

URBIS

PLANNING REPORT

Volume 2:
Highpoint Urban Village
Development Plan

Prepared for
THE GPT GROUP
April 2022

ENDORSEMENT

Maribyrnong Planning Scheme Development Plan Overlay

This Volume is hereby endorsed and forms part of the approved Development Plan as required by the Development Plan Overlay - Schedule 17 (Clause 43.04 of the Maribyrnong Planning Scheme).



For and on behalf of the
Responsible Authority

22 August 2022

Date

58 pages + Appendices A-J

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EXECUTIVE SUMMARY

Highpoint Shopping Centre offers a unique, urban infill opportunity – at 28.6 hectares it is the largest single-ownership landholding within the Highpoint Activity Centre. The development proposal outlined in this report is grounded in state and local planning policy, providing an opportunity for significant urban renewal over the next 30 years. It is envisaged that the site will be recognised beyond its current retail function, incorporating a variety of accommodation typologies, employment opportunities, community facilities, transit networks and a new open space network.

Melbourne is projected to be a city of 8 million people by 2051. To accommodate this growth, *Plan Melbourne 2017-2050* seeks to provide 1.6 million new homes and 1.5 million new jobs, while ensuring the protection of existing residential areas. Plan Melbourne identifies that this growth is best accommodated within a hierarchy of activity centres. Substantial change and transformation of the Highpoint Activity Centre has been as planned for, with Maribyrnong City Council implementing a range of changes to facilitate the development, guided by the *Highpoint Activity Centre Structure Plan* and the *Highpoint Planning and Urban Design Framework*.

Leveraging the site's scale and locational attributes will ensure that Highpoint Shopping Centre can contribute significantly to the Western Region's established area employment and housing targets, and the vision set out the local planning strategies. As such, this opportunity to provide well-located employment opportunities, housing, open space and community facilities should be wholly supported.

This Planning Report has been prepared to provide a town planning assessment of the Highpoint Urban Village Development Plan. The Development Plan has been prepared to guide the long-term future development of the Shopping Centre site. There are significant benefits to this approach, which provides a holistic vision for the site.

Key principles informing the development plan approach include the following:

- **State significant development** – Maribyrnong (Highpoint Activity Centre) is a designated Major Activity Centre in *Plan Melbourne 2017-2050*. Its development will deliver immediate, medium and long-term economic benefits to Victoria through planning, construction, infrastructure delivery, housing and commercial development. Upon approval of the Development Plan, the GPT Group intend to proceed with short term development opportunities at the site. At completion, the area encapsulated by the Development Plan will deliver approximately 2,977 new homes, 151 residential hotel rooms, 147,000 square metres of commercial floorspace, 2.4 hectares of open space and approximately 10,500 square metres of community facilities.
- **Delivering employment** – Over 200,000 square metres of employment floorspace including net additional retail is proposed by this Development Plan aimed to facilitate business growth, job creation and innovation within the Highpoint Activity Centre. Employment space will comprise office, retail and general commercial land uses, with affordable employment opportunities to be incorporated over time.
- **Delivering diversity and affordability** – the Development Plan will provide flexibility for a mix of accommodation typologies at a range of densities across the site. Townhouses and a mix of apartment building forms will predominate with a range of accommodation models proposed, including build to rent, student accommodation, residential aged care facilities and short-stay accommodation. In this way, it is considered that the Development Plan appropriately provides accommodation choice at a range of affordability levels and suited to a broad demographic. The Development Plan also includes a requirement to prepare an Affordable Housing report that will set out a strategy to deliver 5% affordable housing (as defined under the Planning and Environment Act 1987) across the site.
- **Delivering community facilities** – to support the additional population, over 10,500 square metres of floorspace will be dedicated to the provision of future community facilities, possibly including childcare and kindergarten services, sports and recreation facilities, health services, youth centres and libraries, and other cultural facilities as appropriate.
- **Unique identity and amenity** – a network of open space will be provided across the site, including a range of open space of which collectively will maximise and improve pedestrian connections to the wider open space network, including to Pipemakers Park, Thompson Reserve and the Maribyrnong River.

Street typologies include high-amenity boulevards with shared transport modes, and pedestrian footpath routes across the site sleeved with active land uses. Active transport usage will be encouraged with

connections to the wider activity centre strengthened. Furthermore, sustainability principles are embedded in the development plan to establish exceptional green credentials.

- **20-minute neighbourhoods** – The future of Highpoint Shopping Centre is an exemplar 20-minute neighbourhood, characterised by ready access to a wide range of services, jobs, shops, and recreational options, whilst being supported by public and active transport links.
- **Delivering essential infrastructure** – the Development Plan provides essential infrastructure to support the future population and ensure that impacts on surrounding residents are minimised. The Highpoint Ring Road is proposed to be widened which will assist in redirecting traffic along Rosamond Road and the activity centre more broadly. Whilst the bus interchange is proposed to be relocated within the western edge of the site to improve connections to the wider activity centre and proximity to other transport nodes. Furthermore, traffic mitigation measures are proposed to the Warrs Road roundabout, which aside from improving pedestrian safety at this intersection will also greatly enhance the connectivity between the activity centre and Pipemakers Park.

Community infrastructure, including a new library, health and childcare facilities will also be delivered, along with a new open space network.

This report carries out an assessment of Volume 1 of the Development Plan and is to be read in conjunction with technical supporting reports comprising Volume 2. This report finds that on balance, through the guidance of the Development Plan, the Highpoint Urban Village development will realise a unique and special opportunity to holistically address the need to deliver more housing, employment and community facilities that are well-serviced and connected through the efficient use of land supported by existing and proposed infrastructure. The assessment concludes that the Development Plan is generally in accordance with the requirements of Development Plan Overlay 17.

1. INTRODUCTION

1.1. PLANNING REPORT PURPOSE

Urbis Pty Ltd has been engaged by the GPT Group, and has worked closely with the project consultant team, to prepare a Development Plan to facilitate the renewal and development of the site most commonly recognised as Highpoint Shopping Centre at No. 120 – 200 Rosamond Road, Maribyrnong.

The Highpoint Urban Village Development Plan (the Development Plan) provides a planning and design framework for the future development of the site, which will transform it into a new mixed-use precinct within the broader Highpoint Activity Centre. The site will be recognised beyond its current retail function, incorporating a variety of accommodation typologies, employment opportunities, community facilities, transit networks and a new open space network.

This Planning Report has been prepared in accordance with the requirements prescribed by Schedule 17 to the Development Plan Overlay (DPO17) of the Maribyrnong Planning Scheme. A detailed assessment of the proposal is set out in this Planning Report and should be read in conjunction with the following documents:

- Volume 1, comprising:
 - Highpoint Urban Village Development Plan (Site Analysis & Design Report), prepared by Urbis Pty Ltd
- Volume 2, comprising:
 - Certificates of Title (Appendix A)
 - Social Infrastructure Report, prepared by Urbis Pty Ltd (Appendix B)
 - Housing Diversity Report, prepared by Urbis Pty Ltd (Appendix C)
 - Landscape and Public Realm Concept Plan, prepared by Urbis Pty Ltd (Appendix D)
 - Wind Assessment, prepared by Windtech (Appendix E)
 - Transport Plan, prepared by Stantec Consultants (Appendix F)
 - Environmentally Sustainable Design Strategy, prepared by ADP Consulting (Appendix G)
 - Services and Infrastructure Report, prepared by ADP Consulting (Appendix H)
 - Preliminary Site Assessment and Remediation Strategy, prepared by Golder Associates (Appendix I)
 - Stormwater Drainage Strategy, prepared by Peritas Group (Appendix J)

Collectively, these reports have informed the content of the Development Plan. They further confirm the suitability of the Development Plan from a social, amenity, built form, and environmental perspective, as well as remaining consistent with the objectives of Schedule 17 to the Development Plan Overlay.

1.2. DEVELOPMENT PLAN AREA & VISION

The Development Plan (Volume 1) applies to the land understood as the Highpoint Shopping Centre at No. 120 – 200 Rosamond Road, Maribyrnong and has been prepared by Urbis Pty Ltd on behalf of the GPT Group in accordance with the requirements of Schedule 17 to the Development Plan Overlay.

The Development Plan seeks to create a compact, highly accessible and distinctive place that provides high quality living, working and recreational opportunities around a prominent town centre with new development that respects the site's strategic setting and proximity to the Maribyrnong River. New development will reinforce the centre's significant regional retail role and will accommodate a diverse range of quality housing typologies, new local retailing to complement the existing large format retailing, office and other commercial based business at different scales, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.

The consultation process to date has involved several design team meetings and workshops with Maribyrnong City Council (Council). The consultation process has led to significantly improved planning outcomes that are well resolved and contextually appropriate.

1.3. PLANNING REPORT REQUIREMENTS

The broad overall land uses, and development outcomes as envisaged within the objectives and strategies of Development Plan Overlay – Schedule 17 (DPO17) and the *Highpoint Planning and Urban Design Framework (September 2015)* are delivered as part of this Development Plan.

The proposed mix of uses and development proposed at the site has undergone a thorough design refinement process to ensure appropriate integration within the context of the wider activity centre. The following Table outlines how and where this Planning Report responds to the specific requirements of DPO17.

Table 1 - Response to the Planning Report requirements of DPO17

DPO17 Requirement	Response / Report Reference
<p><i>The proposed arrangement of uses across the site, including residential, office, shop and other uses.</i></p>	<p>The proposed land use arrangement provides a diverse, mixed use offering that has considered the location and surrounding context of the site.</p> <p>Please refer to Section 4.2 of this report for further detail.</p>
<p><i>A Retail Assessment and Economic Impact Assessment Report, where applicable, to the satisfaction of the Responsible Authority. A Retail Assessment and Economic Impact Assessment Report is not required in a Commercial 1 Zone.</i></p>	<p>The preparation of this report is not applicable in this instance, as the site is located within the Commercial 1 Zone.</p>
<p><i>A description of how the proposed Development Plan responds to the vision and objectives set out in this Schedule.</i></p>	<p>The Development Plan is considered to accord with the overall vision for the Highpoint Activity Centre and objectives of DPO17.</p> <p>Please refer to Section 5.1 of this report for further detail.</p>
<p><i>A description of how the proposed Development Plan will meet the requirements of Clause 15.01-1, Clause 21.11-2, and Clauses 55 and/or 56 of the Scheme, as appropriate.</i></p>	<p>The Development Plan has appropriately considered the relevant Clauses of the Maribyrnong Planning Scheme.</p> <p>Please refer to Section 5.2 of this report for further detail.</p>
<p><i>A site master plan and summary of how the documents, reports and plans (as appropriate) have informed the Development Plan.</i></p>	<p>The Development Plan has been informed by a collection of specialist reports and documents that confirm the appropriateness of the proposed development outcomes.</p> <p>Please refer to Section 5 of this report for further detail. Refer to Figure 8 for the overall Development Plan (“site master plan”).</p>

2. SUBJECT SITE & URBAN CONTEXT

2.1. THE SUBJECT SITE: HIGHPOINT SHOPPING CENTRE

Highpoint Shopping Centre (HSC) is located approximately seven (7) kilometres from the Melbourne Central Business District (CBD). It is sited just south of Raleigh Road, between Rosamond Road and Warrs Road, and occupies an area of approximately 28.6 hectares. The centre is located within the City of Maribyrnong and forms the largest landholding within the Highpoint Activity Centre.

The site is irregular in shape, bounded by Rosamond Road to the west, Aquatic Drive to the south, Warrs Road to the east (in part) and residential neighbourhoods to the north and east. The site features a privately owned ring road with associated landscaping along the northern and eastern (in part) site boundaries, which separates the site from residentially zoned land to the north and east.

The subject land consists of a single title, formally recorded as Lot 2 on Plan of Subdivision 417452P. GPT Funds Management Ltd is listed as the registered proprietor of the land. The following encumbrances are listed on title:

- Section 173 Agreement (Instrument No. AL272555P). The agreement is between Maribyrnong City Council and GPT Funds Management Ltd and required the construction of the Warrs Road Realignment and transfer of interest and title to Council.
- Easement E-1 is a reservation for drainage and other purposes created in favour of the City of Maribyrnong. This easement measures approximately 1.8 metres in width and traverses a small portion (approximately 73 metres) of the northern boundary.
- Easement E-2 is a drainage easement and applies to the northern extent of Lot 1 on Plan of Subdivision 417452P. This easement is therefore outside the title boundaries of the subject site.

For full details of the encumbrances, easements and agreements applicable to the subject site, please refer to the Certificates of Title provided at **Appendix A**.

2.2. SITE HISTORY

HSC is uniquely sited on a former quarry. When quarrying operations ceased in the late 1960s, alternative uses for the site were sought. Ultimately, it was decided that the site would be suitable for a regional shopping centre capable of providing the western suburbs with an extensive range of retailing services in a comprehensively planned complex.

At the time, the site was zoned Extractive Industrial under the Melbourne Metropolitan Planning Scheme, with both the zone and planning scheme now being redundant. In this zone and at this time, a permit was required to use land for a shopping centre.

As indicated by the aerial photographs at Figure 1 and Figure 2, at the time the quarrying uses ceased, there was already residential development established to the north of the subject site. Limited residential development also existed to the east of the centre. Uses on the western side of Rosamond Road were limited although some evidence of industrial land use (including a printing press facility) is apparent.

Development of the centre (initially) was completed in 1971, with additional development stages occurring throughout the centre's 50 years. The last major expansion project occurred through 2011 – 2014 which extended the north-east of the centre, adding retail floor area and new food and drink premises. The total Gross Floor Area of the Shopping Centre is around 156,000sqm, comprising retail, food and drink, entertainment, office, childcare and library uses.



Figure 1 – The subject site as a former quarry circa 1965

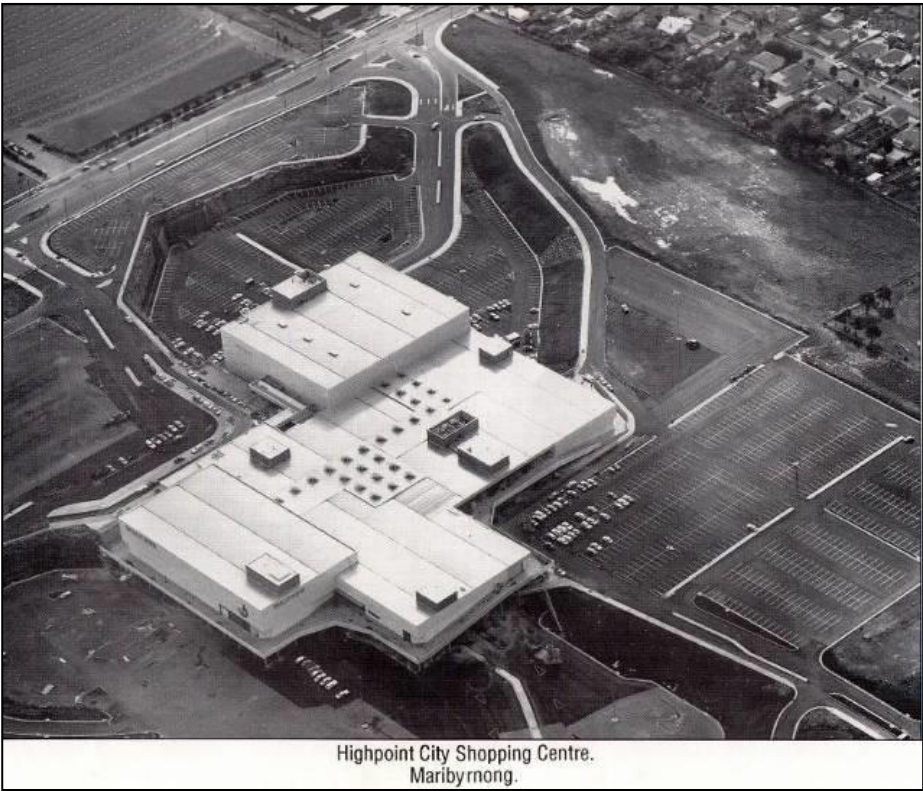


Figure 2 - Highpoint Shopping Centre circa 1971

2.3. BUILT FORM

As evident in the aerial image of the site provided at Figure 3, the main built form elements of the shopping centre are central to the site, with at grade and multi-level car parking areas predominantly directed to the site boundaries.

The former use of the site as a quarry is still evident today and has been the principal physical determinant of the design and layout of the centre over the past 50 years. The centre extends over four levels and, due to the landform, Level 3 of the centre is generally at grade with Rosamond Road. The topography of the site varies extensively, as depicted in Figure 4.

The centre is typical of many enclosed shopping centres and is based on a north-south mall layout. The mall forms the spine of the centre, with major nodes (or anchor tenants) located at intervals along the mall. Myer and David Jones are located towards the northern end of the mall and extends over Levels 2 and 3. Woolworths and Big W are located midway along the mall on Levels 2 and 3 respectively, while Harris Scarfe, Target and Target Home are located towards the southern end of the centre.

The North East expansion was completed in 2013 and includes a small plaza and outdoor play area.



Figure 3 - Aerial image of the subject site (Nearmap, 2020)

2.4. ACCESS AND MOVEMENT

The current access network which surrounds the HSC is dominated by private vehicle use. Policy directives encourage transport mode shift towards walking, cycling and public transport, away from private vehicle travel.

The HSC incorporates a major public transport node in the form of a bus interchange. The bus interchange connects HSC to train stations at Essendon, Yarraville, Footscray and St Albans, as well as residential suburbs including Caroline Springs and Keilor East. Bus services operating from HSC include Routes 215, 223, 408, 468, 406 and 407.

Aquatic Drive and a footpath along the northern side of the ring road provides the primary pedestrian access to the centre. The HSC has developed a town centre style streetscape along the southern interface of the HSC which encourages walkability.

The City of Maribyrnong is considered a gateway to Melbourne’s western region, positioned between Docklands and industrial and residential areas located to the west. The western region is defined by strong industrial precincts and transport routes and is expected to continue to be defined by a strong commercial and industrial base.

The City of Maribyrnong has continued growth in the residential sector, particularly as underutilised manufacturing and industrial precincts are transformed into residential and mixed-use developments. The City of Maribyrnong also includes a range of significant regional facilities including Victoria University, Footscray Community Arts Centre and Whitten Oval.

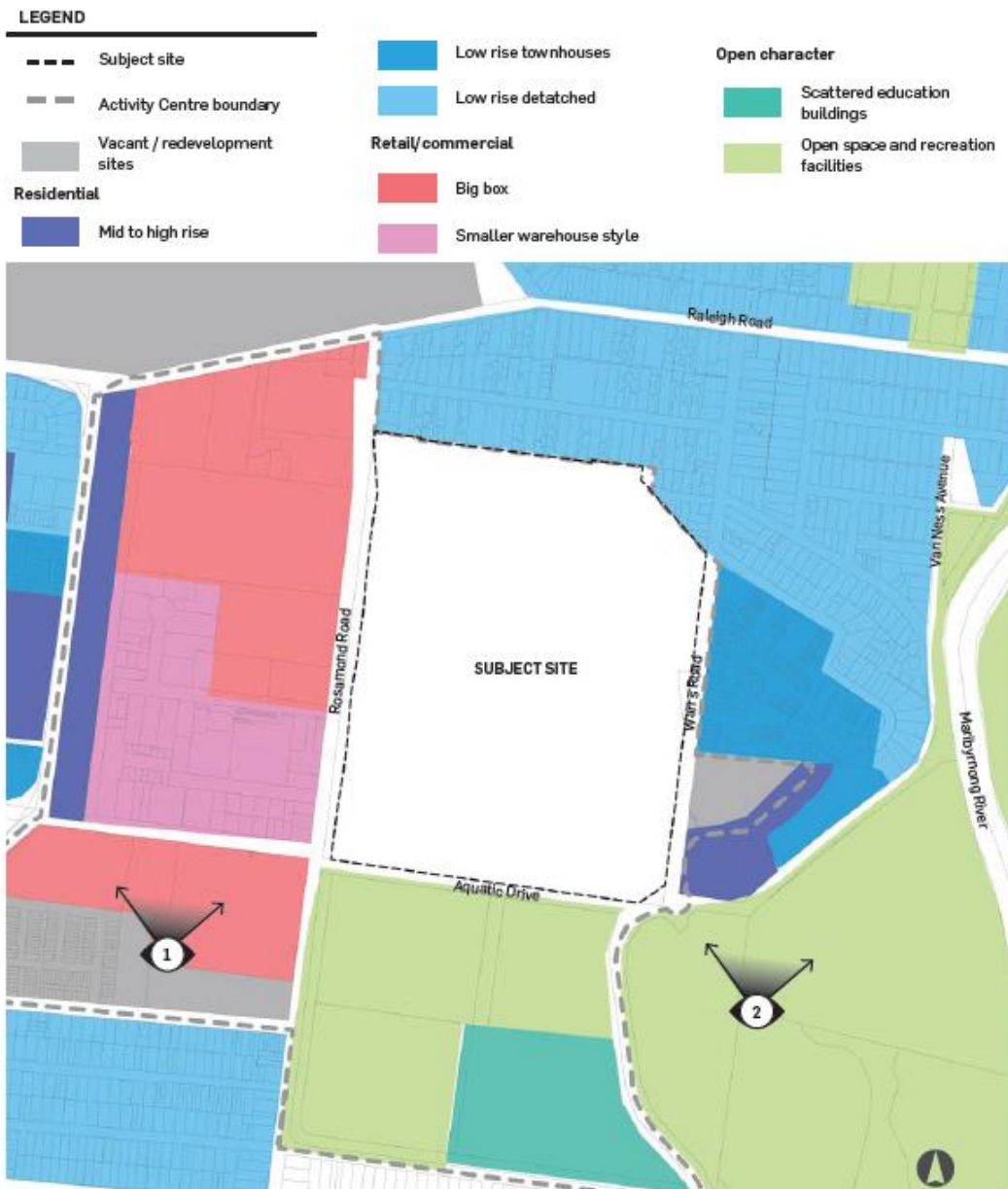


Figure 5 - Existing urban context (Highpoint Urban Village Development Plan)

Current and future land uses in the surrounding area are summarised below.

2.5.1. Commercial

A large bulky goods precinct is positioned on the western side of Rosamond Road. The precinct generally extends south from Raleigh Road to Williamson Road and comprises a variety of big box retailers and complementary activities.

South of this area, between White Street and Williamson Road, there are a number of other restricted retail premises, as well as a mixture of industrial and warehouse uses. This land is within Precinct 4 (Sloane Street

Precinct) of the activity centre, which is designated as a mixed-use precinct consisting of bulky goods, other retail, offices and residential uses. The land is located in the Commercial 1 Zone.

Further south again, between Williamson Road and Wattle Road is another bulky goods precinct that includes a Bunnings and Supercheap Auto. This land is located in the Mixed Use Zone and is within Precinct 5 (South Neighbourhood Precinct). Current planning controls direct future residential development to this precinct with retail and local business uses at ground floor.

2.5.2. Residential

There are established residential areas to the immediate north and east of the HSC, with the area predominated by single and double storey detached dwellings and unit style subdivisions. To the south east of the site, there is a small pocket of higher density residential development, benefitting from views over Pipemakers Park to the Maribyrnong River and Melbourne CBD skyline.

In recent times, the wider Highpoint Activity Centre has somewhat lacked an immediate residential catchment due to the concentration of industrial activities (including Commonwealth Defence facilities) in the precinct. In addition, it has been separated from nearby residential areas by the Maribyrnong River and its associated open space network and to a lesser extent by the Flemington Racecourse to the south-east.

Through Council's strategic planning process that occurred throughout 2014 – 2015 and the subsequent release and implementation of the *Highpoint Planning and Urban Design Framework (September 2015)*, there is now clear direction in planning policy for increased residential development within the Highpoint Activity Centre.

2.5.3. Recreation / Education Facilities

The subject site benefits from its strategic location proximate to a number of recreation and education facilities to the south and south-east of the site. These facilities and recreational areas include the Maribyrnong Aquatic Centre, Robert Barret Reserve, Maribyrnong College and sporting grounds, Thompson Reserve, Pipemakers Park and the Maribyrnong River and walking trail.

3. PLANNING POLICY CONTEXT

3.1. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to foster the objectives of planning in Victoria (as set out in the *Planning and Environment Act, 1987*) through appropriate planning policies and practices that encompass relevant environmental, social and economic factors. The PPF includes a number of policies which are relevant to Activity Centres and retailing. These are summarised below:

- **Clause 11- Settlement:**
 - **11.03-1S- Activity Centres** encourages the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
 - **11.03-1R Activity Centres- Metropolitan Melbourne** seeks to ensure development and growth of Activity Centres by ensuring that they incorporate a range of land uses, high levels of amenity and are supported by infrastructure.
- **Clause 15- Built Environment and Heritage** seeks to create well designed urban environments that are safe, attractive, easily accessible and provide a sense of cultural identity.

The relevant strategies include:

- Design that enhances liveability, diversity, amenity and safety of the public realm.
 - Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
 - Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.
 - Design of interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows, and architectural detailing, should enhance the visual and social experience of the user.
- **Clause 16- Housing** outlines that planning should provide for housing diversity, affordability and sustainability.
 - **Clause 17- Economic Development** seeks to provide for a strong and robust economy with a focus on innovation and productivity. Clause 17.01-1 'Commercial-business' seeks to "encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities".

The relevant strategies include:

- Locate commercial facilities in existing or planned activity centres
 - Provide outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.
- **Clause 18- Transport** seeks to ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

3.2. LOCAL PLANNING POLICY FRAMEWORK

The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement and local planning policies

- **Clause 21.03 – Council Vision** sets out Council's vision and objectives for the city, and details the strategies, actions and commitments that will achieve these. Moreover, the Clause states that *by 2030 the city of Maribyrnong will be a popular inner city municipality with a vibrant and diverse community, a strong identity and a prosperous modern economy.*

- **Clause 21.04- Settlement** outlines that Maribyrnong is defined by a network of Activity Centres. Relevant objectives of relevance include to:
 - *Create an activity centre network with a variety of easily accessible, pleasant and safe places where people can gather, socialise, shop, work, live, be entertained and make use of many kinds of community and leisure services without having to travel far*
 - *To transform the Footscray CAD, Highpoint PAC and Central West MAC into mixed use retail, commercial, residential and community services centres with a sense of place.*
 - *To develop centres in accordance with their place in the activity centre hierarchy*
 - *To enhance the community focus of local activity centres.*
- **Clause 21.06- Built Environment and Heritage** seeks to support a sense of place and community in Activity Centres. The Clause cites three main strategies to achieve this objective. These include:
 - *Maintain and enhance the built form character which contributes to each activity centre’s individual identity;*
 - *Require appropriate development responses to gateway locations within activity centres; and*
 - *Encourage facilities, services and places in activity centres that support the health and well-being of residents, visitors and workers.*
- **Clause 21.07- Housing** outlines that substantial changes are proposed for the Highpoint Activity Centre, assuming greater capacity for medium and higher density housing developments.
- **Clause 21.08- Economic Development** highlights the importance of the Highpoint Activity Centre and stresses the untapped potential for the area. The two main objectives of this Clause are to: *ensure that retail premises are developed in appropriate locations and to ensure restricted retail premises are developed in appropriate locations.*
- The strategies that relate to the Highpoint Activity Centre include:
 - *To support the Highpoint PAC as a regional shopping centre and as the key focus in the City for bulky goods (restricted retail) retailing*
 - *Discourage retail development outside of identified Activity Centres*
 - *Focus the municipality’s restricted retail premises retailing at the Highpoint PAC.*
- **Clause 21.09- Transport** seeks to mitigate issues surrounding congestion and more generally, transport issues. In a statement, the Clause directly addresses the site: *The Northern Maribyrnong Integrated Transport Strategy is being prepared in response to existing traffic congestion and transport issues around the Highpoint PAC and will identify sustainable long term transport improvements that can cater for developments at the MDS and the Highpoint PAC.*
- **Clause 21.11-2- Highpoint Activity Centre** is the key policy that applies to the subject site. This Local Policy includes objectives and strategies for the whole Activity Centre in relation to land use, built form, access and movement, and open space and community infrastructure. It envisages a bold transformation that will see the area develop into a vibrant mixed-use activity centre taking on substantial new residential development.

It also contains specific objectives in relation to the seven precincts contained within the HAC. The Shopping Centre is located within Precinct 6 (Highpoint Hub) which seeks to support residential, retail and entertainment uses and provide complementary hospitality, community, health and office uses. As shown on the Framework Plan (Figure 6), land uses designated within Precinct 6 include a broad mix including larger retail, entertainment, residential and offices.

Precinct 6 - Highpoint Hub also seeks to:

- Create a new public transport interchange in proximity to Rosamond Road with safe and convenient pedestrian and cycle connections to Aquatic Drive and Williamson Road
- Improve pedestrian and cycling connections between the Highpoint Shopping centre and other parts of the Activity Centre

- Provide for greater traffic capacity on the Highpoint Ring Road
- Provide for alternative north-south vehicle movements, such as on a widened Warrs Road and a new road link between the Highpoint Ring Road and Aquatic Drive
- Improve pedestrian and cyclist connections to adjacent open space including Pipemakers Park and Robert Barrett Reserve, including upgrading pedestrian and cyclist access and providing safe crossing points from Aquatic Drive, Warrs Road and Horizon Drive into Pipemakers Park
- Provide for “real-time” public transport timetable information at various points in the precinct
- Improve the existing plaza fronting Rosamond Road and provide additional open space to act as focal points at each end of the proposed east-west pedestrian links
- Require green wall or landscaped edge treatments at highly visible parts of the precinct



Figure 6 - Highpoint Activity Centre Framework Plan (Clause 21.11-2)

Key land use and activity objectives of relevance to the site support the inclusion of these land uses in conjunction with a desire to create a lively mixed use centre with an appropriate range of day and night-time activities. An indicative location for a future Town Centre is shown on the Framework Plan which extends into the Shopping Centre boundary. In conjunction with the framework plan, Rosamond Road is identified within the policy as a main street at the heart of the activity centre that provides a commercial

and retail focus around a central plaza and a new public transport hub. Indicative locations for potential future parks/plazas are indicated and are also included within the Shopping Centre’s boundary.

The Local Policy also contains guidance in relation to Built Form, Access and Movement, and Open Space and Community Infrastructure with further detailed provisions also provided within the accompanying Development Plan Overlay, Schedule 17 (DPO17). The following key policy objectives that are considered to guide future development, in particular building height and detailed design, at the Shopping Centre are:

- *Promote higher levels of development at the core of the centre, close to facilities, with a transition in building heights down to existing residential areas to reflect the character of those areas and to complement the topography of the area.*
 - *Use built form to reinforce Rosamond Road’s role as a main street at the heart of the centre and Williamson Road’s function as a lively local mixed use centre.*
 - *Use built form to help define the key arrival and orientation points in the centre, such as main street corners, with higher and/or more prominent buildings.*
 - *Encourage new building and landscaping design to complement the topography and enhance views into and out of the centre.*
 - *Create a built form that strongly defines streets while retaining a human scale and access to daylight and sunlight on streets, including through the use of an upper level setback from the street frontage.*
 - *Support wrapping of parking structures with other active uses on street frontages, where practicable.*
- **Clause 22.07- Open Space Contribution** outlines that open space contribution is preferred over cash contributions within the Highpoint Activity Centre.

3.3. ZONING

The subject site is located in the Commercial 1 Zone (C1Z). The purposes of the C1Z are:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The C1Z is one of the most flexible zones in the Victoria Planning Provisions (VPPs), and permits a wide variety of land uses, including retail, office and residential uses generally as of right. The permissibility of some key uses in the C1Z and as proposed in the Development Plan are outlined in Table 2.

Table 2 - Table of Uses

No Permit Required	Permit Required	Prohibited
Accommodation*	Leisure and Recreation Facility*	Major sports and recreation facility
Child Care Centre*	Place of Assembly*	Motor racing track
Cinema		
Education Centre		
Exhibition Centre		
Informal Outdoor Recreation		
Office		

No Permit Required	Permit Required	Prohibited
Place of Worship*		
Retail Premises		
Shop		
*With conditions or exceptions apply		

The VPPs allows for a schedule to the C1Z to specify a maximum leasable floor area for an office or shop (other than a restricted retail premises). In this instance, the schedule to the zone does not specify a maximum combined leasable floor area for office or shop.

A permit is required to construct a building or construct or carry out works. This does not include the internal rearrangement of a building if the maximum leasable floor area specified in the schedule to the zone is not exceeded.

3.4. PLANNING OVERLAYS

3.4.1. Development Plan Overlay – Schedule 17 (DPO17)

The subject site is contained within Schedule 17 to the Development Plan Overlay (DPO17) which concerns the Highpoint Activity Centre.

This Clause seeks to achieve the following:

To create a compact, highly accessible and distinctive place that provides regional high quality living, working and recreation opportunities around a prominent town centre with new development that respects the area's spectacular setting and proximity to the Maribyrnong River. Redevelopment will reinforce the centre's significant regional retail role and will accommodate quality housing for a range of people, new local retailing to complement the existing large format retailing, office based business at different scales, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.

Under the provisions of this overlay, a permit should not generally be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

DPO17 sets out the requirements for a Development Plan in selected precincts and includes indicative preferred built form guidelines, described further as follows.

Precinct 6 - Highpoint Hub Precinct

The subject site is located within Precinct 6 of DPO17. The overarching goals land use goals contained within the DPO17 for this precinct are summarised as:

- *To reinforce retail and entertainment uses as the focus of the precinct.*
- *To provide opportunities for complementary hospitality, community, health and office uses in the vicinity of the enclosed shopping centre and along Rosamond Road.*
- *To promote Rosamond Road as a main street at the heart of the centre.*
- *To facilitate the addition of housing, including above other uses, with a focus on the south eastern and western edges of the High Point Shopping Centre.*

The relevant built form objectives for Precinct 6 include:

- *To provide active frontages along Rosamond Road and Aquatic Drive and weather protection to frontages in key pedestrian areas as indicated in Map 2 of this Schedule, where feasible.*
- *To provide for greening of large exposed surfaces, such as roof tops, with elements such as roof gardens, particularly where they are overlooked by residential uses.*

- To preserve solar access to a minimum of one footpath, between 11am and 2pm on 21 June along Rosamond Road between Williamson Road/Aquatic Drive and the Highpoint Ring Road, and between 10am to 3pm on 21 September on other streets.

Building Height

DPO17 outlines a preferred building height of 6 – 10 storeys for the majority of the site, with a reduced height of between 3 – 6 storeys for frontage to Rosamond Road and for a width of 15 metres along the ring road.

Preferred street wall heights also apply, of approximately 6 storeys for streets at least 18 metres wide. For all other streets, the street wall height should generally be equivalent to the width of the street. A setback of 10 metres applies to built form above the street wall, as shown in Figure 7.

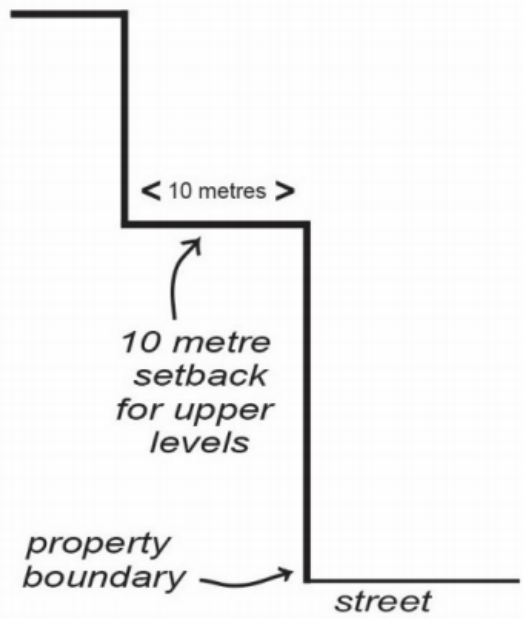


Figure 7 - Preferred upper level setbacks of buildings (DPO17)

3.5. PARTICULAR & GENERAL PROVISIONS

The relevant particular provisions of the Maribyrnong Planning Scheme include Clauses:

3.5.1. Clause 52.06 – Car Parking

Car parking policy seeks to ensure that an appropriate amount of car parking is provided on a site, having regard to the likely demand anticipated, the function of the land, the local context and associated policy of the Planning Policy Framework and Local Planning Policy Framework. Clause 52.06 further seeks to ensure that car parking does not adversely impact upon the amenity of an area and aims to support sustainable transport alternatives.

Clause 52.06 stipulates the car parking provision requirements for a variety of different land uses within Table 1. Where the subject land is identified as being within the Principal Public Transport Network Area as shown on the *Principal Public Transport Network Area Maps* (State Government of Victoria, August 2018) the Column B rates apply.

A permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

Under the requirements of Clause 52.06, the relevant car parking requirements are as follows:

- Clause 52.06-8 stipulates the requirement for a car parking plan to be prepared to the satisfaction of the Responsible Authority

- Clause 52.06-9 stipulates design requirements for a car parking plan, including the design of accessways, car parking spaces and gradients

An assessment of proposed car parking rates and provision across the site, including access arrangements, is provided in the enclosed Transport Plan prepared by Stantec Consultants.

3.5.2. Clause 52.17 – Native Vegetation

This Clause seeks to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. It triggers a planning permit requirement to remove, destroy or lop native vegetation, including dead native vegetation.

Some exemptions do exist pursuant to Clause 52.17-7, including:

- Conservation work (conditions apply)
- Removal of native vegetation on Crown land (conditions apply)
- Planted vegetation

If a permit is required to remove, destroy or lop native vegetation, the biodiversity impacts from the removal, destruction or lopping of native vegetation must be offset, in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017). The conditions on the permit for the removal, destruction or lopping of native vegetation must specify the offset requirement and the timing to secure the offset.

All matters relating to vegetation removal will be managed through individual applications. It is envisaged that some vegetation removal may be required, however the majority of the existing vegetation appears to have been planted and will be offset by new soft landscaped areas.

3.5.3. Clause 52.34 – Bicycle Facilities

Clause 52.34 aims to promote cycling as a mode of transport and to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

This provision requires that a new use must not commence, or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land. Clause 52.34 stipulates the bicycle parking provision requirements for a variety of different land uses within Table 1.

Pursuant to Clause 52.34-2, a permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6. Refer to the enclosed Transport Plan prepared by Stantec Consultants for further discussion.

3.5.4. Clause 53.01 – Public Open Space Contribution & Subdivision

The requirements of this Clause are triggered at subdivision. This clause requires a contribution to the council for public open space in an amount specified in the schedule to this clause.

At the time of subdivision, the HSC site will require a contribution in the order of 5.7%.

3.5.5. Clause 53.18 – Stormwater Management in Urban Development

This clause seeks to ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

This clause applies to an application to construct a building, or construct or carry out works. Refer to the enclosed Stormwater Drainage Strategy prepared by Peritas Group for further discussion.

4. THE DEVELOPMENT PLAN

The Development Plan has evolved in careful response to a wide range of contextual, demographic, topographic and planning considerations. Among these were the requirements set out in DPO17. The site will be an exemplar 20-minute neighbourhood, characterised by ready access to a wide range of services, jobs and recreational opportunities and supported by active and public transport links.

The Development Plan is presented in Figure 8 and demonstrates how the future mixed-use urban village will integrate with the existing HSC.

4.1. VISION

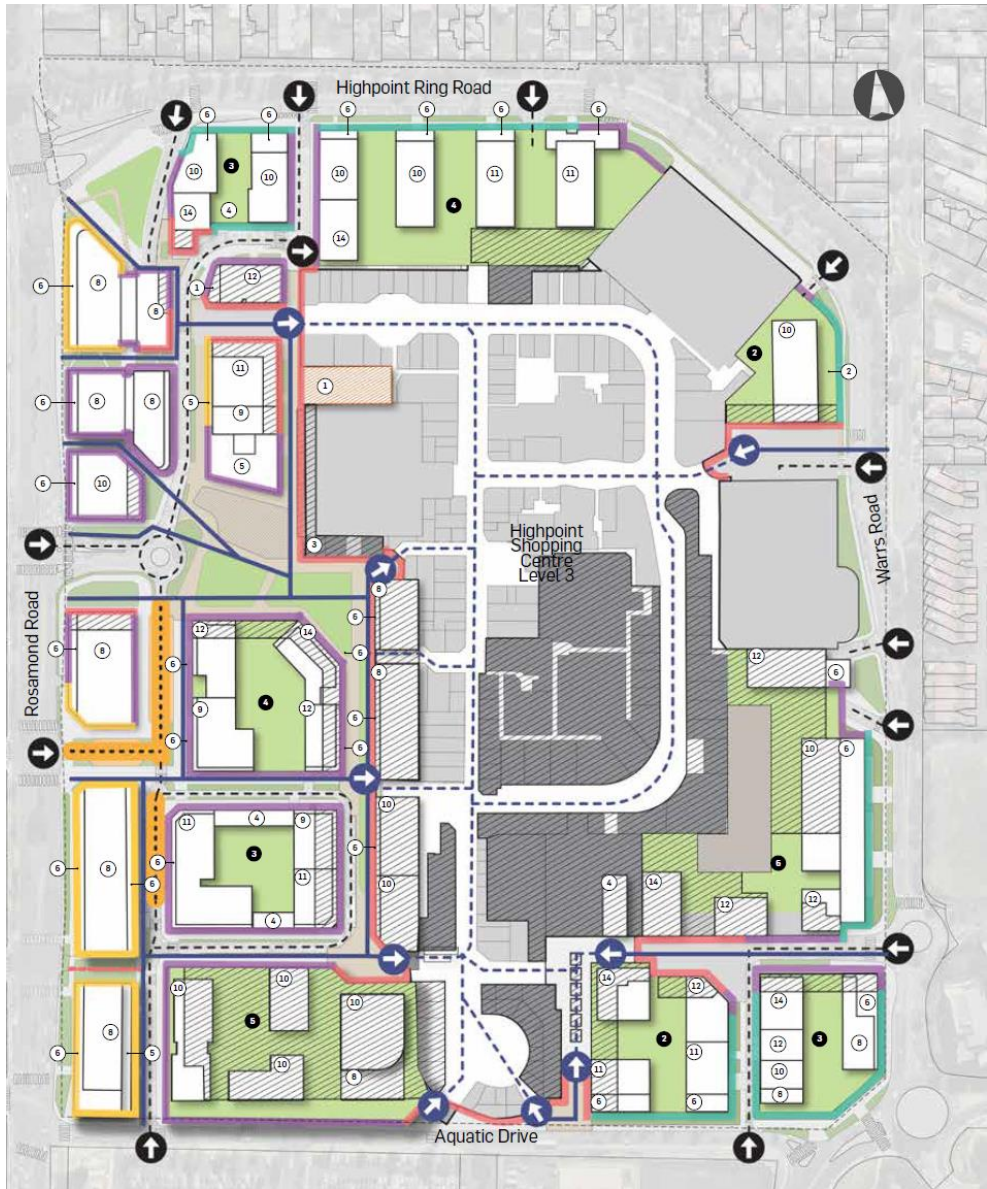
The Highpoint Urban Village Development Plan seeks to create a compact, highly accessible and distinctive place that provides high quality living, working and recreational opportunities around a prominent town plaza with new development that respects the site's strategic setting and proximity to the Maribyrnong River. New development will reinforce the centre's significant regional retail role and will accommodate a diverse range of quality housing typologies, new local retailing to complement the existing large format retailing, office and other commercial based business at different scales, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.

The vision will be delivered through the following key principles:

- **New Urban Environment with a Rationalised Street Network** – Create a new legible street network and urban structure with varied built form and heights providing visual diversity and interest, whilst being responsive to the site context and key views.
- **Mixed Use Precinct with a Community Heart** – Create a vibrant urban mixed-use village by increasing the density across the site and introducing a variety of accommodation typologies and a complementary mix of employment generating and community uses.
- **Enhanced Connections** – Enhance pedestrian movement around and through the site, ensuring these new and enhanced routes are legible and of high-quality, particularly considering the challenges in site topography.
- **Sustainable Change** – Deliver environmentally, socially and economically sustainable outcomes in all aspects of the new urban form.
- **Open Spaces** – Provide a network of open spaces of different scale, character and function which cater for a variety of activities to support the future community.

4.2. DEVELOPMENT PLAN

Refer to Figure 8 overleaf.



- LEGEND**
- Illustrative proposed building envelopes
 - Ground level open space
 - Podium communal open space
 - Courtyard frontage
 - Existing retail in Highpoint shopping mall
 - Refurbished and additional retail in Highpoint shopping mall
 - Extension of supporting retail areas
 - Ground level retail led frontage
 - Ground level residential led frontage
 - Ground level commercial led frontage
 - Ground level inter-mixed frontage
 - Potential void infill opportunity
 - Major pedestrian access
 - Major vehicle access
 - Proposed bus interchange
 - Key pedestrian priority link (External)
 - Pedestrian connection (Internal)
 - Vehicle connection
 - Potential future road link
 - # No. of storeys of built form (from the ground/street level)
 - # No. of storeys at podium level

Figure 8 - Highpoint Urban Village Development Plan (Urbis, 2022)

4.3. LAND USE

The subject site will be transformed into a new mixed-use urban village. A key aim is to ensure that the range of uses proposed across the site will enhance the retail offer of the HSC, by facilitating the establishment of a range of complementary uses that increase the number of multi-purpose trips to the site and ultimately create a quality place to live, work and play.

4.3.1. Urban Village

At completion, the area encapsulated by the Development Plan will deliver approximately 3,000 new homes, 150 residential hotel rooms, 150,000 square metres of commercial floorspace, 2.4 hectares of open space, over 70,000 square metres of net additional retail and approximately 10,500 square metres of community facilities:

- **Housing & Accommodation:** The Development Plan provides for a mix of accommodation typologies at a range of densities across the site. Townhouses and apartment building forms will predominate with a range of accommodation models proposed, including build to rent, student accommodation, residential aged care facilities and short-stay accommodation. In this way, it is considered that the Development Plan appropriately provides a diverse range of accommodation at varying affordability levels. Ultimately the housing offer will improve supply and provide greater diversity and choice for local residents, both with regards to the housing forms and tenure. The Affordable Housing report will also outline how 5% affordable housing can be delivered across the site.
- **Employment:** The land use plan for the site has been developed to encourage local employment and jobs as part of the renewal of the Highpoint Activity Centre. Approximately 200,000+ square metres of additional employment floorspace is proposed by this Development Plan aimed to facilitate business growth and innovation within the Highpoint Activity Centre. Employment space will comprise office, retail and general commercial land uses, with affordable employment opportunities to be incorporated over time. If an average of 1 job / 30 sqm is assumed, this would provide space for 9,600 ongoing commercial jobs (assuming 85% efficiency rate for net lettable area).
- **Community Facilities:** To support the additional population and addressing gaps in current provision, over 10,500 square metres of floorspace is proposed to the provision of future community facilities. The possible uses may include childcare and kindergarten services, sports and recreation facilities, health services, youth centres and libraries, and other cultural facilities as appropriate. The approach to community facility provision at the site will allow for flexibility to ensure that facilities are responsive to changes in community needs over time.

In spatial terms, community facilities will be generally located on the western side of the site, publicly accessible and close to public transport. They will ensure appropriate access for people of all abilities. Community facilities and open space will be co-located wherever possible.

4.3.2. Precinct Specific Objectives

The Development Plan has seen the formation of five (5) separate precincts, all with individual character objectives and outcomes. These are described in further detail below:

Precinct 1: Northern Residential Edge

Precinct 1 encapsulates the most sensitive elements of the subject site. Extending along the northern boundary and north-east corner of the site, the objectives and design principles resolved for Precinct 1 are informed by the precinct's location at the interface to residentially zoned land. As such, land uses within this precinct will also be primarily residential, to prevent any amenity impacts associated with other land uses in this location. A diversity of housing choices will be provided in this precinct.

Precinct 2: River Gateway

Precinct 2 is spatially located at the south-east corner of the site, wedged between the HSC and Warrs Road to the east, and Aquatic Drive to the south. One of the primary drivers of this precinct is to enhance and maximise connections to the various public parkland and recreational opportunities to the south-east towards the Maribyrnong River. As the wider context to this precinct is also characterised by predominantly residential and retail uses, the promotion of various residential uses in Precinct 2 will be encouraged.

Precinct 3: Rosamond Road

Precinct 3 extends along the width of the site frontage to Rosamond Road. The primary influence for this precinct is its location at the interface to the wider Highpoint Activity Centre. Commercial uses will therefore be encouraged along this interface, including active ground floor uses where appropriate to encourage activation of the public realm and assist in elevating Rosamond Road as a 'high street'. The relocation of the bus interchange within this precinct will further bolster its contribution to the wider activity centre.

Precinct 4: Central Lifestyle

Precinct 4 is located west of the HSC and east of Precinct 3. By virtue of its context between a retail centre and new commercial opportunities fronting Rosamond Road, there is opportunity to create a mixed-use village at the heart of the site. This precinct therefore seeks to provide a complementary mix of residential, community, commercial and retail uses, with street level activation and ample public open space.

Precinct 5: Internal Central Retail

The Internal Central Retail precinct incorporates the existing HSC. It will continue to provide retail and entertainment based uses and will facilitate internal improvements and reconfigurations, as well as improved connectivity through to the various other precincts on site.

4.4. OPEN SPACE

The subject site is proximate to a number of major public park and recreation reserves, including:

- Pipemakers Park
- Thompson Reserve
- Robert Barret Reserve (including tennis courts and the Maribyrnong Aquatic Centre)
- Maribyrnong River Trail
- Frog's Hollow Wetlands

To complement the adjacent open space, a new network of open space will be provided across the site which collectively will maximise and improve pedestrian connections to the wider open space network, including to Pipemakers Park, Thompson Reserve and the Maribyrnong River. The main purpose of the open space network is to cater for the needs of the future site population and visitors.

Approximately 24,000 square metres of the total site will be recognised and used as open space, including 12 individual public realm spaces varying in size from 705 – 9,700 square metres. The largest of these will be the Town Plaza, an approximately 9,700 square metre open space that will be located at the heart of the precinct with a clear visual link and access to Rosamond Road and the wider activity centre. The size of this open space has been doubled in line with feedback and with the agreement of council.

These open spaces are to be designed and landscaped to be the focal points for 'civic life' in the precinct. These spaces will provide a transitional element between various uses and functions of the site and are intended to be active and highly pedestrianised.

The publicly accessible open space areas will be supplemented by private podium and rooftop level communal open space areas. The internal open space network will be further complemented by high-amenity boulevards with shared transport modes, and pedestrian footpath routes across the site sleeved with active land uses. Furthermore, sustainability principles are embedded in the development plan to establish exceptional green credentials.

4.5. CHARACTER & BUILT FORM

The unique characteristics of the site have demanded a particular site response that enables effective interaction with the Shopping Centre, various topographical challenges associated with the former use of the site as a quarry, adjoining residential neighbourhoods, the wider Highpoint Activity Centre and the surrounding road network. Amenity within the public realm and the need to create a rationalised urban grid has informed the placement and scale of buildings with the aim of ensuring that streets and spaces enjoy access to sunlight, a sense of safety and security through good engagement between buildings and internal streets and appropriate environmental conditions for their particular purpose.

4.5.1. Building Heights

The DPO17 outlines that development should be generally in accordance with preferred maximum building heights prescribed within this overlay. Map 2 in DPO17 prescribes a preferred 6 – 10 storey building height across the HSC, with the Rosamond Road and ring road frontages having a preferred 3 – 6 storey building height.

As outlined within the Panel Report released for Planning Scheme Amendment C135 which introduced DPO17 across the Highpoint Activity Centre, it is considered that a range of factors, including population projections, the site's enormous scale, urban renewal potential and regional catchment functions provides strong basis for proposing performance based and in some instances, higher density built form than contemplated by DPO17. Expert Mark Sheppard noted in relation to building heights of between 3-6 storeys: *'In my view, this significantly undercapitalises on the strategic attributes of the land for urban renewal. As an activity centre with a regional catchment, reasonable public transport access and limited constraints on development, it has huge potential to contribute to the accommodation of metropolitan growth.'* (page 32 of the Panel Report for Amendment C135).

Further, the Panel in their discussion note that the proposed heights are flexible:

The Panel supports the arrangement whereby the preferred building heights provide guidance but do not mandate an outcome, as this allows for some flexibility in the design response of development proposals to the characteristics of particular sites (C135 Panel report, Page 37).

Of the HSC site, the Panel say:

The Panel's view is that the main consideration in the development of higher building forms on this site should be protection of the amenity of adjoining residential areas to the north and east.

Following several pre and post lodgement discussions with the City of Maribyrnong, building heights across the precinct have been refined to ensure a well-considered final outcome that appropriately considers the site context and individual precinct sensitivities. It is also considered that a variety of building heights provide visual interest and diversity in the landscape. Buildings are therefore proposed ranging in heights from 3 – 14 storeys.

It is considered that these heights are 'generally in accordance' with DPO17, where the Development Plan provides an overall average building height of 10 storeys across the site (Figure 9).

average height - 10 storeys

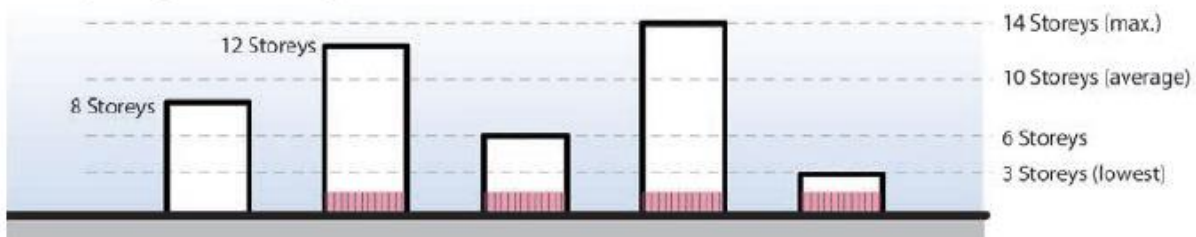


Figure 9 - Reaching an average 10 storey building height

Higher built form is positioned centrally within the site and toward the less sensitive southern and south eastern interfaces. Map 2 to DPO17 encourages more prominent built form at the south-east corner of the site, which the Development Plan responds to by providing a cluster of towers above a 3-storey podium ranging between 6 – 14 storeys. For example, in the River Gateway Precinct, buildings that 14 storeys in height are located approximately 100 metres away from the closest residential receptors.

Higher built form is also positioned to minimise overshadowing to adjacent residential precincts and the public realm. The western side of Rosamond Road and opposite side of the footpath (from the site) along Aquatic Drive and Warrs Road will be largely unaffected by overshadowing throughout the nominated hours of the day, as directed by DPO17.

Lower built form and greater setbacks are incorporated to the northern and eastern boundaries of the site to limit impact on adjacent residential precincts, highly consistent with the expectations set out in DPO17.

4.5.2. Block Structure

A grid block structure is incorporated across the site. This rationalises the existing movement patterns across the site, and assists in legibility, which is currently impeded by the central location of the HSC and various access routes to car parking and loading areas.

Again, the Planning Panel at C135 considered the likely outcome of this, saying (at Page 38):

The Panel considers it highly unlikely that the Highpoint Activity Centre Precinct (Precinct 6) will develop in the same manner of Precincts 1 to 5. While these precincts are capable of staged development of new streets upon which the streetscape concept discussed above may be based, Precinct 6 is very unlikely to be broken up into street-based blocks given the nature of the present use and the level of investment in the buildings on the site. Precinct 6 is fundamentally different to the other precincts in that it is a former quarry hole 10 to 12 metres deep. The site has been developed as a whole, forming a unified development. (In this context the use of a "storey" as a height control takes on a somewhat different light¹⁴, with some storeys potentially below natural ground level. Flexibility in assessment will be required.)

The typical block typology will measure approximately 70 metres x 90 metres and incorporate a podium level (in the order of 3 storeys) and multiple tower forms above. Adequate separation between towers will be achieved with a requirement for a least 10 – 15 metres between tower forms. The benefits of the block structure include legibility, wayfinding, safety and connectivity through and around the site.

4.5.3. Building Setbacks & Separation

The Development Plan contemplates typical podium + tower built form outcomes across the site. While DPO17 allows for a zero lot line, the Development Plan proposes more generous building setbacks at ground level around the site, either to provide more generous public realm space or to provide for additional contextual response to residential interfaces.

Typical podium / street wall heights range between 3 – 6 storeys, ensuring that the ground floor plane encourages active uses and weather protection measures (such as canopies) where appropriate. Parking will also be sleeved with other uses to ensure active street frontages are maintained. Where possible, ground floor dwellings with entrances to the street will be encouraged. Active frontages will be particularly encouraged along Rosamond Road, Aquatic Drive and other key internal street networks including buildings fronting onto open space areas.

Above podium level, tower forms are setback 2 – 5 metres from the street wall. Adequate building separation is encouraged between tower forms (at least 10 – 15 metres) to provide privacy to future residents, ensure visual relief from built form and ameliorate wind effects.

4.5.4. Precinct Specific Character Outcomes

Precinct 1: Northern Residential Edge

This Precinct is located along the northern edge of the site, encompassing the northern portion of the ring road and interfacing with residentially zoned land to the north. The key built form objectives of the Northern Residential Edge Precinct are to:

- Street wall heights should be a maximum of 6 storeys, with overall building forms with a preferred maximum of 10-11 storeys along the Highpoint Ring Road.
- All built form should be a maximum of 6 storeys, within 15m of the existing kerb of the Highpoint Ring Road.
- Ensure ground level setbacks provide for potential future widening of the Highpoint Ring Road.
- Opportunities for private residential entries with incorporated defensive private space should be explored.
- Alignment of built form should take advantage of significant views to the north and east.

The building typology along this section of the ring road will resemble townhouse style development which is respectful to the residential neighbourhoods to the north and north-east of the site. A lower street wall is proposed to the ring road to create a human scale and reduce visual bulk impacts associated with tower forms.

The ring road itself is flagged for duplication, with the widening of this road and emphasis on active transport providing an opportunity to encourage landscaping and a 'green edge'. This is nominated in the Development Plan as a 15-metre-wide landscaped building edge along the northern and eastern edges of the site.

Building podium heights along the green edge are maintained at maximum height of 6 storeys within 15 metres of the expanded ring road. Higher built form outcomes are positioned behind the 15 metre setback and will be generally in the order of 10 – 11 storeys, with the southernmost tower (i.e. furthest building from the closest residential receptor) reaching 14 storeys.

Precinct 2: River Gateway

Precinct 2 is spatially located at the south-east corner of the site, wedged between the HSC and Warrs Road to the east, and Aquatic Drive to the south. The key built form objectives of the River Gateway Precinct include:

- Higher form is to be located away from the site boundary, to reduce the amenity impacts of shadow and massing.
- Where not adjacent to existing low scale residential areas, built form is encouraged as a perimeter-tower typology, where building forms surround central car parking and podium communal space, as a sleeve for car parking.
- Alignment of built form should optimise significant views to the east and south, along with other factors.
- Taller forms should be slender to minimise their visual impact.
- Building frontage which bound the pocket park/plaza should maximise opportunities for active uses at ground floor.
- Ensure ground level setbacks along Aquatic Drive and Warrs Road are adequate to allow for a comfortable footpath width and street trees.

Podium heights within this precinct will be in the order of 2 – 6 storeys, whilst tower forms will reach 6 – 14 storeys. Taller built form outcomes within Precinct 2 are located centrally, or towards the north-west corner of the precinct. This reduces impacts of shadowing and visual bulk as viewed and experienced from the public realm. Development in this precinct will seek to maximise views to the Maribyrnong River, and views further south-east towards the Melbourne CBD skyline.

Precinct 3: Rosamond Road

This Precinct is located along the western edge of the site fronting the Rosamond Road. The key built form objectives of the Rosamond Road Precinct are:

- Set back built form at ground level along Rosamond Road to provide for generosity of the public realm including opportunities for spill out commercial uses (including cafés) along the Rosamond Road frontage to allow for activation opportunities.
- There is an opportunity for corner location and gateway sites to hold street edges with zero lot lines, for higher building forms and limited street wall setbacks.
- Built form should ensure that the western side of Rosamond Road is free from winter shadows between 10am and 2pm.
- Consider, where appropriate, opportunities for variation in streetwall/podium height (subject to commercial floorspace requirements being achieved) that may be provided in a variety of ways including architectural features, balustrades or similar.
- Provide opportunities for commercial development typologies along the southern portion of Rosamond Road which include:
 - Building typologies with continuous street edge, rather than podium-tower forms
 - Larger continuous floor plates in-line with the commercial land uses

Built form along Rosamond Road will be setback beyond the title boundary, to provide a wider and more inviting public realm space and pedestrian thoroughfare. This will further provide opportunities for active ground floor uses to utilise part of the footpath for seating or other types of activation.

A consistent built form along Rosamond Road will be adopted with a constant street wall height of 6 storeys. Tower forms will be setback above the street wall and will reach between 8 – 11 storeys in height. Any amenity impacts in regard to the height of these buildings will be effectively ameliorated through a variety of means, including active uses at ground level, canopies across the street to provide weather protection and public open spaces punctuating the built form.

Precinct 4: Central Lifestyle

Precinct 4 is located west of the HSC and east of Precinct 3. The key built form objectives of the Central Precinct are:

- Provide for vibrant and intense activity, supported through higher built form and density. This Precinct has the opportunity for higher built form based on the significant distance from sensitive interfaces and opportunities to connect to public transport. Furthermore, it directly addresses and interfaces with the retail centre and proposed Town Plaza.
- Provide for appropriate tower separation (minimum 15m) to ensure adequate daylight and a high quality of internal amenity
- Establish a clear and legible urban structure in from of a gridded street network which provides clear connections to the external street network, new open space and the Highpoint Shopping Centre.
- Maximise opportunities for active uses at ground floor, particularly along internal streets that are anticipated to have relatively high volumes of foot traffic.
- Built form is encouraged as a perimeter-tower typology, where building forms surround central car parking and podium communal space, as a sleeve for car parking.
- Multi-level car parks are encouraged to be sleeved with other uses, particularly at ground level. Where not possible, provide a high quality façade treatment that provides visual interest

Due to the lack of sensitivities that other precincts are somewhat encumbered by (such as Precinct 1), this Precinct is afforded a clear new grid block structure, with building heights in the order of 3 – 14 storeys. This precinct features the greatest diversity in terms of building height and form which is reflective of its future mixed-use character. Emphasis has been placed on ensuring that the new central Town Plaza is provided with ample daylight and is comfortable in terms of wind effects. Internal street wall heights vary within this precinct, with 3 – 6 storey street wall heights provided along key pedestrian links and open space areas, and taller podium levels in secondary accessways.

4.6. ACCESS & MOVEMENT

Development of the site will exemplify the principles of *Plan Melbourne's* 20-minute neighbourhood, delivering a dense, urban environment that supports much higher levels of walkability and sustainable transport choice than found in conventional suburban environments.

The urban structure of the site will seek to maximise active and public transport-oriented benefits that stem from the site's location in the Highpoint Activity Centre, and proximity to key active transport links.

The internal transport network will be fully integrated and maximise access for all transport modes throughout the site. The network will be designed to ensure it can support emerging vehicle technologies and changing travel behaviours into the future.

4.6.1. Active Transport

The sustainable and active transport objectives for the future mixed-use urban village have a strong focus around the role of the local shared path network in driving more active transport trips, including the duplication of the ring road. Coupled with a comprehensive internal shared path network that is proposed within the site, there is significant opportunity to reduce multiple vehicle trips within the Highpoint Activity Centre and other local facilities.

Active transport will be prioritised throughout the site and particularly within and providing access to new employment opportunities, open spaces, and the new bus interchange. Furthermore, facilities for cyclists will be integrated into key destinations.

New and legible east-west links through the HSC will be provided to increase pedestrian connectivity across the site. This further responds to Map 1 of DPO17.

4.6.2. Public Transport

The existing bus interchange caters for eight (8) bus bays and is located internal to the HSC off Rosamond Road. Whilst this location was logical when the HSC was the heart of the interchange, as it positioned buses as close to their destination as possible, it is no longer consistent with the need for buses to service the broader Highpoint Activity Centre precinct.

The Development Plan contemplates the relocation and upgrade to the bus interchange to be closer to Rosamond Road and more conveniently located, along Little Rosamond Road. This will effectively improve modal integration, reducing travel distance between the existing tram stop and the bus interchange from 450 metres to 250 metres. It will also improve connectivity between the HSC and the wider activity centre, being located proximate to existing signalised crossing infrastructure.

The site's public transport accessibility is expected to improve into the future, with benefits expected to flow from various major transport infrastructure projects that are presently underway in the region.

4.6.3. Road Network & Car Parking

Vehicular access to the site will continue to be provided via the existing road network and primary intersections, including:

- The intersection of Rosamond Road and the private ring road at the north-west corner of the site.
- The central signalised entrance mid-way along the western boundary to Rosamond Road.
- Via Aquatic Drive to the south
- Via Warrs Road the east

These access intersections will be supported by additional infrastructure investment and access points along the private ring road. As a result of future demand, and to alleviate traffic along Rosamond Road, duplication of the private ring road is required. The new ring road will provide access to the majority of retail car parking areas, which generally experiences higher turnover than residential and employment loading and car parking areas.

Forward looking public and private car parking solutions will be considered as development progresses across the site, particularly in and around the newly located bus interchange and higher density residential areas.

The transport planning approach to the HSC development will be based on future focused assumptions around travel demand and behaviour, and vehicle parking innovations, rather than current 'business as usual' transport planning assumptions. Car parking is anticipated to be shared across uses as usage patterns fluctuate throughout the day. It is also anticipated that reliance on the private motor vehicle will decline over the next 20 – 30 years.

Further investment will be made to the roundabout at the corner of Warrs Road and Aquatic Drive, with signalised pedestrian crossings. This will effectively improve pedestrian connections to open space and recreation opportunities to the south and south-east of the site.

The timing of delivery of the various transport infrastructure works discussed in this section, including the duplication of the ring road, new pedestrian crossings, and the relocation of the bus interchange will be informed by individual traffic studies prepared at the time of relevant site specific planning applications.

Refer to the enclosed Transport Strategy, prepared by Stantec Consultants for further detail.

5. DEVELOPMENT PLAN ASSESSMENT

The broad overall land use and development outcomes as envisaged within the *Highpoint Planning and Urban Design Framework (September 2015)*, DPO17 and relevant state and local policy are delivered as part of this Development Plan.

The mix of uses and development proposed at the site has undergone a thorough authority engagement and design refinement process to ensure appropriate integration within the context of the surrounding area, whilst delivering a high-quality and vibrant mixed-use urban village. The built form characteristics and scale of the development proposed under the Development Plan is generally in accordance with Map 1 and Map 2 outlined in DPO17.

A critical aspect of the refinement process has been the analysis of and response to the key policy objectives outlined within DPO17 and the Maribyrnong Planning Scheme more broadly. The way these have been addressed are outlined in the following sections.

5.1. RESPONSE TO DEVELOPMENT PLAN OVERLAY – SCHEDULE 17

DPO17 requires that this planning report provide a description of how the proposed Development Plan responds to the vision and objectives set out in the Schedule. The general objectives for the Highpoint Activity Centre are located in the local area policy at Clause 21.11-2 of the Maribyrnong Planning Scheme.

The Development Plan is considered to accord with the overall vision for the Highpoint Activity Centre by proposing a compact, diverse and highly accessible precinct that will provide a high-quality place to live, work and play.

This proposal seeks to build on the strong retail offerings of the HSC and create a diverse hub for the community and wider region. It will include a range of housing typologies that will cater for a wide cross-section of the community, complemented by a range of open spaces. Improvements to accessibility through cycling, walking and bus interchange will complement the range of offerings whilst ensuring a high level of amenity.

More specifically, the proposal is also considered to accord with the general objectives as nominated for the Highpoint Activity Centre at Clause 21.11-2 and precinct-specific objectives of DPO17 as follows:

5.1.1. Land Uses & Activities (Objective 1)

Table 3 – Development Plan response to land use policy objectives

Policy Objective	Response
General Objectives	
<i>To facilitate more intensive use of underused land in the activity centre and to create a lively mixed use centre with an appropriate range of day and night-time activities.</i>	Achieved. The Development Plan seeks to diversify land uses across a site that has historically been centred around retail uses. The periphery of the HSC is currently underutilised, being predominantly used for at-grade and multi-level car parking structures. The future mixed-use village will deliver a range of commercial, employment, community and residential offerings, along with a new network of open space.
<i>To create an identifiable town centre</i>	Achieved. A new identifiable town plaza is proposed within Precinct 3 (Central Lifestyle). Located internally to the site, towards the western edge of the site, the location of the new town plaza will create an inviting and

Policy Objective	Response
	legible space, featuring a variety of commercial, retail and community land uses, which will effectively integrate with the wider activity centre.
<i>To provide a range of housing to cater for population growth, including demand for diversity in housing types and affordable housing.</i>	<p>Achieved.</p> <p>The Development Plan contemplates a ranging of housing choices across the site, including standard private dwellings (in townhouse and apartment form), build-to-rent models, student accommodation, and serviced apartments / short-stay accommodation. By virtue of the large range of housing proposed, the Development Plan suitably provides accommodation at a range of affordability levels and responds to differing market demands. This is in addition to the Housing Affordability report that will outline a strategy for providing 5% affordable houses across the site.</p>
<i>To provide for local enterprises, facilities and employment and to support business expansion.</i>	<p>Achieved.</p> <p>The Development Plan has sought to encourage and diversify employment opportunities across the site. The HSC already has a significant retail function and presence, this will be supported in the future with new commercial and office space, as well as affordable employment offerings.</p>
Precinct 6 (Highpoint Hub) Objectives	
To reinforce retail and entertainment uses as the focus of the precinct.	<p>Achieved.</p> <p>As indicated above, the HSC already has a significant retail function and presence in the City of Maribyrnong. The diversification of uses proposed across the site will reinforce and enhance the performance and use of the existing retail and entertainment facilities across the site. Furthermore, the Development Plan contemplates the provision of a net addition of 70,000 square metres of new retail space.</p>
To provide opportunities for complementary hospitality, community, health and office uses in the vicinity of the enclosed shopping centre and along Rosamond Road.	<p>Achieved.</p> <p>The Development Plan seeks to provide approximately 150,000 square metres of commercial and office floorspace in the vicinity of the existing shopping centre and predominantly along the Rosamond Road frontage. The residential and employment uses across the site will be contemplated by an additional 10,500 square metres (approximately) of space dedicated to community needs.</p>
To promote Rosamond Road as a main street at the heart of the centre.	<p>Achieved.</p> <p>As depicted in the Development Plan, Rosamond Road will feature new building heights in the range of 8 – 10 storeys with a clear 6 storey street wall height. An active ground floor plane will be encouraged to promote Rosamond Road as an attractive pedestrian street, and encouraging “eyes on the street”, whilst creating an inviting pedestrian experience. The new road network on site will also better meld the former (and somewhat isolated) shopping centre with the</p>

Policy Objective	Response
	<p>wider activity centre. The activated ground floor plane to Rosamond Road which will be encouraged to have 4m floor to ceiling heights will feature a range of commercial and mixed use frontages. This flexibility will ensure any future development along Rosamond Road is viable, and allows individual buildings to respond to market demands at the time.</p> <p>Vehicle volumes and traffic movement will also be alleviated by duplication works proposed for the private ring road, which will further provide a more pedestrian-friendly environment.</p>
To facilitate the addition of housing, including above other uses, with a focus on the south eastern and western edges of the High Point Shopping Centre.	<p>Achieved.</p> <p>The broad land use plan provided in the Development Plan (at Section 4.2), indicates that new housing will generally be encouraged to the north, east and south of the subject site. The southern precincts particularly, will be encouraged to provide a land use mix.</p> <p>To the north of the site, residential uses alone will be encouraged. This is responsive to the site context, noting the area to the north of the site is characterised by its traditional residential setting, with single detached dwellings and unit style development predominating. Accommodation proposed above retail and other uses across the site will provide a vibrant land use mix and contribute to activation of the ground plane.</p>

5.1.2. Built Form (Objective 2)

Table 4 – Development Plan response to built form policy objectives

Policy Objective	Response
General Objectives	
<i>To use the opportunities provided by new buildings in Highpoint to create a safe and attractive public realm, a high level of amenity for building occupants, and good practice in environmental performance in new buildings.</i>	<p>Achieved.</p> <p>One of the key design principles adopted in the production of the Development Plan is to create a new legible and pedestrian-friendly block structure. This will effectively create a safe and attractive public realm, with key green pedestrian links between a new open space network. A mix of land uses and building heights will create visual diversity in the new mixed-use village, whilst providing high amenity workplaces and homes. Environmentally sustainable design is encouraged by the Development Plan and in future individual planning applications. Private open space proposed at podium level of residential buildings will further provide amenity for building occupants.</p>
<i>To encourage development that is of high architectural and urban design quality, offers attractive internal and external</i>	<p>Achieved.</p> <p>The Development Plan encourages site responsive design that has utilised the topography of the area and surrounding interfaces to guide built form outcomes. Design principles have been established which</p>

Policy Objective	Response
<i>spaces and provides good amenity.</i>	are to guide future development applications, with emphasis on high architectural quality and finishes and high quality amenity spaces.
Precinct 6 (Highpoint Hub) Objectives	
<i>To provide active frontages along Rosamond Road and Aquatic Drive and weather protection to frontages in key pedestrian areas as indicated in Map 2 of this Schedule, where feasible.</i>	<p>Achieved.</p> <p>As indicated earlier, an active ground floor plane will be encouraged to promote Rosamond Road and Aquatic Drive as attractive pedestrian streets, and encouraging “eyes on the street”, whilst creating an inviting pedestrian experience. The new road network on site will also better meld the former (and somewhat isolated) shopping centre with the wider activity centre. The activated ground floor plane to Rosamond Road will feature a range of commercial and mixed use frontages.</p> <p>Where appropriate, weather protection to street frontages will be provided through provision of building awnings / canopies and other appropriate treatments.</p>
<i>To provide for greening of large exposed surfaces, such as roof tops, with elements such as roof gardens, particularly where they are overlooked by residential uses.</i>	The Development Plan provides for up to 50% of new rooftops to provide landscaping opportunities. Additional podium level landscaping and ground level private courtyard gardens are also encouraged.
<i>To preserve solar access to a minimum of one footpath, between 11am and 2pm on 21 June along Rosamond Road between Williamson Road/Aquatic Drive and the Highpoint Ring Road, and between 10am to 3pm on 21 September on other streets.</i>	<p>The shadow analysis included in the Development Plan indicates that winter solar access will be preserved during the prescribed hours along Rosamond Road.</p> <p>To Aquatic Drive at the winter solstice, a very small amount of shadowing associated with rooftop building services is possible to a sliver of the southern side of the footpath at 10am. This has shifted off the footpath by 11am and does not affect the footpath through the other nominated hours.</p> <p>To Warrs Road at the spring equinox, a minor amount of overshadowing to the eastern side of the footpath will occur in the afternoon at 3pm. This affects the north-eastern corner of the site only and is predominantly contained to the landscaped area. The footpath itself will generally remain unaffected.</p>

5.1.3. Access & Movement (Objective 3)

Table 5 – Development Plan response to access & movement policy objectives

Policy Objective	Response
General Objectives	
<i>To create a well-connected, safe and attractive road, pedestrian and cycle network that promotes a mode shift to sustainable transport modes and is part of a high quality public realm.</i>	<p>Achieved.</p> <p>The rationalised urban block structure will assist in creating a high-quality and legible internal road and movement network across the site. The movement hierarchy places pedestrian and cyclist movement as top priority, whilst public transport and private vehicle networks are of less priority. Green lanes / pedestrian links have been designed between open spaces to further protect and encourage active transport modes.</p> <p>Furthermore, the Development Plan makes provision for the future expansion of the ring road. This will effectively alleviate some vehicular movement along Rosamond Road, allowing it to transform into a high-quality multi-transport spine. Whilst investment in the ring road via duplication will increase capacity and create a new green boulevard around the site</p>
<i>To facilitate a transport mode shift towards walking, cycling and public transport and away from private vehicle travel.</i>	<p>Achieved.</p> <p>This is addressed in the response above.</p>
<i>To reduce the need to travel by attracting a range of complementary land uses to the activity centre.</i>	<p>Achieved.</p> <p>By virtue of the site being a shopping centre, a vast array of land uses already exist at the site. It is envisaged that in providing a variety of accommodation and employment typologies, the new mixed use urban village will increase the number of multi-purpose trips to the site and otherwise complement the development activity occurring further west in the Highpoint Activity Centre.</p> <p>Further, the range of car parking rates have been nominated, which will reduce over time, encouraging more sustainable modes of transport.</p>
<i>To create vehicle, walking and cycling connections from the precinct through to surrounding areas.</i>	<p>Achieved.</p> <p>In duplicating the ring road, the Development Plan directly seeks to alleviate the current traffic volume of Rosamond Road and the wider road network. Creation of dedicated bicycle paths and mode-share routes will encourage active transport across the site.</p> <p>A high quality series of streets, including generous footpath spaces, is proposed across the site.</p> <p>Roundabout modifications are also proposed at the Warrs Road and Aquatic Drive intersection. This will encourage safe pedestrian access</p>

Policy Objective	Response
	to Pipemakers Park. Potential future pedestrian crossing points also have been identified on Rosamond Road.
<i>To encourage parking and vehicle access to retail and commercial uses that is safe and visually unobtrusive, where possible.</i>	<p>Achieved.</p> <p>Car parking trends suggest usage rates are likely to decrease over the next 20 – 30 years for residential, retail and commercial uses at the site. The enclosed Transport Plan, prepared by Stantec Consultants, provides an overview of forecasted car parking demand and the provision of a shared car parking arrangement across the site. Car parking and vehicle access has been sited to ensure it is central to the site and largely obstructed from view as seen from the public realm.</p>
<i>To locate goods storage and loading bays away from the public realm and sensitive uses, where possible.</i>	<p>Achieved.</p> <p>The privately owned ring road is nominated as the key access route to the major retail loading areas. Although many existing loading bays will continue to be used in the short term, it is recognised in the Development Plan and supporting documentation that these should be located away from sensitive uses and the public realm where possible.</p>
<i>To minimise impacts of parking access on safety and comfort of pedestrians and cyclists.</i>	<p>Achieved.</p> <p>Car parking access is predominantly via the ring road. The proposed mode structure of the ring road ensures that pedestrian and cyclist safety is of utmost priority.</p>
<i>To reconfigure Rosamond Road to establish its role as a main street at the heart of the centre and to reinforce Williamson Road's role as a local retail and business street.</i>	<p>Achieved.</p> <p>As indicated in an earlier section of this report, an active ground floor plane will be encouraged to promote Rosamond Road as an attractive pedestrian street, and encouraging “eyes on the street”, whilst creating an inviting pedestrian experience. The activated ground floor plane to Rosamond Road will feature a range of commercial and mixed use frontages. This flexibility will ensure any future development along Rosamond Road is viable and allows individual buildings to respond to market demands at the time, which will vary depending on the road environment of Rosamond Road, the land uses on the western side of Rosamond Road, and footfall from other land uses along the Road.</p>
Precinct 6 (Highpoint Hub) Objectives	
To contribute to a new public transport interchange that enables easy exchange between travel modes.	<p>Achieved.</p> <p>The existing bus interchange caters for 8 bus bays and is located internal to the HSC off Rosamond Road. Whilst this location was logical when the Shopping Centre was the heart of the interchange, as it positioned buses as close to their destination as possible, it is no longer consistent with the need for buses to service the broader Northern Maribyrnong precinct.</p> <p>As part of the Development Plan, it is proposed to upgrade and relocate the bus interchange to be closer to Rosamond Road on the</p>

Policy Objective	Response
	western side of the shopping centre. In comparison to the existing bus interchange, the new location provides for greater modal integration and improved connectivity to the wider Highpoint Activity Centre.
<i>To provide improved cycling connections to and from the enclosed centre.</i>	<p>Achieved.</p> <p>The Development Plan has a relevant design guideline that seeks to create a cycling loop network. The key features of the loop include:</p> <ul style="list-style-type: none"> • Extension of the existing shared path network around the ring road and Warrs Road to connect to Rosamond Road and Aquatic Drive. • Provision of a series of lower order cycling paths internal to the site, which will link land uses, associated bicycle parking and end of trip facilities.
<i>To provide for two legible east-west pedestrian routes through the shopping centre.</i>	<p>Achieved.</p> <p>Noting the substantial level changes that occur across the HSC, four (4) legible east-west pedestrian routes have been nominated through the site. This exceeds the policy objective.</p>
<i>To provide for future increased traffic capacity on the Highpoint Ring Road while retaining pedestrian and cyclist connectivity.</i>	<p>Achieved.</p> <p>As indicated earlier, provision has been made for the duplication of the ring road to ultimately alleviate some vehicular traffic along Rosamond Road and local road network. Most loading and parking access points will also be provided along the ring road, however the duplication project itself will prioritise the safety of, and connectivity for, pedestrians and cyclists.</p>
<i>To balance convenient car park access with pedestrian priority on Rosamond Road.</i>	<p>Achieved.</p> <p>As indicated earlier, the duplication of the Ring Road will allow for Rosamond Road to be downgraded. The majority of car parking and loading access will occur via the ring road. Pedestrian networks are of highest priority along Rosamond Road and through the site.</p>
<i>To provide sufficient loading bays and service roads close to Rosamond Road without comprising the visual amenity and character of Rosamond Road.</i>	<p>Achieved.</p> <p>Investment in Little Rosamond Road (an internal private road) will effectively redirect service vehicles away from Rosamond Road. This will ensure the protection and visual amenity of Rosamond Road.</p>
<i>To improve pedestrian and cyclist connections to adjacent open space including Pipemakers Park and Robert Barrett Reserve, including a</i>	<p>Achieved.</p> <p>The Development Plan will improve pedestrian and cyclist connectivity to Pipemakers Park and onwards to the Maribyrnong River shared path through the installation of pedestrian operated signals on Gordon Street and Van Ness Avenue. An indicative signalised design for the works, including the means to best facilitate separated pedestrian and</p>

Policy Objective	Response
<i>safe crossing point to Pipemakers Park.</i>	cyclists access is illustrated in the Development Plan and Transport Plan.

5.1.4. Open Space & Community Infrastructure (Objective 4)

Table 6 – Development Plan response to community & infrastructure policy objectives

Policy Objective	Response
General Objectives	
<i>To create a high quality public realm and open spaces comprising attractive, safe and walkable open spaces and streets that caters for the recreational and community infrastructure needs of a range of age and ability groups and for residents, workers and visitors.</i>	<p>Achieved.</p> <p>The Development Plan outlines the future provision of over 24,000 square metres of new open space across the HSC site. These vary in shape and orientation to create diversity in the new Mixed Use Urban Village. Several of these open spaces are provided in a linear form, providing high-quality and landscaped pedestrian links throughout the site.</p> <p>The rationalised urban block structure will further assist in creating a high-quality and legible internal road and movement network.</p>
<i>To use the streetscape as a key element in linking open spaces.</i>	<p>Achieved.</p> <p>As indicated earlier, the rationalised urban block structure will further assist in creating a high-quality and legible internal road and movement network across the site. The movement hierarchy places pedestrian and cyclist movement as top priority, whilst public transport and private vehicle networks are of less priority. Green lanes / pedestrian links have been designed between open spaces to further protect and encourage active transport modes.</p>
<i>To use small open spaces to enhance the urban experience in areas with high pedestrian volumes.</i>	<p>Achieved.</p> <p>The Development Plan provides 12 separate open space areas across the site. These spaces are positioned at various intervals across the site to create a network of open space and enhance the urban experience across the site overall.</p>
<i>To encourage public art in open spaces.</i>	<p>Achieved</p> <p>The Design Principles include the encouragement of public art.</p>
Precinct 6 (Highpoint Hub) Objectives	
<i>To upgrade the existing public plaza fronting Rosamond Road.</i>	<p>Achieved.</p> <p>The public plaza fronting Rosamond Road meets the size and dimensioning requirements prescribed by the <i>Maribyrnong Open Space Strategy (2014)</i>. The plaza will be improved by way of</p>

Policy Objective	Response
	extending into a new Town Plaza area. The Town Plaza will provide commercial, retail and community sleeving to enhance activation.
<i>To provide at least one small local open space.</i>	<p>Achieved.</p> <p>One small local open space, meeting the size requirements prescribed by the <i>Maribyrnong Open Space Strategy (2014)</i>, is located fronting Rosamond Road. There are three open spaces on Rosamond Road that meet the criteria, and the final space nominated as open space can be confirmed in discussions with Council.</p>
<i>To provide landscaping and street treatments that will contribute to Rosamond Road's role as a main street at the heart of the centre.</i>	<p>Achieved.</p> <p>The Development Plan includes the following measures, all giving effect to Rosamond Road's role as a high quality main street at the heart of the centre:</p> <ul style="list-style-type: none"> • Employment and community uses are encouraged to front along Rosamond Road, which will increase the activation of the street. • Downgrading of Rosamond Road as a traffic intensive route is encouraged to promote greater pedestrian and cyclist movement. • Several pocket parks and green spaces are proposed along the Rosamond Road frontage to create a more pedestrian-friendly environment.
<i>To provide for distinctive and substantial green walls, landscaped edges or active frontages in highly visible parts of the precinct on Highpoint Ring Road, where practicable.</i>	<p>Achieved.</p> <p>The Development Plan provides for a 15 metre green edge along the extent of the ring road. New residential development along the ring road will further contribute to the greening and landscaping of this road.</p>
<i>To provide focal points at each end of the main east-west pedestrian links</i>	<p>Achieved.</p> <p>Many of the open spaces and pocket parks / plazas provided at the eastern and western edges of the site have been located so as to provide a focal point or 'book-end' to each of the primary pedestrian links.</p>

5.1.5. Precinct Specific Objectives (Objective 5)

The site is located in Precinct 6 (Highpoint Hub) which has a key objective to support residential, retail and entertainment uses and provide complementary hospitality, community, health and office uses. The Development Plan achieves this in providing a diverse range of uses including residential, retail and entertainment with complementary office, employment and community infrastructure.

Other precinct specific objectives were largely addressed in Sections 4.1.1 to 4.1.4 of this report.

5.2. POLICY RESPONSE

DPO17 further requires that this planning report provide a description of how the Development Plan responds to the requirements of Clause 15.01-1, Clause 21.11-2, and Clauses 55 and / or 56 of the Maribyrnong Planning Scheme, as appropriate. The Development Plan is considered to have a high level of consistency with the identified clauses, with each being discussed in further detail as follows:

5.2.1. Clause 15.01 (Built Environment)

Amendment VC148 was gazetted on 31 July 2018 and introduced a new Planning Policy Framework (PPF) into all Victorian Planning Schemes. This replaced the former Clause 15.01-1 referenced in DPO17. Clause 15.01 (Built Environment) is still largely relevant, with the Development Plan responding to the various objectives and strategies as follows:

- Consistent with Clause 15.01-1S (Urban Design) and Clause 15.01-1R (Urban Design – Metropolitan Melbourne), the Development Plan seeks to facilitate a new mixed-use urban village which values the safety and amenity of future residents, workers and visitors of the site. Any development approved under the Development Plan will be required to be of a high architectural quality and provide innovative design and built form outcomes.
- Clause 15.01-2S seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm. The Development Plan directly addresses this objective by providing a rationalised urban grid network to improve legibility and wayfinding across the site and creating a network of new open space areas. Building footprints have been defined so as to ensure that future design outcomes are of high-quality and will contribute positively to the local context by way of human scale, wind effects, shadowing and visual bulk.
- Consistent with Clause 15.01-5S (Neighbourhood Character), the quantum and scale of development contemplated under the Development Plan is responsive to its higher-order activity centre context. The built form steps down appropriately to more sensitive interfaces to the north and east and provides a housing typology at these interfaces which is more characteristic of the adjoining residentially zoned land.
- One of the key principles informing the Development Plan approach is to ensure that the future of Highpoint Shopping Centre is an exemplar 20-minute neighbourhood, characterised by ready access to a wide range of services, jobs, shops, and recreational options, whilst being supported by public and active transport links. This directly correlates with the single strategy of Clause 15.01-4R (Healthy Neighbourhoods – Metropolitan Melbourne) which seeks to give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- Responding to Clause 15.01-4S (Healthy Neighbourhoods), the Development Plan seeks to not only improve, but increase connectivity through and around the site. This is achieved through a variety of means, including significant infrastructure investment such as relocating the bus interchange to a location that is better connected to the wider Highpoint Activity Centre and duplicating the private ring road. The modal hierarchy favours pedestrian and cyclist movement throughout the site, providing a network of open space and green / landscaped connections and new dedicated bicycle routes. It is considered the developments scheme directly responds to the key objective of this policy which seeks to achieve neighbourhoods that foster healthy and active living and community wellbeing.

5.2.2. Clause 21.11-2 (Highpoint Shopping Centre)

A response to each objective of Clause 21.11-2 - Highpoint Shopping Centre has been provided at Section 4.1 of this report. Overall, it is considered that the Development Plan highly accords with the overall objectives of this policy by providing an exciting place to live, work and visit.

5.2.3. Clause 55 & Clause 56

The requirements of Clause 55 and 56 are not directly applicable to this Development Plan. The scale of development generally exceeds the 4 storeys contemplated under these design standards (Clause 55), with built form across the site informed by the provisions of DPO17. Clause 56 relates to subdivision, which is also not applicable in this instance.

6. TECHNICAL REPORT INTEGRATION

The proposed land uses and development across the site, as depicted in Development Plan, have been informed by the findings of the following additional documents:

- Social Infrastructure Report, prepared by Urbis Pty Ltd (Appendix B)
- Housing Diversity Report, prepared by Urbis Pty Ltd (Appendix C)
- Landscape and Public Realm Concept Plan, prepared by Urbis Pty Ltd (Appendix D)
- Wind Assessment, prepared by Windtech (Appendix E)
- Transport Plan, prepared by Stantec Consultants (Appendix F)
- Environmentally Sustainable Design Strategy, prepared by ADP Consulting (Appendix G)
- Services and Infrastructure Report, prepared by ADP Consulting (Appendix H)
- Preliminary Site Assessment and Remediation Strategy, prepared by Golder Associates (Appendix I)
- Stormwater Drainage Strategy, prepared by Peritas Group (Appendix J)

These are summarised in further detail in the following sections.

6.1. SOCIAL INFRASTRUCTURE REPORT

The purpose of the Social Infrastructure Report (SIR) is to explore the social infrastructure that is required for the quantum of development proposed under the Development Plan, including potential public and / or private community facilities.

To achieve this, the SIR prepared by Urbis Pty Ltd, analyses demographic data, reviews existing provision of social infrastructure (e.g. childcare, kindergarten services, proximal health and maternal services, health services, recreation and sports facilities, community facilities like youth centres and libraries) and identifies any gaps. The report also covers what could be provided on the Highpoint site, including working spaces for creative industries as part of delivering on affordability.

Social infrastructure opportunities that the gap analysis has identified are namely:

- A kindergarten (that can potentially be part of an integrated children and family hub)
- A youth centre (that can potentially be co-located with a library to offer an integrated learning hub or co-located with disability services for youths and young adults)
- An indoor recreation stadium (local 2-court facility)
- Aged care facility
- An arts studio or a community arts centre

The Development Plan sets aside over 10,500 square metres of floorspace which will be dedicated to the provision of future community facilities, including childcare and kindergarten services, sports and recreation facilities, health services, youth centres and libraries, and other cultural facilities as appropriate.

Design guidelines and three potential locations have been included for the future community facility in consultation and with agreement of council. This direction in the Development Plan will ensure a balance between certainty and flexibility in development of the community space to meet the needs of the future community on the site and in the surrounding area.

6.2. HOUSING DIVERSITY REPORT

The purpose of the Housing Diversity Report is to identify the mix of housing typologies and household sizes proposed and possible across the site, having regard to market demand, housing supply, key demographics and housing choice. Housing affordability has also been addressed through the breadth of accommodation being offered (including affordable options and alternatives).

The Housing Diversity Report was prepared by Urbis Pty Ltd and identified that the quantum of development proposed under the Development Plan is aligned with State and Local policies and housing strategies. Demographic and market trends suggest there is a community need for housing diversity to manage changes occurring within the City of Maribyrnong. These changes include an aging population, growing demographic segments each with their own unique needs, and evolving generational lifestyle preferences and priorities. Long term lease is the preferred tenure type which enables the land to remain in single ownership, rather than selling to individuals. Single ownership facilitates further opportunities to repurpose land uses on the site according to changing community needs.

The Development Plan intends to provide a significant housing contribution to the municipality, and identifies that a range of housing typologies and tenures will be integrated into future development. The Housing Diversity Report also includes reference to the provision of affordable housing on the site.

6.3. LANDSCAPE & PUBLIC REALM CONCEPT PLAN

A Landscape and Public Realm Concept Plan has been prepared by Urbis Pty Ltd. The landscape concept explores opportunities to integrate the existing built form with the proposed new development and ensure better linkages to the surrounding areas. The concept developed is cognisant of the various open space strategies of Maribyrnong City Council.

Being the largest landholding in the Highpoint Activity Centre, the concept plan aims to create an open space strategy that integrates land use, connectivity and public realm opportunities to ensure variety of public realm and open spaces that connects to the larger surrounding urban fabric and open spaces.

6.4. WIND ASSESSMENT

The potential for wind impacts as a result of the development contemplated under the Development Plan have been carefully considered to ensure an appropriate level of comfort is provided to public realm areas. A Pedestrian Wind Environment Statement has been prepared by Windtech Consultants Pty Ltd.

The statement identifies that the site is relatively exposed to the three prevailing wind directions. As a result, there is a possible impact on the wind comfort within areas such as along the footpaths of the various streets that intersect the development and at the communal open spaces that are located on the roof of multiple buildings. Several strategies are proposed to ameliorate the anticipated wind effects, including:

- The inclusion of densely foliating evergreen landscaping for areas where winds are expected to funnel. Or else providing awnings and podium-tower type built form to lessen down-washing effects.
- The inclusion of densely foliating evergreen landscaping or screening where wind is expected to interact with building corners.
- The inclusion of high impermeable balustrades or densely foliating evergreen landscaping for areas that are exposed to directly impacting winds.

The Development Plan has taken these recommendations on board, providing an extensive Landscape and Public Realm Concept Plan which features substantial landscaping throughout open space areas. A traditional podium and tower built form response is also widely planned for the area, which is noted as being effective in ameliorating against undesirable wind effects.

In consultation with council, design guidelines have been included to ensure that future public open spaces achieve comfortable wind conditions.

It is noted that wind tunnel testing is recommended at a later, more detailed design stage, once each of the individual building forms are closer to being resolved.

6.5. TRANSPORT PLAN

A Transport Plan has been prepared by Stantec Consultants. The plan is strategic in nature, assessing the overarching considerations of applicable planning policies and controls, parking, traffic and access.

The Transport Plan does not provide a final transport impact assessment of the individual development sites that are covered by the Development Plan area. Rather, it has been prepared to provide a high-level review of the appropriateness of the proposed walking, cycling and vehicle access elements of the Development Plan, and provide an indicative assessment of external traffic impacts. It is expected that more detailed

transport and traffic impact assessments will be completed for subsequent planning permit applications (as appropriate for the scale of those developments).

6.5.1. Trip Generation & Modal Principles

The Development Plan has been prepared adopting a modal hierarchy that favours walking, cycling and public transport, over private vehicles. The Transport Plan indicates that the proposed development could be expected to generate in the order of approximately 6,300 additional person trips via all modes of transport in the weekday PM peak hour. This estimate relates to the ultimate full Development Plan and reflects total external trips.

Using the mode split understanding indicated earlier (i.e. active transport modes are favoured), the ultimate development proposed in the Development Plan could be expected to generate in the order of 3,300 public transport trips, 1,300 walking trips, 620 vehicle trips (plus 590 passenger trips) and 450 bicycle trips during the peak hour (assuming each of the uses peak simultaneously). These trip estimates are in addition to the existing demands generated by the existing Shopping Centre.

6.5.2. Walking & Cycling

In this context, the delivery of an active transport network that has high amenity, is convenient and is safe is critically important for successful delivery of the Development Plan. This importance is reflected in numerous local and state policies which seek to encourage active travel modes in place of private vehicle travel. In developing the active transport strategy for the Development Plan the following overarching design principles have been adopted (which are reflected in the Development Plan itself):

- Pedestrian – provide a permeable pedestrian network through the Centre with improved connections to surrounding land uses.
- Cycling – provide a cycling “loop” around the Centre linking onward external links to internal site links.

6.5.3. Public Transport

To deliver the desired land use intensification envisaged as part of the Development Plan (as well as for the broader Highpoint Activity Centre and Maribyrnong Defence Site), a substantial mode shift from private vehicle to public transport is required.

As the current public transport network performance servicing Highpoint is relatively poor (with buses and trams currently sharing the congested road space with private vehicles), public transport access to Highpoint needs to be improved through the prioritisation of higher density modes of transport (i.e. buses and trams).

As part of the Development Plan, it is proposed to upgrade and relocate the bus interchange to be closer to Rosamond Road. In comparison to the existing bus interchange, the possible bus interchange locations provide the following:

- Improved Modal Integration - Reduces the travel distance between the existing Rosamond Road tram stop and the bus interchange from approximately 450m to 250m.
- Improved Connectivity – Centrally located between Highpoint Shopping Centre and the lands to be redeveloped on the westside of Rosamond Road. East-west pedestrian connections across Rosamond Road are provided as part of the existing and proposed traffic signals.

The Development Plan includes a range of design guidelines for the future development of the bus interchange that have been agreed in consultation with council and the Department of Transport.

6.5.4. Loading

The proposed development plan responses to ensure the appropriate management of loading movements to and from the proposed development include:

- Locating higher turnover loading and logistics areas on the Ring Road to minimise truck movements through the Activity Centre itself.
- The implementation of a loading dock management system to optimise the use of the existing and proposed facilities.

6.5.5. Car Parking & Traffic

As outlined earlier, planning for the future land use development on the site will need to be cognisant of the need to maximise travel by sustainable transport modes (walking, cycling and public transport) and minimise, as far as practical, travel by private motor vehicle.

The proposed Development Plan Responses to car parking and traffic arrangements include:

Car Parking

- Adopt a travel demand management approach to car parking provision which results in a reduced car parking provision and in turn reduced traffic generation.
- Implement a controlled car parking scheme to manage long-term car parking demands.
- Provide car share for residents and employees to reduce car ownership/reliance for users of the future site.
- Provide electric vehicle charging for residential car parking (or in the first instance ensure it can be retrofitted in the future).

Traffic

- Duplicate the Ring Road/Warrs Road link to provide capacity for additional traffic to the site and reassigned traffic from the downgraded Rosamond Road.
- Continue to engage with Council and the Department of Transport to explore mitigation works at surrounding intersections (Rosamond Road/Aquatic Drive, Rosamond Road/Raleigh Road and Van Ness Avenue/Raleigh Road) to cater for additional traffic demands from the Development Plan.
- Implement a new internal road network to provide vehicle access to land uses and car parking areas.
- Implement external real time guidance signage to direct vehicles via defined vehicle routes to the Centre.

6.6. ENVIRONMENTALLY SUSTAINABLE DESIGN STRATEGY

Environmentally Sustainable Design (ESD) is critical to realising the vision for the future mixed-use urban village. A holistic approach has been taken to ESD throughout this concept design stage, with the focus on strategies and initiatives to enhance the well-being and productivity of those who will live, work and visit the site.

The Highpoint Development Plan ESD Strategy, prepared by ADP Consulting, translates and applies the GPT Sustainability Strategy and Maribyrnong City Council requirements to set key sustainability requirements, and foster ambition and innovation by comparing these key requirements against world-leading sustainability approaches.

GPT's current sustainability vision for the project is to set a market "World Leadership" benchmark in social and environmental sustainability in the built environment, including:

- A precinct with enhanced connectivity to mass public transit.
- A culturally vibrant community that facilitates engagement with cultural diversity, identity, heritage with a "sense of place"
- A safe and resilient community that is both inclusive and cohesive, creating conditions for equal opportunity.
- Community health and well-being facilitated by walkable access to amenities, access to affordable fresh food, access to green spaces promoting physical exercise, biophilic design and optimal ambient conditions.
- Adoption of environmentally sustainable design and construction practices which contribute to reductions in waste, water and energy consumption as well as greenhouse gas emissions.

This Report demonstrates compliance with the key policy objectives of the Maribyrnong Planning Scheme, DPO17 and demonstrates that future development will target achievement the following sustainability benchmarks:

- Minimum 5 Star Green Star Buildings (for new buildings).
- Minimum 5 Star Green Star Communities (precinct level).
- National Construction Code (NCC) 2019 Section J Compliance (where relevant)

6.7. SERVICES & INFRASTRUCTURE REPORT

A Services and Infrastructure Report has been prepared by ADP Consulting. This report identifies all existing and proposed infrastructure requirements and easements to service the quantum of development proposed, including:

- Mechanical services
- Fire services
- Hydraulic services
- Electrical services

The report identifies the need for ongoing review of the staging of works, to ensure that the existing centre and new development are serviced appropriately.

6.8. PRELIMINARY SITE REMEDIATION STRATEGY

In discussion with Council, A Preliminary Environment Site Assessment (Phase 1) has been prepared by Golder. The objectives of the Phase 1 ESA were as follows:

- To assess potential sources of contamination at the site based on the identified site history.
- To assess potential environmental issues associated with soil and groundwater for the site (if any), their potential impact and their associated uncertainties for the proposed use of the site; and
- To make recommendations for further assessment (if required).

The desktop site history review assessed the potential for past and current activities on and around the site to have resulted in contamination. Although the decision for the site to require an Environmental Audit as a permit condition lies with the responsible authority, Golder resolves that an audit would be the appropriate level of environmental assessment for areas of the development for which sensitive uses such as high density residential use are proposed to characterise and mitigate (if required) the potential risks posed by potential contamination.

It is acknowledged that an Environmental Audit could be undertaken in a staged manner, and provided as part of the permit application process where sensitive land uses are proposed.

The ESA recommends further investigation (by way of a Phase 2 ESA), including intrusive soil, soil vapour and groundwater assessment. It is proposed that this further assessment (i.e. the Landfill Gas Assessment and Audit) will be required at individual permit stage, as many of the requirements of a Site Remediation Strategy and on-site monitoring are only triggered by the commencement of an audit process.

6.9. STORMWATER DRAINAGE STRATEGY

Peritas Group has prepared a Stormwater Management Plan to inform the existing and proposed stormwater management measures across the subject site. This report generally outlines that the scale and quantum of development contemplated under the Development Plan will not alter the drainage patterns of the site. Furthermore, future development across the site is appropriately positioned and sized to benefit from existing stormwater collection, detention and treatment systems.

The Stormwater Management Plan recommends further analysis at individual permit stage.

7. CONCLUSION

Highpoint Shopping Centre is the largest landholding in the Highpoint Activity Centre, which makes it ideally sized and located to support the strategic objectives of Maribyrnong City Council and the Victorian Government.

A development of this scale is a long-term proposition and the future will see major changes for Metropolitan Melbourne as its population continues to grow and evolve. Planning for Highpoint Shopping Centre needs to be able to respond to these changes. This setting necessitates a holistic approach for the future of the site, that is able to provide both certainty of vision and objectives for the site, with flexibility to respond to changes in projections and demands over time.

The proposed development of the site supports the objectives of key State and local planning policy and is consistent with the objectives of *Plan Melbourne 2017-2050*.

There is strong strategic support for the scale and type of development proposed. In light of the assessment as outlined in this report, it is considered that the Development Plan should be supported for the following reasons:

- The Development Plan sets the vision and objectives that provide certainty that the desired outcomes will be achieved through future permit applications and eventual development outcomes.
- The site will provide housing choice, fit for the needs and expectations of a diverse community now and into the future.
- Development will capitalise on existing and invest in new public transport infrastructure to deliver enhanced transit-oriented development outcomes. Coupled with active transport infrastructure, the site will be a true 20-minute neighbourhood.
- The additional employment floorspace proposed by this Development Plan will facilitate business growth and innovation within the Highpoint Activity Centre
- Sustainability objectives and requirements are embedded in the framework to deliver an active, resilient community.
- Development will facilitate a significantly improved pedestrian environment and public realm internal to the site, and also along Rosamond Road, Aquatic Drive, Warrs Road and the private ring road.

8. DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CERTIFICATES OF TITLE

APPENDIX B

**SOCIAL INFRASTRUCTURE REPORT
(URBIS PTY LTD)**

APPENDIX C

**HOUSING DIVERSITY REPORT (URBIS
PTY LTD)**

APPENDIX D

**LANDSCAPE & PUBLIC REALM
CONCEPT PLAN (URBIS PTY LTD)**

APPENDIX E

WIND ASSESSMENT (WINDTECH)

APPENDIX F

TRANSPORT PLAN (STANTEC CONSULTANTS)

APPENDIX G

**ENVIRONMENTALLY SUSTAINABLE
DESIGN STRATEGY (ADP
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APPENDIX H

**SERVICES & INFRASTRUCTURE
REPORT (ADP CONSULTING)**

APPENDIX I

PRELIMINARY SITE ASSESSMENT & REMEDICATION STRATEGY (GOLDER ASSOCIATES)

APPENDIX J

**STORMWATER DRAINAGE STRATEGY
(PERITAS GROUP)**

