

DRAFT

Spotswood Activity Centre Structure Plan

Prepared for Hobsons Bay City Council

MARCH 2022



Acknowledgment of Country

Council acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners of these municipal lands and waterways, and pay our respects to Elders past, present and emerging.

Quality Assurance

Spotswood Structure Plan
DRAFT

Prepared for
Hobsons Bay City Council

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Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
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Part A. Introduction.

Project Overview

What is a Structure Plan?

A Structure Plan is a document that develops a shared vision to guide land use, built form, public space and infrastructure within in an activity centre. Activity centres are a focus for local services, infrastructure and employment and they are places where people shop, meet and live. Planning advocates for growth to be directed to activity centres to limit the distance that people have to travel to go to work or to meet their basic needs, often referred to as the 20-minute neighbourhood principle.

Purpose of the Spotswood Activity Centre Structure Plan (the Structure Plan):

Council is preparing a Structure Plan to ensure that future growth is accommodated in an orderly and sustainable manner.

Spotswood is an area in transition. The local population in Spotswood and the surrounding South Kingsville area is projected to increase by around 4,000 people by 2036. Both existing and future residents require a range of local services and facilities to meet their needs.

Due to its strategic location on the Yarra River and in close proximity to the Port and City of Melbourne, Spotswood has traditionally been home to industry, including some operations of state significance. However, some industries are transitioning or have relocated, which has provided the opportunity for urban renewal within the suburb.

The Structure Plan will help to give shape to the community vision identified by the Better Places Spotswood and South Kingsville project.

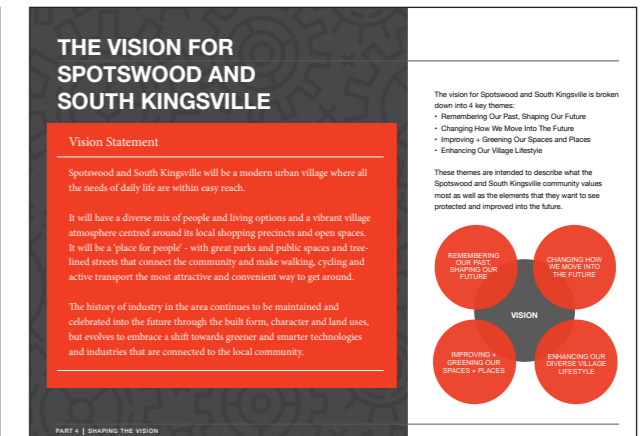
“Spotswood and South Kingsville will be a modern urban village where all the needs of daily life are within easy reach. It will have a diverse mix of people and living options and a vibrant village It will be a ‘place for people’ - with great parks and public spaces and treelined streets that connect the community and make walking, cycling and active transport the most attractive and convenient way to get around. The history of industry in the area continues to be maintained and celebrated into the future through the built form, character and land uses, but evolves to embrace a shift towards greener and smarter technologies and industries that are connected to the local community.” (Better Places Spotswood and South Kingsville Place Guide, October 2021)

The Structure Plan will:

Build on the community vision for Spotswood identified in BPSSK project by:

- Identifying an appropriate future land use mix in the Spotswood activity centre
- Identifying the preferred built form character for the centre
- Identifying key redevelopment sites that provide opportunities for additional jobs, open space or housing
- Identifying locations for public realm and open space improvements
- Identifying upgrades to the local road network or public / active transport network

- Identifying potential additional sites for local heritage protection
- Setting clear expectations for community, landowners and developers about the future look and feel of the centre
- Setting out an implementation plan to inform future budget decisions and planning scheme amendments



Better Places Spotswood and South Kingsville Place Guide vision, key themes and projects

How To Use This Document.

This document is organised according to:

- **Part A** which sets the scene for why the Structure Plan has been prepared.
- **Part B** that outlines the key directions in response to the Better Places Vision and key themes.
- **Part C** that outlines the future land use and built form guidelines within each precinct.
- **Part D** that outlines key projects to be delivered or advocated for by Council that support the vision.

How The Plan Was Prepared.

The Plan builds on the Better Places Spotswood and South Kingsville project (BPSSK).

BPSSK is a place-based approach to working with the local community to develop a shared vision and identify projects to improve the area's look-and-feel.

Extensive community and stakeholder consultation was undertaken to inform the BPSSK project including:

- Nov - Dec 2020: Consultation to understand what people love, would like to change or new ideas they may have for Spotswood.
- Feb - Apr 2021: Consultation to establish a vision, themes and guiding principles for the BPSSK Place Guide.
- Jun - Aug 2021: Consultation on a draft BPSSK Place Guide and proposed implementation projects.

The Place Guide was adopted by Council on 12 October 2021 and identifies four key themes which are:

- Remembering our past, shaping our future.
- Changing how we move into the future.
- Improving and greening our spaces and places.
- Enhancing our diverse village lifestyles.

The Structure Plan considers and builds on the themes to reflect land use and built form directions specifically required for the Spotswood Structure Plan area. Relevant projects (from the BPSSK) for the Structure Plan have been listed in Part B of this document under the relevant Key Directions.

While BPSSK covers both the suburbs of Spotswood and South Kingsville, the Structure Plan only relates to the Spotswood Activity Centre as this centre is expected to experience the most growth and change.

What is the Process?

The Structure Plan has been informed by adopted state and local policies, recent Council projects and community consultation and relevant technical reports.

Following consultation, the Plan will be finalised and implemented into the Hobsons Bay Planning Scheme.

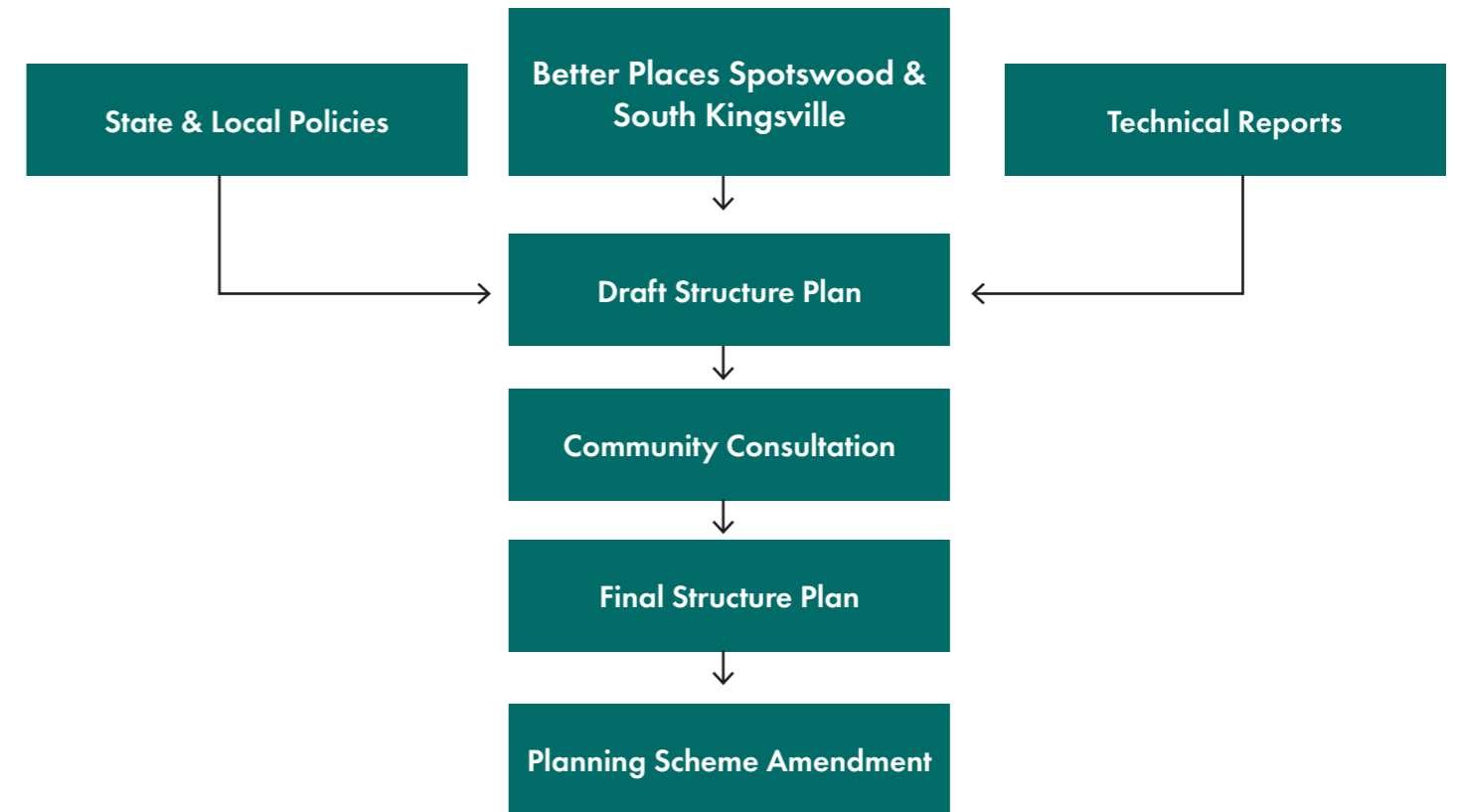


Figure 1. Structure Plan process

Structure Plan Area.

The structure plan area has been developed considering the following factors:

- Walkability from existing activity centre (400m) and train station (800m) in Spotswood.
- Areas with significant planned or potential land use change such as industrial areas to the east and key urban renewal sites to the west which may impact the future of the activity centre.
- Current land uses that significantly influence the success of any future large neighbourhood activity centre such as surrounding residential areas.
- Logical physical barriers such as West Gate Freeway and Regional Freight Rail and suburb boundaries.



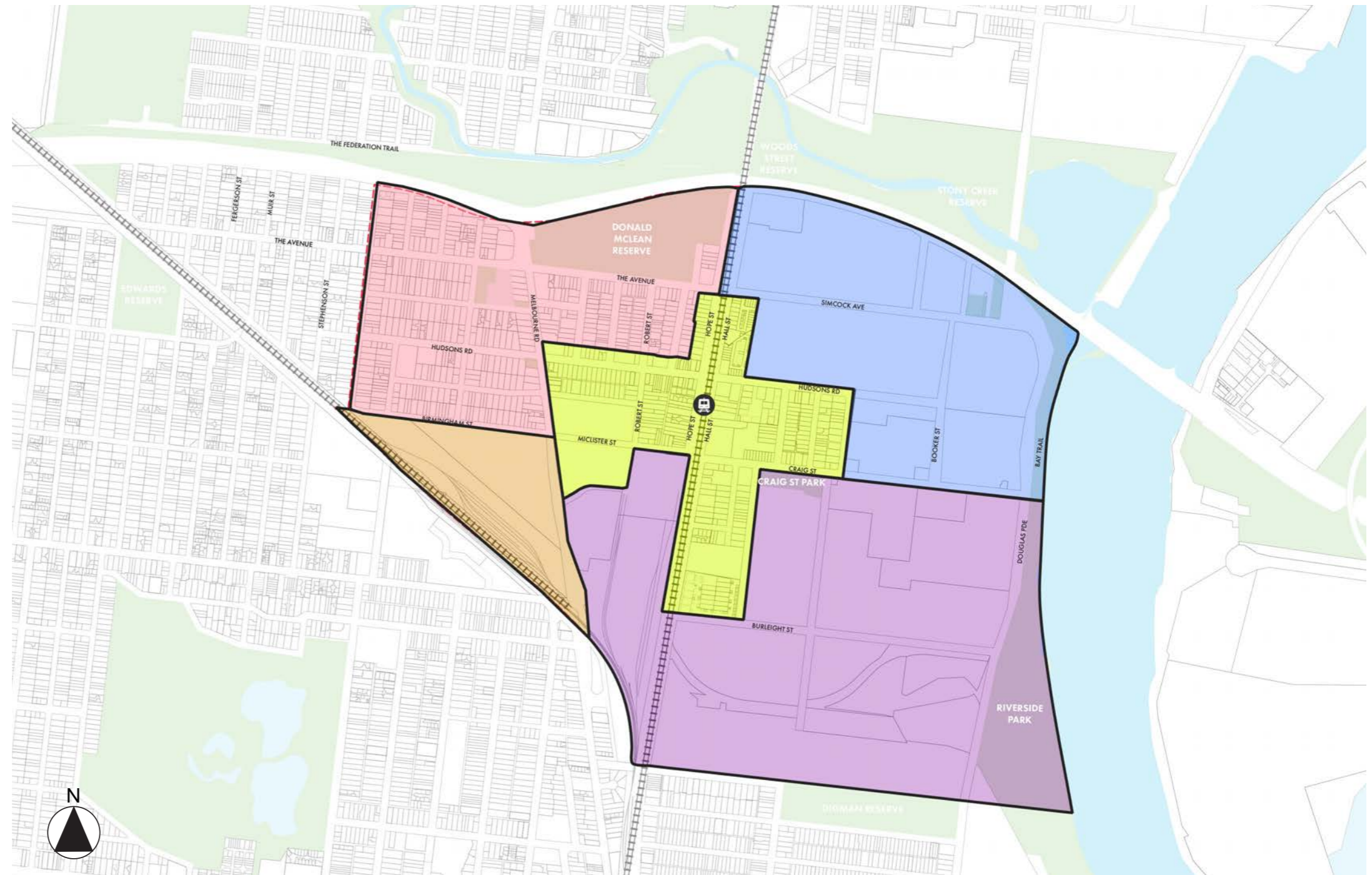
Map 1. The Structure Plan Boundary Area

- STRUCTURE PLAN BOUNDARY
- SUBURB BOUNDARY
- WALKING CATCHMENT

Key Precincts.

The study area has been organised into the following five key precincts based on predominate land use:

1. Central Activity Precinct.
2. Residential & Community Precinct.
3. Northern Industry & Employment Precinct.
4. Southern Industrial Precinct.
5. Urban Renewal Precinct.



Map 2. Key Precincts



A Snapshot of the Activity Centre

Demographic and Socio-Economics

The resident population in Spotswood and South Kingsville is projected to double from 5,197 in 2021 to 8,460 by 2036. The average household size increased from 2.28 to 2.39 persons per household between 2011 and 2016. This trend is projected to continue until 2026 (2.41) then decline to 2.38 by 2036.

Family households with and without children are the main household types in the area (53%). This is followed by lone person households at 26%. These are expected to be the main household types over the next 15 years. Young and middle-aged adults and young children make up the main age cohorts in the area (62%) and will remain as the main cohorts in 2036. The area also has an aging population with residents aged 50 and over accounting for approximately 26% of the total residents between 2016 and 2036.

The area has the highest working population in Hobsons Bay (70% in labour force). Residents are mostly employed in the industries of professional, scientific and technical services (11%), education and training (9.3%) and health care and social assistance (9.2%). Most residents' occupations are professionals (30%), managers (18%), clerical and administrative workers (14.5%) and technicians and trades workers (12%). The glass manufacturing and museum operations are the largest employers in the area, accounting for a quarter of employment (298 jobs) in Spotswood. The remaining employment is accounted for a diverse range of manufacturing, building and construction services, light industrial, health service, hospitality and educated activities.

Currently, 60.6% of people travel to work in a private car in Spotswood and South Kingsville, 20.5% take public transport and 4.6% ride a bike or walk. The area has a higher proportion of people traveling by public transport compared with the rest of Hobsons Bay (17.3%) and Greater Melbourne (15.4%). The proportion of people travelled by bike or foot is comparable to Greater Melbourne (4.4%) but higher than overall Hobsons Bay (2.9%).

History

The Aboriginal people who lived in the local area - what we now refer to as the City of Hobsons Bay - are known as the Yalukit-willam, a name meaning 'river camp' or 'river dwellers'. The Yalukit-willam are associated with the coastal land at the head of Port Phillip Bay that extends from the Werribee River, across to Williamstown, Port Melbourne, St. Kilda, and Prahran.

Spotswood and South Kingsville was mostly farmland in the early 1800s. Development in the suburbs began around the mid 1800s where bluestone played an important role in the areas' livelihood and was quarried along the Stony Creek.

The construction of the railway line between Melbourne and Williamstown created the impetus for industry to establish in the late 1870's. In 1886, the excavation of the Coode canal made the Yarra River more attractive for industry.

As such, the Melbourne Glass Bottleworks (now O-I Glass), relocated from its South Melbourne premises to the banks of the Yarra River at Spotswood in 1890, eventually constructing its own pier on the water. With the two freight routes of river and rail, Spotswood developed into a thriving industrial precinct by the end of the 19th century.



Residential neighbourhoods typically comprise of single and two storey dwellings.



There is a stark contrast between streetscape character in the established residential areas west of Melbourne Road and the industrial areas east of the railway.



There are a number of heritage buildings and structures that function as local landmarks.



Scienceworks is a major tourist destination located within the industrial part of Spotswood.

Source: ABS Census and .idcommunity

The construction of the Spotswood Sewage Pumping Station in 1897 further added to the industrial role and identity of Spotswood. The petroleum industry also established in Spotswood in the early 20th century. Over time, with the construction of war service homes after the first and second world wars, more residential areas began to develop supported by attractive employment options at the established factories and tank farms nearby.

A third piece of infrastructure, the West Gate Bridge, was completed in 1978. It significantly increased accessibility between the CBD and its industrial suburbs to the west, as well as to the Port of Geelong. To this day, it remains an important freight route and vital link to the industries established at Spotswood. The West Gate Freeway is being upgraded (the West Gate Tunnel project) to ensure its continued vitality as a key access node for the west.

Diverse Character

Spotswood has distinct neighbourhoods. West of Hall Street incorporates mainly low-scale residential areas, two large mixed use redevelopment sites, parks, the Spotswood Primary School and a local shopping strip known as the Hudsons Road retail strip that provides a vibrant and distinct village look and feel.

East of Hall Street there are small areas of housing interspersed with small and large-scale industrial uses. Walking and cycling connections between the neighbourhoods is impeded by major road and rail infrastructure.

Abundance of Destinations

Spotswood has a significant industrial precinct, with a diverse mix of industrial activities. State significant petroleum terminals, resource recovery hub, manufacturing, and a mix of office and commercial business are located east of Hall Street.

Scienceworks, a regionally significant museum, operated by Museums Victoria is located at the end of Hudsons Road. Scienceworks attracts state wide visitors and is also a significant local employer.

Grazeland, an exciting culinary destination located south of Scienceworks, attracts visitors across Melbourne and significantly boosts the vibrancy and night-time economy in Spotswood. Grazeland has a lease arrangement with Museum Victoria for the site.

Spotswood provides a range of parks for the community to enjoy. The Yarra River and the Riverside Park are major open space destinations. The Donald McLean Reserve provides sporting opportunities for the local and surrounding neighbourhoods and a major upgrade is underway.

Major Developments

Some of Spotswood's former industrial sites are in the process of transforming into mixed use precincts that will provide additional commercial, office and housing opportunities. These precincts, also known as Strategic Redevelopment Areas (SRA's) in the 2008 Industrial Land Management Strategy and are focused around Melbourne Road and Blackshaws Road and will account for the majority of population growth.

The McLister Mixed Use Development, located at 31-69 McLister Street Spotswood, will provide a full line supermarket, chemist, specialty shops and around 330 apartments.

The Spotswood Yard Redevelopment, located at 571-589 Melbourne Road Spotswood, is proposed for apartments, shops, offices, a childcare centre and a residential hotel.



Abundance of destinations including the recently established GrazeLand in the industrial area.



Punt service near Riverside Park

Influencing Strategies, Policies and Projects

The following projects, strategies and policies have informed the Structure Plan.

State Policy:

Plan Melbourne 2017-2050

- Plan Melbourne provides state level planning policy for metropolitan Melbourne looking toward 2050. It sets out strategies to support jobs, housing and transport, while building on Melbourne's legacy for distinctiveness, liveability and sustainability. The Structure Plan will support employment and activity in established locations and close to public transport in line with Plan Melbourne.

Melbourne Industrial and Commercial Land Use Plan (MICLUP)

- Released in April 2020, MICLUP builds on the relevant policies of Plan Melbourne 2017-2050 and includes policies and strategies to improve economic performance. It designates Spotswood's industrial area as 'regionally-significant industrial precinct'. The main purpose of this classification is to provide opportunities for a range of industrial and other employment uses that can contribute significantly to regional and local economies.

Local Policy:

Hobsons Bay 2030 and Council Plan

- These documents are the result of a community led process and set out a long-term vision and 6 priority areas for Hobsons Bay.
- Vision: 'By 2030, embracing our heritage, environment and diversity, we – the community of Hobsons Bay – will be an inclusive, empowered, sustainable and visionary community, led and supported by a progressive Council of excellence.'

- The six priority areas are:
 1. Visionary, vibrant, accountable urban planning
 2. Community well-being and inter-connection
 3. Growth through innovation, access to local jobs, technology and education
 4. Proactive enrichment, expansion and conservation of the natural and urban environment
 5. Active sustainable practices
 6. An accessible and connected community
- The Structure Plan should set a land use framework that reflects these priorities.

Hobsons Bay Activity Centre Strategy 2019 - 2036

- The strategy identifies Spotswood as a medium Neighbourhood Centre which is projected to grow to a large centre in response to population growth.
- The strategy identifies the need for a Structure Plan to manage this growth.

Hobsons Bay Housing Strategy 2019

- The Housing Strategy identifies Hobsons Bay's future housing needs and supply, and opportunities for housing growth and affordable housing. The Strategy estimates population increase for the Spotswood/South Kingsville area to be mainly facilitated by key redevelopment areas at Spotswood Yard and McLister Street. It identifies a reduction in average household size in the municipality and that the most common housing types in Spotswood and South Kingsville are expected to be lone person households and couples without dependants.

Hobsons Bay Neighbourhood Character Study 2019

- The Neighbourhood Character Study identifies the predominant neighbourhood character of an area to ensure any future development is in keeping with the existing character and that it is protected into the future.
- The Study has informed the new residential zones applied in the municipality.

Hobsons Bay Industrial Land Management Strategy 2008 (review underway)

- The ILMS has informed industrial development in Hobsons Bay since 2008 and categorises industrial land as either core, secondary or a Strategic Redevelopment Area (SRA).
- Much of the industrial land in Spotswood is identified as core industrial due to the concentration of state significant industries.
- The industrial area bounded by Hall Street and Ramsey/Raleigh Street is identified as an SRA and the policy directs that alternative uses that support the core industrial area can be considered.
- A review of the ILMS is underway and will consider the land use planning framework and opportunities proposed by the Structure Plan.

Hobsons Bay Open Space Strategy 2018 - 2028

- The document sets out recommendations to improve the quality and accessibility of the open spaces within Hobsons Bay. The document recommends a number of open space upgrades and advocacy initiatives in Spotswood.

Other Influencing Documents:

The following is a list of the technical background documents that have informed the Plan.

- Economic Analysis and Market Feasibility Assessment 2018 and Addendum 2021 (Blair Warman Economics)
- Social Needs Analysis 2018 (K2 Planning)
- Urban Design Analysis 2022 (MGS Architects)
- Spotswood Heritage Review 2022 (RBA)

Recent Council Projects:

Local Area Movement Plan (LAMP)

The LAMP aims to improve the way the community travels through the area of Spotswood and South Kingsville via all modes of transport. This includes a proposed road network hierarchy that has informed many of the access and movement opportunities in the Structure Plan.

Re-imagining our Industrial Areas (RIA)

The RIA project identified new industries with the potential to transform industrial land in Hobsons Bay. This project nominated Spotswood as a place that could attract more knowledge-based and digital industries into the future.

The RIA project was the first step in a review of the 2008 Industrial Land Management Strategy (ILMS).

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Part B. Centre Wide Directions.

Vision & Key Directions Overview

Vision

The shared vision for Spotswood and South Kingsville articulated in the BPSSK Place Guide has been adopted for the Structure Plan:

"Spotswood and South Kingsville will be a modern urban village where all the needs of daily life are within easy reach. It will have a diverse mix of people and living options and a vibrant village atmosphere centred around its local shopping precincts and open spaces. It will be a place for people - with great parks and public spaces and tree lined streets that connect the community and make walking, cycling and active transport the most attractive and convenient way to get around. The history in the area continues to be maintained and celebrated into the future through built form, character and land uses, but evolves to embrace a shift towards greener and smarter technologies and industries that are connected to the local community."

Key Directions

Part B outlines six key directions for the Structure Plan area based on the shared vision, themes and opportunities (through stakeholder and community consultation) as part of BPSSK project.



Direction 1 – Create a Connected Centre.



Direction 2 – Deliver a Greener and More Resilient Centre.



Direction 3 – Foster a Vibrant Village.



Direction 4 - Deliver a Well Serviced Centre.



Direction 5 – Deliver a Thriving Centre for Industry and Employment.



Direction 6 – Enhance Local Character with Future Development.



Direction 1 – Create a Connected Centre.

Key Direction One prioritises active travel in and around Spotswood.

The local road network in Spotswood presents challenges for growth including limited rail crossing points, gaps in pedestrian and cyclist connectivity, traffic congestion, truck movement and non-local traffic on local streets. Melbourne Road will likely remain the preferred route for city bound traffic after the West Gate Tunnel works are complete, contributing to continued local truck movements along Hudsons Road and Melbourne Road. The at-grade level crossing contributes to traffic congestion at peak times on Hudsons Road and the indirect and circuitous bus routes cause long travel times.

Given the finite amount of road space and the population growth projected in this area, shifting priority towards active transport modes, identifying priority movement routes and managing conflicts between the various transport modes is necessary to support the sustainable growth of the centre.

Spotswood benefits from a relatively flat topography and a grid road layout that would support more cycling activity as well as access to a premium metro station which provides further impetus for a mode shift away from cars.

A road user hierarchy is established in the LAMP that identifies priority routes for pedestrians, cyclists, public transport and vehicles (shown in Map 3). Priority routes do not mean that the designated

mode receives exclusive use of the roadway, rather it intends to provide a higher level of amenity for the designated mode within the available road space before providing for all other modes.

The hierarchy designates Hall Street, Hope Street, Craig Street, McLister Street and Birmingham Street as priority routes for pedestrians and cyclists due to their low vehicle traffic volume and direct connection between the Federation Trail and Newport Station. Hudsons Road, Melbourne Road and Douglas Parade will be prioritised as public transport and vehicle routes due to their wider road space and connections to the existing and future West Gate ramps. Hudsons Road will also be a key pedestrian route as it connects the various retail areas and key destinations. Opportunities must consider the user hierarchy and priority routes.

Encouraging more people to travel to the centre via public transport will reduce the amount of road space dedicated to private vehicles, thereby freeing up space for cyclists and pedestrians. This would involve a review of the frequency of local bus services and bus routes to create a more efficient and direct service to Spotswood Station and key destinations.

The requirement for car parking within the centre should consider the proximity to public transport and the need to encourage a mode shift away from the car to reduce the number of private vehicles accessing the centre at peak times.

Providing better walking and cycling infrastructure will make it easier, safer, and more enjoyable for people to access local destinations on foot and by bike, thereby reducing local traffic congestion. Part of this involves slowing traffic and providing a safer and slower environment to enhance the pedestrian and cyclist experience.

There is also a need to prioritise pedestrian and cyclist links to the ferry service in Spotswood, that provides a direct link to Fishermans Bend and to the future West Gate cycling veloway.

Encouraging the use of electric vehicles by providing public charging infrastructure could also future proof the area for sustainable travel in the longer term.

KEY DIRECTIONS (ACTIVE TRANSPORT)

- Improve existing pedestrian infrastructure on local streets. Give consideration to widening footpaths, providing pram ramps, upgrading street lighting and increasing greening and shelter along local routes between key destinations. Priority streets include:
 - Hudsons Road between Melbourne Road and the foreshore.
 - Robert Street to encourage movement between Donald McLean Reserve and McLister Street.
- Provide safe crossing points along local routes and, where possible, reduce the impact of major pedestrian barriers such as the train lines, Melbourne Road and Douglas Parade.
- Advocate for improved pedestrian and cyclist access to the Train Station (see Part C for details on a new shared space on Hope Street) including improved bike parking facilities.
- Advocate to increase pedestrian and cyclist permeability through large redevelopment sites, such as link through the future Scienceworks redevelopment site between

Douglas Parade and Hudsons Road.

- Make cycling a feasible option by identifying safe and comfortable on-road cycling routes and delivering consistent treatments and infrastructure that provide a cohesive cycling experience. Priority routes or corridors include those identified as the Green Line in the BPSSK Place Guide:
 - The east-west corridor that connects Aloha Street (west of the freight line) to the foreshore via McLister and Craig Streets. This route provides an alternative route for east-west bound cyclists, recognising that some heavy vehicles will continue to use Hudsons Road.
 - The north-south corridor running along Hall Street that connects the Federation Trail, Craig Street and the Bay Trail. This route provides an alternative north-south route to Melbourne Road and connects cyclists to the Train Station.
- Improve way finding to key destinations for pedestrian and cyclists.



Example of a separated bike path improving safety at an intersection (above) and example of a different surface treatment used to delineate a shared intersection in a shopping precinct. (Source: City of Sydney)

KEY DIRECTIONS (PUBLIC TRANSPORT)

- Upgrade the public realm in and around the Train Station precinct.
- Advocate to DoT to:
 - Replace existing bus services with on-demand bus services.
 - Implement direct and more frequent bus services between the Train Station, Scienceworks and key development sites. Investigate new bus route on Hudsons Road to connect key destinations and development sites.
 - Undertake ongoing reviews of local public transport services with consideration of forecast population growth and future land use change.
 - Improve connectivity over the rail line and access to the station as part of any future level crossing removal.
 - Improve the frequency of the punt service to provide an alternative route for cyclists accessing Fishermans Bend and the CBD.

KEY DIRECTIONS (VEHICLES)

- Upgrade traffic calming treatments along pedestrian and cycling priority streets to discourage large vehicle movements, including interventions that also provide greening and WSUD benefits.
- Reduce vehicle speeds along Hudsons Road to mitigate the negative impacts of heavy vehicles.
- Implement the proposed 40km/h speed limit on all local streets and test the feasibility of 30km.
- Work with the transport and logistics industry to find feasible solutions for mitigating the impacts of heavy vehicles along local routes, including education around utilisation of preferred truck routes and acceptable driver behaviour.
- Encourage the establishment of a local car share scheme.
- Reduce the demand for car parking at the Train Station, and where possible, across the precinct.
- Future proof the precinct for the use of electric vehicles by planning for charging infrastructure in appropriate locations.



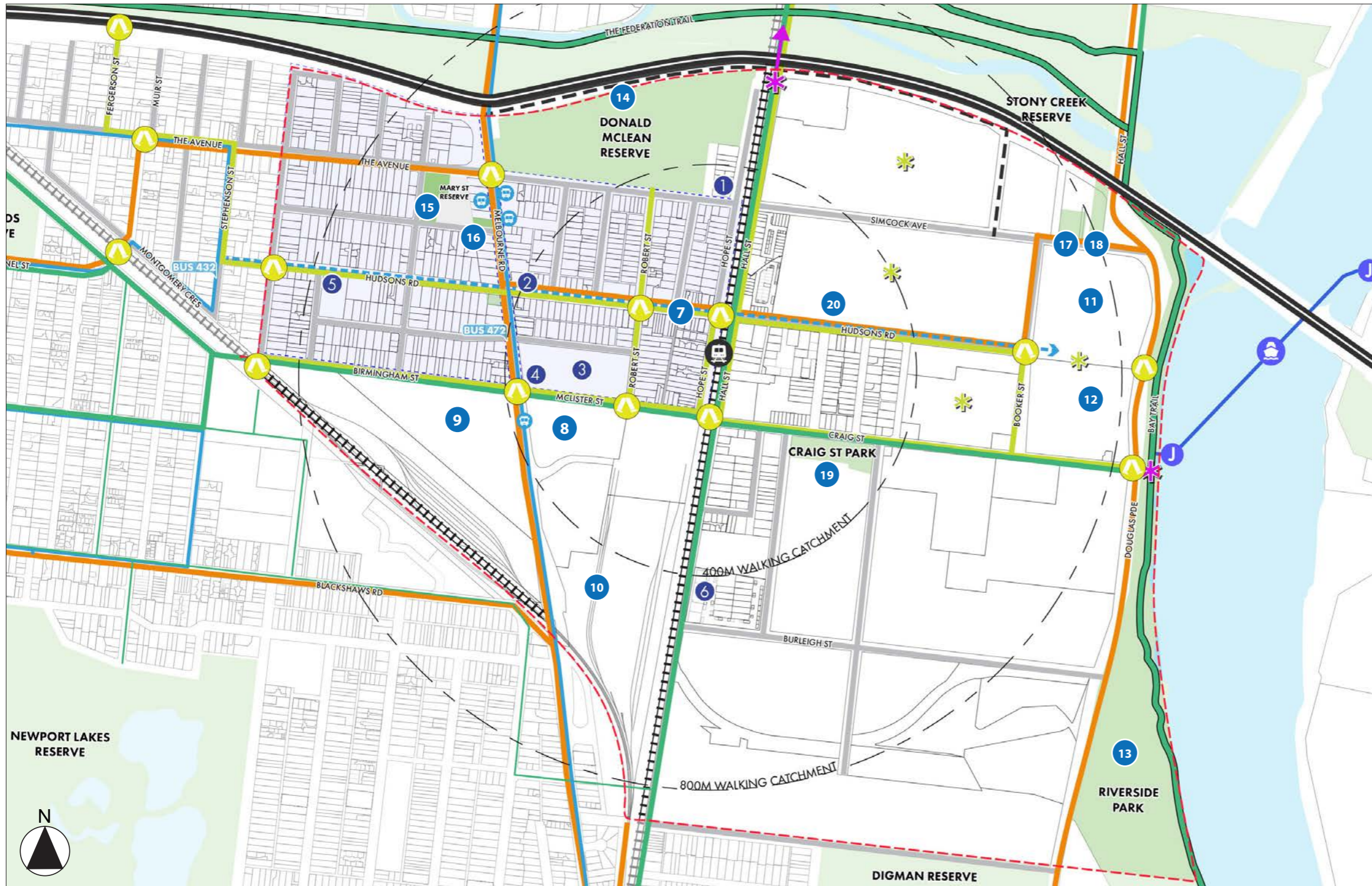
Example of a safe and comfortable crossing that allows for large vehicle movement.



Example of unique pedestrian crossing treatment that encourages road safety and awareness in children.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

- Supports Streets for People Project 5
- Supports The Green Line Project 6
- Supports Missing Links Project 7
- Supports Multi-Modal Network Project 8



LEGEND

- - - STRUCTURE PLAN BOUNDARY
- SHARED PATH NETWORK (EXISTING)
- PROPOSED CYCLING PRIORITY ROUTE
- PROPOSED PEDESTRIAN PRIORITY ROUTE
- PROPOSED VEHICLE PRIORITY ROUTE
- * INVESTIGATE NEW PEDESTRIAN/CYCLIST LINKS
- ⬆ PEDESTRIAN INFRASTRUCTURE IMPROVEMENT
- * FUTURE CONNECTION TO THE FEDERATION TRAIL
- LOCAL STREET
- WESTGATE FREEWAY
- - - FUTURE FREEWAY ON RAMP
- ⬆ WESTGATE PUNT SERVICE
- ⬆ BUS STOP/BUS ROUTE (EXISTING)
- - - BUS ROUTE (PROPOSED)
- ⬆ SPOTSWOOD TRAIN STATION/ LINE
- - - WALKING CATCHMENT FROM TRAIN STATION
- - - PROPOSED SLOW VEHICLE ZONE
- 1 KEY DESTINATION

Map 3. Key Direction 1 Plan - Movement

Direction 2 – Deliver a Greener and More Resilient Centre.

Key Direction Two aims to deliver greener, more sustainable streets and public realm.

Spotswood's local streets can play more of a role in neighbourhoods than just conduits for movement. Streets can be active components in a system of sustainable infrastructure and critical places where the effects of urban heat island can be mitigated. Areas prone to flooding present opportunity for integrated water management for public works and private development. There are also opportunities in the private realm to deliver a greener and more resilient centre in Spotswood, in particular within key redevelopment sites.

Urban Heat Island and Trees

Tree canopies can reduce the surface temperature by 10-25C. There is opportunity to create cooler micro climates in local streets by increasing tree planting and tree canopy coverage. Council is committed to a 30% increase in canopy tree cover in the municipality, including in public parks, residential and industrial areas.¹ Industrial areas in Spotswood therefore should be targeted for more canopy trees as this area is known to store a high amount of radiant heat. Streetscape upgrades and larger key redevelopment sites present the greatest opportunity for more tree planting and greening in the centre.

Sustainable Development

New development should include best practice environmentally sustainable design (ESD) principles consistent with local and state policy. Larger redevelopment sites provide the greatest opportunity for increased environmental benefits and resource savings, these sites should therefore demonstrate excellence in ESD and sustainable practices.

¹ Hobsons Bay Urban Forest Strategy

KEY DIRECTIONS (SUSTAINABILITY)

- Prioritise the planting of canopy street trees along key pedestrian and cycling routes. Use consistent spacing and species where possible to provide shade coverage and a comfortable walking environment.
- Increase tree and vegetation cover in local parks and reserves.
- Embed WSUD principles in all streetscape, public realm and open space improvements.
- Ensure key redevelopment sites provide for more tree planting and greening and employ best practice ESD principles.
- Investigate opportunities for flood storage areas to have a dual function as passive public open space.
- Ensure landscaping is implemented along Stony Creek as part of West Gate Tunnel works.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

- Supports Streets for People Project 5
- Supports Greening Your Neighbourhood Project 9
- Supports Re-Connecting to Water and Environment Project 12



Example of a rain garden which contributes to the amenity of the street.



Example of using footpaths to interactively communicate a water saving message.



Continue to establish tree canopy coverage throughout residential and industrial areas.



LEGEND

- - - STRUCTURE PLAN BOUNDARY
- TRAIN LINE/STATION
- SBO OVERLAY/1 IN 100 YEAR ARI FLOOD EXTENT
- EXISTING REMNANT VEGETATION AREA
- OPEN SPACE
- PROPOSED OPEN SPACE IMPROVEMENTS
- GREENING OPPORTUNITIES (IF PRIVATE LAND IS DEVELOPED)
- PRIORITY ROUTE FOR STREET TREE PLANTING AND WSUD INTERVENTIONS
- INVESTIGATE NEW PEDESTRIAN/CYCLIST LINKS

OPEN SPACE LOCATED WITHIN 400M CATCHMENT

- 1 THE BOULEVARD PLAYGROUND
- 2 MARY STREET RESERVE
- 3 VETERANS RESERVE (PRIVATE OWNERSHIP)
- 4 SMITH RESERVE
- 5 DONALD MCLEAN RESERVE
- 6 WEST GATE GOLF CLUB
- 7 AGM PARK (PRIVATE OWNERSHIP)
- 8 MEMORIAL PARK (PRIVATE OWNERSHIP)
- 9 CRAIG STREET RESERVE (PRIVATE OWNERSHIP)

OTHER AREAS OF OPEN SPACE

- 10 NEWPORT RIVERSIDE PARK
- 11 WEST GATE PARK
- 12 DIGMAN RESERVE
- 13 KOHRY RESERVE
- 14 SCHUTT STREET RESERVE
- 15 512 MELBOURNE ROAD
- 16 NEWPORT LAKE RESERVE
- 17 STONY CREEK RESERVE

Map 4. Key Direction 2 Plan - Environment

Direction 3 – Foster A Vibrant Village.

Key Direction Three will encourage diverse and vibrant retail experiences.

Spotswood has several retail areas in close proximity that make up the central activity precinct. Each retail area has or will have a different function and provide a different retail offering. **The Hudsons Road retail strip however will remain the heart of the village, supported by other areas that provide a complementary shopping experience.**

Hudsons Road Lifestyle Retail

The Hudsons Road lifestyle retail strip is small in scale but significantly contributes to the area's village feel. The retail strip has been the village heart since the late 1800s. Shops on Hudsons Road were gradually built since the train station opened in 1878 and evolved to become today's small but vibrant centre. Consisting of predominantly one and two storey buildings, the strip has traditionally operated during the day as a place for basic convenience retailing. However, as the population has grown, the retail offer has diversified to also provide a mix of cafes and has been boosted by the opening of Grazeland, a major dining and events space.

Retaining the fine grain character and renewal of the public realm will support the strips long term viability and attractiveness as a local shopping and lifestyle destination. Increasing street greening, prioritising pedestrian movements in and around the strip, slowing traffic speeds and mitigating the impacts of the heavy vehicles will contribute to a comfortable environment for people. Allowing for additional housing above the existing retail strip may also encourage more activity and retail trade and contribute to the vibrancy of the centre.

McLister Street Shopping Centre

The McLister Street redevelopment will provide a full-line supermarket, chemist, medical centre, speciality

shops and cafés with residential dwellings located above and will service a wider regional catchment.

Spotswood Yard Local Centre

The Spotswood Yard urban renewal site will likely include additional convenience retailing to service the future residents living on the site and workers employed within the small-scale future office development.

Hall Street Mixed Use Retail

The area east of Hall Street will continue to provide peripheral retail, restaurant and allied health services to complement the Hudsons Road lifestyle retail strip and support the needs of local workers and residents. There are also other commercial, recreational and small scale retail businesses scattered throughout the centre that support the community.

Improving the pedestrian experience along key local streets within the central activity precinct, will further encourage people to walk between the different retail areas and strengthening the centre as a whole. Improving the Hudsons Road level crossing and providing improved cycle and pedestrian crossings over Melbourne Road, will also connect residents and workers east of the train line to the retail areas in the west.

There are strategic locations around these retail areas where the interface between the public and private, the indoor and the outdoor can be significantly improved. Public realm improvements that can enable the staging of local events and the integration of site specific street artwork should be identified. The use of recycled materials for artwork/creative pieces should also be encouraged to support environmental objectives.

KEY DIRECTIONS (RETAIL)

- Improve pedestrian connectivity and streetscape amenity between the different retail areas, particularly along Hudsons Road, Hope Street, Robert Street, Reed Street and McLister/Birmingham Streets.
- Encourage speciality retail offerings to locate on Hudsons Road to strengthen its destination appeal and provide differentiation from the McLister Street Shopping Centre.
- Support local business and community led revitalisation and activation initiatives, particularly those located in and around Hudsons Road.
- Prioritise streetscape improvements along Robert Street to encourage people, including school children, to move between Hudsons Road and McLister Street.
- Improve the public realm in and around the Spotswood Train Station precinct, integrating Hope Street with Hudsons Road.
- Consider site specific activation and local event opportunities at Forest Street, Edith Lane, McLister Street, Hope Street, and Craig Street.
- Consider the use of site specific public artwork and way finding devices located in strategic locations to signify aspects of the local heritage and culture.
- Consider how to capitalise on the night time economy boosted by Grazeland.
- Ground floor uses such as cafe's should be encouraged to integrate into the surrounding public realm.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

- Supports Hidden Histories Project 3
- Supports Streets for People Project 5
- Supports Better Villages Project 13



Example of ground floor use activating the surrounding public realm.



LEGEND

- - - STRUCTURE PLAN BOUNDARY
- RETAIL AREA
- SMALL-SCALE BUSINESS/INDUSTRY/ENTERPRISE
- MUSEUM VICTORIA SITES
- OPEN SPACE
- T TRAIN STATION
- P WEST GATE PUNT SERVICE
- C WALKABLE CATCHMENT FROM TRAIN STATION
- BUS ROUTE (EXISTING)
- - - BUS ROUTE (PROPOSED)
- PEDESTRIAN PRIORITY ROUTE
- ↔ KEY PEDESTRIAN LINK BETWEEN RETAIL AREAS
- CYCLING PRIORITY ROUTE
- - - ACTIVATION OPPORTUNITY

KEY RETAIL AREAS

- HUDSONS ROAD LIFESTYLE RETAIL**
Lifestyle retail strip providing a diverse range of business services and activities required by local households.
- MCLISTER STREET SHOPPING CENTRE**
Regional shopping precinct servicing the wider neighbourhoods for their weekly food and grocery shopping.
- SPOTSWOOD YARD LOCAL CENTRE**
Convenience retail to service the future households of the Spotswood Yard urban renewal development and to complement the Mclister Street Regional Centre.
- HALL STREET MIXED USE RETAIL**
Peripheral retail to complement the Hudsons Road lifestyle retail precinct and support local workers and residents.

Map 5. Key Direction 3 Plan - Retail

Direction 4 – Deliver a Well-Serviced Centre.

Key Direction Four will encourage improved and expanded community facilities, better access to open space and diverse and affordable housing.

Community Facilities & Services

Community facilities in the area are currently adequate based on Council's Community Services and Infrastructure Plan 2020. However, future residents from the Strategic Redevelopment Areas (such as Spotswood Yard and McLister Street) will create demand for expanded or new services. In Spotswood, planning for community facilities and services needs to consider:

- Providing facilities that are fit for purpose.
- Recognising the community's desire for an improved community hub as a central place for the community to gather.
- Provision of improved childcare and kindergarten services and local training opportunities.
- Making services more accessible for older people.
- Facilitating more community events that encourage community participation.
- Locating facilities close to public transport, shops and where feasible, co-located with other community facilities.

There is also opportunity to provide more local arts and creative spaces (such as public artwork or artist spaces) in Spotswood.

Spotswood already has good access to allied health facilities and services, mainly located along Melbourne Road and corner of Hudsons Road and Hall Street.

KEY DIRECTIONS (COMMUNITY)

- Improve pedestrian access to existing community services and educational institutions.
- Investigate opportunities for the provision of flexible or shared use community spaces in underutilised facilities.
- Expand the capacity and services at the Spotswood Neighbourhood House.
- Ensure adequate kindergarten provision to meet current and future demand.
- Increase the amount of local art and creative spaces.



Example of a successful pop up community space located within a shopping precinct in nearby Yarraville.

Open Space

There are a range of different types of local recreational and leisure experiences in Spotswood, however there is a relatively low level of open space provision when compared to other places in Hobsons Bay. In particular, within industrial areas.

The majority of future residents will live in higher density developments without backyards. It is important therefore to make it easy for these people to get to local parks, reserves and trails by providing safe and convenient connections.

Major redevelopment sites such as Spotswood Yard provide the greatest opportunity for new open space in the centre. Key redevelopment sites in the industrial part of Spotswood that are proposed to attract new businesses with a larger number of employees should provide open space for workers as well as residents to enjoy.

KEY DIRECTIONS (OPEN SPACE & PUBLIC REALM)

- Prioritise the design and delivery of proposed shared paths that improve pedestrian and cycling access to open space.
- Improve connection to the river and create an engaging river front by transforming the Riverside Park into a unique regional destination that references its industrial character.
- Increase access to quality open space in existing industrial and employment areas to support an increase in workers, in particular within key redevelopment sites.
- Explore options for public open space contributions from large redevelopment sites.



- LEGEND**
- - - STRUCTURE PLAN BOUNDARY
 -  400M OPEN SPACE WALKING CATCHMENT
 - - - KEY PEDESTRIAN LINK IMPROVEMENT
 - ALLIED HEALTH FACILITY
 - COMMUNITY FACILITY
 -  POTENTIAL FUTURE ACCESS TO COMMUNITY/CREATIVE SPACE
 -  OPPORTUNITY FOR ART INFRASTRUCTURE /CREATIVE SPACE
 - OPEN SPACE
 - PROPOSED OPEN SPACE IMPROVEMENT
 -  OPEN SPACE OPPORTUNITY

Map 6. Key Direction 4 Plan - Open Space and Community Facilities

Housing

The majority of residential land located within a 400m walkable catchment of the Spotswood Train Station is not suitable for significant housing change as it is constrained by heritage controls, small lot sizes and industry buffers.

Two urban renewal sites located either side of Melbourne Road will deliver the majority of new housing in Spotswood including a significant number of new apartments close to the station and retail areas. **There may also be opportunity to explore more shop-top housing along Hudsons Road to deliver new housing close to the station.**

In addition, Council should continue to advocate for a 10% affordable housing contribution from larger redevelopment sites in line with the Council's adopted Affordable Housing Policy Statement 2016.

Future housing change in Spotswood is guided by the Housing Strategy 2019 and **the Spotswood Heritage Review which has identified new properties for heritage protection as outlined at Map 7.**

Sites proposed for minimal housing change are constrained by existing and proposed heritage controls and are proposed to be limited to two storeys (included in a Neighbourhood Residential Zone).

Areas proposed for incremental or moderate housing change could support new development that could evolve to three storeys (included in a General Residential Zone). A few properties on the western side of Melbourne Road may need to be rezoned to Neighbourhood Residential Zone to reflect the proposed heritage overlays. Refer Map 7.

Substantial housing change is limited to key urban renewal sites that allow for taller built form. Please refer to the diagram overleaf for where minimal, moderate and substantial housing change areas are proposed.

KEY DIRECTIONS (HOUSING)

- Encourage the provision of a range of housing typologies in substantial change areas.
- Encourage shop-top housing within the Hudsons Road lifestyle retail strip.
- Support appropriate infill housing development in incremental change areas, particularly east of Melbourne Road and Hudsons Road.
- Advocate for 10% affordable housing contributions in large development sites.
- Encourage minimal housing change in existing and proposed heritage areas.
- Rezone land to Neighbourhood Residential Zone as required to limit height to 2 storeys within proposed heritage areas west of Melbourne Road.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

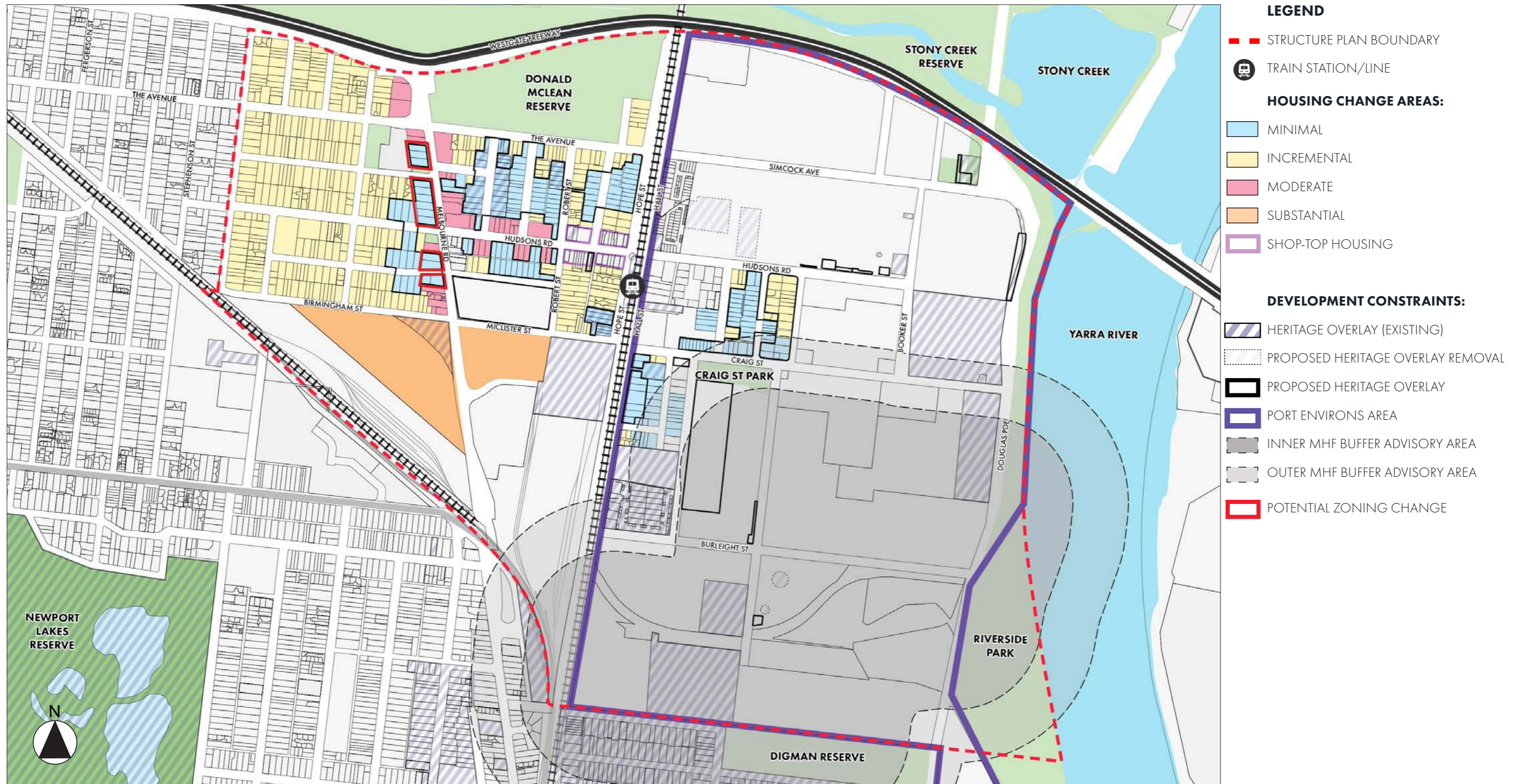
- Supports Housing Choices Project 16
- Supports Pop Up Community Spaces Project 11
- Supports Better Community Places Project 14
- Supports Love Our Parks Project 10
- Supports Re-Connecting to Water and Environment Project 12



Example of shop top housing outcomes in Melbourne's south east.



Example of an appropriate multi dwelling development (Source: Green Sheep Collective)



Map 7. Key Direction 4 Plan - Housing

Direction 5 – Deliver a Thriving Centre for Industry and Employment.

Key Direction Five will encourage new industries within Spotswood which, together with existing industries, will make a significant contribution to local jobs and the regional economy.

For many years, large industrial operations have capitalised on Spotswood’s strategic location on the Yarra and close proximity to the CBD and Westgate Freeway. The industrial precinct is home to state significant petroleum terminals and Visy/O-I Glass which is the only major glass reprocessor in Victoria, contributing significantly to the State’s recycling program.

Local and state policy identifies that the Spotswood Industrial precinct is an important location for regional economic growth and employment, with Visy/O-I Glass and the Scienceworks Museum the two highest employing businesses in Spotswood.

While Spotswood will remain a key location for employment and industry, the vision for Spotswood is to attract new types of businesses that are greener and more connected to the community, with less off-site amenity impacts. **Several large or underutilised sites exist in the industrial precinct that could be a catalyst for change, and if redeveloped could deliver more knowledge-based and employment intensive businesses. These sites are identified at Map 8.**

Any proposal to transition the Spotswood industrial precinct to one that supports less heavy industry and more higher employing businesses will need to consider the areas existing context and constraints.

Future redevelopment of industrial land in Spotswood needs to consider the following:

Major Hazard Facilities

Major Hazard Facilities (MHFs) are industrial facilities where significant quantities of dangerous goods may be present. WorkSafe manage and issue licences to MHF operators in Victoria.

While MHF operators are required to limit risk to surrounding areas, the risk of an incident cannot be totally eliminated. As such, WorkSafe have identified inner and outer buffer advisory areas to guide planning decisions close to MHFs (as shown in Map 8). The intention is to limit the number of people exposed to risk in the event of an incident.

Council refers planning applications for development or land use change within a MHF buffer advisory area to WorkSafe for comment. WorkSafe generally advises against:

- New development or sensitive land use within an inner buffer advisory area that would increase the number of people exposed to risk. Sensitive land use can include housing as well as office and retail.
- New development or sensitive land use within an outer buffer advisory area where people may not be able to safely respond to risk.

For Spotswood this means:

- Future development and land use must be planned with consideration for existing MHF operations, buffers and risk.
- Expansion opportunities for businesses within the inner and outer MHF advisory buffer areas may be limited, where this would significantly increase the number of people working close to an MHF.

Port Operations

The Port Environs (Ministerial Direction 14) aims to protect the Port from any encroachment or intensification of sensitive land use that could limit port operations. This Ministerial Direction states that planning scheme amendments proposing any land use changes in the Spotswood industrial area must consider and demonstrate that new use will not prejudice the Port’s operation.

Access and Freight

After the completion of the West Gate Tunnel, a truck ban will be introduced to Hudsons Road between Melbourne Road and Booker Street. Local businesses however will be exempt from this truck ban. As such, local heavy vehicles will still need to travel along Hudsons Road as the fastest route to the freeway (city-bound) from the existing industrial area. Local truck movements will need to be considered when planning for any upgrade of Hudsons Road.

In addition, the Spotswood Intermodal Freight Terminal provides interstate freight logistic services. Trucks from the terminal generally use Melbourne Road, Francis Street and Footscray Road to access the Port.

Non-Industrial Uses

Scienceworks, being a significant local employer and popular tourist attraction, plays a big role in supporting investment in service-related activities.

This sector could be further supported by allowing for more public artwork and temporary event spaces.

Future Land Use

Most of Spotswood's industrial area is zoned Industrial 1 Zone (INZ1) which supports manufacturing and heavier industries, with pockets of Industrial 3 Zone (INZ3) located near the train station and Scienceworks. Industrial 3 Zone (IN3Z) supports lighter industrial uses and is typically used to as a transition area between heavier industries and more sensitive uses such as housing.

There are also pockets of residential land located throughout the Spotswood industrial precinct that will potentially restrict the significant expansion of heavy industry in this location into the future.

The following zoning changes could be considered to attract more knowledge-based and employment-intensive businesses to Spotswood and to buffer the community from heavy industry (see Map 8):

Existing industrial area bounded by Hall Street, Hudsons Road and Simcock Avenue

There may be potential to introduce an Industrial 3 Zone to provide a transition from heavy industries to the east, and to better reflect the existing small-scale businesses.

Existing industrial area bounded by Hall Street, Hudsons Road, Raleigh Street and Craig Street

There may be potential to consider a Commercial 2 Zone to encourage more office and creative enterprises. It is acknowledged that there are residential properties within this industrial zone currently that will retain their existing use rights.

Any change from an existing industrial zone to one that would allow for a more sensitive use to occur (such as a commercial use), would likely trigger the need for an Environmental Audit Overlay (EAO) to manage any potential site contamination.

Amenity and Parking

Parts of the existing industrial areas in Spotswood could be improved to be more inviting to pedestrians and a more attractive public environment that may attract more high value businesses to relocate. Redevelopment of sites will need to consider how to improve the attractiveness of the streetscape and provide amenity and services for workers if employment densities are proposed to increase

In addition, the centre is constrained for private vehicles and therefore any new development should encourage future workers to access the centre by active or public transport and reduce the pressure on parking at the station and surrounds.

Mobile Network Capacity

To support a thriving industry and employment centre and more knowledge-based businesses, there may be a need to provide better telecommunications infrastructure to support businesses and local residents.

KEY DIRECTIONS (INDUSTRY & EMPLOYMENT)

- Encourage more mixed office/retail/light industrial activities in locations close to train station and key retail areas, as well as in appropriate redevelopment sites to attract knowledge-based and employment intensive businesses.
- Improve the street interface in key industrial areas, particularly Hudsons Road, Booker Street, and Craig Street, where there is opportunity to connect to the foreshore and Scienceworks.
- Create an attractive environment for businesses by:
 - Introducing public artwork, creative spaces and way finding devices in strategic locations, including within key redevelopment sites, to signify aspects of local heritage and culture.
 - Encouraging the staging of events and activities on vacant sites.
- Improve access to public transport and key cycling routes within the industrial areas.
- Provide more access to public open space for workers and residents.
- Investigate opportunities for better telecommunications infrastructure in the centre.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

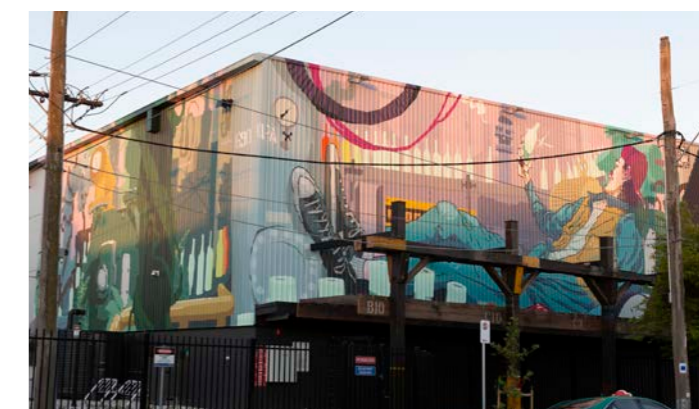
- Supports Better Place for Future Industries Project 4
- Supports Streets for People Project 5



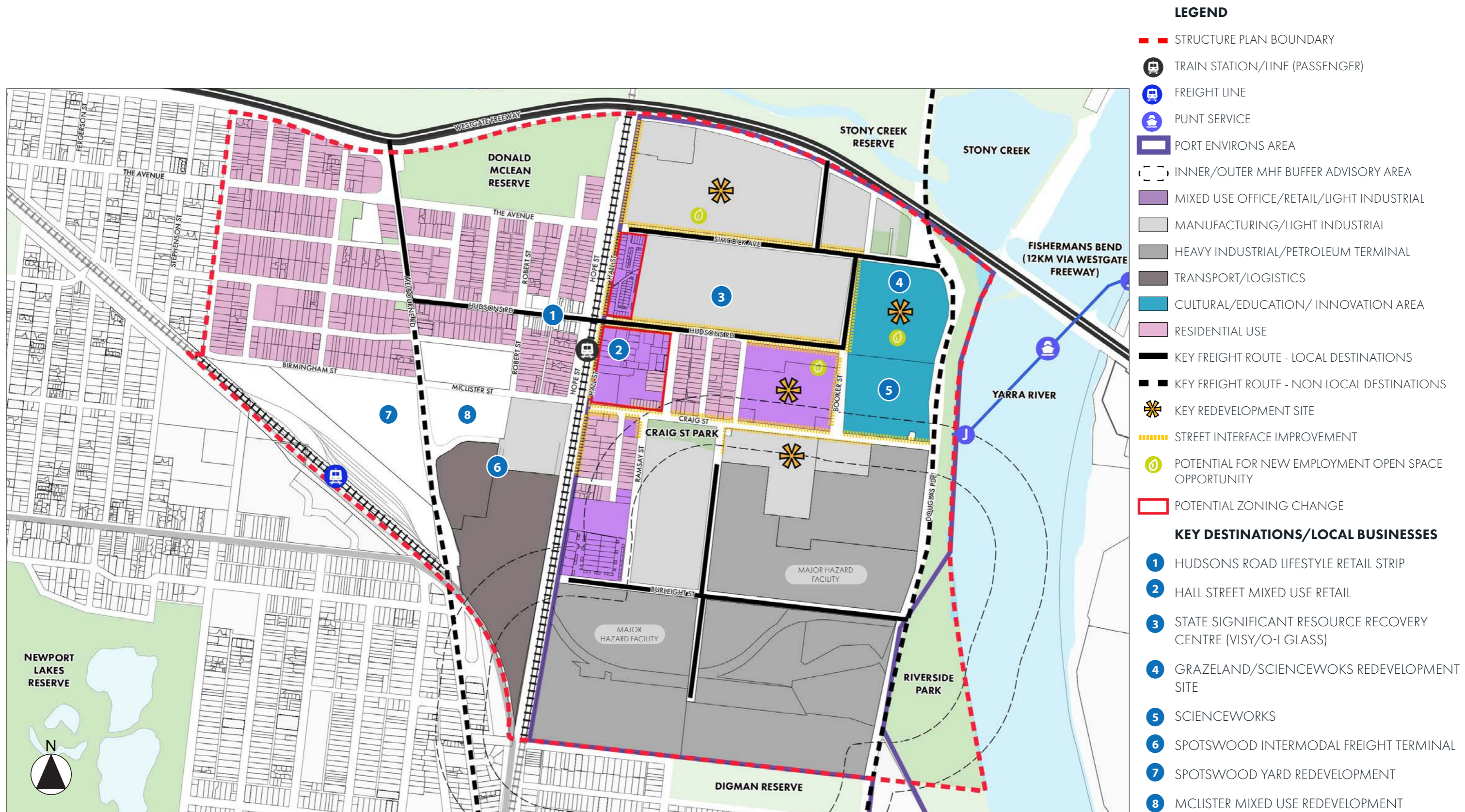
Scienceworks is a significant local employer.



GrazeLand has demonstrated how a renewal site can successfully be activated through temporary uses on a significant scale.



Local example in Spotswood to use artwork to create an attractive street environment within an industrial site.



Direction 6 – Enhance Local Character with Future Development.

Key Direction Six seeks to accommodate growth within new developments that enhance local character and heritage.

Residential Areas.

Spotswood's residential areas are typically comprised of 1-2 storey double or triple fronted dwellings, with large front setbacks, situated on relatively large lots. Housing in Spotswood was developed across two key time periods, during the Victorian, Edwardian and interwar eras, as a consequence of the development of industries and railway-related infrastructure in the area.

Many Victorian, Edwardian and inter-war houses in Spotswood are of local heritage significance and are protected by heritage overlays.

The Spotswood Heritage Review has recommended that additional residential properties be given local heritage status and protection. See Map 9 for the proposed sites to be included in a heritage overlay.

In contrast to the existing heritage dwellings a new form of contemporary housing development has emerged within key redevelopment sites located either side of Melbourne Road. These developments will be of a significant scale and intensity when compared to the rest of Spotswood.

Retail Areas.

Spotswood has one main shopping strip, located on Hudsons Road, however a new mixed-use precinct is currently being delivered on McLister Street. The buildings that make up the Hudsons Road lifestyle retail strip are typically inter-war and post-war shop fronts. The buildings, predominantly one and two storeys in height, are located on narrow lots, which create a fine-grain streetscape character. This character contributes to a unique streetscape that provides interest through a variety of active shop fronts, and a scale that is walkable and friendly. Built form guidelines should be developed for this retail strip to ensure this character is protected and enhanced.

The McLister Street Shopping Centre will be a contemporary, 8 storey mixed use building, providing a contrast to the established inter-war and post-war retail areas on Hudsons Road and elsewhere. It will be delivered on a highly visible site on the corner of Melbourne Road and McLister Street with basement parking.

Employment Areas.

There are large industrial buildings in Spotswood that form important landmarks such as the Spotswood Pumping Station and the Visy/O-I Glass factory. These buildings have become an iconic part of the local character and signify the areas rich industrial past.

Key viewlines to these buildings should be protected in future, in addition to the view east along Hudsons Road towards the River and the Westgate Bridge that serves as a visual reminder of the suburbs proximity to the Port of Melbourne.

Sites identified as key redevelopment sites at Map 9 are expected to go through a process of urban renewal and this process should deliver benefits to community such as additional connections through large street blocks, new public space and amenity for residents and workers.

Key redevelopment sites are expected to develop with consideration for the existing industrial heritage fabric and character. **A heritage study has identified additional industrial buildings that should be included in a heritage overlay, as shown at Map 9.**

KEY DIRECTIONS (BUILT FORM)

- Ensure heritage places are appropriately protected within a heritage overlay and new development responds to the existing heritage fabric.
- Strengthen key view lines that capture Spotswood's iconic mix of heritage and residential buildings.
- Develop built form recommendations around preserving scale, active frontages to enhance human scale within the Hudsons Road lifestyle retail strip.
- Strengthen the vibrancy and character of the Hudsons Road lifestyle retail strip by delivering new appropriately scaled mixed use buildings.
- Encourage the adaptive reuse of industrial heritage buildings located to the east of the train line.

THESE OPPORTUNITIES SUPPORT THE FOLLOWING BPSK PLACE GUIDE PROJECTS:

- Supports Hidden Histories Project 3
- Supports Better Villages Project 13



Example of appropriately scaled built form - The Commons, Brunswick



Site responsive apartment design - Bowden, Adelaide



- LEGEND**
- STRUCTURE PLAN BOUNDARY
 - 🚂 TRAIN STATION/LINE
 - ||||| STREET INTERFACE IMPROVEMENT
 - ▨ HERITAGE OVERLAY (EXISTING)
 - ▭ HERITAGE OVERLAY (PROPOSED)
 - RETAIL AREA EXISTING 1 - 3 STOREYS
 - RESIDENTIAL AREA EXISTING 1 - 2 STOREYS
 - BUILDING HEIGHT EXISTING 4+ STOREYS
 - MIXED USE, OFFICE/RETAIL/LIGHT INDUSTRIAL
 - ★ KEY REDEVELOPMENT SITE
 - MANUFACTURING/LIGHT INDUSTRIAL
 - HEAVY INDUSTRIAL/PETROLEUM TERMINAL
 - TRANSPORT/LOGISTICS
 - 👁️➔ KEY VIEW LINE
- KEY DESTINATIONS**
- 1 HUDSONS ROAD LIFESTYLE RETAIL STRIP
 - 2 STATE SIGNIFICANT SOURCE RECOVERY CENTRE (VISY/O-I GLASS)
 - 3 GRAZELAND/SCIENCEWORKS REDEVELOPMENT SITE
 - 4 SCIENCEWORKS
 - 5 INTERMODAL FREIGHT TERMINAL
 - 6 SPOTSWOOD PRIMARY SCHOOL

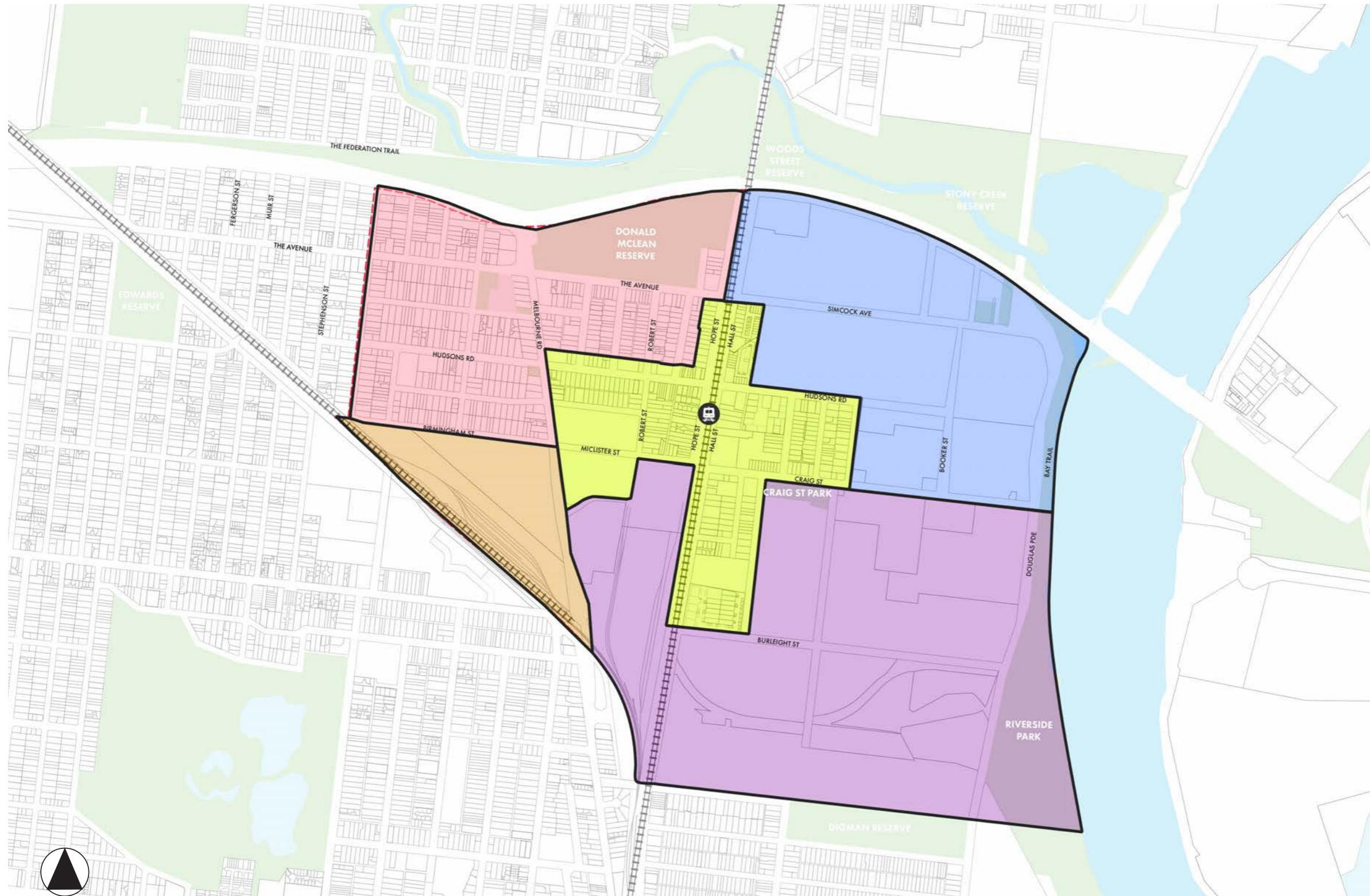
Map 9. Key Direction 6 Plan - Built Form and Character

Part C. Land Use and Built Form.

Part C of the Structure Plan outlines the land use framework and built form guidelines for each precinct that will realise the vision and key directions.

** Built form guidelines for each precinct are based on the Urban Design Analysis (2022) prepared by MGS for the Spotswood Activity Centre Structure Plan.*

Key Precinct Overview



Map 10. Key Precincts

- 1 CENTRAL ACTIVITY PRECINCT
- 2 RESIDENTIAL & COMMUNITY PRECINCT
- 3 NORTHERN INDUSTRY & EMPLOYMENT PRECINCT
- 4 SOUTHERN INDUSTRIAL PRECINCT
- 5 URBAN RENEWAL PRECINCT

Precinct 1 – Central Activity Precinct

Precinct Overview.

The Central Activity Precinct is the heart of Spotswood. It includes key commercial areas within walking distance of Spotswood Train Station such as the Hudsons Road retail strip, Hall Street mixed use areas and the McLister Street Shopping Centre.

To ensure a vibrant precinct a mix of land uses will be encouraged in particular retail and hospitality at ground floor, to provide activation, and where possible office and housing above to take advantage of the areas access to public transport.

To retain the established village character built form will need to respect and enhance existing finer grain heritage buildings in particular along the Hudsons Road retail strip. Building heights will remain low scale with the exception of the approved McLister Street Development (8 Storeys) and proposed shop top housing on Hudsons Road (max 4 storeys proposed).

Key streetscape upgrades will focus on providing comfortable and safe access for pedestrians and cyclists as well as providing places for people to sit, rest and gather.

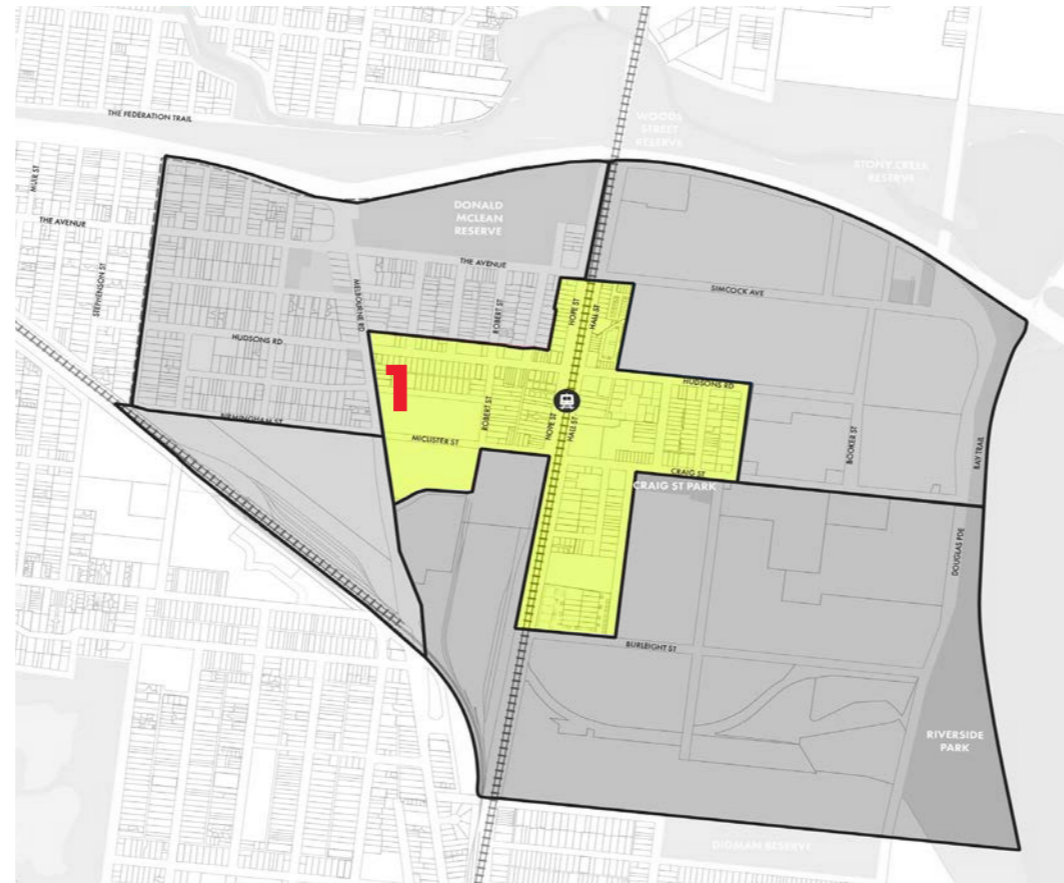


Figure 1. Precinct 1 Key Plan



Kerb side dining could be enhanced at Hudsons Road.



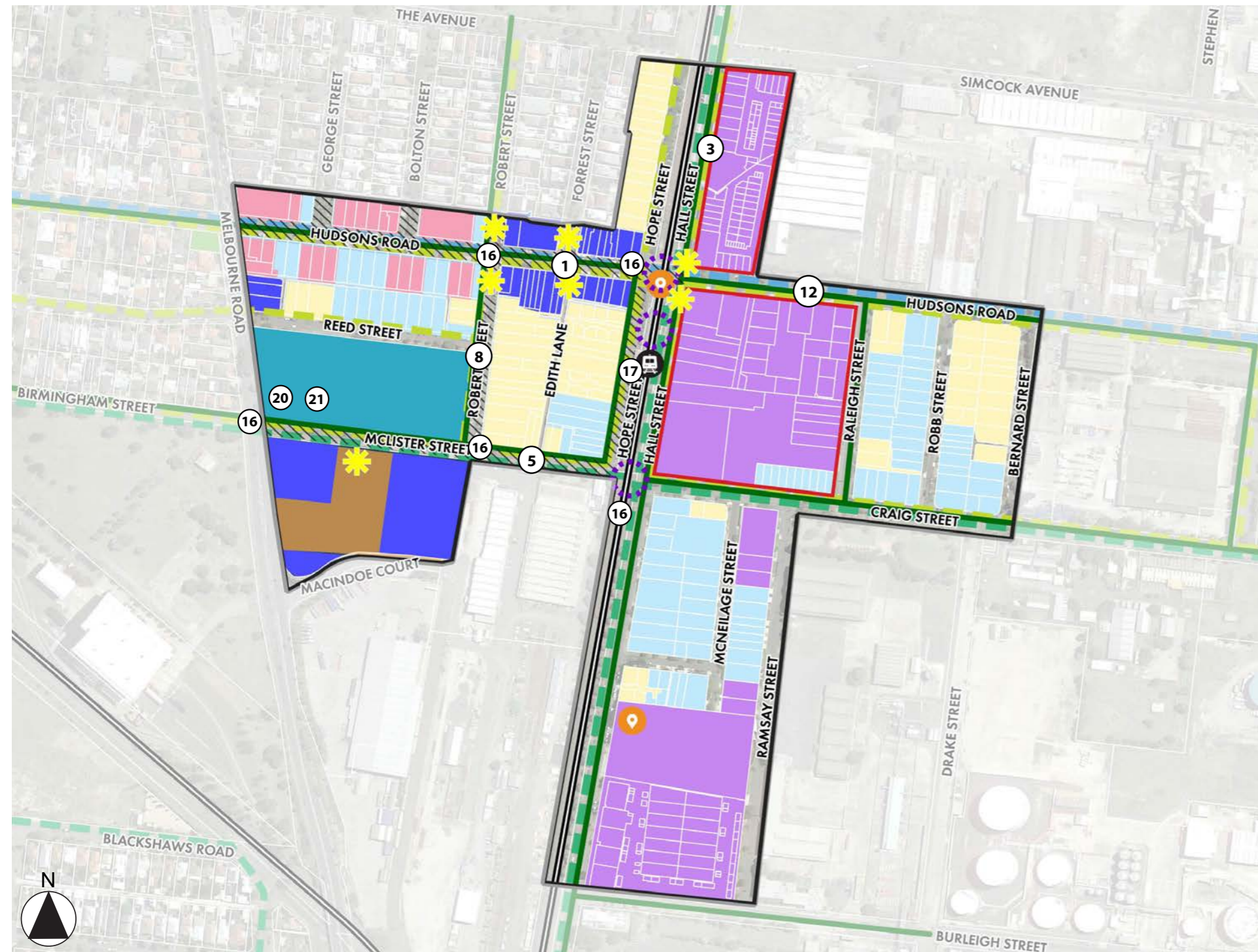
Ground floor hospitality uses can support street life.



A new multi-level building on McLister Street will have a large floor plate, however a fine grain street frontage will be achieved.

Land Use Framework Plan.

Map 11 below identifies the preferred future land use framework and improvement projects relevant to the precinct



LEGEND

- PRECINCT BOUNDARY
- RETAIL/MIXED USE
- MIXED USE OFFICE/RETAIL/LIGHT INDUSTRIAL
- EDUCATIONAL/COMMUNITY FACILITY
- RESIDENTIAL MINIMAL CHANGE
- RESIDENTIAL INCREMENTAL CHANGE
- RESIDENTIAL MODERATE CHANGE
- RESIDENTIAL SUBSTANTIAL CHANGE
- PROPOSED PEDESTRIAN PRIORITY ROUTE
- PROPOSED CYCLING PRIORITY ROUTE
- PROPOSED BUS ROUTE
- SPOTSWOOD TRAIN STATION/LINE
- POTENTIAL RAIL CROSSING UPGRADE
- ACTIVATION OPPORTUNITY
- ART INFRASTRUCTURE/CREATIVE SPACE OPPORTUNITY
- KEY PUBLIC REALM AREAS
- ADDITIONAL TREE PLANTING
- POTENTIAL ZONING CHANGE

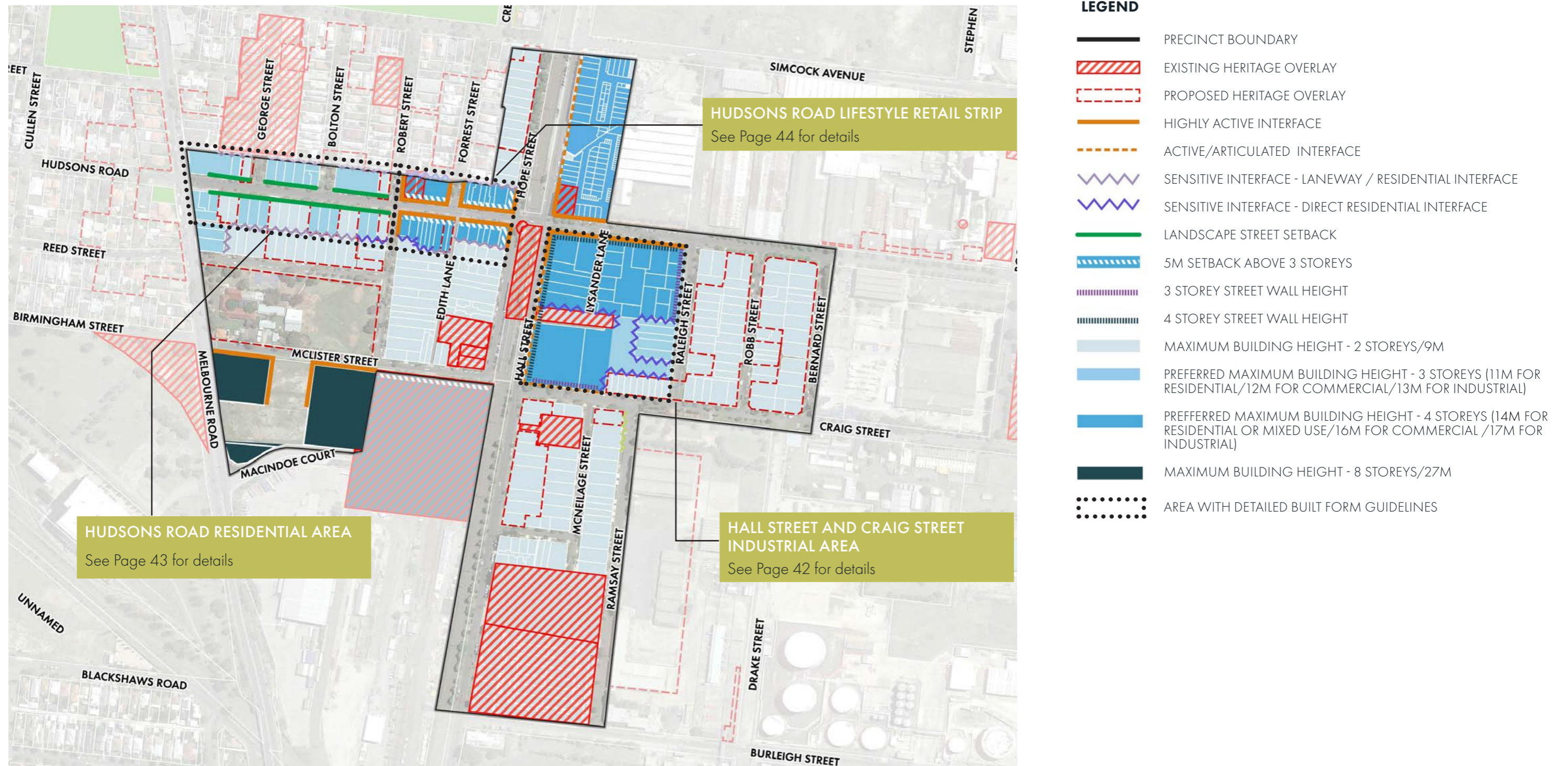
IMPROVEMENT PROJECTS (refer to Part D and E of Structure Plan)

- HUDSONS ROAD (WEST) STREETScape IMPROVEMENTS
- HALL STREET (NORTH) STREETScape IMPROVEMENT
- MCLISTER STREET STREETScape IMPROVEMENTS
- ROBERT STREET (SOUTH) STREETScape IMPROVEMENTS
- KEY STREETS FOR PLANTING
- IMPROVED PEDESTRIAN CROSSING INFRASTRUCTURE
- FUTURE STATION UPGRADE PROJECT (INCL. POTENTIAL LEVEL CROSSING REMOVAL)
- SPOTSWOOD NEIGHBOURHOOD HOUSE IMPROVEMENT
- INVESTIGATE SHARED PLAY SPACE AT SPOTSWOOD PRIMARY SCHOOL

Map 11. Central Activity Precinct Land Use Framework Plan

Built Form Guidelines Plan.

In order to achieve highest quality development outcomes, a set of guidelines are outlined to encourage good design that retains local character. The plan at Map 12 and Table 1 should be read together.



Map 12. Central Activity Precinct Built Form Plan

Built Form Guidelines.

- Encourage infill residential development within moderate and incremental change areas and shop-top development up to 4 storeys on Commercial 1 zoned land (Hudsons Road lifestyle retail strip).
- Ensure new development is sensitive to existing built form and heritage buildings. Buildings abutting existing residential properties should be setback in accordance to ResCode Standards.
- Ensure new development integrates into the precinct's fine-grain character by providing clearly defined entry points at a human scale and a sense of address.
- Ensure new development contributes positively to the streetscape and public spaces by providing active frontages with clear glazed ground floors. The number and size of crossovers should be minimised, particularly on Hudsons Road and McLister Street.
- Orientate new development towards the street with primary frontages that engage with the context and the surrounding heritage elements.
- Ensure new development does not overshadow surrounding public realm.
- Encourage upper floor levels of buildings within the precinct to be recessed and well articulated from rear and side boundaries, which abut or are opposite residential properties.
- Encourage excellence in building design by ensuring development responds to the characteristics of the site and its context.

- Ensure that all development supports a sustainable activity centre through implementation of best practice ESD standards, including energy efficiency and water management.
- Ensure new development addresses acoustic amenity within the design response, particularly where it is close to industrial areas or next to major road and rail infrastructure.
- Actively promote vehicle share and ride share initiatives by allowing developments that include dedicated car share parking spaces considered for reduced private car parking.
- Vehicle access for intensified development should be provided from side streets. Increased numbers of vehicles accessing the activity centre from Melbourne Road should be discouraged.

Building Heights:

- Building heights should not exceed heights specified in Map 12.
- Up to 3 storeys should be encouraged for industrial sites not subject to heritage overlay, if redeveloped for industrial or commercial use.

Street Wall:

- The street wall height should not exceed 3 storeys unless otherwise specified in Figures 2 - 7.

Upper Level Setbacks:

- Development above 3 storeys should be setback to provide a human scale to the streetscape unless otherwise specified in Figures 2 - 7. This condition also applies to the built form located on the corner of Hudsons Road and Hope Street, Forrest Street and Robert Street.

Interface Treatments:

- Sensitive interface: Where higher density development abuts residential or heritage buildings, ResCode B17 setback standard applies.
- Active/articulated interface: An interface intended to add visual interest to a streetscape. This does not have to support highly active uses, though active uses are encouraged.

Articulation may involve indentations/extrusions, variations in materiality, colour and the use of super graphics in industrial areas.

- Landscape Setback: Provide a 4-6 metre landscape street setback on Hudsons Road between Robert Street and Melbourne Road to provide opportunities for landscaping and street trees.
- Highly active interface: An interface intended to encourage active commercial uses at ground level that engage directly with the street. Activation should be assisted by the extensive use of unobscured or clear glazing and entry points which open directly onto the street. Awnings should provide weather protection for pedestrians

Overshadowing:

- New development should not overshadow the Spotswood Primary School's playground, the Train Station area or any publicly accessible open space between 10:00am and 2:00pm on the 22 June.
- New development should not overshadow Hudsons Road or McLister Street (south side footpath) between 10:00am and 2:00pm on 22 September.

Table 1. Central Activity Precinct Built Form Guidelines

Built Form Guidelines - Hall Street and Craig Street Industrial Area

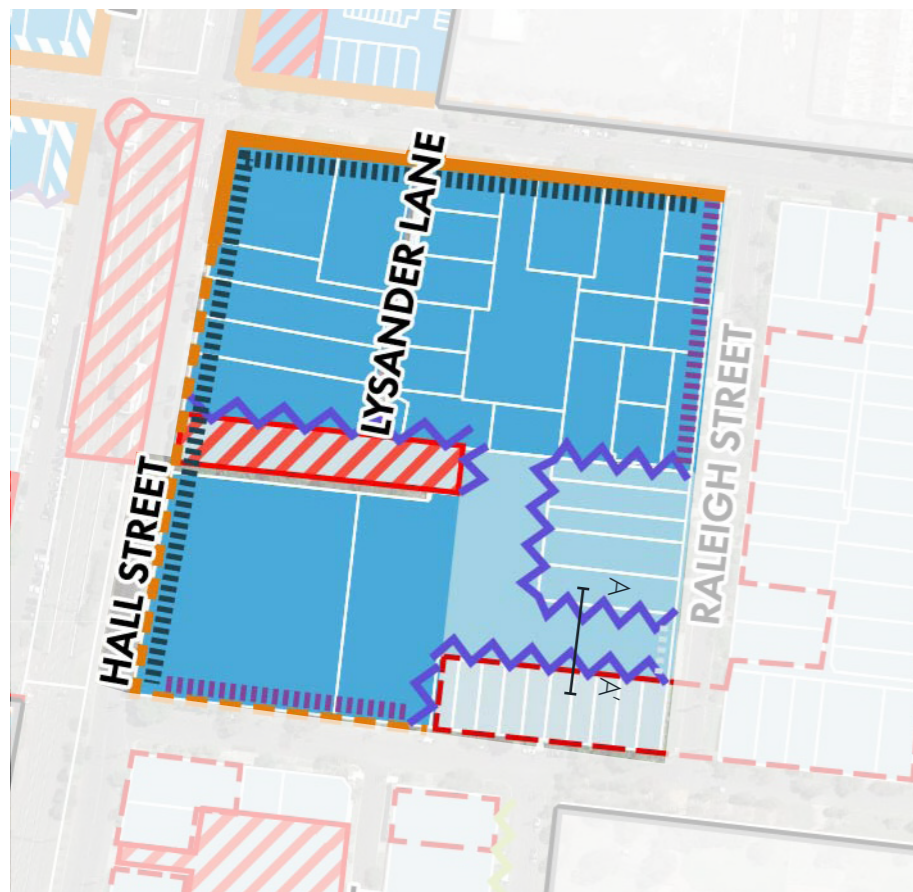








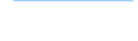
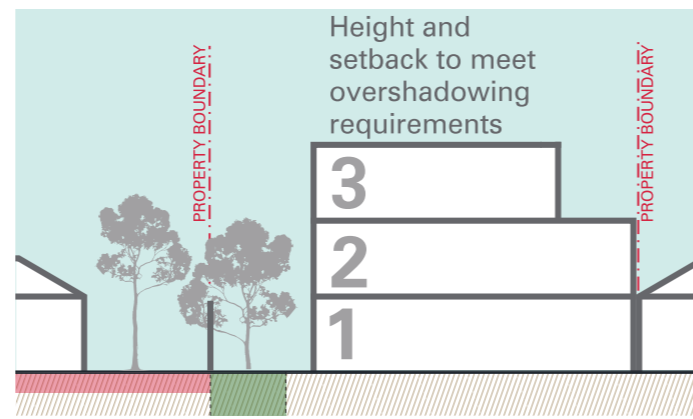


Figure 2. Hall Street and Craig Street Industrial Area Built Form Framework

LEGEND

-  EXISTING HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
-  SENSITIVE INTERFACE - LANEWAY / RESIDENTIAL INTERFACE
-  SENSITIVE INTERFACE - DIRECT RESIDENTIAL INTERFACE
-  3 STOREY STREET WALL HEIGHT
-  4 STOREY STREET WALL HEIGHT
-  MAXIMUM BUILDING HEIGHT - 2 STOREYS/9M
-  PREFERRED MAXIMUM BUILDING HEIGHT - 3 STOREYS (12M FOR COMMERCIAL/13M FOR INDUSTRIAL)
-  PREFERRED MAXIMUM BUILDING HEIGHT - 4 STOREYS (16M FOR COMMERCIAL/17M FOR INDUSTRIAL)



Heritage site 3 m minimum
Figure 3. Cross Section A-A'

Urban element	Description
Building and Street wall height	<p>The preferred maximum building height is 4 storeys (16m for commercial/17m for industrial) in most of the block area, however 3 storeys (12m for commercial/13m for industrial) is encouraged on sites adjacent to sensitive interface.</p> <p>The preferred street wall height is 3 storeys along Craig and Raleigh Street and 4 storeys along Hudsons Road and Hall Street.</p>
Setbacks and interfaces	<p>Any development adjacent to the sensitive interface of properties subject to a Heritage Overlay on Craig Street may retain the existing setback and building height, if the existing built fabric is adaptively reused. If the site is redeveloped, a minimum 3 metre building setback to this sensitive interface is required, to create a landscape buffer, enable deep soil planting or a new pedestrian connection or laneway (as shown in Section A - A).</p> <p>For other sites adjacent to a sensitive interface, the existing setback and building height may be maintained and must not be exceeded. Provide a single setback above the street wall to avoid a tiered 'wedding cake' form.</p>

Heritage	Provide a suitable transition in height to heritage by introducing a maximum of 3 storey buildings adjacent to land subject to a Heritage Overlay. Maintain the visual prominence of heritage buildings within the streetscape by retaining the heritage building facade in its solid three dimensional form with upper level development setback above.
Access	Retain and create laneways through redevelopment that can work as a setback and buffer to heritage sites. Ensure vehicle access to the site is not on residential streets.

Table 2. Hall Street and Craig Street Industrial Area Built Form Requirements

Built Form Guidelines - Hudsons Road Residential Area

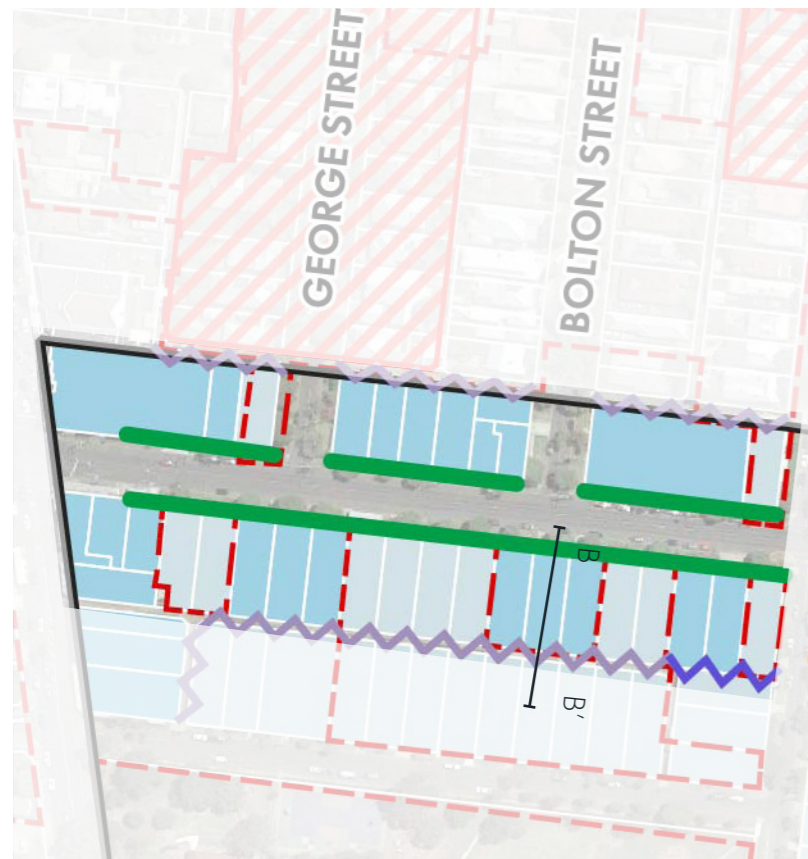




Figure 4. Hudsons Road Residential Area Built Form
LEGEND

-  EXISTING HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
-  SENSITIVE INTERFACE - LANEWAY / RESIDENTIAL INTERFACE
-  SENSITIVE INTERFACE - DIRECT RESIDENTIAL INTERFACE
-  LANDSCAPE STREET SETBACK
-  MAXIMUM BUILDING HEIGHT - 2 STOREYS/9M
-  MAXIMUM BUILDING HEIGHT - 3 STOREYS/11M

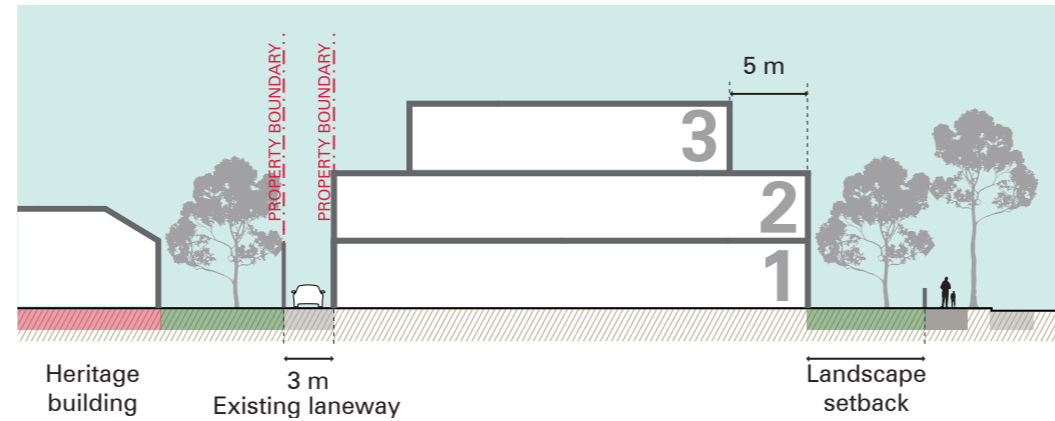


Figure 5. Cross Section B-B'

Urban element	Description
Building and Street wall height	<p>The maximum building height is 3 storeys (11m) along the street between Melbourne Road and Robert Street, except sites within a heritage overlay.</p> <p>Provide 2 storey street wall height on Hudsons Road.</p>
Setbacks and interfaces	<p>Provide a 4 - 6 metres street setback (preferred 6m) on Hudsons Road to respond to the dominant street landscape setback.</p> <p>Provide opportunities for landscape and street trees.</p> <p>Provide a upper level setback of 5 meters above the 2 storey street wall.</p>
Heritage	<p>Protect and preserve built form features of the heritage sites, in particular the roof form, verandahs, low wall, finishes, scale, grain and rhythm.</p>
Access	<p>Provide a rear access to properties where possible, to minimise crossovers on Hudsons Road.</p>

Table 3. Hudsons Road Residential Area Built Form Requirements

Built Form Guidelines - Hudsons Road Lifestyle Retail Strip

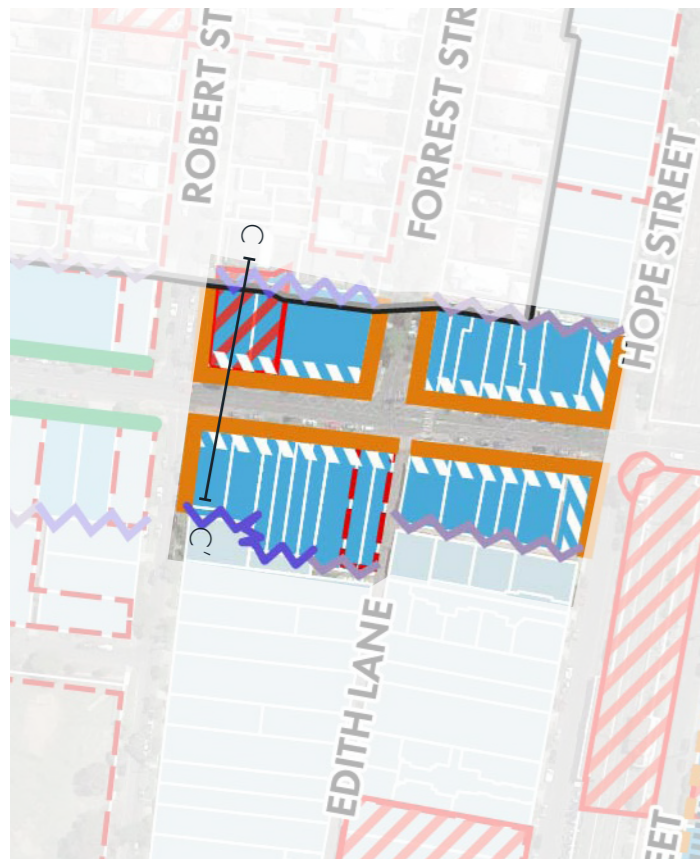









Figure 6. Hudsons Road Lifestyle Retail Strip Built Form Framework
LEGEND

-  EXISTING HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
-  HIGHLY ACTIVE INTERFACE
-  SENSITIVE INTERFACE - LANEWAY / RESIDENTIAL INTERFACE
-  SENSITIVE INTERFACE - DIRECT RESIDENTIAL INTERFACE
-  5M SETBACK ABOVE 3 STOREYS
-  PREFERRED MAXIMUM BUILDING HEIGHT - 4 STOREYS (14M FOR MIXED USE/16M FOR COMMERCIAL)

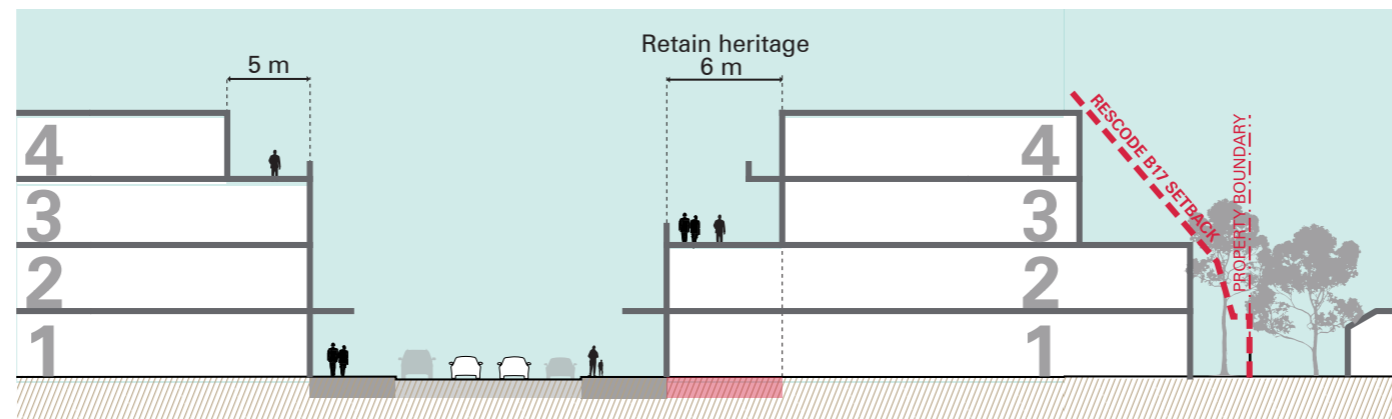


Figure 7. Cross Section C-C'

Urban element	Description
Building and Street wall height	The preferred maximum building height is 4 storeys (14m for mixed use/16m for commercial) and a preferred street wall of 3 storeys on Hudsons Road.
Setbacks and interfaces	Provide a upper level setback of 5 metres above the street wall on both sides of Hudsons Road, and a upper level setback of 6 metres above the street wall for heritage buildings. Create active interfaces with a higher proportion of glazing. Provide a canopy where it is possible at one storey height.
Heritage	Protect and maintain critical characteristics from the heritage buildings, particularly the finishes, scale, rythm and graining from narrow shop fronts rhythm and café land use.

Access	Create a pedestrian friendly environment with accessible paths of continuous and wide sidewalks that allow the implementation of permanent and temporal vegetation and/or placemaking activities. Provide rear access where possible to minimise crossovers on Hudson Road.
Overshadowing to private open space	Ensure all the appropriate setbacks respond to following ResCode Standards B17 and B21 to not overshadow private open space of an existing dwelling.
Overshadowing to public space	Protect solar access to the southern footpath and public realm from 11am to 2pm on the spring equinox.

Table 4. Hudsons Road Lifestyle Retail Strip Built Form Requirements

Land Use Framework Plan.



LEGEND

- PRECINCT BOUNDARY
- OPEN SPACE
- RESIDENTIAL MINIMAL CHANGE
- RESIDENTIAL INCREMENTAL CHANGE
- RESIDENTIAL MODERATE CHANGE
- PROPOSED PEDESTRIAN PRIORITY ROUTE
- PROPOSED CYCLING PRIORITY ROUTE
- PROPOSED BUS ROUTE
- SPOTSWOOD TRAIN STATION/LINE
- ART INFRASTRUCTURE/CREATIVE SPACE OPPORTUNITY
- POTENTIAL ZONING CHANGE

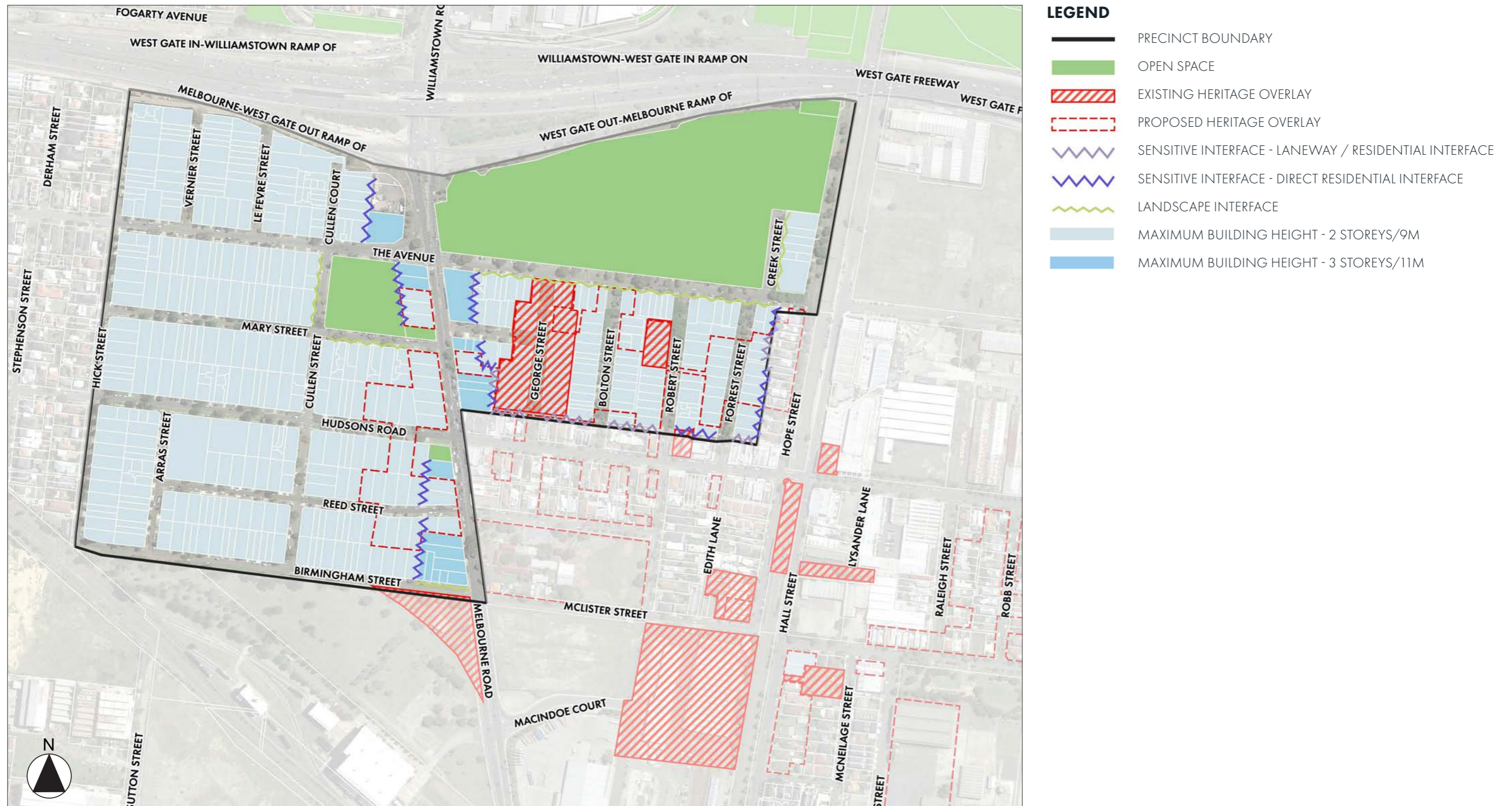
IMPROVEMENT PROJECTS (refer to Part D and E of Structure Plan)

- THE AVENUE (WEST) STREETScape IMPROVEMENT
- IMPROVED PEDESTRIAN CROSSING INFRASTRUCTURE
- EXPLORE SHARED USE COMMUNITY SPACE AT THE SPOTSWOOD RSL CLUB AND UPGRADE MARY STREET RESERVE

Map 13. Residential and Community Precinct Land Use Framework Plan

Built Form Guidelines Plan.

In order to achieve highest quality development outcomes, a set of guidelines are outlined to encourage good design that retains local character. The plan at Map 14 and Table 5 should be read together.



Map 14. Residential and Community Precinct Built Form Plan

Built Form Guidelines.

- Encourage greater housing intensification in residential areas identified as suitable for incremental and moderate change (refer to Map 13). Corresponding preferred building heights are identified on Map 14.
- Facilitate high quality housing that respects the local character and heritage.
- Encourage excellence in dwelling design while ensuring development responds to the characteristics of the site and its context.
- Orientate new dwellings towards the street with primary frontages that engage with the context and the surrounding heritage elements.
- Ensure that all development supports a sustainable outcomes through implementation of best practice ESD standards, including energy efficiency and water management.
- Vehicle access for intensified development should be provided from side streets. Where possible, discourage increased number of vehicles accessing from Melbourne Road.

Building Height:

- Building height should not exceed heights specified in the relevant residential zone schedule. The maximum residential building heights are shown in Map 14.

Interface Treatments:

- **Sensitive Interface:** New development abutting existing dwellings should provide setback accordance to ResCode B17 standard.
- **Landscape Interface:** Buildings should be set back from the property boundary to provide opportunity for deep landscape planting.
Setbacks should be 5 metres at 1-3 storeys. Passive surveillance of open spaces should be strongly encouraged.

Overshadow:

- New development should not overshadow any publicly accessible open space between 10:00am and 2:00pm on the 22 June.

Table 5. Residential and Community Precinct Built Form Guidelines

Precinct 3 – Northern Industry & Employment Precinct

Precinct Overview.

This precinct includes established state significant businesses, key industrial redevelopment sites and a regional tourist destination in the Scienceworks Museum. The precinct will support manufacturing and light industrial uses with some opportunity for mixed light industrial/commercial uses within key redevelopment sites. Built form will respect heritage buildings but allow for urban renewal, with preferred heights ranging from four to five storeys with consideration for established heights of industrial buildings.

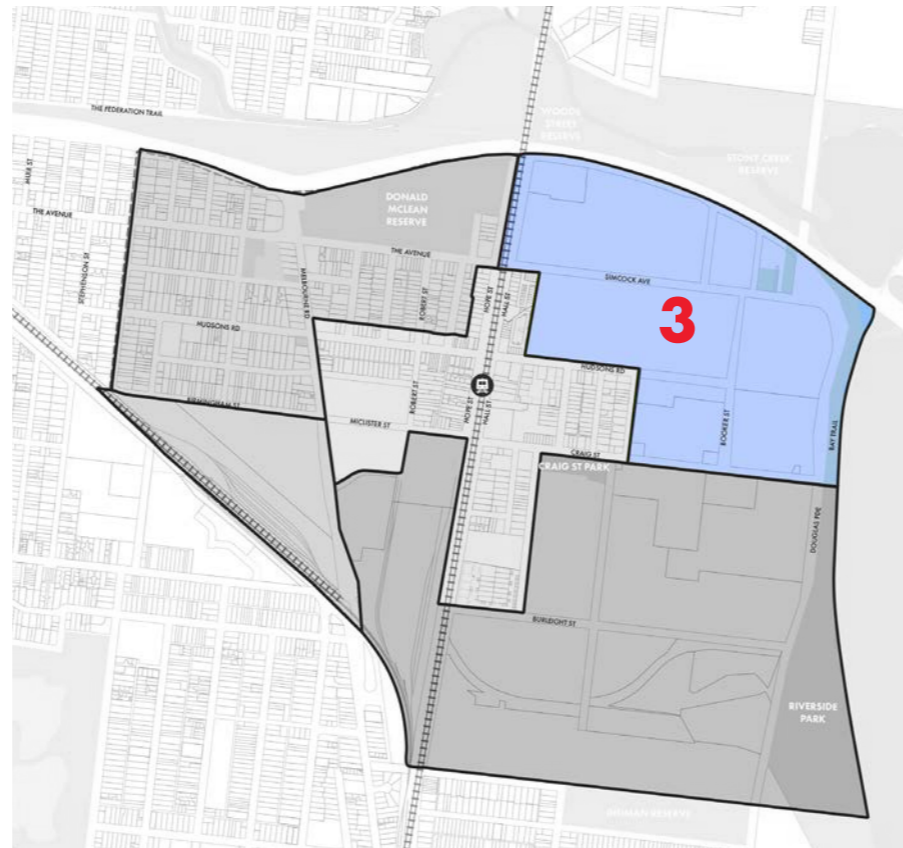
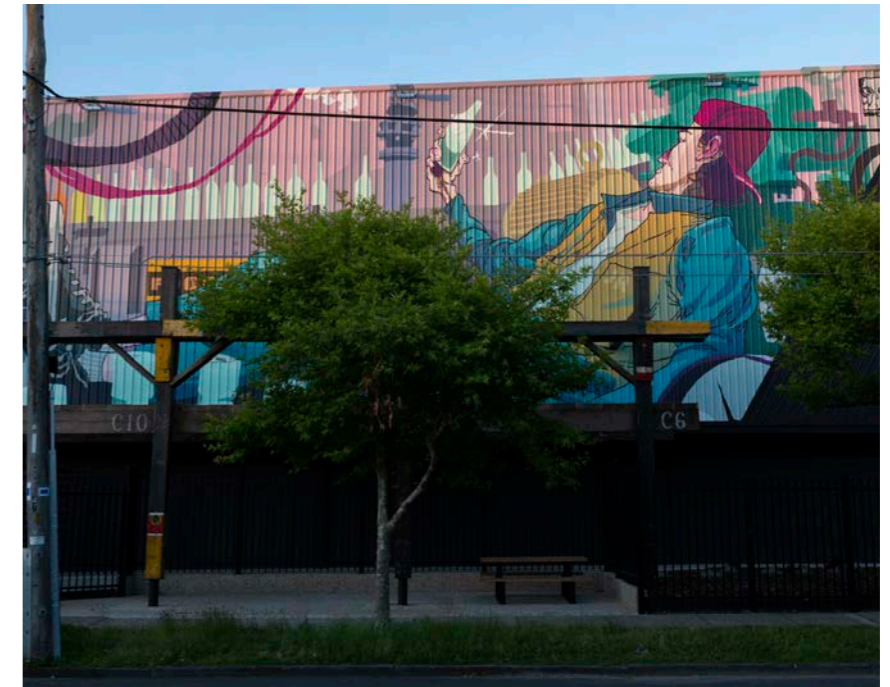


Figure 9. Precinct 3 Key Plan



Proposed streetscape concept for Booker Street from the Better Places Project.



Example of how existing industrial buildings are being used for artwork/creative spaces in Spotswood.



The Spotswood Pumping Station is an example of significant 19th Century industrial architecture that should be protected and celebrated.

Land Use Framework Plan.

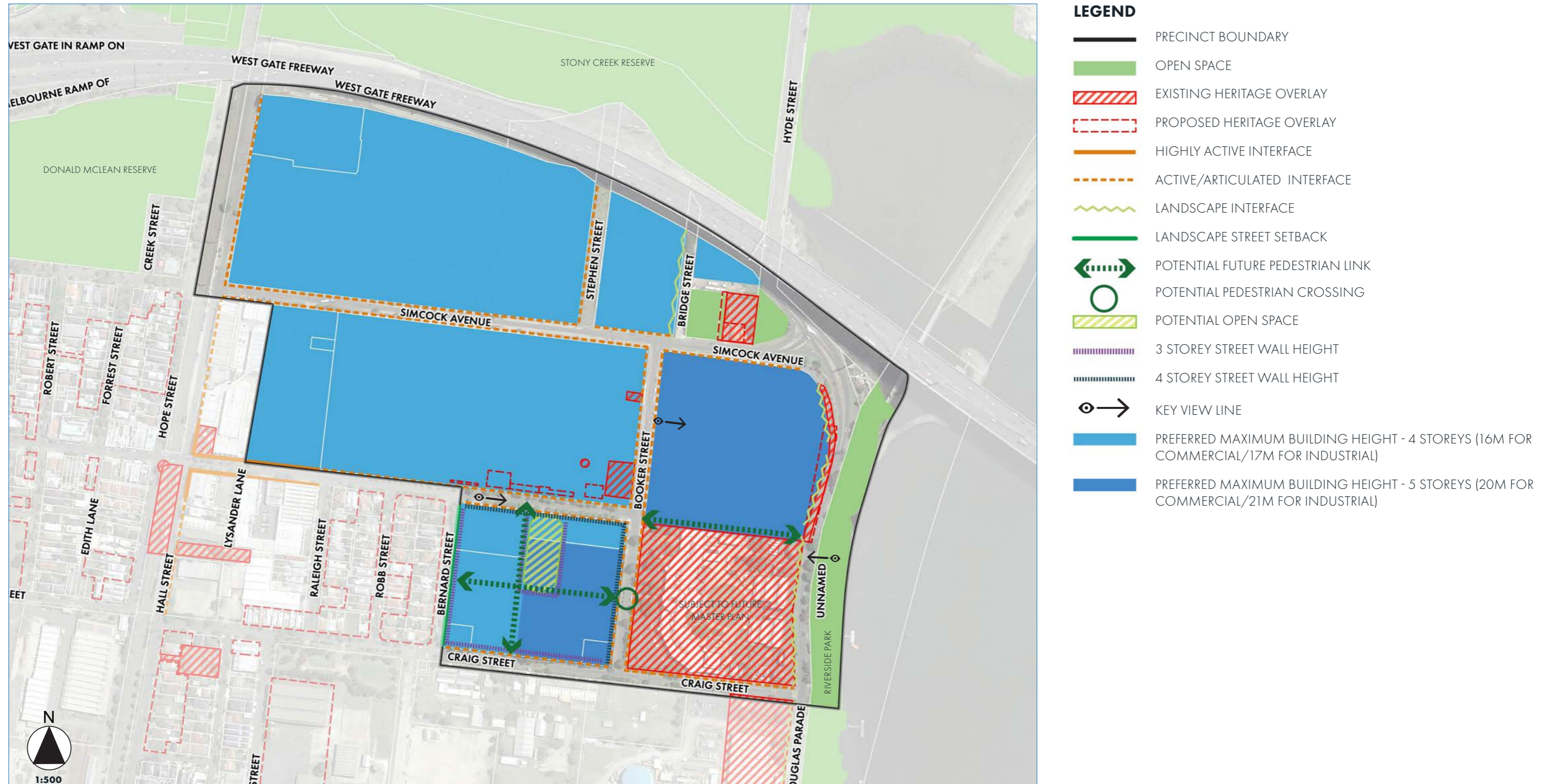
The plan below identifies the preferred future land uses to be located within the precinct and the improvement projects relevant to the precinct.



Map 15. Northern Industry and Employment Precinct Land Use Framework Plan

Built Form Guidelines Plan.

This section outlines how to achieve legible and activated industrial building frontages and street edges of a consistent built form siting and scale along the pedestrian and cycling priority streets. The Plan at Map 16 and Table 6 should be read together.



Map 16. Northern Industry and Employment Precinct Built Form Plan

Built Form Guidelines.

- Encourage small format office, manufacturing and light industrial uses with complementary knowledge and creative enterprise along Hall Street and Craig Street and Ramsey Street.
- Attract knowledge-based industries to key redevelopment sites.
- Encourage excellence in commercial and industrial building design, ensuring development responds to the characteristics of the site and its surrounding context, including heritage elements.
- Encourage landmark buildings on prominent sites.
- Orientate new development towards the street with primary frontages that engage with the context and the surrounding heritage elements.
- Ensure new development integrates with and contributes positively to streetscapes and public spaces.
- Ensure new development does not overshadow key public spaces.
- Encourage upper floor levels of buildings within the precinct to be recessed and well articulated from rear and side boundaries, which abut or are visible from publicly accessible areas.
- Ensure that all new development supports a sustainable outcomes through implementation of best practice ESD standards, including energy efficiency and water management.
- Ensure new development addresses acoustic amenity within the design response.
- Ensure any development on sites subject to a heritage overlay considers the significance of the existing heritage structures and responds appropriately.

Building Heights:

- Building heights should not exceed the preferred heights specified in Map 16 unless a net community benefit can be demonstrated and any off-site impacts such as traffic are acceptably managed.

Street Wall:

- Discussed in the 1 Hudsons Rd section Figure 10.

Setbacks:

- Development above 3 storeys should be setback to retain a human scale.

Interface Treatments:

- Development on sites identified with a highly active interface should utilise transparent and permeable building facade treatments and provide for active uses at ground level and provide opportunities for passive surveillance above.
- Development on sites identified with an active/articulated interface should contribute to activation of the street at ground level and provide opportunities for passive surveillance above.
- Buildings located on corner sites must address and activate both types of interfaces.
- Any development within Museum Victoria's site must undertake a master plan to ensure an appropriate design response, and consider and respond to the existing heritage building (VHR H1555 - Spotswood Pumping Station)












Table 6. Northern Industry and Employment Precinct Built Form Guidelines

Built Form Guidelines - 1 Hudsons Road



Figure 10. 1 Hudsons Road Built Form Framework

LEGEND

-  EXISTING HERITAGE OVERLAY
-  PROPOSED HERITAGE OVERLAY
-  ACTIVE/ARTICULATED INTERFACE
-  LANDSCAPE STREET SETBACK
-  POTENTIAL FUTURE PEDESTRIAN LINK
-  POTENTIAL PEDESTRIAN CROSSING
-  POTENTIAL OPEN SPACE
-  3 STOREY STREET WALL HEIGHT
-  4 STOREY STREET WALL HEIGHT
-  PREFERRED MAXIMUM BUILDING HEIGHT - 4 STOREYS (16M FOR COMMERCIAL/17M FOR INDUSTRIAL)
-  PREFERRED MAXIMUM BUILDING HEIGHT - 5 STOREYS (20M FOR COMMERCIAL/21M FOR INDUSTRIAL)

Urban element	Description
Building and Street wall height	<p>The preferred maximum building height is 4 storeys (16m for commercial/17m for industrial) and up to 5 storeys (20m for commercial/21m for industrial) on the southeast of the site on Booker Street and Craig Street.</p> <p>The preferred street wall height is 3 storeys along Craig and Bernard Streets and 4 storeys along Hudsons Road and Booker Street.</p>
Setbacks and interfaces	<p>Provide a 2 metres street setback along Bernard Street to support the retention of existing trees and vegetation.</p> <p>Create active interfaces through the use of front doors and different uses on Hudsons Road, Craig Street and Booker Street that complements and supports the current and future activities on Scienceworks and Grazeland.</p> <p>Avoid setbacks at upper levels, but instead set back the entire building form, where it is possible.</p>
Access	<p>Create pedestrian links through the development to increase the connectivity between the new uses and existing creative and commercial spaces next to the site and the river.</p>
Open space	<p>Create new public open space, that is protected from overshadowing between 10 am to 3pm at the winter solstice.</p>
Car parking	<p>Consolidate car parking in multidecks and encourage the use of more sustainable modes of transport.</p>

Table 7. 1 Hudsons Road Built Form Requirements

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Precinct 4 – Southern Industrial Precinct.

Precinct Overview.

The Southern Industrial Precinct will continue to support heavier industrial operations such as petroleum storage and logistics. Where possible light industrial activities will be introduced where this can form a buffer between the community and heavy industry.

New development fronting Craig street will need to provide a safe environment for cyclists by limiting the number of crossovers and ensuring adequate sight lines.

New heritage overlays are proposed to protect four significant industrial buildings constructed in the late interwar and postwar periods for the Shell Company of Australia (known as British Imperial Oil Company until 1927).

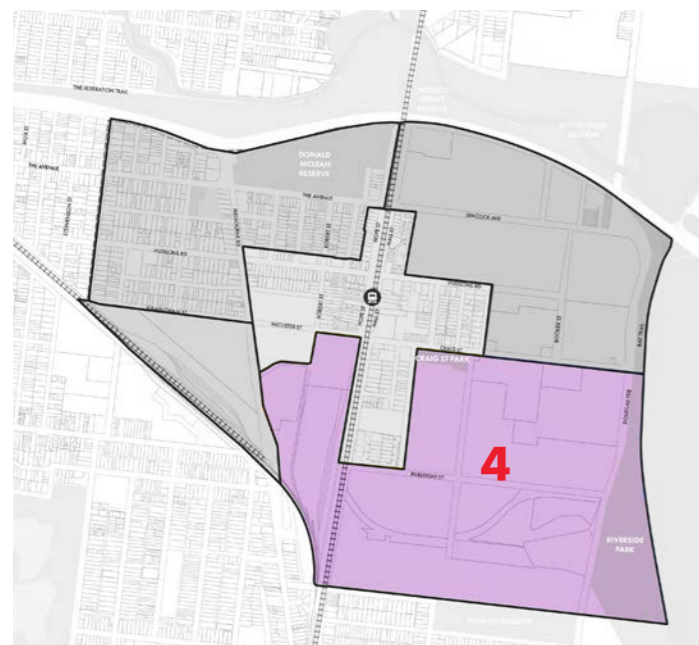


Figure 11. Precinct 4 Key Plan

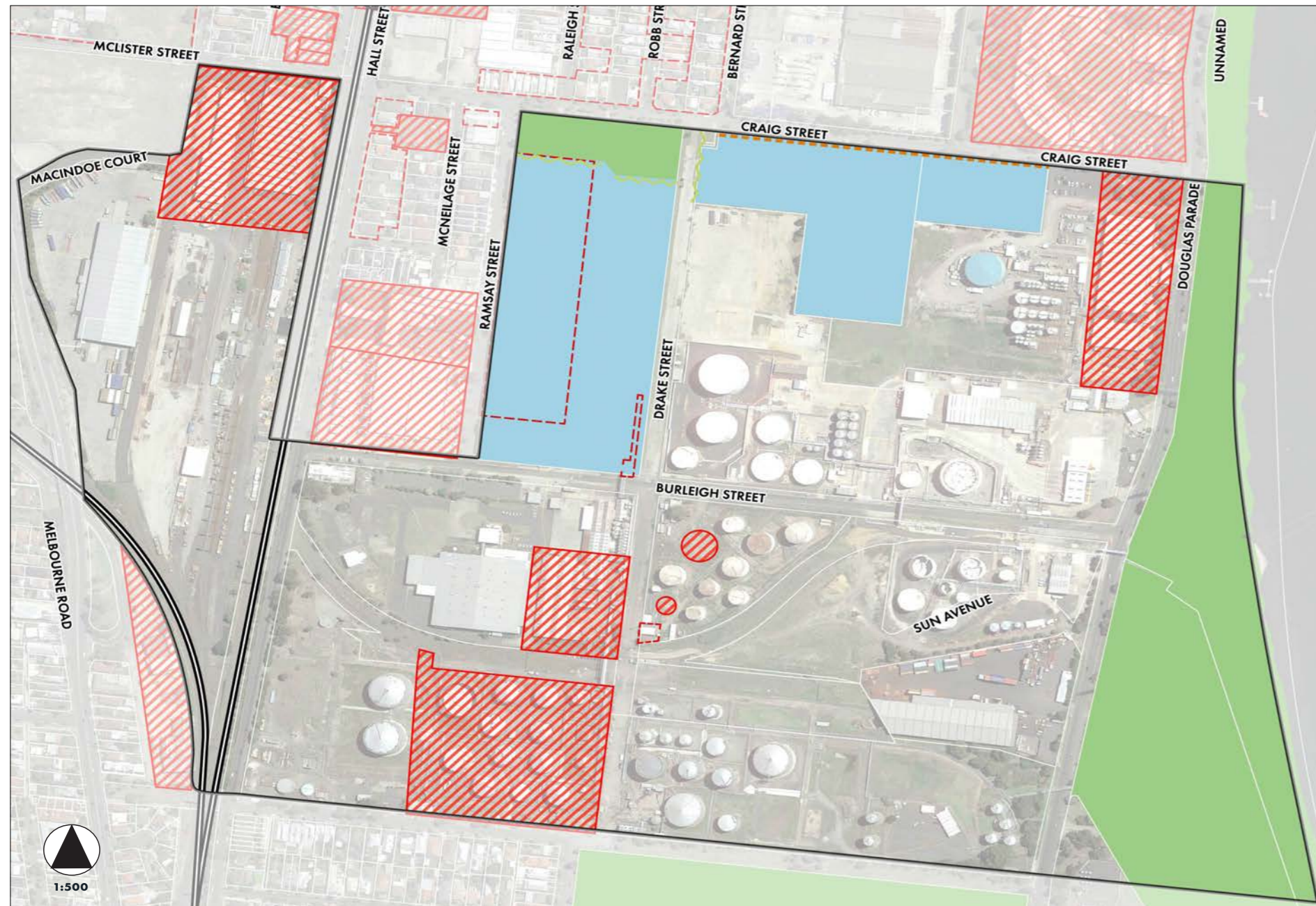
Land Use Framework Plan.

The plan below identifies the preferred future land uses to be located within the precinct and the improvement projects relevant to the precinct.



Map 17. Southern Industrial Precinct Land Use Framework Plan

Built Form Guidelines Plan.



Map 18. Southern Industrial Precinct Built Form Plan

LEGEND

	PRECINCT BOUNDARY		LANDSCAPE INTERFACE
	OPEN SPACE		ACTIVE/ARTICULATED INTERFACE
	EXISTING HERITAGE OVERLAY		PREFERRED MAXIMUM BUILDING HEIGHT - 3 STOREYS/13M
	PROPOSED HERITAGE OVERLAY		

Built Form Guidelines.

- Encourage light industrial uses along Craig Street and Ramsey Street.
- Encourage excellence in industrial building design, ensuring development responds to the characteristics of the site and its surrounding context, including heritage elements.
- Ensure new development integrates with and contributes positively to streetscapes and public spaces.
- Ensure new development does not overshadow key public spaces.
- Ensure development supports a sustainable outcomes through implementation of best practice ESD standards, including energy efficiency and water management.
- Ensure any development on sites subject to a heritage overlay to consider the significance of the existing heritage structures and respond appropriately.
- Ensure new development limits cross-overs to Craig Street and contributes to a safe cyclist environment.

Building Heights:

- Building heights should not exceed the preferred heights specified in Map 18.

Interface Treatments:

- Development on sites identified with an active/ articulated interface should contribute to activation of the street at ground level and provide opportunities for passive surveillance above.

Landscape Interface:

- Landscape interface: Buildings should be set back from the property boundary to provide opportunity for deep landscape planting.

Setbacks for landscape planting should be 5 metres. Passive surveillance of open spaces should be strongly encouraged.

Table 8. Southern Industrial Precinct Built Form Guidelines

Precinct 5 – Urban Renewal Precinct - Spotswood Yard Redevelopment

Precinct Overview.

The Urban Renewal Precinct includes the Spotswood Yard redevelopment site that is identified as a substantial housing change area in local policy. This site together with the McLister Street development will deliver the majority of apartment housing within Spotswood and is proposed to be a mix of residential, small-scale office, retail and short stay accommodation. The site has planning permits either issued or undergoing assessment.

Current Planning Permit Applications

In 2021 planning permits were issued for two apartment buildings fronting onto Birmingham Street (PA1945411 and PA1945441). These buildings were approved at the direction of the Minister for Planning.

In 2020 a planning permit application was lodged for the balance of the site (PA2048400). This application is to be considered by the Victorian Civil Administrative Tribunal (VCAT) in 2022. **While the draft Structure Plan outlines a preferred land use outcome for this site, the VCAT process will ultimately determine the final development outcome.**

Land Use Framework.



Map 19. Urban Renewal Precinct Land Use Framework Plan

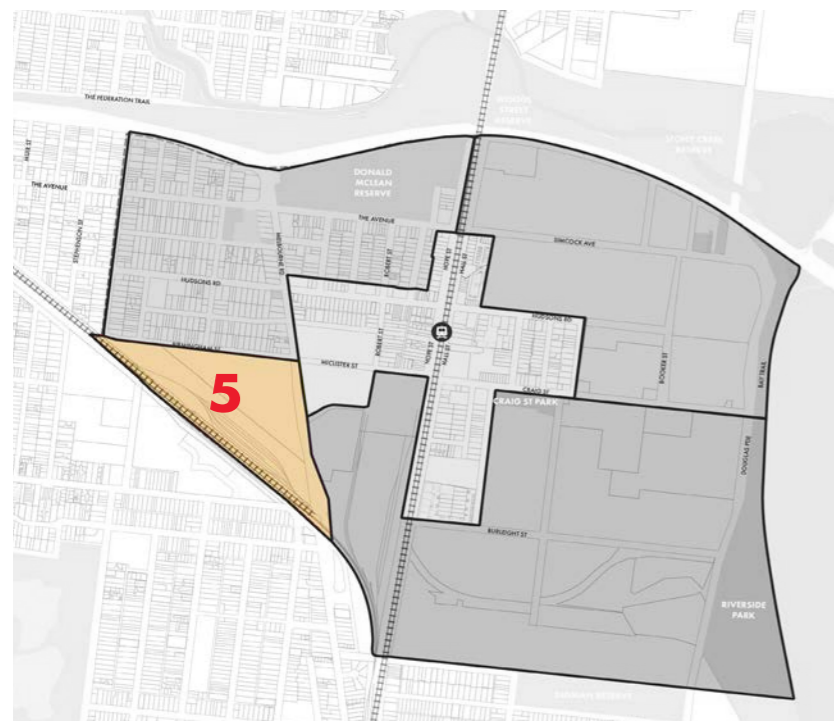
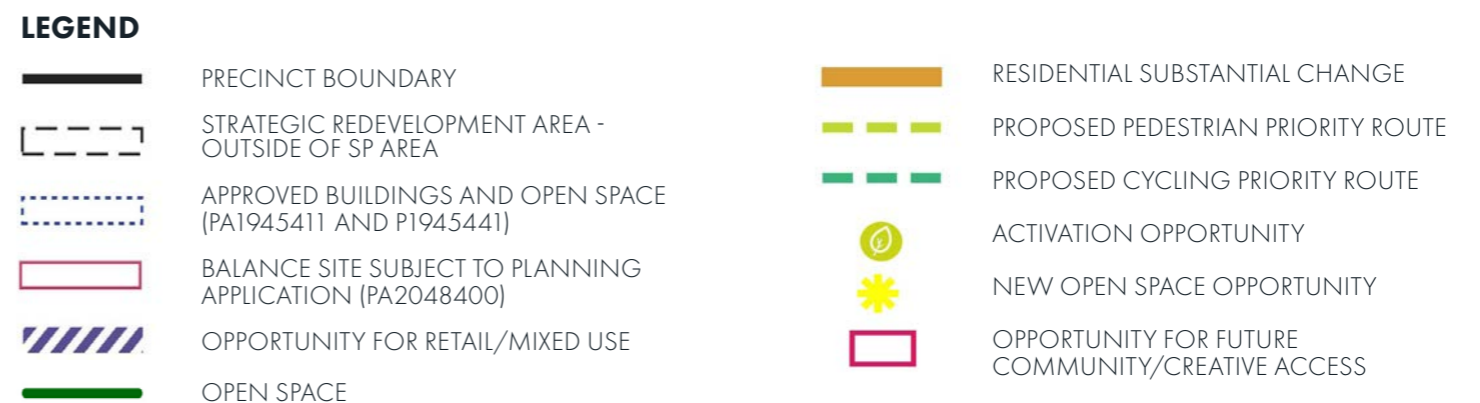


Figure 12. Precinct 5 Key Plan

Built Form Guidelines Plan.



LEGEND

- PRECINCT BOUNDARY
- STRATEGIC REDEVELOPMENT AREA - OUTSIDE OF SP AREA
- APPROVED BUILDINGS AND OPEN SPACE (PA1945411 AND PA1945441)
- BALANCE SITE SUBJECT TO PLANNING APPLICATION (PA2048400)
- OPEN SPACE
- EXISTING HERITAGE OVERLAY
- PREFERRED MAXIMUM BUILDING HEIGHT - 3 STOREYS/11M
- PREFERRED MAXIMUM BUILDING HEIGHT - 4 STOREYS/14M
- PREFERRED MAXIMUM BUILDING HEIGHT - 6 STOREYS/20M*
- PREFERRED MAXIMUM BUILDING HEIGHT - 8 STOREYS/27M*

* Subject to outcomes of planning application (PA2048400) for the balance site.

Map 20. Urban Renewal Precinct Built Form Plan

Built Form Guidelines.

- Ensure new development contributes positively to the street by providing active frontages with clear glazed ground floors.
- Orientate new development towards the street with primary frontages that engage with the context and the surrounding heritage elements.
- Ensure new development does not overshadow surrounding public realm.
- Ensure fit-for-purpose and high quality new open spaces are provided in new development.
- Ensure that all development supports a sustainable centre through implementation of best practice ESD standards, including energy efficiency and water management.
- Ensure new development provides a high level of amenity for new residents and addresses any amenity impacts from adjoining industrial uses.
- Actively promote vehicle share and ride share initiatives by allowing developments that provide for these to have their car parking requirements reduced.
- Vehicle access for intensified development should be provided at the signalised intersection of Melbourne Road and McIndoe Court.

Building Heights:

- Building heights are preferred heights, unless a net community benefit can be demonstrated and any off-site amenity impacts such as traffic impacts can be acceptably managed. Although preferred heights are shown, current Planning Permit Application (PA2048400) for the balance site will determine ultimate building heights.
- Encourage a range of heights in new development which balances higher density along transport infrastructure, such as Melbourne Road and the freight line, with low-scale development at the interface with existing residential properties.
- Require mid-rise development to integrate with the leafy character of the neighbourhood by providing opportunities for external garden space and winter gardens with excellent orientation and solar access. Generous planting and landscape treatments should be integrated into all new development.

Interface Treatments:

- Buildings located adjacent to the freight rail corridor should address acoustic amenity for future occupants within the design response.

Overshadowing:

- New development should not overshadow public open space between 10:00am and 2:00pm on the 22 June.

Table 9. Urban Renewal Precinct Built Form Guidelines

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Part D. Key Projects.

Part D identifies key projects that will assist in achieving the vision and key directions of the Structure Plan.

1. Hudsons Road (West) Streetscape Improvements.

Location: between Hope Street and Robert Street

Role: Commercial and key east-west route

Implementation method: Streetscape design and capital work

This project is an opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Increase canopy tree cover to provide shade and amenity
- Increase the opportunity for outdoor trading and events, without impacting pedestrian movement and flows
- Create more sheltered seating and places for people to sit, chat and meet
- Slow vehicle speeds through raised pavements at key intersections such as Robert Street and Hudsons Road
- Introduce new pedestrian crossing treatments
- Introduce more environmental features such as rain gardens and native landscaping in kerb outstands
- Provide bike parking and car / ride share spaces
- Improve directional signage and wayfinding
- Introduce more public art at key gateway locations

INDICATIVE CONCEPT PLAN ONLY. SUBJECT TO FURTHER DETAILED DESIGN.



Figure 13. Proposed Typical Street Cross Section - Hudsons Road (between Hope Street and Robert Street)

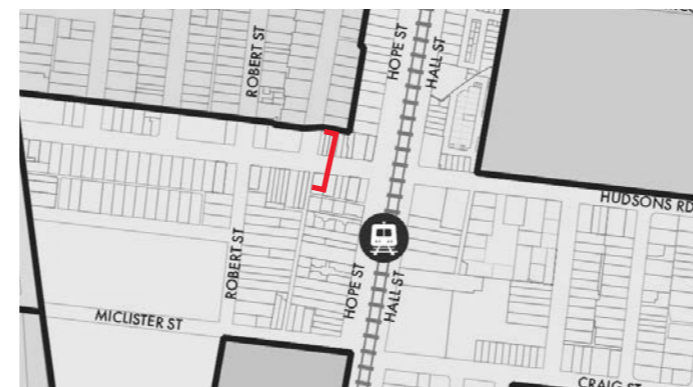


Figure 14. Key Plan - Hudsons Road (West) cross section



Integrating street trees into build outs provides a suitable response for the retail section of Hudsons Road where the footpath and carriageway are constrained.

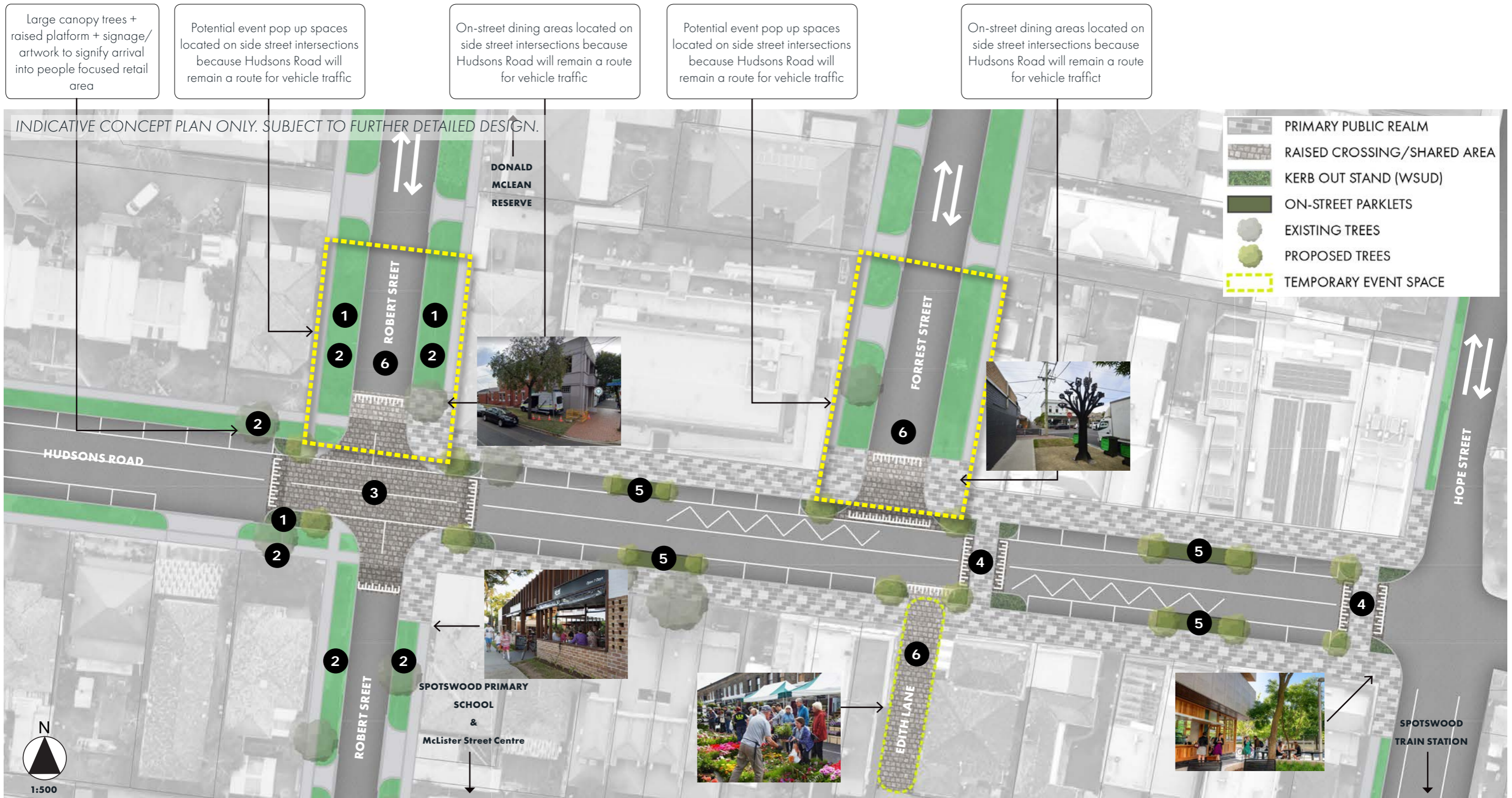
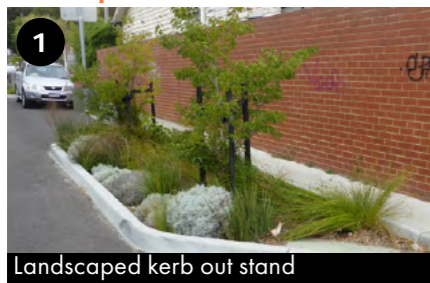


Figure 15. Hudsons Road Streetscape Concept Plan

Examples of Public Realm Improvements



2. Hudson Road (East) Streetscape Improvements.

Location: between Hall Street and Booker Street.

Role: Industrial and key east-west route

Implementation method: Streetscape design and capital works

This project is an opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Increase canopy tree cover to provide shade and amenity
- Slow vehicle speeds through raised pavements at key intersections
- Introduce more rain gardens and native landscaping
- Improve directional signage and wayfinding
- Introduce more public art at key gateway locations and bus stops



Figure 16. Proposed Typical Street Cross Section - Hudsons Road (between Hall Street and Booker Street)

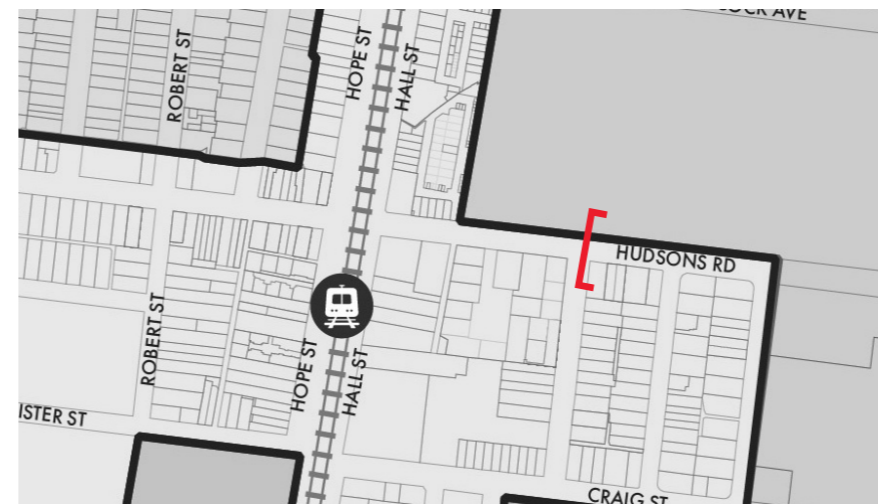


Figure 17. Key Plan - Hudson Road cross section



Opportunity to improve existing Hudsons Road (East) streetscape to be more pedestrian-friendly.

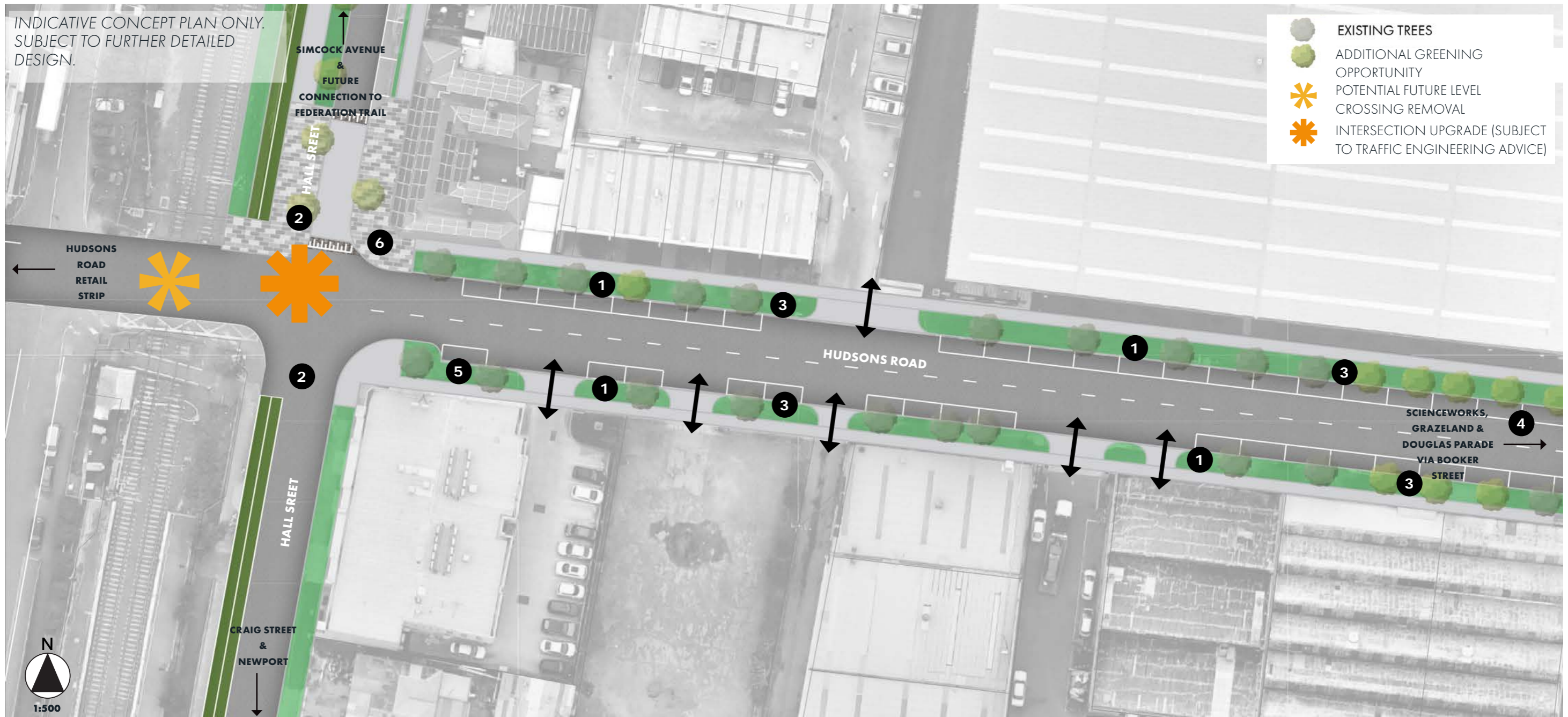


Figure 18. Hudsons Road (East) Indicative Concept
Examples of Public Realm Improvements



3. Hall Street (North) Streetscape Improvements.

Location: between West Gate Freeway and Hudsons Road

Role: Commercial frontage and key cycling link (Better Places Green Line)

Implementation method: Streetscape design and capital works

This project is an opportunity to:

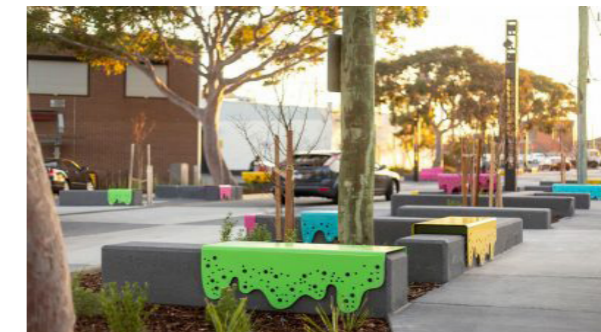
- Improve pedestrian safety, with upgraded footpaths and lighting
- Deliver a key north-south cycle link
- Increase the opportunity for outdoor trading through an extended pavement at the front of the Spotswood Hotel
- Increase canopy tree cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Introduce more public art at key gateway locations



Figure 19. Proposed Hall Street Cross Section (between Simcock Avenue and Hudsons Road)



Figure 20. Key Plan - Hall Street cross section



opportunity to provide more seating and places for people to sit and relax.

Opportunity to deliver bike lane and increase tree planting with WSUD swale

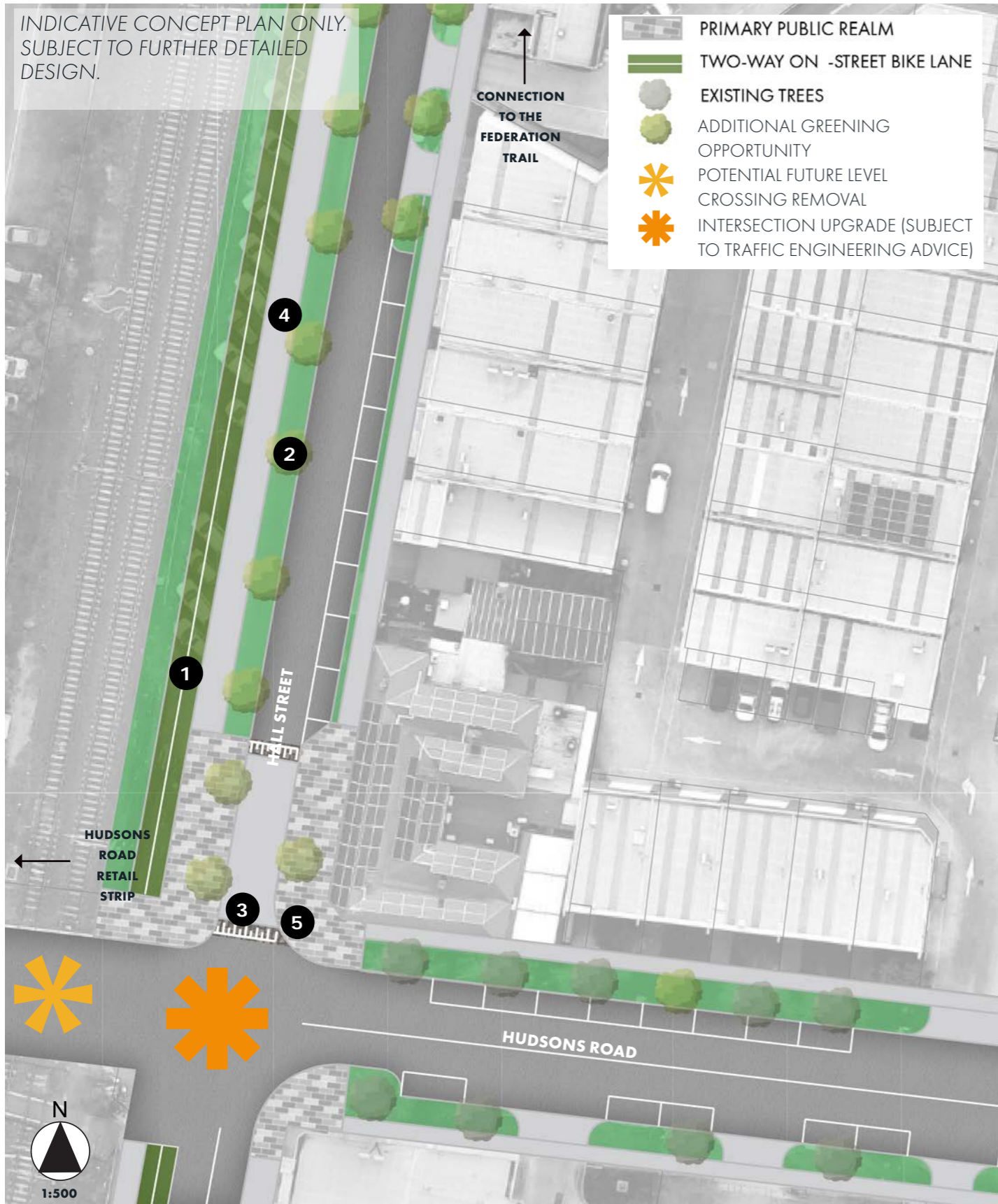
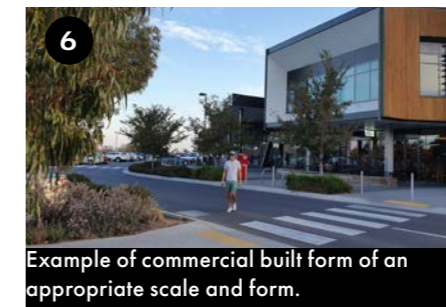
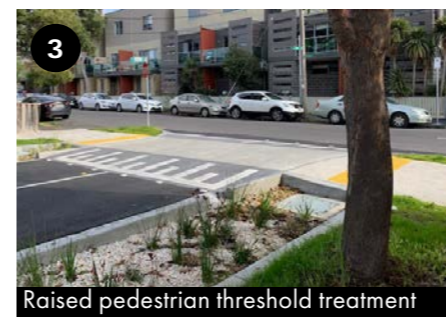


Figure 21. Hall Street (North) Indicative Concept

Examples of Public Realm Improvements



4. Hall Street (South) Improvements.

Location: between Craig Street and High Street

Role: Station interface and key north-south cycling link (Better Places Green Line)

Implementation method: Streetscape design and capital works

This project is an opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Deliver a key north-south cycle link
- Increase canopy tree cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Introduce more public art at key gateway locations
- Improve pedestrian and cycle access to the Spotswood train station

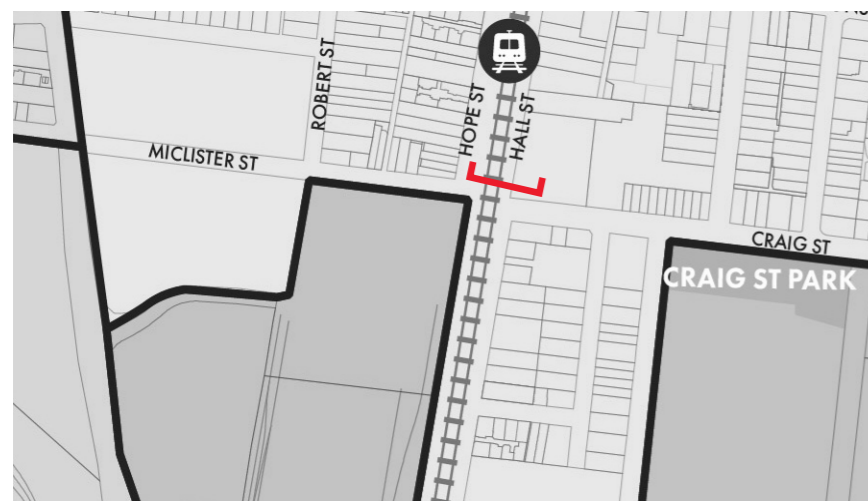


Figure 23. Key Plan - Hall Street South cross section



Figure 22. Proposed Hall Street Cross Section (section between Hudsons Road and Craig Street)



Figure 24. Illustration of Hall Street around the station from BPSSK Place Guide



Examples of Public Realm Improvements:



Figure 25. Hall Street (South) Indicative Concept

5. McLister Street Streetscape Improvements.

Location: between Hope Street and Melbourne Road

Role: Commercial key east-west cycling link (Better Places Green Line)

Implementation method: Streetscape design and capital works

This project is the opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Deliver a key north-south cycle link
- Increase canopy tree cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Introduce more public art at key gateway locations
- Improve pedestrian and cycle access to the Spotswood train station



Examples above of public realm and activation around mixed use development, and bike path along local streets.

Explore options to facilitate separated on-road bike lanes including potential one-way arrangement.

INDICATIVE CONCEPT PLAN ONLY. SUBJECT TO FURTHER DETAILED DESIGN.



Figure 26. McLister Street Indicative Concept Plan
Examples of Public Realm Improvements



6. Birmingham Street Streetscape Improvements.

Location: between Melbourne Road and Hick Street

Role: Key east-west cycling link (Better Places Green Line)

Implementation method: Streetscape design and capital works

This project is an opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Deliver a key east-west cycle link
- Increase canopy tree cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Slow vehicle speeds through raised pavements and other traffic calming treatments
- Assist in advocating for upgrades to rail crossings further east and west (due to delivery of cycle route)



Figure 27. Birmingham Street Indicative Concept Plan

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7. Craig Street Streetscape Improvements

Location: between Hall Street and Douglas Parade

Role: Key east-west cycling link (Better Places Green Line)

Implementation method: Streetscape design and capital works

This project is the opportunity to:

- Improve pedestrian safety, with upgraded continuous footpaths on both sides of the street and new lighting
- Deliver a key east-west cycle link
- Advocate for a new pedestrian / cyclist signalised crossing at Douglas Parade
- Increase tree canopy cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands

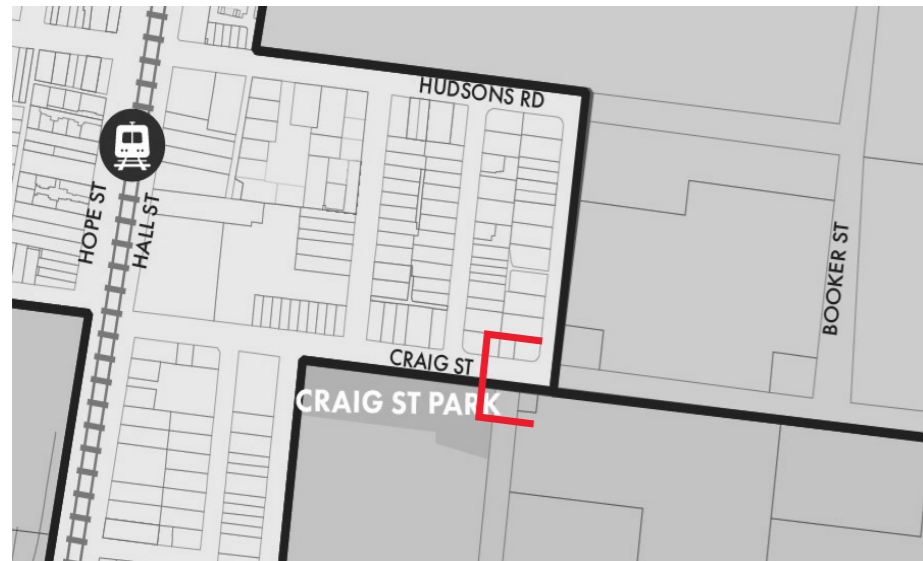


Figure 29. Key Plan - Craig Street cross section



Figure 28. Proposed typical street cross section - Craig Street (between Hall Street and Douglas Parade)



Example of an on road two way separated bike path (Source: City of Sydney)



Grade separation is a potential solution for a safe pedestrian and cyclist crossing at the intersection of Craig Street and Douglas Parade (Source: The Urban Developer).

Future grade separation required to deliver a safe pedestrian crossing solution

This section of the bike path runs through Craig Street park (require realigning the existing footpath) to allow for the retention of on street parking between Bernard and Booker Streets

The section of road between Bernard and Booker Streets remains closed to vehicular traffic and can be transformed into a public open space



Figure 30. Craig Street Indicative Concept

Examples of Public Realm Improvements



8. Robert Street (South) Streetscape Improvements.

Location: between McLister Street and The Avenue

Role: Community, residential and key north-south pedestrian link

Implementation method: Streetscape design and capital works

This project is an opportunity to:

- Improve pedestrian safety, with upgraded footpaths and lighting
- Slow vehicular movements, with more raised pavements and crossings that provide a safer environment for school children
- Increase tree canopy cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Improve signage and wayfinding to encourage pedestrian movements between key retail areas at McLister Street and Melbourne Road
- Work with the school to identify ways to ensure children can safely move within the precinct



Examples above showing potential pedestrian crossing and street activation

9. Simcock Avenue Streetscape Improvements.

Location: between Hall Street and Douglas Parade

Role: Industrial and key east-west vehicle route

Implementation method: Streetscape design and capital works

This project is the opportunity to:

- Improve pedestrian safety, with upgraded footpaths on both sides of the street, limited cross-overs and improved lighting
- Deliver additional formalised on-street parking within the activity centre
- Increase tree canopy cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Improve wayfinding and signage.

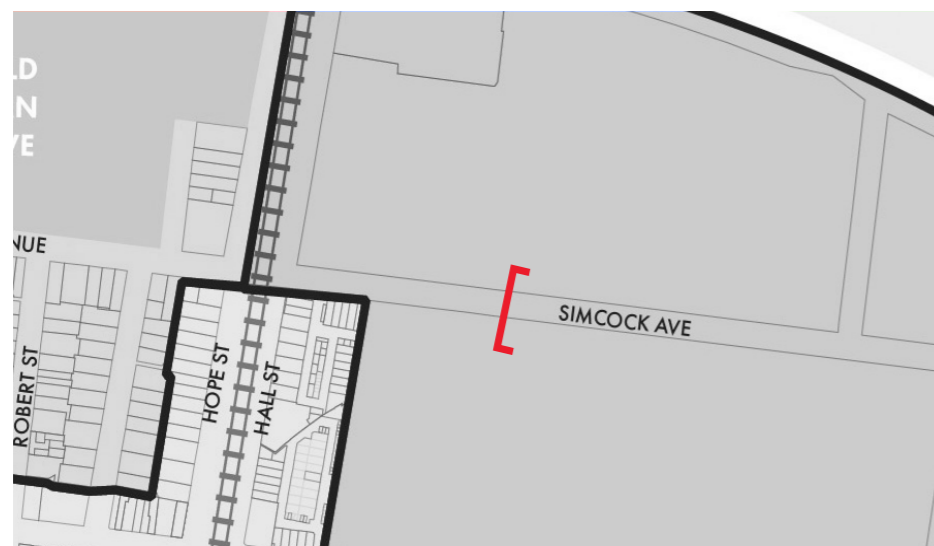


Figure 33. Key Plan - Simcock Avenue cross section

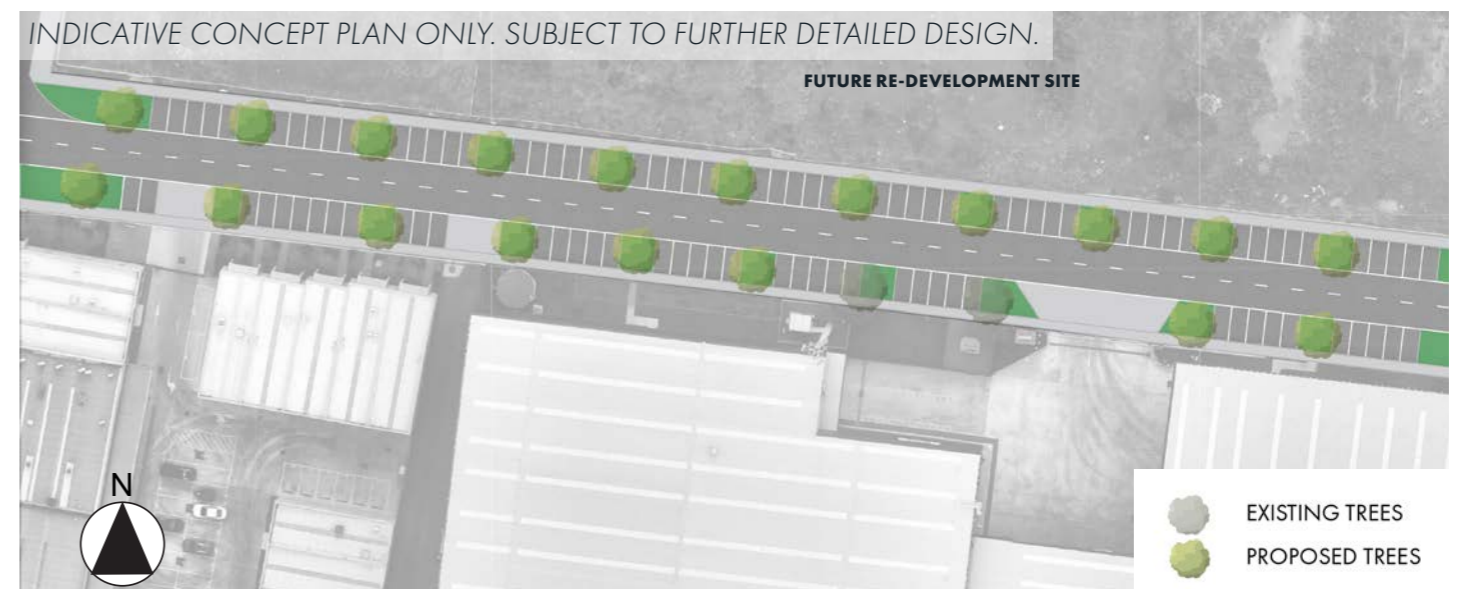


Figure 31. Simcock Avenue Indicative Concept



Figure 32. Simcock Avenue Typical Cross Section

10. Booker Street Public Realm Improvements.

Location: between Simcock Avenue and Craig Street

Role: Industrial/tourism and key vehicle and pedestrian route

Implementation method: Streetscape design and capital works

This project is the opportunity to:

- Improve pedestrian safety, with upgraded footpaths on both sides of the street and lighting
- Improve pedestrian crossings in particular to provide access to the Scienceworks Museum site
- Increase tree canopy cover to provide shade and amenity
- Introduce more street furniture and public realm improvements to activate areas to the front of Scienceworks
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Improve wayfinding and signage

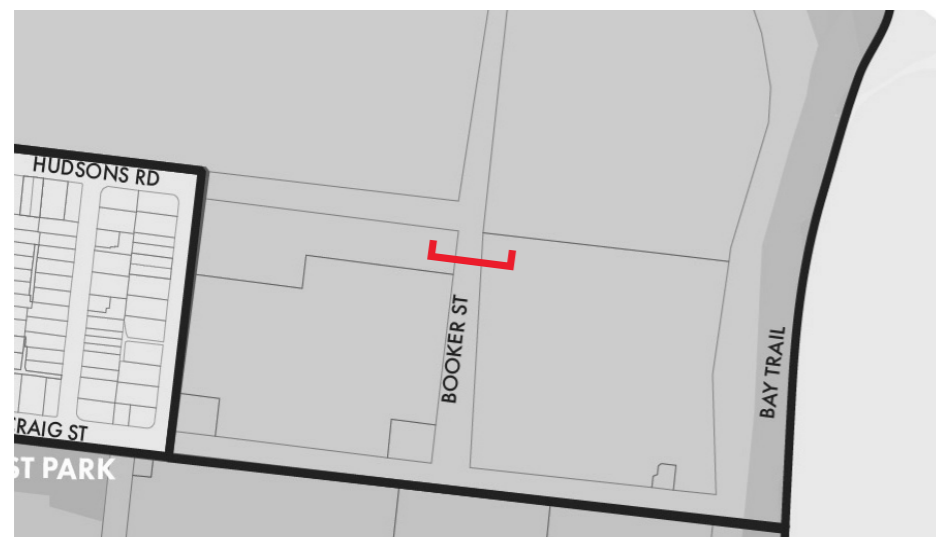


Figure 35. Key Plan - Booker Street cross section



Figure 34. Indicative Booker Street Concept (Better Places Project)



Example of high quality adaptive reuse of a former industrial building into an office and innovation hub (Alexandria, Sydney)



Successful example of a street front activation in a former industrial area (Alexandria, Sydney)

11. The Avenue (West) Streetscape Improvements.

Location: between Hope Street and Melbourne Road

Role: Residential and key east-west cycle and vehicular route

Implementation method: Streetscape design and capital works

This project is an opportunity to:

- Improve pedestrian and cycle safety by slowing vehicle speeds to 40km/h and testing the feasibility of 30km/h speed limits in the longer term
- Deliver a key east-west cycle link in the longer term that connects to the new veloway to be delivered as part of the West Gate Tunnel works
- Increase tree canopy cover to provide shade and amenity
- Introduce more environmental features such as raingardens and native vegetation in kerb outstands
- Improve wayfinding and signage

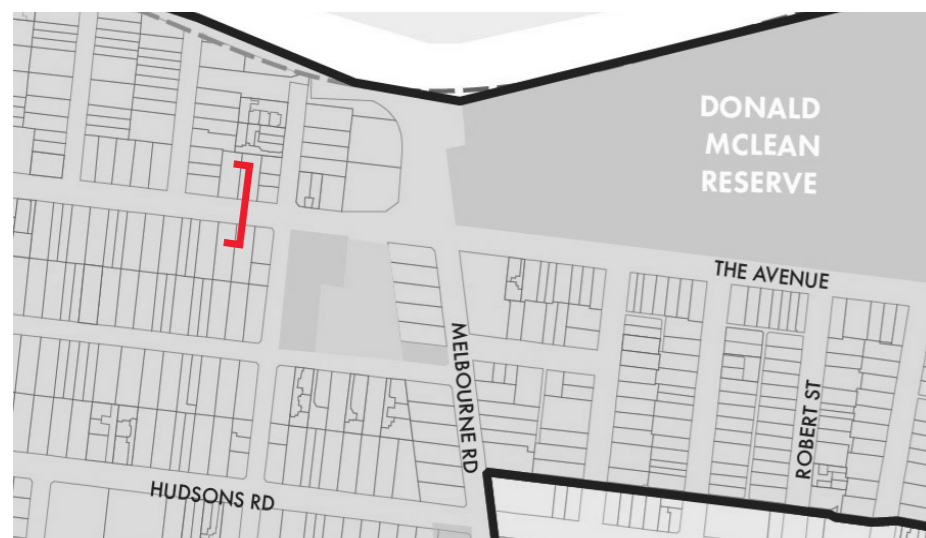


Figure 36. Key Plan - The Avenue cross section



Figure 37. Proposed street cross section - The Avenue



Example of two way separated bike path.



Providing safe and comfortable walking conditions is critical to encouraging local trips to be undertaken on foot.

17. Future Station Upgrade Project.

Location: between Hope Street and Hall Street

Role: Transit and key gateway location

Implementation method: Advocacy to state government and relevant state agencies

This project is an opportunity to (as part of any level crossing removal at Hudsons Road):

- Improve universal and disability access to the Spotswood train station
- Deliver a new east-west cycle and pedestrian crossing to connect McLister and Craig Streets
- Better define the station entrance and exit points for pedestrians
- Deliver an improved at-grade vehicular and pedestrian rail crossing at Hudsons Road
- Enhance the station entrance with improved surface treatments and shared zones
- Deliver additional planting and or planter boxes
- Provide additional areas of shelter
- Provide ride share parking bays / pick up and drop off taxi zones
- Undertake a review existing bus interchanges and terminals as well as bus routes to ensure better intermodal connectivity
- Improve lighting and surveillance at the station
- Deliver additional public realm and open space areas
- Provide public artwork that celebrates the history of the station and Spotswood
- Protect the significant heritage station building and associated rail infrastructure



Artists impression of possible improvements that could provide better integration between Hudsons Road and Hope Street.



Artists impression demonstrating how a shared use zone on Hope Street could look and feel.












Opportunity to improve public realm and provide activation (such as pop up event) around the train station.



INDICATIVE CONCEPT PLAN ONLY.
SUBJECT TO FURTHER DETAILED DESIGN.



-  EXISTING STATION BUILDING AND PLATFORM
Retain heritage station building and infrastructure
-  IMPROVED PUBLIC REALM ALONG RAIL CORRIDOR
-  RAIL CROSSING UPGRADE
-  FUTURE PEDESTRIAN CROSSING UPGRADE
-  KEY CYCLING LINK
-  PEDESTRIAN AND TRAFFIC CONNECTION
-  IMPROVED STATION INTERFACE & ACTIVATION
-  APPROPRIATE INTERFACE WITH RAIL CORRIDOR
-  REVIEW EXISTING BUS TERMINAL/STOPS TO IMPROVE INTERMODAL CONNECTIVITY

Disclaimer: Indicative concept plan only. Any detailed design to be led by Department of Transport and Level Crossing Removal Authority.

Figure 38. Station Precinct Indicative Concept

Part E. Implementation Plan.

Part E outlines the improvement projects that will support the vision and key directions of the Structure Plan.

Spotswood Activity Centre Structure Plan - Implementation Plan

Item	Action	Lead Agency/Partners	Timing	Priority
	Streetscape upgrades / improvements			
1	Hudson Road (West) - between Hope Street and Robert Street*	Council	S	High
2	Hudsons Road (East) - between Hall Street and Booker Street*	Council	S	High
3	Hall Street (North) - between West Gate Freeway and Hudsons Road*	Council	S	High
4	Hall (South) - between Craig Street and High Street*	Council	M	Medium
5	McLister Street - between Hope Street and Melbourne Road*	Council	S	High
6	Birmingham Street - between Melbourne Road and Hick Street*	Council	S	High
7	Craig Street - between Hall Street and Douglas Parade*	Council	M	Medium
8	Robert Street (South) - between McLister Street and The Avenue*	Council	M	Medium
9	Simcock Avenue - between Hall Street and Douglas Parade*	Council	M	Medium
10	Booker Street - between Simcock Avenue and Craig Street*	Council	M	Medium
11	The Avenue (West) - between Hope Street and Melbourne Road*	Council	L	Low
12	Improve tree planting and greening along key streets, within local parks and key redevelopment sites	Council/Landowners	Various	High-Medium
	Improved pedestrian and bike crossings			
13	New pedestrian crossing at Craig Street and Douglas Parade	Council/DoT/Museum Victoria/Port of Melbourne	M	High
14	New pedestrian crossing at Scienceworks and Douglas Parade	Council/DoT/Museum Victoria/Port of Melbourne	L	Medium
15	New pedestrian crossings at Booker Street near Scienceworks	Council/Museum Victoria	S	Medium
16	Improved pedestrian crossing infrastructure at: - Hudsons Road and Hall/Hope Street - Hudsons Road and Robert Street - McLister Street and Robert Street - McLister Street and Birmingham Street (as part of Union Quarter development) - The Avenue and Melbourne Road - Birmingham Street and Hicks/freight rail (as part of Green Line/Missing Links Projects)	DoT/Council	Various	Medium-Low
	Public transport improvements and advocacy			
17	*Future station upgrade project: advocate as part of any level crossing removal at Spotswood train station for: - improved public realm - improved and safe pedestrian underpass - provide a new pedestrian/cyclist underpass at Craig Street - preserve the heritage train station building and associated elements as part of the future level crossing removal works	DoT/Council	L	

18	Review current bus network to provide more direct routes between key destinations	DoT/Council	M	Medium
19	Improve the frequency of the punt service	DoT/Council	M	Medium
	Improved arts, community facilities and open space			
20	Spotswood Neighbourhood House improvements	Council/Williamstown Community Education Centre	S	Medium
21	Explore shared play space at Spotswoods Primary School	Council/Spotswood Primary School	S	Medium
22	Explore opportunity to provide adequate kindergarten provision to meet current and future demand	Council	S	High
23	Explore shared use community space at the Spotswood RSL Club and upgrade Mary Street Reserve	Council/Spotswood RSL Club	S-M	Medium
24	Explore options for future community/creative access within the heritage building at Spotswood Yard redevelopment site	Council/Landowners	M-L	Medium
25	Explore opportunity for AGM Park improvement	Council/Landowners	M-L	Low
26	Provide public arts/creative spaces and activation opportunities at appropriate locations	Council/Landowners/Museum Victoria	Various	Medium
27	Deliver new open space within key redevelopment sites	Council/Landowners	Various	Various
	Traffic and parking			
28	Introduce the 40 km/hr speed limit on all local streets and test the feasibility of 30km/hr speed in the long term	Council/DoT	S-M	High-Medium
29	Ensure all new development provides appropriate car parking on-site to meet demand including visitor car parking or includes appropriate measures to support active travel and reduce car use	Council/Developers	S	High
	Land use and development			
30	Implement the recommendations of the Spotswood Heritage Review into the Hobsons Bay Planning Scheme via a planning scheme amendment, including new and expanded Heritage Overlays	Council/DELWP	S	High
31	Implement the recommendations of the Spotswood Activity Centre Structure Plan into the Hobsons Bay Planning Scheme via a planning scheme amendment, including but not limited to built form controls and zoning changes.	Council/DELWP	S	High

*** Key projects in Structure Plan**

S - Short term (0 - 5 years)

M - Medium term (5 - 10 years)

L - Long term (> 10 years)

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