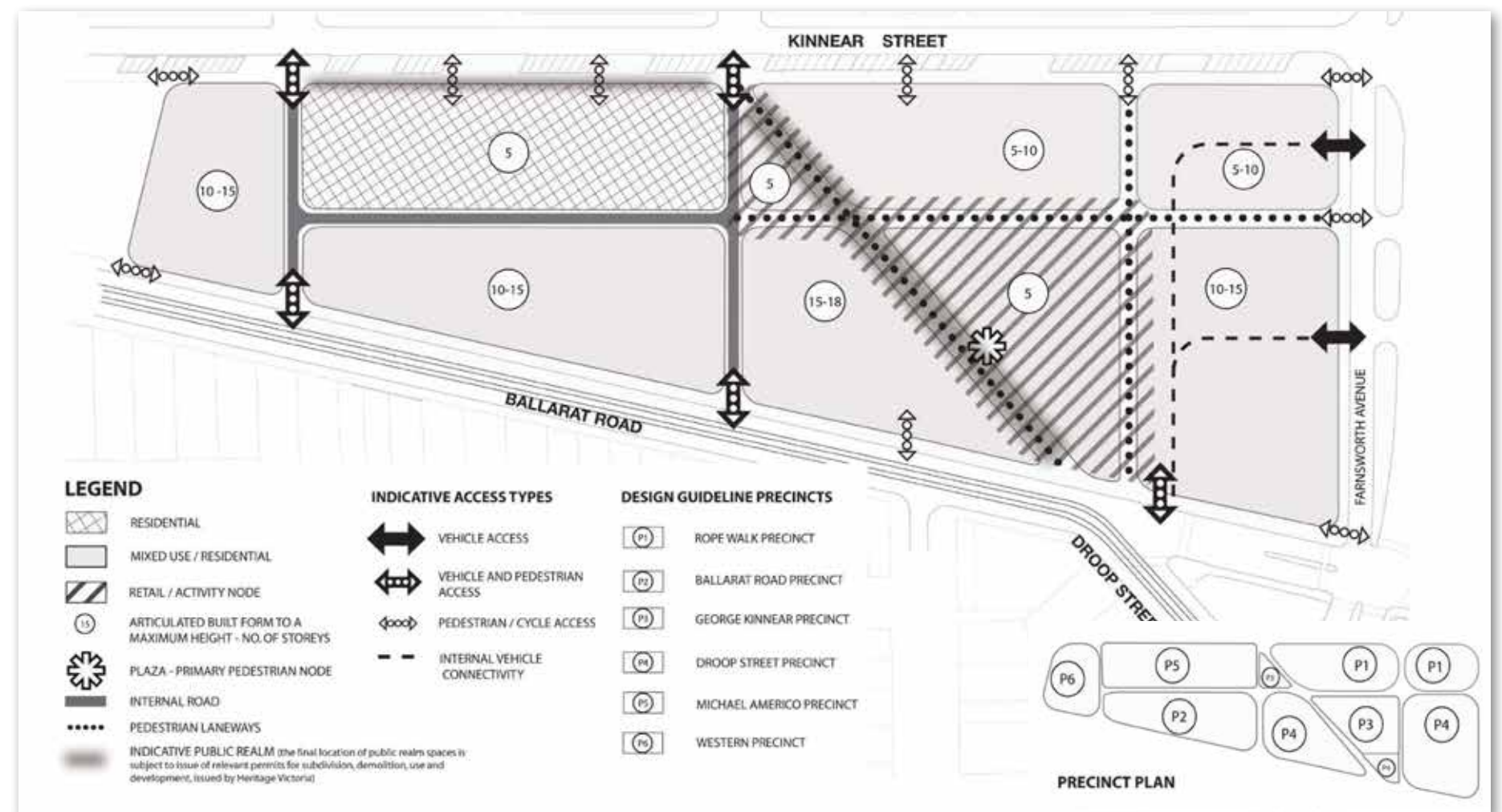


Figure 3. Kinnears Ropeworks Indicative Concept Plan 2012



1.3 Development Plan Overview

The Kinnears Precinct Development Plan provides a framework for the redevelopment of the former ropeworks manufacturing site located at 124-188 Ballarat Road, Footscray. The overall site is approximately 3.3 hectares, made up of 23 separate lots and has frontages to the major arterial, Ballarat Road, as well as Kinnear Street and Farnsworth Avenue. The site is less than 1km from the centre of Footscray’s Central Activities Areas (CAA). The location of the land is illustrated in Figure 2 – Locality Plan.

1.4 Purpose of Development Plan

The Development Plan implements the objectives and provisions of Schedule 14 to the Development Plan Overlay and the policy statements which apply to the land.

Specifically, the Development Plan identifies:

- Land use precincts including residential, commercial, and public open space areas;
- Protection of heritage buildings associated with the site;
- Proposed staging and integration of development;
- Access, movement, parking and loading arrangements;
- Landscape and planting concepts;
- Social and physical infrastructure, including affordable housing;
- Urban design, built form, and activity centre principles; and
- Means by which the environmental and potential contamination impacts of the development are to be managed.

1.5 Development Plan Content

The Kinnears Precinct Development Plan comprises two volumes, being:

Volume 1 - Development Plan

Volume 2 - Specialist reports. The specialist reports contained within Volume 2 have been prepared to respond to the requirements of Section 3 of DPO14.

The following consultants were involved in the preparation of Volume 1 and Volume 2 of the Development Plan:

- Tract Consultants
- Elenberg Fraser Architects
- GTA Consultants
- Reeds Consulting
- Aurecon Group
- Lovell Chen
- Leigh Design
- Senversa Pty Ltd
- Deep End Pty Ltd
- ASR Research

The requirements of the DPO14 are addressed in full within the specialist reports and summarised in this Volume 1 package as follows:

- Heritage Plan

A Heritage Plan, including reference to the current heritage permit and conditions issued by Heritage Victoria and details of the Conservation Management Plan are provided in Section 3 of this report. The full Conservation Management Plan prepared by Lovell Chen is contained in Volume 2.

- Planning Report

A Planning Report responding to the relevant provisions and requirements of the Maribyrnong Planning Scheme is outlined in Section 1.2 of this report. The full Planning Report prepared by Tract Consultants is contained in Volume 2.

- Retail and Economic Impact Assessment

A Retail and Economic Impact Assessment is outlined in Section 4.2 of this report. The full Retail and Economic Impact Assessment Report prepared by Deep End is contained in Volume 2.

- Site and Staging Plan

The Site and Staging Plan for the proposed development is outlined in Section 4.3 of this report.

- Design Guidelines

Design Guidelines have been prepared as part of the Development Plan and are provided at Section 4.4 of this report. A full master planning package has been prepared by Elenberg Fraser and is contained in Volume 2.

- Transport Management Plan

A summary of the Transport Management Plan has been prepared and is outlined in Section 4.5 of this Report. The full Transport Management Plan prepared by GTA Consultants is contained in Volume 2.

- Integrated Transport Plan

A summary of the Integrated Transport Plan is provided in Section 4.6 of this report. The full Integrated Transport Plan prepared by GTA Consultants is contained in Volume 2.

- Landscape Concept Plan

Details of the Landscape Concept Plan are outlined in Section 4.7 of this report. The full report prepared by Tract Consultants is contained in Volume 2.

- Ecologically Sustainable Design (ESD) Strategy

The ESD Strategy is outlined in Section 4.8 of this report. The full report prepared by Aurecon is contained in Volume 2.

- Site Remediation Strategy

The Site Remediation Strategy is outlined in Section 4.9 of this report. The full report prepared by Senversa is contained in Volume 2.

- Housing Diversity and Social Infrastructure

Details of the Housing Diversity and Social Infrastructure Report are provided at Section 4.10 of this report. The full report prepared by ASR Research is contained in Volume 2.

- Physical Services and infrastructure

Details of the Services and Infrastructure Report are outlined in Section 4.11 of this report. The full report prepared by Reeds Consulting is contained in Volume 2.

A summary of the Waste Management Plan and details regarding the Section 173 Agreement are provided in section 4.12 and 4.13 of this report. The full Waste Management Plan, prepared by Leigh Design is contained in Volume 2.



## 2. SITE ANALYSIS

### 2.1 Site Analysis

The former Kinnears Rope Works site is approximately 3.3 hectares and is located at 124-188 Ballarat Road, Footscray. The overall site is made up of 23 separate lots and has frontages to Ballarat Road to the south, Kinnear Street to the north and Farnsworth Avenue to the east. Direct access to the site is via six (6) separate vehicle crossovers to Ballarat Road, as well as four (4) separate vehicle crossovers to Farnsworth Avenue. Refer to Figure 4 - Aerial Plan.

The land is relatively flat and contains no notable vegetation. There are some limited planted street trees to Kinnear Street, Ballarat Road and Farnsworth Avenue.

The current building format on the site is delineated by an intricate network of existing industrial laneways that were used for internal transportation across the factory site. Several of the existing buildings on the site are of heritage significance.

The site is comprised of sixteen (16) separate buildings which are divided by a network of industrial laneways including a long east-west laneway and three shorter north-south laneways as well as a shorter east-west connecting laneway. Significant buildings within the precinct include the Boiler House, Mills, and the 'rope walk'.

### 2.2 Site Location

The subject site is located within the suburb of Footscray in the inner west of metropolitan Melbourne. Footscray is approximately 9km north west of Melbourne's CBD, includes the Footscray CAA and is located within the eastern portion of the City of Maribyrnong, close to the City of Melbourne and the Maribyrnong River as shown in Figure 5 - Site Context Plan.

Footscray is an inner western suburb bordered by the Maribyrnong River to the east, Sunshine and Somerville Roads to the south, Somerhill Road to the west and Owen Street to the north. Footscray is characterised by a very diverse, multicultural central shopping area, which reflects the successive waves of immigration experienced by Melbourne.

The site is less than 1km from the centre of Footscray's CAA and the suburb is well serviced by major arterial roads. Footscray has been identified by the State Government as a Transit City with initiatives to encourage significant investment in transport, and a particular focus for future population growth. The Footscray CAA provides the advantages of major employment, social and recreational opportunities that are easily accessible from the subject site.



Figure 4. Aerial Plan

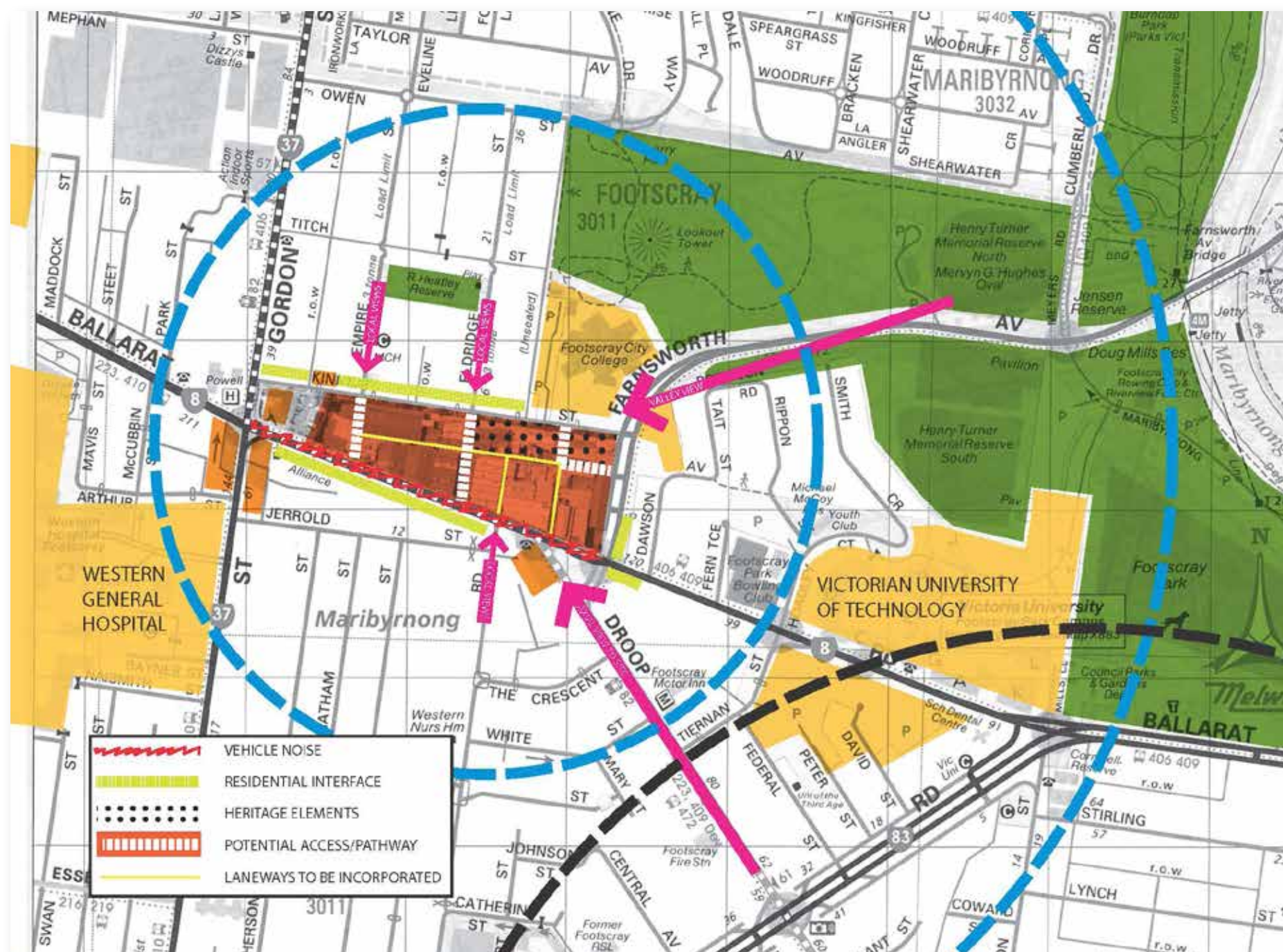


It is also the location of the Footscray Train Station which is located just three stations from Southern Cross Station and accommodates the metropolitan Sydenham, Werribee and Williamstown Lines as well as regional lines to Ararat, Echuca, Swan Hill and Warrnambool. Ballarat Road also includes a tram line connecting the inner western suburbs with the CBD.



Figure 5. Site Context Plan





## 2.3 Neighbourhood Structure

The immediate neighbourhood surrounding the subject site is predominantly residential. Situated to the north of the subject site is a mix of detached and multiunit dwellings.

To the northeast of the site with frontage to both Kinnear Street and Farnsworth Avenue is Footscray City College, beyond which is public open space, known as Quarry Park.

To the east is predominantly residential development; further east is the Footscray Campus of Victoria University, Henry Turner Memorial Reserve and Footscray Park which abuts the Maribyrnong River.

Key features of the local neighbourhood include:

- Traditional housing to the north which is focused on a grid subdivision pattern with north-south roads and east-west lots.
- The Droop Street axis which directly connects the site with the Footscray CAA to the south east.
- The vast long views of the river valley and city.
- The busy arterial route of Ballarat Road which is also a transport corridor with high noise levels and large traffic volumes.
- The heritage elements of the site which contribute to the local neighbourhood character.

Across the Maribyrnong River to the east is Flemington Racecourse.

To the south of the site along Ballarat Road is residential development including recently constructed multi level apartment buildings. To the immediate west of the site is a McDonalds Restaurant and adjoining that is a multilevel apartment building accommodating student housing. Further west, over Gordon Street is a mixed use area with local shops and services. To the south west is the Western Hospital Precinct.

Refer to Figure 6 - Neighbourhood Structure Plan.

Figure 6. Neighbourhood Structure Plan





Photo Source: State Library of Victoria

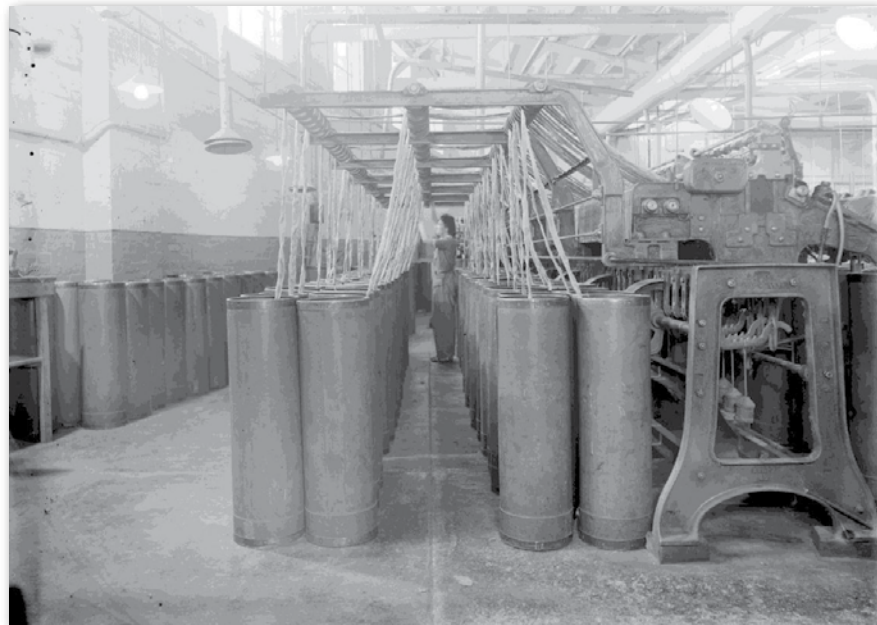


Figure 7. Internal fittings and machinery inside Kinnears Precinct and internal laneways

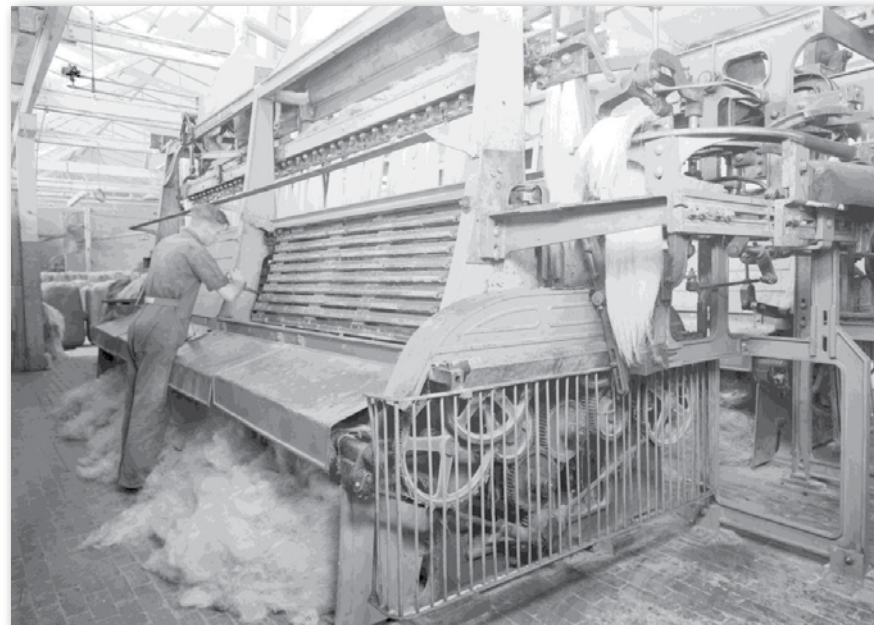


Figure 8. Man repairing a hackler machine, 1944



Figure 9. Two women at a spread board laying out fibres, 1945

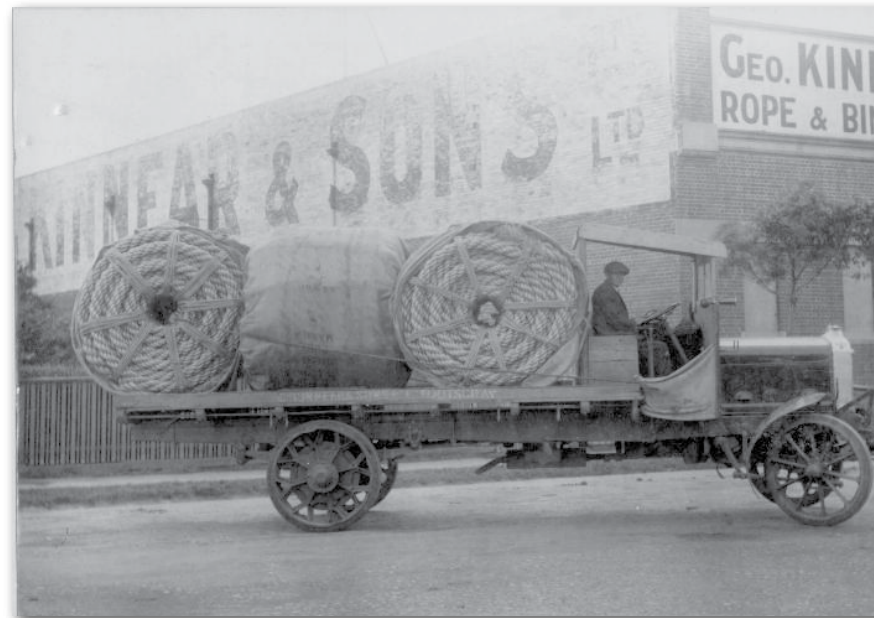


Figure 10. Delivery of 12 foot rope, 1926

## 3. HERITAGE PLAN

### 3.1 Policy Context

Schedule 14 to the Development Plan Overlay requires that the Development Plan be consistent with a Conservation Management Plan prepared for the site and approved by the Executive Director, Heritage Victoria, or any permit issued by the Executive Director, Heritage Victoria, to the satisfaction of the Responsible Authority.

Furthermore Schedule 14 requires that a Heritage Plan set out the relevant permits or exemptions issued by Heritage Victoria or any Conservation Management Plan or Heritage Action Plan endorsed by the Executive Director of Heritage Victoria for the subdivision, demolition and development proposed in the Development Plan (or any stage of the Development Plan).

The following information provides a summary of the Conservation Management Plan and the relevant heritage permit, which was granted on 10 February 2016.

### 3.2 Conservation Management Plan

The Conservation Management Plan Review (a review of an earlier CMP prepared by Allom Lovell & Associates (now Lovell Chen) in 2003 and revised in 2004) has been prepared in accordance with accepted methodologies for such documents. Its purpose is to clarify the nature and extent of the cultural heritage significance of the place and to provide policies to guide its future management and the conservation and future uses, adaptation and development of the place, consistent with its heritage significance.

Consistent with the VHR registration, the values recognised in the CMP include historical, social, scientific (technological) and architectural value. The analysis includes a consideration of the industrial processes that occurred within the complex and its physical scale, as well as its economic, social and historical importance as a major and large-scale employer in the local Footscray and broader western suburbs context. The CMP policies address a wide range of issues and actions, including the retention and conservation of significant buildings and fabric, use, and appropriate approaches to adaption and site interpretation.

#### 3.2.1 Historical significance of the Kinnears Precinct

From a historical perspective, the significance of the Kinnears complex relates to its rarity as a surviving ropeworks complex and the scale and longevity of the manufacturing operation. The factory is of historical and social significance at a state level as part of the larger industrial and manufacturing hub of Melbourne's western suburbs. Deriving from this long history, it is





of significance for its contribution to the growth of working class culture in the west and its association with post-war migration. The scientific (technical) significance of Kinnears Ropeworks primarily lies in the fabric of key buildings, in particular the ropewalk, and limited remaining equipment and machinery and the ability of these to reflect on the process of rope manufacture. More broadly, the place is of historical and architectural (typological) significance as an example of a large-scale manufacturing complex of the early to mid-twentieth century with typical industrial building forms (including large floor areas lit by south roof lights) and distinctive internal road layout.

Significant buildings and features at the Kinnears Ropeworks site should be conserved to reflect key aspects of the significance of the place as a whole, and any adaptation and/or site redevelopment works should prioritise the retention and conservation of heritage fabric.

Entirely new development can occur on the site providing this responds to and supports the heritage values of the site and incorporates and provides for the feasible adaptive reuse of the heritage buildings.

### 3.2.2 CMP Policies

General and specific conservation policies have been developed with an understanding of:

- The heritage values of the Kinnears Ropeworks site and the basis of its cultural heritage significance
- The relative contribution of the individual elements within the complex to significance including their ability to inform an understanding of the scale, layout, operation and characteristics of the place
- Existing statutory heritage controls.

The policies also have regard for the opportunities and constraints pertaining to the site, and in particular the statutory obligations and requirements, recognising that these may have implications for the delivery of heritage outcomes on this site.

The policies are summarised as follows:

- VHR statement of significance as the basis for future conservation and management
- Burra Charter as the basis for conservation
- Adopt key guidelines of a Conservation Management Plan, and regularly update

- Compliance with legislation
- Statutory heritage controls, in particular those which are relevant to the site within the Victorian Heritage Register.
- Redevelopment to have regard to the different levels of heritage significance and provide appropriate heritage response
- Curtilage and scale
- Retain and/or interpret internal roadways and bridges over lanes
- Undertake an audit of fittings, plant and machinery and retain where possible as part of active site interpretation.
- Prepare a maintenance management plan and ensure all repair works are consulted with a heritage advisor
- Site planning and development to have regard to significant heritage buildings, historic layout of the site and respond to architectural character and materials found on the site.
- Prepare a site interpretation plan to appropriately communicate the history of the place and reviewed on a five year basis.
- Archival record through on-site photography before work commences
- Historical archaeology for the site should be recorded and remains should be notified to Heritage Victoria.

In summary, the policies recognise that the whole of the site offers opportunities for adaptation and redevelopment, including heritage buildings and structures, within the context of the identified heritage values. It is a site where there is scope for change, adaptation and new development with the introduction of new functions and uses. The policies contemplate where change and adaptation can occur and how the site and individual elements can be interpreted in a meaningful manner. The design guidelines contained in Section 4.3 of this report demonstrate how the Kinnears Development will respond to the relevant policies of the CMP.

It is important to note that Heritage Victoria does not endorse CMPs. However the CMP is a key document for both Heritage Victoria and Council in considering the management of heritage issues and values on the site.

The final CMP (August 2015) was lodged with Heritage Victoria, alongside detailed plans to support the heritage application. A permit was issued in February 2016.

A copy of the CMP and Heritage Permit are provided in Volume 2.

## 3.3 Statutory heritage controls

### Heritage Act 1995

The Kinnears Ropeworks is included on the Victorian Heritage Register (VHR) as H2067. The VHR documentation for the site includes the site's heritage citation, statement of cultural heritage significance and permit exemptions.

The extent of registration covers the entire site and buildings as identified on Figure 11:

- B1 Polymer Store (Former Felt Room)
- B2 Mill 2
- B3 Rope Walk
- B4 Finished Goods Warehouse
- B5 Boiler House& Engineers Store
- B6 Mill 1
- B7 Mill 9 (Former Jute Mill Extension)
- B8 Mill 6 (Former Jute Mill)
- B9 Engineers Offices & Workshop and Spooling Room
- B10 Office Building
- B11 Mill 8 (Former Hemp Mill)
- B12 Office Building
- B13 Warehouse (Former No9 Store)
- B14 Warehouse and Mess Room

Unless declared to be exempt under the Heritage Act, permits are required for all works within the extent of registration including demolition, internal and external alterations and addition, subdivision and all new development. This is with the exception of the limited and general permit exemptions which apply to the Kinnears Ropeworks registration. These relate to site maintenance, vermin control, works associated with the provision of public safety and security and signage and site interpretation.

Permits under the Heritage Act are determined by the Executive Director,



Heritage Victoria. Section 73 of the Heritage Act sets out a series of considerations in determining permit applications. These include the impact of the proposed works on the cultural heritage significance of the place. Applications are referred to the local Council for comment and members of the public can also make submissions as part of the public advertising processes.

#### 3.3.1 Circumstance where no Planning Permit is required

The site is also identified as having a Heritage Overlay HO90, Kinnears Rope Works, 124-188 Ballarat Road, Footscray in the Heritage Overlay Schedule to the Maribyrnong Planning Scheme. The extent of the HO90 reflects the site's inclusion in the VHR.

Pursuant to Clause 43.01-2 of the Planning Scheme, no permit is required under the HO provisions to develop a heritage place which is included on the VHR.

### 3.4 Heritage Victoria permit application

A permit application was lodged with Heritage Victoria under the Heritage Act for the redevelopment of the site, consistent with the Development Plan. It included the following:

- Buildings to be retained, either in full or in part
- Buildings to be demolished
- Conservation and adaptation of retained heritage buildings and structures (general approach)
- Conservation works documentation for retained buildings or building facades
- Removal of hazardous materials
- Proposal for new development on the site (consistent with the Development Plan)
- Details of the interface between retained heritage buildings and proposed new buildings
- Staging plan for the development

Consistent with the Development Plan, the application included a staging plan to allow for the delivery of individual conservation of heritage buildings as part of each stage of work, with the bulk of the heritage conservation

and adaptation works undertaken in stages 1, 2 and 3. This approach was preferred to one in which heritage conservation was left and undertaken at the end of the development project. Buildings will be retained until such time as their demolition is required for the development of the relevant stage of the overall project. Heritage buildings will be conserved and gradually activated as the delivery of the project proceeds.

### 3.5 Heritage Permit Approval

On the 10 February 2016, a heritage permit was granted for the Kinnears Ropeworks (Permit No. P22841).

The permit allows for the *“staged redevelopment of the site, including demolition, conservation works and the construction of new residential towers, including landscaping”*.

Each stage of works will require the preparation of detailed documentation and specific approval from the Executive Director prior to the commencement of works.

This Development Plan is consistent with the plans that have been approved by Heritage Victoria.



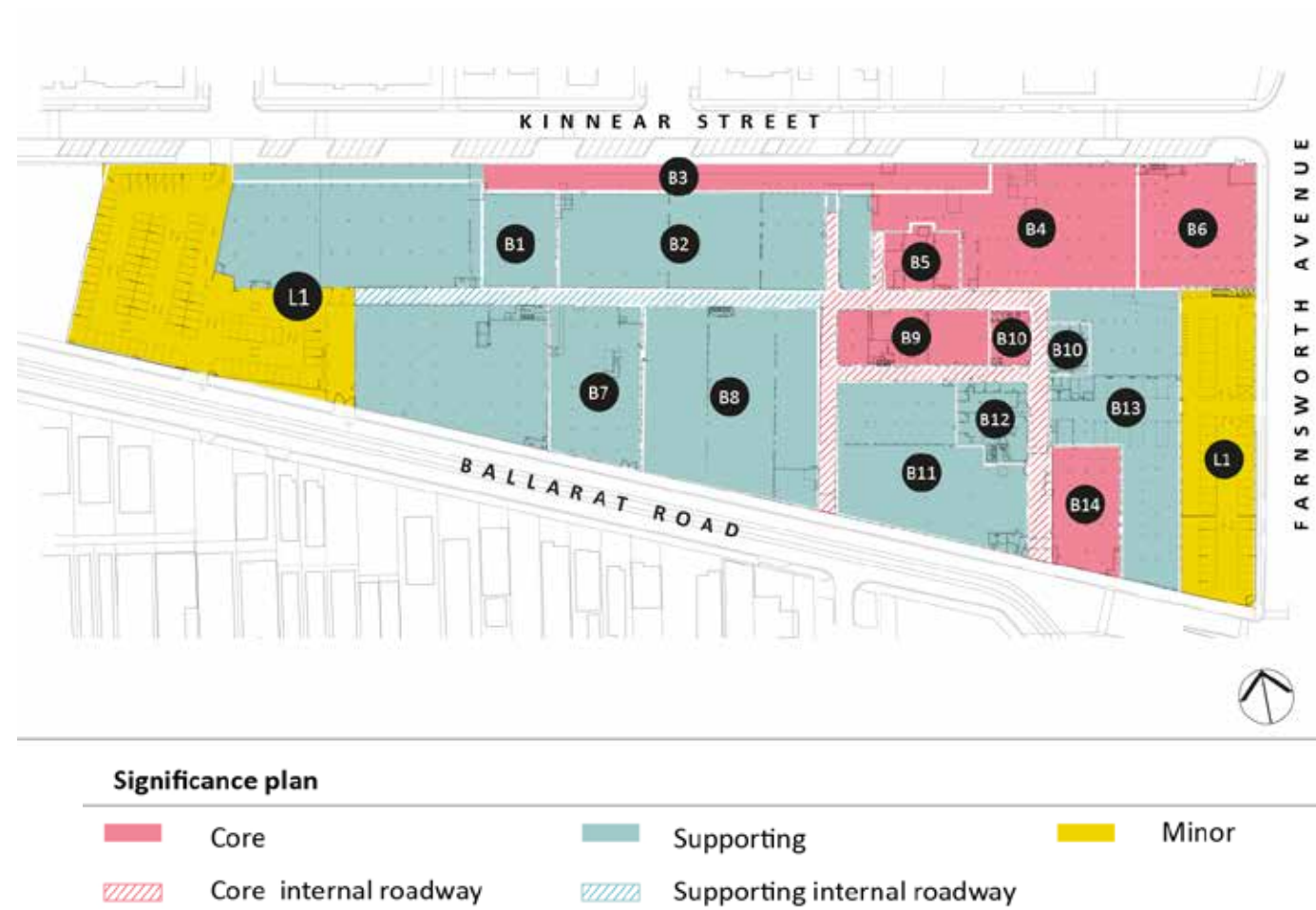


Figure 11. Heritage building/areas

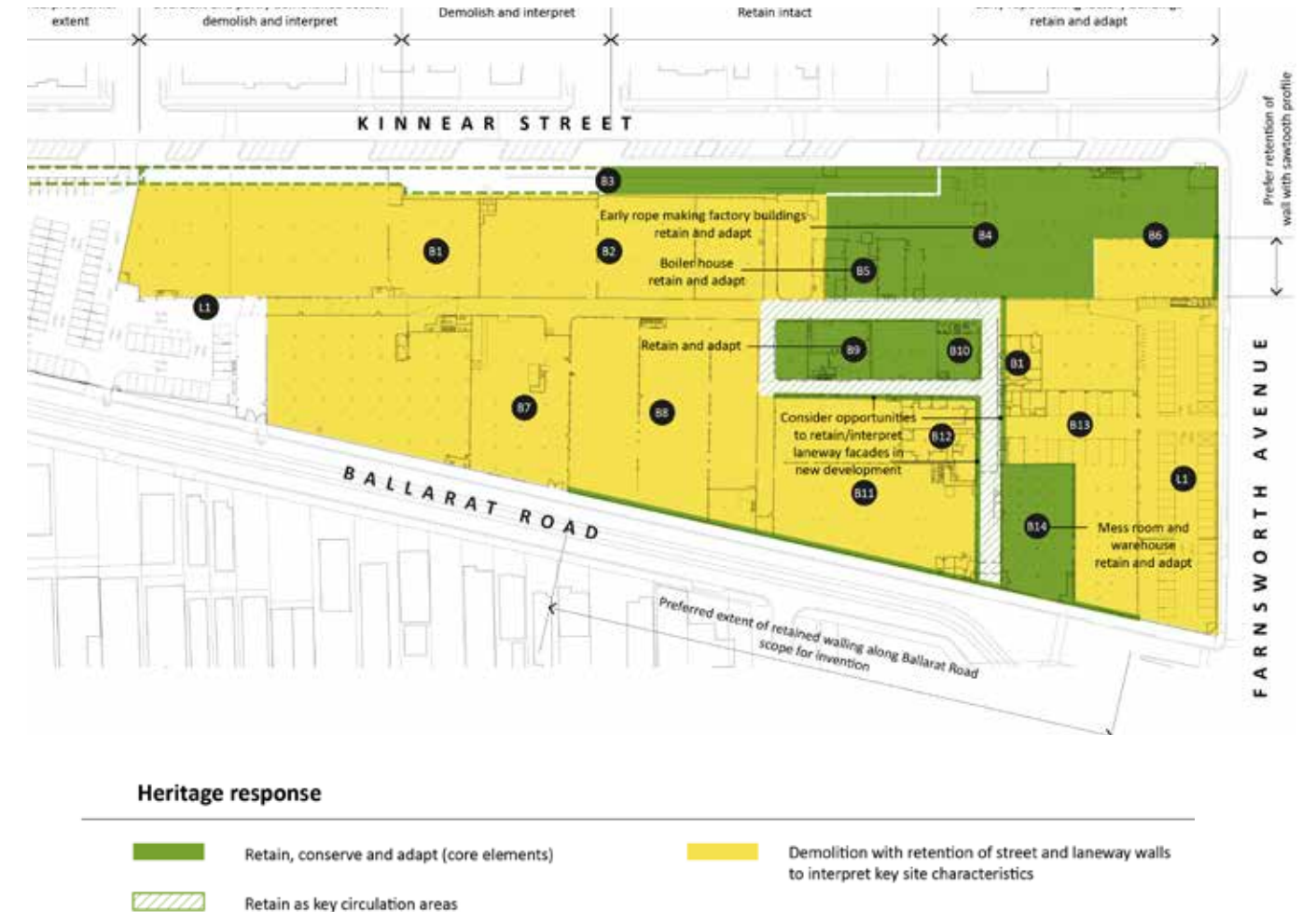
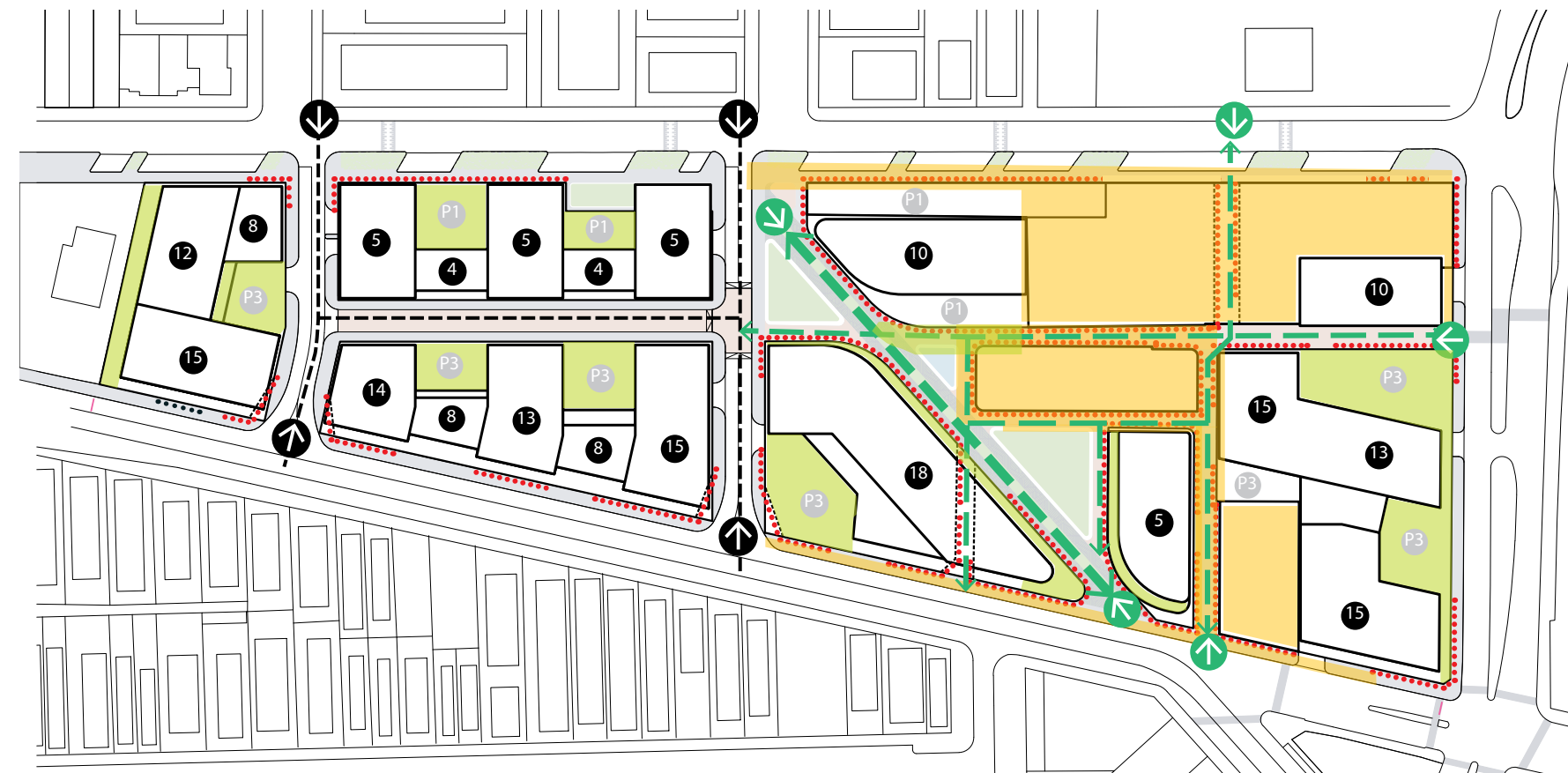


Figure 12. Heritage response

## 4. KINNEARS PRECINCT DEVELOPMENT PLAN



Source: Elenberg Fraser

Figure 13. Kinnears Precinct Development Plan

### 4.1 Key Principles of the Development Plan

This Development Plan implements the following key principles:

- Provide for a diverse range of housing types to meet varying housing needs.
- Provide for a Neighbourhood Activity Centre with a range of services and facilities to meet the needs of the future residents of Kinnears and existing residents in the surrounding areas.
- Protect and enhance the existing heritage value, including building walls, facade details and internal fittings of the former ropeworks site.
- Create a street network which promotes connectivity throughout the site.
- Ensure buildings are provided with good north-orientation to allow for appropriate solar access.
- Provide for extensive landscaping treatments at key interfaces to enhance the amenity of the public realm.
- Encourage walking and cycling throughout the site, and provide for connections to surrounding areas.
- Encourage strong links between the Kinnears site and Footscray CAA.
- Promote the accessibility of the site via public transport, including trams, buses and Footscray Railways Station via clear linkages with Droop Street.
- Provide for safe and convenient vehicular access throughout the site and to surrounding areas.
- Provide high quality amenity for future and existing residents with the Kinnears site as well as along Ballarat Road, Kinnears Street and Farnsworth Avenue
- Promote principles of Ecologically Sustainable Development.

The Kinnears Precinct Development Plan is shown in Figure 13.



#### 4.1.1 Kinnears Development Plan - Precinct Level

The Kinnears Development Plan is divided across six precincts. The location and objectives of each Precinct are detailed below:

##### Precinct 1: Rope Walk Precinct

- Encourage public circulations and opportunity for wider public use and enhance the public realm along Kinnear Street.
- Promote active ground floor uses, where appropriate.

##### Precinct 2: Ballarat Road Precinct

- Encourage safe, secure and pleasant pedestrian paths into and through the precinct to connect with the east-west street and improve the amenity and appearance of the Ballarat Road.
- Promote a mixture of active and residential uses to provide diversity of housing

##### Precinct 3: George Kinnear Piazza

- Create a series of activated public spaces at the cultural core of the site.
- Promote a mix of uses that embrace, front and activate the central retail and community activities core.

##### Precinct 4: Droop Street Precinct

- Incorporate a building of iconic status which displays design excellence to mark the Droop Street axis
- Provide for public circulation and the opportunity for wider public usage.
- Encourage activities that establish a community focus at the site.

##### Precinct 5: Michael Americo Precinct

- Encourage public circulation and the opportunity for wider public usage and enhance the public realm along Kinnear Street.
- Encourage residential uses.

##### Precinct 6: Western Precinct

- Encourage public circulation and the opportunity for wider public usage and enhance the public realm along Kinnear Street and Ballarat Road.
- Encourage residential uses.

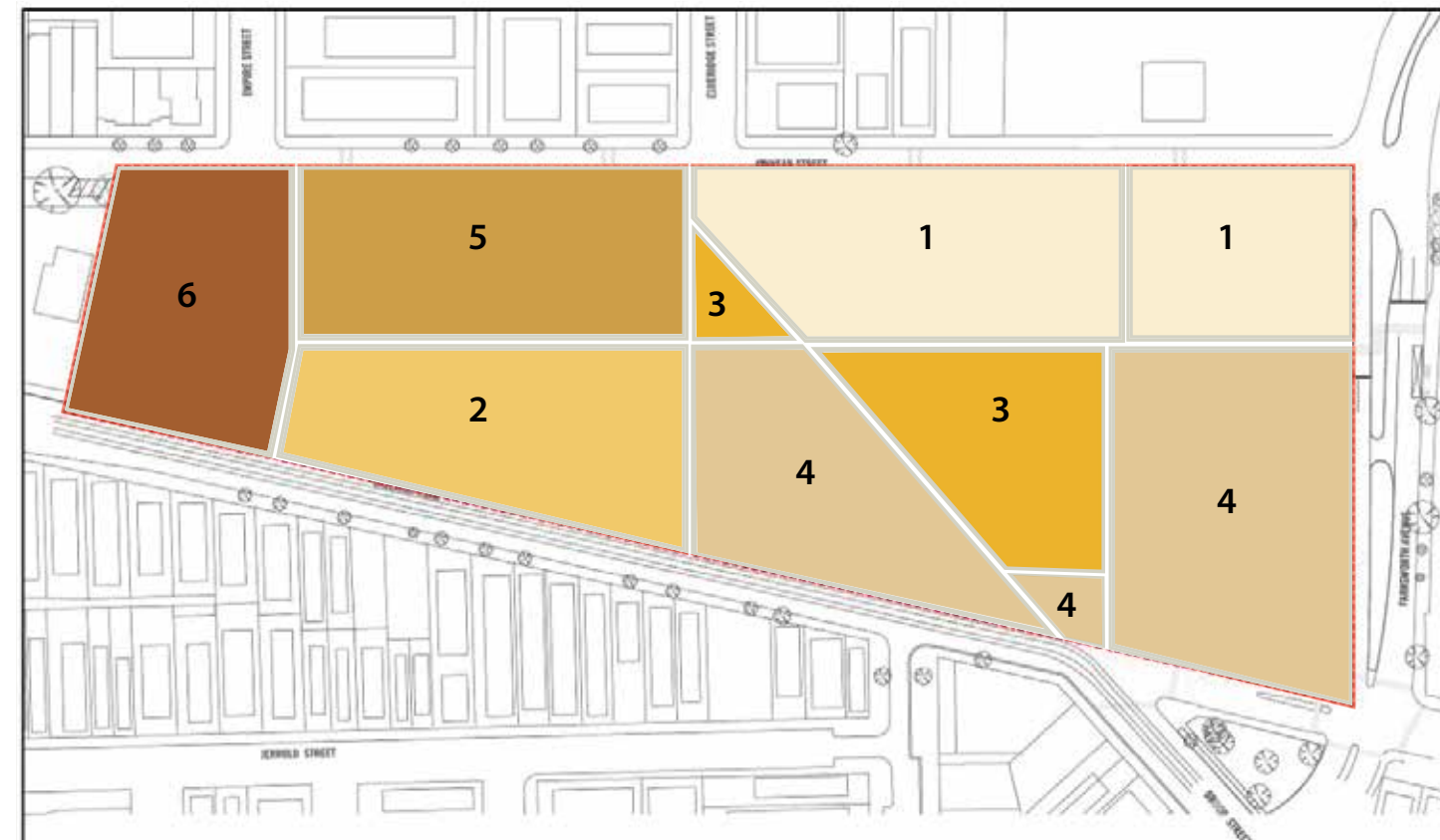


Figure 14. Kinnears Development Plan Precincts

- Precinct 1: Rope Walk Precinct
- Precinct 2: Ballarat Road Precinct
- Precinct 3: George Kinnear Piazza
- Precinct 4: Droop Street Precinct
- Precinct 5: Michael Americo Precinct
- Precinct 6: Western Precinct

**Additional detail on each precinct is provided in Section 5 of this report.**



4.1.2 Design Philosophy

The design philosophy aims to demonstrate an understanding of place and contribute to a socially, environmentally and economically sustainable outcome for the site and broader Footscray area. It is influenced by the historical significance of the site, the existing and varied access routes and recognition of the site’s potential for substantial residential and mixed use close to the Footscray Central Activity Areas.

It is also based on the findings and recommendations of the Heritage Plan, Traffic Management Plan, Integrated Transport Plan, Landscape Concept Plan, Ecologically Sustainable Design Strategy, Site Remediation Strategy, Social Infrastructure and Housing Assessment, and Physical and Service Infrastructure Assessment reports. In particular, the design responds to the following issues:

Conservation

- Retains and integrates the former Kinnears Ropeworks buildings, supporting roadways and bridging forms over laneways.
- Ensures works to buildings and elements identified as being of core significance are retained, and external and internal fabric is conserved.
- Retains fittings, equipment and machinery and interprets this as associated with the process of rope making.
- Retain and/or interprets building forms on the street edge.
- Ensure building walls along the Ballarat Road frontage continue to reference the scale of the former Ropeworks complex.
- Details the permit requirements by Heritage Victoria for the use and development of the former Kinnears Ropeworks site.

Economic Impact

Delivers a diverse range of local services, community infrastructure, and easy to access employment opportunities close to the site or via good transport linkages.

Traffic Management

- Delivers the internal road network, including pedestrian and cycling infrastructure in a coordinated approach, consistent with the staging of the site.

- Includes left in/left out intersections to Ballarat Road to minimise adverse traffic impacts along Ballarat Road.
- Includes additional access points along Farnsworth Avenue and Kinnear Street.
- Provides appropriate loading and unloading facilities.
- Integrates cycling and pedestrian paths and bicycle storage facilities across the site.
- Provides a suitable number of residential and visitor car parking spaces to meet the various land uses proposed across the site.
- Encourages easy access to and use of public transport alternatives
- Ensures proposed roads and car parking meet Clause 55 and Australian Standard requirements, including minimum cross over, height clearance, ramp gradients and pedestrian visibility triangle measures.

Integrated Transport

- Implements a range of green travel plan initiatives, including education awareness programs.
- Promotes more sustainable transport modes such as walking and cycling.
- Encourages a mixed pedestrian, cycling and vehicular traffic environment and integrates traffic calming measures to slow motor vehicles.

Landscape

- Includes a range of public realm landscape treatments including street trees and park improvements to George Kinnear Plaza.
- Includes ground level, balcony and podium level landscape treatments.
- Applies a range of Water Sensitive Urban Design (WSUD) treatments.

Ecological Sustainable Design

- Orients building envelopes to maximise solar access.
- Promotes sustainable transport modes, including convenient access to cycling facilities and public transport stops.
- Reduces the reliance on reticulated water through implementing rainwater harvesting and efficient water system facilities.

- Implements energy monitoring systems throughout the design, construction and occupancy phase.
- Includes vegetation to reduce heat island effects.

Site Remediation

Confirms the site will be suitable for the proposed end use. Initial investigations completed to date do not indicate any contamination that would unacceptably constrain the ultimate development.

Social Infrastructure

- Adequately addresses anticipated community demand by including a broad range of community facilities and services for the future residential, working and visitor population of the site.
- Integrates various community open space areas.
- Provides a mix of housing types and scales, including 1, 2 and 3 bedroom apartments to accommodate a range of households.
- Provides 70 dwellings for the purpose of affordable housing.

Services and Infrastructure

- Identifies existing infrastructure and easements (including water, sewage, gas, electricity, telecommunications, drainage, storm water overland flow points) on the site.
- Ensures existing underground and above ground services are improved where necessary to meet the future demand of the site.

4.1.3 Overview of Land Use and Development

The Kinnears Precinct Development will create an exciting local neighbourhood with a wide range of uses, including residential. Key features of the development include:

Residential

- Approximately 1450 new dwellings, comprising a mix of 1, 2 and 3 bedroom dwellings and/or serviced apartments.
- High quality amenity for residents, including access to good private open space, natural lighting and heating, public transport and car parking options.





**Retail and local community services**

- A local supermarket (approximately 1450 sqm) to meet the demand of local and nearby residents.
- Retail services (approximately 4000 sqm) such as homeware and specialist shops, a bookstore, newsagency, hairdresser and daily convenience stores.
- Food and drink premises, including cafes and restaurants.
- A local child care/early years centre, potential library or multipurpose hall (as agreed with Council), a post office and banks.

**Office**

- Office floor space (approximately 1800sqm) close to local services and transport options.

**Public Spaces**

- A central ‘green’ promenade with shared pedestrian and cycling paths. This link naturally extends from Droop Street and the Footscray CAA, inviting people into the Kinnears Precinct.
- Several large public open spaces, including two triangular lawn areas along the promenade and a pocket park abutting Kinnear Street.
- Public realm and landscaping improvements along streets, laneways and building edges.

**Pedestrian, cycling and transport options**

- Promotion of public transport and active transport modes.
- Additional internal north-south streets to improve permeability and access across the site.
- Integration of historical laneways and bridges to create a unique pedestrian environment.
- Safe bicycle paths and bicycle storage facilities.
- Supermarket loading bay and waste collection areas with sufficient vehicle manoeuvring space.
- Safe on-street and private car parking (approximately 1400 spaces) for

residents, workers and visitors.

**Built Form**

- Sensitively designed medium to high density mixed use development between 5 to 18 storeys.
- Retention and integration of existing heritage elements.
- Human-scale podium levels with communal open space areas.

**4.1.4 Land Use Summary**

The following table provides an approximate breakdown of the land uses and their respective floor areas and/or quantities across the precinct. The details and quantum of these uses will be resolved during the future planning permit application.

Use	Size
Dwelling	1,405 apartments
Serviced Apartments	45 apartments
Supermarket	1,450 sqm
Retail Premises	2,500 sqm
Food & Drink Premises	750 sqm
Restaurant	650sqm/200 seats
Convenience Shop	50 sqm
Office (incl. Bank Use)	2,500 sqm
Other Uses	3,500 sqm

Table 1: Land Use Summary

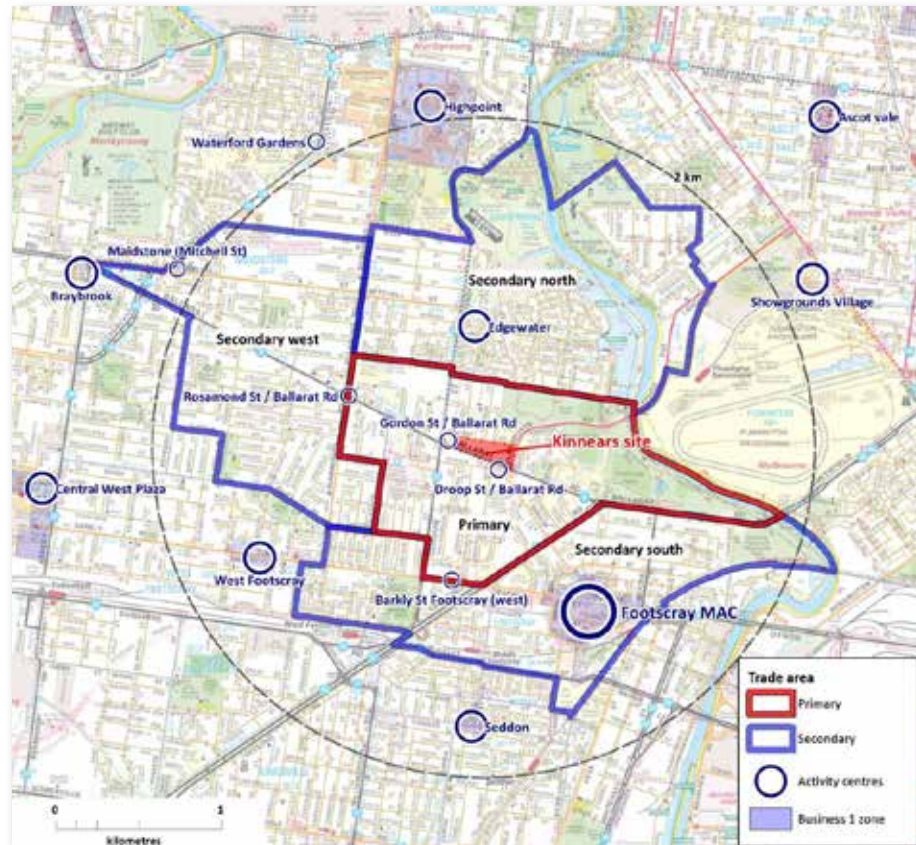


Figure 15. Kinnears Trade Area

## 4.2 Retail and Economic Impact Assessment (EIA)

A Retail Assessment and Economic Impact Assessment has been prepared by Deep End Services and includes an assessment of the existing and future retail demand generated from the proposed development, and the impacts the proposed retail use will have across the local region. The full report is contained in Volume 2.

### 4.2.1 Existing Demand

The primary trade area for the Kinnears Development includes a large student population, with a high proportion born overseas and relatively high levels of group or lone households. The secondary trade area includes central Footscray, Maidstone and the more affluent area of Edgewater Estate.

The primary and secondary catchment areas are currently serviced by several retail centres. These include the Footscray Activity Centre, Highpoint Shopping Centre and several smaller retail and commercial tenancies. Refer to Figure 15 - Kinnears Trade Area.

There is currently 10,960 sqm of occupied local and neighbourhood centre floor space within the Kinnears primary trade area. When compared to the 2015 theoretical demands of 17,110 sqm, there is an apparent deficiency and a current demand for more local and neighbourhood retail centres.

### 4.2.2 Proposed Retail Use and Floor Space

The proposed total retail floor space for the Kinnears Development is approximately 5,500 sqm. This comprises a mid-sized supermarket (1,400 sqm) and 4,100 sqm of ground level retail tenancies offering daily and convenience shopping needs. Other potential uses, could include a bank, offices, child care, gym, meeting space, community library etc. but are not accounted for as a retail use.

### 4.2.3 Future Retail Demand

The future retail demand generated by the overall Kinnears Development has been calculated using two different models. The methodology used for each model is detailed in the Retail Impact Assessment report.

Both methods show that the proposed development will not be an oversupply to the existing retail catchment area, but actually assist in supplementing the catchment areas void of quality and easily accessible retail services.

### 4.2.4 Impact on existing retail centres

The Kinnears retail elements are projected to achieve a turnover of \$39.1 million in 2020/21.

In overall terms, the range of impacts is relatively small and proportional to the level of floor space proposed by the existing retail area. The normal competitive retail environment, where turnover levels naturally fluctuate with changes in economic and market conditions will also impact on these existing centres. Impacts will be evenly distributed geographically and amongst a range of different centres across the hierarchy.

The retail impacts of the Kinnears Development on the Footscray CAA are considered to be negligible and the proposal is not anticipated to draw retail trade away from the Footscray centre.

### 4.2.5 Benefits

The Kinnears Development will generate a conservative estimate of 182 direct and indirect full time equivalent jobs each year during the estimated six year construction phase. Once fully established, the residential, retail, commercial and community uses will then generate an estimated 483 direct and indirect full time jobs.

Tertiary students and close by residents both within and close to the Kinnears site will have easy, close and safe access to a local supermarket and convenience stores to meet their daily needs.

The proposed redevelopment will create an important community hub and economic boost to the area - a function which the Kinnears rope manufacturing site filled for almost a century as one of Footscray's major employers. Kinnears will act as a catalyst to stimulate other property and economic development proposals in Footscray and has the potential to reinforce public transport use.





### 4.3 Site and Staging Plan

The development of the Kinnears Precinct is envisaged to occur in four stages, generally beginning at the western end of the site and completed at the eastern end. There is a need to conserve and carefully work around the existing heritage fabric and subsequently some sites in the eastern portion will be developed earlier than other adjoining land. This is primarily due to the need to remove asbestos from some of the buildings at the eastern end of the site.

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

The indicative staging plan and timeline are detailed below and in Figure 16. The timing of the development may vary depending on various regulatory requirements, market uptake and the need to ensure appropriate management of the site.

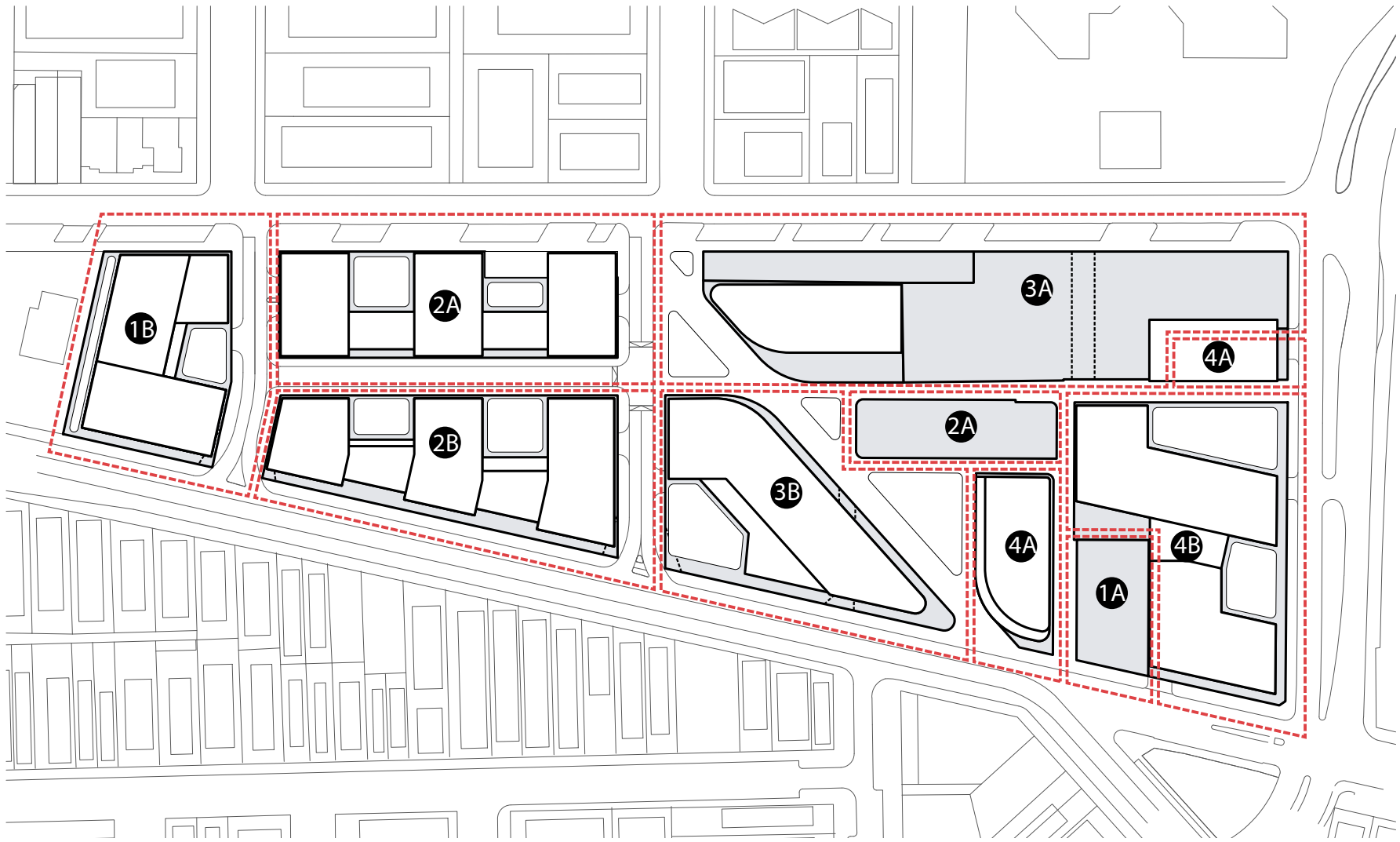
Total duration of development is approximately 6 to 7 years.

Stage	Indicative Start - Completion Date (by years)
Stage 1A and 1B	2016 - 2018
Stage 2A and 2B	2017 - 2019
Stage 3A and 3B	2019 - 2021
Stage 4A and 3B	2021- 2023

Table 2: Estimated Construction Dates

#### 4.3.1 Transport and Infrastructure Requirements

Supporting transport and other infrastructure should be provided prior to or at the commencement of use of each stage of development consistent with the relevant Precinct Plans. Details regarding implementation will be resolved during the planning permit application phase.



Source: Elenberg Fraser

Figure 16. Staging Plan

- 1A 1B STAGE 1A, 1B
- 2A 2B STAGE 2A, 2B
- 3A 3B STAGE 3A, 3B
- 4A 4B STAGE 4A, 4B

## 4.4 Design Guidelines

### 4.4.1 Built Form, Architecture and Public Realm Principles

The 'Urban Knot - Old Meets New' design concept behind the proposed development aims to deliver a vibrant local neighbourhood with exemplary and diverse contemporary architecture that forges a new future for the precinct whilst also recognising, retaining and enhancing the heritage legacy of the site.

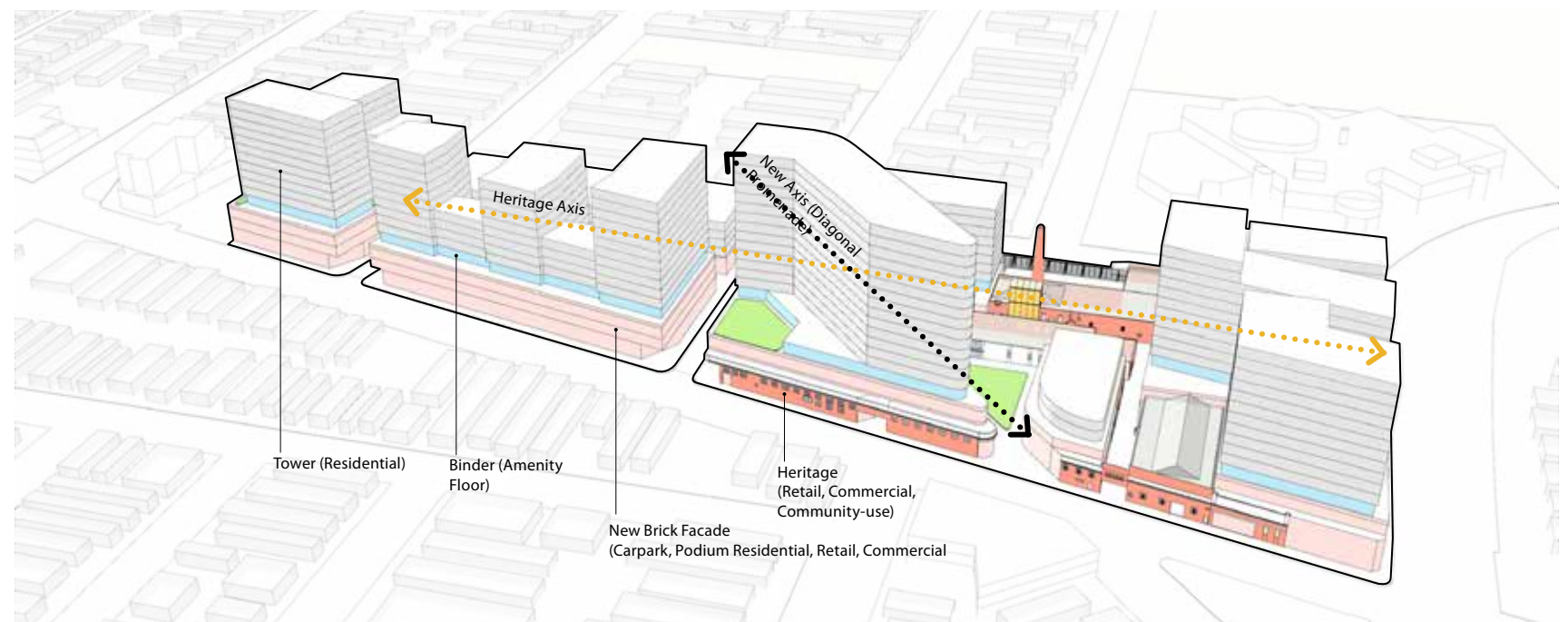
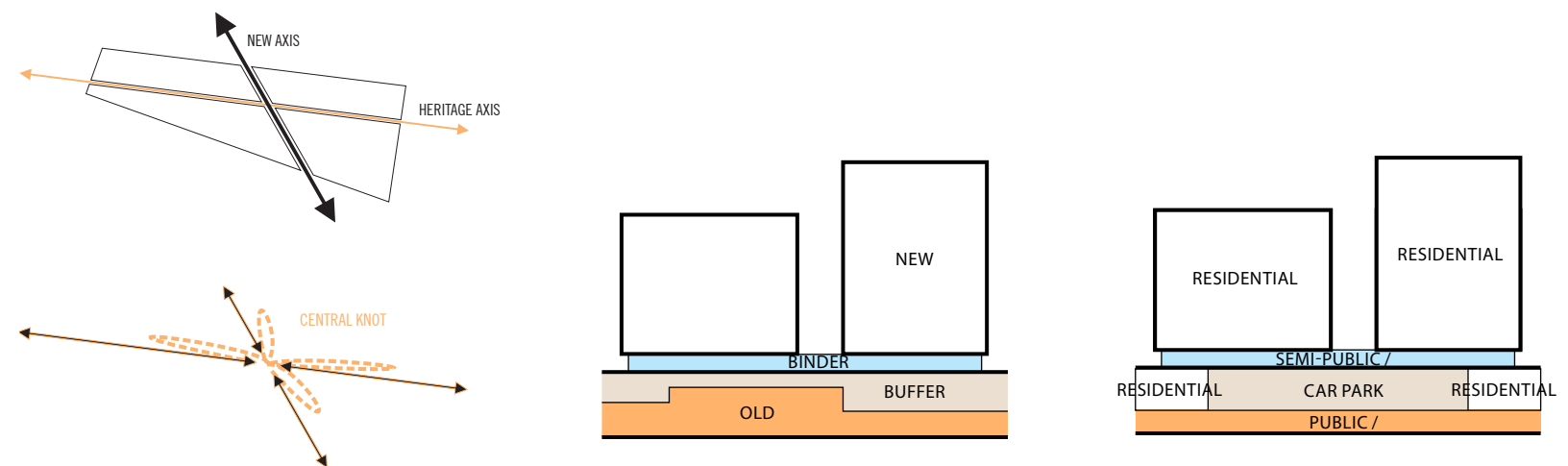
The urban form of the Kinnear Site is composed of two primary elements; tower form and podium form. Buildings will be designed to achieve a scale, mass and heights which appropriately respond to the existing built form and character of adjoining streets., whilst also being consistent with the Indicative Concept Plan forming part of DPO14.

Buildings along Kinnear Street and Farnsworth Avenue will include building heights between 5 to 15 storeys. Buildings along Ballarat Road will be between 5 to 18 storeys, with lower level podiums of 3 storeys. The proposed siting, orientation and internal layout of buildings have been designed to minimise adverse wind conditions and overlooking, as well as optimise solar heating and lighting across private and public spaces and buildings.

High quality materials will be incorporated into the design, with podiums composed predominantly of brick with integrated glass openings to activate the street whilst solidifying the industrial character of the existing Kinnear Rope Works. Towers will be designed with a range of materials and finishes to provide for dynamic and engaging design outcomes, whilst ensuring that the precinct maintains a cohesive character.

The development will include a high quality public realm. Public realm improvements include the provision of a shared pedestrian and cycling diagonal promenade with clear and easily accessible connections to housing, offices and a range of local shops and services. The design includes public spaces able to accommodate various recreational activities and that will receive good solar access. Street edges will be softened with the use of street trees, public art displays, seating and appropriate building interface treatments.

### "OLD MEETS NEW" CONCEPT - RELATIONSHIP BETWEEN BUILT FORM & LAND USE



Source: Elenberg Fraser

Figure 17. Built Form, Architecture and Public Realm Concept Diagrams





#### 4.4.2 Purpose of Design Guidelines

The Design Guidelines for the Kinnears Precinct respond to the unique heritage fabric of the Kinnears Ropeworks, whilst also creating a sustainable and vibrant local neighbourhood for the Footscray area. The guidelines promote a diverse built form, safe and convenient access, and a high quality public realm for future residents, workers and visitors. The guidelines are consistent with the Vision for the Kinnears Precinct:

*“To create a sustainable, residential and part mixed use precinct for Footscray, including ancillary local services that integrates with the local neighbourhood and complements the Footscray Central Activities Area offering opportunities to live in an inner urban environment close to the Maribyrnong River”*

#### 4.4.3 Relevant Design Considerations

The following documents have been reviewed and where relevant, have also guided the preparation of the design guidelines.

- Activity Centre Design Guidelines (DSE 2005)
- Guidelines for Higher Density Residential Development (DSE 2004)
- Safer Design Guidelines Victoria (Crime Prevention Victoria and DSE 2005)

Relevant components of these guidelines will be considered in future planning permit applications.

Relevant design principles from the Guidelines for Higher Density Residential Development (DSE 2004) are as follows:

- Urban Context
- Building Envelope
- Street Pattern and Street Edge Quality
- Circulation and Services
- Building Layout and Design
- Open Space and Landscape Design

These principles have been incorporated into the Design Guidelines for the Kinnears Precinct.

The guidelines also integrate relevant design measures recommended by supporting documents, including the Heritage Plan, Ecologically Sustainable Design Strategy, Transport Management Plan, Integrated Transport Plan and the Site Remediation Strategy.

#### 4.4.4 Design Guidelines

The Design Guidelines are based upon achieving the objectives of DPO14 in relation to:

- Urban Design / Urban Structure
- Built Form and Architecture
- Public Realm
- Access, Transport and Lighting
- Car Parking
- Heritage
- Landscape and Ecologically Sustainable Design

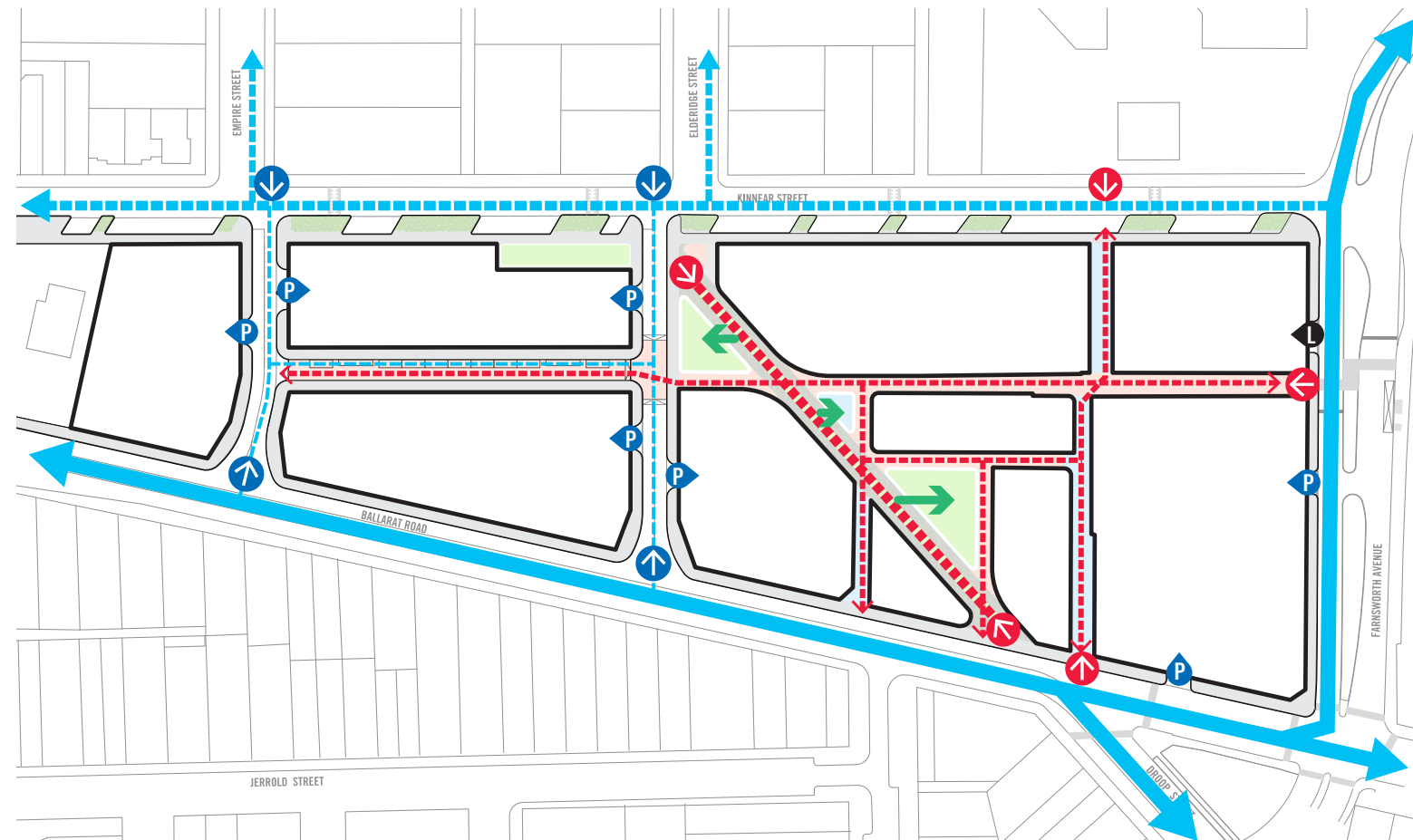
The guidelines comprise those which apply to the whole of the Kinnears Precinct, as well as those which apply separately to the six identified sub-precincts. Assessment against these guidelines will form part of future planning permit applications.

#### 4.4.5 Urban Design / Urban Structure

These design guidelines respond to the General Objectives detailed in page 3 of DPO14.

##### Design Guidelines

- The location, design and material of buildings and public realm treatments (including seating, bins, bollards, lighting, car parking and ground surfaces) should promote clear and legible street views and access.
- Public realm improvements should integrate visual cues, including way finding signs and consistent building and/or public realm treatments to promote easy access throughout the precincts.
- Signage Strategy will be prepared during the planning permit application phase.
- Streets and paths should be designed to complement the existing street network and major civic elements (Droop Street, Empire Street and Eldridge Streets).
- Publicly accessible spaces should receive a minimum 50% direct sunlight between 11am to 2pm on 22 September.
- Where possible, established laneways between existing heritage buildings should be open to the sky and have adequate access to sunlight and/or daylight.



Source: Elenberg Fraser

1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK. (VEHICLE MAINLY)

- EXISTING MAJOR STREET
- - - - EXISTING SECONDARY STREET
- - - - EXISTING LOCAL STREET
- - - - PROPOSED LOCAL STREET

2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)

- - - - PEDESTRIAN STREET (SHARED WITH CYCLING)
- - - - PEDESTRIAN LANEWAY
- ACCESS TO MAJOR CIVIC ELEMENTS
- L LOADING BAY ACCESS
- P CARPARK ACCESS
- ↓ MAJOR VEHICLE ACCESS FROM NEIGHBORS
- ↓ MAJOR PEDESTRIAN ACCESS FROM NEIGHBORS

Figure 18. Access and Transport Plan No.1



#### 4.4.6 Built Form and Architecture

These design guidelines respond to the General Objectives detailed in page 4 of DPO14.

##### Design Guidelines

- Buildings should be appropriately sited and separated from other buildings to ensure daylight and/or sunlight is suitably distributed across public open space areas, streets and paths, and nearby buildings; and to assist in managing overlooking between habitable room windows.
- Higher building levels should be setback 3 metres from existing ground floor heritage façades (or as required by Heritage Victoria).
- The height, bulk and overall form of buildings should respond to future and existing land uses and built form minimise overshadowing effects on surrounding residential uses and the Droop Street retail precinct and public realm areas.
- Buildings should be appropriately designed to respond to the existing layout of buildings and street network, both within the Kinnears Precinct and its surrounds and contribute to the built form character of the neighbourhood and its surrounds.
- The external profile and architectural treatment of higher building levels should be distinguishable from one another and add visual interest to the skyline, whilst presenting a cohesive building language form on podium and ground levels.
- Development should integrate exemplary contemporary architecture that recognises, retains where appropriate, and complements the heritage legacy of the site.
- Ground level building facades should incorporate visually interesting building materials and textures and active frontages in appropriate locations.
- A reflectivity assessment will be undertaken as part of any future planning permit application to manage the impact of glare.

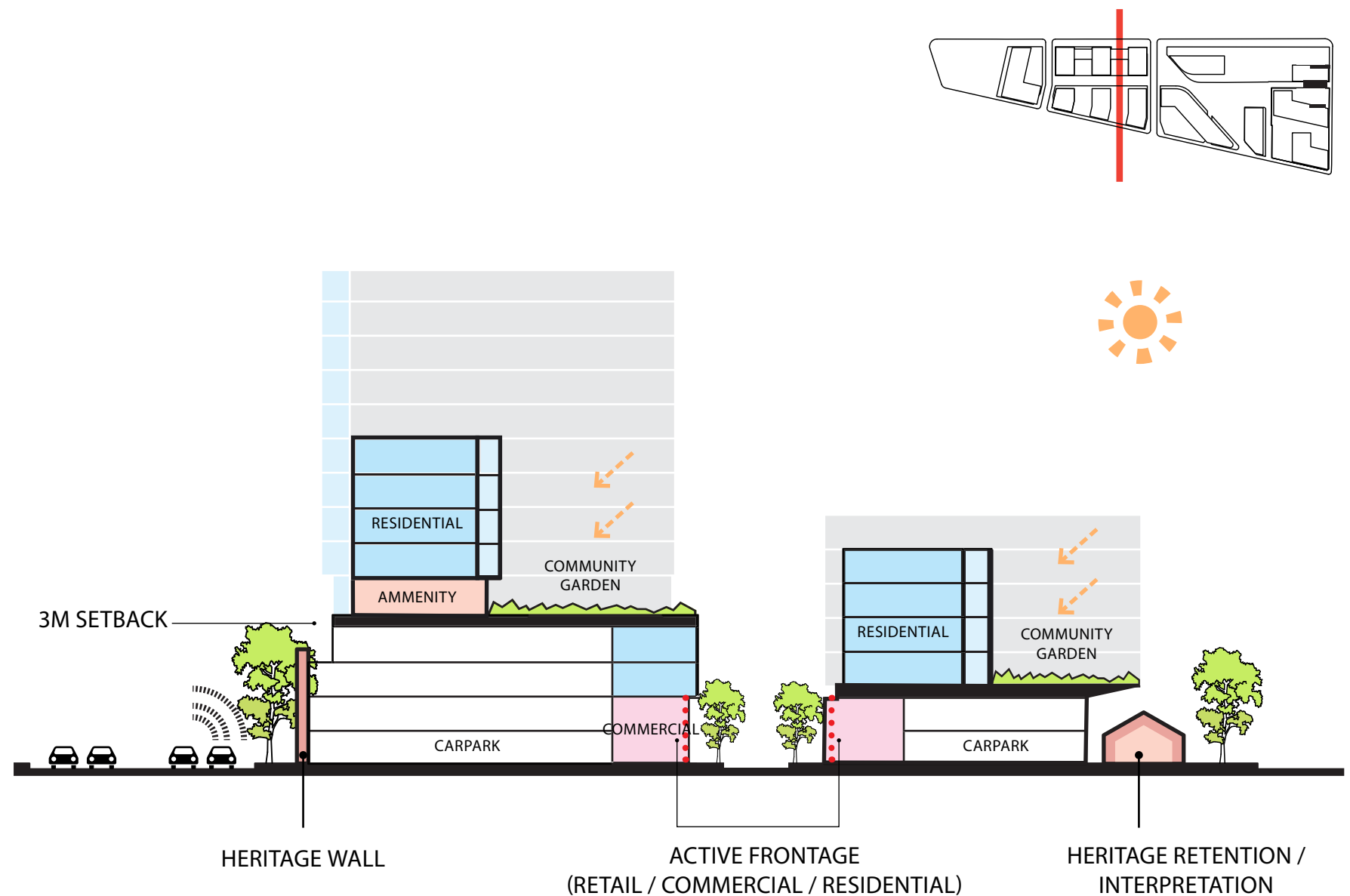
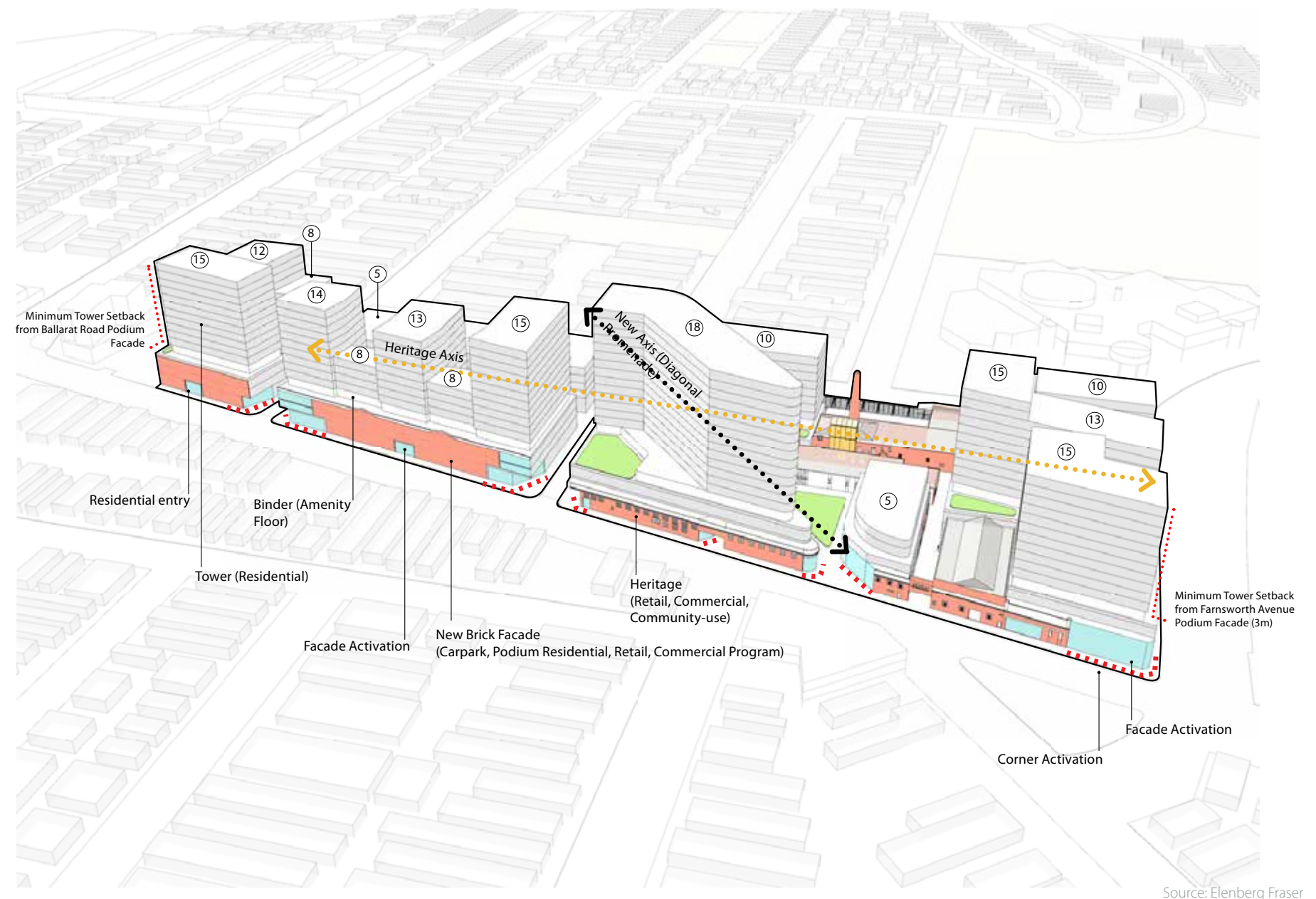


Figure 19. Indicative Section No.1

- Building facades should maximise opportunities for passive surveillance with the use of glazed/window facades where appropriate (such as retail, commercial office and community uses).
- Public spaces should allow for good public surveillance and lighting and quality pedestrian environments.
- Design measures, including the use of scratch and mark resistance materials, should be used to deter vandalism and graffiti.
- Building forms should be informed by the new and existing public realm, including land use and built form character of adjoining streets:
- The siting and orientation of buildings should be configured to avoid adverse wind conditions, including uncomfortable 'wind gust' for pedestrians and cyclists at ground level.
- The design, siting and orientation of buildings, including internal building layouts, should be designed to minimise potential noise impacts from adjacent uses and roads network.
- Building Heights should be consistent with those shown in the Building Heights Plan.
- High quality building materials and treatment, including interface areas, should be provided across the site, generally consistent with the artists impressions included in the Precinct Plans.



## 8 Maximum Building Height

Figure 20. Building Heights Plan





- The siting and orientation of buildings, including internal building layouts should be designed to minimise potential noise impacts from adjacent uses and roads.
- Buildings should be designed to provide a high level of internal amenity for future residents, including habitable rooms located on the north-side of buildings, where possible; and orientation of buildings and apartment layouts to minimise overlooking into habitable rooms.
- Buildings should be designed to incorporate the provision of adequate storage and waste removal/collection points.
- Residential buildings should provide a range of dwelling sizes and typologies.

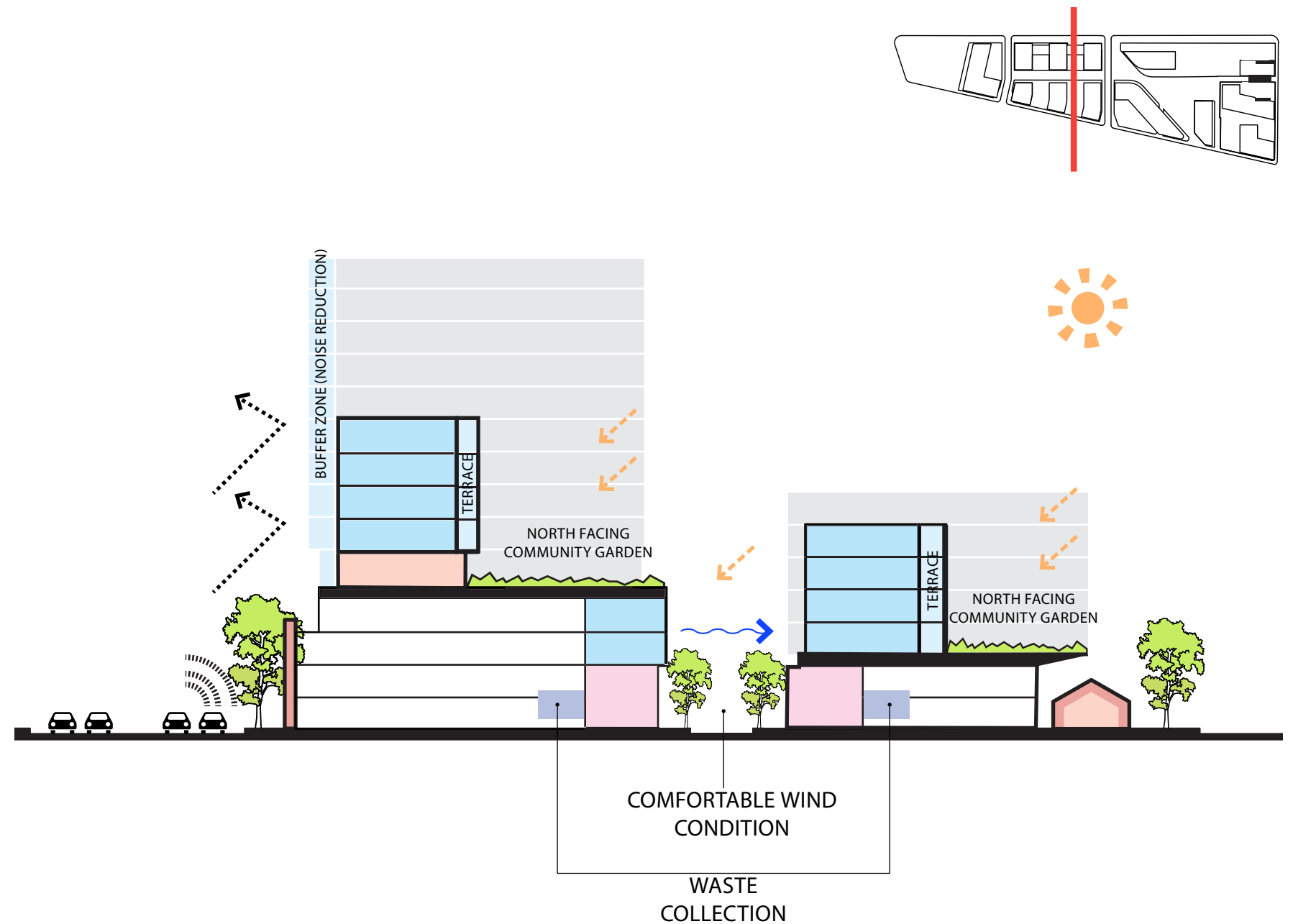


Figure 21. Indicative Section No.2

#### 4.4.7 Public Realm

These Design Guidelines respond to the General Objectives detailed in page 4 of DPO14.

##### Design Guidelines

- The public realm environment should integrate a diversity of scales and types of public space, able to accommodate a range of recreational activities.
- Public spaces, including streets and green space areas should be accessible to a range of users and abilities, and comply with Disability Discrimination Act (DDA) standards.
- An integrated public art program should be implemented throughout the precinct, including artist designed benches along the diagonal promenade.
- Development should provide opportunities for street level activation and engagement by residents, workers and visitors.
- Public open space areas, including outdoor plazas should receive a minimum 50 percent direct sunlight between 11am and 2pm on 22 September.
- Urban and green space public realm treatments should be designed and constructed in accordance with the Responsible Authority's requirements.
- Buildings on street corners should address and 'wrap' street corners through building articulation and design.
- Entrances to buildings and landmark sites, including significant heritage buildings should be clear, safe and comfortable to access and unique to the context of the building or space.
- The location of street trees, lighting, telecommunication poles and other physical infrastructure should be located to minimise adverse impacts on the public realm environment.
- Where appropriate, pedestrian based laneways should integrate active uses along their frontages.
- Where appropriate, streets should provide appropriate weather protection measures for pedestrians.
- Development of the Kinnears Precinct should consider the relevant policies of Clause 15.01 of the Maribyrnong Planning Scheme.

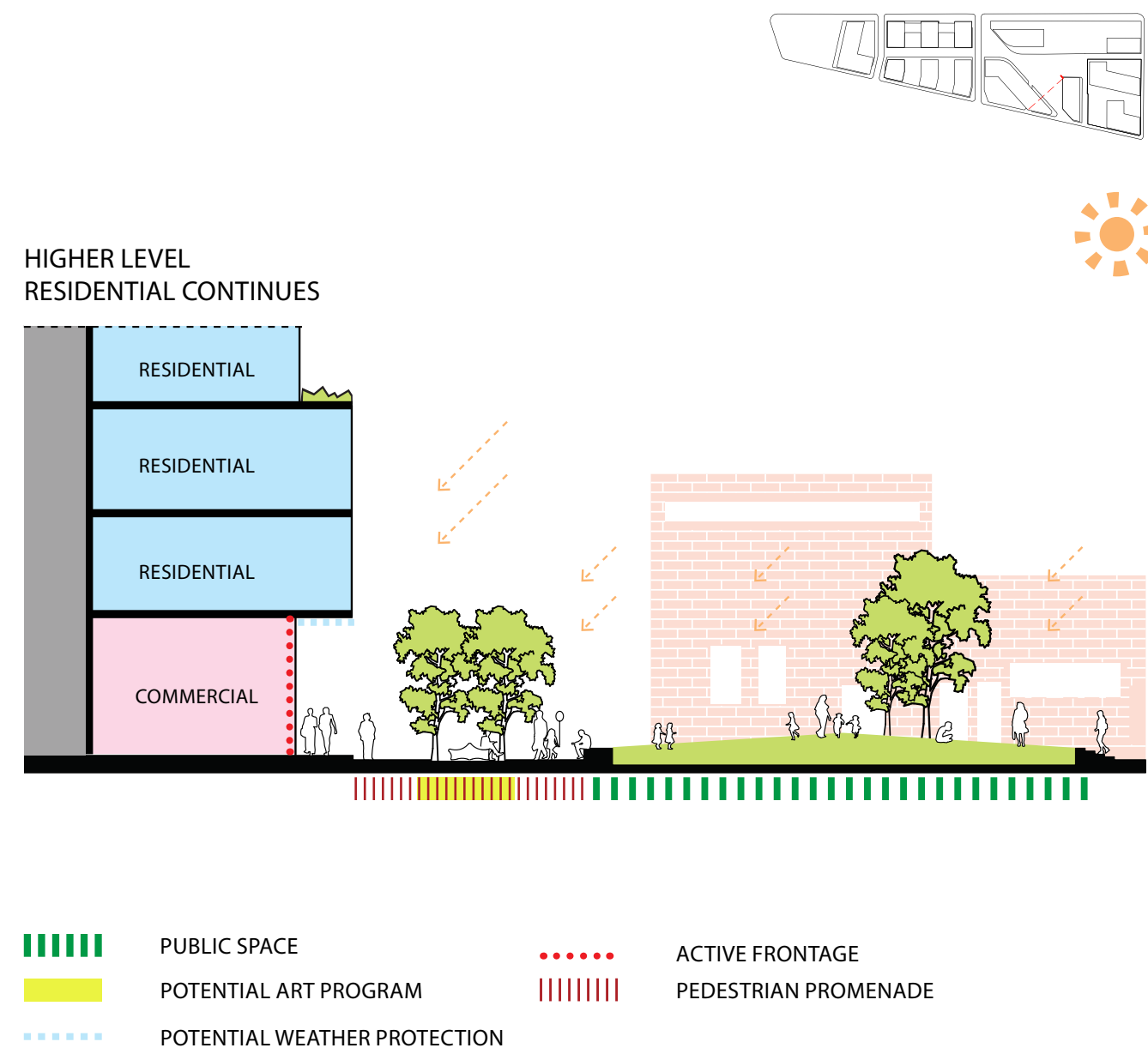


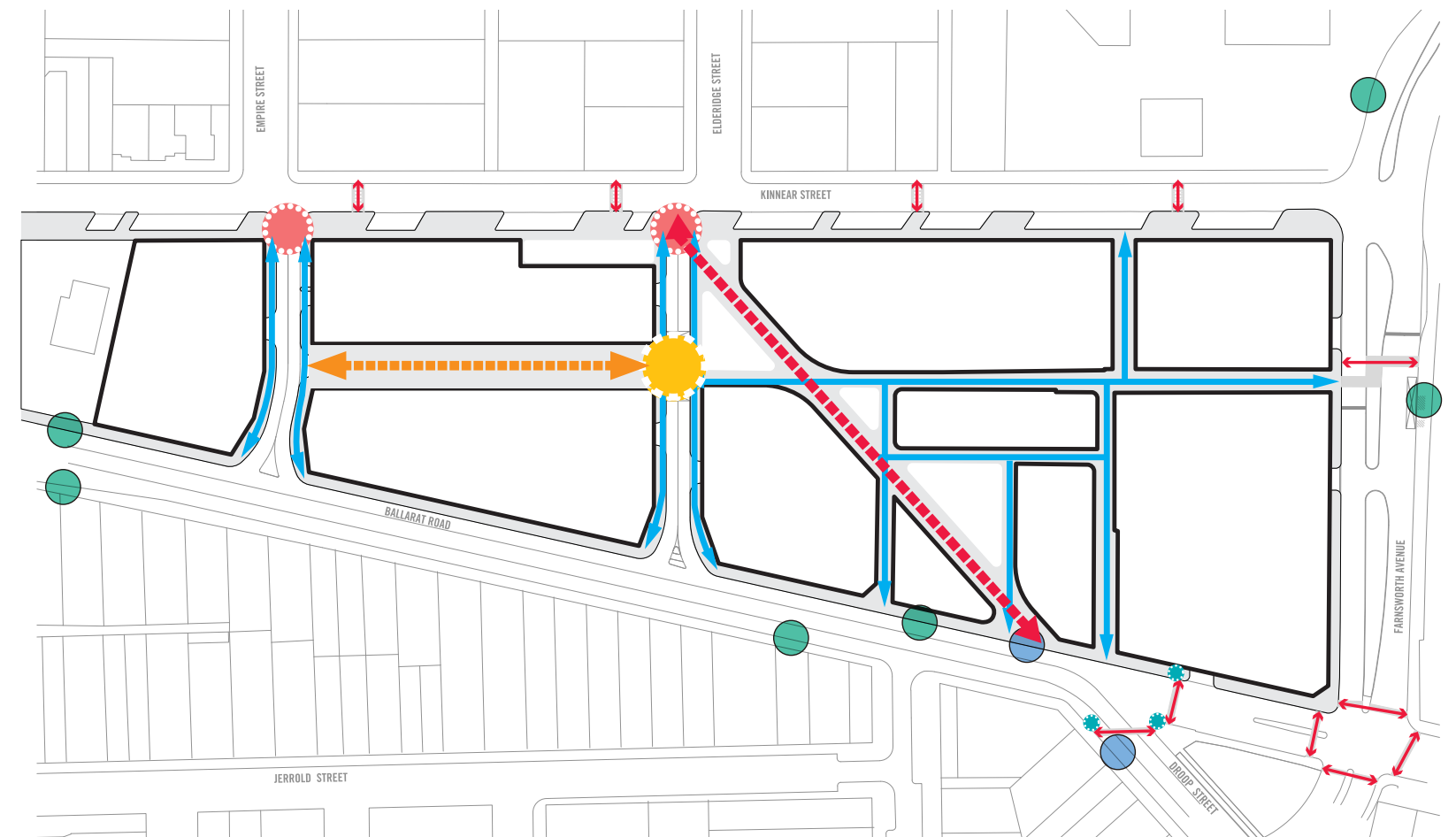
Figure 22. Indicative Section No.3



#### 4.4.8 Access, Transport and Lighting

These Design Guidelines respond to the General Objectives detailed in page 4 of DPO14.

- Development should encourage legible and convenient pedestrian and cycling linkages to the local neighbourhood, particularly public transport stops and routes.
- The diagonal promenade should provide a shared pedestrian and cycling path.
- Lighting should be appropriately located and designed across the precinct to encourage pedestrian and cycling activity during evenings and provide for safe and convenient vehicular and pedestrian access.
- Local streets should incorporate traffic calming measures, such as speed limits and 'shared use' paving materials to signalise high levels of cycling and pedestrian use.
- Vehicular access entering and exiting Ballarat Road should be limited to left in/left out access.
- Paving materials should enable pedestrians, cyclists and drivers to interpret the urban and/or open space context of an area and its primary function.



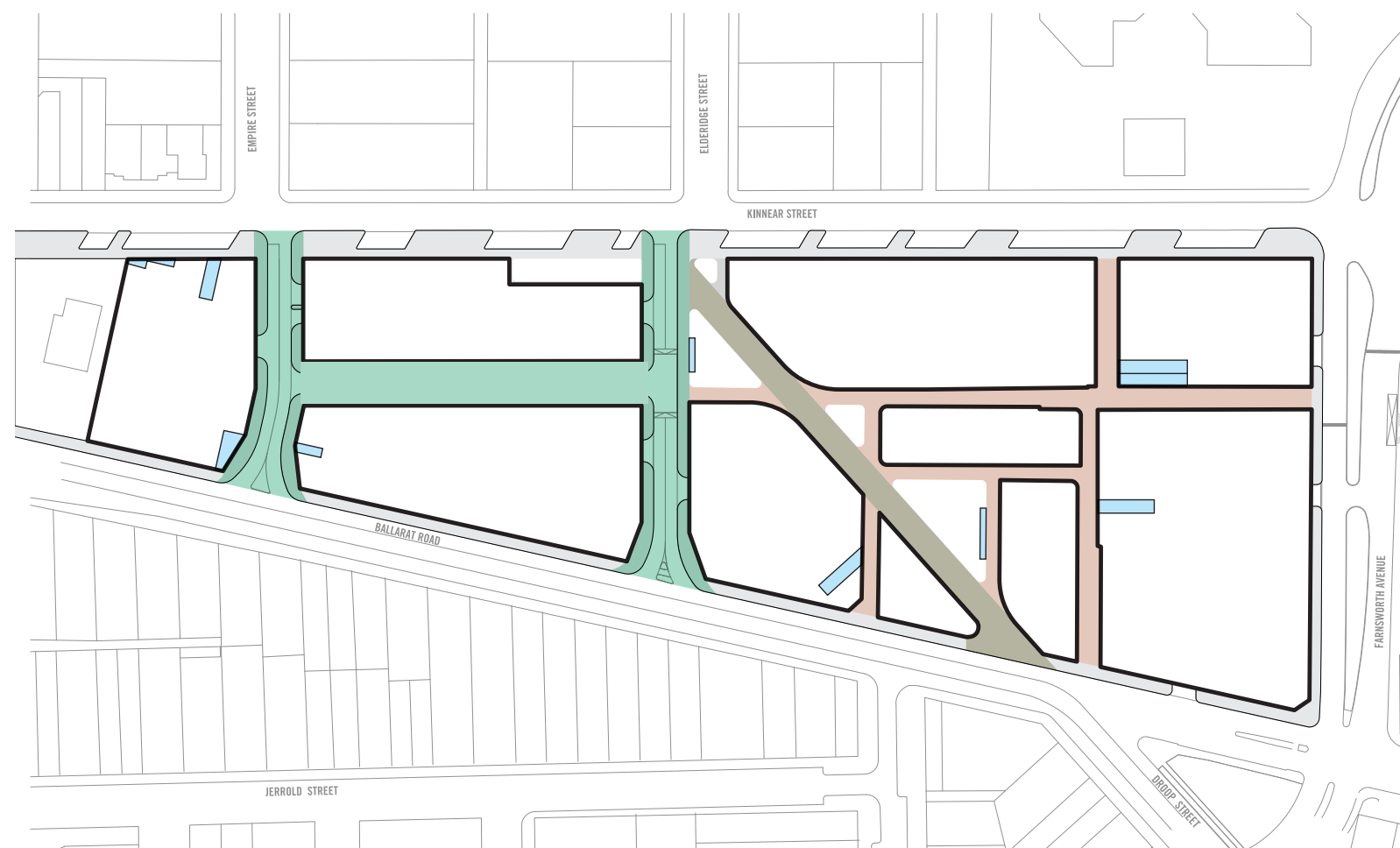
Source: Elenberg Fraser



Figure 23. Access, Transport and Lighting Plan



- Bicycle parking for residents, workers and visitors should be provided within 100 metres of destinations.
- Vehicle ingress and egress should be designed to avoid unreasonable impact on the safety and efficiency of the surrounding traffic network.
- All traffic management measures are subject to the relevant Transport Management Plan and Integrated Transport Plan recommendations as well as approval by the appropriate authorities.



Source: Elenberg Fraser



Figure 24. Typical Laneway Cross Section

\*PAVING MATERIAL DESIGNED TO ENABLE PEDESTRIAN, CYCLIST AND DIVERS TO INTERPRET THE URBAN CONTEXT

- MIXED TRAFFIC STREET (LOW SPEED)
- SHARED PATH (DIAGONAL PROMENADE PROVIDES WIDE SHARED PEDESTRIAN AND CYCLING PATH)
- PEDESTRIAN STREETS AND LANEWAYS
- BICYCLE PARKING FOR RESIDENTS, WORKERS AND VISITORS

Figure 25. Access and Transport Plan No.2



#### 4.4.9 Car Parking

These Design Guidelines respond to the General Objectives detailed in page 4 of DPO14.

##### Design Guidelines

- Garage and car parking areas should be located and/or designed to ensure that they are safe for pedestrians and are not visually dominant (for example, hidden behind active frontages and podiums) to minimise their impact on public spaces.
- Parking areas and entrances should be clearly marked and well lit.
- Vehicular access to car parking areas should be clearly signalled through building and public realm treatments to avoid conflict with pedestrian and bicycle activity.
- Car parking and bicycle storage provisions should be provided in accordance with traffic assessment recommendations.
- Development should include adequate visitor parking and taxi drop off points.
- All traffic management measures, including car parking are subject to the relevant Transport Management Plan and Integrated Transport Plan recommendations as well as approval by the appropriate authorities.
- Design details regarding car parking areas, bicycle storage, garage doors and drop off points should be resolved as part of future planning permit applications.
- Areas with an active frontage and bicycle parking should be designed to minimise conflict zones and ensure a safe environment for cyclists and pedestrians.

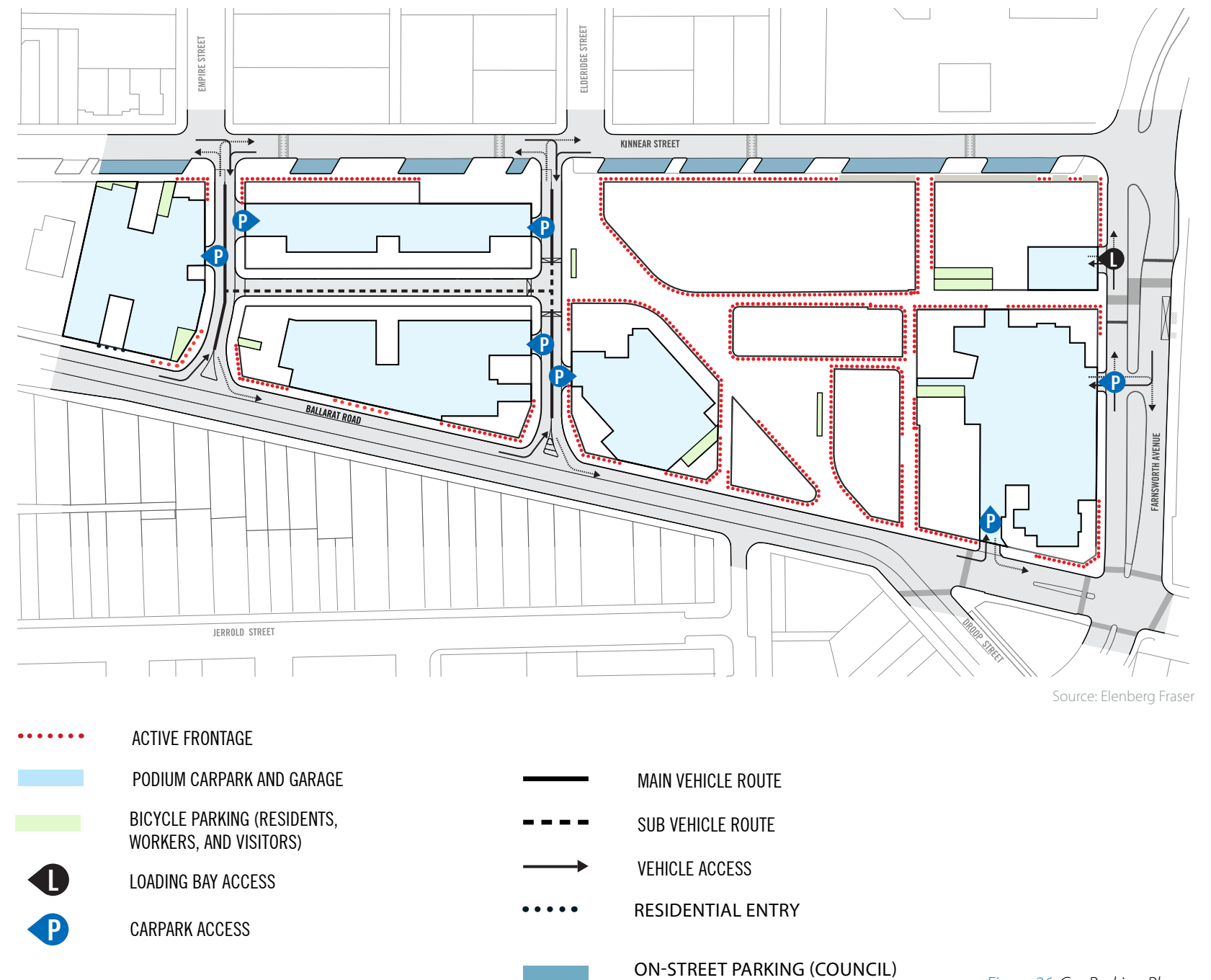


Figure 26. Car Parking Plan

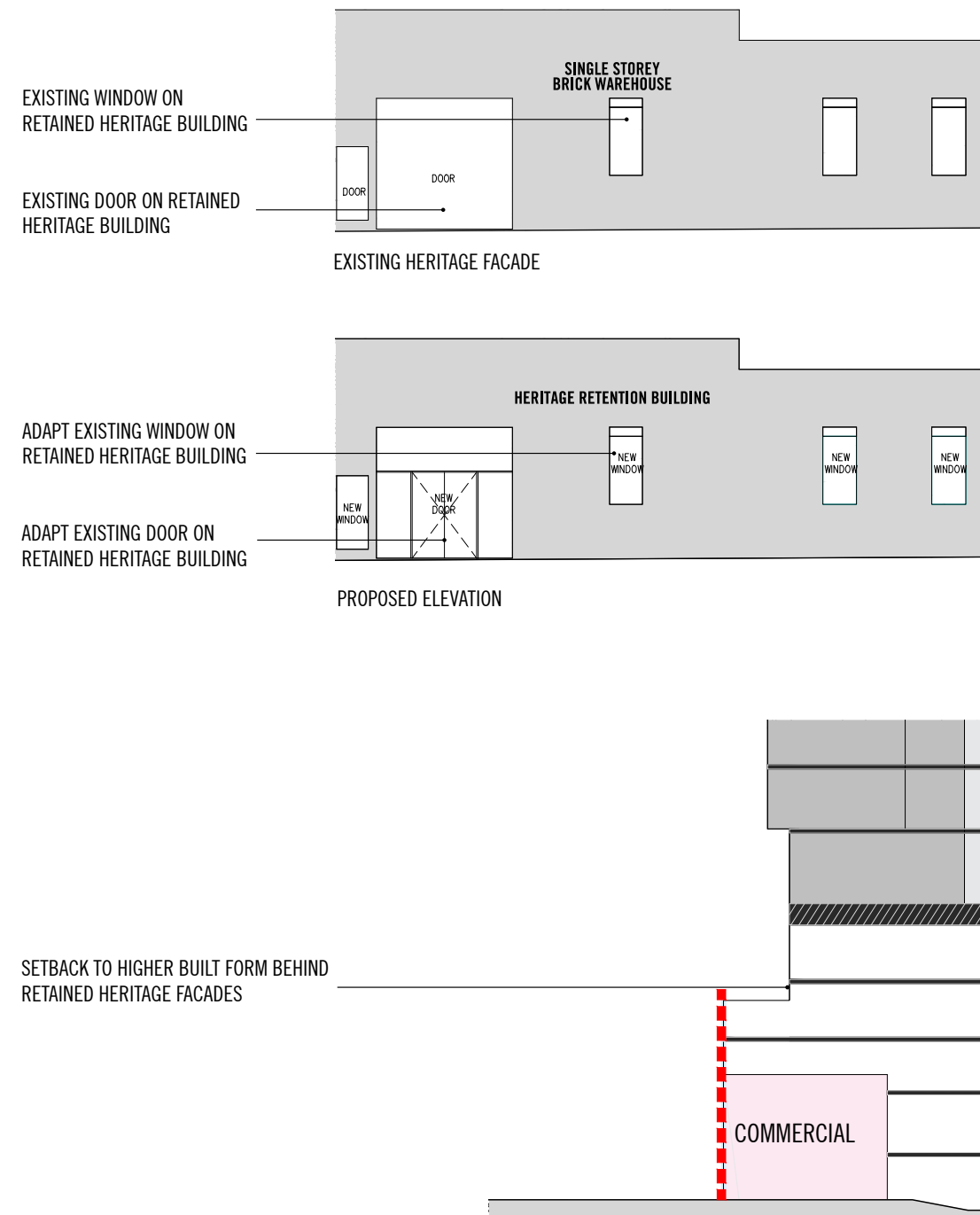
#### 4.4.10 Heritage

All heritage matters are to be managed in accordance with the Conservation Management Plan (CMP) and requirements of Heritage Victoria.

These Design Guidelines are consistent with the CMP and respond to the General Objectives detailed in page 5 of DPO14.

##### Design Guidelines

- The use of or buildings and works to heritage buildings should have regard to the long term viability of the heritage place, including its ongoing conservation and opportunities to attract investment.
- Any use, subdivision, demolition and development should have regard to the heritage significance of the site as detailed within Heritage Victoria's citation H2067. The Kinnears CMP and any requirements set by Heritage Victoria.
- Encourage the creative adaptive re-use of heritage buildings.
- New higher built forms behind retained heritage facades should be sited and designed in a manner that allows for the retained buildings to retain their prominence and presence at the street or laneway edges.
- Where required, any new openings or alterations to existing openings to heritage buildings should be sympathetic to the overall presentation of the building.
- Development should support staged restoration, development and activation of heritage buildings.
- It is noted that all works on the site are subject to permit requirements under the Heritage Act.



Source: Elenberg Fraser

Figure 27. Heritage Elevations and Sections



#### 4.4.11 Landscape and Ecologically Sustainable Design

These Design Guidelines respond to the General Objectives detailed in page 4 of DPO14.

##### Design Guidelines

- Development across the precinct should promote the inclusion of high quality public open spaces for residents, workers and visitors of all ages and abilities.
- Civic spaces should integrate grass and water feature(s), in appropriate locations.
- Buildings should maximise access to solar heating and light.
- Buildings and outdoor facilities should be designed to promote sustainable water cycle systems, including the use of grey water for landscaping and toilet use.
- The development should incorporate various landscaping treatments, including vegetation and trees in public and private open spaces to reduce the heat island effect and improve the amenity of public spaces and the edges of the precinct.
- Street trees and garden beds should be provided in appropriate locations to soften hard urban edges and maximise shade provided by tree canopies.
- Rooftops, podiums and large balconies should incorporate gardens, where possible.
- The development should include the provision of secure bicycle parking and car sharing parking facilities.
- Buildings should incorporate relevant ESD measures to aid in the reduction of greenhouse emissions, the generation of waste and the use of water and energy.
- Buildings should be sited and designed having regard to passive energy techniques.
- Internal building layouts should integrate joint waste, water and energy management systems.
- Building construction should incorporate sustainable building materials, including locally sourced materials and the re-use of recycled materials, where appropriate.
- Safe pedestrian and cycling paths to encourage the use of energy efficient transport should be incorporated into the movement systems on the site.

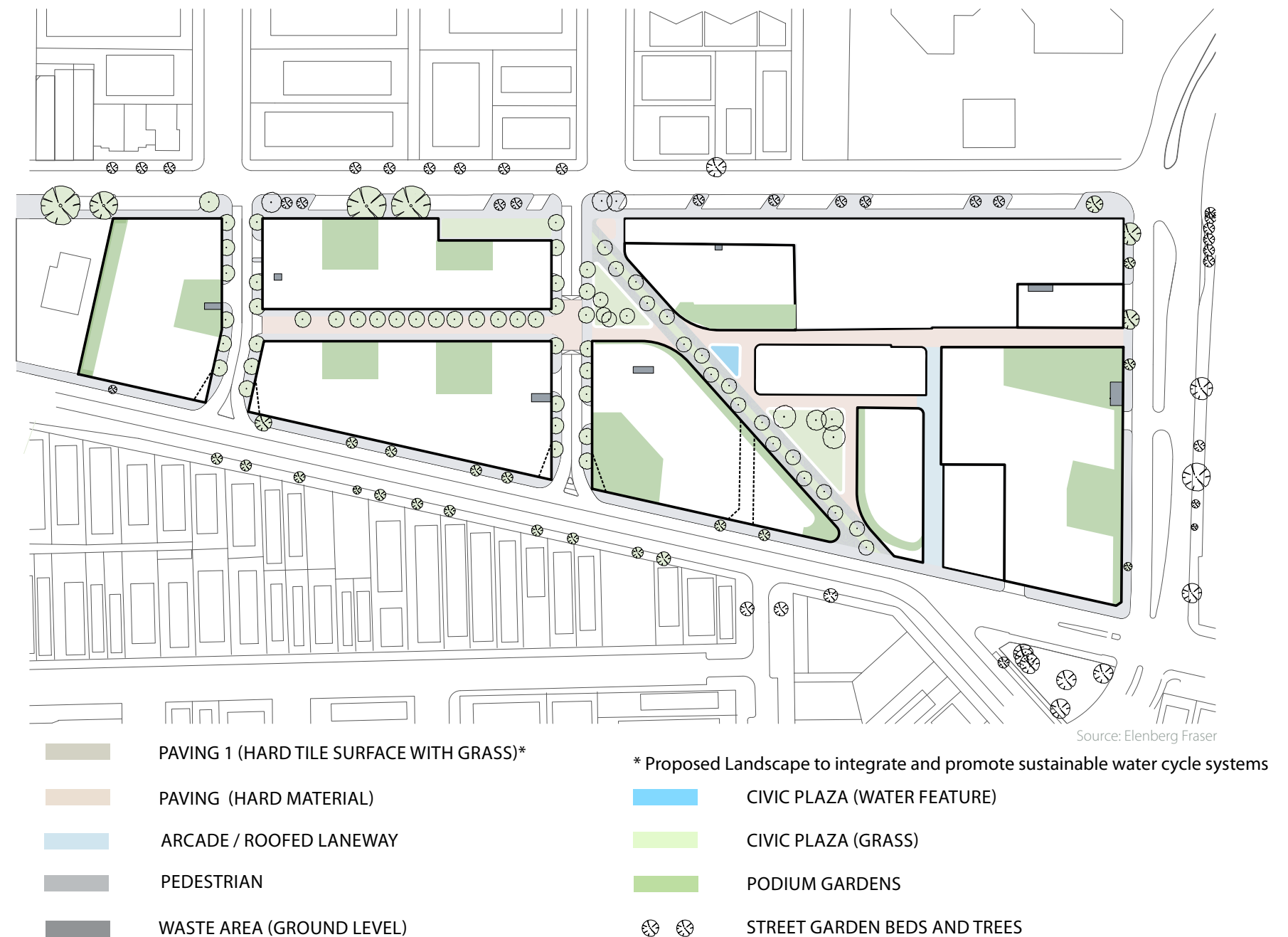


Figure 28. Landscape Concept Plan

## 4.5 Transport Management Plan

A Traffic Management Plan (TMP) and Integrated Transport Plan (ITP) have been prepared by GTA Consultants. These documents can be found within Volume 2 and should be referred to for additional information.

The Kinnear Development Plan aims to integrate with the existing road network surrounding the site. More specifically the proposal includes:

- Left in/left out turning lanes along Ballarat Road and associated intersection improvement;
- Several new pedestrian, cycling and vehicle based linkages along Kinnear Street and Farnsworth Avenue to improve north-south and east-west connectivity
- Safe loading bay areas
- Improvements to existing internal laneways

The diagonal promenade will act as the core public realm space with good access to public transport, local shops and services and public open space. This promenade will also act as a primary movement corridor for bicycles and pedestrians through the site. The promenade communicates well with the central east-west connection of the overall site, and ultimately ensures easy movement and circulation across the entire Kinnears Precinct.

Ingress and egress from car parking areas, including on-street parking have been carefully located and designed to avoid unsafe pedestrian/cycling conflict and reduce adverse traffic impacts to the existing and proposed road network.

A strong cycling network is provided, including cycling only and shared use lanes, and the development also includes adequate provision of secure residential and visitor bicycle storage facilities.

The movement system and access routes has been designed generally in accordance with the Indicative Concept Plan in DPO14. The movement and access details have also been informed by more recent traffic management plans, a social and community infrastructure assessment and heritage requirements.

Figures 18 -33 illustrate components of the proposed access, movement and parking system at the Kinnears Precinct. The overall movement system is illustrated in Figure 18.



Figure 29. Photo of Ballarat Road - facing west





4.5.1 Traffic Generation

Traffic generation estimates for the proposed development have been arrived at by using a number of sources. These include the RTANSW's 'A Guide to Traffic Generating Developments', the 'Inner Municipalities Parking Study' (IMPS) and GTA's survey database and professional experience on similar projects. The table reveals the number of vehicles generated on daily basis. For a detailed break down of Weekday AM/PM and Saturday traffic generation rates, please refer to the TMP report in Volume 2.

Land Use	Daily (approximates)
Dwelling	2.5 vehicle movements per dwelling
Serviced Apartments	2.5 vehicle movements per apartment
Supermarket	70 movements per 100sqm
Retail	20 movements per 100sqm
Restaurant	60 movements per 100sqm
Office	10 movements per 100sqm
Library	8 movements per staff/visitor car space
Child Care Centre	5 movements per child
Ancillary	5 movements per staff car space

Table 3 - Traffic generation daily rates

4.5.2 Car Parking

Car parking provision for the development has been tested against car parking requirements set in Clause 52.06 of the Maribyrnong Planning Scheme and Australian Car Parking Standards. The statutory car parking requirements details the car parking rates for the various land uses, including residential (dwelling), food and drink premises, office and other ancillary uses.

Based on the indicative proposal, the following car parking provisions are applied to the site:

Use	Size / Number	Car Parking Rates
Dwelling (Resident)	One -bedroom apartment	0.5 spaces per dwelling
	Two -bedroom apartment	0.8 spaces per dwelling
	Three -bedroom apartment	1.0 space per dwelling
Dwelling (Visitor)		0.1 spaces per dwelling
Serviced Apartments		0.45 spaces per dwelling
Supermarket		2.5 spaces per 100sqm
Restaurant		0.1 space per patron
Retail Premises (Shop)		2 spaces per 100sqm
Food & Drink Premises		1 (staff) space per 100sqm
Convenience Shop		1 (staff) space per 100sqm
Office		2.5 spaces per 100sqm
Library (Place of Assembly)		1.92 spaces per 100sqm
Child Care Centre		0.19 spaces per child
Post Office		1 (staff) space per 100sqm

Table 4 - Proposed Car Parking Rates

Visitor parking and any drop-off areas for any use shall form part of future planning permit applications.

Car Parking Exemption

It is noted that the proposed parking rates are significantly less than the standard rates which would normally apply to the proposed land uses. It has been accepted by all parties throughout the course of stakeholder consultation that the subject site is highly accessible by tram, bus and train transport options and therefore does not necessitate the usual car parking rates. It is also expected that many of the local retail and community services will predominately be for use of the immediate catchment area living within walking distance. In instances where vehicles are used, they will most likely fulfil multipurpose trips, such as going to the supermarket, child care pick up/ drop offs and participating in local recreational activities (gym or pool) and therefore generate a relatively low traffic and car parking demand.

4.5.3 Bicycle Parking

Clause 52.34 of the Maribyrnong Planning Scheme seeks to encourage cycling as a mode of travel through the provision of appropriate bicycle parking and associated facilities.

Based on the statutory bicycle parking requirements, the proposed development could be expected to generate a minimum requirement of 472 spaces, including 307 resident/staff spaces and 165 visitor spaces. As agreed between Council and the developer, it is proposed to provide at least 0.5 bicycle spaces per dwelling.

Overall, this development plan will deliver the required number of bicycle parking spaces and promote sustainable transport modes for the site.

4.5.4 Traffic Mitigation Measures

Several mitigation measures have been explored to reduce the impact of the development for traffic and tram delays.

The design has integrated mitigation measures F-M3 (Hopkins St/Droop St, which will have a 20 second benefit and F-M9 (Droop St/Geelong Rd) a 30 second benefit. These two treatments represent a total benefit of up to 50 seconds to tram travel times.

Other improvements outside of the Kinnears Precinct are being explored by the developer who is awaiting further guidance from PTV and VicRoads.

The traffic mitigation measures to be considered as part of the redevelopment of the Kinnears site are summarised in Table 5 - Mitigation Measures. Additional details regarding the implementation of these measures will be resolved during the planning permit application phase.

4.5.5 Loading and Waste Collection

The development includes loading bays to provide for the proposed supermarket/anchor store and other retailers to safely off-and-on load goods. The proposed loading bay will have a left in/left out access point from Farnsworth Avenue. Preliminary swept path assessment indicates the loading bay can be accessed by vehicles up to 8.8 metres long.

All buildings will have a dedicated area for bin storage. Waste collection will be undertaken by a private contractor or council. The specific details of the waste collection is provided in the Waste Management Plan. (Refer to the Waste Management Plan in Volume 2)

4.5.6 Road Safety Audit

- A road safety audit has been undertaken by Road Safety Audits Pty Ltd (RSA). The RSA identified the following safety issues:
- Impacts to sight distance at the Kinnear Street access points due to the indicative car parking identified in the preliminary functional plan.
  - Design of access roads to deter 'rat-running' traffic.
  - Signage and line marking for the Ballarat Road left-in/left-out intersections.
- Key recommendations include:
- Ensure adequate sightlines are provided between turning drivers and pedestrians.
  - Consider adding kerb outstands to physically block parking near corners.
  - Ensure hazards are removed to a height of at least 2-2.5 metres.
  - Limit truck access along Kinnear Street

Treatment No.	Location	Treatment	Benefit
F-M1	Leeds St/ Hopkins St	Relocate advance detector loop from existing location to immediately north of tram terminus so that a Leeds St phase can be activated by the time a tram reaches the stop	10 sec
F-M3	Hopkins St/ Droop St	Commence the through/right phase on the east approach at Hopkins St/Droop St to clear traffic queues in front of the tram before the tram arrives. Use the advance detector on the approach to Leeds St/Hopkins St to trigger this phase.	20 sec
F-M9	Droop St/ Geelong Rd	Provide transfer of demand from Droop St/Donald St to place advance call for right turn clearance phase and increase max time that right turn clearance can run.	30 sec
F-M19	Rosamond Rd/ Williamsons Rd	Relocate tram detector in advance of the tram stop platform with a timer so that phase commences at the approx. time that passengers boarding & alighting finished (approx. 30 secs)	25 sec
M-F3	Williamsons Rd/ Rosamond Rd	Change signal phasing to incorporate an additional Williamsons Rd eastbound Phase after the westbound phase if a tram has been detected approaching the intersection, and extend the time that the Williamsons Rd eastbound phase can run.	25 sec

Table 5 - Mitigation Measures



Traffic mitigation measures **F-M19** and **M-F3** are located north in the Highpoint Precinct

Figure 30. Traffic Mitigation Measures Map





4.6 Integrated Transport Plan (ITP)

The ITP addresses all transport network users and modes of transport for the proposed development. It demonstrates how the development achieves relevant state and local policy intent in terms of sustainable transport design, by reducing car dependency and encouraging public transport use, cycling and walking. The ITP has been prepared in accordance with the Victorian Department of Transport (DoT) Integrated Transport Plan Advisory Note.

The ITP also considers the relevant matters specified in DPO14 of the Maribyrnong Planning Scheme.

4.6.1 Integrated Transport Response

The key objectives of the Integrated Transport Response for the Kinnears Development are as follows:

- *Creating a safe, attractive, and accessible public realm*
- *Ensuring design speeds for vehicles are low, such that pedestrians are able to move freely within and through the site, and providing equitable speeds where motor vehicles and cyclists can safely share road space*
- *Designing local roads within the site that promote high amenity for more sustainable transport modes such as walking and cycling*
- *Providing integration of land use and development by co-location of housing and goods and services on the site itself*
- *To provide a level of ‘no car’ development for those who prefer not to own a motor vehicle, with a specific focus on the target market which includes students of the nearby Victoria University*
- *Improving the permeability of the walking and cycling network in the local vicinity*
- *Supporting sustainable travel behaviour through providing bicycle end of trip facilities, car share pods, and green travel planning initiatives.*

4.6.2 Model Hierarchy

In planning for this site, the following transport model hierarchy has been used, from highest priority to lowest:

1. Pedestrians
2. Bicycles
3. Public Transport
4. Local Access Freight
5. Local Access General Freight
6. Through Traffic

4.6.3 Proposed Road Network

The proposed vehicular site access strategy includes the following:

- Left-in/left-out unsignalised access intersections to Ballarat Road at the southern extent of both north-south access streets
- Full turning movement access via Kinnear Street at the northern extent of both north-south access streets
- A direct left-in/left-out car park access integrated with the signalised Ballarat Road/Droop Street intersection
- Full turning movement access direct to a car park access located adjacent the southern most median break on Farnsworth Avenue
- A left-in/left-out loading vehicle access at the eastern end of the site, north of the school crossing

The Proposed Internal Road Network Plan is represented below on Figure 31 (other details, such as internal car parking layouts, are indicative only and subject to change)



Map Ref.	Road Reserve	Carriage-way	Design Speed	Bicycle Provision	Footpath Provision	Parking Provision	Responsible Authority
A	14.0m-15.0m	7.0m	<30km/h	Mixed traffic	Approx. 3.0-3.5m on both sides	None	Council (Public Road)
B	13.0m	6.7m	10km/h	Shared Zone	Approx. 2.3m on both sides	None	Developer (Private Laneway)
C	14.0m	7.0m	<30km/h	Mixed Traffic	Approx. 3.0-3.5m on both sides	None	Council (Public Road)
D	NA (Pedestrian Lane)	NA	NA	None	Generally >4.0m	None	Developer (Private Laneways)

Figure 31. Proposed Internal Road Network Plan and Table



#### 4.6.4 Proposed Public Transport & Pedestrian Network

The proposed public transport and pedestrian network includes the following:

- A fine grained network of internal pedestrian laneways amongst the core retail/commercial precinct at the eastern end of the site.
- At the eastern end of the site, re-alignment and signalisation of the existing supervised school crossing, in order to align directly with the key east-west pedestrian spine and to ensure there are no interface issues with the proposed loading access located to the north.
- At the eastern end of Kinnear Street, a pedestrian crossing treatment to provide a priority connection to the precincts north-south pedestrian spine.
- Pedestrian refuges on the north approaches of the Eldridge Street/ Kinnear Street and Empire Street/Kinnear Street unsignalised intersections.

The Existing and Proposed Pedestrian and Public Transport Plan is represented on Figure 32 (other details, such as internal car parking layouts, are indicative only and subject to change).

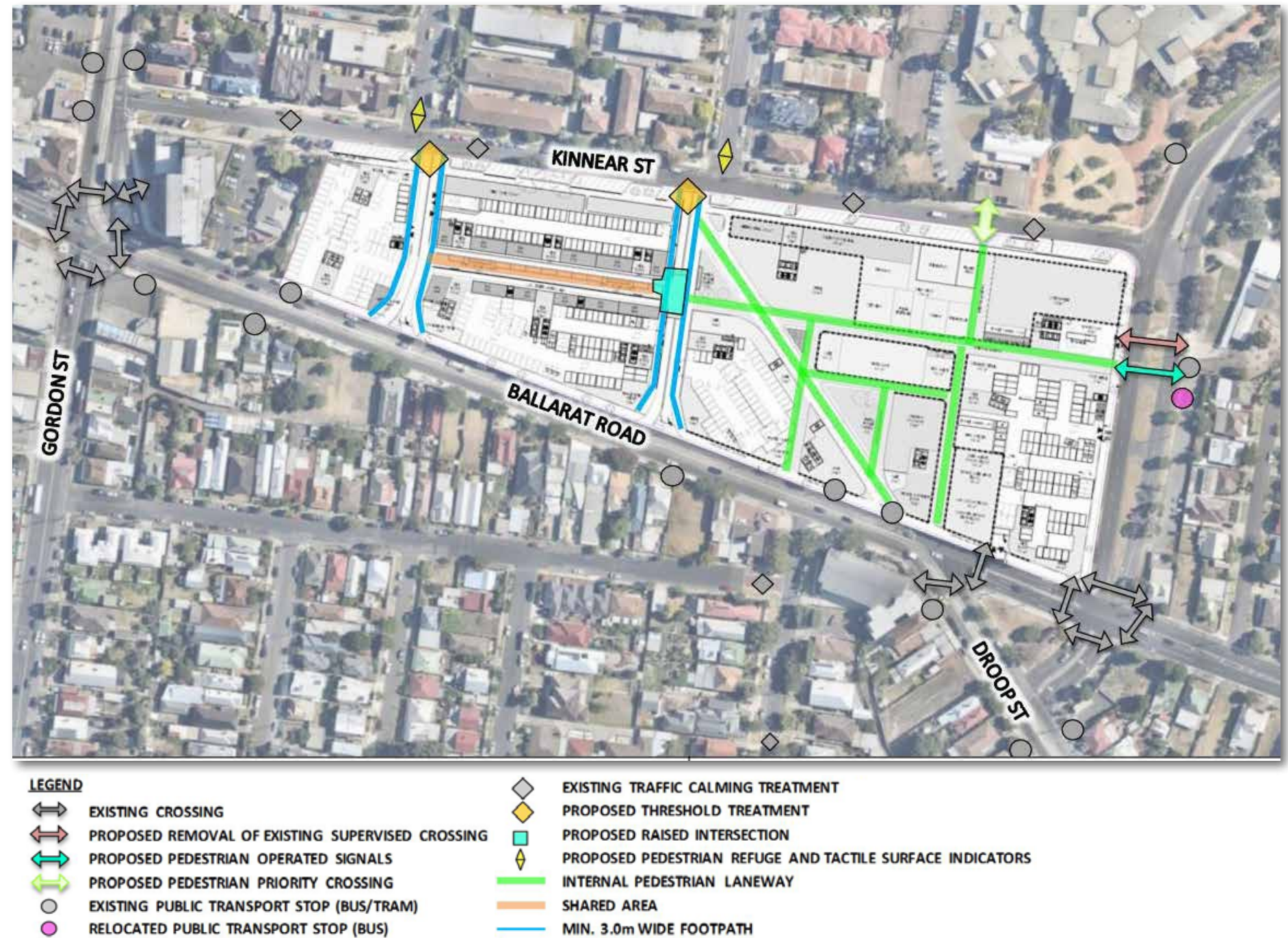


Figure 32. Existing and Proposed Internal Pedestrian and Public Transport Plan



#### 4.6.5 Proposed Cycling Network

The proposed cycling network includes the following:

- A mixed cyclist/vehicular traffic environment on the two key north-south internal roads, complemented by traffic calming and other urban design features aimed at promoting a low speed environment. Cyclist 'sharrow' line marking at intersections is also recommended to increase the awareness of on-road cyclists.
- A shared path section between the southern end of the central north-south access road and the crossing of Ballarat Road/Droop Street, to direct cyclists to the nearest assisted crossing point of Ballarat Road.
- Provision of two shared areas east-west between the two internal north-south access roads, as well as along the main linear park through the retail core.

The Proposed Cycling Network Plan is represented on Figure 33. (other details, such as internal car parking layouts, are indicative only and subject to change)

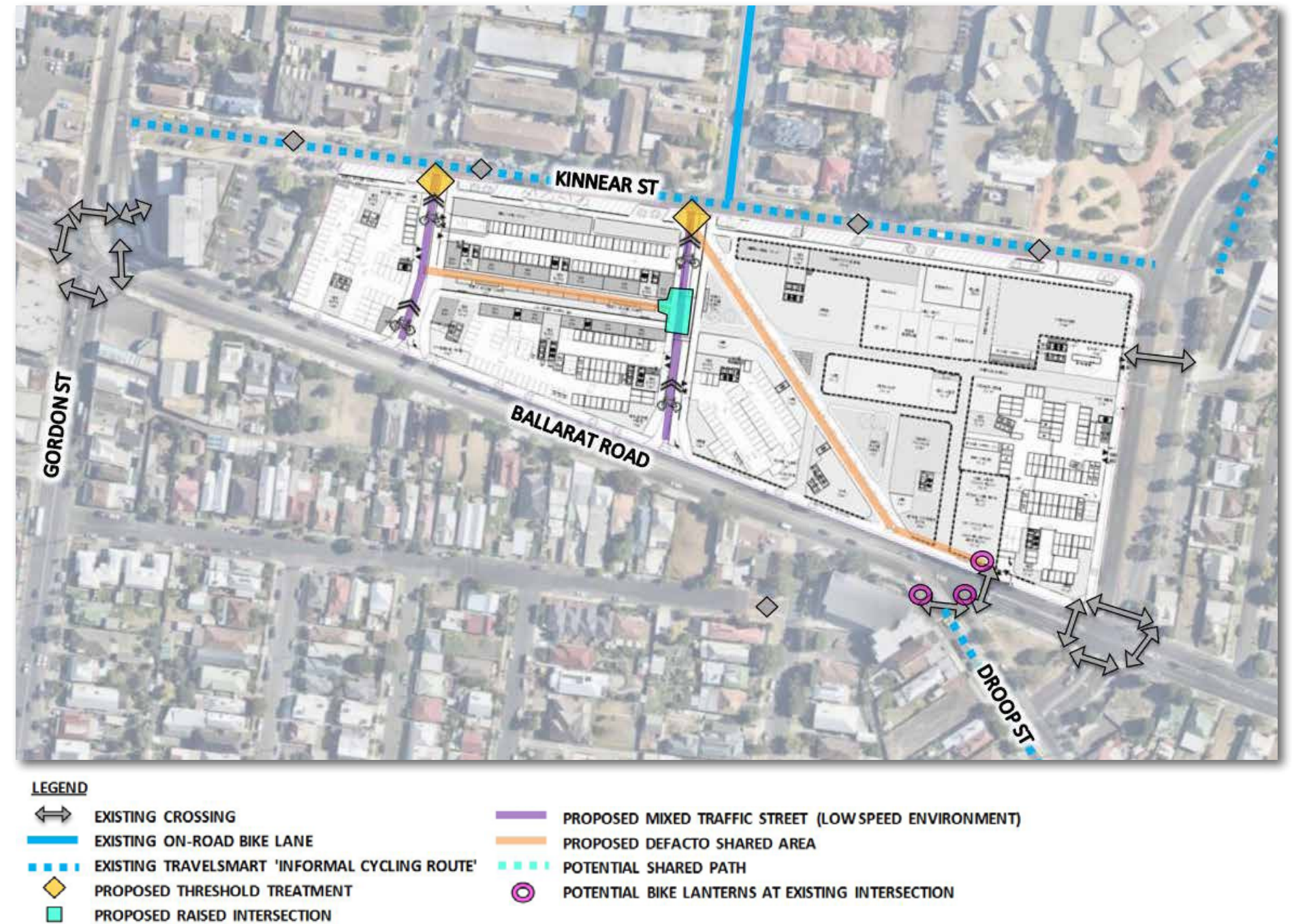


Figure 33. Proposed Cycling Network Plan



#### 4.6.6 Green Travel Plan Initiatives

Green Travel Plan Initiatives include a range of walking, cycling, public transport and car pooling measures to encourage sustainable travel behaviour for residents, workers and visitors including:

- **Walking**

Maps showing walking routes with time to key sites and local services; provision of change of clothes areas; and improving footpaths and connections to nearby attractions.

- **Cycling**

Secure, easy to access bicycle parking; bicycle route maps and affordable and accessible repair and service centres and supplies.

- **Public Transport**

Timetable information online, in leaflets and on notice boards, and encouraging businesses to use public transport.

- **Car Pooling**

Allocating priority parking to car pooling and car pooling databases.  
Liaising with car operators to provide publicly available car share pods within the site.

Implementation of the Green Travel Plan will be regularly monitored and reviewed throughout the detailed design, construction and occupancy of the development.

Further detail regarding the Green Travel Plan is provided in the IPT report in Volume 2.

#### 4.6.7 Staging Plan

Supporting transport infrastructure should be provided prior to or at the commencement of use of each stage of development. Details regarding implementation will be resolved during the planning permit application phase.





Figure 34. Indicative Ground Level Landscape Master Plan

## 4.7 Landscape Concept Plan

### 4.7.1 Streetscape Treatments

Streets are proposed to be treated in a manner appropriate to their local context, including the proposed internal streets and laneways. All final paving treatments and street tree species selection will be determined in close co-ordination with Maribyrnong City Council officers during the planning permit application phase. Additional streetscape treatment details are provided in the Precinct Development Plans in Section 5.

### 4.7.2 Ground Level Plazas, Streets and Laneway Spaces

The development offers a diverse range of publicly accessible public realm treatments and landscaping opportunities. These include the central George Kinnears Plaza and nearby public open space areas, intricate and varied street and laneway paving patterns and retention of the distinct heritage buildings. Specific landscape and public realm improvements are described in the Precinct Development Plans in Section 5.

### 4.7.3 Staging of landscape works

Proposed landscaping and public realm treatments will be installed in accordance with the Site and Staging Plan. Implementation details will be resolved during the planning permit application phase.

### 4.7.4 Proposed Plant Species

Proposed planting species include a range of native trees, shrubs, climbers and grasses across the six precincts. Plant species details are contained in the Landscape Concept Plan prepared by Tract Consultants in Volume 2 and will be confirmed during the planning permit application phase.

### 4.7.5 Water Sensitive Urban Design (WSUD)

All landscaping including street trees and garden beds should be guided by WSUD measures, including suitable irrigation treatments. These include rainwater tanks and rain gardens, use of non-reticulated water and inclusion of drought hardy and frost resistant plants. Details of the WSUD measures will be resolved during the planning permit application phase.

### 4.7.6 Site Remediation Strategy

The landscape concept plan has considered the preliminary findings of the Site Remediation Strategy.

Future relevant recommendations by the appointed EPA Environmental Auditor will be reflected in the detailed landscape plans prepared as part of the planning permit application phase.

### 4.7.7 Public Art

Public Art will be integrated into the landscaping and public realm treatments. Implementation details will be resolved during the planning permit application phase.



#### 4.7.8 Management

It is expected that following construction of internal roads, these roads will become council's responsibility. The balance of the open space will be maintained by either an owners corporation or council. An owners corporation is also likely to manage small pedestrian links, boulevards, plazas and podium and small open space gardens.

Details of these management arrangements will be resolved during the planning permit application phase.

A copy of the Landscape Report prepared by Tract Consultants is contained in Volume 2. Details regarding the implementation of the Landscape Concept Plan, including public art will be resolved during the planning permit application phase.



Figure 36. Typical Central Open Space Reserve



Figure 37. Typical Pocket Park



Figure 38. Typical Raingarden with Seating



Figure 39. Example of Public Art/ Sculptural Play Space



Figure 35. Indicative Podium Level Landscape Master Plan





## 4.8 Ecologically Sustainable Design Strategy

Kinnears Precinct will incorporate a range of Ecologically Sustainable Development (ESD) and Water Sensitive Urban Design (WSUD) initiatives and will seek to meet or exceed all relevant Federal and State Government statutory obligations with regard to energy and water conservation, passive design of buildings, waste management, water sensitive urban design and planning.

A copy of the ESD Strategy by Aurecon is contained in Volume 2.

### 4.8.1 Structure of Strategy

In order to appropriately address the requirements of DPO14, the strategy has been structured to provide information on:

- Best practice ESD principles, including recognized technologies and ESD rating systems to guide the preparation of the strategy.
- Review of relevant statutory objections
- Strategic targets and performance standards adopted for the overall precinct.
- A range of residential ESD strategies and specific targets for key sustainable design issues.
- Implementation, staging and review of ESD strategies.

### 4.8.2 Best Practice ESD

The identification of sustainable initiatives and targets for the Kinnears development has been based upon the Green Star Communities and Green Star - Design and As Built rating tool. The Green Star Communities tool has been used to scope initiatives applicable precinct wide, whilst the Green Star - Design and As Built tool has been used to offer more targeted initiatives at a building level for the residential component of the development.

ESD initiatives have also been guided by the requirements set within the Australian Greenhouse Office Climate Change Risks and Impacts: A Guide for Government and Business 2006, and various risk assessment requirements detailed in ISO 31000:2009 and AS5334:2013.

### 4.8.3 ESD Targets

The ESD strategy identifies a series of targets in a number of categories:

#### *Governance & Statutory Obligations*

The purpose of the Governance and Statutory Obligation category is to encourage developers and projects to be engaged, transparent and committed to delivering positive economic, environmental, and social outcomes.

The development will promote sustainable and measurable design and environmental management techniques. Engaging with key stakeholders, including Council will continue throughout the design, construction and occupancy of the site.

#### *Design*

The Design category aims to promote sustainable planning principles to create compact and connected places for people. The location, orientation and overall design of new buildings in the Kinnears Development will be carefully considered in relation to the overall layout of pedestrian, cycling and road networks and will ensure public spaces are connected, easy to access and entice people to come together to enjoy the space.

#### *Livability*

Livability aims to deliver safe, accessible and culturally rich communities.

The targets focus on providing a range of high quality services and amenities close to where people live; creating good pedestrian, cycling and vehicle connections; and maximising visibility and activity within public spaces.

The Kinnears Development will have a range of local services and activities, including a local supermarket and fresh food produce stores. These activities will be well connected via a series of pedestrian, cycling and road linkages. The development will ensure passive surveillance through natural and illuminated lighting and encourage passive and active recreational activities to occur at most hours of the day.

#### *Economic Prosperity*

Economic Prosperity strives to create positive economic growth through creating business diversity; spaces for innovation and education; and reducing energy consumption levels.

The site is situated within walking distance (800 metres) to a range of

employment opportunities, including manufacturing/industry, education, office, retail and other commercial work, and also has good access to Melbourne CBD based jobs. 70 dwellings will be allocated for affordable housing and all buildings will be designed to reduce their dependency on coal-fuelled energy resources.

#### *Environment*

The Environment category encourages resource management and efficiency by promoting infrastructure, transport, and buildings with reduced ecological footprints. Initiatives include reducing the Heat Island Effect and greenhouse gas intensity, and ensuring materials, water and waste management are considered under a framework which protects the environment.

Specific targets include using recycled building materials; utilising non-potable water; increasing areas with significant vegetation; and reducing building construction and demolition waste. The Kinnears Development strives to meet all these targets.

#### *Renewable Energy Strategy*

The potential for rooftop Solar Photovoltaics (PV) at the site was investigated for the Kinnears Development.

The results reveal that the site has the potential to generate up to one third of the energy required to service the residential apartments. The final design of rooftop spaces will be considered during the planning permit application process and also informed by any requirements of Heritage Victoria.

#### *Residential ESD Strategy*

##### *Management*

Specific maintenance initiatives include commissioning and tuning building systems; and a range of monitoring, risk adaptation and construction strategies.

##### *Indoor Environmental Quality*

This category focuses on delivering comfortable and safe levels of air quality; acoustic, thermal and visual comfort; and access to views and daylight in the design. Specific design requirements relate to lighting, blinds, noise reduction and internal plumbing design specifications. These requirements will be considered during the planning permit application phase.



### ***Energy***

The Kinnears Development will integrate a range of energy efficiency and greenhouse gas emissions management techniques. In particular, the development will encourage solar heating and lighting, and the use of efficient lift systems to reduce electricity consumption.

### ***Transport***

Sustainable transport opportunities are incorporated into the Kinnears Development. Specific strategies include reducing car parking provisions whilst providing more secure bicycle storage, and improving access to public and active transport modes.

### ***Water***

The Kinnears Development should minimise potable water consumption by reducing the reliance on reticulated water. In particular the development aims to use harvested rainwater for toilets and landscaping, and build in efficient bathroom and kitchen fittings and water monitoring equipment.

### ***Materials***

The materials used for the Kinnears Development should reduce embodied energy; incorporate recycled components; and reduce Volatile Organic Compounds (VOCs). Specifically the project aims to avoid use of ozone – depleting substances, reduce concrete and steel use and encourage buildings to incorporate low embodied energy and recycled materials.

### ***Land Use and Ecology***

The development will enhance the land use and ecology of the existing site by incorporating new landscaping sympathetic to the existing environment, including indigenous varieties to minimise water usage. Specific targets include re-use of developed land and a 20% improvement in the ecological value of the site through environmentally sensitive landscaping.

### ***Emissions***

The Kinnears Development will incorporate lighting fixtures and building materials (including external paint works) which are energy and water efficient and reduce green house gas emissions.

#### **4.8.4 Implementation**

The above ESD initiatives and targets will be implemented through the following phases:

- Preliminary considerations and planning permit process
- Schematic design phase
- Detailed design and contract documentation phase
- Construction phase
- Occupancy phase

#### **4.8.5 Monitoring, Maintenance and Review**

The ESD strategy makes provisions for the ongoing monitoring and review of the development in achieving the initiatives and targets detailed in the ESD Strategy. The specific provisions are detailed in the ESD report, contained in Volume 2.

#### **Education and Awareness**

The project seeks to develop and implement an ESD-specific Stakeholder Engagement Strategy which includes raising awareness of sustainability objectives to occupants and visitors.





## 4.9 Site Remediation Strategy

The Site Remediation Strategy has been prepared by Senversa and is contained in Volume 2.

The Strategy details:

- The site and key contamination issues;
- State legislation on the assessment and management of contaminated land; and
- Provides a framework for the management of contaminated land to facilitate the proposed development.

An EPA appointed Environmental Auditor has been engaged and has reviewed the Site Remediation Strategy. In February 2016, the auditor advised that the Site Remediation Strategy provides an appropriate framework for the assessment, management and/or remediation of the site.

### 4.9.1 Contaminant Sources

The 3.3 hectare site has a long history of commercial/industrial use and hence there are a number of potential sources of contamination on the site, including chemical storage areas, underground storage tanks, above ground storage tanks and several sumps, pits and drains. Other potential sources of contamination included fuel infrastructure associated with the former garage and service station, and former farming (prior to Kinnears rope work factory) practices and imported fill material.

### 4.9.2 Site Specific Remediation Areas

Subject to the findings of additional investigations, it is likely that clean-up will be required in the following areas:

- Removal/decommissioning of pits, sumps and drains including impacted surrounding soils (if any).
- Removal of all underground storage tanks and associated fuel infrastructure.
- Soil removal/movement may be required for some areas that will not be covered by buildings or pavements due to the presence of aesthetically unacceptable materials or soils potentially detrimental to the maintenance of moderately to highly modified ecosystems/landscapes.

Other areas may be identified following additional soil and groundwater assessment works at the site.

### 4.9.3 Remediation Strategy

#### Soil

Based on the varying development pattern and staging across the site, it is proposed to manage the majority of contaminated soil on site, on the principle of no net bulk soil removal from site. Exceptions to this includes removal and treatment and/or disposal of material considered as industrial waste; surplus to needs; or proposed basement areas (pools/car parking) and/or material that presents an occupational health and safety risk to construction workers.

#### Groundwater

No groundwater contamination issues have been identified that are considered to require remediation. If further investigation reveals ground water contamination, groundwater remediation options will be investigated as part of the remediation works and it is expected that the auditor will provide their recommendations for the clean up method.

### 4.9.4 Schedule of Remediation Activities and Staging

The remediation schedule is likely to coincide with the staging schedule of the site. Following further soil and groundwater investigation, more details regarding the location, timing and method for clean up will be provided.

### 4.9.5 Site Management and Monitoring

Site management and monitoring controls will be specified in a Statement of Environmental Audit. Any future Site Management Plan must be consistent with Section 12.4 of the EPA auditor guidelines:

- Conditions must be clear, practicable and easily understood.
- Conditions should be sufficiently specific to provide the reader with a clear understanding of what management measures are required.
- Conditions must not place limitations on activities or use of the site that are inconsistent with the land use nominated in the statement.
- The conditions should to the extent practicable be consistent with planning and building constraints on the site.
- Where practical and appropriate, conditions may be linked to an approved development plan.
- The conditions must clearly state the nature of the hazards which require management to render the site suitable for the nominated use.

- The conditions should not require further assessment that is contrary to the requirement for the auditor to form an opinion regarding the condition of the site and its suitability for use.



4.10 Housing Diversity and Social Infrastructure

ASR Research has prepared a Housing and Social Infrastructure Report which is included in Volume 2 and summarised below.

4.10.1 Housing Mix

The Kinnears Development offers a mix of housing typologies and scales. The site incorporates 1, 2 and 3 bedroom apartments with various internal and external amenity provisions to cater for a range of household needs.

Dwelling type	%
1 bedroom/1 bathroom	30%
2 bedroom/1 bathroom	25%
2 bedroom/2 bathroom	35%
3 bedroom/larger	10%

Table 6 - Indicative Housing Mix

4.10.2 Affordable Housing

The housing assessment recommends the proposed Kinnears Development make provision for 5% of all dwellings to be set aside for the potential use of affordable/social housing. This equates to approximately 70 dwellings across the overall development. The proposed development sets aside 70 dwellings for affordable housing. These dwellings will have significantly lower rental or purchase value than the market price for the dwellings.

4.10.3 Summary of Dwelling & Population Outcomes

- Based on a dwelling yield of approximately 1,450 dwellings, the proposed Kinnears development will generate a residential population of approximately 2,700 people.
- A population of 2,700 people is likely to increase the population within Footscray by approximately 20% (based on 2011 ABS Census data showing this catchment had a population of approximately 13,200 – note: the percentage calculated will decrease as other housing stock is constructed within Footscray); and
- The services audit undertaken shows that while the area surrounding the subject site appears to be well supplied with a diverse range of services and facilities, the Kinnears Ropeworks site provides an opportunity

to consider reconfiguration or relocation of existing community infrastructure, some of which is old, in poor condition, or less than optimal from a size perspective (particularly surrounding early years services).

4.10.4 Future Demand

This additional population (approximately 2,700 people generated from the Kinnears development) will drive up demand for all Council services and place sustained pressure on community infrastructure in Footscray. New facilities, particularly those providing for universal services like preschool and maternal and child health services will be needed immediately. Additional meeting space, cultural facilities and convenient access to open space will also be required.

4.10.5 Proposed Community Facilities

Public Open Space

Under the requirements of DPO14, a 5% public open space contribution is required for the development of the site. Under Maribyrnong City Council's Open Space Strategy, the Kinnears site is identified as a 'cash' contribution site, for improvements and upgrades to existing public open spaces. It is important to recognise that the Kinnears development integrates a large publicly accessible open space linkage, including three separate publicly accessible open spaces (pocket parks).

Community Facilities

The need to provide such facilities will be determined in consultation with council in the context of agreed community infrastructure contributions.

Education Facilities

The available desk-top based data suggests that the local catchment has a sufficient quantity and diversity of education facilities within reasonable access of the subject site to satisfy future demand. More importantly, most of the schools currently appear to have sufficient spare capacity to absorb the additional enrolment demands generated by the Kinnears development. However, consultation with both the Department of Education & Early Childhood Development (DEECD) and the Catholic Education Office (CEO) is required to confirm levels of spare capacity and their own strategic assessments of local need.



Figure 40. Indicative Housing Styles





## 4.11 Physical Services and Infrastructure

A Physical Services and Infrastructure Report has been prepared by Reeds Consulting and is contained in Volume 2.

### 4.11.1 Overview

The site has less than 1.5m of fall across it from the high point on the corner of Kinnear Street and Farnsworth Avenue to the low point on the Ballarat Road frontage near the intersection with Droop Street. There is a thin 235m<sup>2</sup> portion of land through the site owned by Council from Ballarat Road to Kinnear Street which contains an existing council drain.

The services and infrastructure assessment has reviewed the availability and requirements for all essential infrastructure including drainage, water supply, sewerage, utility services including electricity / lighting, telecommunications and gas facilities for the proposed development. The assessment finds that all necessary infrastructure for the Kinnears Development is available to the site. Any upgrade or relocation of services required to meet the demands of the proposed development can be achieved during the proposed timing of development.

A summary of the services and infrastructure assessment is as follows:

### 4.11.2 Water

Potable water supply can be provided to the development from the existing 225 mm diameter water main located on Gordon Street, west of the site. A new main will be required through the proposed development linking the existing 225mm diameter main in Gordon Street to the existing 150mm diameter main in Ballarat Road.

### 4.11.3 Wastewater (Sewer)

The existing 225 mm diameter sewer around the site in Ballarat Road, Farnsworth Avenue and Kinnear Street will have sufficient capacity to provide sewerage facilities for the proposed development. The sewerage load for the proposed development will need to be spread evenly across the three street connections and will also require the construction of new internal 150-225mm diameter sewerage connections to service the proposed precincts.

### 4.11.4 Gas

A high pressure gas main exists in Gordon Street which will be suitable to supply the proposed development.

### 4.11.5 Electricity

The existing overhead and underground electricity assets located within Ballarat Road together with the existing substations currently servicing the existing business and residences will form the basis of the infrastructure required to supply the proposed development. Underground high and low voltage power cables and kiosk substations will be planned for the overall development at an early stage and installation of electrical and lighting infrastructure will be undertaken on a precinct basis and in accordance with Jemena, Council and Vicroads approval.

### 4.11.6 Telecommunications

NBN Co will determine the requirements for fibre optic based telecommunication services to the Kinnears Development. An approved NBN Co provider will design and install the infrastructure within the development on a staged basis and also install the extension of the network or backhaul to the development as required.

Telstra was the previous responsible agency and therefore has various existing assets within the surrounding road network abutting the subject land. These assets will form the basis of supply for the proposed NBN network for the development.

### 4.11.7 Drainage and Stormwater

The site is not subject to flooding (defined as probability of 1 in 100 year flood occurrence) and no flood or inundation overlays apply to the site.

There is an existing 750/675mm diameter drain traversing the site under the existing buildings from Kinnear Street near the intersection of Empire Street to Ballarat Road. Based on the proposed development, this existing drain will need to be relocated, potentially along the new local council road through the site from Kinnear Street to Ballarat Road.

Due to the site's relatively flat and fully paved surfacing, there are no significant points of water overland flow. It is anticipated that the incorporation of additional open space areas and potential rainwater harvesting tanks will result in a reduction of total stormwater run off from the current run off amount.

### 4.11.8 Water Sensitive Urban Design (WSUD)

The Kinnears Development will consider the following WSUD and water related ESD elements:

- Bio-retention areas across open space and roof top gardens (soil to slowly filter stormwater)

- Underground water treatment tanks
- WSUD tree pits and planting bays
- Porous paving surfaces
- Reuse of grey water

Details regarding the provision of physical services and infrastructure will be resolved as part of the planning permit application phase.



## 4.12 Waste Management Plan

### 4.12.1 Overview

A Waste Management Plan Report has been prepared by Leigh Design to assist in the preparation of the Kinnears Development Plan. The document which is contained in Volume 2 addresses the following issues:

- Space and System for Waste Management
- Access for Users, Collectors, and Collection Vehicles
- Amenity, Local Environment, and Facility Design
- Management and Sustainability

### 4.12.2 Summary of key operational matters

- The operator, being council or a private entity, shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development- (hidden from external view).
- Serviced apartment guests shall sort their waste and dispose sorted garbage and recyclables directly into their waste receptacle. Housekeepers shall transfer waste to collection bins.
- Visitors to the site shall sort their waste and dispose garbage and recyclables directly into public collection bins.
- A private contractor shall provide waste collection services.

Details contained in the Waste Management Plan will be confirmed during the planning permit application.

## 4.13 Section 173 Agreement

### 4.13.1 Policy Context

Schedule 14 to the Development Plan Overlay states that:

*‘Prior to the approval of a Development Plan or at such other time as the responsible authority allows, at its own expense, the owner of the land must enter into an agreement with the responsible authority and, as appropriate, with Public Transport Victoria and VicRoads, under Section 173 of the Planning and Environment Act 1987 for the provision of:*

- *As appropriate Physical Infrastructure and Social Infrastructure as listed in the Development Plan;*
- *As appropriate, the requirements set out in the Environmental Audit, Heritage Plan, Ecological Sustainable Design Strategy and Design Guidelines;*
- *An open space contribution of 5% of the site value of all of the subject land pursuant to Section 18 of the Subdivision Act 1988 and no other land provision for public open space as part of the contribution unless it is agreed between the responsible authority and the owner.’*

### 4.13.2 Section 173 Agreement

If required, a Section 173 Agreement will be prepared following written agreement between Council and the proponent on the necessary works to facilitate appropriate development of the site.



## 5. PRECINCT DEVELOPMENT PLANS

### 5.1 Introduction

The Kinnears Precinct is divided across six smaller precincts. The precincts are:

- Precinct 1: Rope Walk Precinct
- Precinct 2: Ballarat Road Precinct
- Precinct 3: George Kinnear Piazza
- Precinct 4: Droop Street Precinct
- Precinct 5: Michael Americo Precinct
- Precinct 6: Western Precinct

The precincts are based upon the precincts identified in the Indicative Concept Plan on page 11 of DPO14.

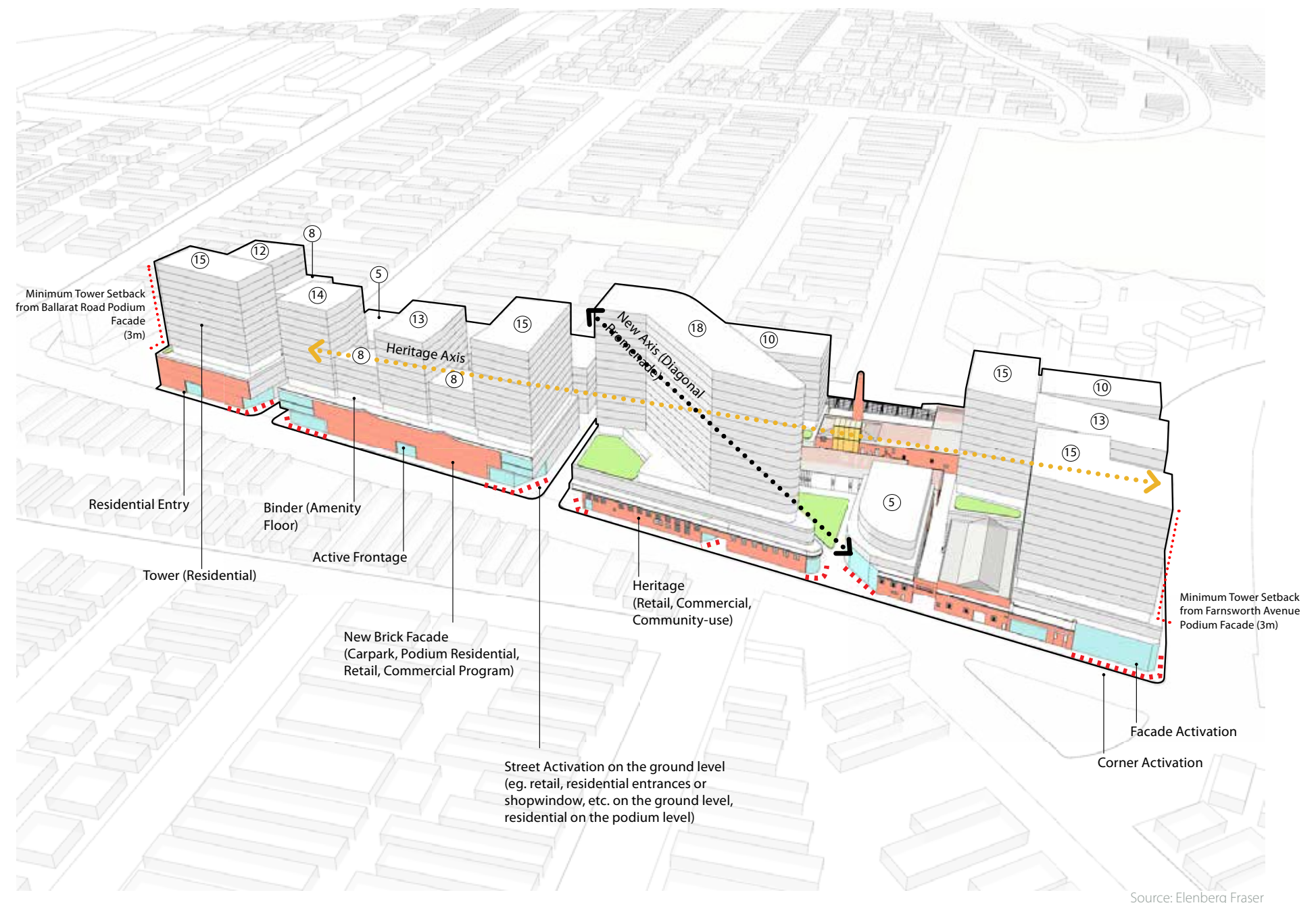
#### 5.1.1 Purpose and Structure of Precinct Development Plans

Each of the precincts are exposed to and exhibit a diverse range of attributes, including their existing building and heritage forms, traffic and access, landscaping and a mix of residential, commercial and significant road interfaces.

The following section provides an overview of the plans and requirements for each of the six precincts. By providing this precinct-level development plan, it ensures an integrated planning and design of the overall Kinnears Precinct. Furthermore, the precinct-level development plans provide greater clarity regarding the proposal and simplifies any future planning approval process.

The requirements and overall plans are summarised under the following headings:

- Precinct Plan and Objectives
- Heritage
- Design Guidelines
- Built Form and Architecture
- Public Realm
- Access, Movement and Car Parking
- Landscape and Ecologically Sustainable Design



Source: Elenberg Fraser

Figure 41. Kinnears Development Plan - Overall

## 5.2 Precinct 1 Ropewalk Precinct

### 5.2.1 Precinct Plan and Objectives

The Precinct is located to the north-east corner of the site, abutting Farnsworth Avenue and Kinnear Street.

As identified under DO14, The objectives of the Ropewalk Precinct are:

- *Public realm – to provide for public circulation and the opportunity for wider public use and enhance the public realm along Kinnear Street.*
- *Mix of uses – to accommodate a range of uses encouraging active ground floor uses, where appropriate.*

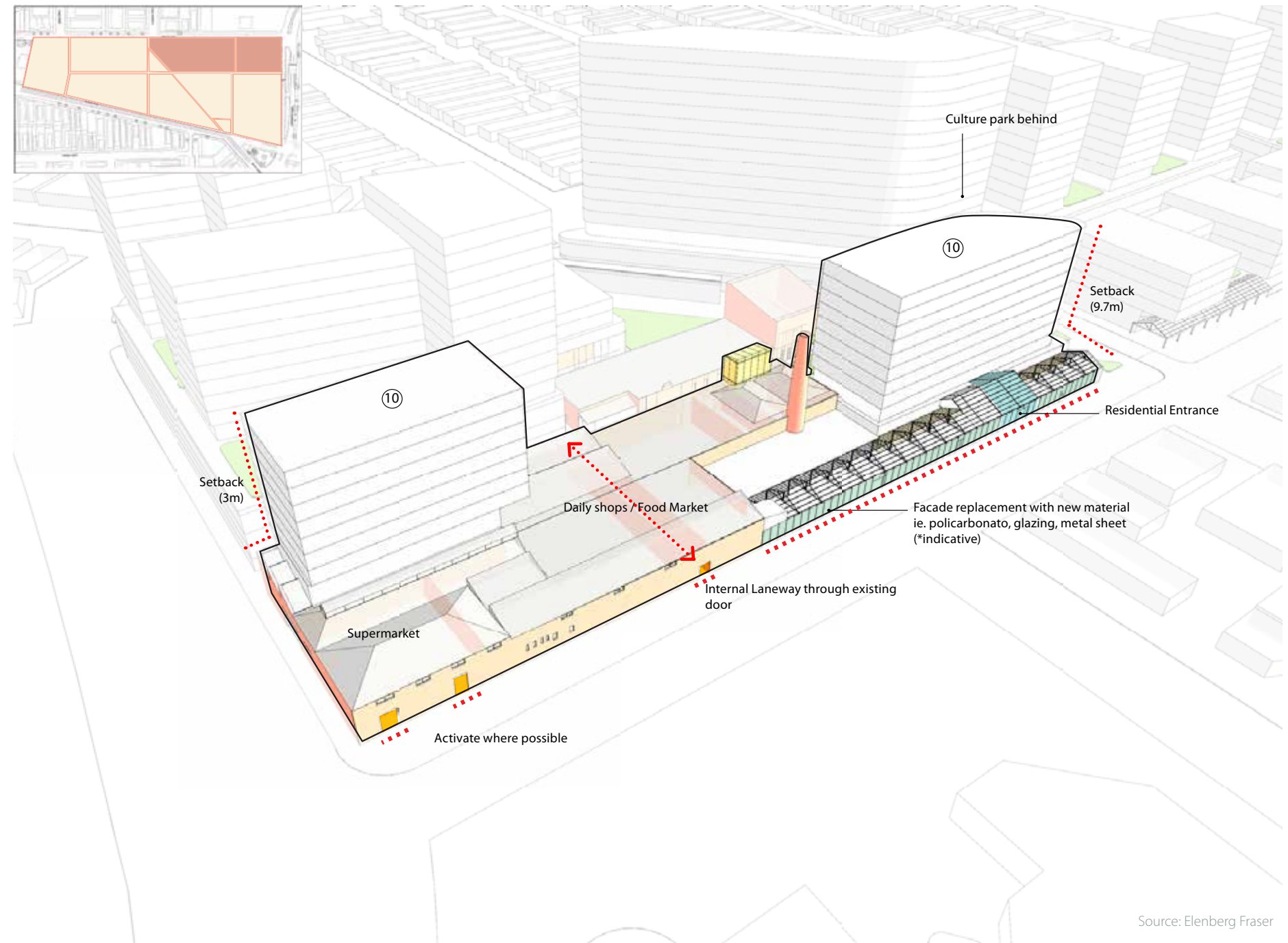
Most of the existing building envelopes and structures of the Rope Walk Precinct are to be adapted for new uses. Two 10-storey residential buildings are sensitively integrated at the east and west ends of the precinct.

### 5.2.2 Heritage

The heritage buildings at the ground level will be retained and all new buildings, including the two 10 storey buildings will be setback a minimum of 3 metres from the ground level brick facade to ensure that the heritage features are a predominant feature of the streetscape and character of the area. The existing roof materials and form will be retained across the front half of heritage buildings where the buildings are exposed to Kinnear Street and Kinnear Laneway. Any door and window openings will also be minimal in their impact upon the heritage facade.

The heritage buildings will accommodate retail and commercial programs to support the daily needs of the residents and neighbours (ie. supermarket, farmer's market, cafe, restaurant, speciality shops, post office, etc.).

The Internal laneway will be located in the middle of the heritage building using the existing opening along Kinnear Street to connect Kinnear Street and Kinnear Laneway.



Source: Elenberg Fraser

Figure 42. Ropewalk Precinct Development Plan



### 5.2.3 Design Guidelines

The following design guidelines should be considered alongside the design guidelines included in Section 4.4 of this report.

- Heritage buildings, including facade materials and built form should be retained and enhanced along key street frontages (in accordance with Heritage Victoria approval).
- Public areas should be easily accessible by all users, receive adequate levels of natural lighting and provide opportunities for landscaping and public art.
- The location of pedestrian, bicycle and vehicle pathways, including any car parking should be designed to avoid conflict zones and promote a safe pedestrian environment.
- Landscaping and public realm should be designed to maximise solar access.
- The north-south laneway between Kinnear Street and Kinnear Laneway should promote a range of activities and commercial services, along with appropriate design measures and lighting which promote the use of the thoroughfare by pedestrians.
- Car parking is to be retained along the Kinnear Street interface.
- Significant landscaping and plant growth should be located along Droop Street and avoided in laneways.

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

#### Built Form and Architecture

The corrugated metal sheet of the Rope Walk building will be replaced with new material to showcase its heritage significance. (ie. polycarbonate, glazing, metal sheet). The building may be used for community purposes (gatherings and events) while important machines with a historical significance may be preserved and retained in this building.

The facade of the two residential buildings in this precinct will have rather modest and low levels of activity along the facades and emphasise the large balconies on the south side. The facade will integrate with the adjoining building facades in the Michael Americo Precinct and ensure a coherent, easily legible and intuitive design scheme across the precinct.

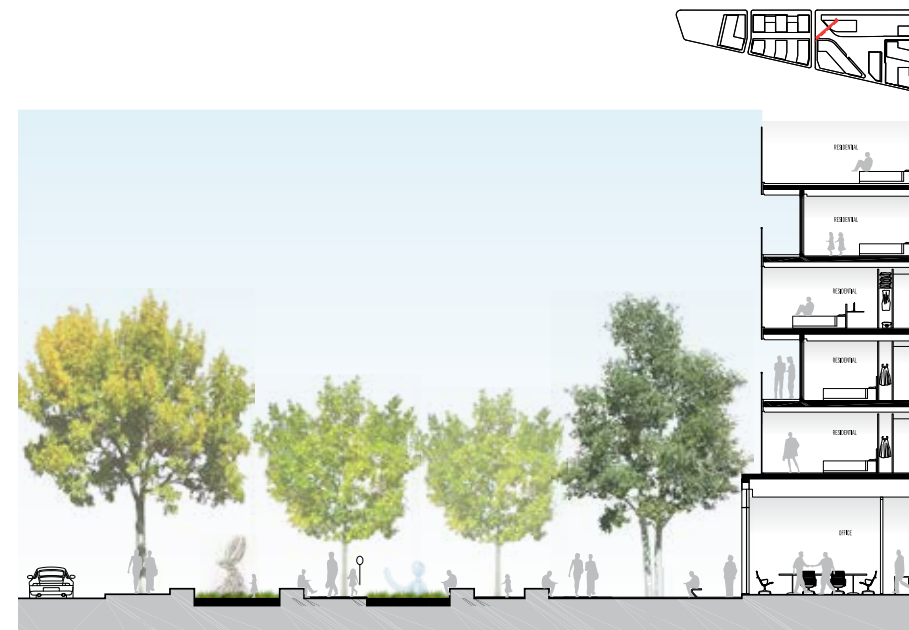
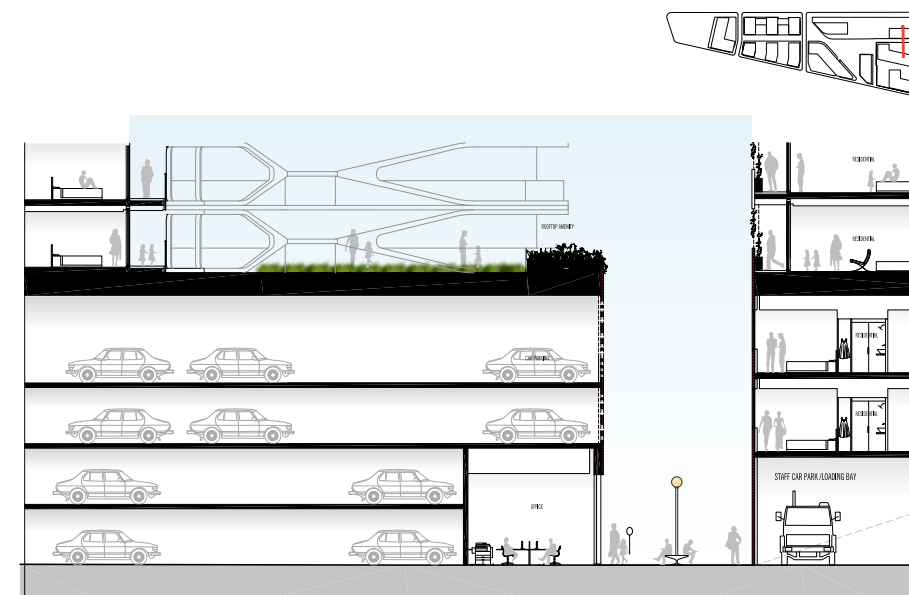


Figure 43. Ropewalk Precinct Section 1

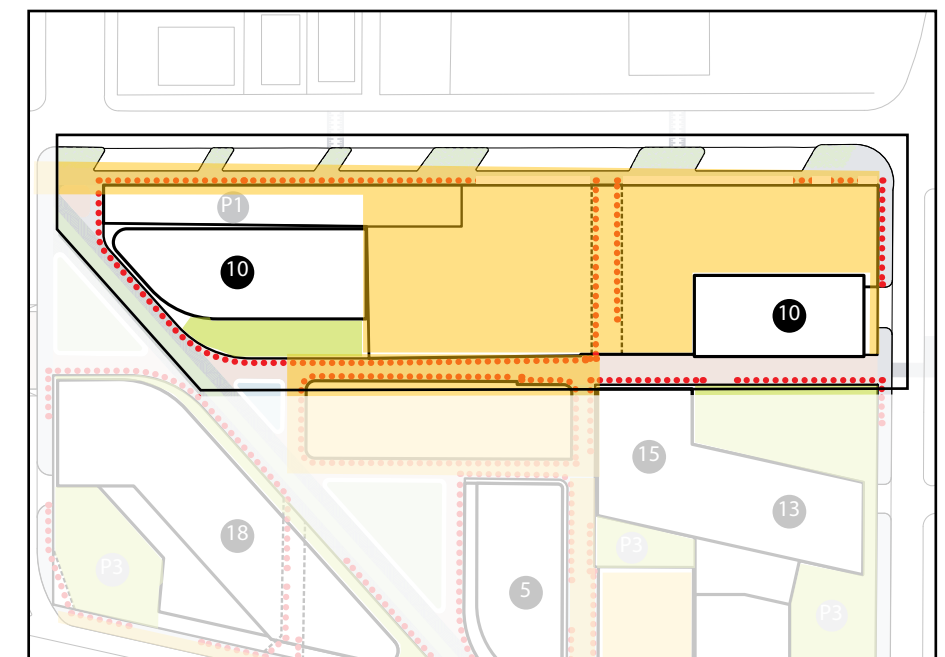


Source: Elenberg Fraser

Figure 44. Ropewalk Precinct Section 2

#### Public Realm

- Provide open space and significant landscaping along the promenade interface.
- Incorporate active building frontages in appropriate locations, whilst not diminishing the existing brick facade and openings which form part of the original heritage fabric.
- Ensure higher building elements abutting Farnsworth Avenue and Kinnear Street are set back to provide a human scale along these streets.
- Ensure buildings within the precinct are a maximum height of 10 storeys.



- 10 ARTICULATED BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- P5 PODIUM BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- ..... ACTIVE FRONTAGE
- PODIUM LEVEL OPEN SPACE
- OPEN SPACE WITH GOOD PUBLIC SURVEILLANCE AND LIGHTING
- RETAIN, CONSERVE AND ADAPT HERITAGE ELEMENTS
- BLUESTONE, BRICK OR CONCRETE PAVING TREATMENT

Figure 45. Ropewalk Precinct Public Realm Plan



### Access and Movement

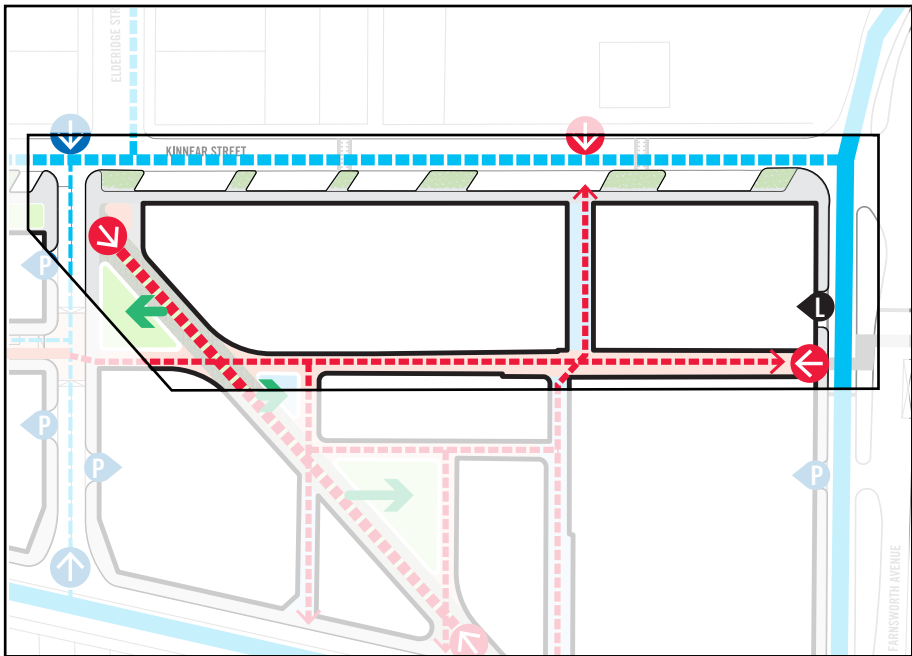
- Retain Farnsworth Avenue and Kinnear Street as key vehicle access routes to Kinnears Precinct and the surrounding neighbourhood.
- Establish a school crossing at Farnsworth Avenue.
- Ensure Kinnears Laneway and the internal north-south laneway are pedestrian only laneways.
- Utilise the promenade as a shared pedestrian and cyclist thoroughfare.

### Car Parking

- Retain the Council owned existing car parking along Kinnear Street.
- Provide podium level car parks with access from Farnsworth Avenue.
- Provide bicycle parking internally within the ground level of buildings and externally in appropriate public spaces.
- Provide access to the loading dock area via Farnsworth Avenue.

### Landscape and ESD

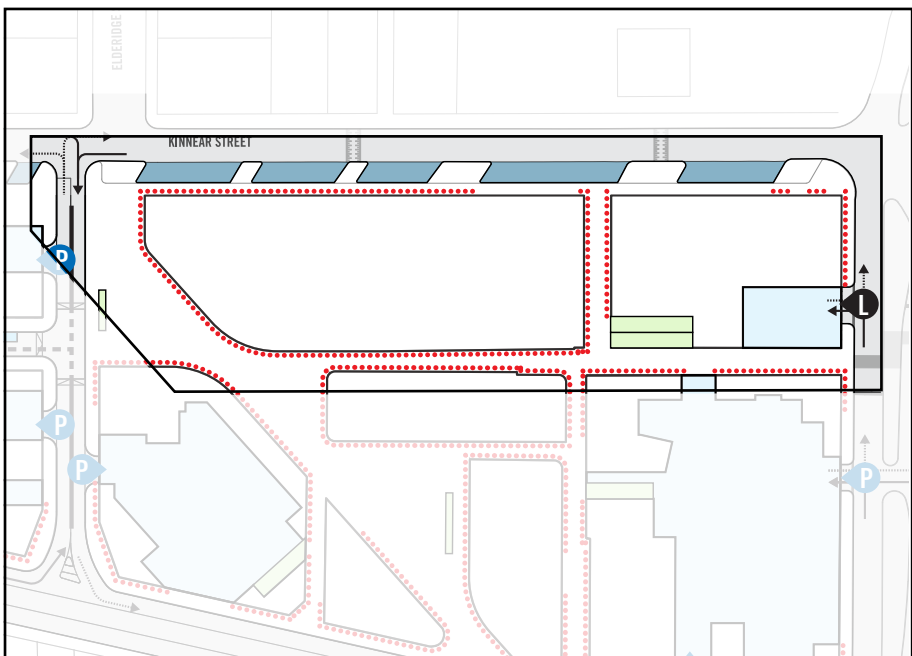
- Provide a podium garden along the building interface fronting the promenade and Kinnears Laneway.
- Focus tall tree planting along the promenade rather than in laneways.
- Retain existing kerbed outstands and trees and plant new trees between car parking spaces along Kinnear Street (where possible), ensuring trees minimise impact upon driver visibility and promote safe vehicle access and egress.
- Incorporate pervious surface treatments where appropriate.



1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK. (VEHICLE MAINLY)
- EXISTING MAJOR STREET
  - EXISTING SECONDARY STREET
  - EXISTING LOCAL STREET
  - PROPOSED LOCAL STREET
  - MAJOR VEHICLE ACCESS FROM NEIGHBORS
  - MAJOR PEDESTRIAN ACCESS FROM NEIGHBORS

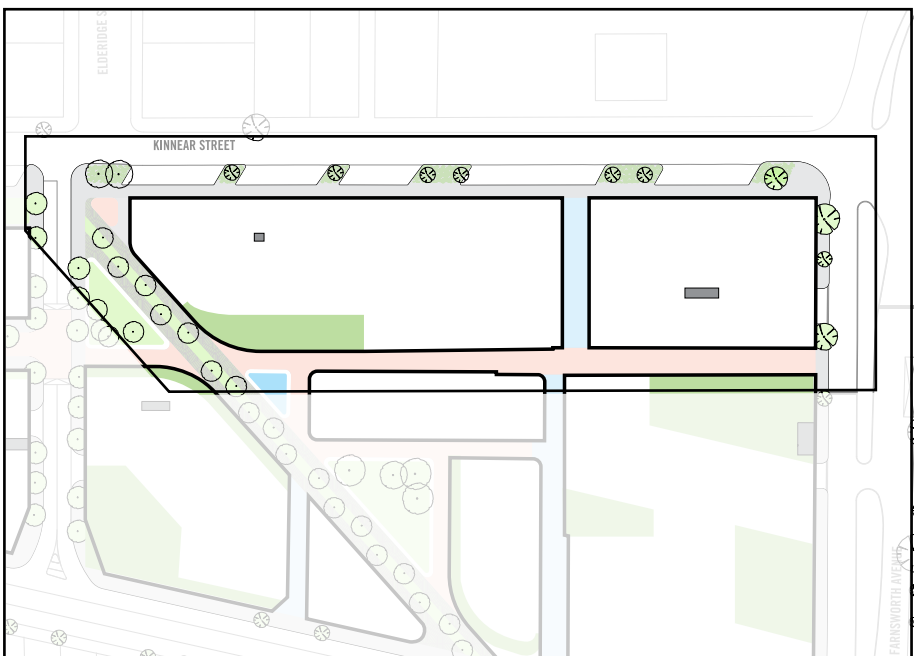
2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)
- PEDESTRIAN STREET
  - PEDESTRIAN LANEWAY
  - ACCESS TO MAJOR CIVIC ELEMENTS
  - LOADING BAY ACCESS
  - CARPARK ACCESS

Figure 46. Ropewalk Precinct Access and Movement Plan



- ACTIVE FRONTAGE
- PODIUM CARPARK AND GARAGE
- STREET CARPARK
- BICYCLE PARKING (RESIDENTS, WORKERS, AND VISITORS)
- LOADING BAY ACCESS
- CARPARK ACCESS
- MAIN VEHICLE ROUTE
- SUB VEHICLE ROUTE
- VEHICLE ACCESS
- VEHICLE EGRESS
- STREET PARKING BELONGS TO COUNCIL

Figure 47. Ropewalk Precinct Car Parking Plan



- \* Proposed Landscape to integrate and promote sustainable water cycle systems
- PAVING 2 (HARD MATERIAL)\*
  - ARCAD / ROOFED LANEWAY
  - PEDESTRIAN
  - WASTE AREA (GROUND LEVEL)
  - CIVIC PLAZA (WATER FEATURE)
  - CIVIC PLAZA (GRASS)
  - PODIUM GARDENS
  - STREET GARDEN BEDS AND TREES

Figure 48. Ropewalk Precinct Landscape and ESD Plan

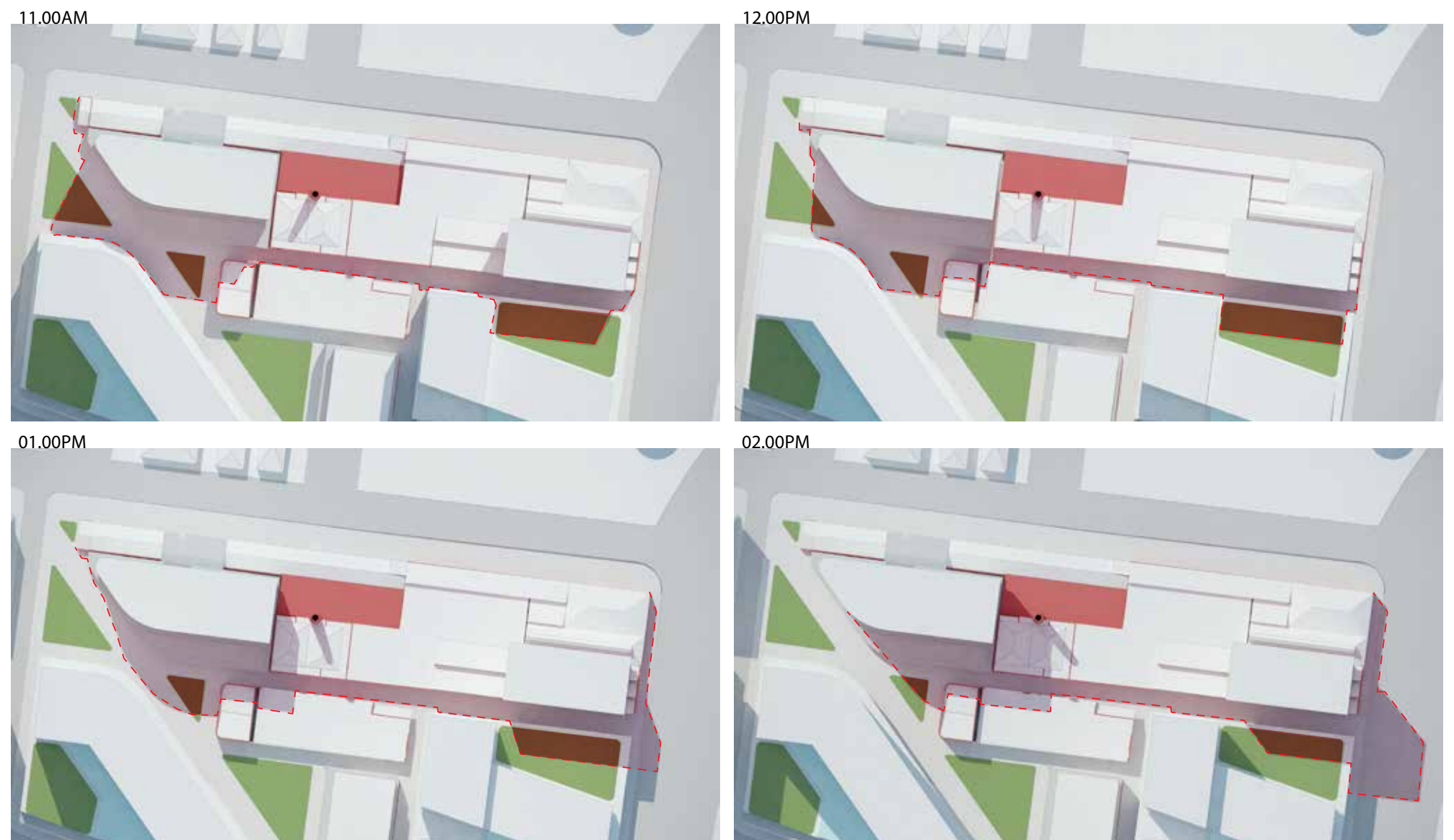




#### 5.2.4 Shadow Diagrams for Rope Walk Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm. Shadow Diagrams for Rope Walk Precinct



Source: Elenberg Fraser *Figure 49. Shadow diagrams for Rope Walk Precinct*



### 5.2.5 Artist's Impression for Rope Walk Precinct

The following is an artist's impression of the Rope Walk Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser

*Figure 50. Artist's Impression for Rope Walk Precinct*





### 5.3.3 Design Guidelines

The following design guidelines should be considered alongside the design guidelines included in Section 4.4 of this report.

- Selected sections of the facade are to be retained and new buildings integrated to respect and enhance the existing heritage character derived from the former Kinnears Ropeworks factory (in accordance with Heritage Victoria approvals).
- High rise building elements extending from the podium should be setback 3 metres from the ground level heritage facade.
- The design of ground-level facades, including any wall openings onto Ballarat Road and pavement surfaces should encourage pedestrian activity and easy movement between buildings and uses.
- The precinct should clearly identify areas dedicated for pedestrian, cycling, vehicle and shared access and avoid dangerous conflict zones along Ballarat Road.
- Landscaping and opportunities for permeable surface treatments should be integrated where possible, through tree planting bays, garden beds and podium level gardens.

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

#### Built Form and Architecture

Ballarat Road acts as a major arterial road with two lanes of traffic on each side, of which two are widened to accommodate the tram carriage way. This large arterial road acts as a buffer onto the sensitive residential interfaces and provides an opportunity to introduce more prominent, building elements to the precinct.

Activation of the street will be via a pedestrian entry to a residential lobby and a series of other treatments such as a kinetic lighting system and subtle public art features.

The taller buildings, above the podium level will exhibit different building forms and materials, all of which will contribute to a rich and varied architectural style that complements the precinct street-level heritage facade. The higher building levels are sufficiently separated and several large podium level communal gardens are proposed.

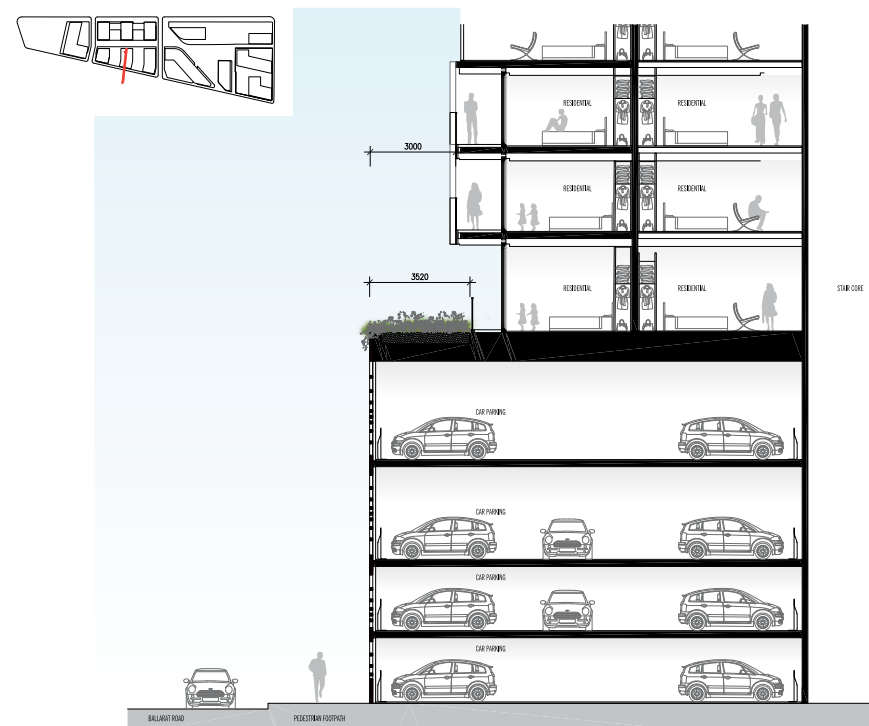


Figure 52. Ballarat Road Precinct Section 1



Source: Elenberg Fraser

Figure 53. Ballarat Road Precinct Section 2

#### Public Realm

- Activate frontages along the Ballarat Road facade through a series of lighting and subtle public art features.
- Provide building heights which range between 5 to 15 storeys, with all building levels above the podium setback a minimum of 3 metres.



- 10 ARTICULATED BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- P3 PODIUM BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- ..... ACTIVE FRONTAGE
- PODIUM LEVEL OPEN SPACE
- OPEN SPACE WITH GOOD PUBLIC SURVEILLANCE AND LIGHTING
- RETAIN, CONSERVE AND ADAPT HERITAGE ELEMENTS
- BLUESTONE, BRICK OR CONCRETE PAVING TREATMENT

Figure 54. Ballarat Road Precinct Public Realm Plan





### Access and Movement

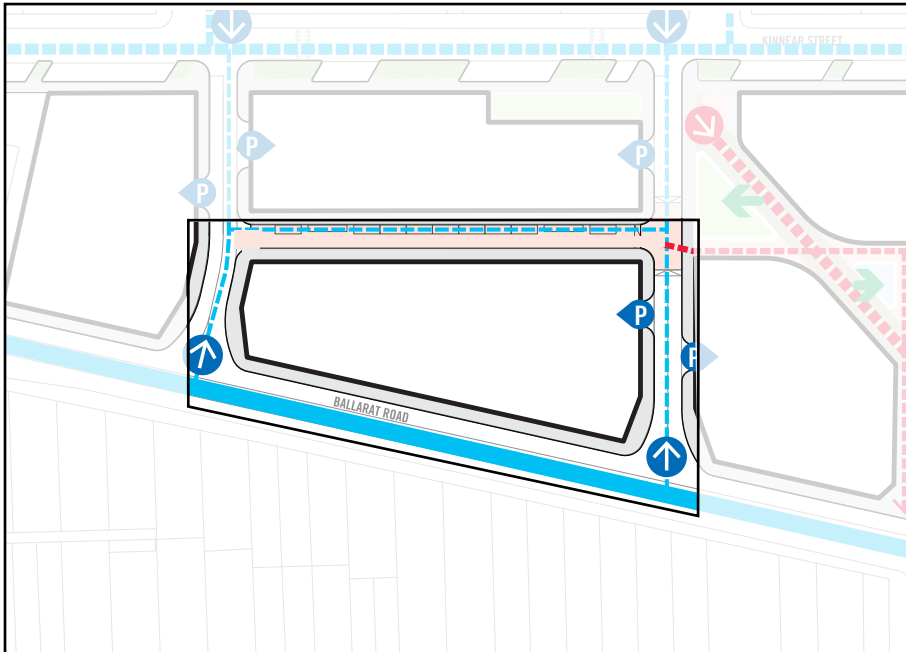
- Ensure pedestrian and cycling pathways avoid conflict zones with Ballarat Road and that Ballarat Road continues to operate as a major arterial road for vehicle and tram movement.
- Create north-south vehicle access off Ballarat Road.
- Introduce traffic calming and speed limitations to encourage a pedestrian focused environment within the local streets.
- Incorporate pedestrian and vehicle access along the proposed east-west street.

### Car Parking

- Provide car parking within the podium levels and behind building facades to appropriately screen the car parking and minimise the visual and acoustic presence of parking areas on Ballarat Road and local streets.
- Provide minimal (if any) on-street car parking along the new east-west street.
- Ensure all car parking entry and exit signs are clearly legible and designed to avoid pedestrian and vehicle conflicts, whilst also ensuring signs do not dominate the streetscape or detract from an attractive and welcoming pedestrian focused environment.

### Landscape and ESD

- Incorporate street tree planting bays and small garden beds along local streets.
- Limit the planting of tall trees with large canopy and deep root planting requirements to areas where sufficient soil and space requirements are available and ongoing growth will not adversely impact upon the safety and maintenance requirements of the precinct.
- Incorporate podium level gardens along the Ballarat Road frontage.
- Include permeable paving treatments where appropriate.

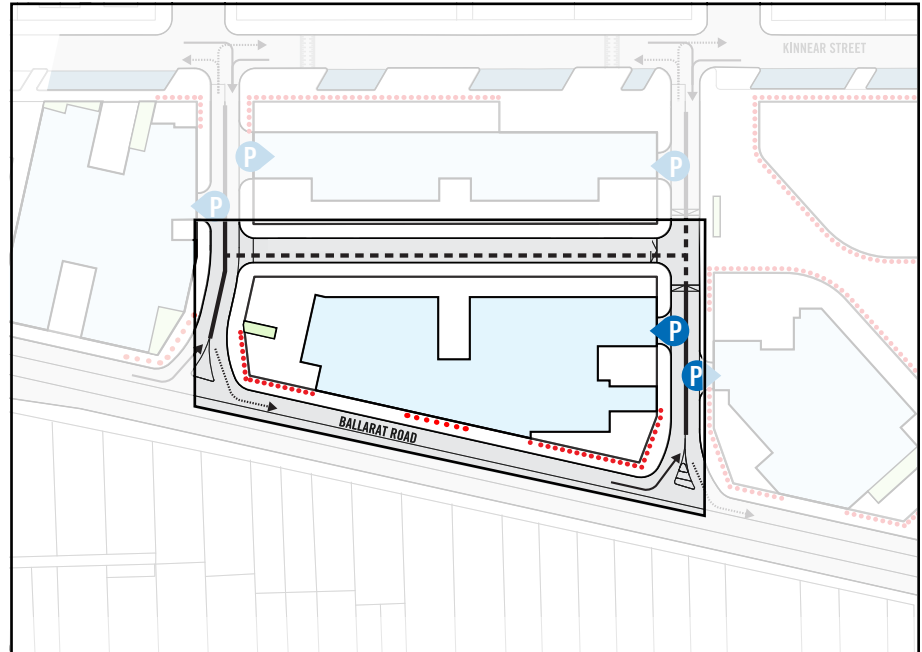


1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK. (VEHICLE MAINLY)

  - EXISTING MAJOR STREET
  - PROPOSED LOCAL STREET
  - MAJOR VEHICLE ACCESS FROM NEIGHBORS
2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)

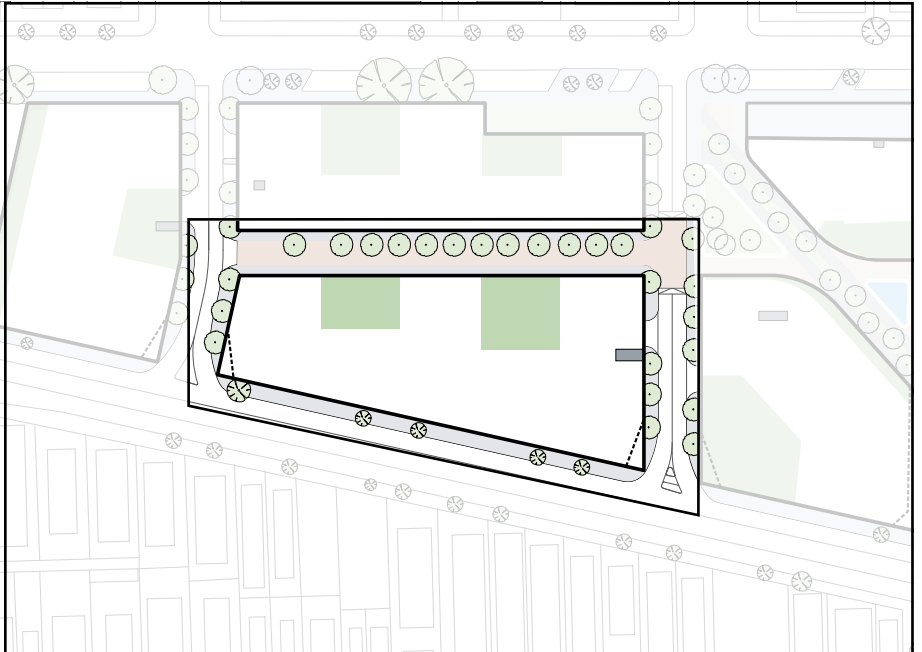
  - PEDESTRIAN STREET
  - PEDESTRIAN LANEWAY
  - ACCESS TO MAJOR CIVIC ELEMENTS
- LOADING BAY ACCESS
  - CARPARK ACCESS

Figure 55. Ballarat Road Precinct Access and Movement Plan



- ACTIVE FRONTAGE
  - PODIUM CARPARK AND GARAGE
  - CARPARK ACCESS
  - BICYCLE PARKING (RESIDENTS, WORKERS, AND VISITORS)
- MAIN VEHICLE ROUTE
  - SUB VEHICLE ROUTE
  - VEHICLE ACCESS
  - VEHICLE EGRESS

Figure 56. Ballarat Road Precinct Car Parking Plan



- PAVING 2 (HARD MATERIAL)\*
  - PEDESTRIAN
  - WASTE AREA (GROUND LEVEL)
  - PODIUM GARDENS
  - STREET GARDEN BEDS AND TREES

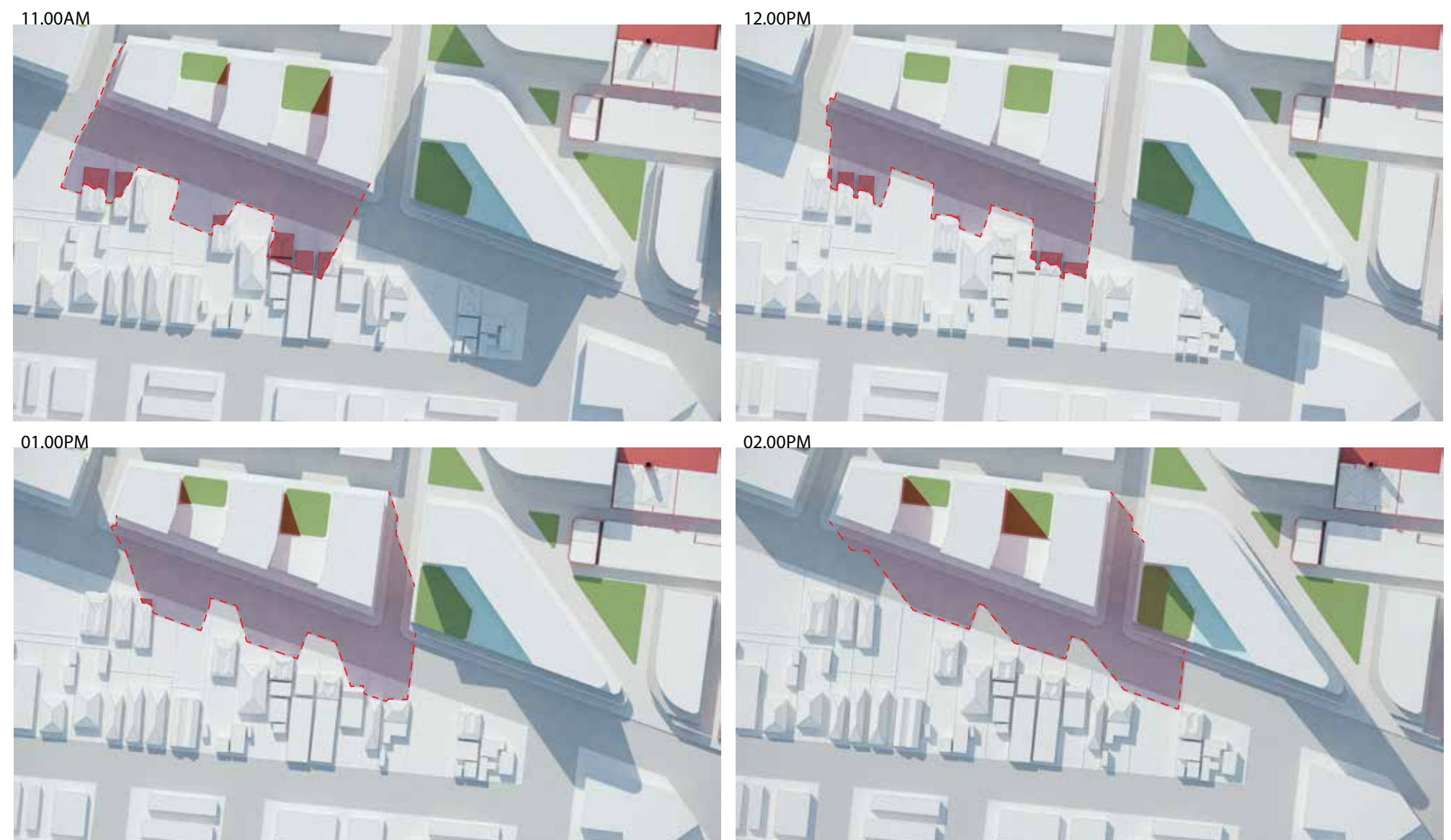
Figure 57. Ballarat Road Precinct Landscaping and ESD Plan



#### 5.3.4 Shadow Diagrams for Ballarat Road Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm.



Source: Elenberg Fraser *Figure 58. Shadow diagrams for Ballarat Road Precinct*





### 5.3.5 Artist's Impression for Ballarat Road Precinct

The following is an artist's impression of the Ballarat Road Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser

Figure 59. Artist's Impression for Ballarat Road Precinct





### 5.4.3 Design Guidelines

These guidelines should be considered alongside the design guidelines included in Section 4.4 of this report.

- Heritage building facades should be retrained and used as the primary interface between public spaces.
- Higher building levels, above the existing heritage features should be setback from the ground level street frontage to maximize solar access onto public open space.
- All public open spaces should maximise permeable surface treatments, including areas of natural grass.
- Tall trees with large canopies should be planted within public open spaces to provide shade and green, natural landscaping relief to the precinct.
- The promenade should operate as the pedestrian core. Cycle calming measures should be incorporated through bollards, tactile surface treatments and visual cues to reduce cycling speeds and encourage a slower pedestrian focused environment.

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

#### Built Form and Architecture

The George Kinnear Piazza Precinct will be surrounded by a diverse program of uses, including cafes, restaurants, residential and commercial uses to not only service residents but also workers and visitors to the site. The diagonal promenade will have a range of urban furniture and public amenities (ie. benches and tables) to create an inclusive and social environment.

The podium facade treatments around the three piazzas and diagonal promenade will be identical to create a well defined and easily legible public realm.

The buildings across the precinct will have different heights between 5, 10 and 18-storeys. Corners facing onto the piazza will have rounded edge treatments to encourage pedestrians to freely discover and circulate around this precinct.

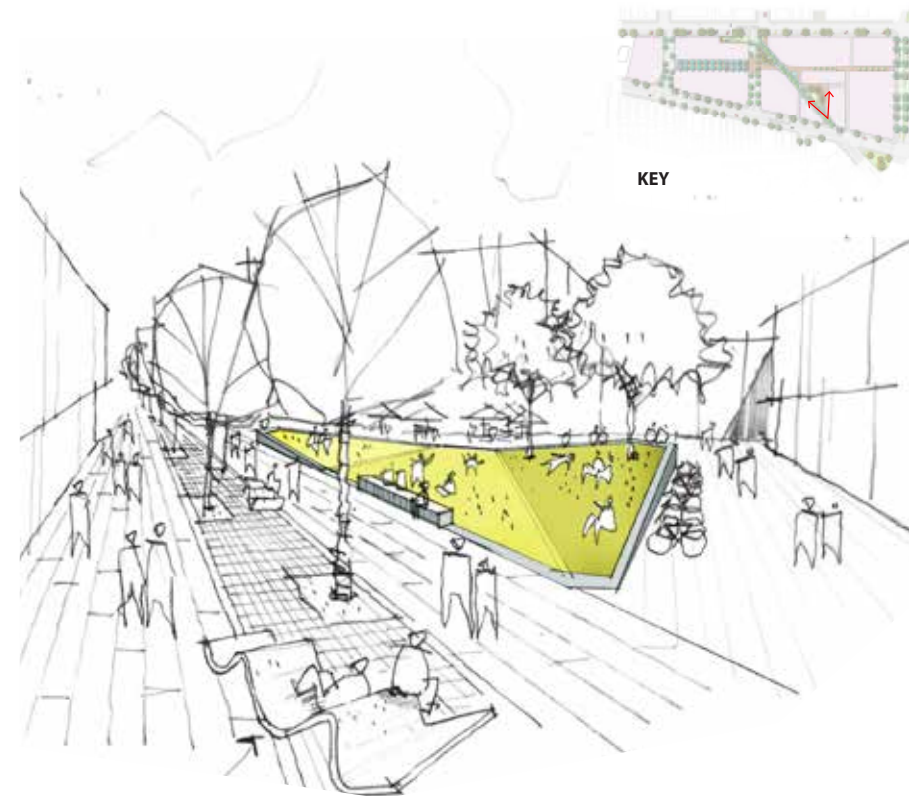
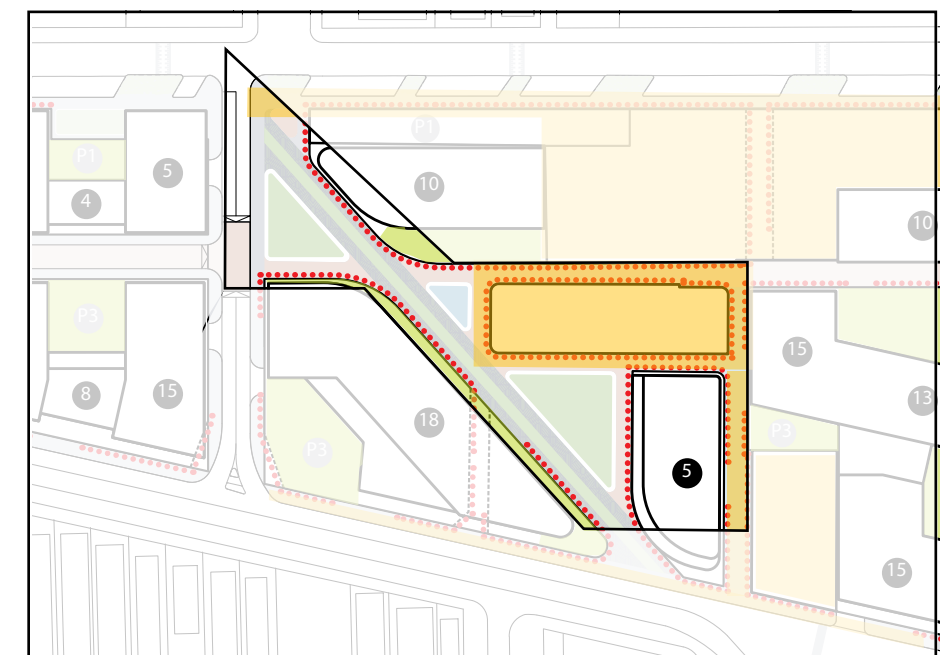


Figure 61. George Kinnear Piazza Illustration

#### Public Realm

- Integrate active uses into all ground level building frontages.
- Provide quality and well located public amenities, including seating and benches, drinking fountains, shade structures, access to public toilets and public open space.
- Design details for the public realm, including park and plaza areas will be resolved during future planning permit applications.



- 10 ARTICULATED BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- P5 PODIUM BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- ..... ACTIVE FRONTAGE
- PODIUM LEVEL OPEN SPACE
- OPEN SPACE WITH GOOD PUBLIC SURVEILLANCE AND LIGHTING
- RETAIN, CONSERVE AND ADAPT HERITAGE ELEMENTS
- BLUESTONE, BRICK OR CONCRETE PAVING TREATMENT

Figure 62. George Kinnear Piazza Precinct Public Realm Plan



### Access and Movement

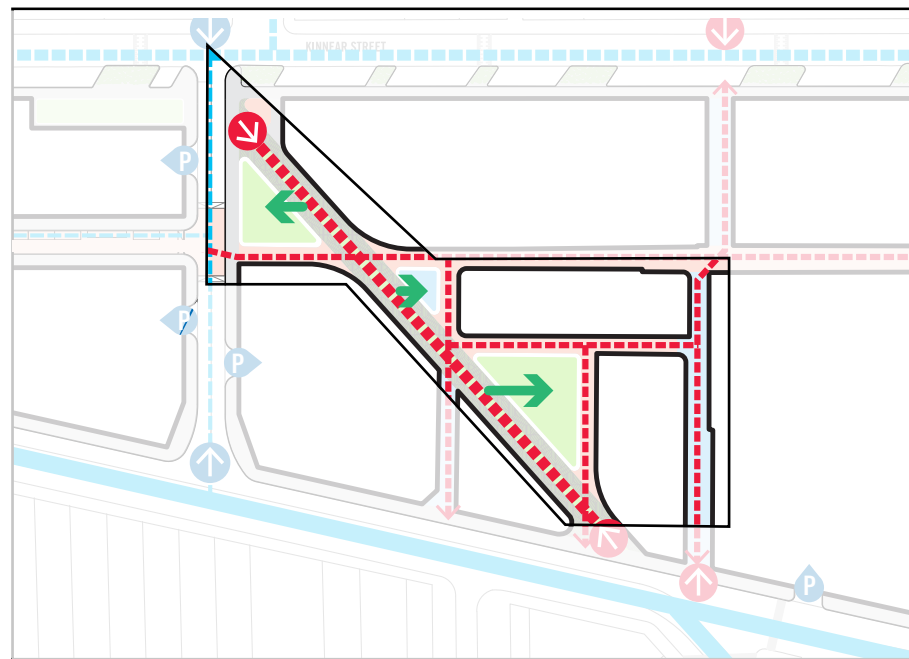
- Promote the promenade as the core pedestrian environment of the precinct.
- Manage bicycle access through the use of calming measure, pavement surfaces and street furniture elements which promote a pedestrian scale environment. These may include tactile surface treatments, bollards, urban furniture, public art and varying ground level surface treatments to manage cycle access.
- Ensure all local streets and laneways connecting to the promenade encourage a pedestrian scale environment.

### Car Parking

- Discourage the provision of on-street car parking within the precinct.
- Discourage the provision of access to car parking areas within buildings within the precinct.
- Provide external bicycle parking across the precinct where it does not conflict with, or absorb recreational open space areas.

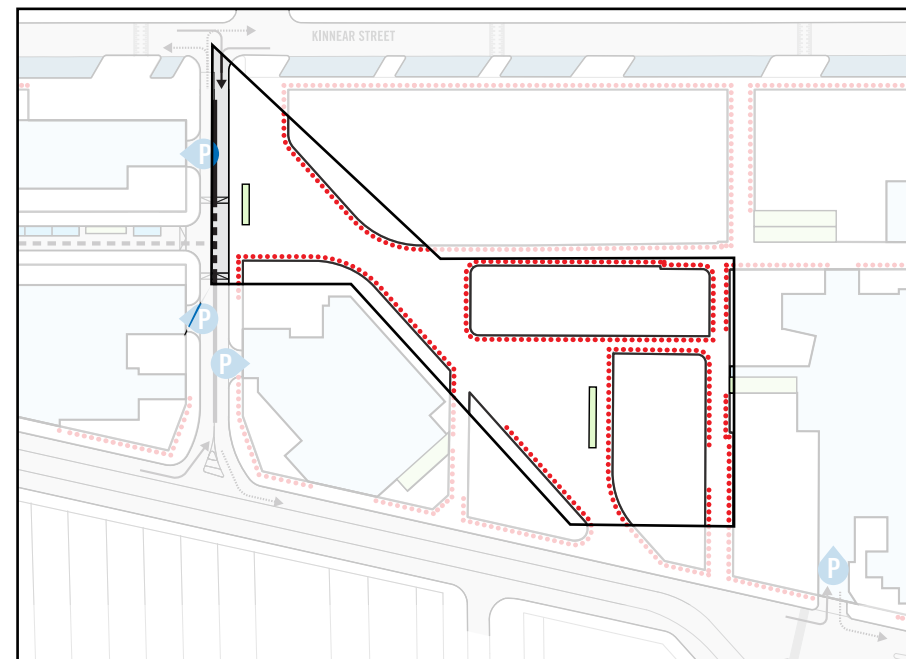
### Landscape and ESD

- Integrate large canopy trees (above 5 metres) into the promenade and associated public open spaces will integrate large canopy trees (above 5 metres).
- Provide public open spaces which integrate areas of permeable surfaces, including lawn areas to accommodate a range of recreational activities.
- Use water features and additional permeable surfaces as rainfall catchment areas.
- Incorporate podium level gardens fronting onto the promenade and George Kinnear Piazza.



1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK. (VEHICLE MAINLY)
2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)
- PROPOSED LOCAL STREET
  - PEDESTRIAN STREET
  - PEDESTRIAN LANEWAY
  - ACCESS TO MAJOR CIVIC ELEMENTS
  - MAJOR PEDESTRIAN ACCESS FROM NEIGHBORS

Figure 63. George Kinnear Piazza Precinct Access and Movement Plan



- ACTIVE FRONTAGE
- BICYCLE PARKING (RESIDENTS, WORKERS, AND VISITORS)

Figure 64. George Kinnear Piazza Precinct Car Parking Plan



- PAVING 1 (HARD TILE SURFACE WITH GRASS)\*
- PAVING 2 (HARD MATERIAL)\*
- ARCADE / ROOFED LANEWAY
- PEDESTRIAN
- WASTE AREA (GROUND LEVEL)
- \* Proposed Landscape to integrate and promote sustainable water cycle systems
- CIVIC PLAZA (WATER FEATURE)
- CIVIC PLAZA (GRASS)
- PODIUM GARDENS
- STREET GARDEN BEDS AND TREES

Figure 65. George Kinnear Piazza Precinct Landscape and ESD Plan

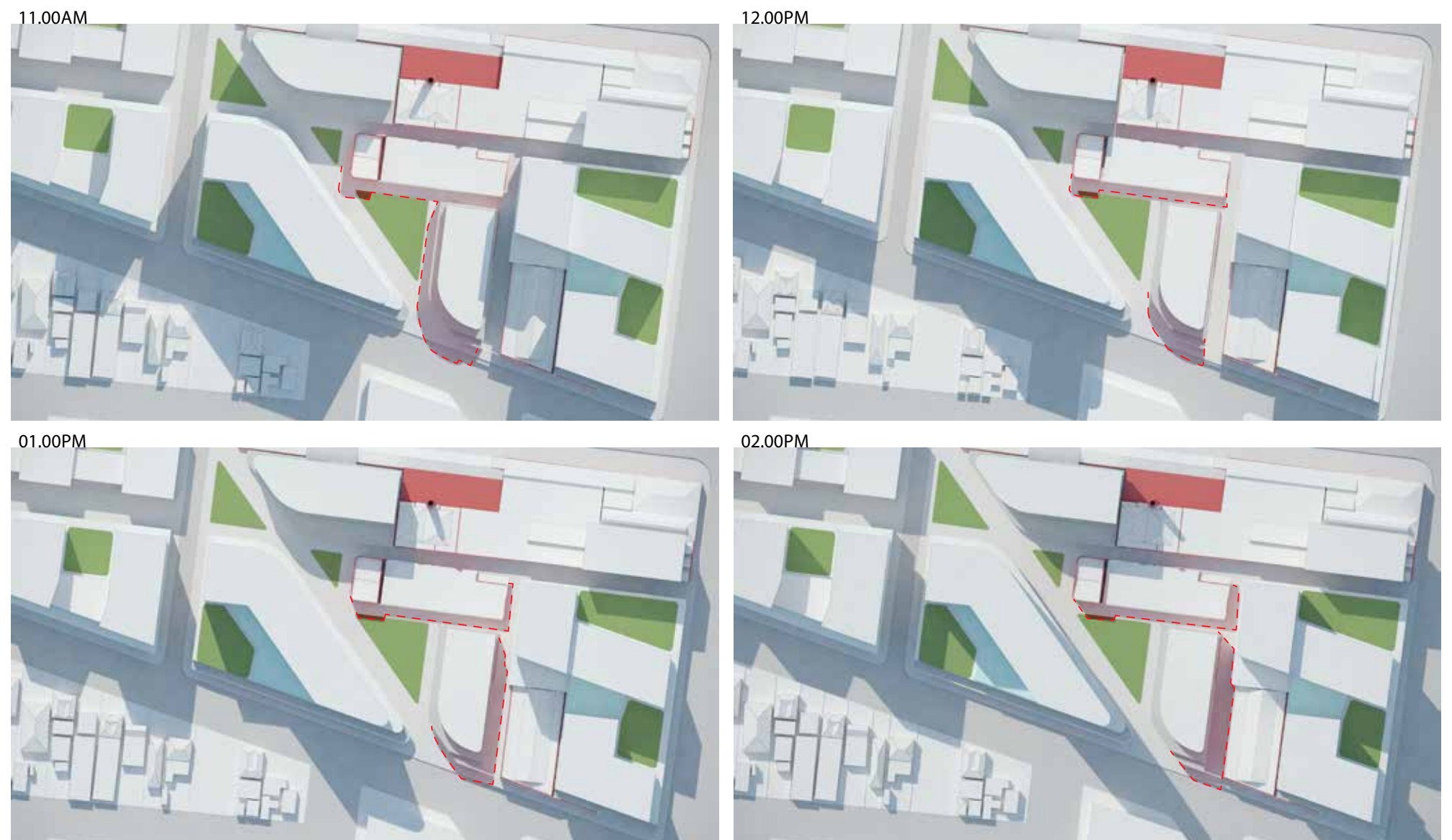




#### 5.4.4 Shadow Diagrams for George Kinnear Piazza Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm.



Source: Elenberg Fraser *Figure 66. Shadow diagrams for George Kinnear Piazza Precinct*



#### 5.4.5 Artist's Impression for George Kinnear Piazza Precinct

The following is an artist's impression of the George Kinnear Piazza Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser

*Figure 67. Artist's Impression for George Kinnear Piazza Precinct*

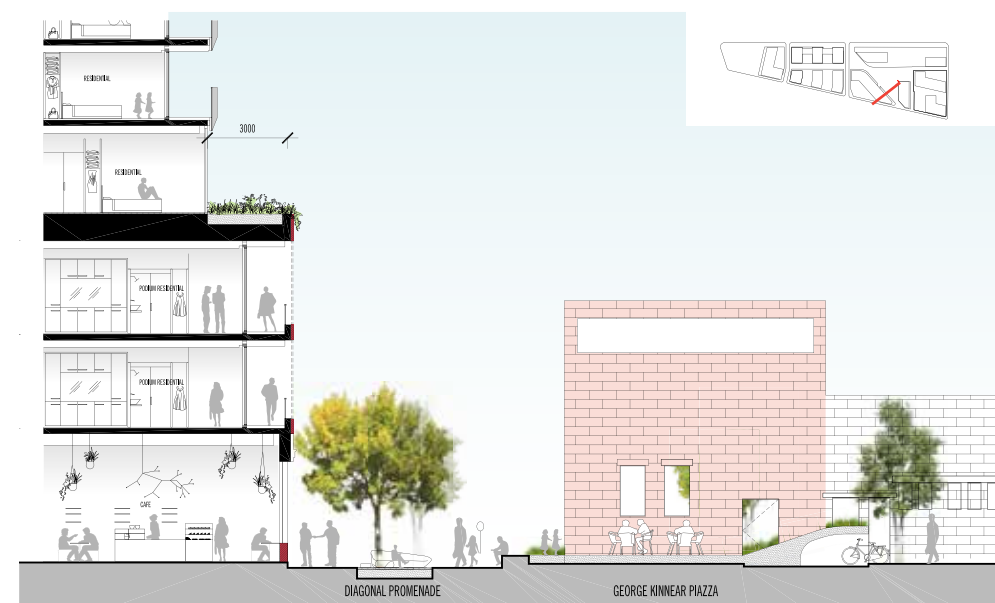




### 5.5.3 Design Guidelines

The following design guidelines should be considered alongside the design guidelines included in Section 4.3 of this report.

- New building towers should be recessed from the ground level heritage facade to ensure the industrial rope works character is protected.
- Buildings should be separated at higher levels to enable good internal amenity, such as natural ventilation and lighting, as well as allowing good solar access at ground level.
- Architecture and building facades should be of high quality and visually engaging. Prominent landmark features should be respectfully integrated with the existing heritage features.
- New buildings should minimise overshadowing onto the public realm and private open space of existing properties south of Ballarat Road.
- Ground levels uses and facade designs should promote a welcoming and engaging entry gateway into the precinct.
- Trees, planting bays, garden beds and permeable surfaces should be incorporated where possible to break up the dominance of hard surfaces and introduce a relaxed 'breathing' space to this precinct. Podium level gardens should also be integrated.



Source: Elenberg Fraser

- Vehicle paths and entry/exit to car parking should avoid adverse impacts upon the pedestrian environment

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

#### Built Form and Architecture

The 18-storey building on the corner of Droop Street and Ballarat Road is the landmark of the district. The two towers along Farnsworth Avenue are 15-storey and drop down partially to 13-storey.

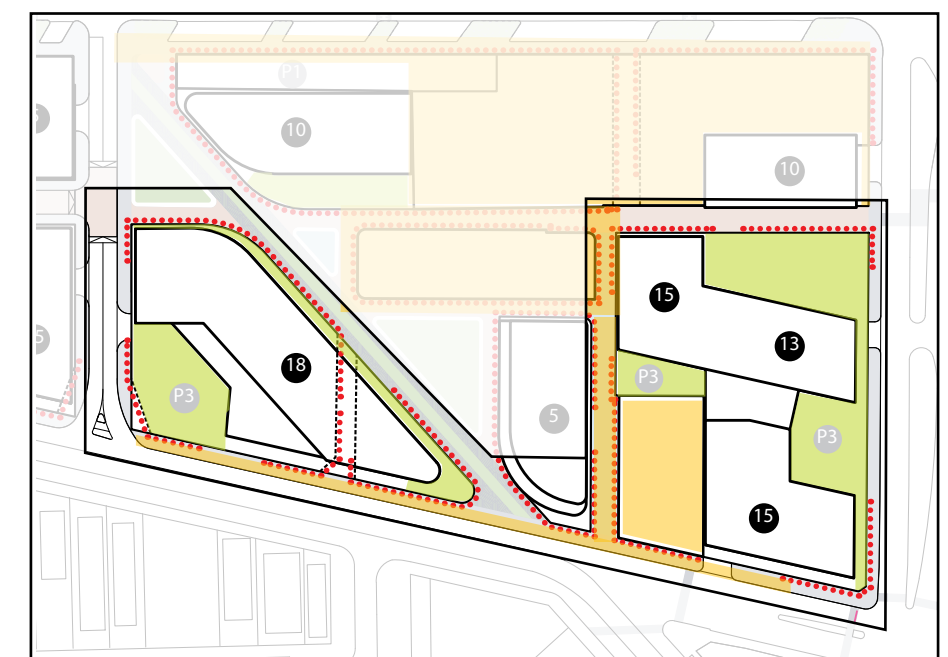
Facades along Ballarat Road and the corners of Farnsworth Avenue and internal laneways will be activated with a range of retail and commercial programs (in accordance with Heritage Victoria approvals).

The landmark tower on the corner of Ballarat Road and the promenade will have a curtain wall and elegant facade. Towers on Farnsworth Avenue will be the premium residential towers of the district with facade openings towards the north-east.

Figure 69. Droop Street Precinct Section

#### Public Realm

- Provide active ground and first level frontages along all existing and proposed streets and laneways.
- Construct buildings to a maximum height of 18 storeys for the centrally located building abutting Ballarat Road and a maximum height of 15 storeys for buildings abutting Farnsworth Avenue.
- Ensure building storeys above the podium along the Farnsworth Avenue interface are visually relaxed through a combination of additional upper level setbacks, podium level gardens, articulated facades and varied building materials.



- 10 ARTICULATED BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- P3 PODIUM BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- ..... ACTIVE FRONTAGE
- PODIUM LEVEL OPEN SPACE
- OPEN SPACE WITH GOOD PUBLIC SURVEILLANCE AND LIGHTING
- RETAIN, CONSERVE AND ADAPT HERITAGE ELEMENTS
- BLUESTONE, BRICK OR CONCRETE PAVING TREATMENT

Figure 70. Droop Street Precinct Public Realm Plan





### Access and Movement

- Ensure the promenade acts as the core pedestrian environment and key entry gateway into Kinnears Precinct.
- Provide additional pedestrian access along the existing north-south and east-west laneways.
- Install pedestrian operated signals at the corner of Farnsworth Avenue and Ballarat Road.
- Provide vehicular access off Ballarat Road, with additional vehicle access to parking areas provided off Ballarat Road and Farnsworth Avenue.

### Car Parking

- Provide car parking in podium levels of tower buildings.
- Provide left in / left out only car parking access from Ballarat Road to mitigate traffic impacts.
- Ensure all car parking entry and exit signs are clearly legible and designed to avoid pedestrian and vehicle conflicts, whilst also ensuring signs do not dominate the streetscape or detract from an attractive and welcoming pedestrian focused environment.

### Landscape and ESD

- Plant tall trees with large canopies along the promenade to provide shading and visual relief to the precinct.
- Where possible, incorporate a communal garden and areas for rainwater catchment to all buildings with a podium level.
- Ensure ground level surface treatments incorporate a range of permeable and non-permeable surfaces, as well as a series of small garden beds in appropriate locations.

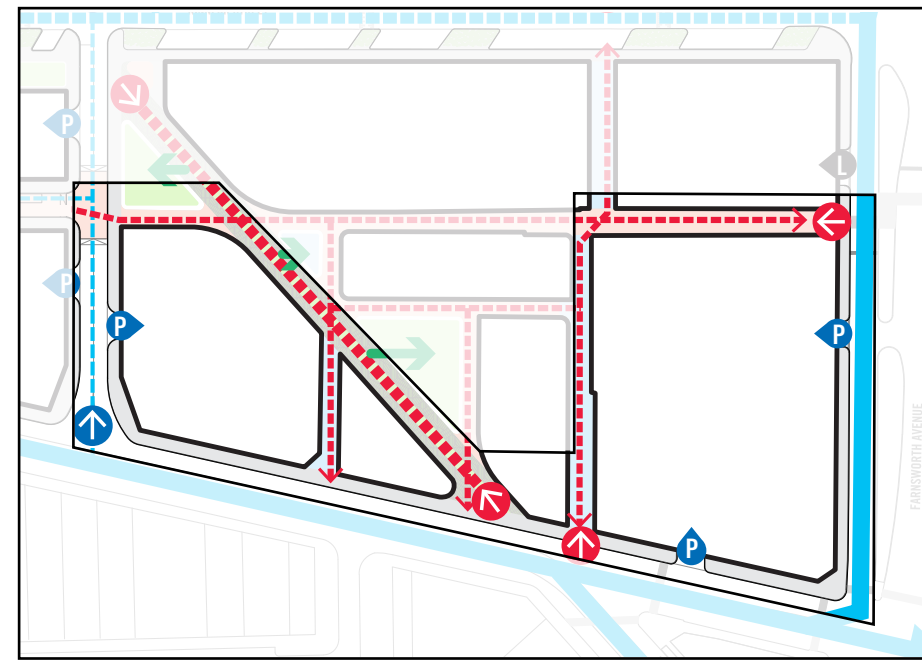


Figure 71. Droop Street Precinct Access and Movement Plan

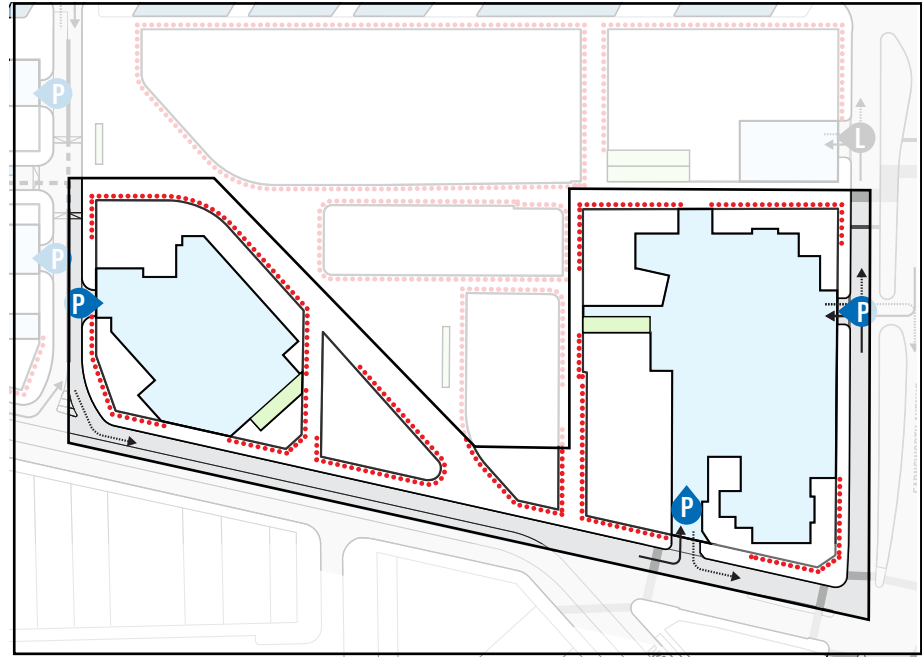


Figure 72. Droop Street Precinct Car Parking Plan

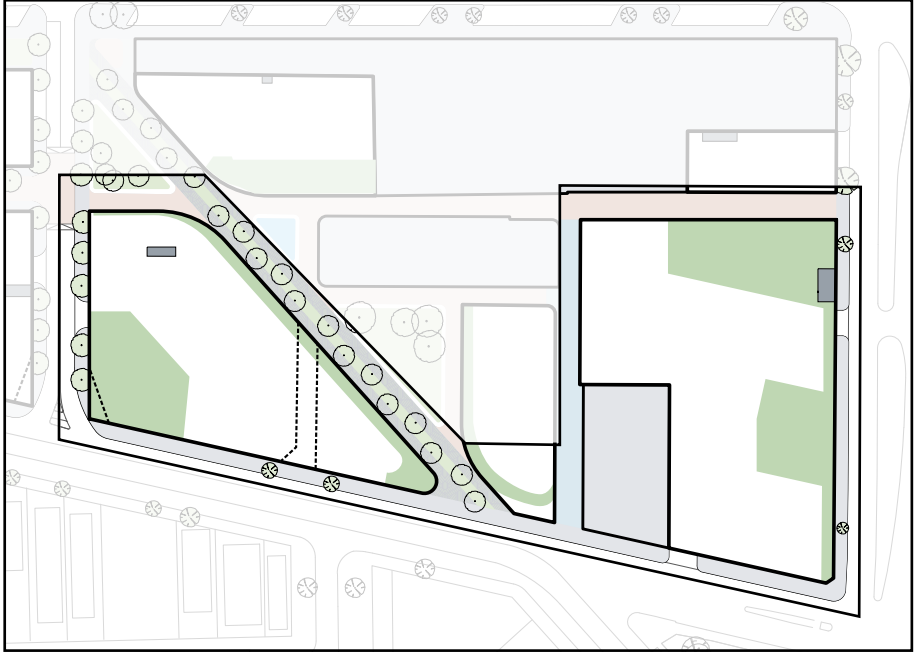


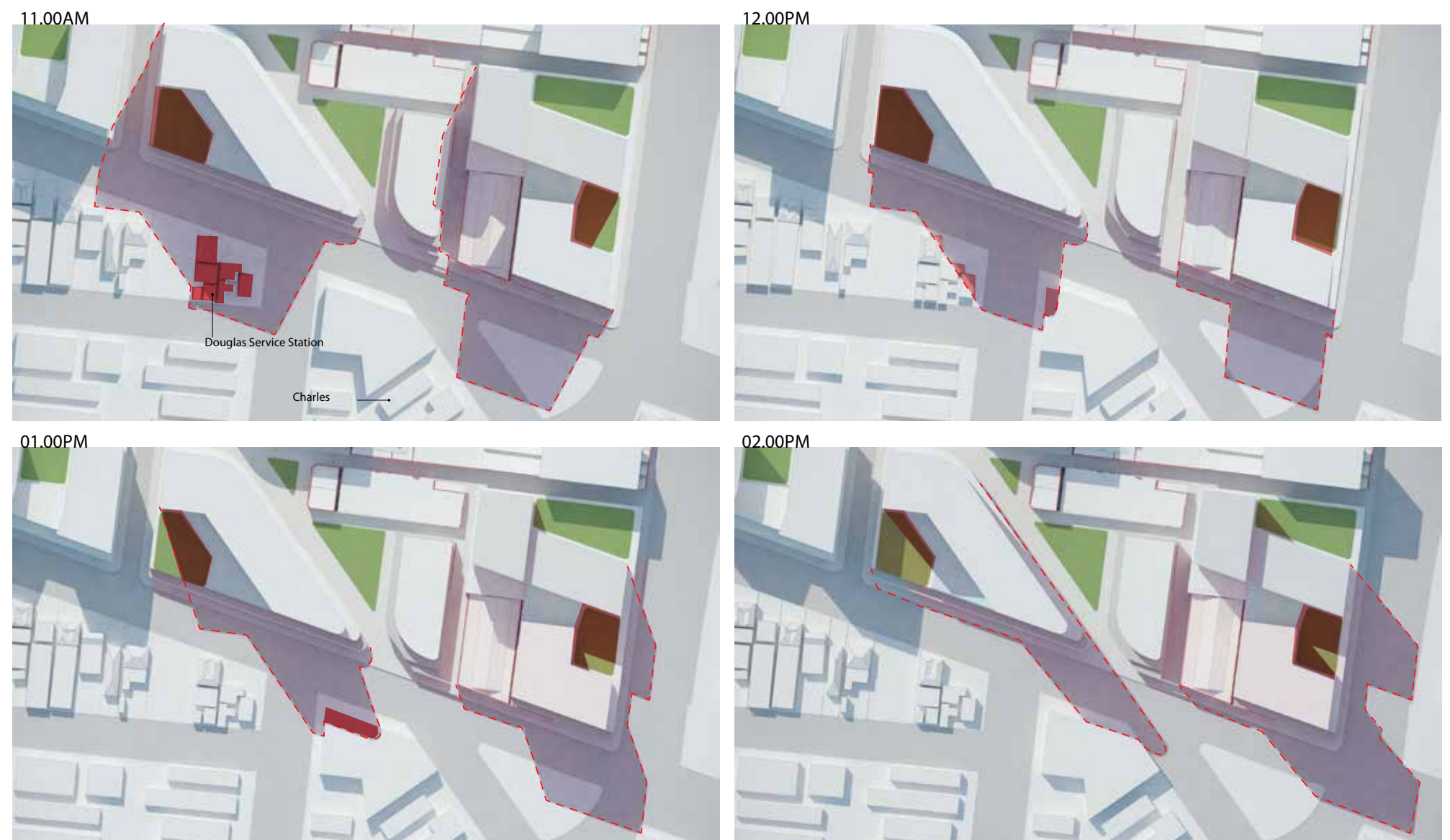
Figure 73. Droop Street Precinct Landscape and ESD Plan



#### 5.5.4 Shadow Diagrams for Droop Street Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm.



Source: Elenberg Fraser *Figure 74. Shadow diagrams for Droop Street Precinct*





#### 5.5.5 Artist's Impression for Droop Street Precinct

The following is an artist's impression of the Droop Street Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser  
*Figure 75. Artist's Impression for Droop Street Precinct*

## 5.6 Precinct 5 Michael Americo Precinct

### 5.6.1 Precinct Plan and Objectives

The Michael Americo Precinct is located along the northern, Kinnear Street interface.

As identified under DPO14, the objectives of the Michael Americo Precinct are:

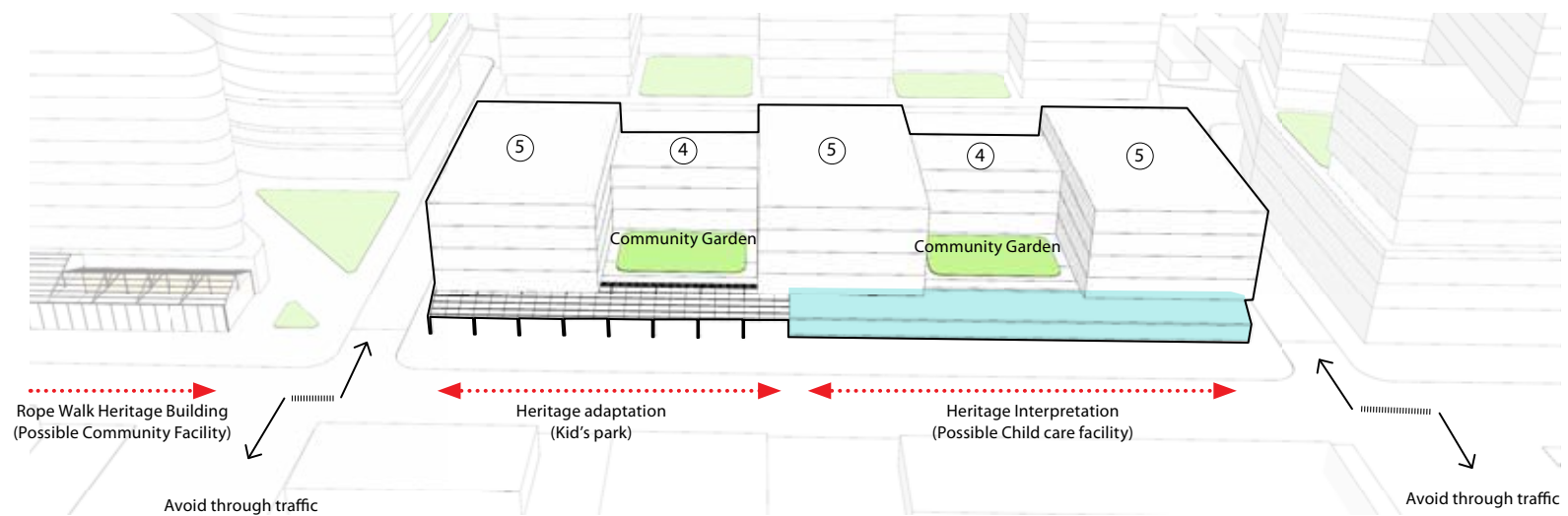
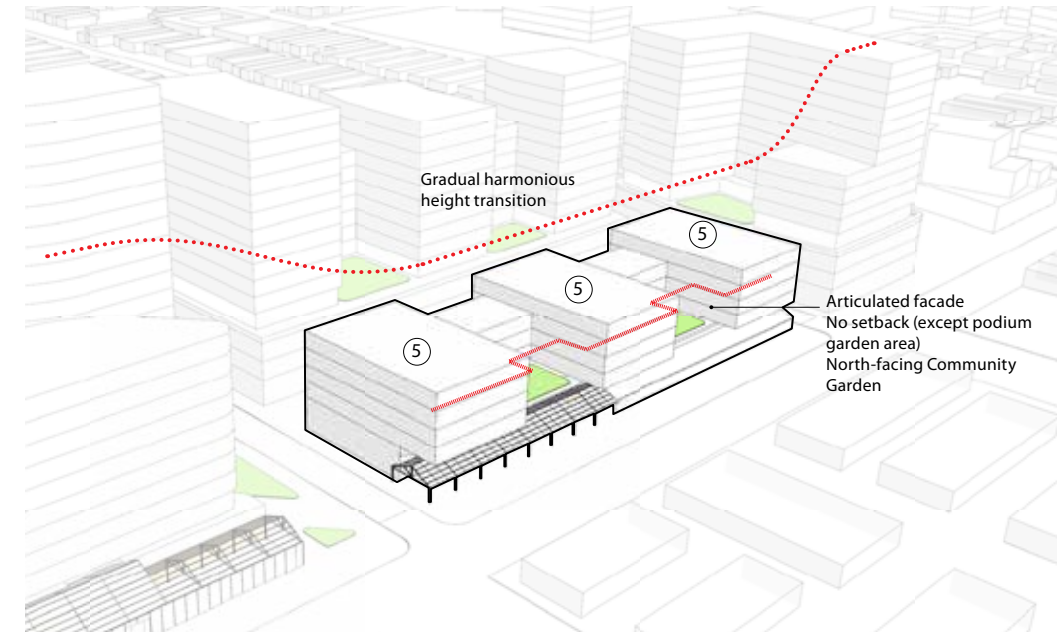
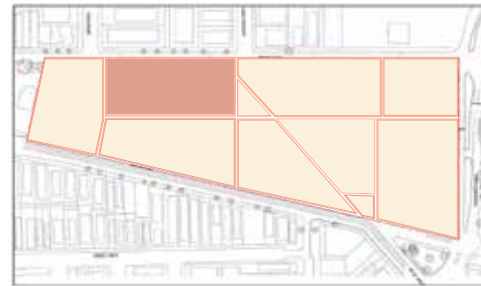
- *Public realm – to provide for public circulation and the opportunity for wider public access and usage and enhance the public realm along Kinnear Street.*
- *Mix of uses – to encourage residential uses*

The precinct is designated as a low-rise residential district. The existing form and structure of the Rope Walk building will be kept and reinterpreted to visually engage with the ground level public realm and community uses.

The precinct will incorporate a range of community uses, including a kids park, community gardens on podium levels and the potential for a child care facility along Kinnear Street.

### 5.6.2 Heritage

The existing structure of the Rope Walk building will be reinterpreted with the new design to ensure the structure is a dominant feature of the public realm and helps to retell the storey of the former Ropeworks. The same structure will be extended to the child care building and any new materials and openings should be a modern interpretation of the ropewalk and heritage buildings.



Source: Elenberg Fraser

Figure 76. Michael Americo Precinct Development Plan



### 5.6.3 Design Guidelines

The following design guidelines should be considered alongside the design guidelines included in Section 4.4 of this report.

- The original Ropewalk structure should be retained or reinterpreted within the new design.
- Buildings should be of a lower scale and mass and incorporate communal gardens at the podium level.
- On-street parking should be provided along Kinnear Street.
- Landscaping, including tree planting and small garden beds should be provided along Kinnear Street, including between parking spaces where appropriate and not intrusive to driver visibility.
- Kinnear Street should continue as a key connector road for vehicles to the site and between surrounding areas.
- Separate cycling and pedestrian paths should be provided along Kinnear Street.

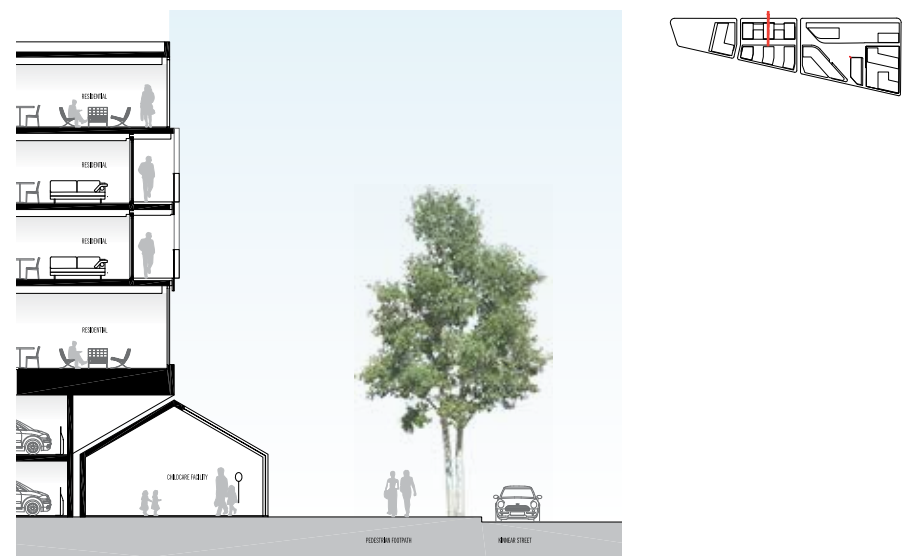
The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.

#### Built Form and Architecture

This precinct will focus on residential development and the provision of public facilities, such as a child care facility and a kid's park. The precinct will be a quiet place, with a particularly residential atmosphere. SOHO residential may be developed along Kinnear Laneway (on the south side). Low-rise buildings with north-facing courtyards will be developed in this precinct.



Figure 77. Michael Americo Precinct Section 1

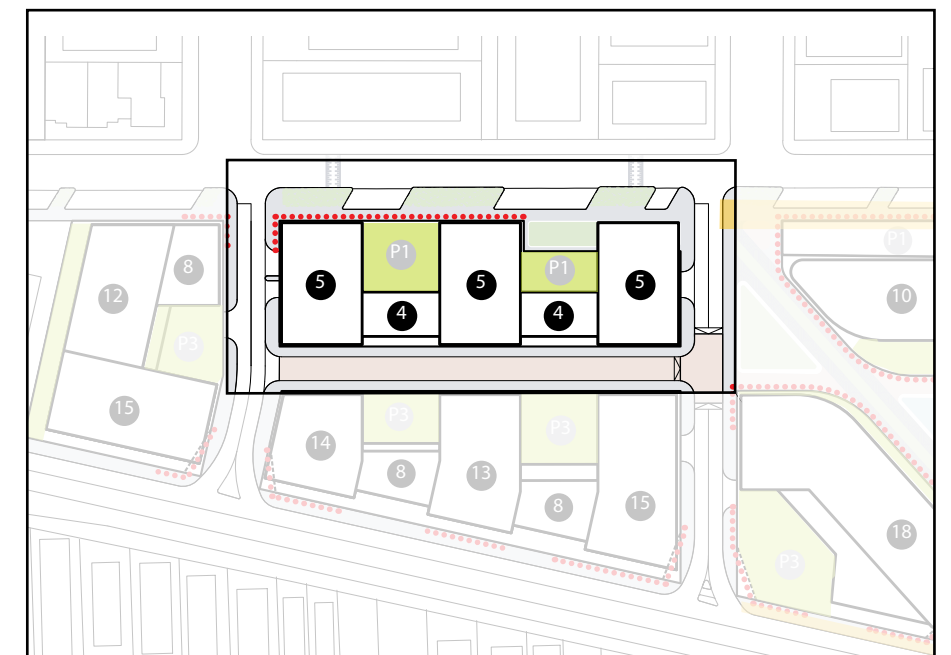


Source: Elenberg Fraser

Figure 78. Michael Americo Precinct Section 2

#### Public Realm

- Front lower scale buildings to Kinnear Street which cater for a range of ground and podium level community and residential uses.
- Retain or reinterpret the ropewalk steel structure to encourage a low scale, pedestrian oriented area.
- Clearly identify pedestrian, cycling and vehicular paths.



- ⑩ ARTICULATED BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- P3 PODIUM BUILT FORM TO A MAXIMUM HEIGHT - NO. OF STOREYS
- ..... ACTIVE FRONTAGE
- PODIUM LEVEL OPEN SPACE
- OPEN SPACE WITH GOOD PUBLIC SURVEILLANCE AND LIGHTING
- RETAIN, CONSERVE AND ADAPT HERITAGE ELEMENTS
- BLUESTONE, BRICK OR CONCRETE PAVING TREATMENT

Figure 79. Michael Americo Precinct Public Realm Plan



### Access and Movement

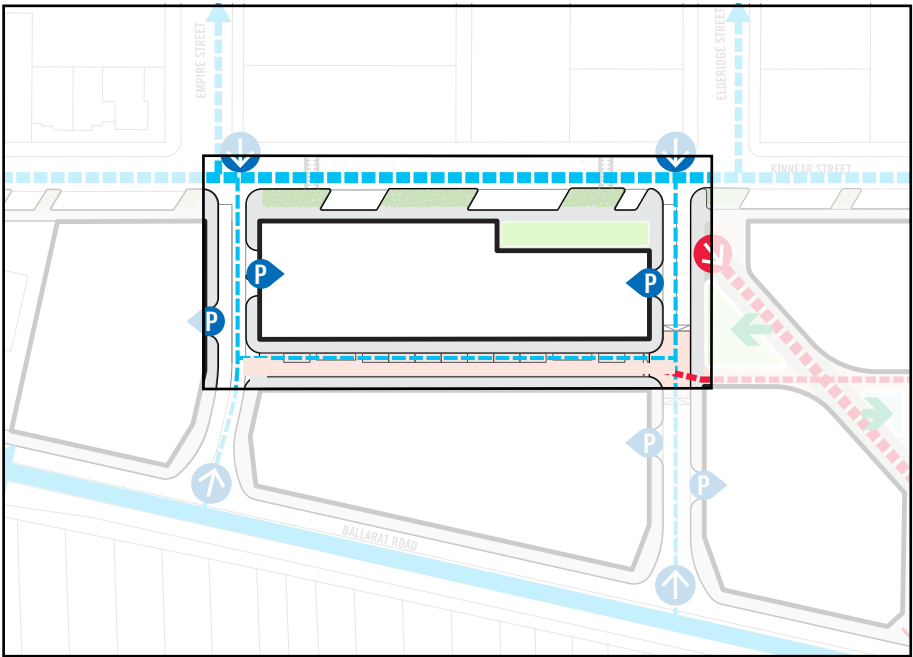
- Retain Kinnear Street as a core vehicular route to the site and between different surrounding uses, ensuring good access to the school and surrounding residential neighbourhoods.
- Encourage a more pedestrian oriented environment on all other local streets.

### Car Parking

- Retain Council owned existing car parking along Kinnear Street.
- Include podium level car parking in the building along Kinnear Street.
- Provide car parking within the podium levels and building facades to appropriately screen the car parking and minimise the visual and acoustic presence of parking areas on Kinnear Street.
- Ensure all parking entry and exit signs are clearly legible and designed to avoid pedestrian and vehicle conflict, whilst also ensuring signs do not dominate the streetscape or detract from an attractive and welcoming pedestrian focused environment.

### Landscape and ESD

- Plant tall trees with large canopies along Kinnear Street.
- Ensure that any new trees planted between car parking spaces along Kinnear Street do not impact upon driver visibility and allow for safe vehicle access and egress.
- Incorporate pervious surface treatments where appropriate.
- Integrate large podium level gardens into the building, with the potential for a rain water catchment system.

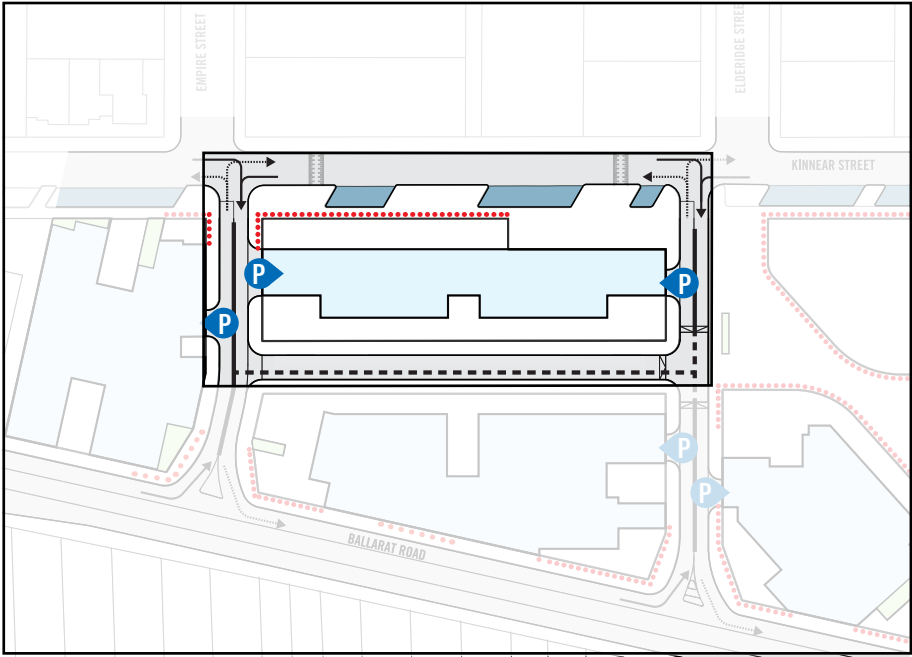


1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK (VEHICLE MAINLY)

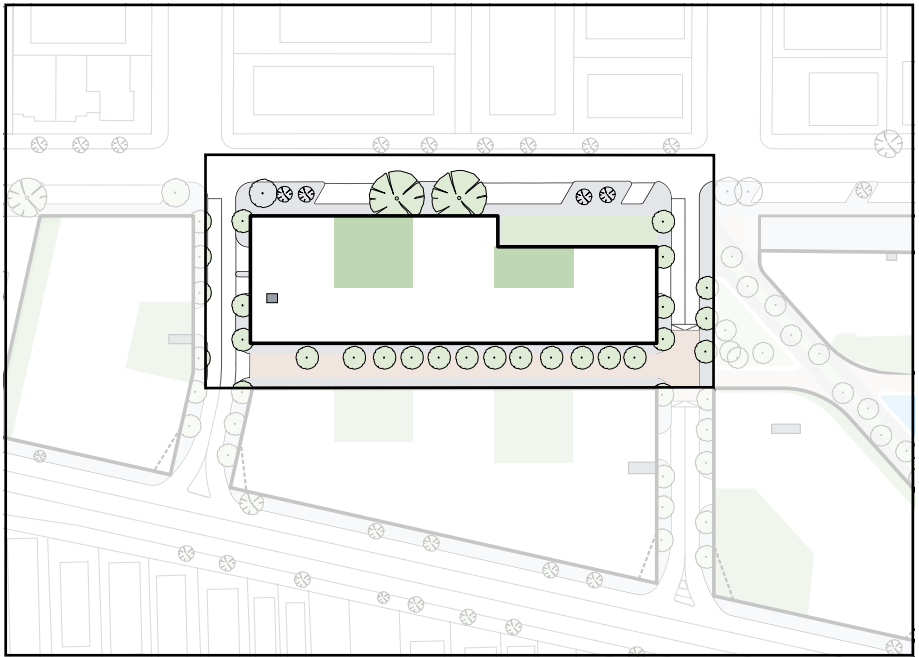
EXISTING BROADWAY STREET  
PROPOSED LOCAL STREET

2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)

PEDESTRIAN LANEWAY  
MAJOR VEHICLE ACCESS FROM NEIGHBORS  
MAJOR PEDESTRIAN ACCESS FROM NEIGHBORS



ACTIVE FRONTAGE  
PODIUM CARPARK AND GARAGE  
BICYCLE PARKING (RESIDENTS, WORKERS, AND VISITORS)  
CARPARK ACCESS  
MAIN VEHICLE ROUTE  
SUB VEHICLE ROUTE  
VEHICLE ACCESS  
VEHICLE EGRESS  
STREET PARKING BELONGS TO COUNCIL



\* Proposed Landscape to integrate and promote sustainable water cycle systems  
PAVING 2 (HARD MATERIAL)\*  
PEDESTRIAN  
CIVIC PLAZA (GRASS)  
PODIUM GARDENS  
STREET GARDEN BEDS AND TREES

Figure 80. Michael Americo Precinct Access and Movement Plan

Figure 81. Michael Americo Precinct Car Parking Plan

Figure 82. Michael Americo Precinct Landscape and ESD Plan

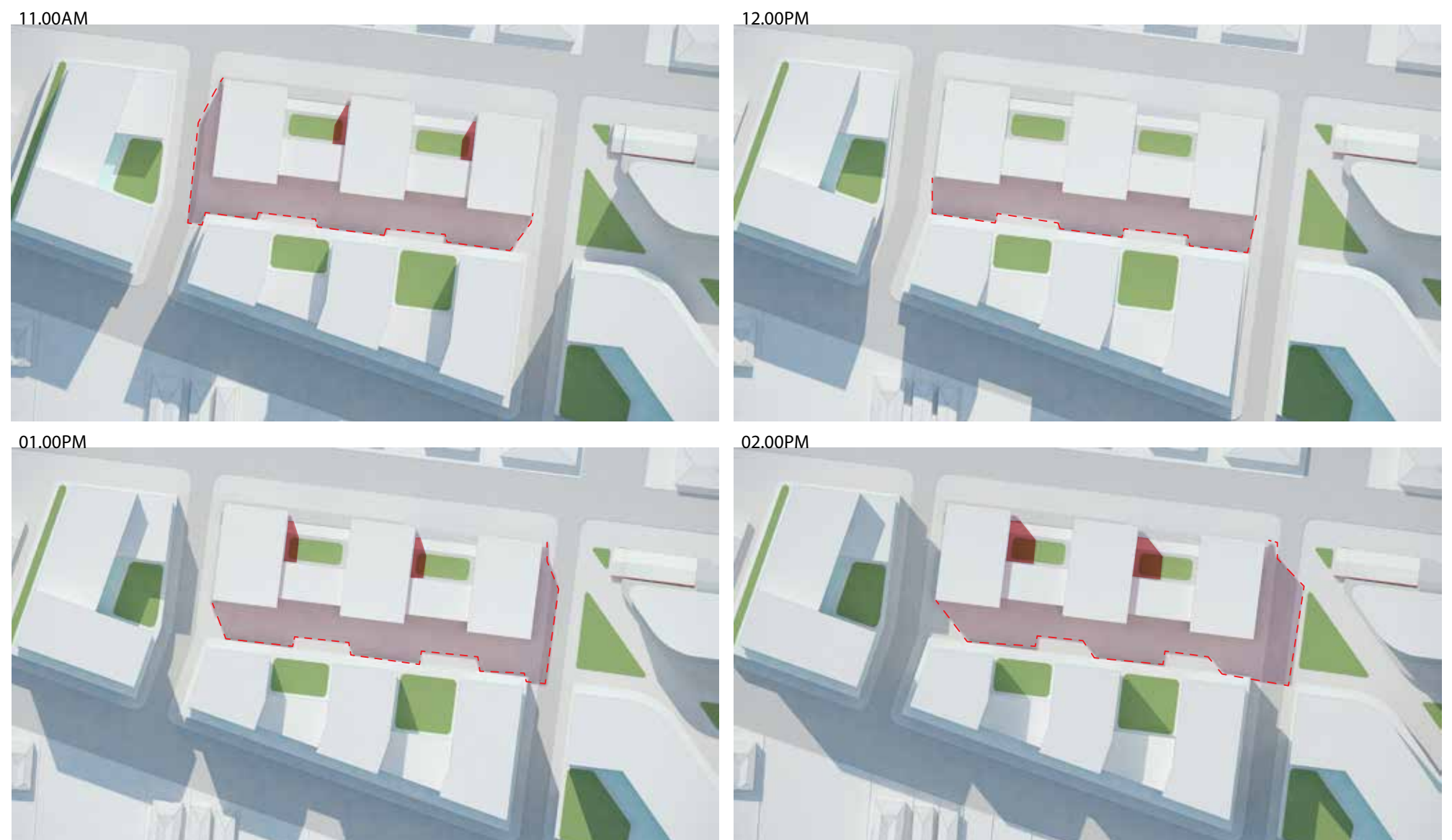




#### 5.6.4 Shadow Diagrams for Michael Americo Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm.



Source: Elenberg Fraser *Figure 83. Shadow diagrams for Michael Americo Precinct*



### 5.6.5 Artist's Impression for Michael Americo Precinct

The following is an artist's impression of the Michael Americo Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser

*Figure 84. Artist's Impression for Michael Americo Precinct*



## 5.7 Precinct 6 Western Precinct

### 5.7.1 Precinct Plan and Objectives

The Western Precinct is located at the western end of Kinnears site, with abutments to Kinnear Street, Ballarat Road and the existing commercial uses and apartments facing Gordon Street.

As identified under DPO14, the objectives of the Western Precinct are:

- *Public realm* – To provide for public circulation, the opportunity for wider public access and usage and to enhance the public realm along Kinnear Street and Ballarat Road.
- *Mix of uses* – To encourage residential uses.

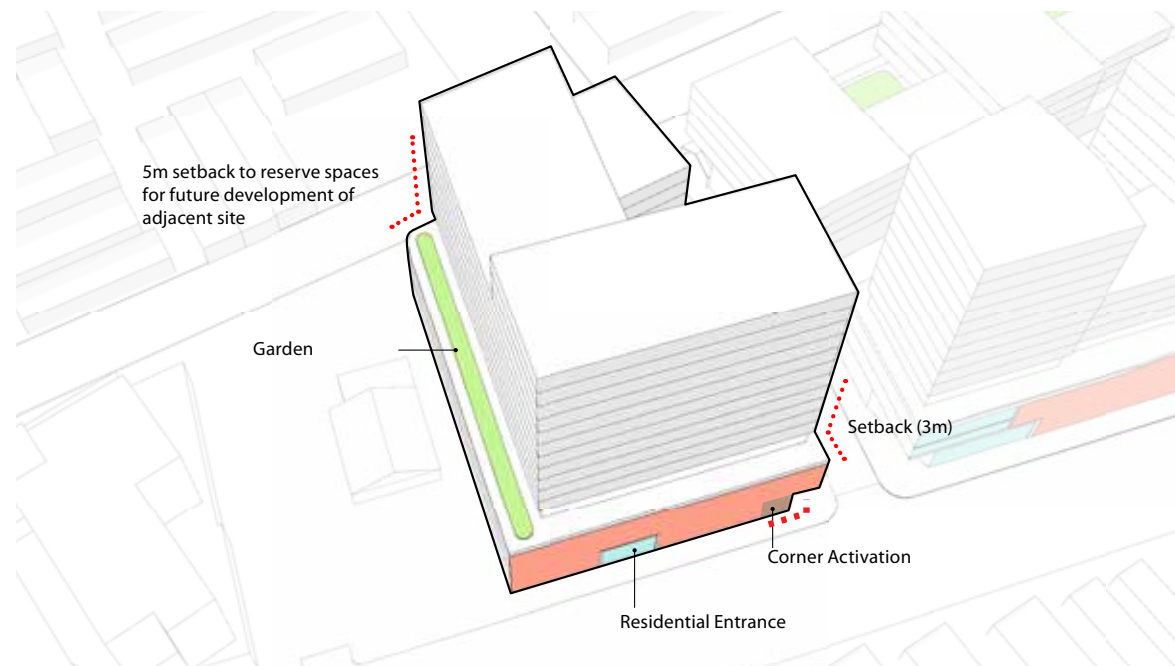
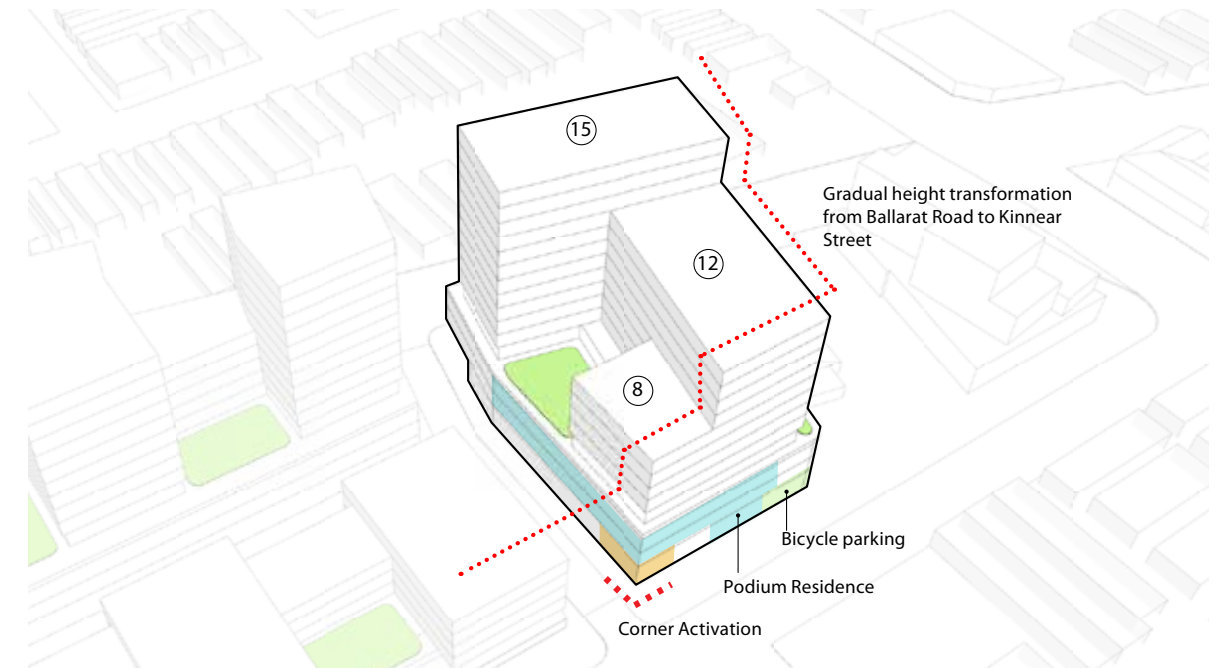
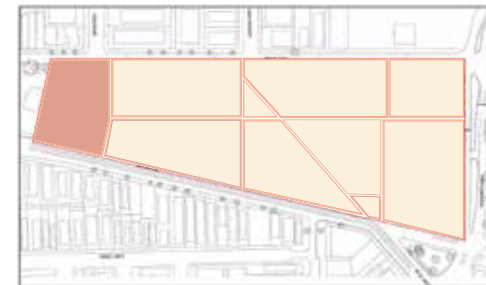
The precinct is proposed to be the first stage of development and will integrate a range of building heights in response to the varying uses abutting the site, including the more sensitive residential interface along Kinnear Street and Ballarat Road.

Buildings will be approximately 15-storey along Ballarat Road and 8-12 storeys along Kinnear Street.

### 5.7.2 Heritage

Ground level and podium areas will retain the brick facade with several openings to allow access to a range of active ground level activities.

The precinct is to have a similar design language as other precincts, with the upper level podiums setback a minimum of 3 metres from the ground level frontage and breaks in the building form to provide visual relief from the more prominent building elements and allow the heritage character of the precinct to prevail along the streetscape.



Source: Elenberg Fraser

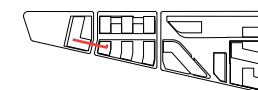
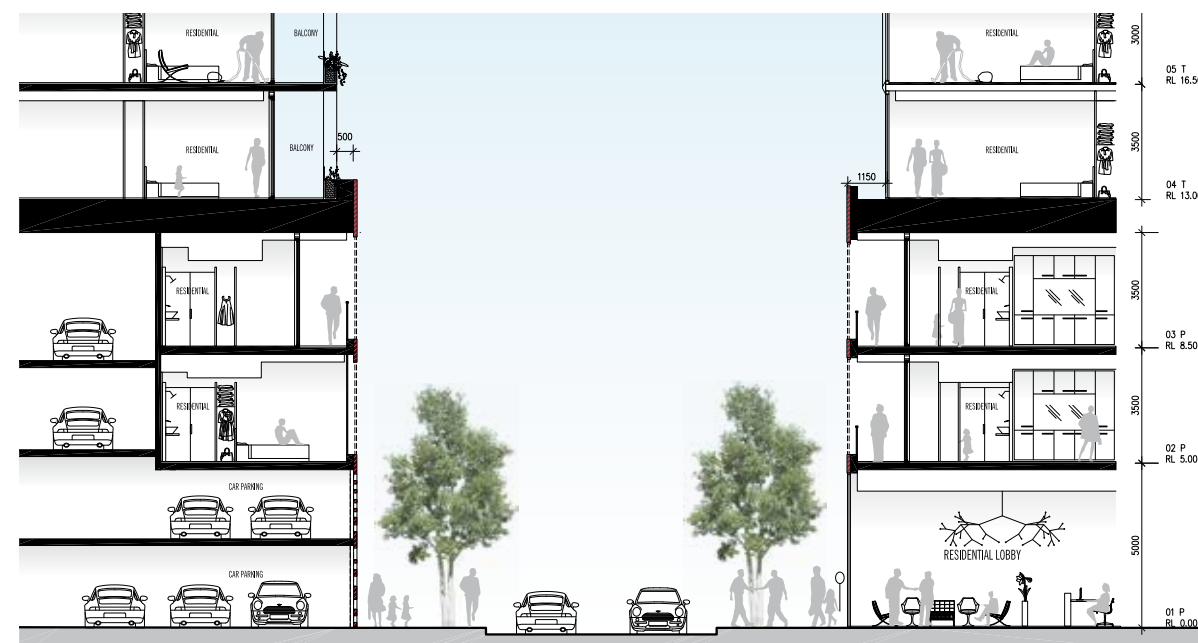
Figure 85. Western Precinct Development Plan

### 5.7.3 Design Guidelines

The following design guidelines should be considered alongside the design guidelines included in Section 4.3 of this report.

- Heritage features along the Ballarat Road and Kinnear Street facade should be retained with new materials and openings along the wall to integrate with the existing character.
- Landscaping and tree planting should be provided along the internal street to soften the streetscape and provide visual relief from hard pavement and building surfaces.
- Entry into buildings should be clearly visible during the day and evening and provide opportunities for ongoing public surveillance.
- The west facing podium should include architectural treatments to provide a visually interesting facade.
- Movement networks should support a range of transport modes around and within the precinct, including vehicles, cyclists and pedestrians.

The following paragraphs and supporting diagrams demonstrate how these design guidelines may be achieved within the precinct.



Source: Elenberg Fraser

Figure 86. Western Precinct Section 1

### Built Form and Architecture

As a residential precinct, there is less ground activation in this precinct. Podium residences will provide good public surveillance opportunities.

The residential tower will have two distinct facades onto Ballarat Road and Kinnear Street and the tower has a setback of 5 metres from the site boundary of the existing McDonald's site.

### Public Realm

- Incorporate active frontages through a range of visually engaging facade treatments, lighting fixtures and subtle public art displays, where appropriate.
- Orientate higher building levels towards the internal north-south local street and separate to allow for good solar access and ventilation into buildings, as well as achieve a finer grain, spacious building arrangement.
- Ensure prominent building features face towards Ballarat Road.
- Ensure buildings have a maximum height of 15 storeys.

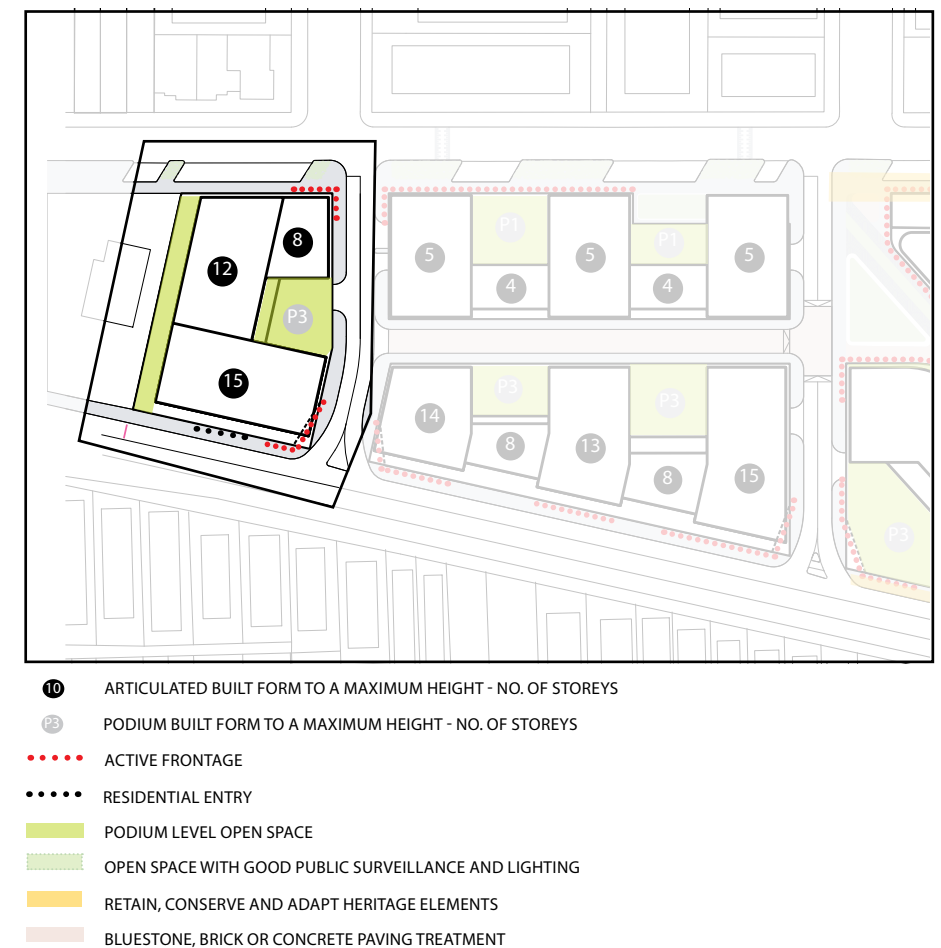


Figure 87. Western Precinct Public Realm Plan





**Access and Movement**

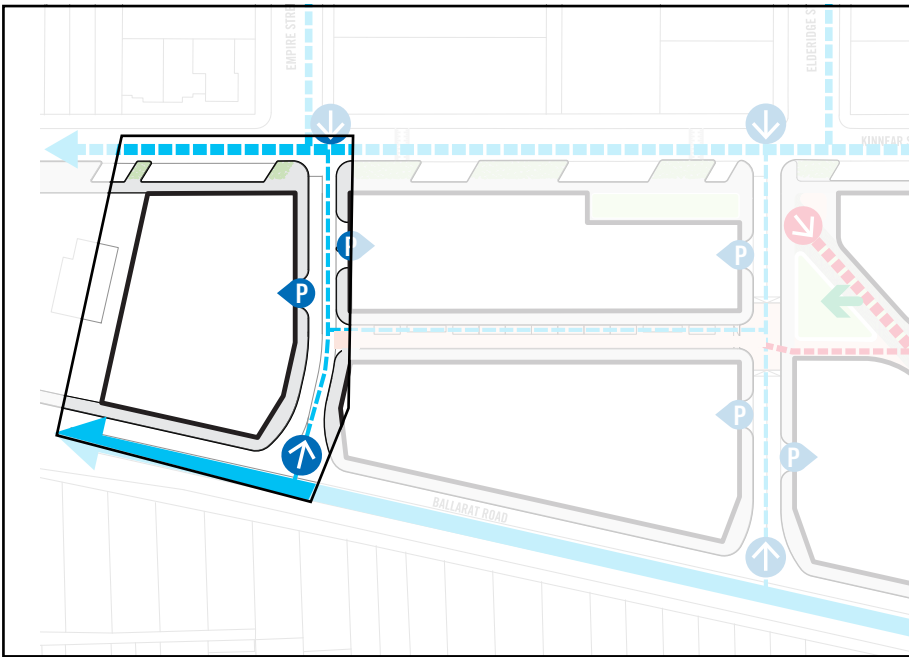
- Provide through vehicle access via a new north-south street.
- Separate pedestrian from on-street cycling paths.
- Manage pedestrian and bicycle paths to minimise conflict zones with traffic along Ballarat Road.

**Car Parking**

- Incorporate car parking within podium levels and behind building facades to appropriately screen the car parking and minimise the visual and acoustic presence of parking areas on Ballarat Road and local streets.
- Ensure parking entry and exit signs are clearly legible and designed to avoid pedestrian and vehicle conflict, whilst also ensuring signs do not dominate the streetscape or detract from an attractive and welcoming pedestrian focused environment.

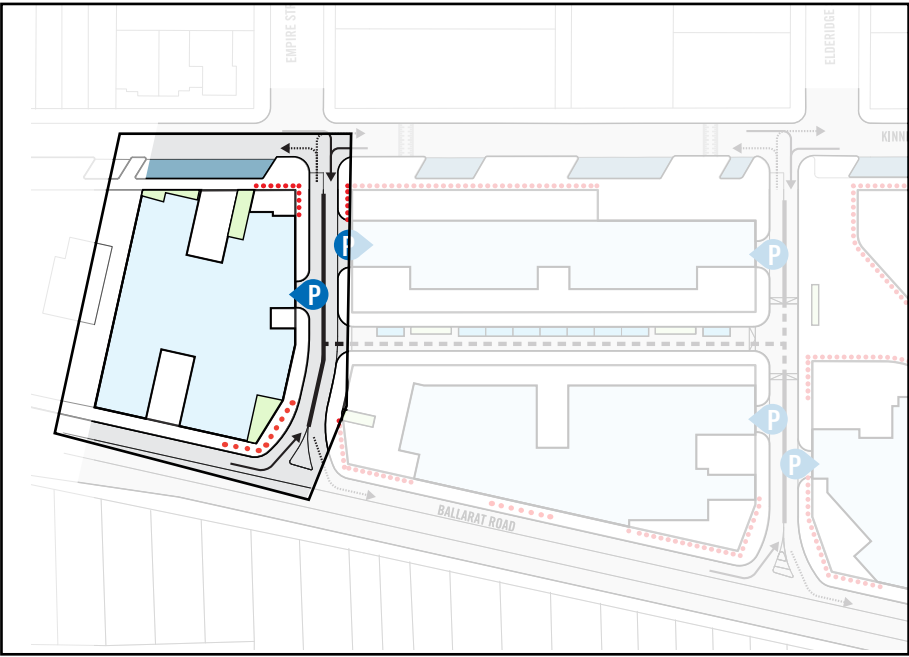
**Landscape and ESD**

- Retain existing and plant new trees between car parking spaces along Kinnear Street, ensuring trees minimise impact upon driver visibility and promote safe vehicle access and egress.
- Incorporate pervious surface treatments, where appropriate.
- Orientate any podium level garden towards the existing local street.



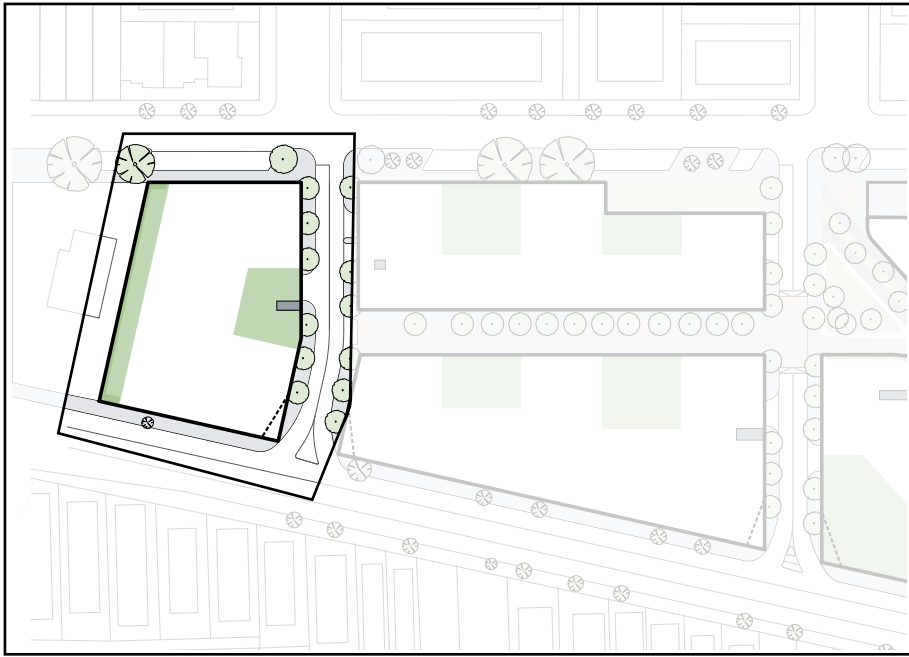
1. STREETS ARE DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK. (VEHICLE MAINLY)
- EXISTING MAJOR STREET
  - EXISTING SECONDARY STREET
  - MAJOR VEHICLE ACCESS FROM NEIGHBORS
  - PROPOSED LOCAL STREET
2. PEDESTRIAN STREETS, PATH AND LANEWAYS DESIGNED TO COMPLEMENT THE EXISTING STREET NETWORK AND MAJOR CIVIC ELEMENTS. (PEDESTRIAN MAINLY)
- CARPARK ACCESS
  - PEDESTRIAN LANEWAY

Figure 88. Western Precinct Access and Movement Plan



- ACTIVE FRONTAGE
- PODIUM CARPARK AND GARAGE
- BICYCLE PARKING (RESIDENTS, WORKERS, AND VISITORS)
- CARPARK ACCESS
- MAIN VEHICLE ROUTE
- SUB VEHICLE ROUTE
- VEHICLE ACCESS
- VEHICLE EGRESS
- STREET PARKING BELONGS TO COUNCIL

Figure 89. Western Precinct Car Parking Plan



- \* Proposed Landscape to integrate and promote sustainable water cycle systems
- PEDESTRIAN
  - WASTE AREA (GROUND LEVEL)
  - CIVIC PLAZA (GRASS)
  - PODIUM GARDENS
  - STREET GARDEN BEDS AND TREES

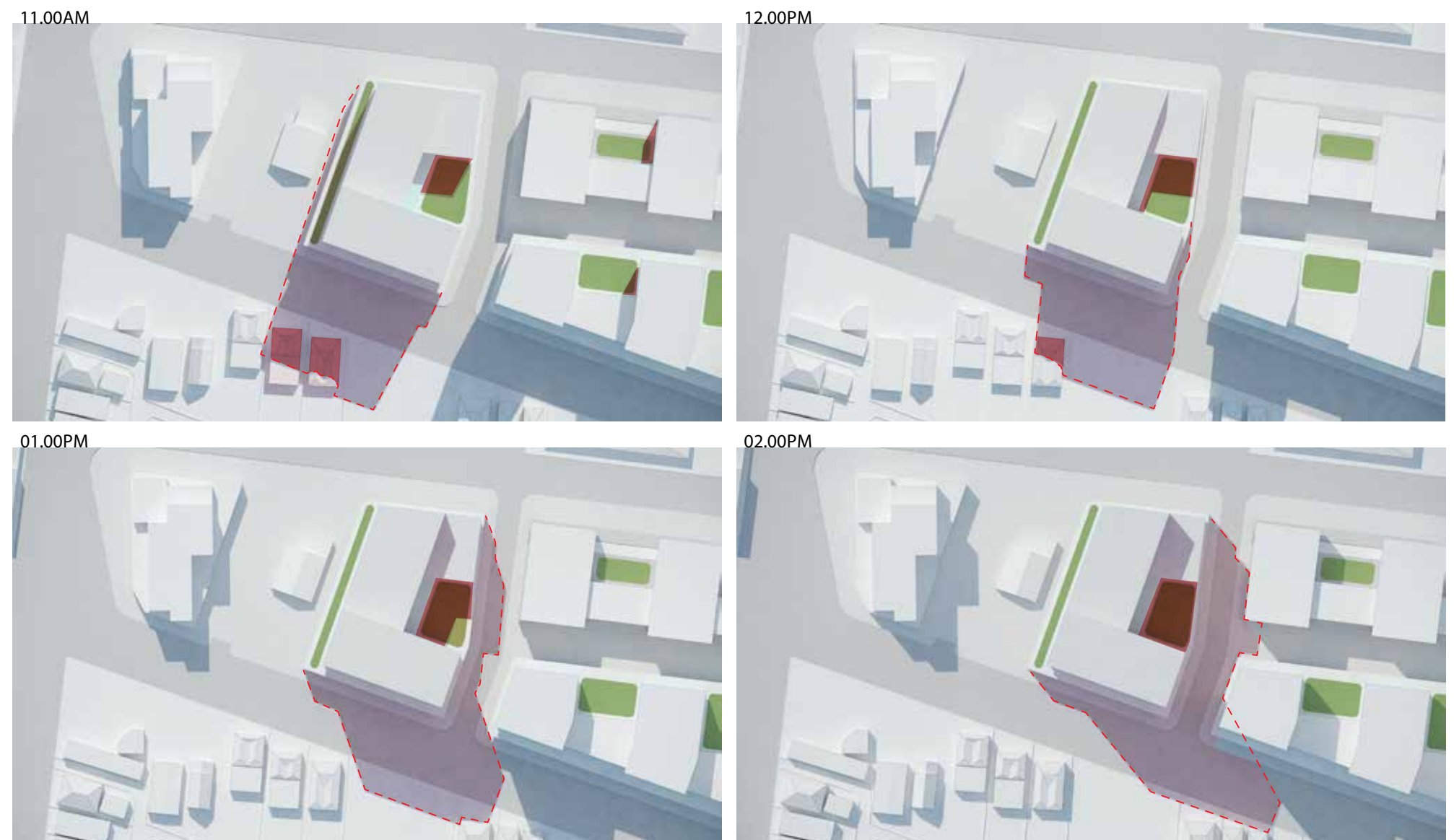
Figure 90. Western Precinct Landscape and ESD Plan



#### 5.7.4 Shadow Diagrams for Western Precinct

The shadow diagrams have been prepared in accordance with the requirements of clause 3.0 of DPO14.

Specifically the shadow diagrams indicate the areas of shadow to the site for the equinox between 11:00am to 2:00pm.



Source: Elenberg Fraser *Figure 91. Shadow diagrams for Western Precinct*





#### 5.7.5 Artist's Impression for Western Precinct

The following is an artist's impression of the Western Precinct and should only be considered as an indicative representation of the proposed development.



Source: Elenberg Fraser

*Figure 92. Artist's Impression for Western Precinct*





## 6. CONCLUSION

The development of the Kinnears Precinct is consistent with State and local government policy which supports the revitalisation of strategic redevelopment sites and urban consolidation.

The development will offer a vibrant and sustainable residential community that will integrate with the existing urban environment and heritage fabric across the site.

The Kinnears Precinct will also provide community benefits in addition to residential, retail, and commercial facilities. A significant green linkage and several open space areas add to the network of open space in the neighbourhood and improve pedestrian and cycle networks. Community facilities will add to the diversity of activity on the site whilst ongoing employment associated with the activity centre has the potential to provide direct community benefit.

The land represents a significant opportunity for infill development of a mixed nature comprising residential, retail, and open space activities that will provide a unique neighbourhood identity.

Development of the Kinnears Precinct in accordance with this Development Plan ensures that the site is realised in a manner which respects the existing character of the area whilst setting a new benchmark for infill development.

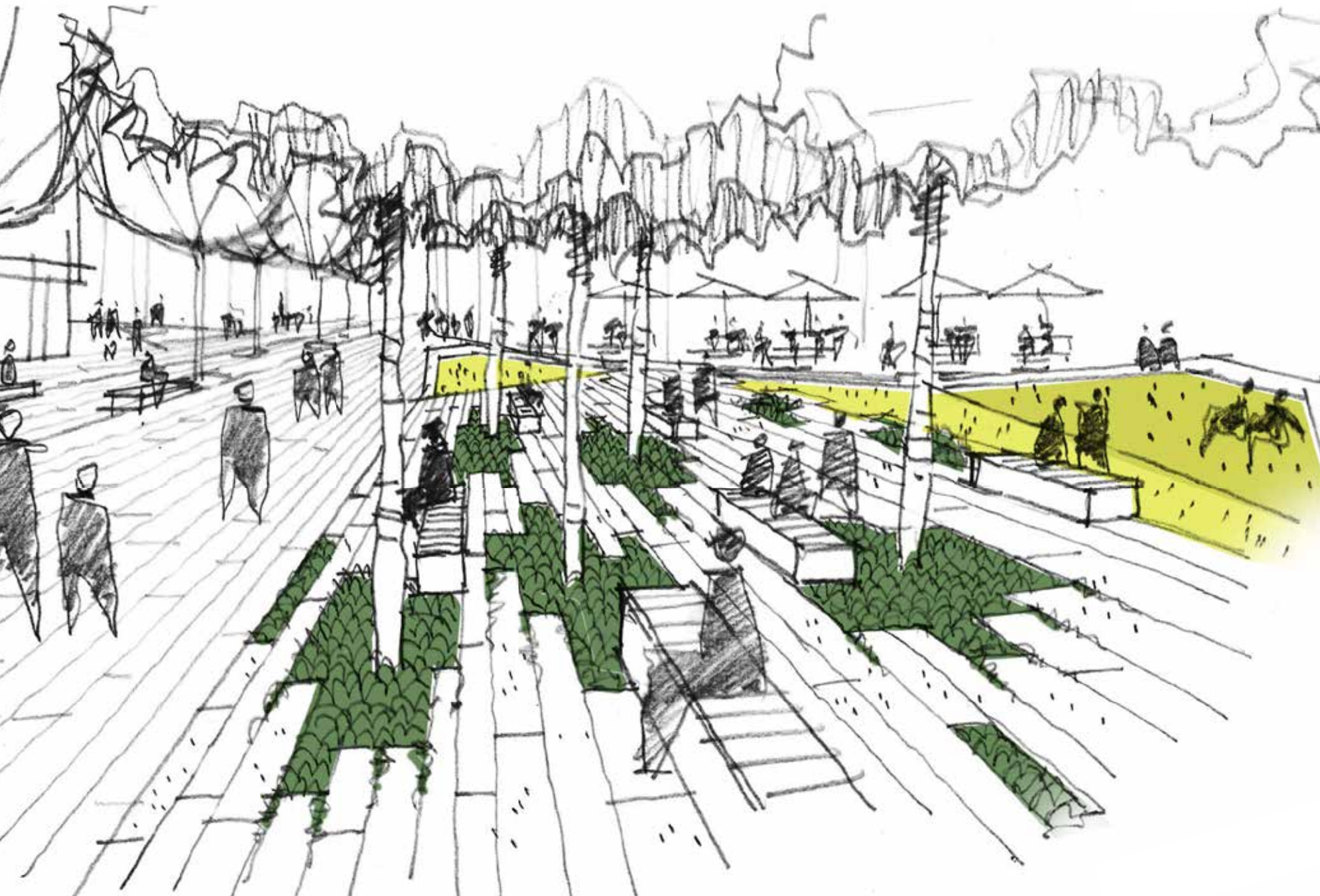


Figure 93. Illustration of Kinnears Development Plan - The Promenade