



## Volume Two: Housing Framework Plan and Housing Capacity Assessment (August 2019)

---

**Hobsons Bay Housing Strategy**

---

## Acknowledgements

Updated August 2019

Council acknowledges the people of the Kulin nation as the traditional owners of these municipal lands. We recognise the first people's relationship to this land and offer our respect to their elders past and present.

Council acknowledges the legal responsibility to comply with *the Charter of Human Rights and Responsibilities Act 2006* and the *Equal Opportunity Act 2010*. *The Charter of Human Rights and Responsibilities Act 2006* is designed to protect the fundamental rights and freedoms of citizens. The Charter gives legal protection to 20 fundamental human rights under four key values that include freedom, respect, equality and dignity

This paper was compiled by the Hobsons Bay Strategy and Advocacy Department. For further information contact the Hobsons Bay City Council on 9932 1000 [www.hobsonsbay.vic.gov.au](http://www.hobsonsbay.vic.gov.au)

---

## EXECUTIVE SUMMARY

---

A Housing Strategy has been prepared for Hobsons Bay to manage housing growth in response to population changes in the municipality over the next 20 years<sup>1</sup>.

The Housing Strategy Background Report (Volume One) identified the need for a Housing Framework Plan and a housing capacity assessment to be undertaken to identify where future housing growth can occur and help determine the potential supply of additional housing in Hobsons Bay. This comprises Volume Two of the Hobsons Bay Housing Strategy.

Housing demand has been identified in the Housing Strategy Background Report as an additional **8,849 new dwellings (443 new dwellings per annum)** in Hobsons Bay by 2036. This is based on an anticipated increase in population of over 19,000 residents by 2036 with the majority of this anticipated growth from the expected residential developments in the Strategic Redevelopment Areas (SRAs). State planning policy is to accommodate the majority of new infill development in established areas.

Planning for housing is however not just about supply but also about location and diversity. The Background Report also identified that the location of housing is one of the most important considerations when planning for future housing.

A set of criteria has been used to determine housing locations and to guide the level of housing change across the suburbs to manage housing in Hobsons Bay.

This document contains three key components:

1) Criteria used to determine the Housing Change Areas

2) Housing Framework Plan to manage housing growth and change

3) Housing Capacity Assessment

### Criteria to determine Housing Change Areas

Hobsons Bay is affected by a number of land use and environmental constraints (e.g. Major Hazard Facility buffers, foreshore flooding, heritage overlays) as well as accessibility constraints (e.g. not all suburbs have good access to existing public transport and services). These constraints must be considered when determining potential housing capacity.

A set of criteria based on four key components has been developed to help guide where new housing should be encouraged:

- i) Strategic Context
- ii) Environment and Amenity
- iii) Accessibility
- iv) Character/Built form

### Housing Framework Plan

The Housing Framework Plan identifies the appropriate housing change areas based on the four criteria identified, as well as consideration of the estimated housing demand across the suburbs in response to expected demographic changes.

Four housing change areas are identified:

- Minimal Change Areas
- Incremental Change Areas

---

<sup>1</sup> Based on the latest 2016 ABS Census data and .id forecast data which considers potential demographic and development changes up to 2036 only.

- Moderate Change Areas
- Substantial Change Areas

### Housing capacity assessment

A Housing Capacity Assessment has been prepared to identify the potential capacity for the supply of new housing in the municipality over the next 20 years, based on an assessment of land use constraints and opportunities, and to meet estimated demand.

A housing capacity model was prepared by .id consultants<sup>2</sup>. The capacity assessment identified four opportunities for housing supply:

- i) strategic redevelopment areas and sites
- ii) activity centre catchments
- iii) other infill development
- iv) shop top housing in commercial areas (Commercial 1 Zone in activity centres)

The housing capacity assessment conservatively estimates that Hobsons Bay has development sites/opportunities to provide a net gain of approximately **16,281 dwellings**. Based on estimated housing demand of 443 new dwellings per annum (over the next 20 years), this represents around **37 years of supply**.

Around 60 per cent of housing opportunities have been identified within activity centres and key opportunity sites with the remainder (40 per cent) potentially available from other infill opportunities.

Although supply for additional housing is not expected to be an issue in the municipality, the location of new housing needs to be appropriately planned.

The spatial distribution of new dwellings constructed in Hobsons Bay does not align well with the location of the municipality's activity centres.

The Housing Strategy presents an opportunity to better align future housing growth and change in appropriate locations, as identified in the Housing Framework Plan.

---

<sup>2</sup> Prepared in 2016 and updated in April 2018 to align with the Reformed Residential Zones will need updating with ref to 2019 update to align with final proposed zoning..

## GLOSSARY

<b>Activity Centre</b>	Vibrant hubs where people shop, work, meet, relax and often live	<b>IN1Z</b>	Industrial 1 Zone	
<b>Active Transport</b>	Travel methods involving physical exercise such as walking and cycling	<b>IN3Z</b>	<b>Activity Centre</b> Industrial 3 Zone	Vibrant hubs where people shop, work, meet, relax and often live
<b>Cadastre</b>	Map data which shows land parcel and property boundaries	<b>SUZ1</b>	Special Use Zone (Schedule 1)	
<b>Developability</b>	The likelihood of land to be redeveloped	<b>SUZ2</b>	<b>Active Transport</b> Special Use Zone (Schedule 2)	Travel methods involving physical exercise such as walking and cycling
<b>HBCC</b>	Hobsons Bay City Council	<b>SUZ3</b>	<b>Cadastre</b> Special Use Zone (Schedule 3)	
<b>ILMS</b>	Industrial Land Management Strategy	<b>SUZ4</b>	Special Use Zone (Schedule 4)	Map data which shows land parcel and property boundaries
<b>Infill development</b>	New residential development which occurs in established areas	<b>SUZ5</b>	<b>Developability</b> Special Use Zone (Schedule 5)	The likelihood of land to be redeveloped
<b>MHF</b>	Major Hazard Facilities	<b>PPRZ</b>	<b>HBCC</b> Public Park and Recreation Zone	Hobsons Bay City Council
<b>SRA</b>	Strategic Redevelopment Area (as identified in the Industrial Land Management Strategy 2008)	<b>PCRZ</b>	<b>ILMS</b> Public Conservation and Resource Zone	Industrial Land Management Strategy
<b>Strategic Redevelopment Site</b>	Development of 10 or more dwellings	<b>UFZ</b>	<b>Infill development</b> Urban Floodway Zone	New residential development which occurs in established areas
<b>Walkable Catchment</b>	An area mapped around a pedestrian destination usually showing a 400m (5 minute) or 800m (10 minute) walk	<b>PUZ1</b>	<b>MHF</b> Public Use Zone 1	Major Hazard Facilities
<b>GRZ1</b>	General Residential Zone (Schedule 1)	<b>PUZ2</b>	<b>SRA</b> Public Use Zone 2	Strategic Redevelopment Area (as identified in the Industrial Land Management Strategy 2008)
<b>GRZ2</b>	General Residential Zone (Schedule 2)	<b>PUZ3</b>	<b>Strategic Redevelopment Site</b> Public Use Zone 3	Development of 10 or more dwellings
<b>GRZ3</b>	General Residential Zone (Schedule 3)	<b>PUZ4</b>	<b>Walkable Catchment</b> Public Use Zone 4	
<b>RGZ1</b>	Residential Growth Zone (Schedule 1)	<b>PUZ5</b>	Public Use Zone 5	
<b>MUZ</b>	Mixed Use Zone	<b>PUZ6</b>	Public Use Zone 6	
<b>CDZ1</b>	Comprehensive Development Zone (Schedule 1)	<b>PUZ7</b>	Public Use Zone 7	
		<b>RDZ1</b>	Road Zone 1	
		<b>C1Z</b>	Commercial 1 Zone	
		<b>C2Z</b>	Commercial 2 Zone	An area mapped around a pedestrian destination usually showing a 400m (5 minute) or 800m (10 minute) walk
		<b>CA</b>	Commonwealth Land	

## CONTENTS

1.0	INTRODUCTION .....	10	2.4.3	Neighbourhood character .....	48
2.0	CRITERIA FOR IDENTIFYING HOUSING CHANGE AREAS.....	13	2.4.4	Design and Development.....	49
<b>2.1</b>	<b>CRITERIA ONE: STRATEGIC CONTEXT.....</b>	<b>15</b>	2.4.5	Other planning considerations .....	53
2.1.1	Overview of Hobsons Bay .....	15	2.4.6	Existing housing diversity .....	53
2.1.3	Existing Land Use Zones.....	19	2.4.7	Existing housing densities.....	54
2.1.4	Strategic Redevelopment Areas and Sites.....	23	2.4.8	Infill development trends (housing change).....	57
<b>2.2</b>	<b>CRITERIA TWO: ENVIRONMENT AND AMENITY.....</b>	<b>26</b>	<b>3.0</b>	<b>HOUSING CHANGE AREAS.....</b>	<b>63</b>
2.2.1	Overview.....	26	3.1	What are Housing Change Areas? .....	63
2.2.2	Industrial Constraints .....	27		New Residential Zones .....	63
2.2.3	Major Hazard Facilities (MHF).....	27	3.2	How have the Housing Change Areas been applied? .....	63
2.2.4	Environmental constraints.....	32	<b>3.3</b>	<b>Housing Change Areas – Eastern Precinct Precinct .....</b>	<b>65</b>
<b>2.3</b>	<b>CRITERIA THREE: ACCESSIBILITY .....</b>	<b>38</b>	<b>3.4</b>	<b>Housing Change Areas – Central Precinct.....</b>	<b>86</b>
2.3.1	What is accessibility?.....	38	<b>3.5</b>	<b>Housing Change Areas – Western Precinct.....</b>	<b>99</b>
2.3.3	Transport .....	39	3.2	Housing Framework Plan .....	112
2.3.4	Activity centres.....	42	<b>4.0</b>	<b>HOUSING CAPACITY ASSESSMENT .....</b>	<b>115</b>
2.3.2	Walkability .....	44	4.1	Housing opportunities .....	115
<b>2.4</b>	<b>CRITERIA FOUR: CHARACTER/BUILT FORM .....</b>	<b>48</b>	<b>4.1.1.</b>	<b>Strategic Redevelopment Areas and Sites .....</b>	<b>116</b>
2.4.1	Overview.....	48	<b>4.1.2</b>	<b>Activity centre catchments.....</b>	<b>117</b>
2.4.2	Heritage .....	48	<b>4.1.3.</b>	<b>Other infill development .....</b>	<b>121</b>
			<b>4.1.4</b>	<b>Commercial areas – shop top housing.....</b>	<b>125</b>
			4.2	Estimated housing supply .....	126
			4.3	Estimated housing demand.....	127
			4.4	Housing supply vs demand.....	128

5.0 SUMMARY .....	130
REFERENCES .....	131
APPENDICES .....	132
APPENDIX A – OVERLAYS IN THE HOBSONS BAY PLANNING SCHEME ....	133
APPENDIX B – DESIGN & DEVELOPMENT OVERLAYS (DDO) .....	134

<b>Figure 1: Structure of the Housing Strategy .....</b>	<b>10</b>
<b>Figure 2: Criteria for identifying housing change areas.....</b>	<b>13</b>
<b>Figure 3: Hobsons Bay Strategic Context .....</b>	<b>18</b>
<b>Figure 4: Existing Land Use Zones in Hobsons Bay (2019) .....</b>	<b>20</b>
<b>Figure 5: Open Space .....</b>	<b>21</b>
<b>Figure 6: Residential Land.....</b>	<b>22</b>
<b>Figure 7: Strategic Redevelopment Areas &amp; Sites (March 2018) .....</b>	<b>24</b>
<b>Figure 8: Industrial and Special Use Zone Land.....</b>	<b>29</b>
<b>Figure 9: Major Hazard Facilities .....</b>	<b>31</b>
<b>Figure 10: Foreshore Flooding .....</b>	<b>34</b>
<b>Figure 11: Land Subject to Inundation Overlay (LSIO) &amp; Special Building Overlay (SBO) .....</b>	<b>35</b>
<b>Figure 12: Environmental Audit Overlay (EAO), Environmental Significance Overlay (ESO).....</b>	<b>36</b>
<b>Figure 13: The 20 minute neighbourhood – living locally .....</b>	<b>38</b>
<b>Figure 14: Train Stations and Principle Bus Lines.....</b>	<b>41</b>
<b>Figure 15: Activity Centres and Train Stations .....</b>	<b>43</b>
<b>Figure 16: Walkable Catchments .....</b>	<b>46</b>
<b>Figure 17: Heritage Overlays .....</b>	<b>50</b>
<b>Figure 18: Special Neighbourhood Character Areas.....</b>	<b>51</b>
<b>Figure 19: Design and Development Overlays* .....</b>	<b>52</b>
<b>Figure 20: Housing diversity (2016) .....</b>	<b>53</b>
<b>Figure 21: Examples of different housing densities in Hobsons Bay .....</b>	<b>55</b>
<b>Figure 22: Average housing densities in walkable catchments from activity centre/train station (2016) .....</b>	<b>56</b>
<b>Figure 23: Change in housing types (2011-16) .....</b>	<b>57</b>
<b>Figure 24: Net additional dwellings constructed (2007-17) .....</b>	<b>58</b>
<b>Figure 25: Net additional dwellings constructed per suburb (2007-17) .</b>	<b>58</b>
<b>Figure 26: Total housing (2017) vs recent construction (2007-17) .....</b>	<b>59</b>
<b>Figure 27: Location of Infill Development (2004-14).....</b>	<b>61</b>

<b>Figure 28: Housing Change Areas and New Residential Zones</b> .....	64
<b>Figure 29: Proposed Housing Change Areas (New Residential Zones)</b> ..	112
<b>Figure 30: Draft Housing Framework Plan (Housing change areas)</b> .....	113
<b>Figure 31: Four opportunities for housing supply</b> .....	115
<b>Figure 32: Methodology for identifying supply – activity centres</b> .....	117
<b>Figure 33: Activity centre catchment boundaries (.id assessment)</b> .....	118
<b>Figure 34: Methodology for identifying supply – other infill development</b> .....	121
<b>Figure 35: Lot size analysis – existing lots in infill areas (Hobsons Bay)</b>	122
<b>Figure 36: Estimated dwelling supply</b> .....	126
<b>Figure 37: Potential housing opportunities in Hobsons Bay</b> .....	126
<b>Figure 38: Housing distribution between established areas and growth area greenfields (Plan Melbourne)</b> .....	127
<b>Figure 39: Forecast housing demand (2016-36)</b> .....	128
<b>Figure 40: Housing demand (2016-36) vs supply</b> .....	128

Table 1: Land use in Hobsons Bay (February 2018) .....	19
Table 2: Land use zones for higher residential densities in Hobsons Bay .	19
Table 3: Key land use and environmental constraints in Hobsons Bay.....	26
Table 4: WalkScore walkability rating for Hobsons Bay suburbs.....	40
Table 5: Total number of dwellings near to community services and infrastructure (2015).....	44
Table 6: Housing density guidelines.....	54
Table 7: Average housing densities in Hobsons Bay (2015) .....	54
Table 8: Net residential dwellings constructed (2007-17) .....	58
Table 9: New dwellings by location (2004-14).....	60
Table 10: Activity centre catchment boundaries.....	117
Table 11: Activity centre assessment.....	119
Table 12: Potential dwelling yield – activity centres (excluding NRZ parcels).....	120
Table 13: Developable area assumptions for NRZ lots in activity centres .....	120
Table 14: Assumptions regarding infill development (New Residential Zones)* .....	123
Table 15: Potential dwelling opportunities on existing lots (excluding activity centres & strategic redevelopment sites).....	123
Table 16: Potential dwelling opportunities on existing lots by zone (excluding activity centres & strategic redevelopment sites) .....	124



## INTRODUCTION

## 1.0 INTRODUCTION

The *Hobsons Bay Housing Strategy* determines the most appropriate locations across the municipality to accommodate additional new housing and what is the preferred level of housing change.

To inform this, a *Housing Framework Plan* and a *Housing Capacity Assessment* have been prepared and form part of the Housing Strategy.

The Housing Framework Plan identifies where future housing growth and change can occur across the suburbs with consideration of a range of land use constraints and opportunities. The framework plan proposes four levels of housing change to guide future housing growth over the next 20 years:

- Minimal Change Area (2 storey building height)  
Areas that should be protected because of their special heritage or environmental characteristics. This could include natural hazards or due to their location within close proximity to industrial areas, and housing growth may be limited.
- Incremental Change Area (2 storey building height)  
Housing growth within these areas occurs within the context of existing or preferred neighbourhood character. The existing neighbourhood character will evolve and change over time with reference to the key identified neighbourhood attributes.
- Moderate Change Area (3 storey building height)  
Areas where housing will evolve up to three-storeys whilst respecting neighbourhood character. These include locations close to activity centres and where there are opportunities for increased residential development and housing diversity.
- Substantial Change Area (3+ storey building height)  
Areas where housing intensification will occur that results in a substantially different scale and intensity of housing compared to other

areas. This includes strategic development areas and locations in and around activity centres and public transport.

Ultimately aligning the Housing Change Areas with the three New Residential Zones that were introduced by the Victorian Government in 2013 and reformed in March 2017 will impact on the type and densities of housing that can be developed in areas and therefore, have a bearing on housing capacity.

The housing capacity assessment estimates the potential supply of additional housing (housing supply) in the municipality based on the levels of housing change identified in the Housing Framework Plan.

Identifying housing capacity is an important consideration in planning for housing growth and change over the next 20 years in Hobsons Bay.

### Structure of this document

This document contains three key components:

#### **Part One: Criteria to determine the Housing Change Areas**

- outlines the criteria used to determine the levels of housing change across Hobsons Bay through identifying constraints and opportunities

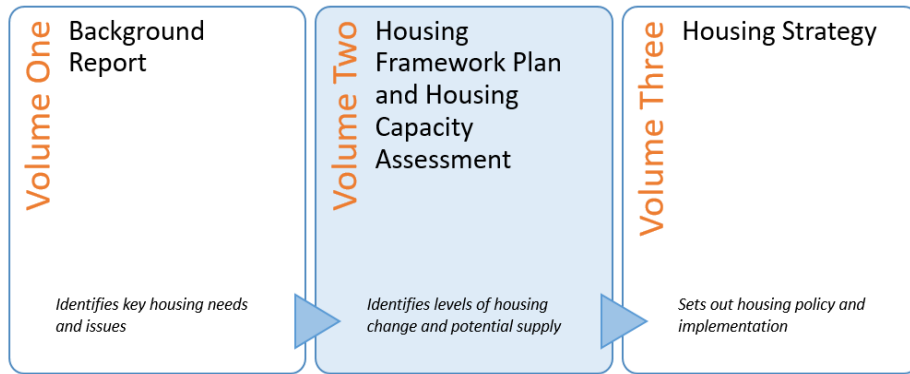
#### **Part Two: Housing Framework Plan**

- identifies appropriate Housing Change Areas in a to manage housing growth and change in Hobsons Bay

#### **Part Three: Housing Capacity Assessment**

- assessing the potential additional number of dwellings that could be accommodated across the suburbs based on the Housing Framework Plan (housing supply)

### **Figure 1: Structure of the Housing Strategy**

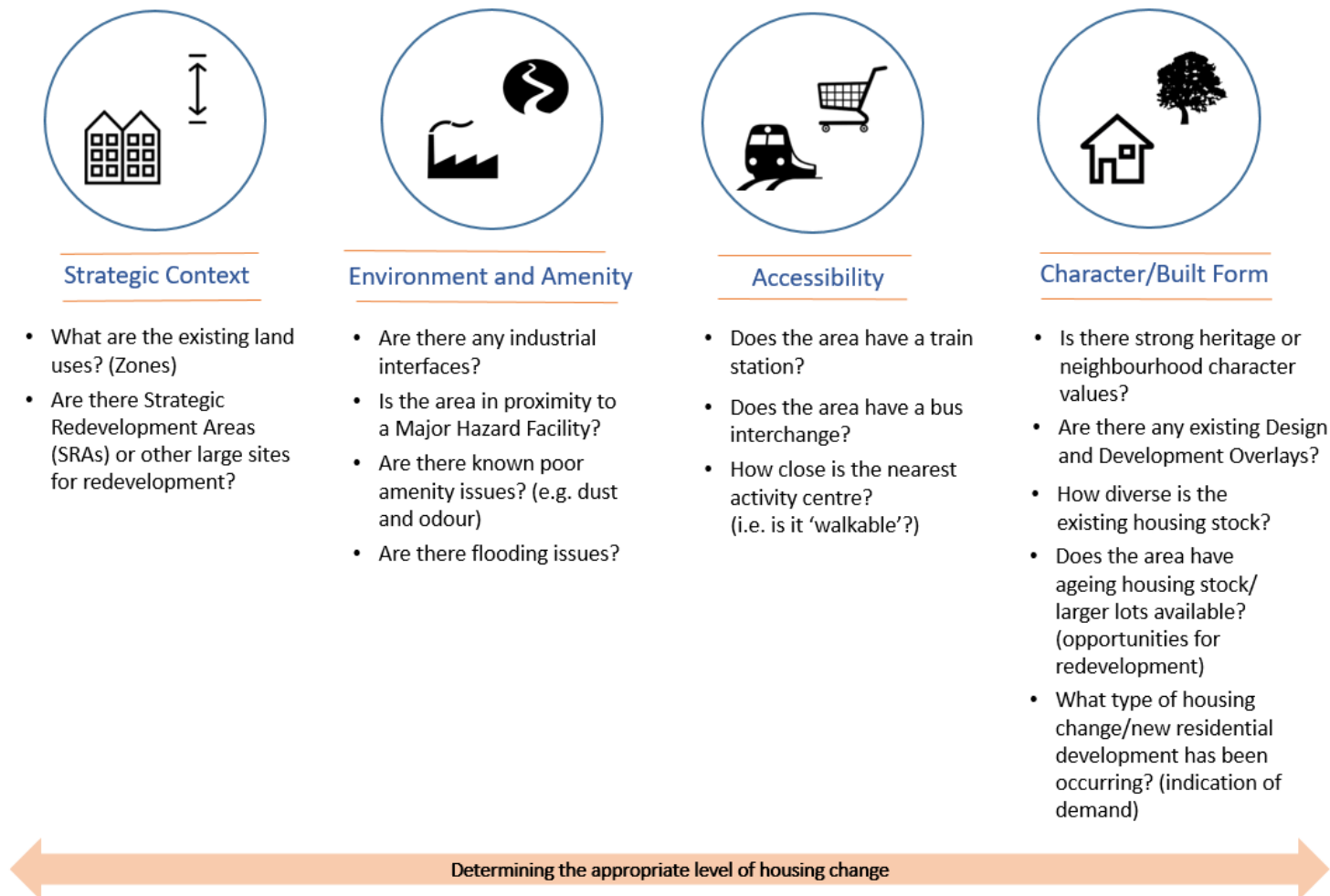


## PART ONE: CRITERIA FOR ASSESSING HOUSING CHANGE AREAS

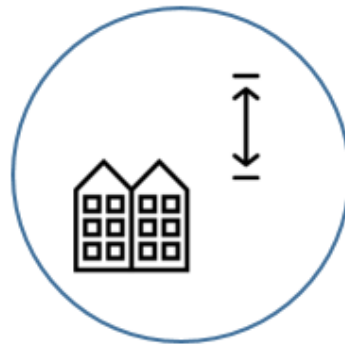
## 2.0 CRITERIA FOR IDENTIFYING HOUSING CHANGE AREAS

A number of considerations need to be taken into account to determine the appropriate locations for new housing and the preferred level of change. A set of criteria has been developed to help guide the appropriate level of housing change across the suburbs, these are shown in Figure 2 below. Consideration of all four criteria is important as, for example, some areas may have great access to a train station but be constrained by strong heritage values or small lot sizes.

**Figure 2: Criteria for identifying housing change areas**



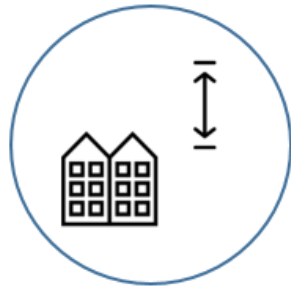
## STRATEGIC CONTEXT



Strategic Context

## 2.1 CRITERIA ONE: STRATEGIC CONTEXT

This section assesses the strategic context to be considered, including:



### Strategic Context

- Overview of the municipality of Hobsons Bay
- What are the existing land uses (Zones)?
- Are there Strategic Redevelopment Areas (SRAs) or other large sites for redevelopment?

### 2.1.1 Overview of Hobsons Bay

Hobsons Bay is a coastal municipality located on the northern shore of Port Phillip Bay between seven and 20 kilometres west of Melbourne CBD. Covering a total area of 66 square kilometres, it shares boundaries with the Cities of Wyndham to the west and Maribyrnong and Brimbank to the north. The municipality is bounded by the Westgate Freeway/Princes Freeway to the north and west and is traversed east-west by the national freight rail line. The area is well located for economic development due to its proximity to Melbourne's Central Business District and access to the ports and airports (refer Figure 3).

Hobsons Bay is home to the vibrant and diverse suburbs of Altona, Altona Meadows, Brooklyn, Laverton, Newport, Seabrook, Seaholme, South Kingsville, Spotswood, Williamstown and Williamstown North. There are diverse characteristics between the communities and suburbs with a distinction between the eastern and western part of the municipality. The eastern part of the municipality is much older and more established than the western part and has many areas of state and local heritage significance.

The municipality has a number of environmentally significant areas, with over 20 kilometres of beaches and foreshore home to significant coastal wetlands, several creek systems, remnant native grasslands, and important flora and fauna habitats. The coastal features are a draw card for tourists and residents seeking a 'beachside' lifestyle, particularly to the beaches of Williamstown and Altona which are two of the three beaches on the western side of Melbourne.

#### Diversity of land uses

Hobsons Bay has a diverse mix of residential, industrial and commercially zoned areas. One of the key challenges of land use planning in the municipality is balancing the competing demands of residential, environmental, industrial and employment uses. The municipality is one of the most significant locations for a number of major industries in Victoria and is home to eight of the State's Major

Hazard Facilities. There are a number of sites formerly used for industrial purposes that may now be suitable for a residential use (subject to further work). These sites are identified as Strategic Redevelopment Areas (SRA) in the Industrial Land Management Strategy<sup>3</sup>.

Many areas of the municipality are highly constrained by industry (buffer separation distances), potentially contaminated land, pipeline infrastructure (above and below ground liquid and gas pipelines), rail corridors (passenger and freight), foreshore flooding and various planning overlays (detailed further in Section 2.2). These land use constraints are an important consideration when planning for housing in Hobsons Bay.

### **Local economy**

Hobsons Bay is home to a vibrant and diverse business community, characterised by a network of activity centres, industrial precincts of state significance and a growing number of home based businesses. The Hobsons Bay City Council *Economic Development Strategy (2015-20)* identifies important linkages between economic development and relevant strategic and land use planning policies.

Businesses in Hobsons Bay employ approximately 31,107 people, with the top employing industries being manufacturing, transport, postal and warehousing and retail trade. While this number is comparable with the number of employed residents within the municipality (38,369), only 30 per cent of local jobs are filled by residents<sup>4</sup>.

Although the local economy is supported by a variety of industry sectors, the majority of economic output has traditionally been generated by high yield manufacturing, particularly from the shipbuilding and motor vehicle industries.

---

<sup>3</sup> Hobsons Bay *Industrial Land Management Strategy (2008)*.

<sup>4</sup> Hobsons Bay City Council *Economic Development Strategy (2015-20)*.

<sup>5</sup> *ibid*, p.14.

However, the manufacturing industry is going through a period of significant change and a national move away from traditional manufacturing<sup>5</sup>.

In many parts of Hobsons Bay, change in land use requirements is evident. In traditionally working class areas which have undergone or are experiencing gentrification such as Spotswood, Newport, Altona and South Kingsville, new residents are moving in and the demand for both residential and commercial property continues to grow. Suburbs such as Altona North, Brooklyn, Laverton and Williamstown North are also experiencing significant change, with the evolution of the manufacturing industry and growth of other industry sectors resulting in increased diversity of the economic landscape.

### **Activity centres**

There are a variety of existing activity centres across the municipality ranging from shopping centres, traditional strip shopping and niche retail services. The municipality's three activity centres identified in the State Government's metropolitan planning strategy *Plan Melbourne 2017-50* are: Altona Beach (Altona), Williamstown (Douglas Parade/Ferguson Street and Nelson Place) and Altona Gate (Altona North).<sup>6</sup>

### **Tourism**

Hobsons Bay also has a vibrant tourism industry. With its bayside location and access to two of the three beaches in western Melbourne<sup>7</sup> (at Altona and Williamstown), the foreshore is a drawcard for seasonal visitors. There is also a tourist ferry which operates from Nelson Place pier in Williamstown offering leisurely return trips directly to Southbank in the City.

Other major tourist attractions include Scienceworks and Seaworks.

<sup>6</sup> The Hobsons Bay Activity Centres Strategy 2019 presents a detailed and forward looking vision for the existing and future activity centres comprising the Local Activity Centre Network

<sup>7</sup> There is also a small beach at Werribee South.



## Open space

Open space contributes significantly to the character and quality of life in Hobsons Bay. Whilst open space accounts for the third largest land use in the municipality, the majority of this land is encumbered/constrained.

Encumbered open space refers to land that is constrained in some way from being developed for the purpose of passive or formal recreation, e.g. rail corridors, easements for utilities, wetlands, conservation areas.

The amount of unencumbered/unrestricted open space in Hobsons Bay is just under eight per cent.<sup>8</sup>

### 2.1.2 Other planning considerations

Many areas of Hobsons Bay are affected by various planning scheme overlays.

An overlay is a tool in the planning scheme that has implications on development (design outcomes). Land affected by an overlay does not necessarily prevent development but they may constrain development in various ways.

The planning overlays in the Hobsons Bay Planning Scheme are listed in Appendix A and discussed further in the other three criteria.

---

<sup>8</sup> Open Space Strategy Discussion Paper (2016).

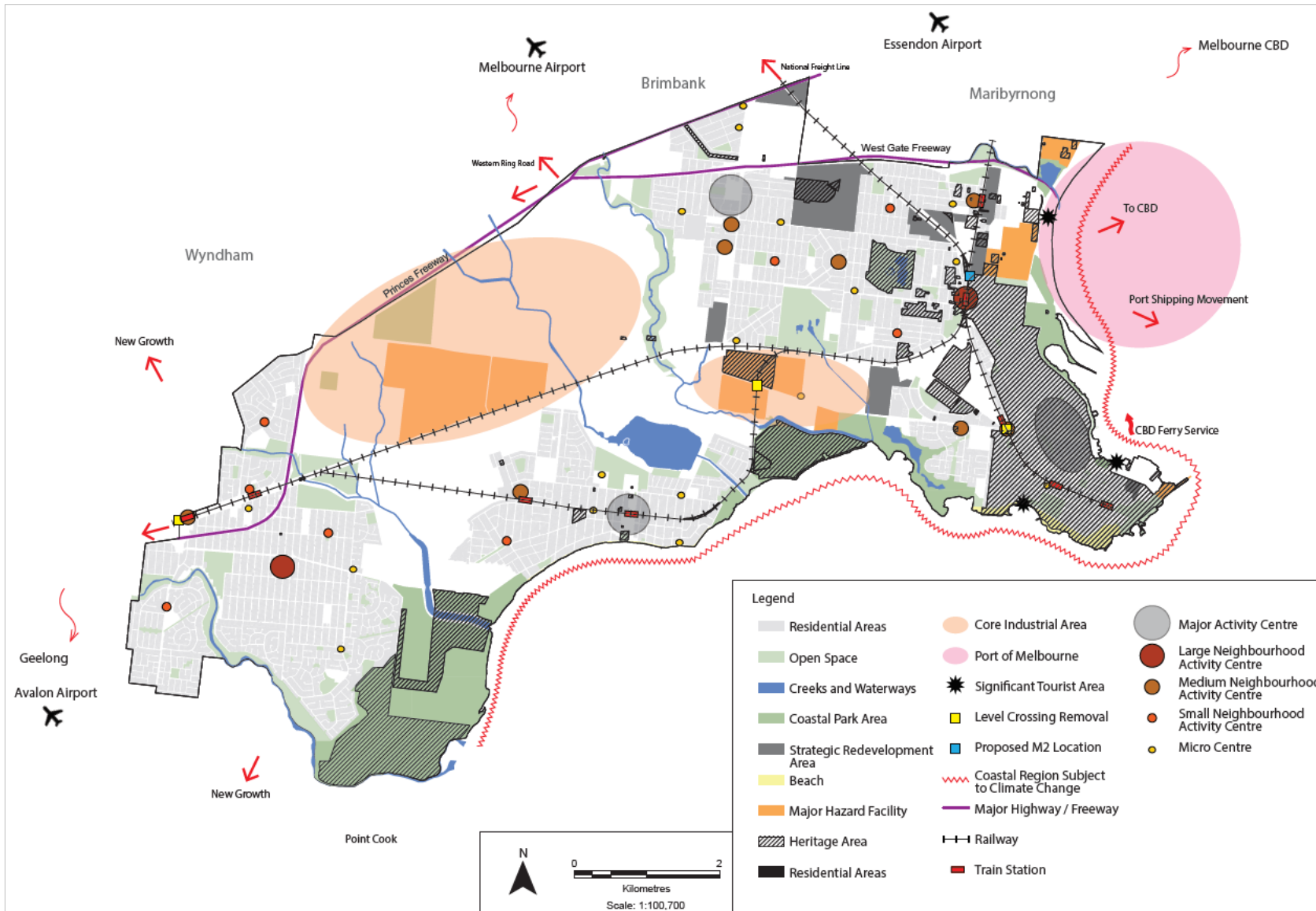


Figure 3: Hobsons Bay Strategic Context

### 2.1.3 Existing Land Use Zones

The current land use planning zones in Hobsons Bay are shown in Figure 4 and Table 1.

Around 37 per cent of the total land use in Hobsons Bay is zoned for residential purposes. The second largest land use in the municipality is industrially zoned (almost 30 per cent).

**Table 1: Land use in Hobsons Bay (February 2018)**

Land Use	Zones	Sq km	Ha	%
<b>Residential</b>	General RZ1, GRZ2, GRZ3, RGZ1, MUZ, CDZ1	24.50	2,450	38.1
<b>Industrial</b>	IN1Z, IN3Z, SUZ2, SUZ3, SUZ4, SUZ5	16.81	1,681	26.1
<b>Open Space</b>	PPRZ, PCRZ, UFZ	11.39	1,139	17.7
<b>Public Purpose Land</b>	PUZ2, PUZ3, PUZ4, PUZ5, PUZ6, PUZ7, SUZ1, RDZ1	6.68	668	10.4
<b>Service and Utility</b>	PUZ1	3.56	356	5.5
<b>Port of Melbourne Planning Scheme (POMPS)</b>	PPRZ, SUZ1, SUZ2, SUZ3, SUZ4	0.58	58	0.9
<b>Commercial</b>	C1Z, C2Z	0.80	80	1.2
<b>Commonwealth Land</b>	CA	0.03	3.4	0.1
<b>Total</b>	<b>All</b>	<b>64.35</b>	<b>6,435</b>	<b>100</b>

The third biggest land use in Hobsons Bay is open space which accounts for around 18 per cent (which includes the Public Park and Recreation Zone, the Public Conservation and Resource Zone and the Urban Floodway Zone).

However, the amount of unencumbered open space is 7.9 per cent which is in line with the average amount in other middle ring municipalities of 7.1 per cent.<sup>9</sup> Figure 5 shows the distribution of open space across the municipality.

### Existing Residential Zones

Land currently zoned residential (GRZ and RGZ) is shown in Figure 6.

In addition to the residential zones, there are other zones which also allow a residential use, these include the Commercial 1 Zone (C1Z) and the Comprehensive Development Zone (CDZ).

Within Hobsons Bay, there are existing zones that allow for higher residential densities, as outlined in Table 2.

**Table 2: Land use zones for higher residential densities in Hobsons Bay**

Zone	Notes
<b>Mixed Use Zone (MUZ)</b>	Located at the northern end of Pier Street (Altona), at the Former Port Phillip Woolen Mills, Nelson Place (Williamstown) and on Melbourne Road (Spotswood).
<b>Residential Growth Zone (RGZ)</b>	Located on the former school site on Blackshaws Road (Altona North)
<b>Commercial 1 Zone (C1Z)</b>	Generally in activity centres
<b>Comprehensive Development Zone (CDZ)</b>	Located at the Stonehenge development, Kororoit Creek Road (Williamstown North) and Precinct 15: Altona North Strategic Site
<b>Activity Centre Zone (ACZ)</b>	<i>No ACZ in Hobsons Bay</i>

<sup>9</sup> Hobsons Bay Open Space Strategy Discussion Paper (2016).

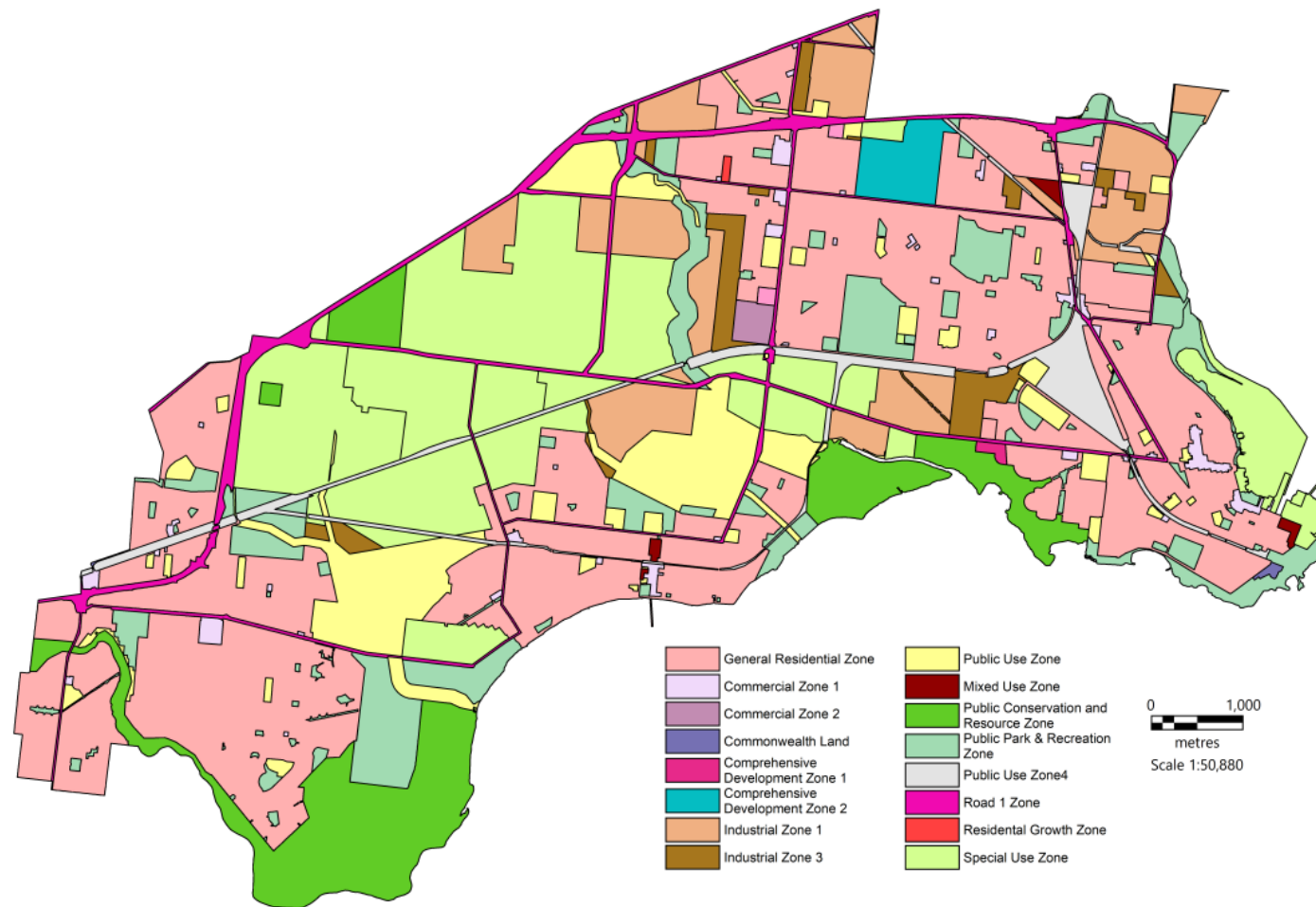


Figure 4: Existing Land Use Zones in Hobsons Bay (2019)

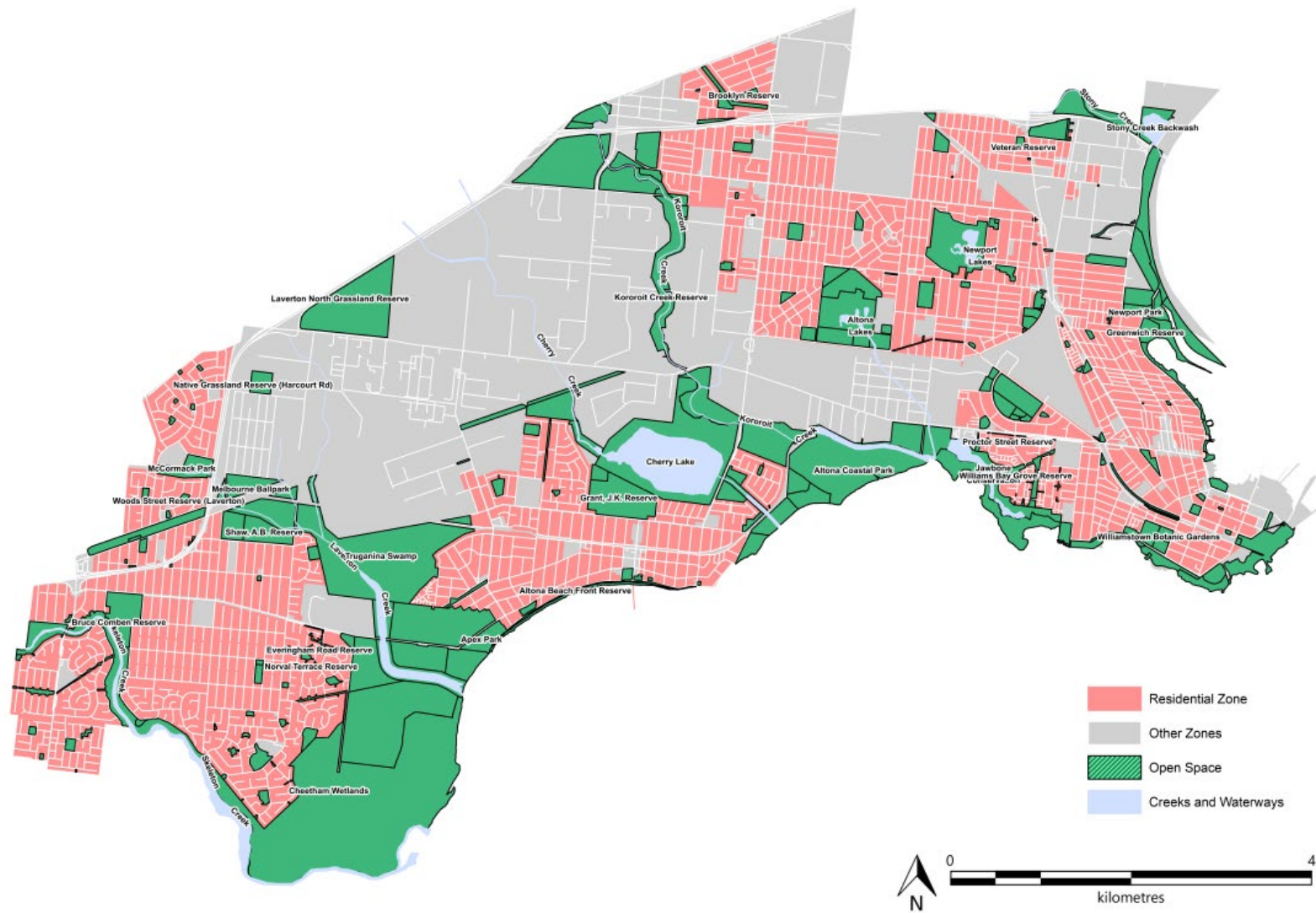


Figure 5: Open Space

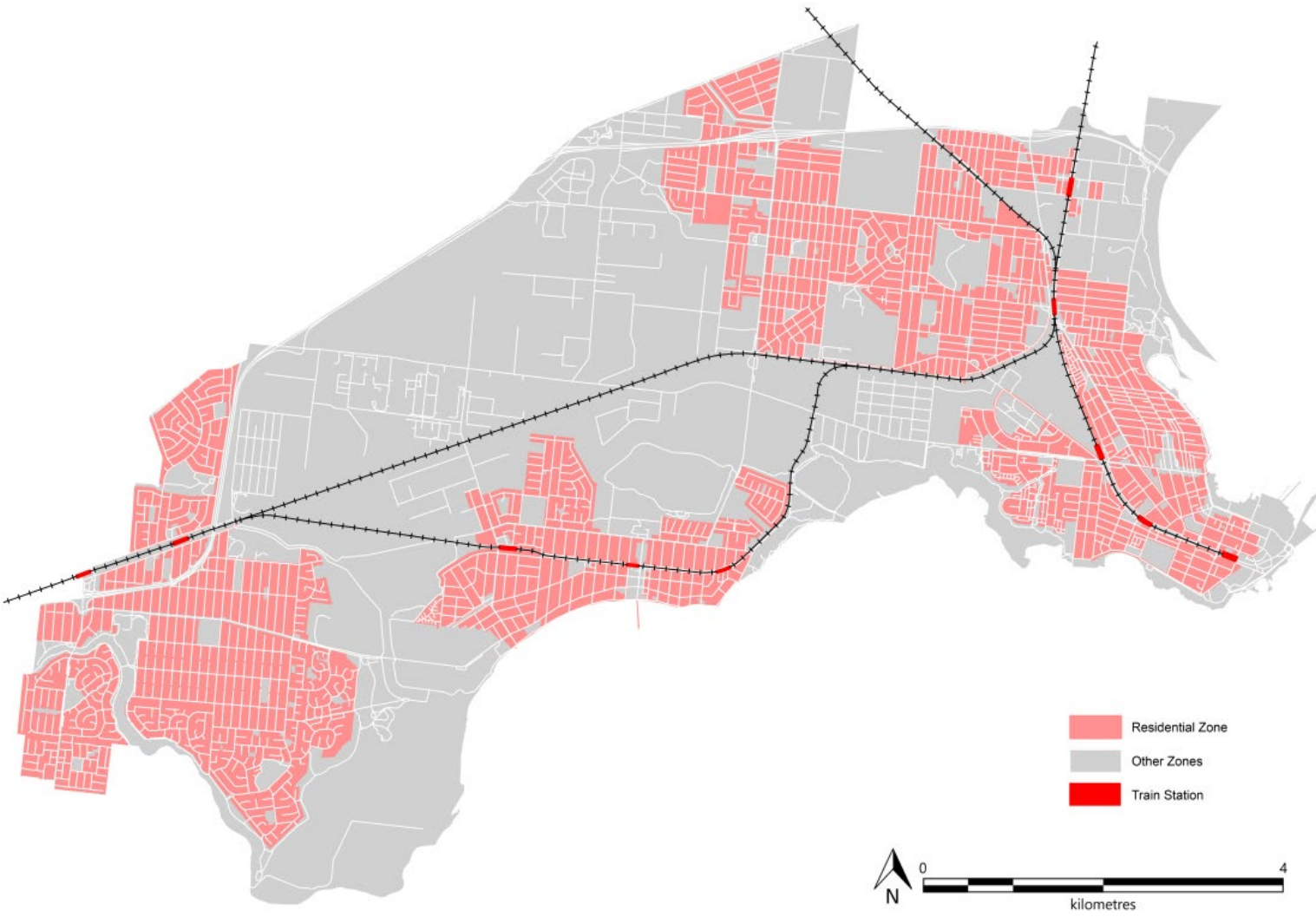


Figure 6: Residential Land

## 2.1.4 Strategic Redevelopment Areas and Sites

### Strategic Redevelopment Areas (SRAs)

Strategic Redevelopment Areas (SRAs) are large tracts of land originally identified in the Hobsons Bay Industrial Land Management Strategy (ILMS) for redevelopment. The sites include redundant industrial land suitable for an alternative use, some of which were considered suitable for a residential use.

The location of these SRAs are shown in Figure 7.

The SRAs that have already been rezoned to accommodate residential use include Precinct 15 (Altona North Strategic Site), part Precinct 20 (Former Port Phillip Woollen Mills) and part Precinct 16 (Caltex site) and part Precinct 13 (Kororoit Creek Road). The remainder of Precinct 16 is yet to be rezoned.

### Strategic Redevelopment Sites

Strategic Redevelopment Sites are identified as redevelopments with 10 or more dwellings proposed. The main sites have been identified on Figure 7, this is not an exhaustive list of sites as applications for developments on this scale regularly change.

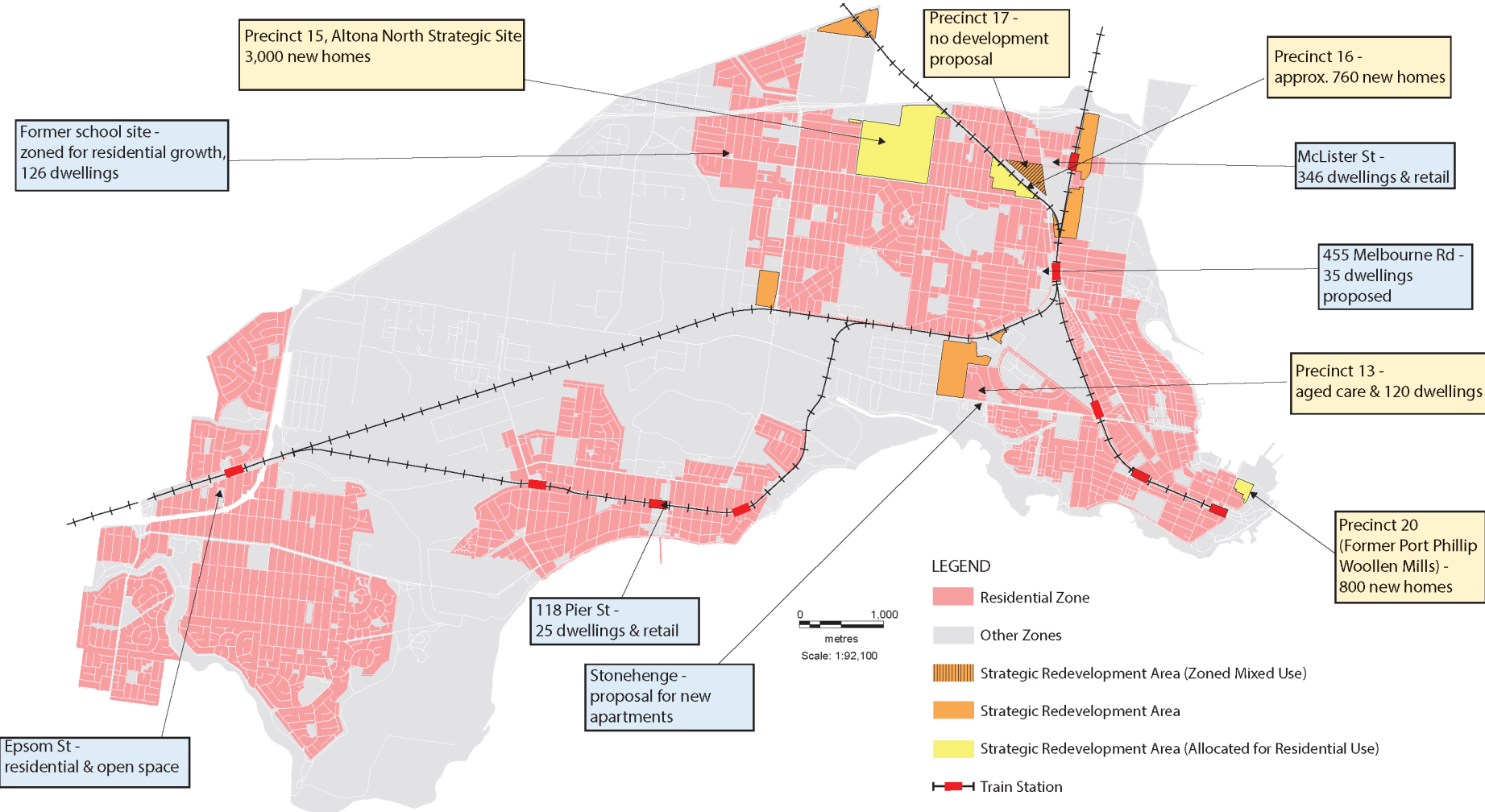


Figure 7: Strategic Redevelopment Areas & Sites (March 2018) Needs updating?



## ENVIRONMENT & AMENITY



Environment & Amenity

## 2.2 CRITERIA TWO: ENVIRONMENT AND AMENITY

This section assesses the environment and amenity issues to be considered, including:



### Environment & Amenity

- Are there any industrial interfaces?
- Is the area within a Major Hazard Facility buffer?
- Are there known poor amenity issues? (e.g. dust and odour)
- Are there flooding issues?

### 2.2.1 Overview

Hobsons Bay is affected by a number of land use and environmental constraints which must be considered when determining potential housing capacity. Land that is constrained can impede/restrict the delivery of residential development. These constraints are summarised in Table 3.

**Table 3: Key land use and environmental constraints in Hobsons Bay**

Planning Scheme	Industrial	Environmental
Various overlays (including heritage)	Major Hazard Facilities (MHF) buffers	Landfill buffers (former and active landfill sites)
Single Dwelling Covenants	Industrial land buffer distances	Foreshore flooding and climate change
	Contaminated land	High water tables (specifically Altona)
	Above and below ground gas and oil pipeline infrastructure	Air quality and odour issues (specifically Brooklyn)

There are also some bushfire prone areas covering grasslands in the municipality although they do not apply to residential land. If any residential development was to occur in a bushfire prone area then the new dwellings would be subject to a minimum construction standard (under the Building Regulations) which requires landowners to build to a minimum Bushfire Attack Level (BAL) of 12.5 (ember protection). This requirement is triggered under an application for a building permit.

## 2.2.2 Industrial Constraints

### Industrial land

Industrially zoned land (IN1Z and IN3Z) is the second biggest land use in the municipality and is where a number of state significant industries are located (refer Figure 8). Much of the eastern boundary of Hobsons Bay also has an interface with the Port of Melbourne.

A number of significant industries are located in the Special Use Zone (SUZ), including:

- SUZ2 – Petroleum Refinery Area (Mobil on Millers Road/Kororoit Creek Road, Altona)
- SUZ3 – Petrochemical Complex Area (includes Qenos and Dow Chemical, Altona)
- SUZ4 – Altona Special Industrial Area
- SUZ5 – Marine Engineering Area (Nelson Place, Williamstown)

Balancing the competing demands of industry and residential uses is challenging - ensuring residential areas are not negatively affected by amenity issues (e.g. noise and odour) and that the operation of existing industry is not compromised by residential encroachment.

Whilst there are recommended buffer distances in the planning scheme at Clause 53.10 for industrial proposals potentially impacting on the amenity of nearby sensitive uses, there is no policy regarding the prevention of sensitive uses encroaching on existing industry (reverse buffers).<sup>10</sup>

Hobsons Bay is also affected by Ministerial 14 (Ports Environs). The area to the east of Hall Street in Spotswood is covered by the port environs policy. This is to ensure that the operations of the port in this area are protected from the

encroachment of sensitive uses or the intensification of existing sensitive uses in the area.

### Potentially contaminated land

Due to the past and present industrial activity in Hobsons Bay, there are a number of sites that are potentially contaminated. For example, on land that was previously used for industry, landfill sites and former/current service stations.

Potentially contaminated land can constrain new residential development proposals. There are options for developing sensitive uses on potentially contaminated land but this depends on the outcome of the environmental audit and upon the extent of remediation works involved. The cost implications can make some remediation/clean-up exercises prohibitively expensive. The remediation costs may also drive the densities required on site, for instance, in order to make a development financially feasible, a higher density needs to be achieved.

## 2.2.3 Major Hazard Facilities (MHF)

Hobsons Bay is home to eight of the State's 38 Major Hazard Facilities (MHF). These are adjacent to/located near to residential uses (refer to Figure 9).

Generally, MHF are industrial land uses that store, handle or process large quantities of hazardous chemicals and dangerous goods, including petroleum products. They are therefore subject to potential low frequency-high consequence incidents to surrounding sensitive uses.

The MHF are regulated by the *Occupational Health and Safety Regulations 2017* and licences must be granted by WorkSafe Victoria to operate an MHF. Whilst there is a stringent regulatory framework for these facilities, there is very limited government policy and direction to guide land use planning around MHFs in

---

<sup>10</sup> With the exception of the planning controls that apply to the SRA.

Victoria. Due to the nature of MHF and the potential societal risk they pose, there is concern by MHF operators and WorkSafe in regards to any proposed increases in the number of people living within proximity to these facilities.

Aside from Clause 13.07-2S relating to the minimising of exposure of people and property to risk associated with MHF, there are no tools in the planning scheme with which to directly manage this.

An Advisory Committee was appointed by the Minister for Planning (2016) to provide advice on the way land use buffers around MHF are determined and implemented. The Government's Response to the Advisory Committee's recommendations released in January 2018, includes support for a Particular Provision to manage sensitive uses around MHF. Further work on implementing such tools is yet to be completed.

WorkSafe provide advice on land use planning near a MHF and recommend buffer distances that are expressed as inner and outer advisory areas. Whilst there is no statutory requirement for planning or responsible authorities to refer applications for any proposed use or development of land close to an MHF to WorkSafe<sup>11</sup>, land use planning in Hobsons Bay adheres to these inner and outer advisory areas and Council refers any application or proposed amendment to WorkSafe for comment.

The inner and outer advisory areas (MHF buffers) impact on existing residential areas and in general, there can be no intensification of residential uses within

these areas. The approximate extent of these buffers are shown in Figure 9. The inner and outer advisory areas may be subject to change.

The MHF buffers affect around **1,336 residential properties** (around 3.6 per cent of total dwellings) in the municipality (in 2015).

## Pipeline Infrastructure

The presence of pipelines can involve constraints for development. There are a total of 43 pipelines (below ground (gas) pipelines and above ground (liquid) pipelines) that traverse the municipality. These are concentrated mainly to the north and east of the municipality. These pipelines are leased by 13 different operators from Energy Safe Victoria (ESV) who is the technical regulator of pipeline infrastructure.

The planning scheme (Clause 19.03-6) requires that existing transmission-pressure gas pipelines be protected from further encroachment by residential development. However, pipelines are regulated by their own legislative framework and operators have their own guidelines in terms of buffer requirements of new development in proximity to existing pipeline infrastructure.

---

<sup>11</sup> Apart from section 55 of the *Planning and Environment Act 1987* that requires certain industrial developments to be referred to WorkSafe.

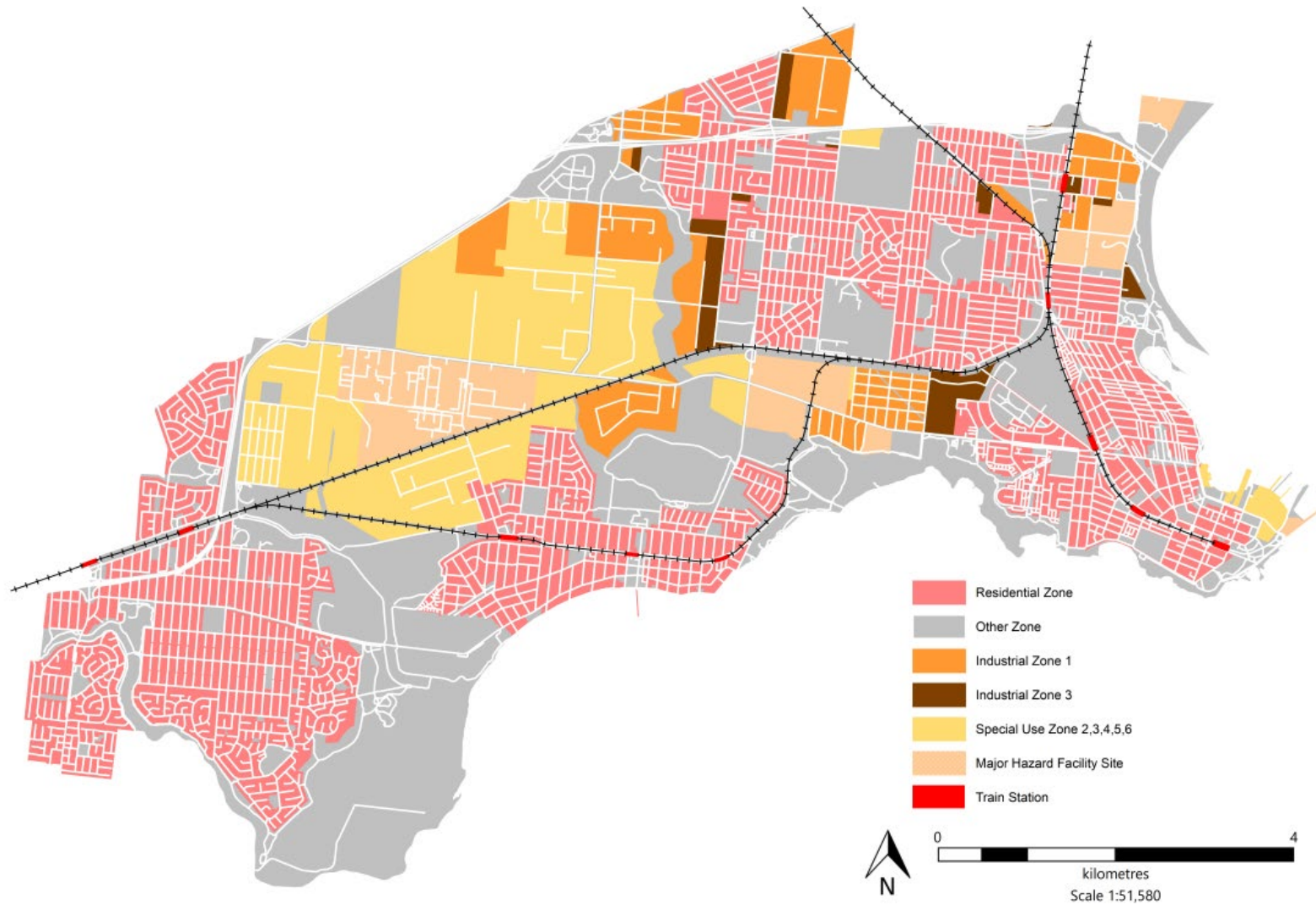


Figure 8: Industrial and Special Use Zone Land



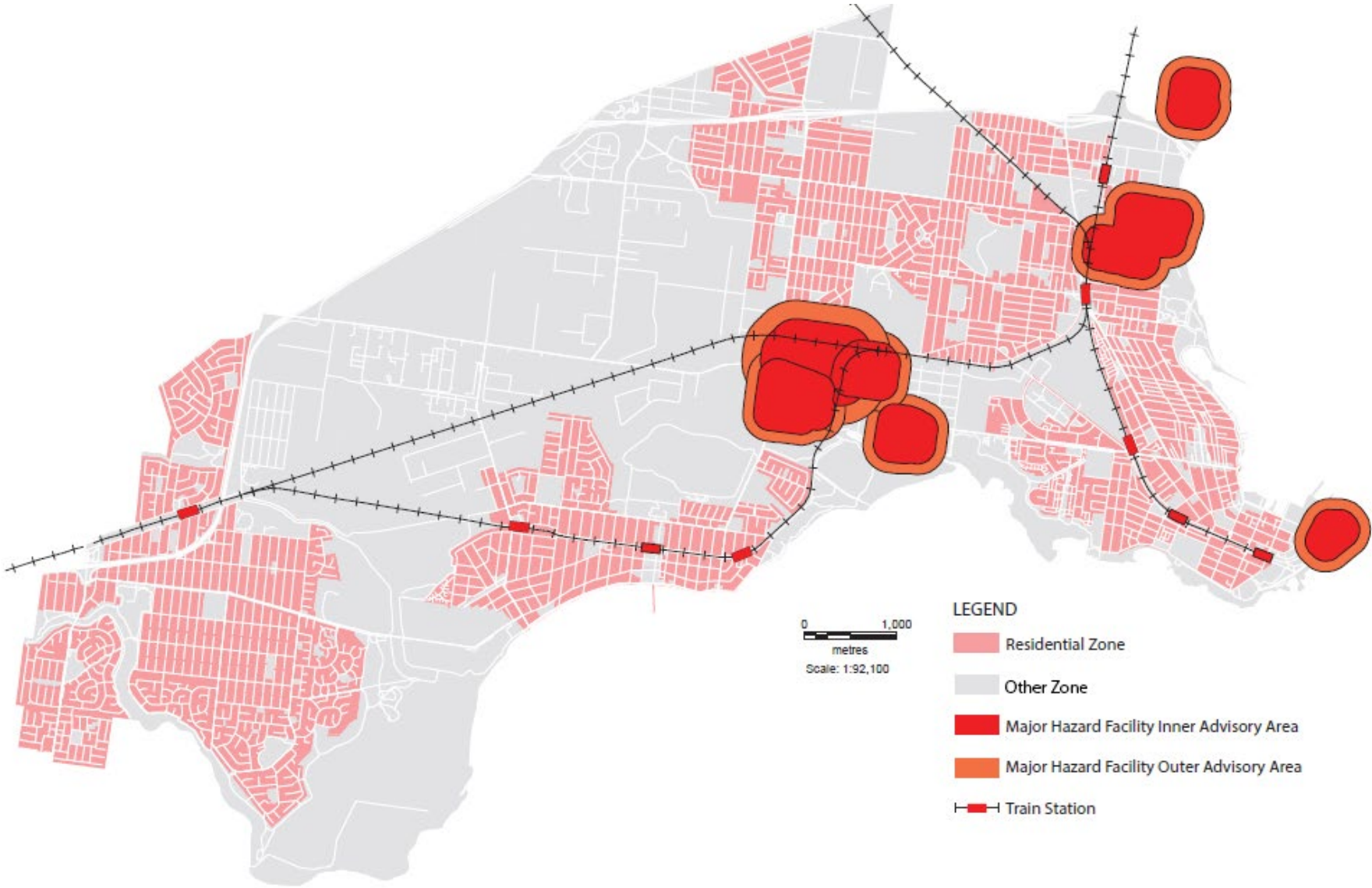


Figure 9: Major Hazard Facilities

## 2.2.4 Environmental constraints

### Foreshore flooding and climate change

The eastern and southern boundaries of Hobsons Bay have an abuttal with the coast. The municipality has been prone to coastal inundation resulting from natural low-lying characteristics. Many sites are low lying and have been identified as sites that have been impacted by the highest king tide recorded in the Port Phillip Region (1.61 Australian Height Datum).

Figure 10 shows the current sea level flood extent (foreshore flooding).<sup>12</sup>

Clause 13.01-2S (Coastal inundation and erosion) in the SPPF requires that in planning for possible sea level rise, an increase in 0.2 metres over the current 1 in 100 year flood levels by 2040 may be used for new development in close proximity to existing development (urban infill).

The suburbs of Altona and Seaholme are particularly susceptible to flooding and are impacted in parts by the Land Subject to Inundation Overlay, Special Building Overlay and foreshore flooding.

To more accurately understand the impact of coastal flooding due to climate change and predicted sea level rise, a third pass assessment of Port Phillip Bay is required. In the absence of this work, a “bathtub” approach is applied which may show areas that are not actually affected by sea level rise.

### High water tables

It is known that some parts of Altona are affected by a high water table. This has implications on housing development as it restricts for example, the inclusion of basement parking. There is however no mapping currently available to show areas which may be affected by this.

---

<sup>12</sup> Source: Melbourne Water, current sea level flood extent (2013).

### Land Subject to Inundation (LSIO)

The purpose of the LSIO is to identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority (Melbourne Water). It is also to protect water quality in accordance with State Environmental Protection Policies.

The LSIO applies to land affected by flooding associated with waterways and open drainage systems (also known as floodplains). In Hobsons Bay, the LSIO applies to key waterways including: Kororoit Creek, Cherry Creek, Cherry Lake, Altona Coastal Park, Laverton Creek, Skeleton Creek, Stony Creek, Truganina Park and Cheetham Wetlands.

The extent of the LSIO is shown in Figure 11 and affects some residential areas.

### Special Buildings (SBO)

The SBO applies to urban areas identified by the Water Authority (Melbourne Water) as prone to overland flooding in a severe storm exceeding the design capacity of the underground drainage system. The intention of the SBO is to protect all future buildings in the area from flooding by setting appropriate conditions and floor levels to address any flood risk to developments.

In Hobsons Bay, the SBO affects residential land in a number of areas across the municipality including: Seaholme and the western part of Altona (between Maidstone Street and Grieve Parade); along Millers Road and some residential areas south of Blackshaws Road in Altona North; residential pockets in Williamstown North, Newport (southern boundary) and some land west of Melbourne Road in Spotswood. Refer Figure 11.



## Landfill buffers

Hobsons Bay has a number of sites which were formerly used as landfill and is affected by the Environmental Protection Agency's (EPA) Landfill Best Practice Environmental Management (BPEM) guidelines.

The Landfill BPEM contains recommendations about risk management and planning decisions in the buffer areas of both closed and operational landfills across Victoria, to identify/mitigate potential methane gas migration.

Land affected by the Landfill BPEM guidelines does not necessarily impede future development. Should landfill gas be detected at a site then there are remediation options available. However, consideration of the potential contamination/landfill gas issues could have some bearing over the intensity of development of certain sites (i.e. remediation costs could drive up the densities required to make a development financially feasible).

As the responsible authority for determining planning decisions, Council is required to consider the EPA's guidelines when performing its role under the *Planning and Environment Act 1987*. A framework for managing land within potential landfill buffer areas in Hobsons Bay is being drafted to guide permit applicants in addressing Council's responsibilities under the BPEM guidelines.

## Environmental Audit (EAO)

The EAO applies to sites that are known to be contaminated or may be potentially contaminated. Potentially contaminated land is land used or known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel<sup>13</sup>.

The EAO is a tool which ensures that land potentially contaminated is suitable for sensitive uses such as housing. In Hobsons Bay, there are EAOs covering

residential areas/land zoned for a residential use in Williamstown, Newport and Spotswood/South Kingsville (refer Figure 12).

## Environmental Significance (ESO)

The purpose of the ESO is to ensure that development does not affect identified environmentally significant areas. An ESO applies along the Kororoit Creek corridor but does not impact on residential areas (refer Figure 12).

Council's Biodiversity Strategy 2017 identified areas where a more detailed vegetation assessment should be undertaken to determine whether an Environmental Significance Overlay is required. Many of the sites are located in industrial areas and are not residential.

---

<sup>13</sup> Ministerial Direction No.1: Potentially Contaminated Land (2001).

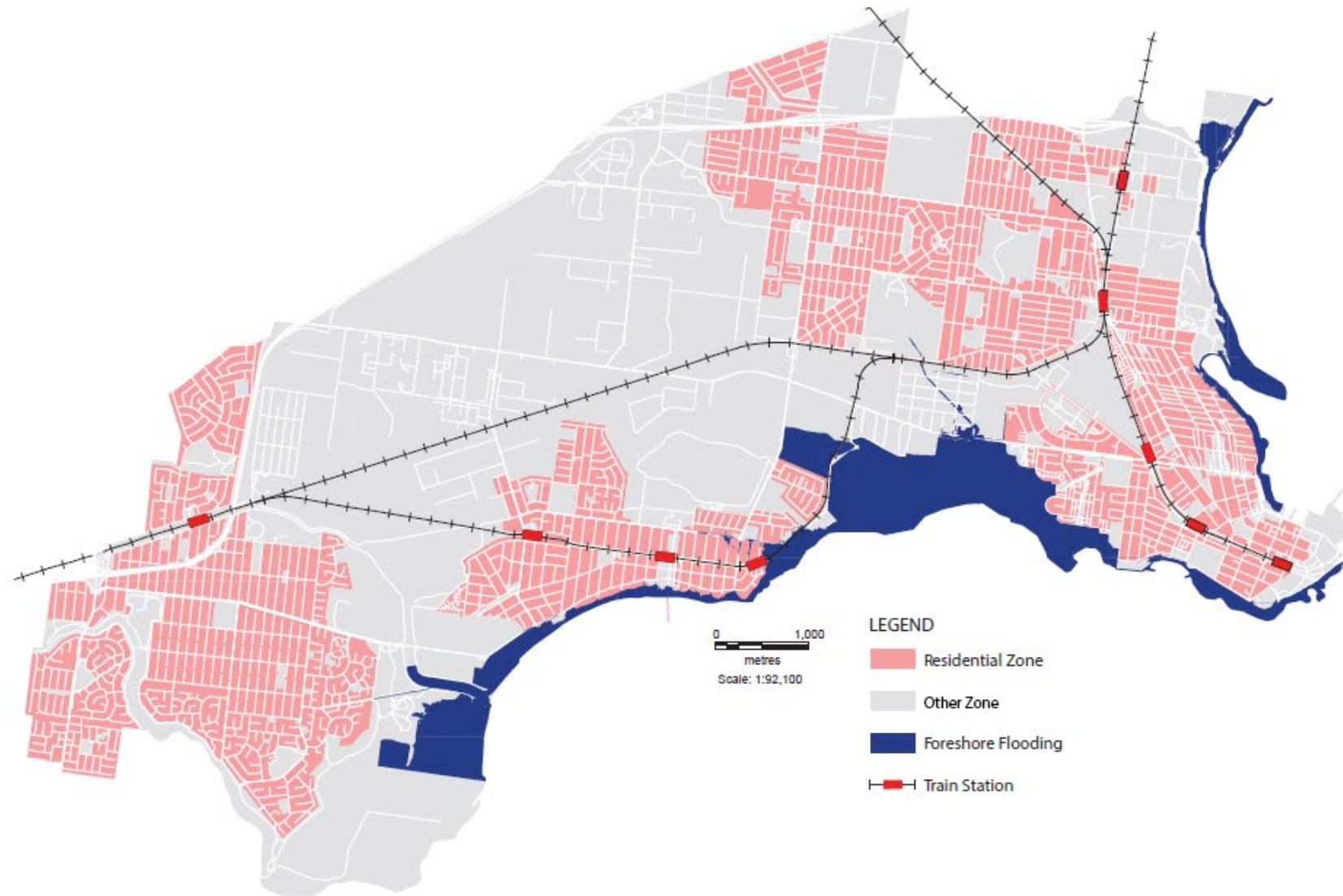


Figure 10: Foreshore Flooding

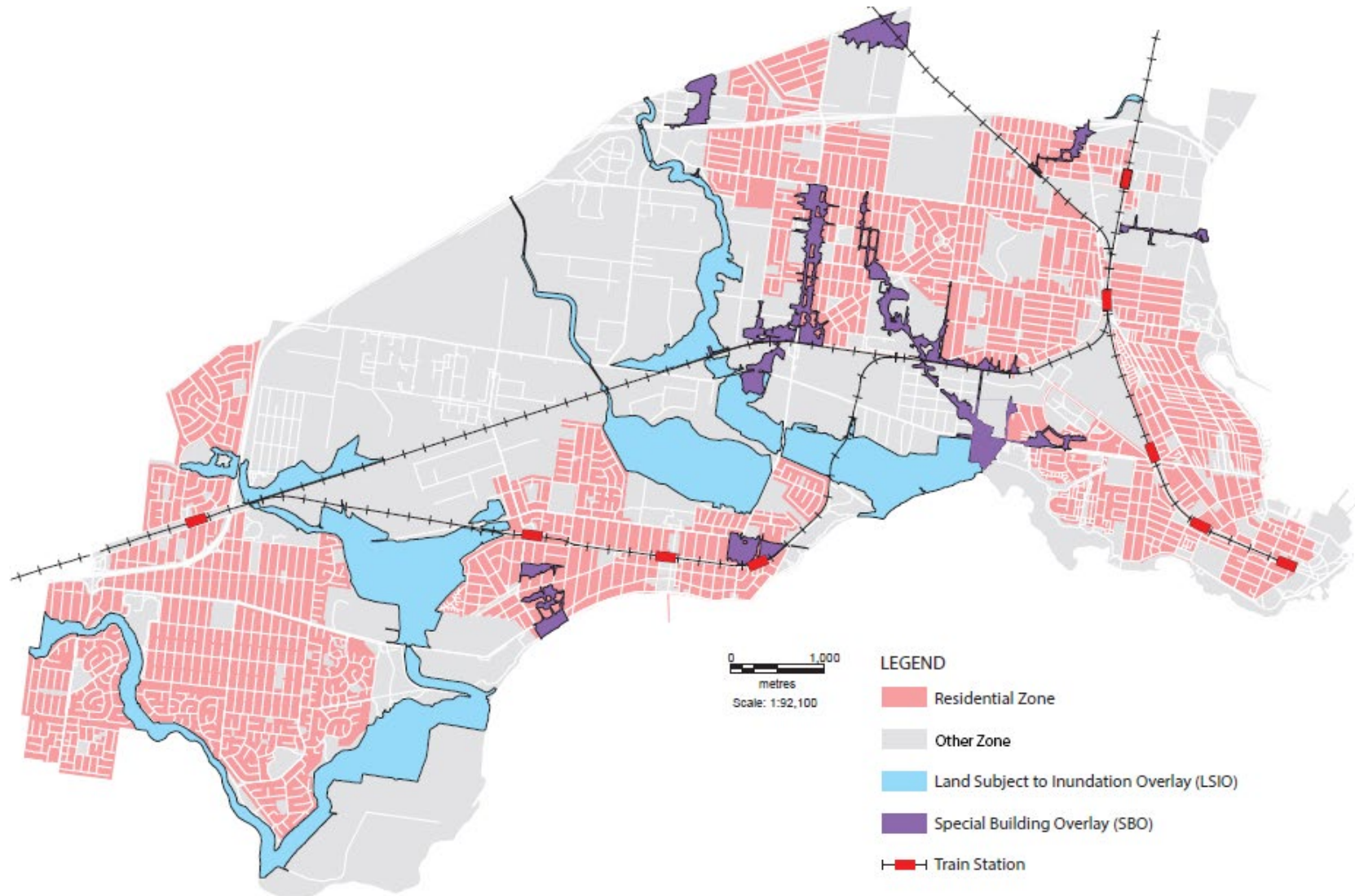


Figure 11: Land Subject to Inundation Overlay (LSIO) & Special Building Overlay (SBO)

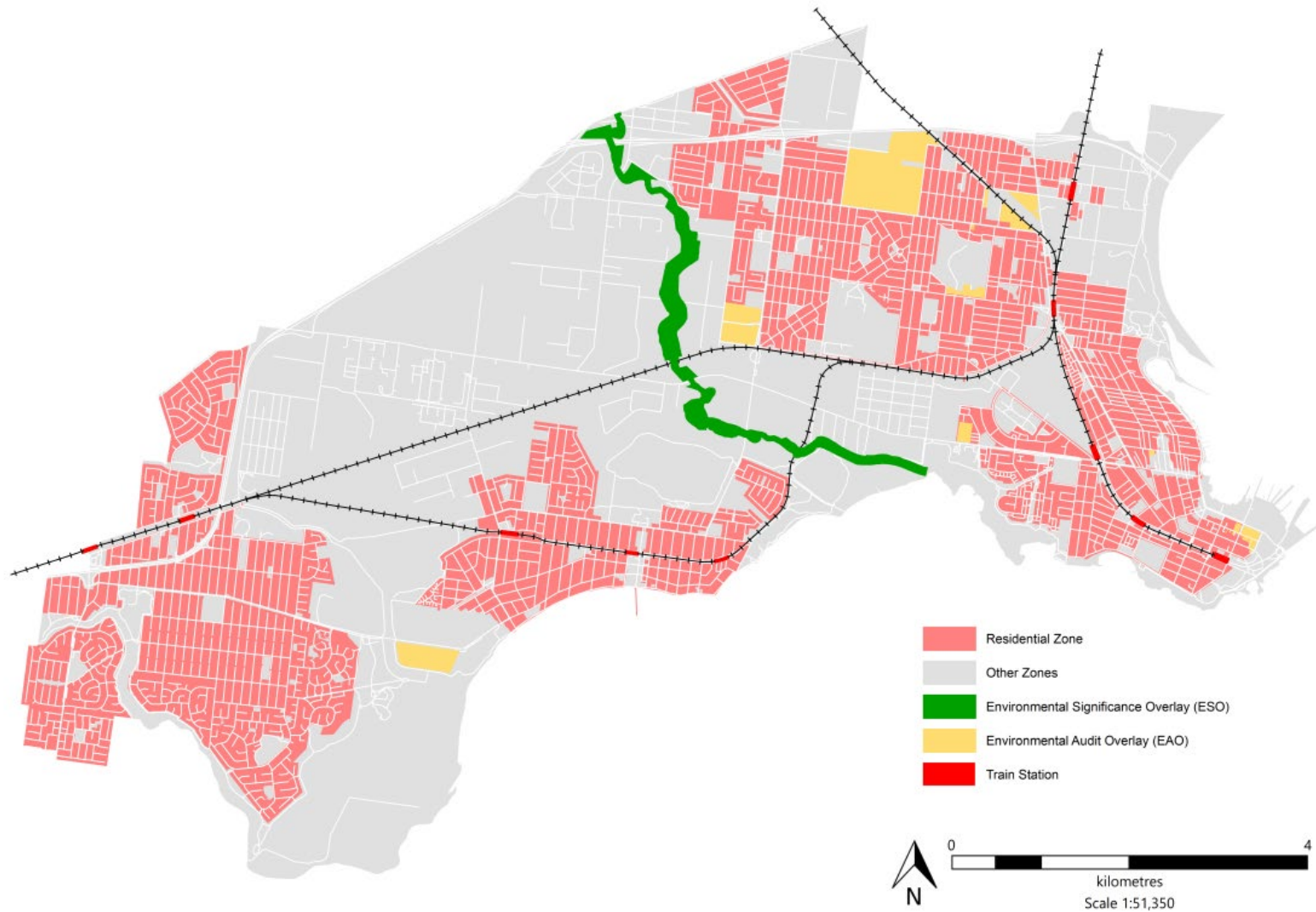


Figure 12: Environmental Audit Overlay (EAO), Environmental Significance Overlay (ESO)

## ACCESSIBILITY



Accessibility

## 2.3 CRITERIA THREE: ACCESSIBILITY

This section assesses the accessibility issues to be considered, including:



**Accessibility**

- Does the area have a train station?
- Does the area have a bus interchange?
- How close is the nearest activity centre? (i.e. are shops and services within a walkable distance?)

### 2.3.1 What is accessibility?

Housing location is one of the most important considerations when planning for future housing. State planning policy is to encourage infill residential development in areas located in or close to activity centres and at sites that offer good access to transport and services.

Plan Melbourne's 20 minute neighbourhood vision is about living locally, with people being able to safely and conveniently access services and goods needed on a daily basis by travelling 20 minutes of where they live by walking, cycling or public transport (refer Figure 13).

**Figure 13: The 20 minute neighbourhood – living locally**



(Source: Plan Melbourne, 2017)

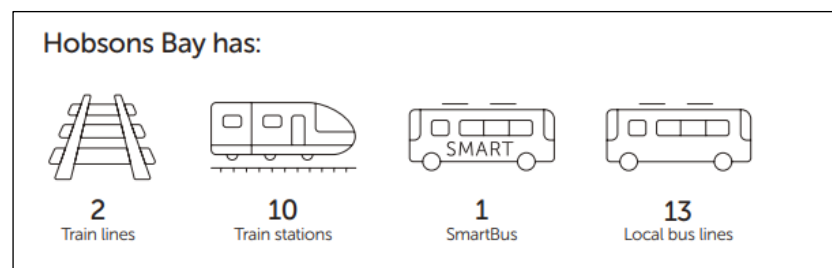
In order to identify potential opportunities for future housing supply, it is important to factor in the accessibility of our neighbourhoods.

Defining ‘good access’ can be open to subjectivity but in land use planning it is generally about being within reasonable walking distance (explained further in Section 2.3.2) to community facilities and services.

In terms of the housing capacity assessment, accessibility refers to how easy it is for residents to access transport (train station and bus interchange) and activity centres.<sup>14</sup>

This section includes analysis of walkability to transport and activity centres in Hobsons Bay to measure accessibility constraints.

### 2.3.3 Transport



#### Public Transport

Whilst Hobsons Bay appears to be well serviced by public transport, the operation and reliability of the train network and a lack of connectivity between the different transport modes (particularly bus and train and train and bicycle) is a source of concern for the community.

<sup>14</sup> Excluding micro-centres as defined in the Activity Centre Strategy (2016).

<sup>15</sup> Further information on public transport in the municipality is outlined in the Hobsons Bay Integrated Transport Plan (2017-30).

There is also a disparity between access to public transport across the municipality. Hobsons Bay’s largest suburbs – Altona Meadows and Altona North – are not serviced by a train station.<sup>15</sup>

#### Rail

Freight and passenger rail services run through Hobsons Bay. There are two train lines and ten rail stations<sup>16</sup> in Hobsons Bay (three in Williamstown/ Williamstown North), as shown in Figure 14. The frequency and service span vary considerably.

The typical weekday service for the Werribee Line (Werribee service) is every 12 minutes peak and every 20 minutes off peak. For the Werribee Line (Laverton via Altona Loop) and Williamstown Line the service level is every 22 minutes peak and every 20 minutes off peak. This places Hobsons Bay’s train lines at the lower end of frequency times, with other metropolitan lines providing five/10 minute peak time services, e.g. services to/from Dandenong and Frankston.

There are 28 pedestrian rail crossings in the municipality and 13 at-grade crossings which present accessibility constraints for motor vehicles, pedestrians and cyclists. Three of these at-grade crossings have been earmarked for grade separation - Altona (Kororoit Creek Road), Williamstown North (Ferguson Street) and Laverton (Aviation Road).

#### Buses

Bus services are more focussed on providing movement across Hobsons Bay, although most routes travel beyond the municipality. There are 13 metropolitan bus routes, one SmartBus service and two night bus services.

There are several key public transport hubs in Hobsons Bay, with close integration between train and bus services, including Laverton (eight bus and one

<sup>16</sup> Aircraft Station in Laverton is part within Hobsons Bay and part Wyndham.

train), Newport (three bus and one train), Altona (three bus and one train), as well as Altona North (Altona Gate) which has six bus routes passing through the area.

Frequency for bus services is a particular concern in Hobsons Bay, especially as it is main public transport option available to those living in Altona Meadows and Altona North. Weekday peak frequencies on several routes is 40 to 45 minutes, and more than half of the 14 routes provide off peak frequencies of 40 or 60 minutes. Service levels deteriorate considerably on weekends, when many services run at 60 to 80 minute intervals and some routes do not operate on Sundays. Notably, several of these reduced bus services operate through car dependent neighbourhoods such as Seabrook and Altona Meadows.

#### Active Transport

Active transport refers to travel methods involving physical exercise such as walking and cycling.

#### Cycling

Hobsons Bay has over 50 kilometres of off-road shared trails, including the Federation Trail, Skeleton Creek Trail, Laverton Creek Trail, Kororoit Creek Trail, Cherry Lake Trail and Coastal Trail. The latter also provides access to the Westgate Punt ferry service, which joins up with the Port Melbourne and Docklands trail on the eastern bank of the Yarra River. The municipality also has around 30 kilometres of on-road bike lanes, both on local and arterial roads.

Hobsons Bay's shared trail network caters to recreational, exercise and some commuter cyclists, as well as many different types of pedestrians such as dog walkers, parents with prams, walking groups, and joggers.

---

<sup>17</sup> Data sources from [www.walkscore.com](http://www.walkscore.com). WalkScore is a US-based website that has compiled walkability scores for neighbourhoods across the world.

While commuter and recreational routes are reasonably well-established in parts of the municipality, there is a lack of 'neighbourhood routes' to fill the gap between these different forms of travel.

#### Walking

Pedestrian footpaths run alongside most of Hobsons Bay's local road network, which extends for around 430 kilometres. The municipality also has over 50 kilometres of off-road shared trails. Additionally, most of Hobsons Bay's arterial roads are served by either a shared trail or footpath.

Some suburbs are more conducive to walking than others. Table 4 shows the WalkScore<sup>17</sup> rating for Hobsons Bay. While these scores do not provide a definitive analysis of each location, they do provide an indication of the relative walkability of each neighbourhoods.

Williamstown ranked the highest for walkability and Altona Meadows and Seabrook were rated as the least walkable suburbs in the municipality.

**Table 4: WalkScore walkability rating for Hobsons Bay suburbs**

Neighbourhood	Walk Score	Rank (Melbourne)
Williamstown	71	81 <sup>st</sup>
Newport	70	82 <sup>nd</sup>
Spotswood	66	110 <sup>th</sup>
Altona	63	125 <sup>th</sup>
Williamstown North	61	141 <sup>st</sup>
Altona North	60	148 <sup>th</sup>
South Kingsville	59	153 <sup>rd</sup>
Brooklyn	58	167 <sup>th</sup>
Seaholme	57	173 <sup>rd</sup>
Laverton	50	213 <sup>th</sup>
Altona Meadows	43	259 <sup>th</sup>
Seabrook	43	265 <sup>th</sup>



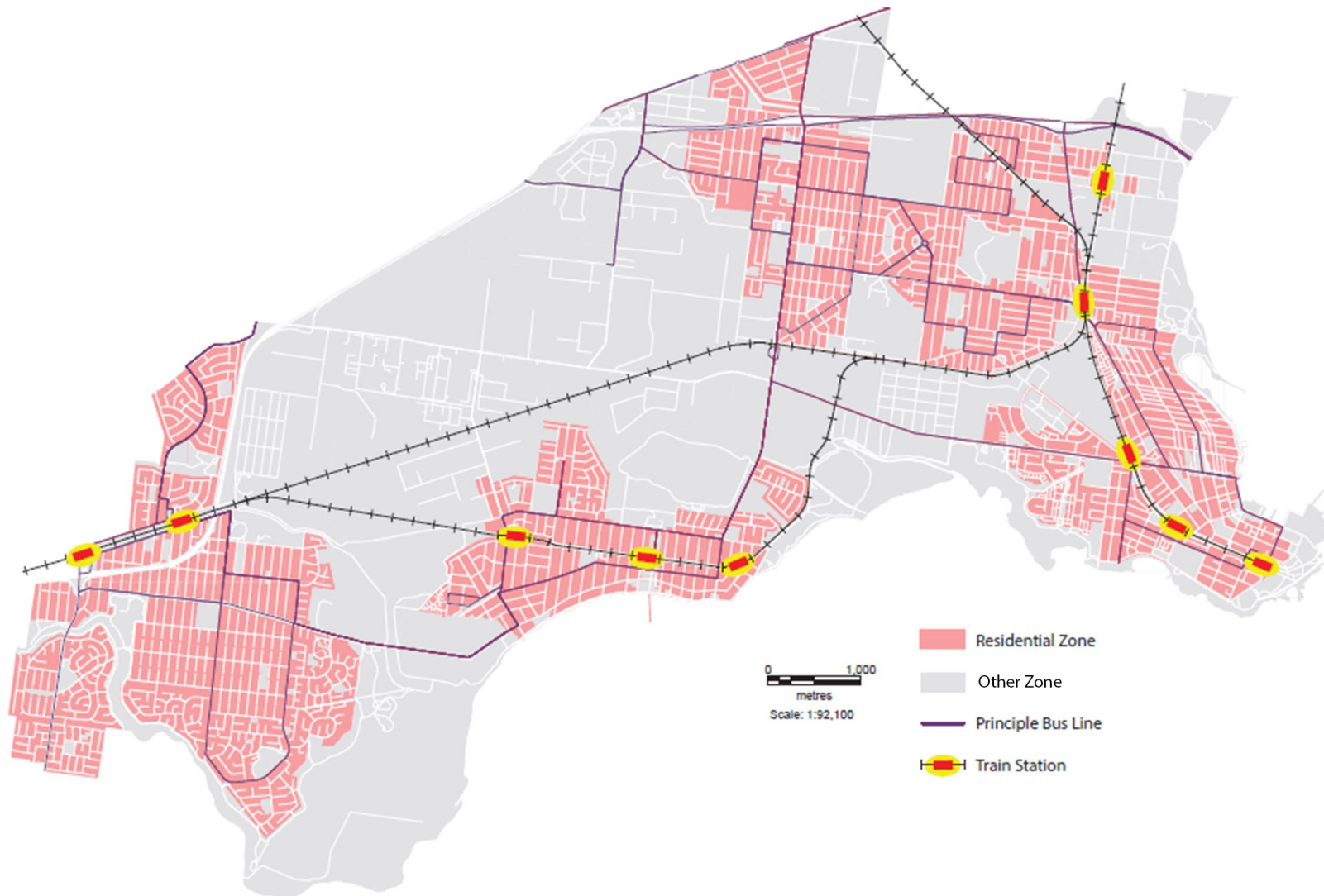


Figure 14: Train Stations and Principle Bus Lines

## 2.3.4 Activity centres

### *What is an Activity Centre?*

*Activity centres are locations that combine activities such as retail, offices, entertainment, community, education, medical services and higher-density housing. An activity centre can be a large shopping centre or a small strip of shops.*

Hobsons Bay has many different activity centres ranging in size and type. The largest centres which are identified in Plan Melbourne as Major Activity Centres are: Altona, Altona North and Williamstown.

The Hobsons Bay Activity Centre Strategy Technical Report 2016 identifies these Major Activity Centres as well as 17 Neighbourhood Activity Centres and 16 micro centres located throughout the municipality (as shown on Figure 15).

Plan Melbourne identifies the importance of activity centres in accommodating growth across Melbourne and that activity centres have the capacity to continue to grow and diversify the range of activities they offer<sup>18</sup>.

Diversification will give communities access to a wide range of goods and services, provide local employment and support local economies and the development of 20-minute neighbourhoods. In many activity centres, this growth will include housing, particularly at higher densities<sup>19</sup>.

Plan Melbourne identifies three key ingredients which contribute to vibrant activity centres. These are as follows:

- well serviced transport options (including public transport)
- a wide mix of land uses

<sup>18</sup> Direction 1.2, Plan Melbourne (2017-50).

- a diversity of housing choice in a walkable area

### Activity centres and transport

Figure 15 shows the location of the activity centres to the train station in Hobsons Bay. Two of the three Major Activity Centres have access to train stations (although Williamstown Activity Centre is just outside of the walkable catchment to the train stations).

### Activity centres and housing

Activity centres therefore have a key role in accommodating extra dwellings to ensure that residents have access to existing services and facilities.

The Hobsons Bay Activity Centre Strategy (2019) identifies that activity centres are becoming increasingly important for new residential development. The ongoing decline in household sizes, changes in lifestyle and the community's strong desire to preserve the neighbourhood character of established residential areas means that activity centres will need to accommodate increasing demand for diverse housing options through medium and higher-density apartment type living.

Thus, activity centres will comprise an increasing share of Hobsons Bay's additional housing supply, particularly through infill and mixed use development.

The location of these centres are important when considering the opportunities for future housing. The next section discusses the location of the existing centres in terms of 'walkability'.

<sup>19</sup>Policy 1.2.1, Plan Melbourne (2017-50).

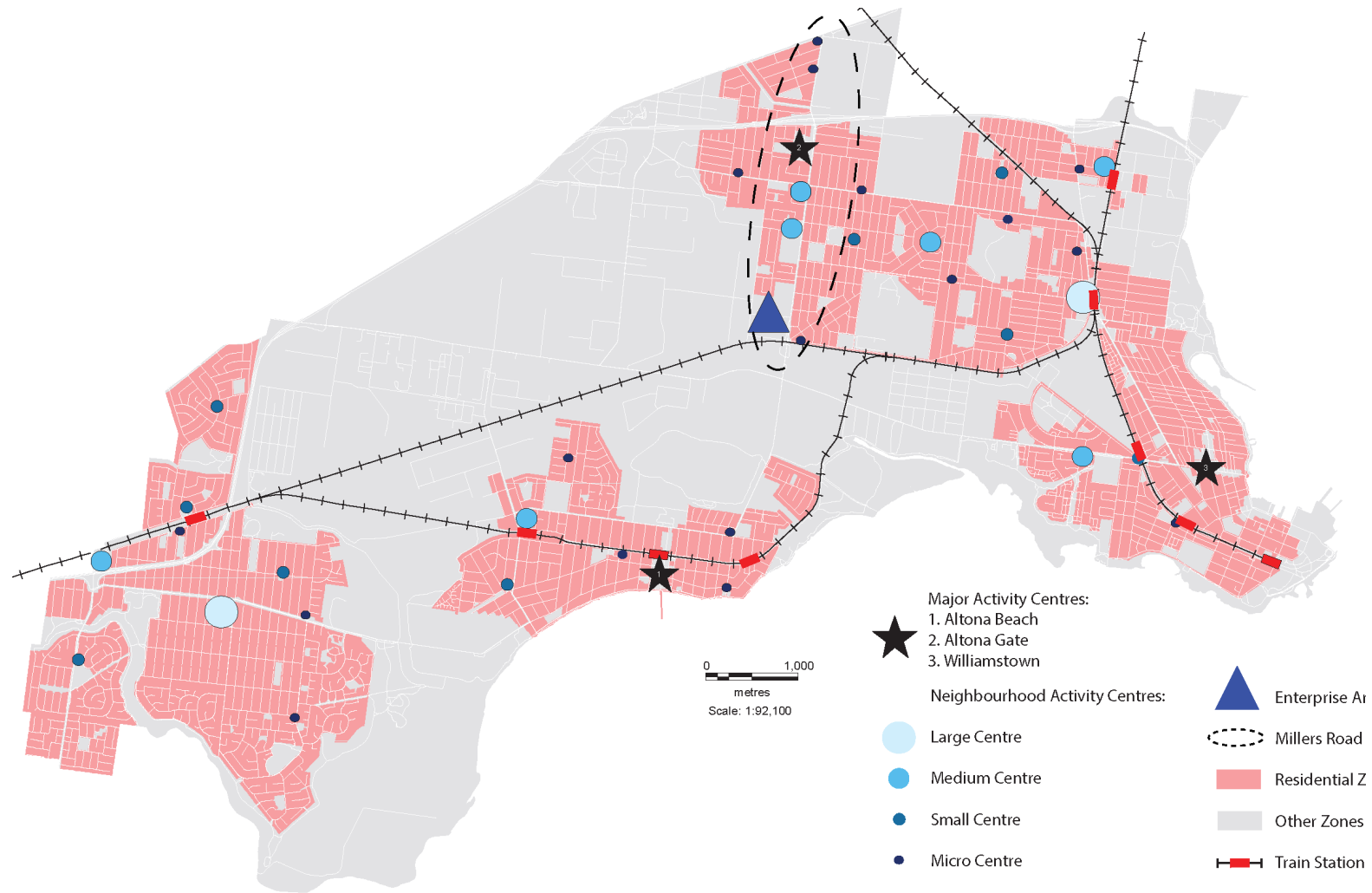


Figure 15: Activity Centres and Train Stations

## 2.3.2 Walkability

Walkability is simply a measure or an indication of how friendly/easy an area is to walk. A walkable catchment is the distance in which access to a service/facility can be reached and is accepted as a generally reasonable distance to walk.

Walkability is an important indicator of how accessible housing is to community services, facilities and infrastructure. There are numerous benefits of walkable/accessible neighbourhoods including health (promotes active transport), economic and environmental benefits associated with less reliance on private motorised vehicles.

The 'rule of thumb' for walkable catchments in planning policy is 800 metres walking distance from a train station (also stipulated in Clause 56.03 of the Hobsons Bay Planning Scheme) and 400 metres walking distance from an activity centre. This represents a 10 and five minute walk respectively. In general, people are likely to walk further for higher order facilities and services.

Figure 16 shows the walkable catchments for Hobsons Bay based on an 800 and 400 metre catchment distance from train stations and activity centres (Figure 15). The catchments have been mapped based on actual walkable distances i.e. not as the crow flies to better reflect accessibility.<sup>20</sup>

<sup>20</sup> The housing capacity assessment undertaken uses smaller catchment distances of 400 metres and 200 metres around activity centres to conservatively estimate potential dwelling opportunities.

### Dwellings in walkable catchments

The total number of dwellings within walkable catchments to train stations and activity centres within Hobsons Bay has been calculated, as well as the total number of dwellings within an activity centre (on land zoned commercial 1 and mixed use). The totals are provided in Table 5.

An assessment of the location of infill development has been undertaken in Section 2.4.8.

**Table 5: Total number of dwellings near to community services and infrastructure (2015)**

		Walkability	Total No. Dwellings	% of total in Hobsons Bay	
Public Transport	800m of a train station		11,428	31.0	
	400m of a bus interchange		605	1.6	
Activity centre	400m of an activity centre		12,374	34.0	
	Within an activity centre (C1Z & MUZ)	C1Z	626	C1Z	1.2
		MUZ	197	MUZ	0.5
	Shop top housing	C1Z	204	C1Z	0.54
MUZ		197	MUZ	0.56	

### Public transport within walkable catchments

Table 5 identifies the following in regards to public transport and walkable catchments in Hobsons Bay:

- less than one-third of all housing in Hobsons Bay is within an 800 metre walkable distance to a train station

- around 25,290 dwellings are located outside of an 800 metre walkable catchment to a train station. The two largest suburbs in the municipality Altona Meadows and Altona North (which is also one of the Major Activity Centres) are not serviced by a train station although there is a bus interchange at Altona Gate (Altona North)
- less than two per cent of total dwellings were within 200 metre of a bus interchange

#### Activity centres within walkable catchments

Table 5 identifies the following in regards to activity centres and walkable catchments in Hobsons Bay:

- nine of the activity centres in the municipality are within a walkable catchment (800m) to a train station
- just over one-third of all housing is within a 400 metre walkable distance to an activity centre
- around 1.7 per cent of all dwellings are located in the Commercial 1 Zone (C1Z) and Mixed Use Zone (MUZ) of which around 1.1 percent is shop-top housing

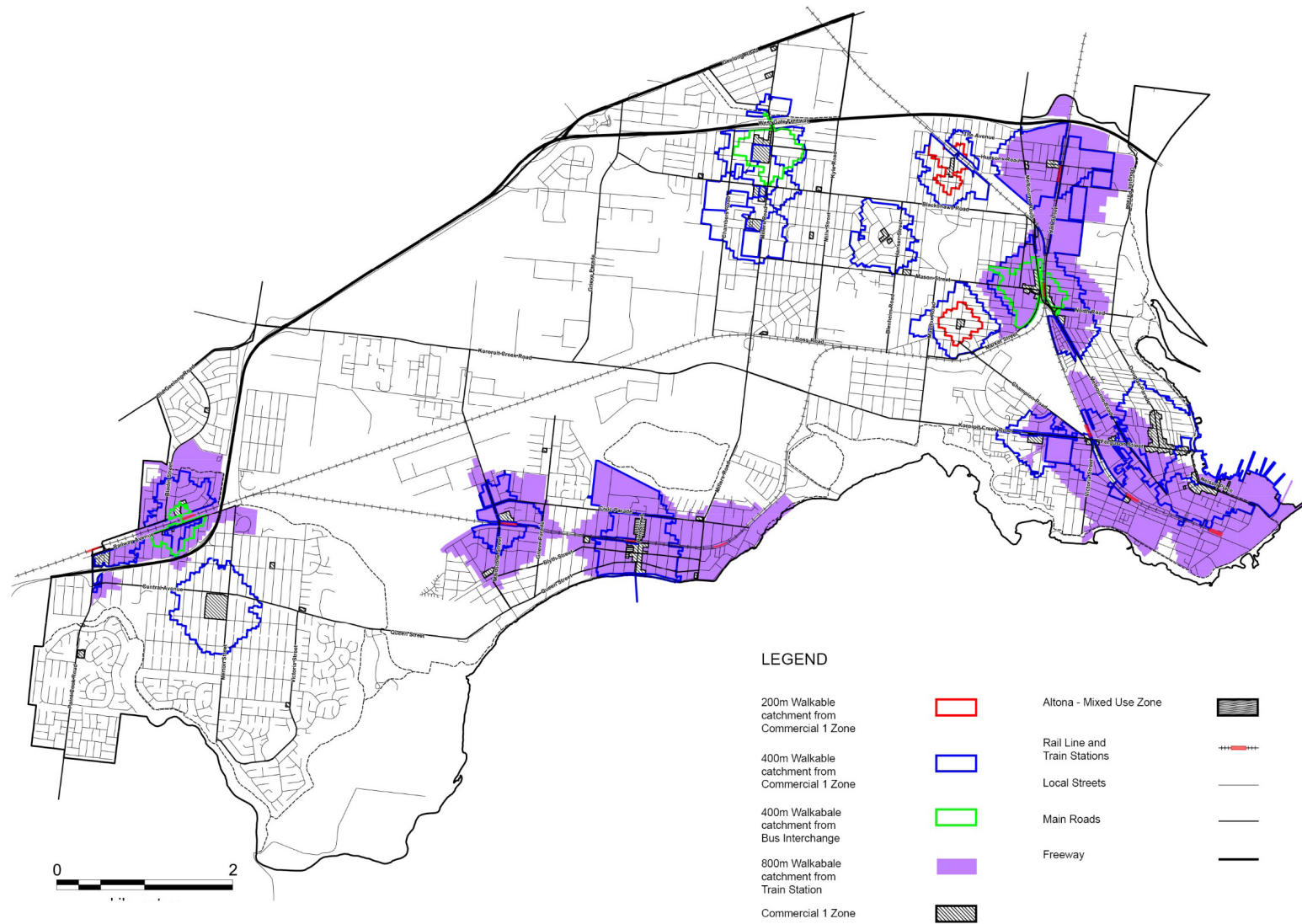


Figure 16: Walkable Catchments

CHARACTER/BUILT FORM



Character/Built Form

## 2.4 CRITERIA FOUR: CHARACTER/BUILT FORM

This section assesses the key character/built form issues considered, including:



### Character/Built Form

- Is there strong heritage or neighbourhood character values?
- Are there any existing Design and Development Overlays?
- How diverse is the existing housing stock?
- Does the area have ageing housing stock/larger lots available? (opportunities for redevelopment)
- What type of housing change/new residential development has been occurring? (indication of residential demand)

<sup>21</sup> Dwellings identified as 'contributory' are deemed to have significant local heritage value and the loss or demolition of such buildings are not usually supported.

### 2.4.1 Overview

The character and built form within Hobsons Bay varies across the suburbs, attributes such as the age of housing stock and the lot sizes have a bearing on the opportunities and constraints for future housing change.

This section assesses the criteria of character and built form.

### 2.4.2 Heritage

Hobsons Bay has a diverse range of housing stock representing all eras. The eastern parts of the municipality have older housing stock than the central and western side, subsequently there are many areas in the eastern parts that are affected by heritage overlays.

There are two key purposes to the Heritage Overlay (HO), firstly to conserve and protect heritage buildings from inappropriate alterations/removals and to ensure that infill development respects existing heritage areas.

In Hobsons Bay, the majority of HOs for residential areas (houses) are located in the eastern part of the municipality. Williamstown, Newport East, pockets of Williamstown North, Newport West and Spotswood are covered by HOs (refer Figure 17).

Dwellings within the HO consist of contributory and non-contributory dwellings<sup>21</sup>.

### 2.4.3 Neighbourhood character

There is a mix of neighbourhood character types in Hobsons Bay, however the predominant type is Garden Court and Garden Suburban.<sup>22</sup> In the eastern parts of the municipality, the character is a mixture of Inner Urban and Urban

<sup>22</sup> Refer to Hobsons Bay Neighbourhood Character Study (2019) for more information on the six neighbourhood character types identified in Hobsons Bay.



Contemporary with some areas identified as Waterfront Suburban in Altona, Seaholme and Williamstown.

The Neighbourhood Character Study (2019) identifies certain residential pockets as having particularly intact neighbourhood character which is worthy of protection (areas of special character). These areas are recommended as Minimal Change to protect the special character and shown on Figure 18.

Additional controls to protect the special character areas can include the application of the Neighbourhood Character Overlay (NCO). An NCO triggers a permit in the case of building demolition and a single dwelling being built.

There are currently no NCOs in Hobsons Bay.

#### 2.4.4 Design and Development

The Design and Development Overlay (DDO) is a planning tool applied to land requiring specific design and built form considerations.

Figure 19 shows the types and locations of existing DDO in Hobsons Bay. In regards to residential development, the key overlays for consideration relate to foreshore building heights including:

- DD04 which applies a foreshore height limitation of two storeys to land adjoining the coast
- DDO8 which applies a foreshore height limitation of three storeys to some pockets of land in Williamstown and Williamstown North

A summary of the DDOs and their purpose is provided in Appendix A.

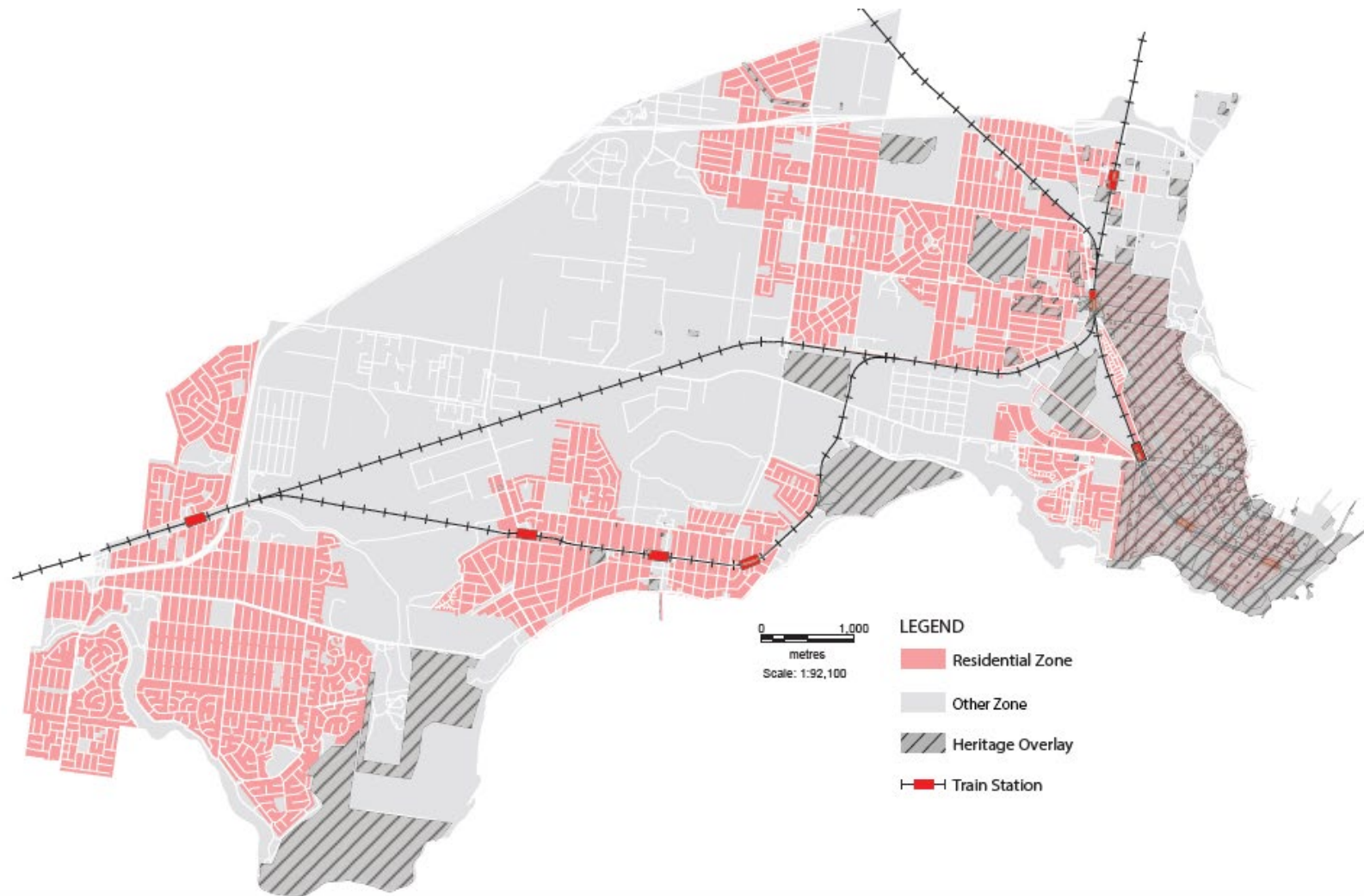


Figure 17: Heritage Overlays

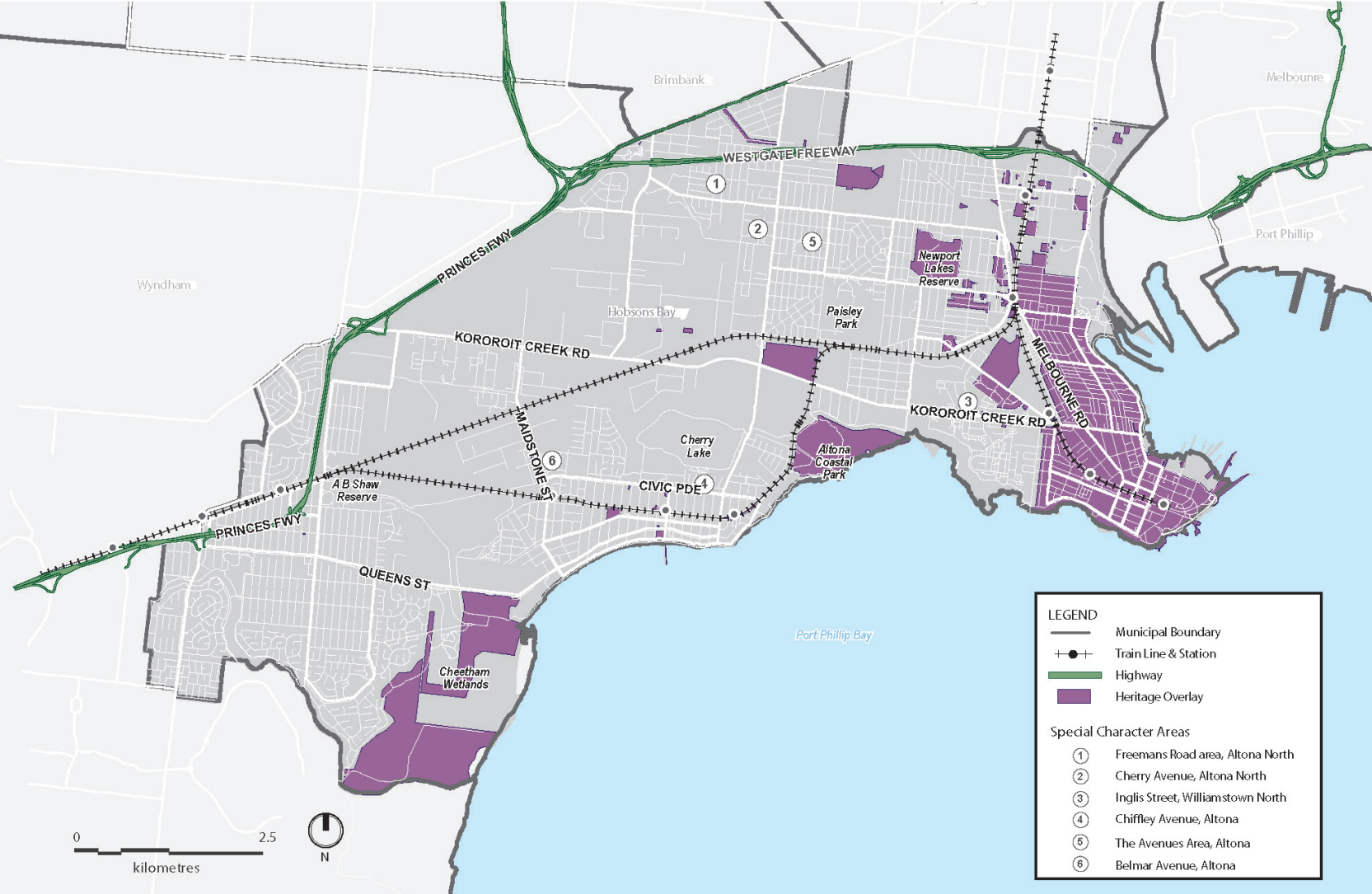
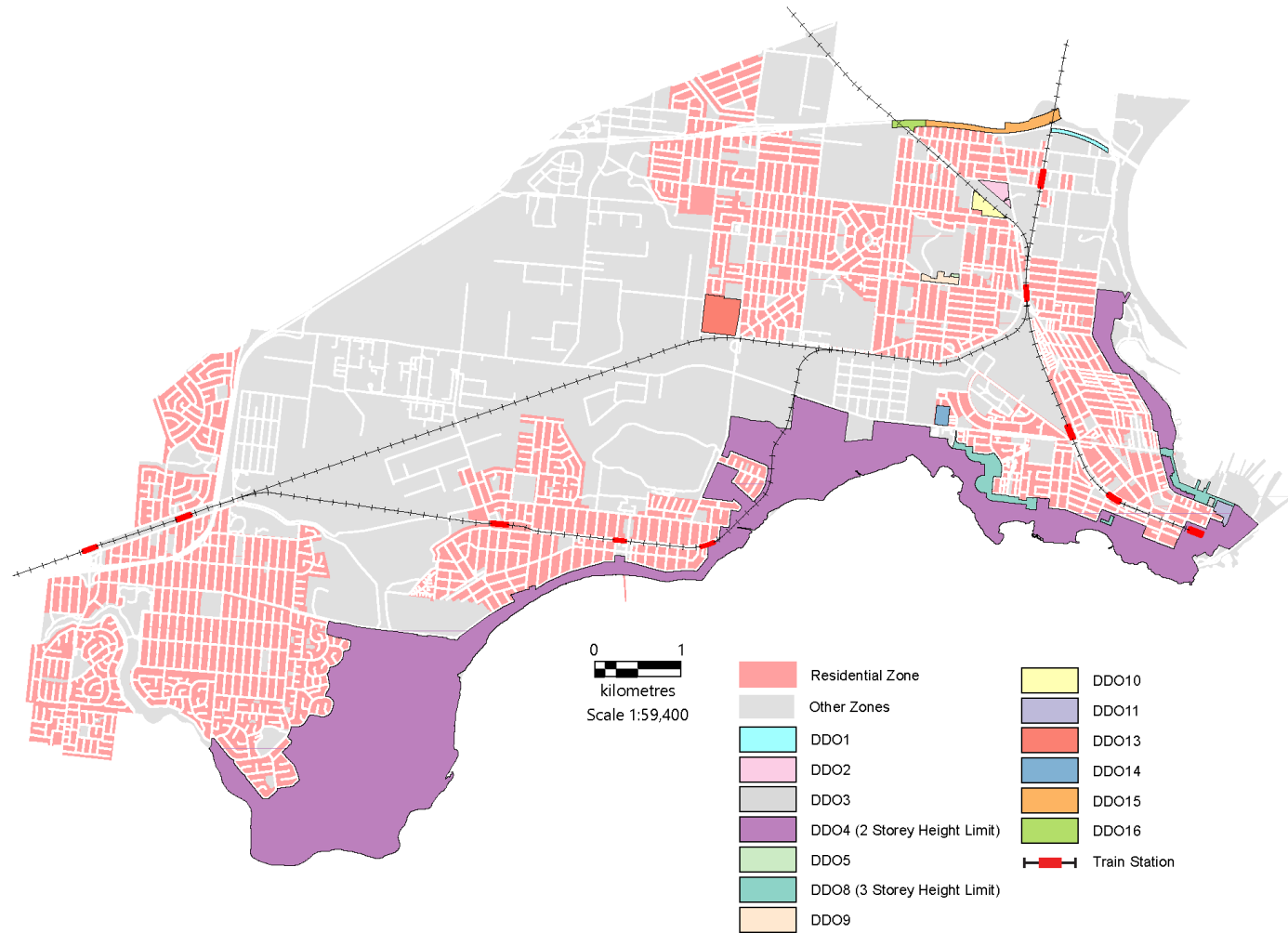


Figure 18: Special Neighbourhood Character Areas

(Source: Neighbourhood Character Study 2019)



**Figure 19: Design and Development Overlays\***

*\*Refer to Appendix B for further description.*

## 2.4.5 Other planning considerations

### Single Dwelling Covenants (SDC)

A Single Dwelling Covenant is an ongoing, private agreement between land owners established usually at the time an original land subdivision was being created, to achieve a particular urban form outcome or residential environment. Council is not a party to the agreement except in some instances where Council is a stakeholder/player<sup>23</sup>.

There are known SDC within Seaholme, the Rifle Range (Williamstown), Altona and Altona Meadows. However, the presence of SDC should not override the strategic planning for an area<sup>24</sup>.

Single Dwelling Covenants (SDC) prohibit anything other than a single dwelling being built on the subject site. There are however mechanisms within the *Planning and Environment Act 1987* for the removal or variation of these covenants<sup>25</sup>.

Sites affected by SDC are often not identified until a permit application is received for the site.

## 2.4.6 Existing housing diversity

Housing diversity varies across the municipality with a mix of separate houses, medium density and high density housing as shown in Figure 20.

<sup>23</sup> For example, The Range, Williamstown.

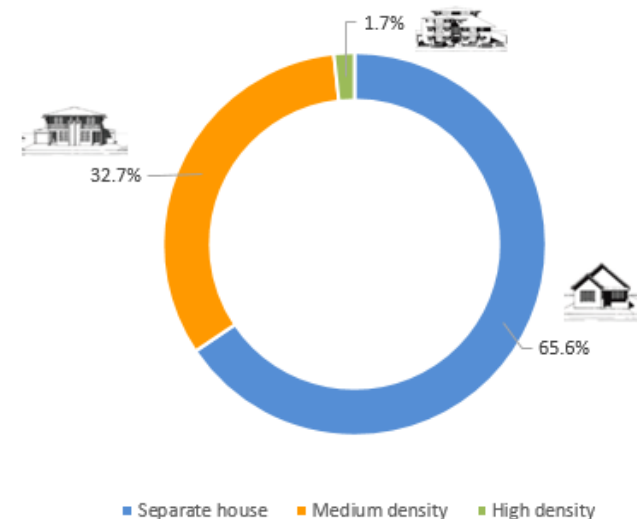
<sup>24</sup> Recommendations from the Residential Zones Standing Advisory Committee – Stage One Overarching Issues Report (June 2014) regarding single dwelling covenants.

The Housing Strategy Background Report (and addendum) identifies that around two thirds of total housing comprise separate houses (low density) and around a third is medium density housing.

However, housing diversity is not uniform across the suburbs. In general, the housing types in the suburbs in the eastern parts of Hobsons Bay are much more diverse than compared to the suburbs in the western parts.

Housing diversity for each suburb is analysed in the Housing Change Area maps in Section 3.0.

**Figure 20: Housing diversity (2016)**



<sup>25</sup> Either through a planning permit application or planning scheme amendment application, although the process can be lengthy.

## 2.4.7 Existing housing densities

The average dwelling density in Hobsons Bay is around 16 dwellings per hectare<sup>26</sup> which is considered low density<sup>27</sup> (refer Table 6).

**Table 6: Housing density guidelines<sup>28</sup>**

Density	Dwellings per hectare (dph)
Low	<25
Medium	25-75
High	>75

However, densities and housing types do vary across the suburbs as shown in Table 7. Overall, housing densities are higher in the eastern part of the municipality compared to the western parts, especially in Newport and Williamstown (Newport East is the densest) where lot sizes are generally smaller. Housing densities are also high in the Mixed Use Zone in Altona.

Examples of different housing densities is provided in Figure 21.

Densities are expected to be higher in areas closer to activity centres (due to State government policy driving urban consolidation to activity centres) and in Mixed Use Zones (which allows for a higher residential density).

<sup>26</sup> Based on an approximate calculation of the total gross area of land zoned for residential use divided by the total number of dwellings.

<sup>27</sup> Note: For growth areas, there is a minimum density of 15 dwellings per net developable hectare with an aim to increase to 20 dwellings per hectare (Clause 11.02-3).

The map in Figure 22 shows the average housing densities in areas surrounding activity centres in Hobsons Bay (based on walkable catchments of 800 metres from the train station or 400 metres from the edge of the commercial zone for centres with no train station).

**Table 7: Average housing densities in Hobsons Bay (2015)**

Suburb	Total Area (ha)	Total No. Dwellings	Average housing density
Altona - Seaholme	385	5,905	15.3
Altona Meadows	497	7,548	15.2
Altona North	342	4,838	14.2
Brooklyn	53	851	16.2
Laverton	121	1,916	15.8
Newport East	75	1,752	23.5
Newport West	161	3,458	21.5
Seabrook	102	1,814	17.8
Spotswood - South Kingsville	111	2,040	18.3
Williamstown	255	4,782	18.3
Williamstown North	100	1,816	18.8
<b>Hobsons Bay</b>	<b>2,201</b>	<b>36,720</b>	<b>16.7</b>

<sup>28</sup> Dwellings per hectare (dph) as defined in the Residential Zones State of Play Report, Managing Residential Development Taskforce (January 2016). *Using a site density measure (excluding roads etc).*













<p><b>Low Density</b> &lt;25dph</p>	 <p><i>Woods Street, Laverton (14 dw/ha)</i></p>	 <p><i>Pollard Court, Altona (18dw/ha)</i></p>	 <p><i>Tait Street, Newport (22dw/ha)</i></p>
<p><b>Medium Density</b> 25-75dph</p>	 <p><i>Birmingham Street, Spotswood (34 dw/ha)</i></p>	 <p><i>Civic Parade, Altona (46 dw/ha)</i></p>	 <p><i>Pearson Street, Williamstown (50 dw/ha)</i></p>
	 <p><i>Mason Street, Newport (58 dw/ha)</i></p>	 <p><i>Arthurs Way, Williamstown (67 dw/ha)</i></p>	 <p><i>Blyth Street, Altona (70 dw/ha)</i></p>
<p><b>High Density</b> &gt;75dph</p>	 <p><i>Kororoit Creek Road, Williamstown North (146 dw/ha)</i></p>	 <p><i>Mason Street, Newport (181 dw/ha)</i></p>	 <p><i>Pier Street, Altona (209 dw/ha)</i></p>

Figure 21: Examples of different housing densities in Hobsons Bay



Figure 22: Average housing densities in walkable catchments from activity centre/train station (2016)



## 2.4.8 Infill development trends (housing change)

An understanding of past development trends provides a useful insight into potential housing opportunities.

This section identifies the trends in infill residential development in Hobsons Bay over recent years.

### Infill development trends

The infill developments trends in Hobsons Bay has predominantly been the replacement of separate houses with medium density housing (such as units and townhouses), this is helping to increase housing diversity.

**Figure 23: Change in housing types (2011-16)**



The Background Report (addendum)<sup>29</sup> identifies that the proportion of separate houses decreased from 75 per cent in 2011 to around 65 per cent in 2016, whilst the amount of medium density increased from 22 per cent to 32 per cent over the same period. There was just a slight increase in high density housing (three or more storeys) from 1.4 per cent to 1.7 per cent.

<sup>29</sup> Hobsons Bay Housing Strategy Background Report Addendum (December 2017), p.28.

<sup>30</sup> Residential building constructions obtained from Council's rates and property data (provided by Opteon) over the period 1/4/2007 to 1/04/2017.

### Infill development (2007-17)

An analysis of Council's rates and building data has been undertaken to identify how many new residential developments have been constructed between 2007 and 2017.

Over the period 2007 to 2017<sup>30</sup>, a total of 4,477 dwellings were constructed (407 per annum) in the municipality. Demolitions of existing dwellings equated to 1,161 which means that there was a total **net gain of 3,311 additional new dwellings** which is an **additional 331 new dwellings constructed per annum** (refer Table 8).

The recent rate of development has been much greater, from 2012 to 2017, around an **additional 402 new dwellings per annum** were constructed in the municipality<sup>31</sup> (refer Figure 24).

The breakdown in the location of these new dwellings per suburb is provided in Figure 25.

The suburbs experiencing the highest rate of new housing growth include:

- Altona-Seaholme
- Altona North
- Newport West

<sup>31</sup> This section has been updated in accordance with the Hobsons Bay Housing Strategy Addendum (December 2017).

**Table 8: Net residential dwellings constructed (2007-17)**

Suburb	Net additional residential dwellings constructed (2007-17)		
	No.	%	Per Annum
Hobsons Bay	3,311	100.0	331.1
Altona-Seaholme	678	20.5	67.8
Altona Meadows	359	10.8	35.9
Altona North	641	19.4	64.1
Brooklyn	225	6.8	22.5
Laverton	196	5.9	19.6
Newport East	58	1.8	5.8
Newport West	532	16.1	53.2
Seabrook	16	0.5	1.6
Spotswood-South Kingsville	254	7.7	25.4
Williamstown	278	8.4	27.8
Williamstown North	74	2.2	7.4

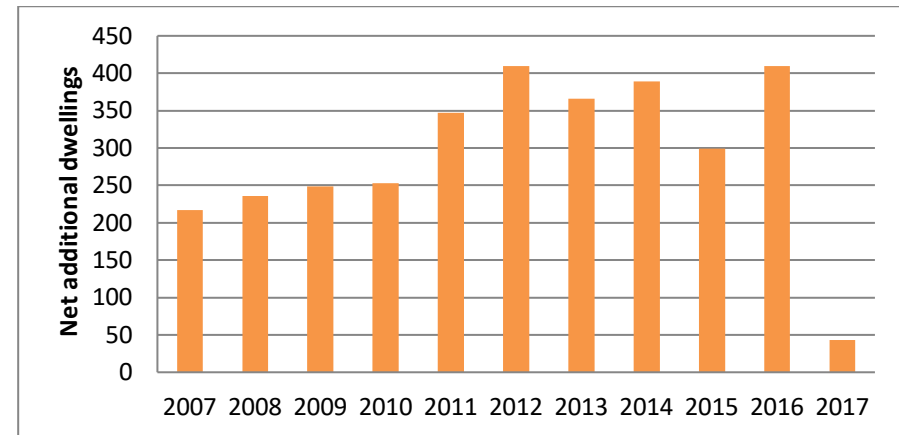
(Source: Opteon data (1/4/2007 to 1/4/2017))

\*Seaholme accounted for 43 so Altona had an additional 62 dwellings per annum.

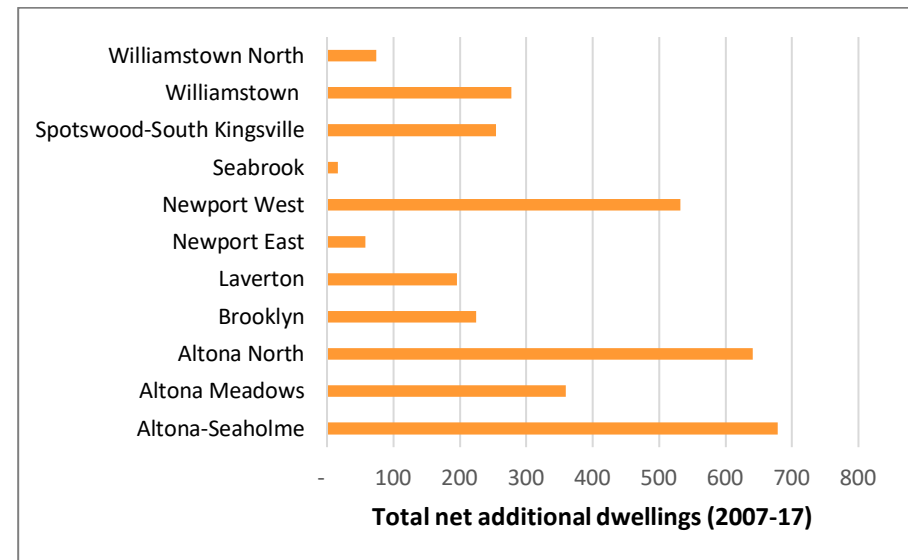
\*\*South Kingsville accounted for 113.

The construction of new dwellings in Altona Meadows is attributed to vacant lots rather than the demolition and replacement of existing homes.

**Figure 24: Net additional dwellings constructed (2007-17)<sup>32</sup>**



**Figure 25: Net additional dwellings constructed per suburb (2007-17)**

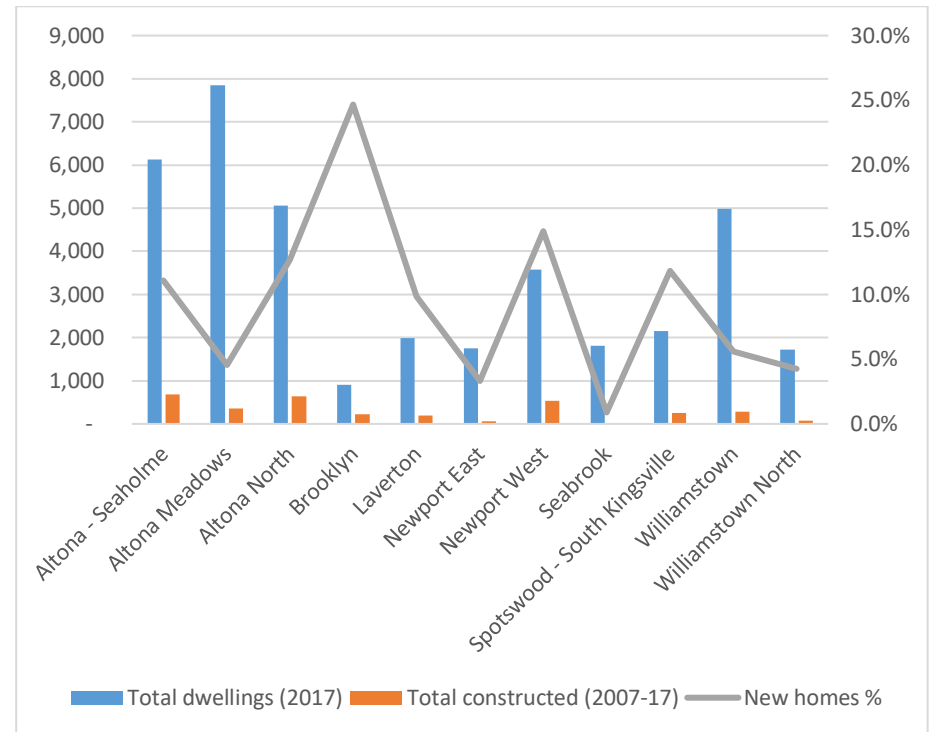


<sup>32</sup> Note: Dwellings constructed for 2017 is low as it is not a full year's data.

Brooklyn has also been experiencing a high rate of infill development over recent years. Although only around seven per cent of new housing growth has occurred in Brooklyn, this proportion is significant given that it is the smallest suburb in Hobsons Bay.

Comparing the total number of dwellings in the municipality (as of 2017) with the total constructed over the last decade (2007-17) shows more clearly the scale of recent infill development across the suburbs (refer Figure 26). Around one quarter of the total housing in Brooklyn has been from recent construction.

**Figure 26: Total housing (2017) vs recent construction (2007-17)**



### Infill development, location and walkability

The location of the new additional housing within Hobsons Bay (2004-14) has been mapped in conjunction with the walkable catchments used in .id's assessment (refer Table 9).

#### Proximity to public transport and activity centres

Table 9 and Figure 27 shows the distribution of new dwellings constructed in Hobsons Bay between 2004 and 2014. New dwellings were scattered throughout the residential areas of the municipality with slightly heavier concentrations in locations with major development sites, e.g. Pier Street Altona, or where there have been a large number of infill developments on existing residential blocks e.g. two or three for one replacements. These types of incremental infill developments have been more common in Newport West and Altona North in recent years, particularly as the housing stock ages and older residents move away, freeing up the land for redevelopment.

Just over one quarter (29.8 per cent) of all new additional dwellings constructed between 2004 and 2014 were located within activity centre catchments. Pier Street, Altona had the highest number of approvals of all the activity centres, accounting for 73.5 per cent of the total. Most of these approvals were for apartments in the Mixed Use Zone.

The spatial distribution of new dwellings constructed does not align well with proximity to activity centres. This primarily reflects the incremental nature by which land for new housing becomes available in an established urban area.

**Table 9: New dwellings by location (2004-14)**

Location	Total	Proportion (%)
<b>Activity centres</b>		
Pier Street	244	7.4%
Somers Parade	15	0.5%
Central Square	49	1.5%
Altona Gate	86	2.6%
Borrack Square	61	1.8%
The Circle	39	1.2%
Laverton Station/Aviation Road	100	3.0%
Newport Junction	81	2.4%
Challis Street	24	0.7%
Spotswood	58	1.8%
Vernon Street	23	0.7%
Williamstown Central – Douglas Pde	75	2.3%
Williamstown Central – Nelson Place	30	0.9%
Williamstown North/The Range	101	3.1%
<b>Total in activity centres</b>	<b>986</b>	<b>29.8%</b>

(Source: housing.id, Analysis of housing consumption and opportunities 2016)

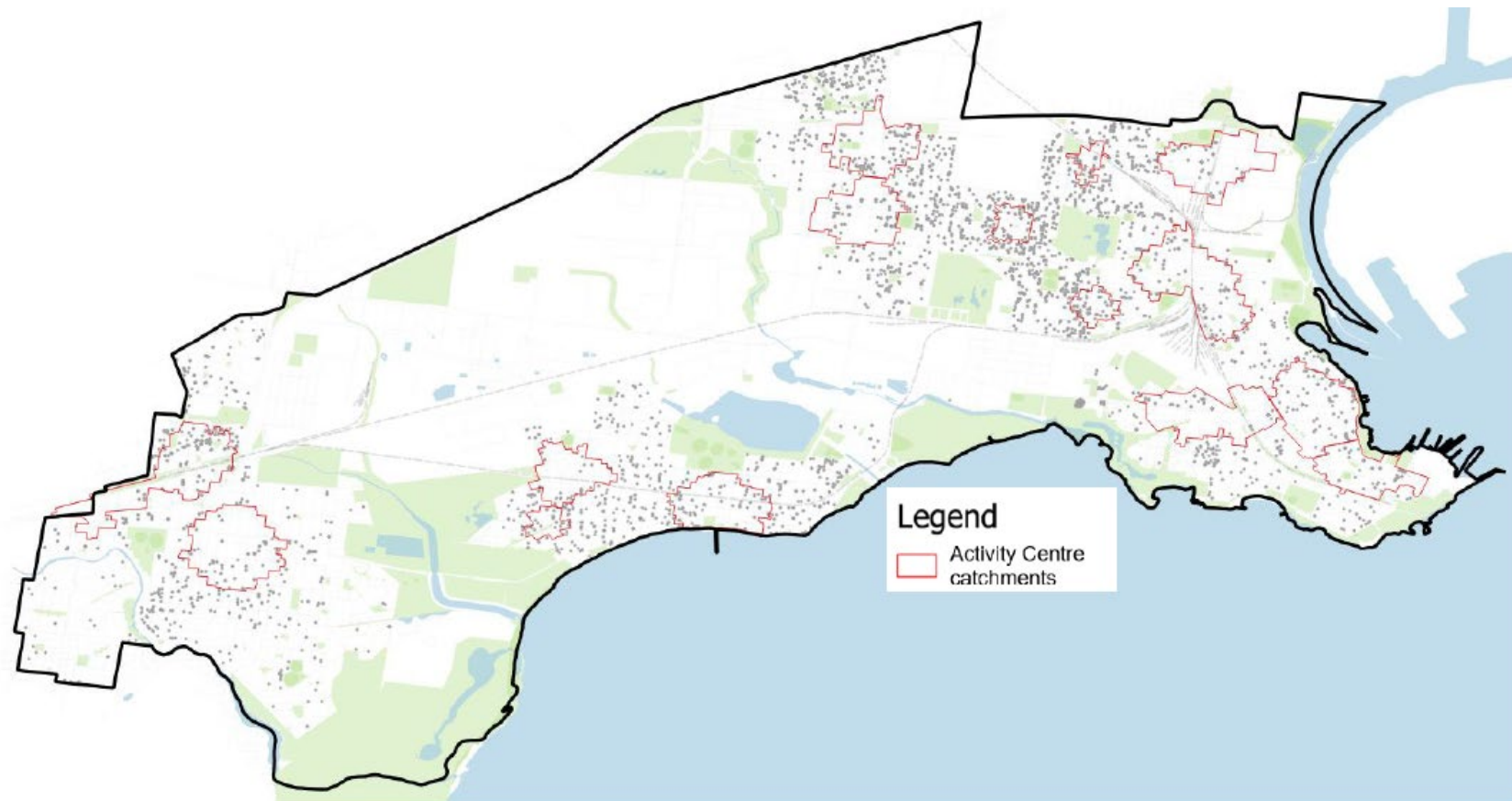


Figure 27: Location of Infill Development (2004-14)

PART TWO: HOUSING CHANGE AREAS  
(HOUSING FRAMEWORK PLAN)

## 3.0 HOUSING CHANGE AREAS

### 3.1 What are Housing Change Areas?

In order to plan for and manage future housing growth, four levels of housing change have been identified for Hobsons Bay, these include the:

1. Minimal Change Area (2 storey building height)
2. Incremental Change Area (2 storey building height)
3. Moderate Change Area (3 storey building height)
4. Substantial Change Area (3+ building height)

A description of the housing change areas is provided in Figure 28.

#### New Residential Zones

The alignment of the Housing Change Areas with the three New Residential Zones introduced into the Victoria planning scheme on 1 July 2013 and further reformed in April 2017 are shown in Figure 28. The three residential zones are the:

- Neighbourhood Residential Zone (NRZ)
- General Residential Zone (GRZ)
- Residential Growth Zone (RGZ)

Figure 28 also shows the alignment of the Housing Change Areas with the Mixed Use Zone (a residential zone) and the Comprehensive Development Zone (Precinct 15 and part of The Range Estate, Williamstown), as future housing growth is encouraged on these sites.

### 3.2 How have the Housing Change Areas been applied?

Determining the application of the Housing Change Areas has been undertaken following an assessment of the four criteria (identified in Part Two) on all residential land across the suburbs.

This assessment has been summarised in the following sections presented as Eastern, Central and Western Precincts. Further information on expected housing demand and how it is determined is contained in Section 4.3.

	MINIMAL CHANGE AREA 2 storey building height	INCREMENTAL CHANGE AREA 2 storey building height	MODERATE CHANGE AREA 3 storey building height	SUBSTANTIAL CHANGE AREA 3+ storey building height				
<b>Change area definition</b>	Areas that should be protected because of their special heritage or environmental characteristics. This could include natural hazards or due to their location within close proximity to industrial areas, and housing growth may be limited.	Housing growth within these areas occurs within the context of existing or preferred neighbourhood character. The existing neighbourhood character will evolve and change over time with reference to the key identified neighbourhood attributes.	Areas where housing will evolve up to three-storeys whilst respecting neighbourhood character. These include locations close to activity centres and where there are opportunities for increased residential development and housing diversity.	Areas where housing intensification will occur that results in a substantially different scale and intensity of housing compared to other areas. This includes strategic redevelopment areas (SRAs) and locations in and around activity centres and public transport.				
<b>Preferred character</b>	Single and double storey development that respects the existing special character.	Single and double storey development that respects the preferred character.	Three storey development that respects the preferred character.	Three storey development that achieves the preferred character.	Four storey development that achieves the preferred character.	Development that responds to the preferred character of the area.	Development that achieves the preferred character.	
<b>Zones</b>	Neighbourhood Residential Zone (NRZ)	Neighbourhood Residential Zone (NRZ)	General Residential Zone (GRZ)	General Residential Zone (GRZ)	Residential Growth Zone (RGZ)	Mixed Use Zone (MUZ)	<b>OTHER ZONES:</b> Comprehensive Development Zone (CDZ)	
<b>Zone purpose</b>	Clause 32.09: <ul style="list-style-type: none"> <li>To recognise areas of predominantly single and double storey residential development.</li> <li>To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.</li> </ul>		Clause 32.08: <ul style="list-style-type: none"> <li>To encourage development that respects the neighbourhood character of the area.</li> <li>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</li> </ul>		Clause 32.07: <ul style="list-style-type: none"> <li>To provide housing at increased densities in buildings up to and including four storey buildings.</li> <li>To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.</li> <li>To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.</li> </ul>		Clause 32.04: <ul style="list-style-type: none"> <li>To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.</li> <li>To provide for housing at higher densities.</li> <li>To encourage development that responds to the existing or preferred neighbourhood character of the area.</li> </ul>	
							Clause 37.02 <b>Schedule 1 (The Range Estate, Williamstown):</b> <ul style="list-style-type: none"> <li>To provide for the comprehensively planned development of the land in a way that integrates residential, recreational and limited commercial land uses...</li> <li>To provide for a diverse range of dwellings and medium density housing types, and permanent and temporary accommodation uses...</li> </ul> <b>Schedule 2 (Precinct 15):</b> <ul style="list-style-type: none"> <li>To facilitate the orderly development and integration of residential, commercial, retail and a mix of other uses.</li> </ul>	

Figure 28: Housing Change Areas and New Residential Zones



# HOUSING CHANGE AREAS

## - EASTERN PRECINCT



Eastern Precinct suburbs:

- Newport East
- Newport West
- Spotswood – South Kingsville
- Williamstown
- Williamstown North

*The Eastern Precinct is expected to accommodate around **40 per cent** of the overall housing growth for Hobsons Bay (2016-36), this is about **177 new dwellings per annum***

### Total population (2016):



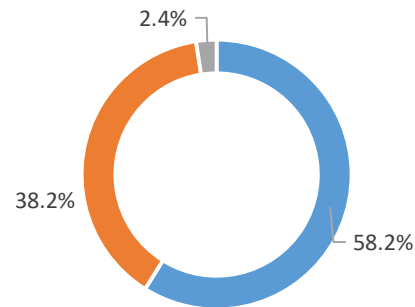
**34,621**  
(37% of Hobsons Bay Total)

### Total dwellings (2016):



**13,866**  
(37% of Hobsons Bay Total)

### Housing diversity (2016):



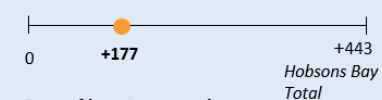
■ Separate house ■ Medium density ■ High density

### Housing Growth (2016-36):

#### Housing growth: (2016-36)



#### New dwellings per year: (2016-36)



#### Rate of housing growth: (2011-16)



# Newport East

# What do we need to plan for?



## Overview

Newport East is predominantly a residential area with the eastern boundary adjacent to the Yarra River. There are industrial uses to the north and east of the suburb.

The housing is low-scale detached housing with the exception of a pocket of medium density housing west of Melbourne Road (Williamstown Junction). There is strong neighbourhood character in the area and a Heritage Overlay applies to all land on the east side of Melbourne Road, there has been little change in residential infill development due to heritage constraints and smaller lot sizes.

The closest activity centre is at Newport Junction which also has train and bus interchanges and a commercial shopping strip on Melbourne Road.

## Population



The population of Newport East is expected to experience minimal change from 4,608 in 2016 to 4,618 in 2036.

It is estimated that around an additional **1 new residents per annum** will need to be accommodated in this suburb until 2036.

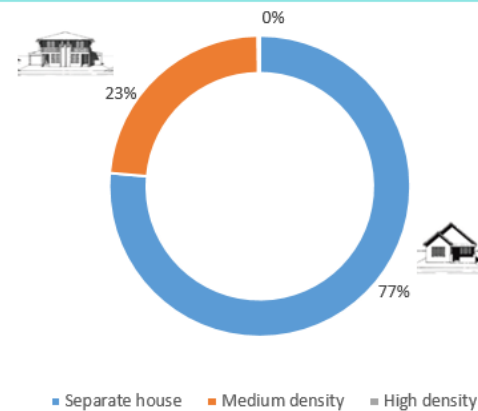
## Household types

In 2016, couple families with dependents were the most common household type

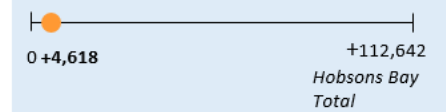


By 2036, couple families with dependents is expected to decline and couples without dependents will be the most common household

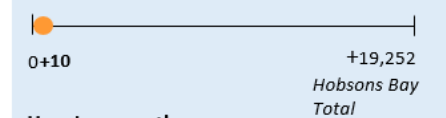
## Dwelling types (2016)



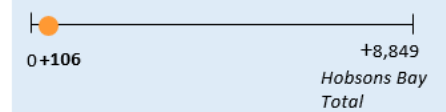
## Population: (2036)



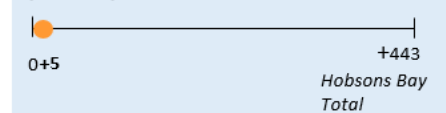
## Population growth: (2016-36)



## Housing growth: (2016-36)

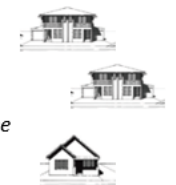


## New dwellings per year: (2016-36)



## Residential development

The expected dwelling demand to 2036 is **5 new homes per annum**.



Over the period 2011-16, the dwelling rate in this suburb was **3 new homes per annum**.

# Newport East

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✘	
Neighbourhood Activity Centre	✓		• Newport
Train Station(s)	✓		• Newport
Bus Service	✓		
Planning Overlays (impacting housing)	✓		• Heritage • DDO4 – 2 Storey Foreshore Height Limitation
Industrial interfaces	✓		Industry (Shell Newport Petroleum Terminal) to the north. Some residential areas within the Major Hazard Facility buffer
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		• Limited
Other	✓		The Junction Estate Design Guidelines



## Examples of housing types



Tait Street



The Junction



Farm Street

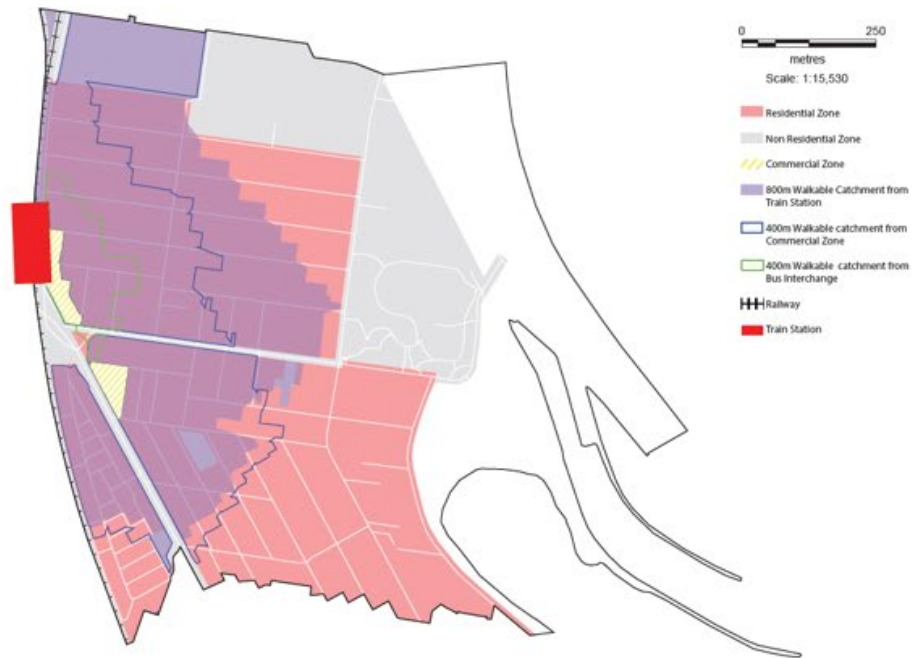


North Road

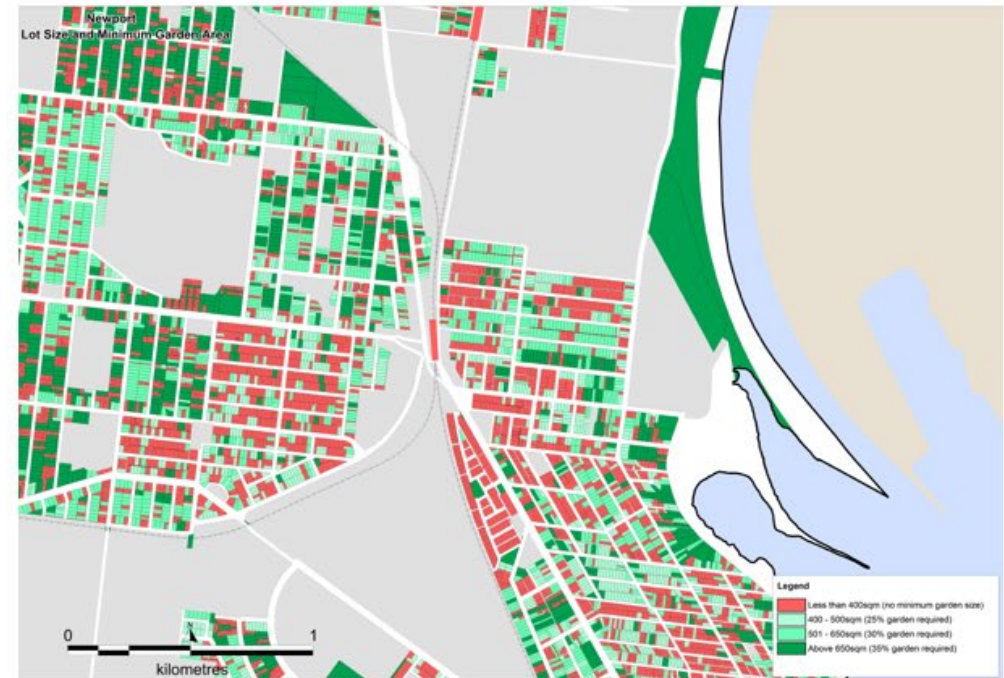
# Newport East

What are the key land use considerations?

## Walkable catchments

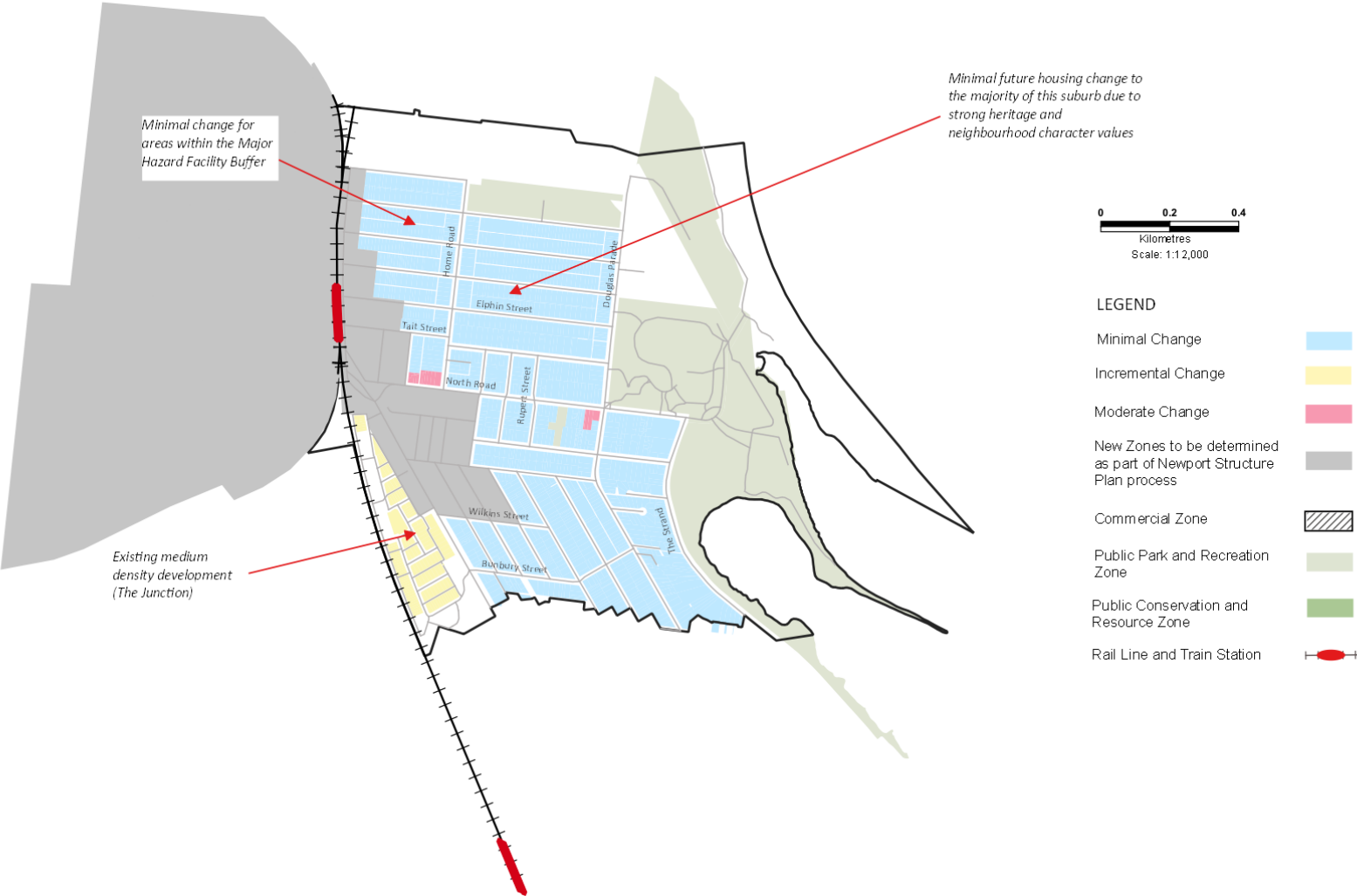


## Lot Sizes (2017)



Newport East

How are we going to plan for future housing?



# Newport West

# What do we need to plan for?



**Overview**

Newport West has a mix of housing styles from original weatherboards to new townhouses. Some areas in the east and south of the suburb are protected by a Heritage Overlay.

The suburb has a train station, bus interchange, areas of open space and relatively easy access to the CBD. The housing stock has been undergoing change over recent years with the replacement of original detached houses with medium density infill development.

There is a small portion of higher density housing (four storey apartment block) located within the Newport Activity Centre.

## Population



The population of Newport West is expected to experience an increase from 8,822 in 2016 to 9,694 in 2036.

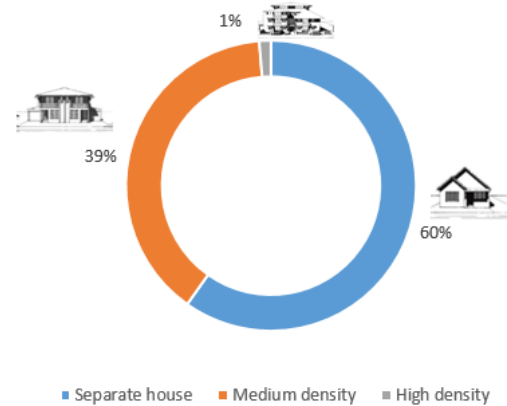
It is estimated that around an additional **44 new residents per annum** will need to be accommodated in this suburb until 2036.

## Household types

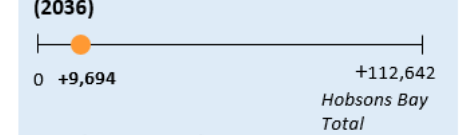
In 2016, the most common household types were couples with dependents and lone person households

By 2036, it is expected that couples with dependents and lone person households will remain the most common households

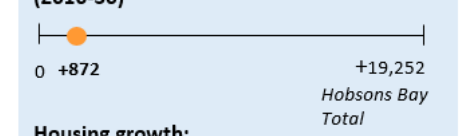
## Dwelling types (2016)



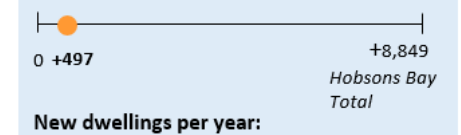
## Population: (2036)



## Population growth: (2016-36)



## Housing growth: (2016-36)



## New dwellings per year: (2016-36)



## Residential development

The expected dwelling demand to 2036 is **25 new homes per annum**.

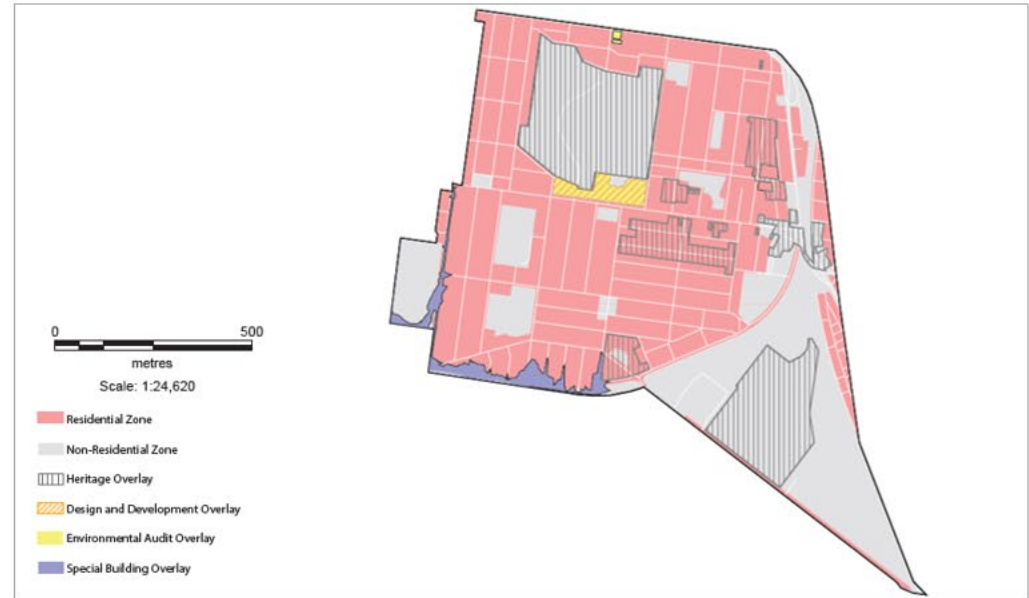
Over the period 2011-16, the dwelling rate in this suburb was 41 new homes per annum.



# Newport West

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		x	
Neighbourhood Activity Centre	✓		• Newport
Train Station(s)	✓		• Newport
Bus Service	✓		
Planning Overlays (impacting housing)	✓		• Heritage
Industrial interfaces	✓		Industry (Shell Newport Petroleum Terminal) to the north east. Some residential/commercial areas within the Major Hazard Facility buffer
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		



## Examples of housing types



Mason Street



Woods Street



Schutt Street



Challis Street

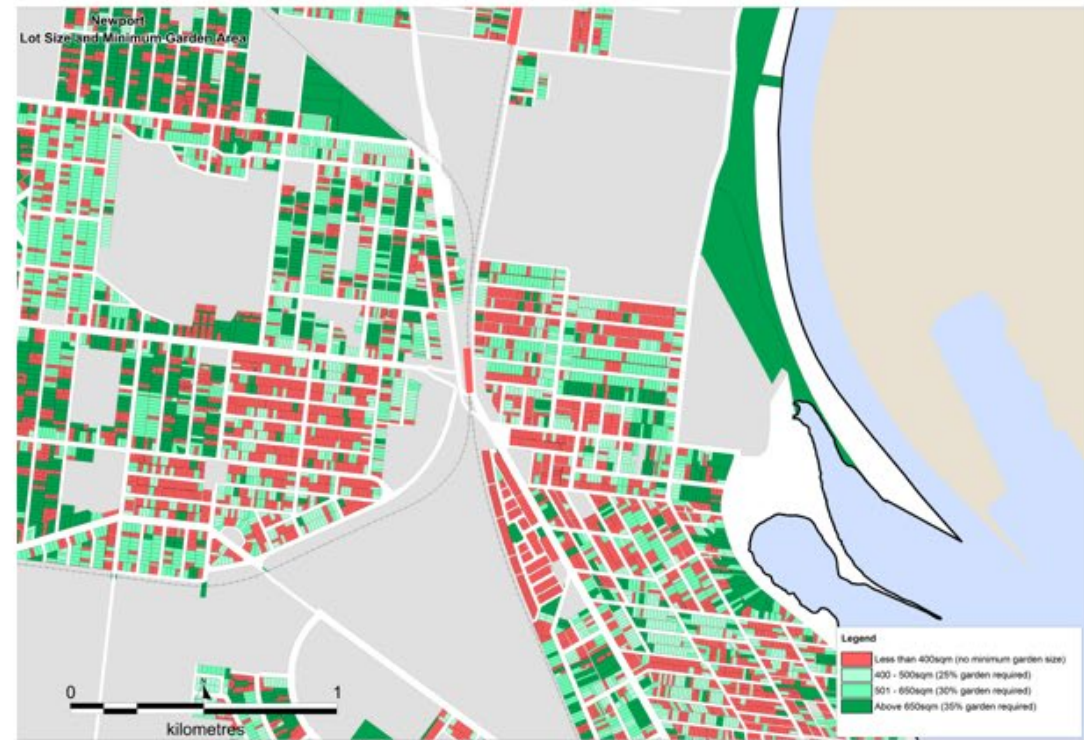
# Newport West

*What are the key land use considerations?*

## Walkable catchments



## Lot Sizes (2017)

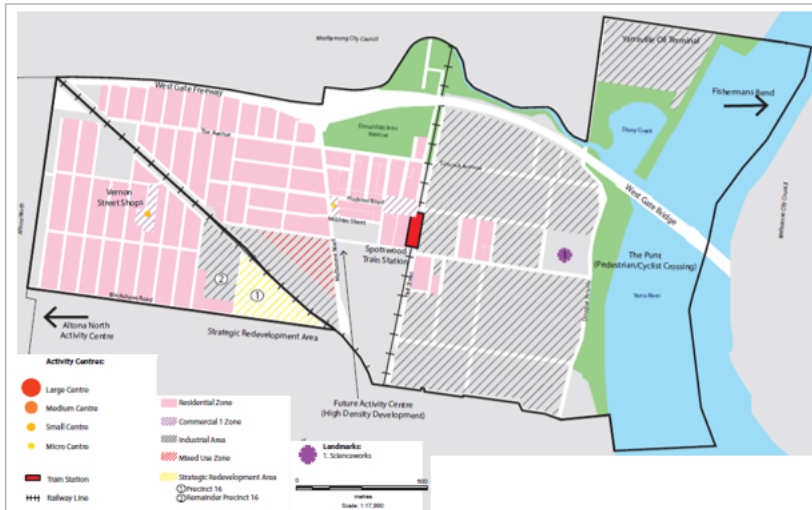






# Spotswood – South Kingsville

# What do we need to plan for?



## Overview

Spotswood and South Kingsville are located approximately 7km from the CBD. Spotswood has a mixture of housing types with some pockets covered by Heritage Overlays.

There is a train station in Spotswood and a small but vibrant commercial area along Hudsons Road. Aside from the proposed high density development at McLister Street, there is limited opportunity for infill development due to various land use constraints, including the industrial uses along the eastern boundary. The future of large vacant Mixed Use Zoned land west of Melbourne Road is currently unknown.

South Kingsville is situated in between Altona North and Spotswood. Housing was mostly built from the 1950s onwards. The suburb has been experiencing increased medium density infill development in recent years and the large strategic redevelopment areas (Precinct 15 and 16) is expected to bring significant population change.

There is a small but vibrant shopping strip along Vernon Street.

## Population



The population of Newport West is expected to experience a significant increase from 4,790 in 2016 to 8,841 in 2036.

It is estimated that around an additional **203 new residents per annum** will need to be accommodated in this suburb until 2036.

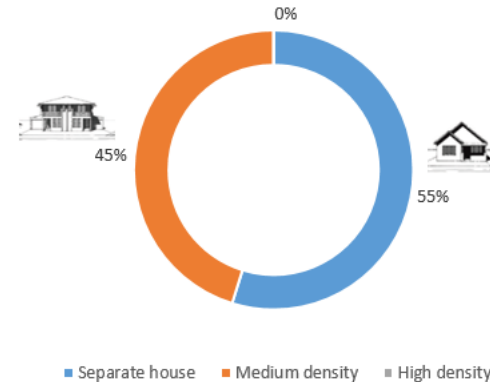
## Household types

In 2016, the dominant household type was lone person households & couple families with dependents



By 2036, the most common household types is expected to be lone person households and couples without dependents

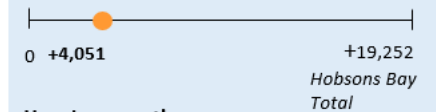
## Dwelling types (2016)



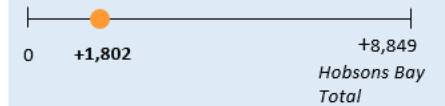
## Population: (2036)



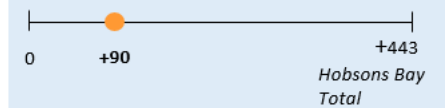
## Population growth: (2016-36)



## Housing growth: (2016-36)



## New dwellings per year: (2016-36)



## Residential development

The expected dwelling demand to 2036 is **90 new homes per annum**.



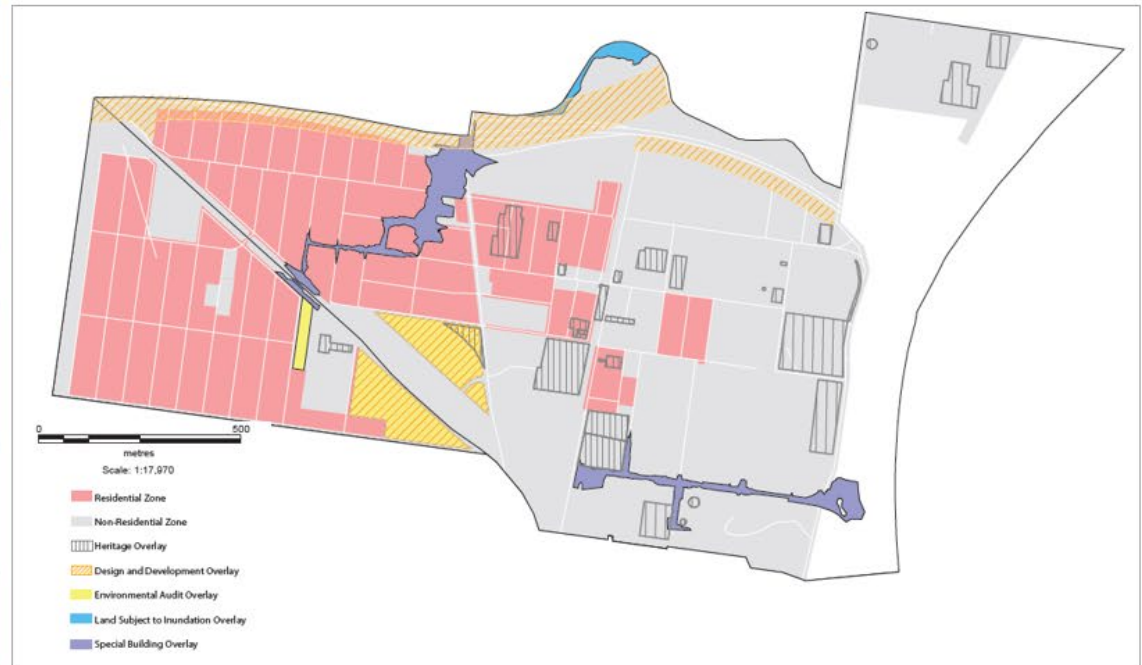
Over the period 2011-16, the dwelling rate in this suburb was **21 new homes per annum**.



# Spotswood – South Kingsville

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✗	
Neighbourhood Activity Centre	✓		<ul style="list-style-type: none"> <li>Hudsons Road</li> <li>Vernon Street</li> </ul>
Train Station(s)	✓		<ul style="list-style-type: none"> <li>Spotswood</li> </ul>
Bus Service	✓		
Planning Overlays (impacting housing)			<ul style="list-style-type: none"> <li>Heritage</li> <li>Special Building Overlay</li> <li>Site specific overlays (Design and Development, Environmental Audit)</li> </ul>
Industrial interfaces	✓		Core industry to the north and east of Spotswood and interface with the Port of Melbourne
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		<ul style="list-style-type: none"> <li>Larger lot sizes in South Kingsville and to the west of Melbourne Rd in Spotswood</li> </ul>



## Examples of housing types



Hope Street, Spotswood



Birmingham Street, Spotswood



Truman Street, South Kingsville

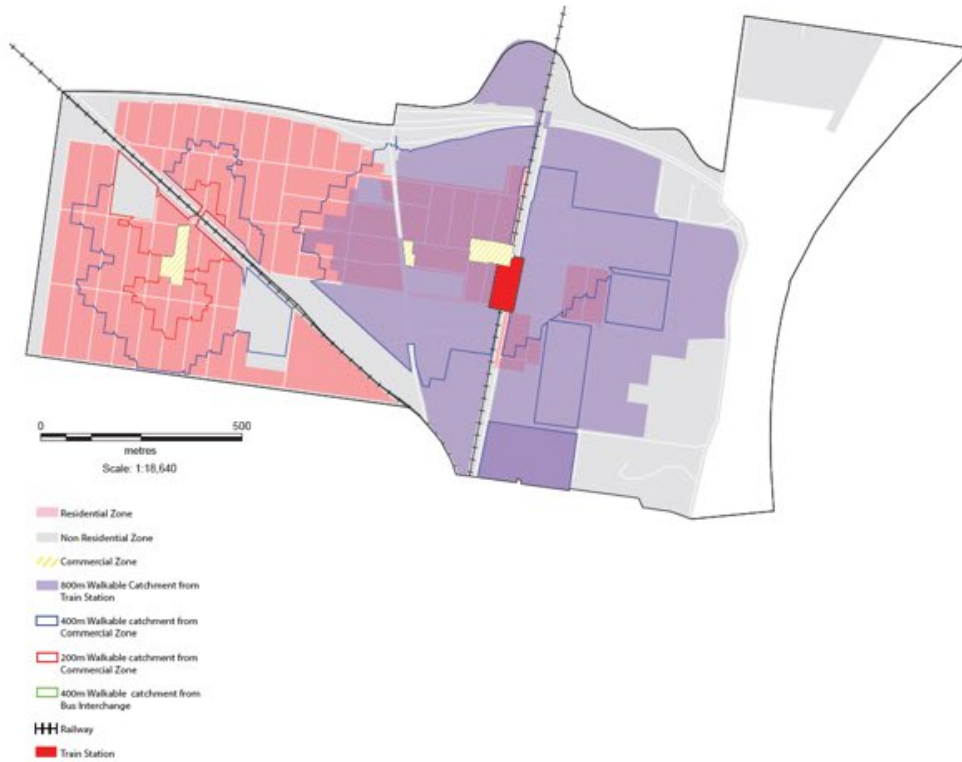


Greene Street, South Kingsville

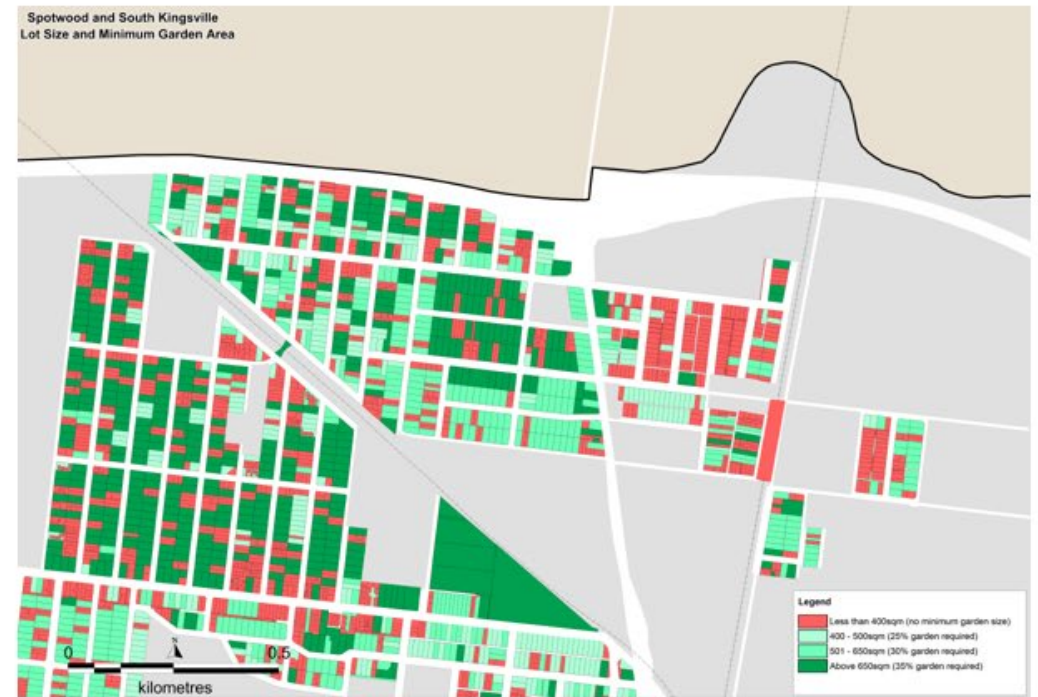
# Spotswood – South Kingsville

*What are the key land use considerations?*

Walkable catchments



Lot Sizes (2017)





# Williamstown

## What do we need to plan for?



### Overview

Williamstown is an historic suburb and the site of the first permanent settlement in the Port Phillip district in the 1830s. Williamstown has the most diversity of all the suburbs in Hobsons Bay with a mix of housing density and types from different eras, some with important heritage significance and a Heritage Overlay applies to the whole suburb.

Williamstown is relatively well serviced by two train stations and buses. It has a beach, is within close proximity to the CBD and a Major Activity Centre (Douglas Parade/Ferguson Street shopping strip and Nelson Place tourist precinct).

Opportunities for future development are limited due to various land use constraints. However, there is a large Strategic Redevelopment Area at Nelson Place which is providing high density dwellings.

### Population



The population of Williamstown is expected to experience an increase from 11,810 in 2016 to 13,656 in 2036.

It is estimated that around an additional **92 new residents per annum** will need to be accommodated in this suburb until 2036.

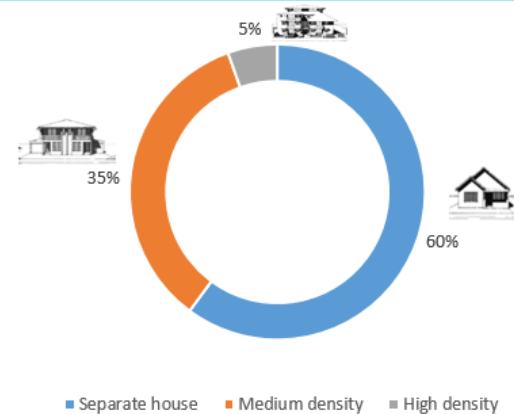
### Household types

In 2016, couple families with dependents & lone person households were the dominant household types

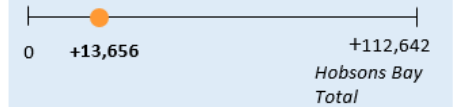


By 2036, there is expected to be no change in the dominant household types from 2016

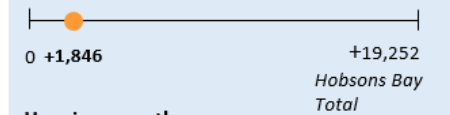
### Dwelling types (2016)



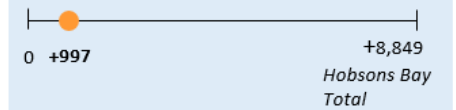
### Population: (2036)



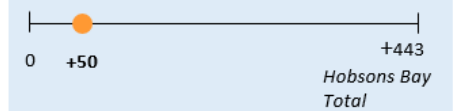
### Population growth: (2016-36)



### Housing growth: (2016-36)



### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **50 new homes per annum**.



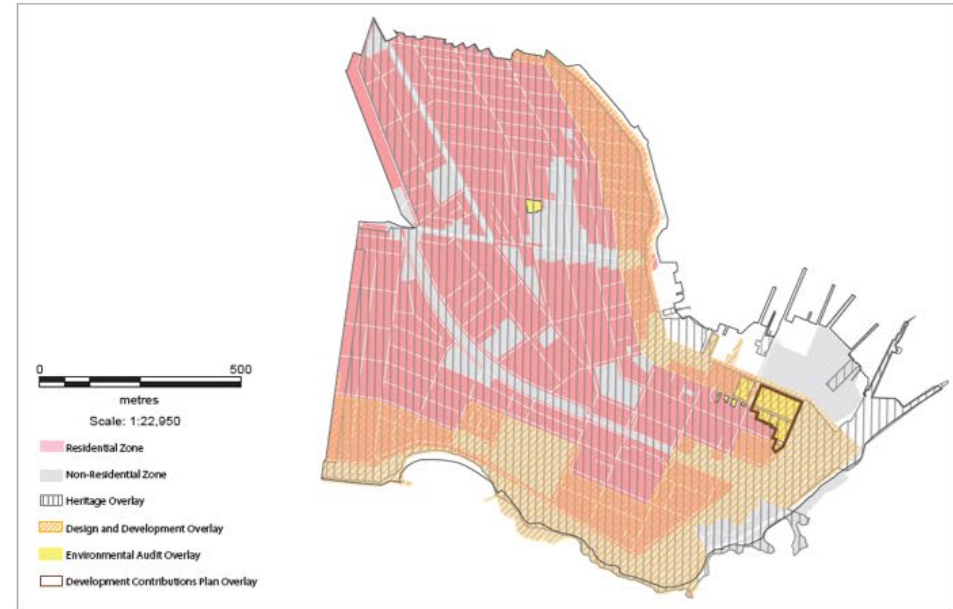
Over the period 2011-16, the dwelling rate in this suburb was 24 new homes per annum.



# Williamstown

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre	✓		<ul style="list-style-type: none"> <li>Douglas Parade/Ferguson Street</li> <li>Nelson Place (Tourist precinct)</li> </ul>
Neighbourhood Activity Centre		*	
Train Station(s)	✓		<ul style="list-style-type: none"> <li>Williamstown</li> <li>Williamstown Beach</li> </ul>
Bus Service	✓		
Planning Overlays (impacting housing)	✓		<ul style="list-style-type: none"> <li>Heritage</li> <li>DDO4 &amp; DDO8 – 2 Storey/3 Storey Foreshore Height Limitation</li> </ul>
Industrial interfaces	✓		<ul style="list-style-type: none"> <li>Core industry (marine engineering) and Mobil Refinery (Major Hazard Facility) located at Nelson Place</li> <li>Newport Railyards (PUZ4) to the west of Power Street</li> </ul>
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		<ul style="list-style-type: none"> <li>Some pockets of larger lots</li> </ul>



## Examples of housing types



Pearson Street



Hannan Street



Stevedore Street

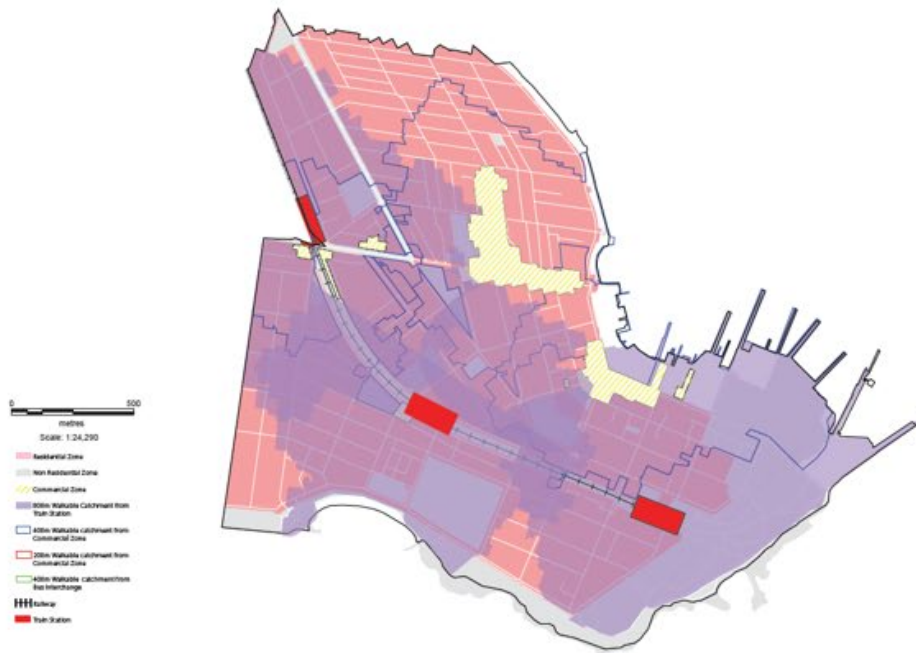


The Strand

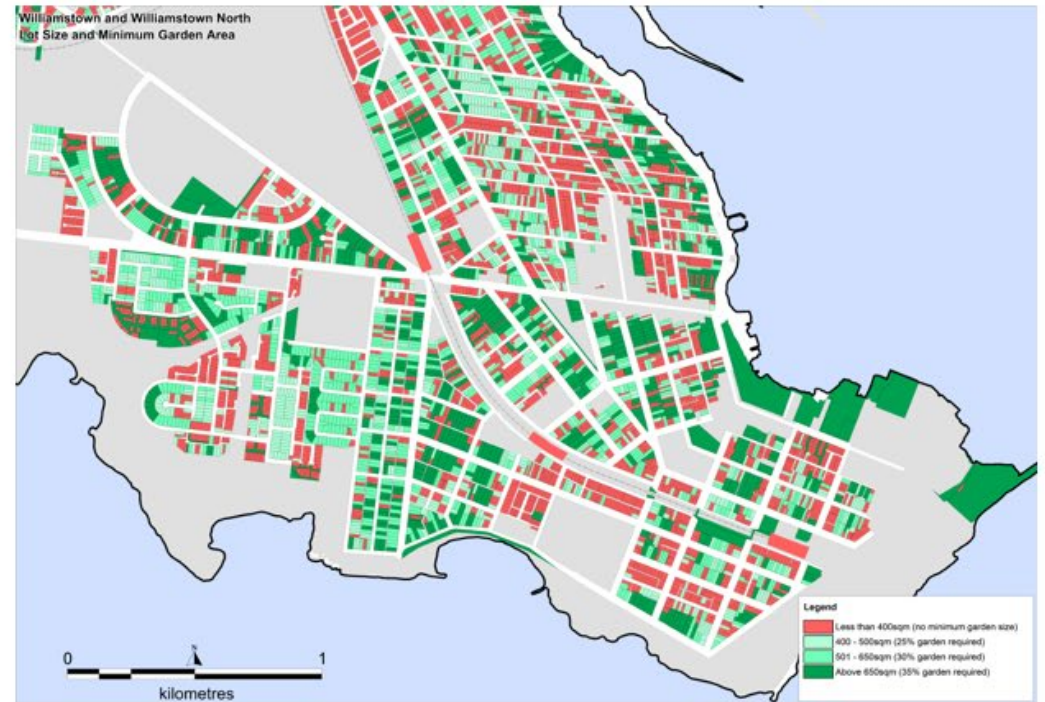
# Williamstown

What are the key land use considerations?

## Walkable catchments



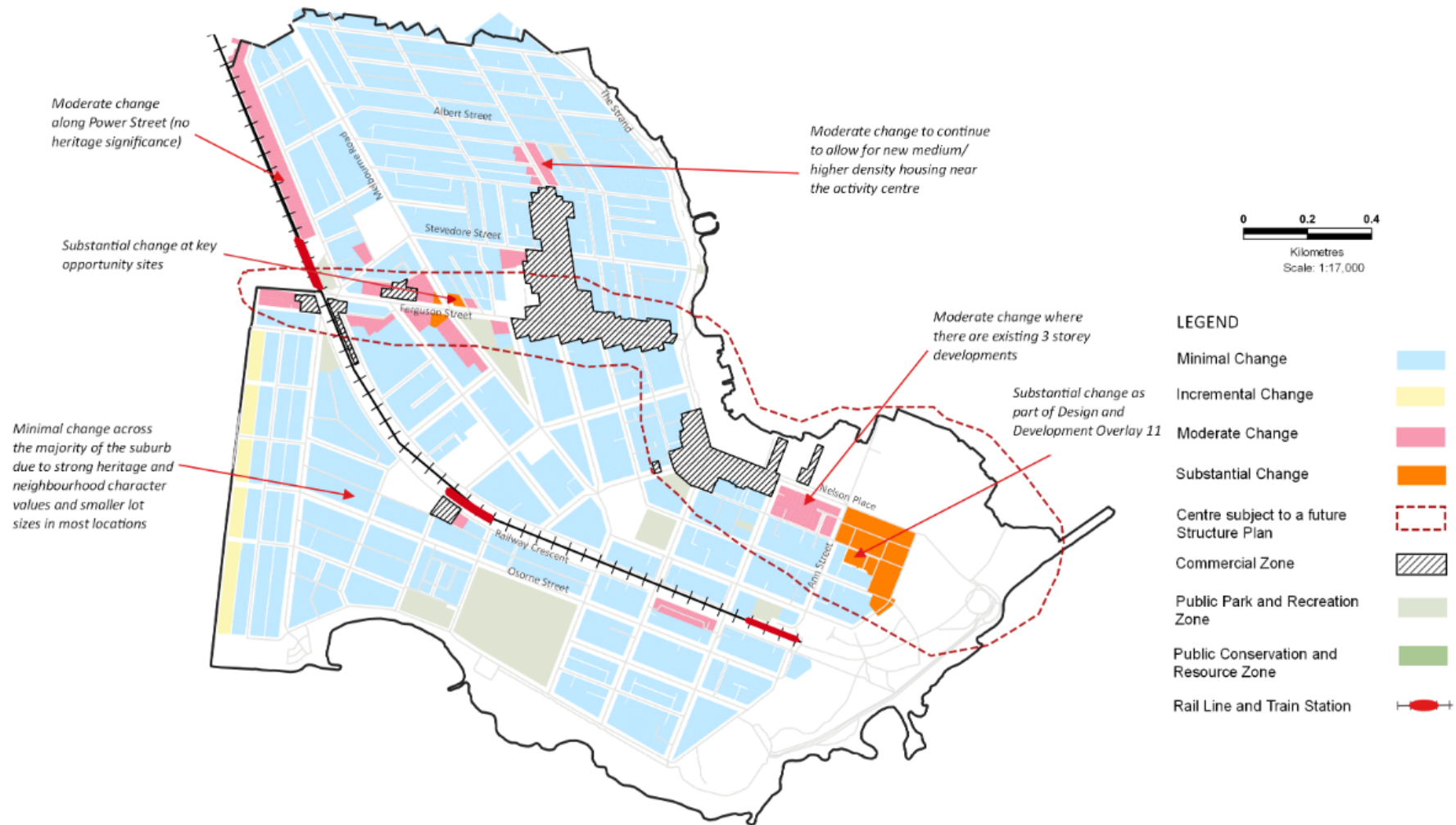
## Lot Sizes (2017)





Williamstown

How are we going to plan for future housing?



# Williamstown North

# What do we need to plan for?



## Overview

Williamstown North comprises a mix of land uses including a Comprehensive Development Zone (Stonehenge), Public Use Zones and industrial land.

There's a mix of housing styles, the majority of housing is located at the Rifle Range housing estate developed in the 1990s.

There is a train station and a shopping centre (The Range) located on Kororoit Creek Road.

## Population



The population of Williamstown North is expected to experience a slight increase from 4,591 in 2016 to 5,013 in 2036.

It is estimated that around an additional **21 new residents per annum** will need to be accommodated in this suburb until 2036.

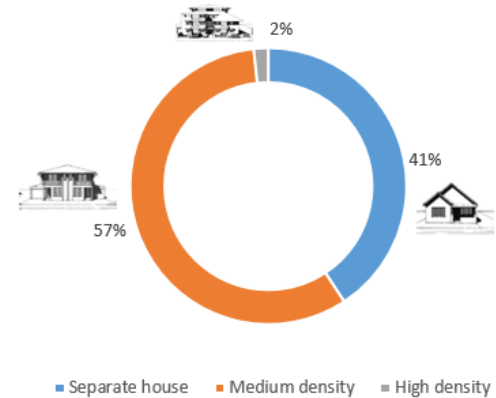
## Household types

In 2016, couple families with dependents were the most common household type

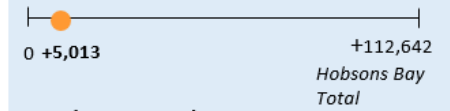


By 2036, there is not expected to be much change in the household types although couples with dependents are expected to decline

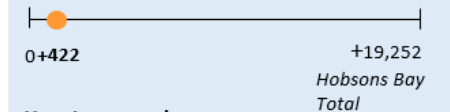
## Dwelling types (2016)



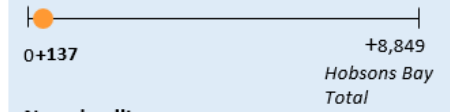
## Population: (2036)



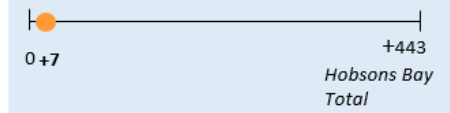
## Population growth: (2016-36)



## Housing growth: (2016-36)



## New dwellings per year: (2016-36)



## Residential development

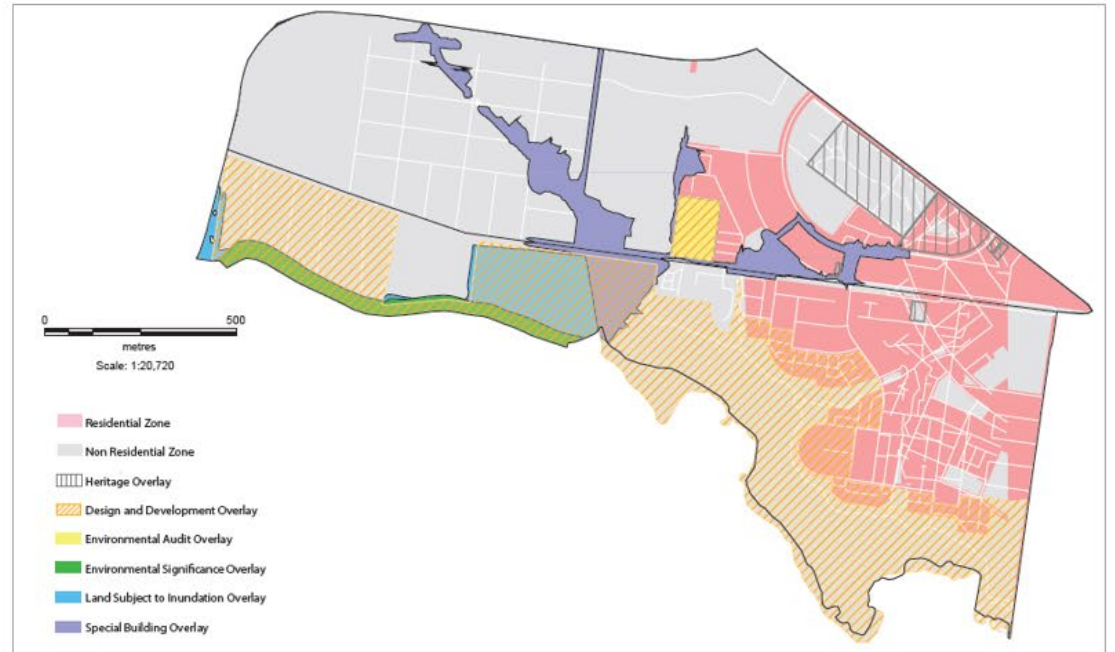
The expected dwelling demand to 2036 is **7 new homes per annum**.

Over the period 2011-16, the dwelling rate in this suburb was **9 new homes per annum**.

# Williamstown North

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✘	
Neighbourhood Activity Centre	✓		<ul style="list-style-type: none"> <li>Williamstown North</li> <li>The Range</li> </ul>
Train Station(s)	✓		<ul style="list-style-type: none"> <li>North Williamstown</li> </ul>
Bus Service	✓		
Planning Overlays (impacting housing)	✓		<ul style="list-style-type: none"> <li>Heritage</li> <li>Special Building Overlay</li> <li>Land Subject to Inundation</li> </ul>
Industrial interfaces	✓		Industrial uses along Kororoit Creek Road and Newport Railyards (PUZ4) adjoining Champion Road
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		<ul style="list-style-type: none"> <li>Some pockets of larger lots</li> </ul>
Other	✓		Rifle Range Estate Urban Design Guidelines



## Examples of housing types



Park Crescent



Ferguson St/Station St



Rifle Range Drive

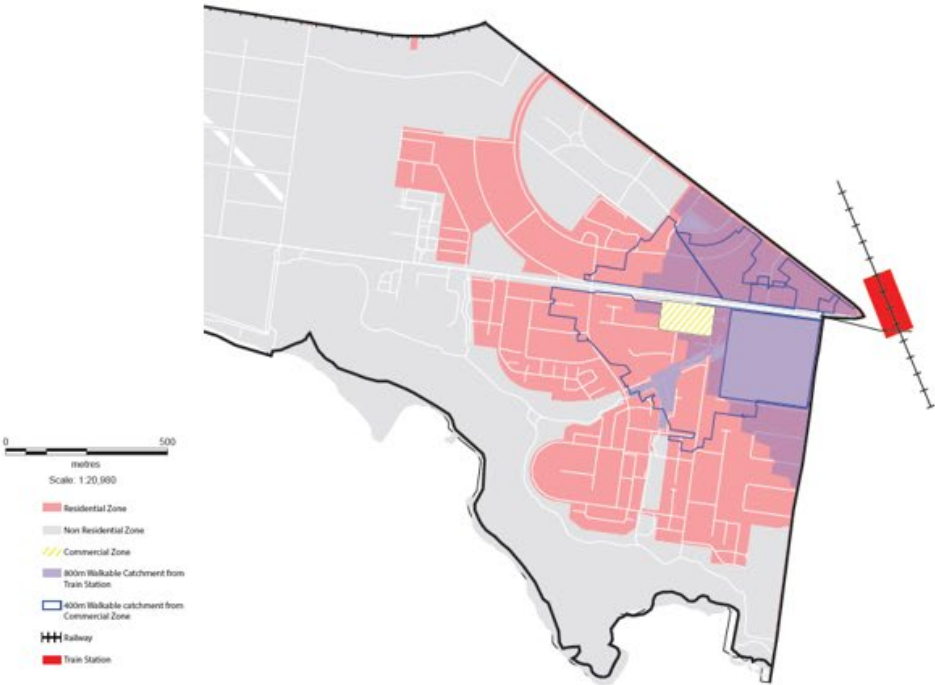


Kororoit Creek Road

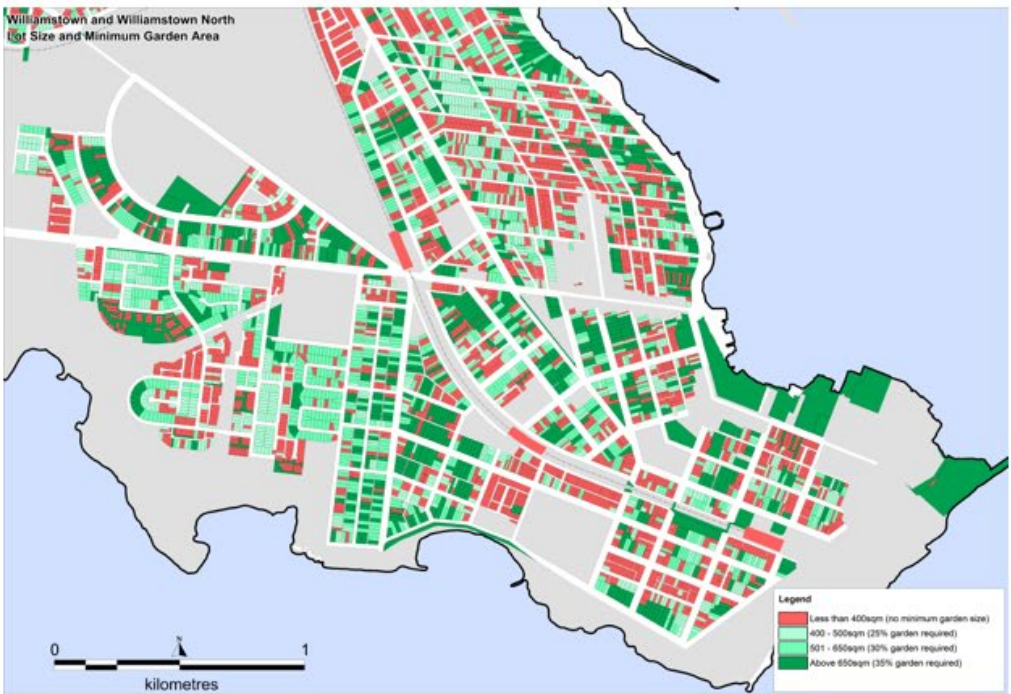
# Williamstown North

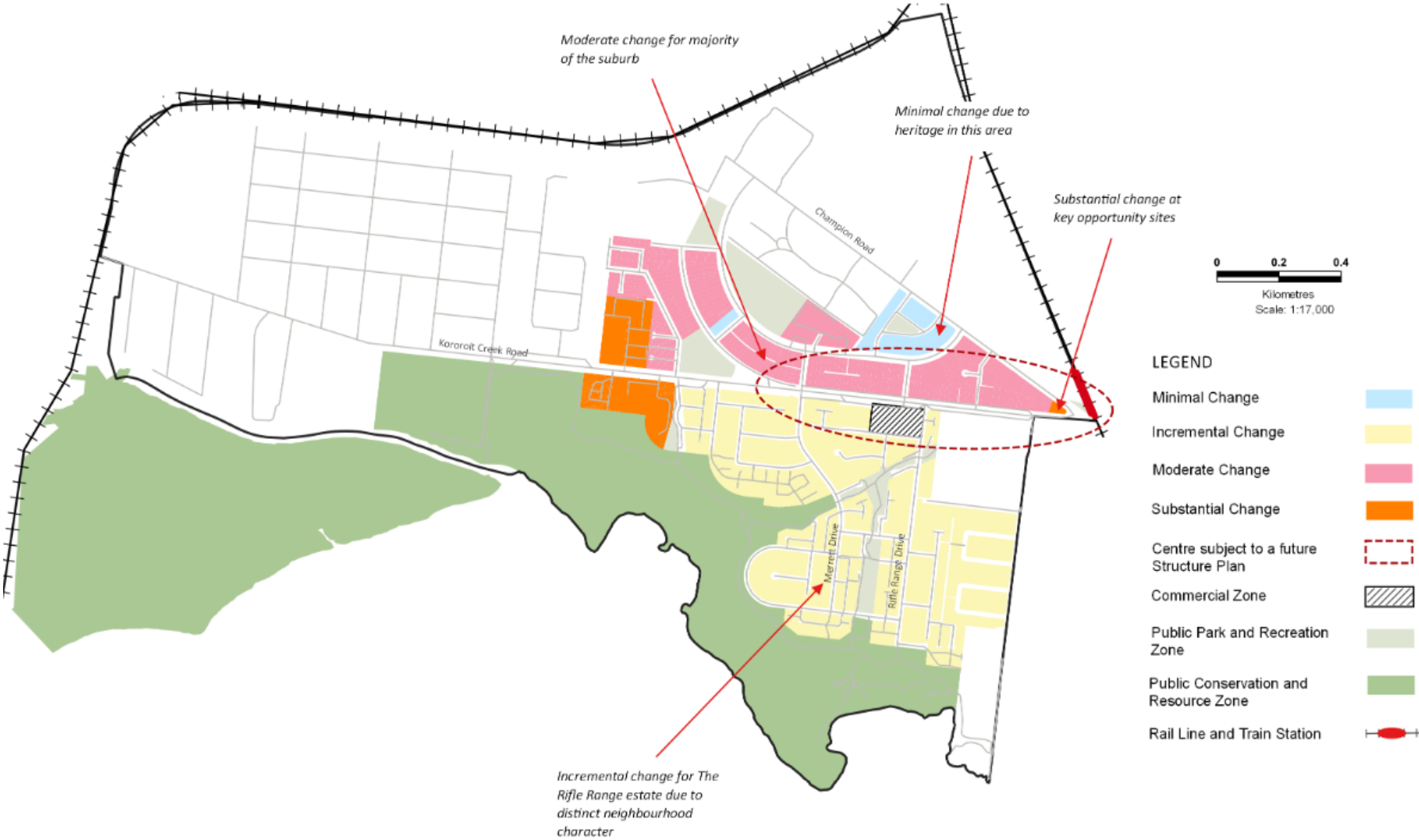
What are the key land use considerations?

## Walkable catchments

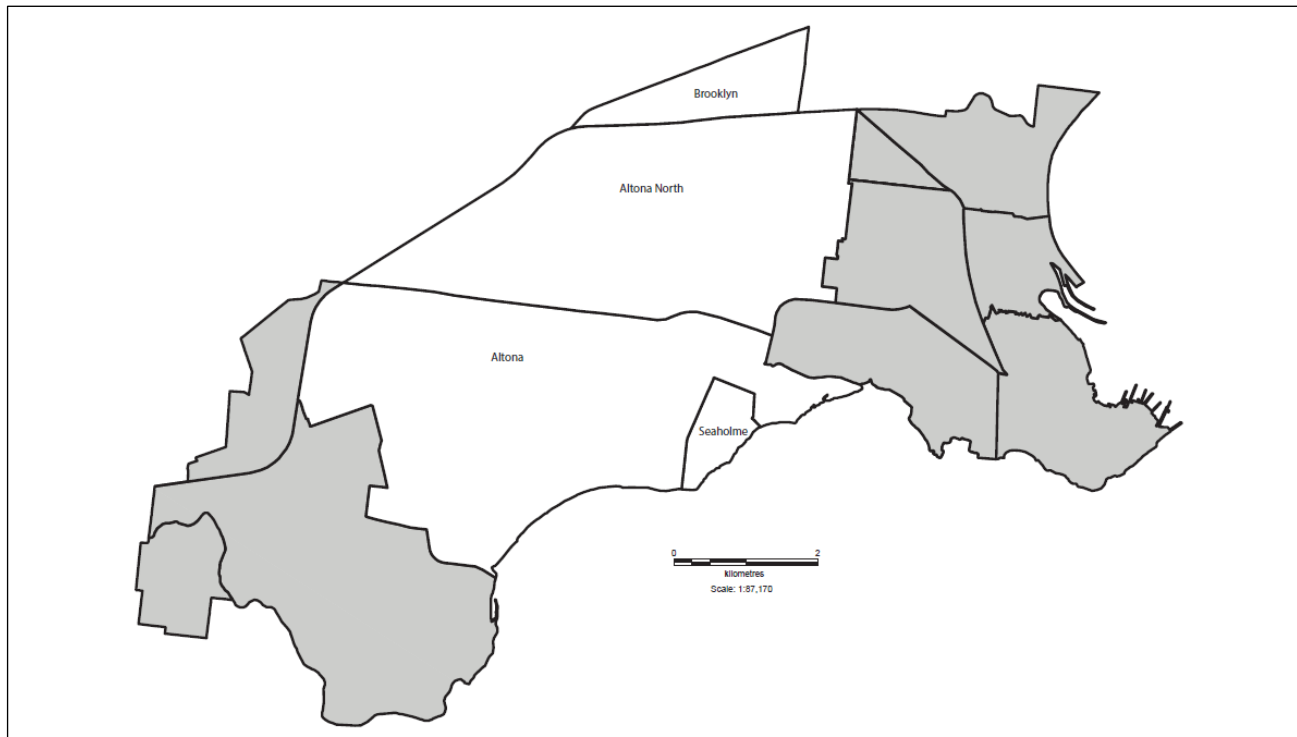


## Lot Sizes (2017)





# HOUSING CHANGE AREAS - CENTRAL PRECINCT

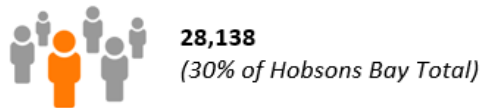


## Central Precinct suburbs:

- Altona – Seaholme
- Altona North
- Brooklyn

*The Central Precinct is expected to accommodate around **44 per cent** of the overall housing growth for Hobsons Bay (2016-36), this is about **194 new dwellings per annum***

## Total population (2016):

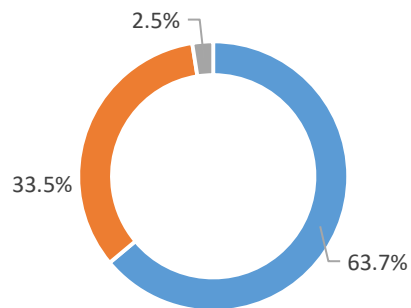


## Total dwellings (2016):

**11,755**  
(32% of Hobsons Bay Total)



## Housing diversity (2016):



■ Separate house ■ Medium density ■ High density

## Housing Growth (2016-36):

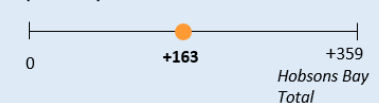
### Housing growth: (2016-36)



### New dwellings per year: (2016-36)

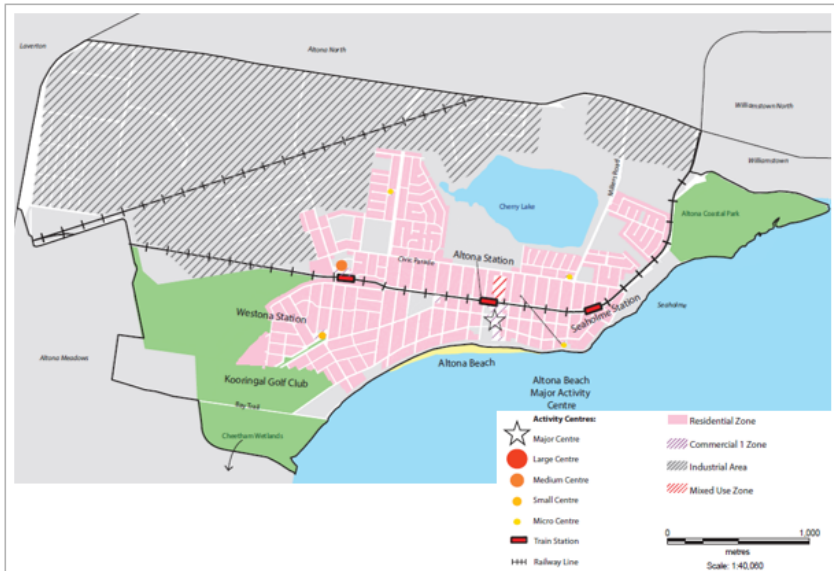


### Rate of housing growth: (2011-16)



# Altona - Seaholme

## What do we need to plan for?



### Overview

Altona and Seaholme are beachside suburbs located approx. 13 km from the CBD. The suburbs are surrounded by industry to the north and significant conservation/open space areas. The main commercial area is at Pier Street identified as a Major Activity Centre in Plan Melbourne.

There are three train stations located on the Werribee to City line and a bus service.

The proximity to the CBD, beach/coast, larger lot sizes, ageing dwelling stock and land zoned for higher density mixed use (Mixed Use Zone) in Altona has attracted medium and higher density infill development in recent years.

### Population



The population of Altona-Seaholme is expected to increase from 13,277 in 2016 to 15,031 in 2036.

It is estimated that an additional **88 new residents per annum** will need to be accommodated in this suburb until 2036.

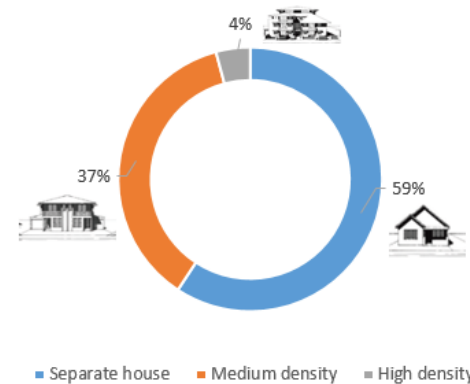
### Household types

In 2016, lone person households were the dominant household type



By 2036, the most common household type is expected to be couples without dependents & lone person households

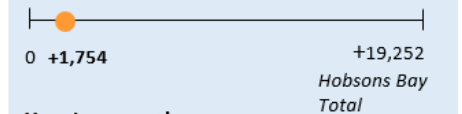
### Dwelling types (2016)



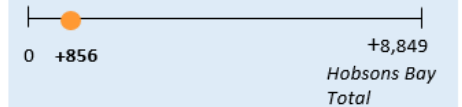
### Population: (2036)



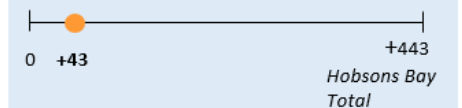
### Population growth: (2016-36)



### Housing growth: (2016-36)



### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **43 new homes per annum**.

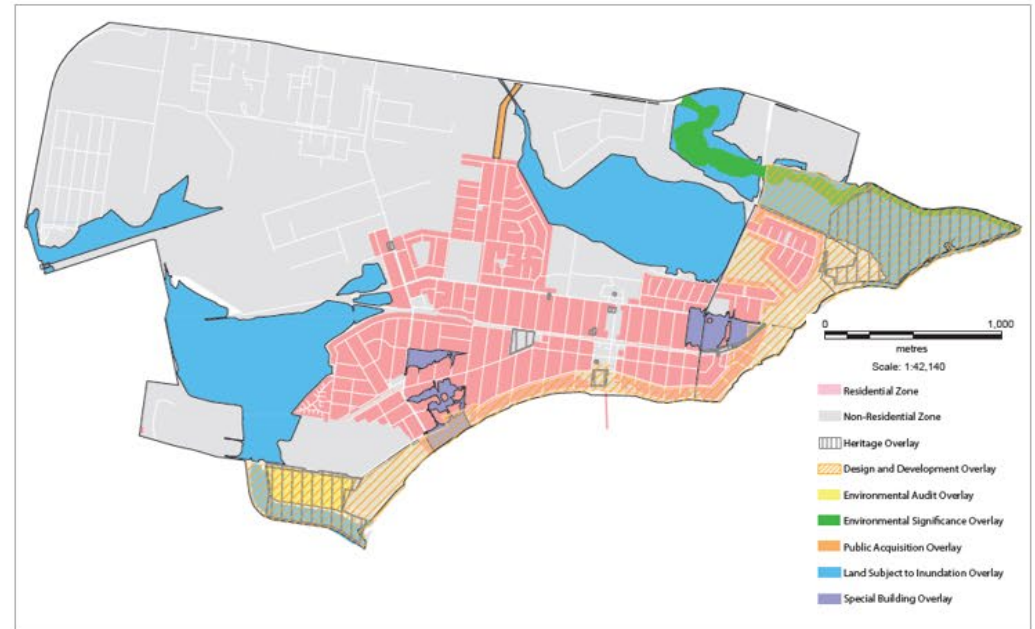


Over the period 2011-16, the dwelling rate in this suburb was **92 new homes per annum**.

# Altona - Seaholme

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre	✓		• Pier Street
Neighbourhood Activity Centre	✓		• Harrington Square • Somers Parade
Train Station(s)	✓		• Seaholme • Altona • Westona
Bus Service	✓		
Planning Overlays (impacting housing)	✓		• DDO4 – 2 Storey Foreshore Height Limitation • Special Building Overlay
Industrial interfaces	✓		Altona Industrial area is located to the north/north west and abuts residential land
Larger Lot Sizes (i.e. greater than 750 sqm)	✓		Ageing dwelling stock & larger lot sizes creating infill development opportunities
Other	✓		Foreshore flooding



## Examples of housing types



Pier Street, Altona



Romawi Street, Altona



Lark Street, Altona



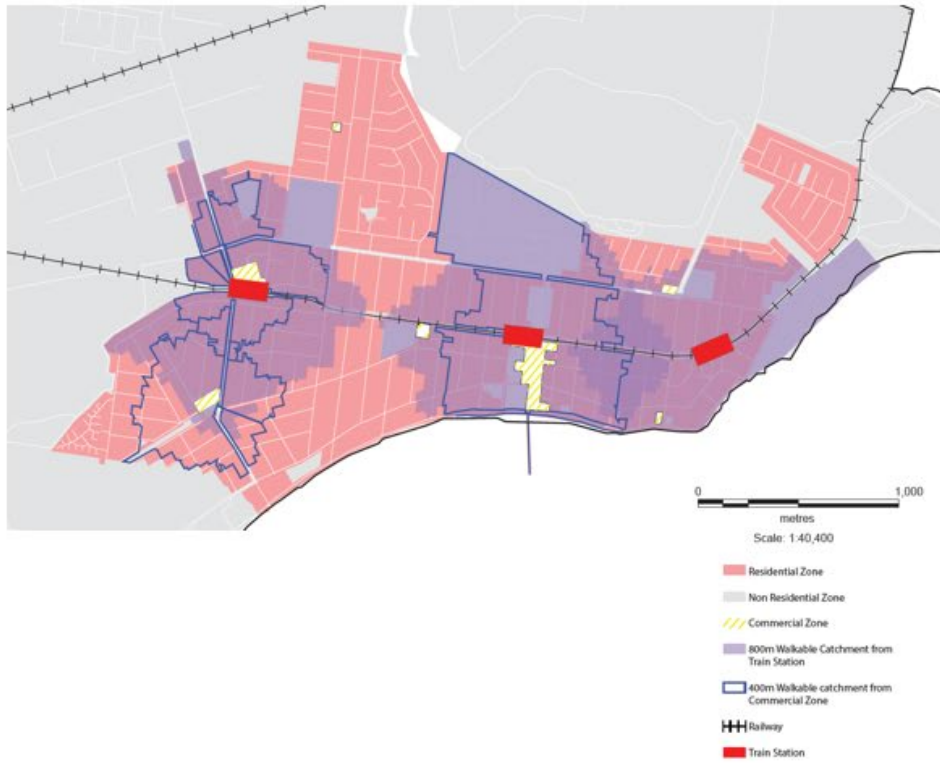
The Esplanade, Seaholme



# Altona - Seaholme

What are the key land use considerations?

## Walkable catchments



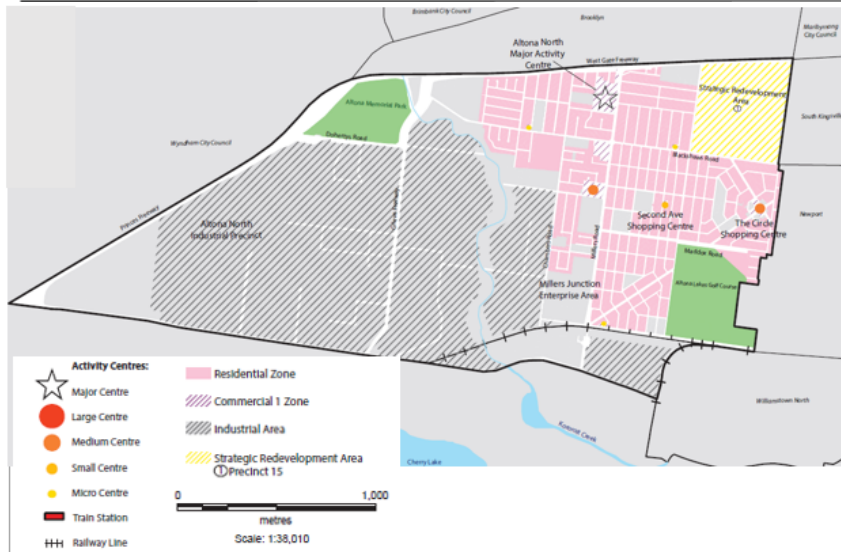
## Lot Sizes (2017)





# Altona North

## What do we need to plan for?



### Overview

Altona North is located approximately 11km from the CBD and is Hobsons Bay's second largest suburb. The predominant land uses are residential, industrial and commercial. However, there has been a loss of industrial uses over recent years.

The main commercial area runs along Millers Road and includes Altona Gate shopping centre (Major Activity Centre). The suburb is not serviced by a train but does have a SmartBus service.

Altona North has very little open space and will see significant pressure from further infill development over the coming years.

The majority of new housing growth is expected to come from the large strategic redevelopment area on Blackshaws Road (Precinct 15), with the potential for 3,000 new homes and a new commercial area (activity centre).

### Population



The population of Altona North is expected to experience a significant increase from 12,916 in 2016 to 20,926 in 2036.

It is estimated that an additional **400 new residents per annum** will need to be accommodated in this suburb until 2036.

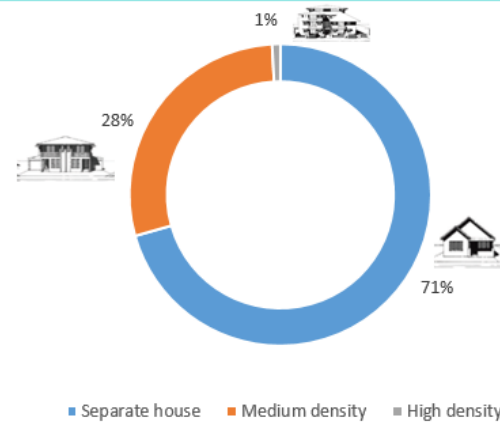
### Household types

In 2016, couples with dependents were the most common household type



By 2036, couples with dependents continue to be the most common household type

### Dwelling types (2016)



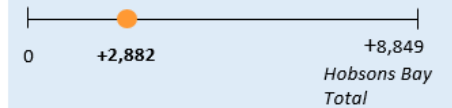
### Population: (2036)



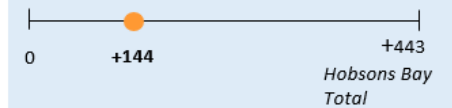
### Population growth: (2016-36)



### Housing growth: (2016-36)



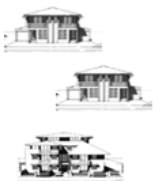
### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **144 new homes per annum**.

Over the period 2011-16, the dwelling rate in this suburb was 54 new homes per annum.



# Altona North

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre	✓		<ul style="list-style-type: none"> <li>Altona Gate</li> </ul>
Neighbourhood Activity Centre	✓		<ul style="list-style-type: none"> <li>Borrack Square</li> <li>The Circle</li> </ul>
Train Station(s)		✗	
Bus Service	✓		
Planning Overlays (impacting housing)	✓		<ul style="list-style-type: none"> <li>Land Subject to Inundation (Kororoit Creek)</li> <li>Special Building Overlay</li> <li>Environmental Significance</li> <li>Design and Development (Miller's Junction)</li> </ul>
Industrial interfaces	✓		Industrial uses to the west of the suburb with the Mobil Altona Refinery to the south (some residential areas within the Major Hazard Facility buffer)
Larger Lot Sizes (i.e. greater than 750 sqm)		✗	



## Examples of housing types



Carthy Street



Binns Street



Sixth Avenue

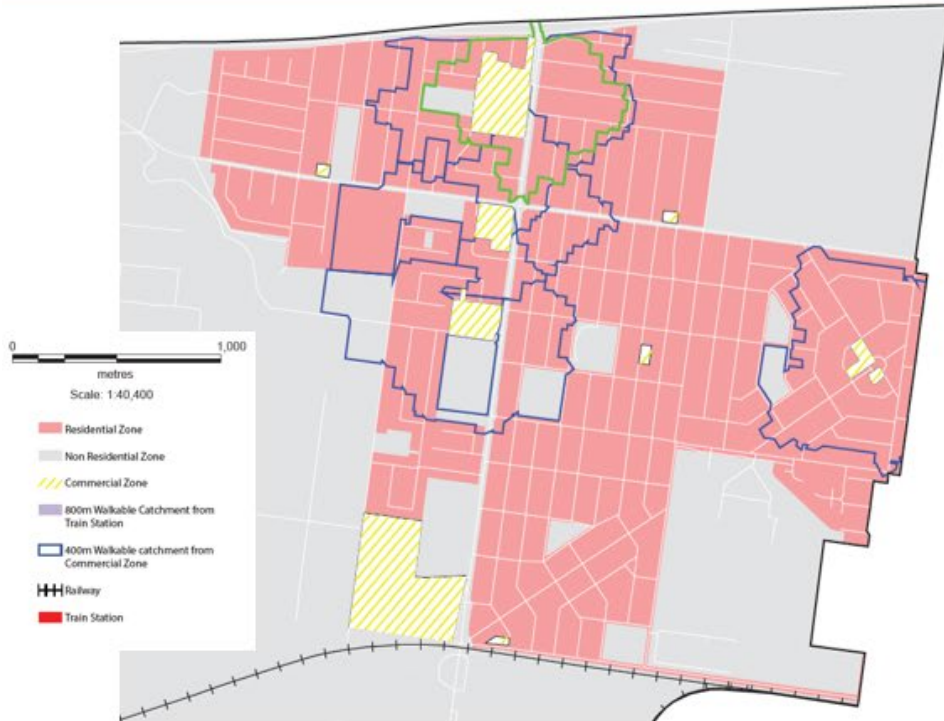


Mason Street

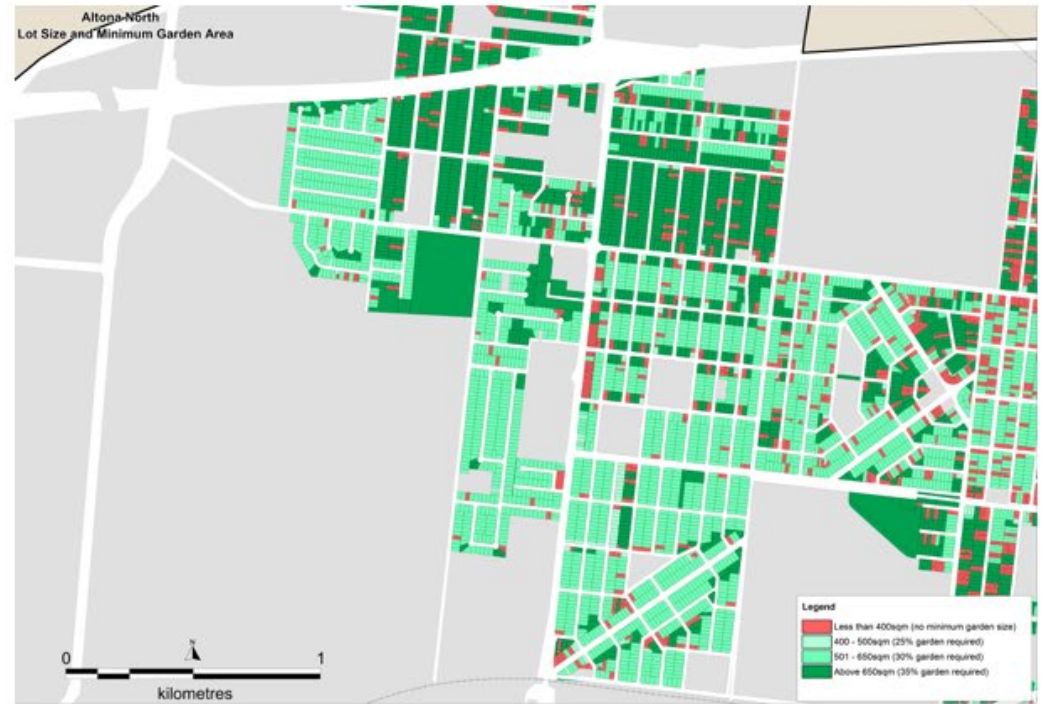
# Altona North

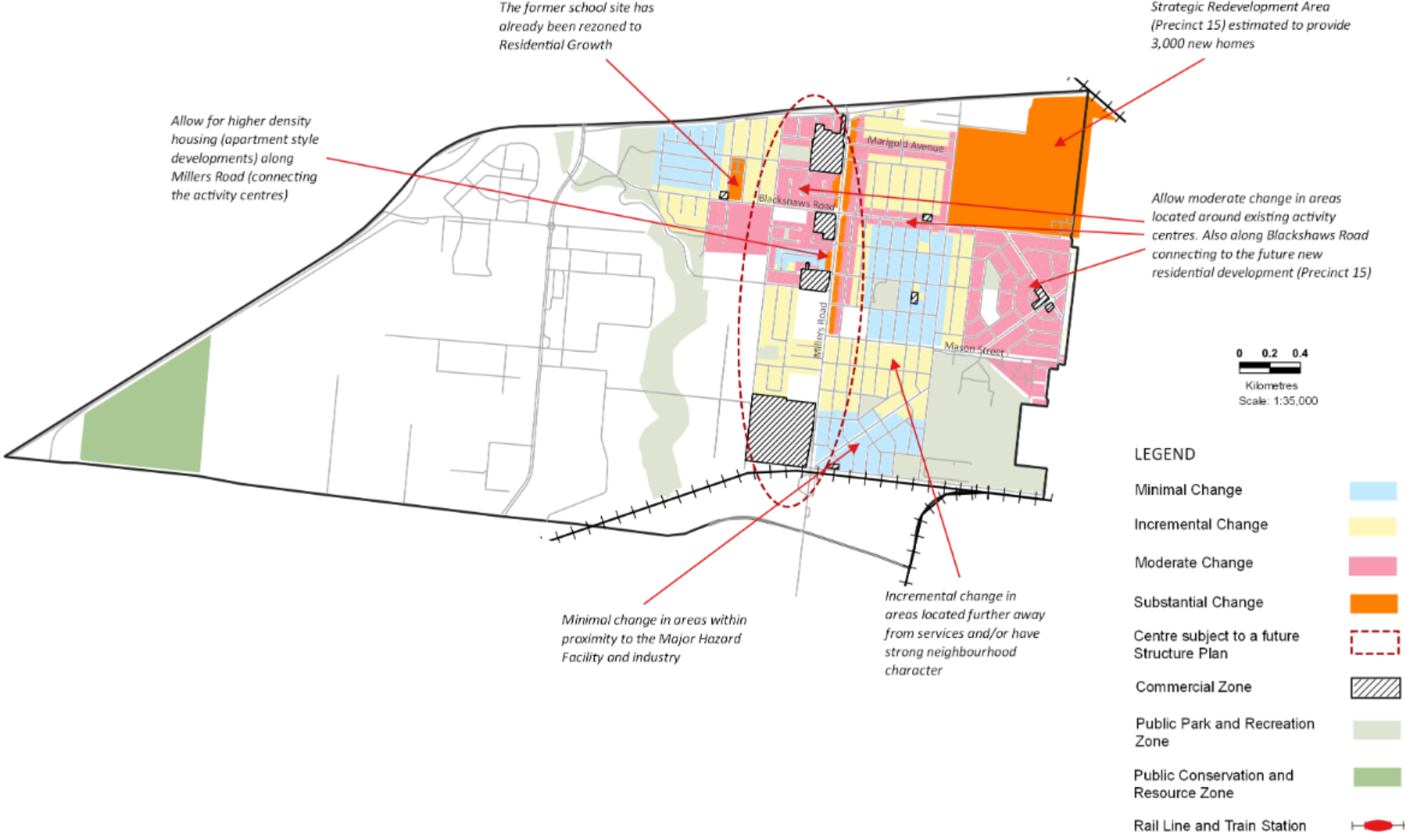
*What are the key land use considerations?*

## Walkable catchments



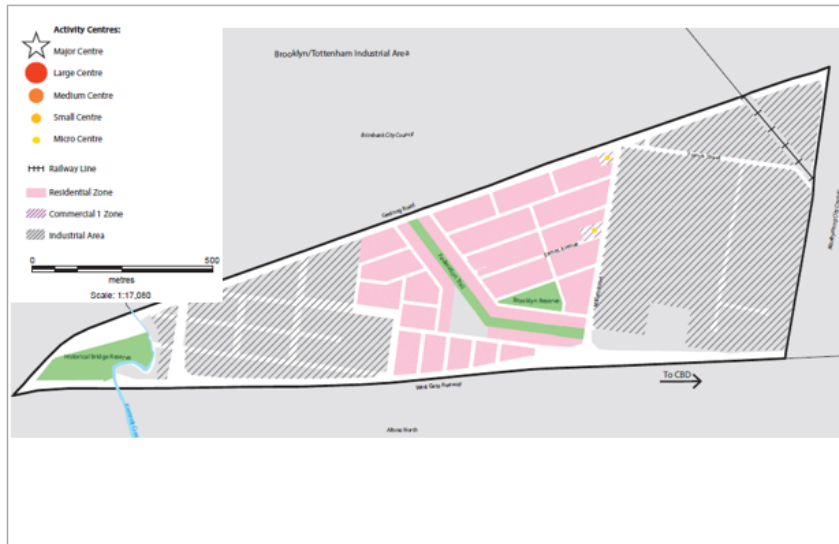
## Lot Sizes (2017)





# Brooklyn

## What do we need to plan for?



### Overview

Brooklyn is Hobsons Bay's smallest suburb and is located in the most northern part of the municipality. The suburb is impacted by the industrial uses to the north which has adverse amenity impacts (dust and odour issues) on residents.

The original housing was developed in the 1950s and 1960s but has been undergoing a lot of infill development recently with the replacement of low density dwellings with medium density dwellings.

There are no activity centres in Brooklyn, just a small local shopping strip at the northern end of Millers Road and a micro centre at Eames Avenue/Millers Road. A bus service operates along Millers Road and Geelong Road.

### Population



The population of Brooklyn is expected to experience a slight increase from 1,945 in 2016 to 2,179 in 2036.

It is estimated that an additional **12 new residents per annum** will need to be accommodated in this suburb until 2036.

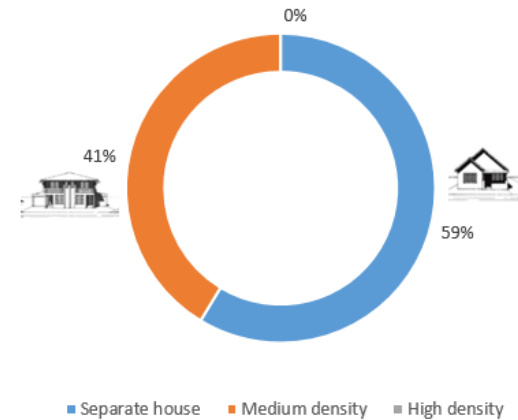
### Household types

In 2016, lone person households were the most common household type

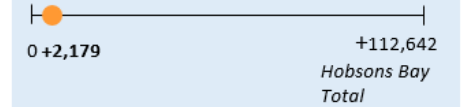


By 2036, lone person households continue to be the most dominant household type

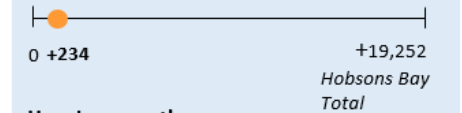
### Dwelling types (2016)



### Population: (2036)



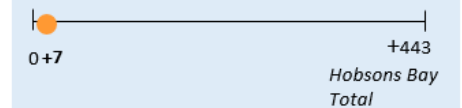
### Population growth: (2016-36)



### Housing growth: (2016-36)



### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **7 new homes per annum**.

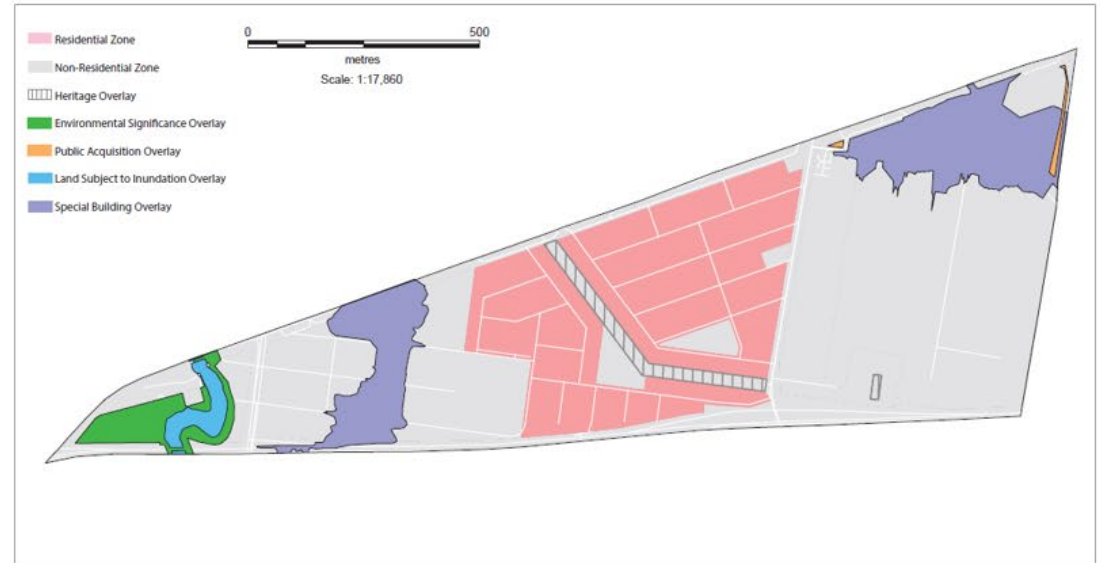
Over the period 2011-16, the dwelling rate in this suburb was 17 new homes per annum.



# Brooklyn

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✗	
Neighbourhood Activity Centre		✗	
Train Station(s)		✗	
Bus Service	✓		
Planning Overlays (impacting housing)		✗	
Industrial interfaces	✓		Dust and odour issues
Larger Lot Sizes (i.e. greater than 750 sqm)		✗	



## Examples of housing types



Heather Avenue



Conifer Avenue



Eames Avenue



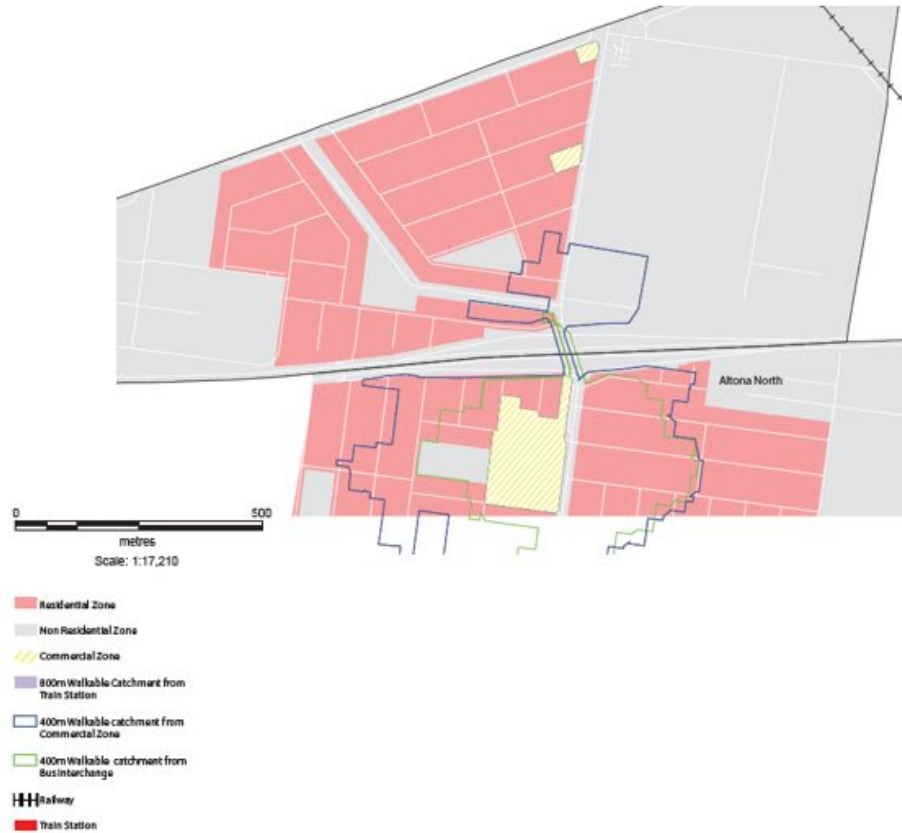
Cypress Avenue



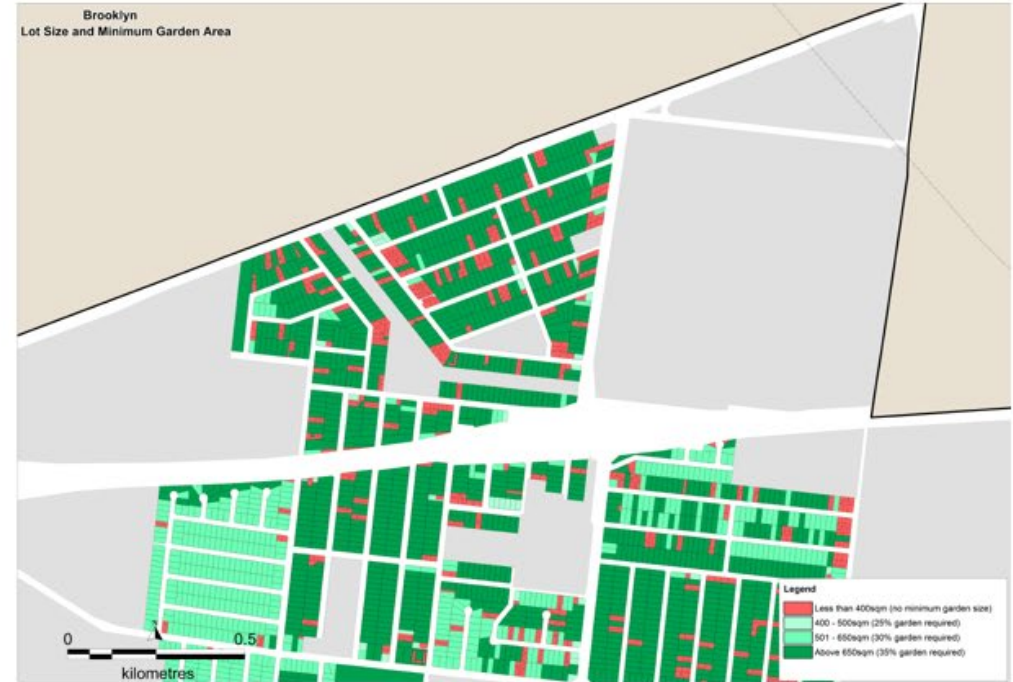
# Brooklyn

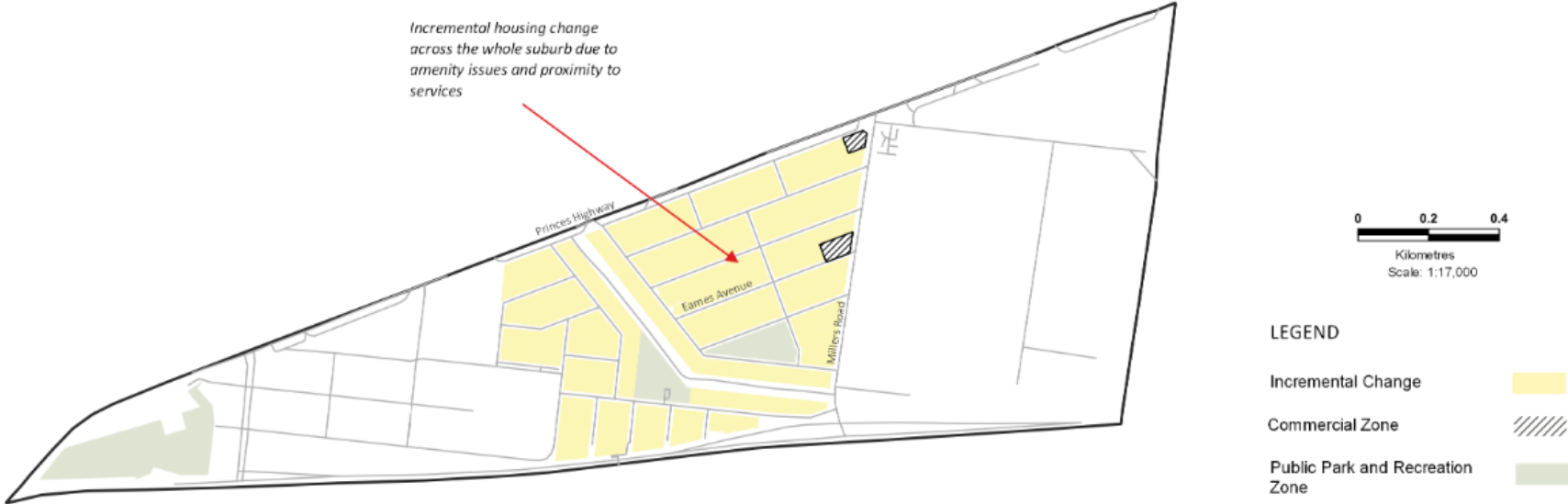
*What are the key land use considerations?*

## Walkable catchments



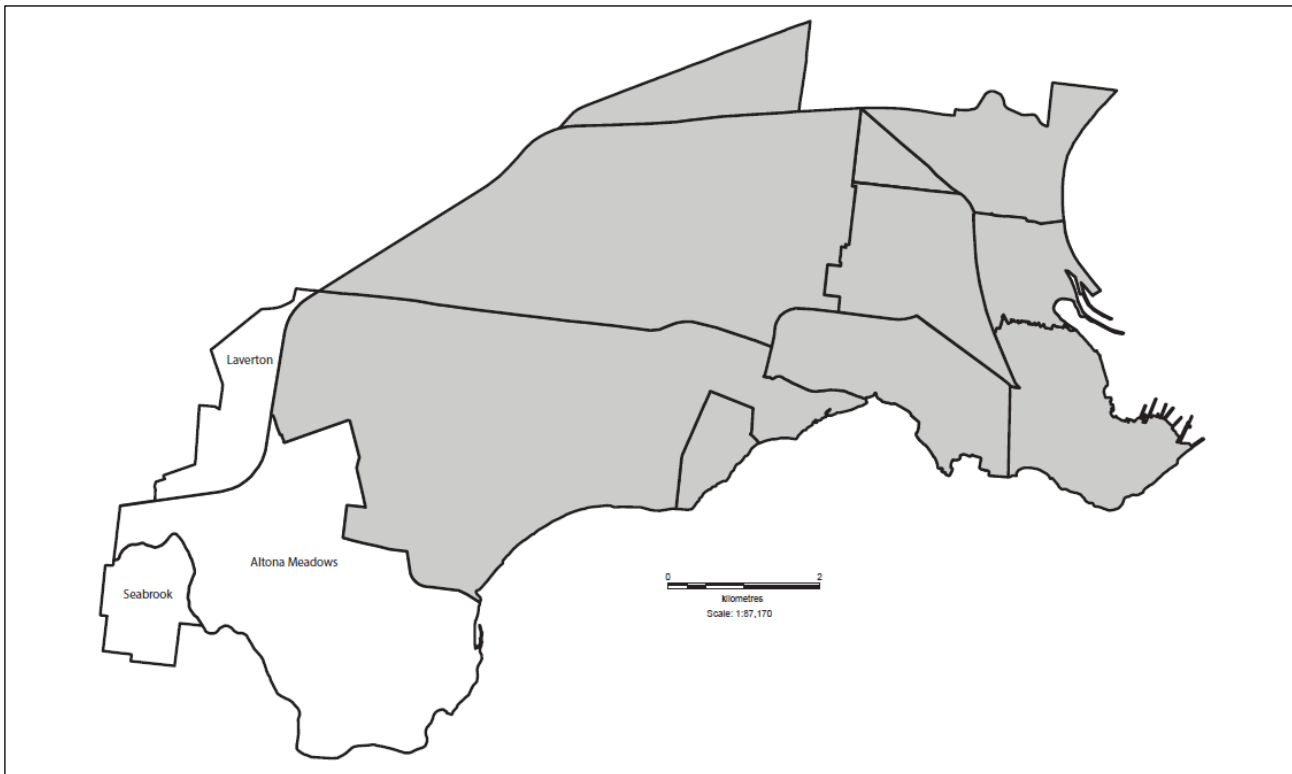
## Lot Sizes (2017)





# HOUSING CHANGE AREAS

## - WESTERN PRECINCT

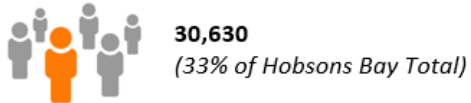


### Western Precinct suburbs:

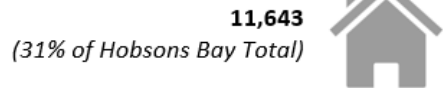
- Altona Meadows
- Laverton
- Seabrook

*The Western Precinct is expected to accommodate around **16 per cent** of the overall housing growth for Hobsons Bay (2016-36), this is about **72 new dwellings per annum***

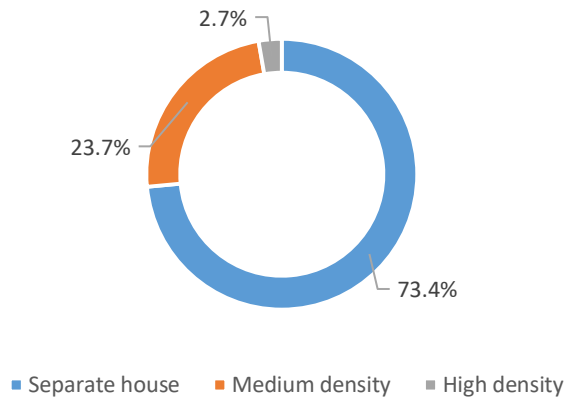
### Total population (2016):



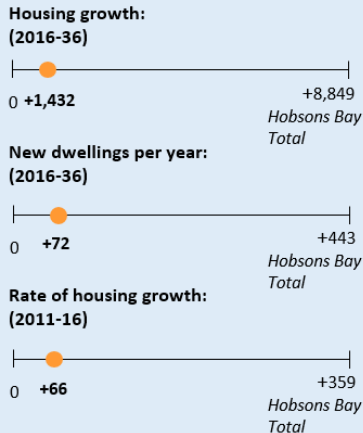
### Total dwellings (2016):



### Housing diversity (2016):

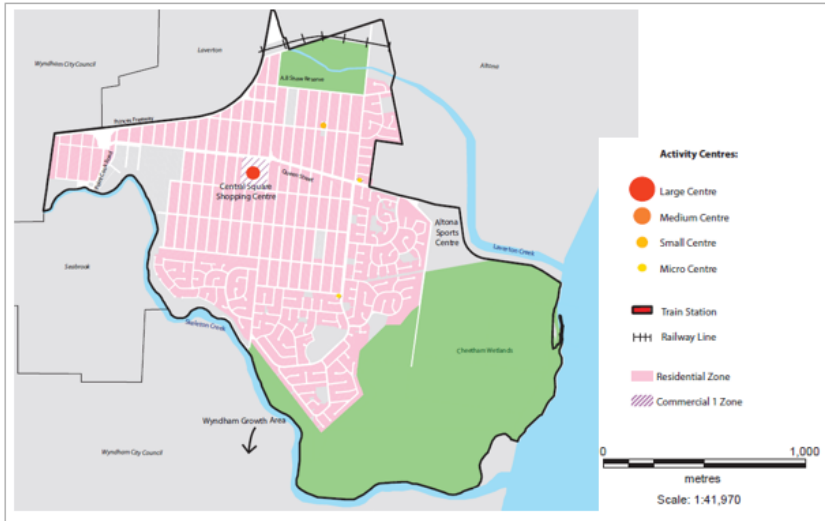


### Housing Growth (2016-36):



# Altona Meadows

## What do we need to plan for?



### Overview

Altona Meadows is Hobsons Bay's largest suburb located in the western part of the municipality. The housing stock is relatively recent as most of the dwellings were constructed during the 1980s and 1990s.

The activity centre (Central Square shopping centre) is located in the middle of the suburb. There is a limited bus route and only a small portion in the northern part of the suburb are within an 800m walkable distance to Laverton train station.

There's been very little change to the scale of housing since the suburb was developed, with the exception of a high density apartment building recently constructed adjacent to the shopping centre.

### Population



The population of Altona Meadows is expected to increase slightly from 20,141 in 2016 to 20,302 in 2036.

It is estimated that an additional **8 new residents per annum** will need to be accommodated in this suburb until 2036.

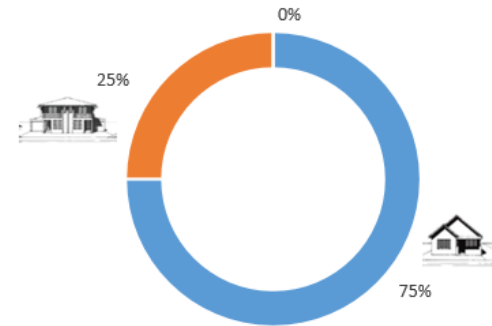
### Household types

In 2016, couples with dependents were the most common household type



By 2036, couples with dependents are declining with higher growth in couples without dependents and lone person households

### Dwelling types (2016)

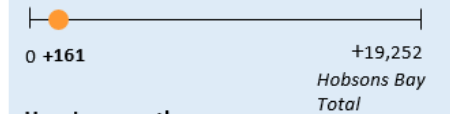


■ Separate house ■ Medium density ■ High density

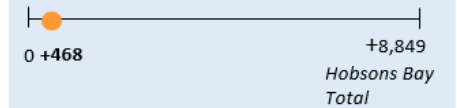
### Population: (2036)



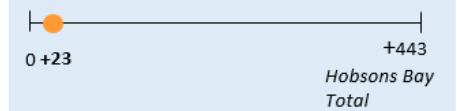
### Population growth: (2016-36)



### Housing growth: (2016-36)



### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **23 new homes per annum**.



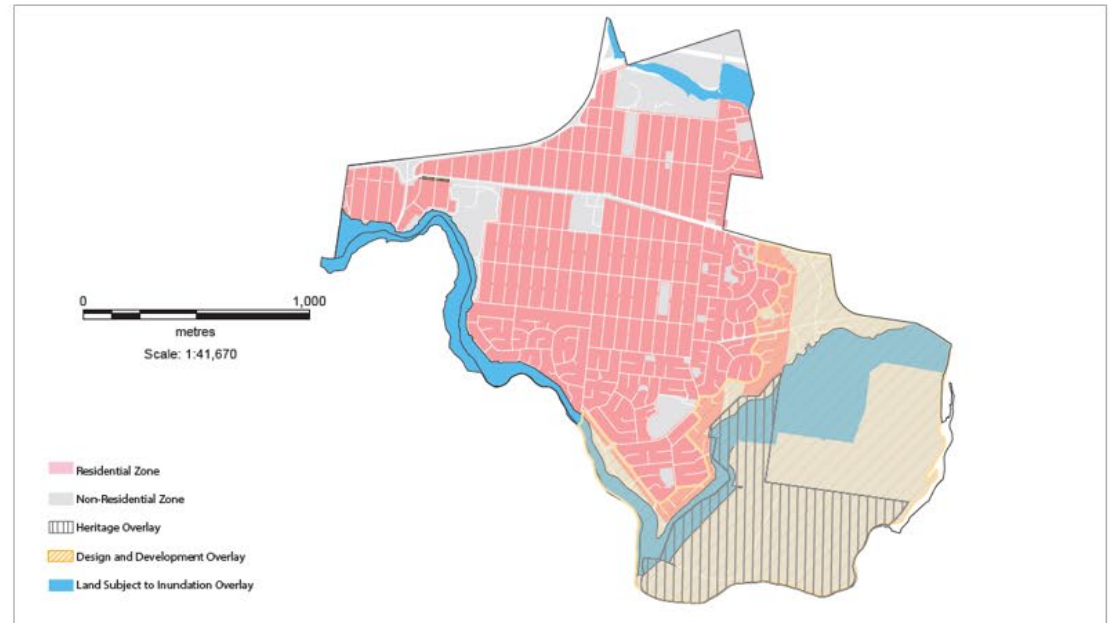
Over the period 2011-16, the dwelling rate in this suburb was 37 new homes per annum.



# Altona Meadows

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✘	
Neighbourhood Activity Centre	✓		• Central Square
Train Station(s)		✘	
Bus Service	✓		
Planning Overlays (impacting housing)		✘	
Industrial interfaces		✘	
Larger Lot Sizes (i.e. greater than 750 sqm)		✘	Limited number of larger lots. There are still some undeveloped greenfield sites peppered around the suburb
Other	✓		Clause 22.04 – Altona Meadows Urban Design Policy



## Examples of housing types



Shirley Street



Kensington Street



Queen/Merton Streets

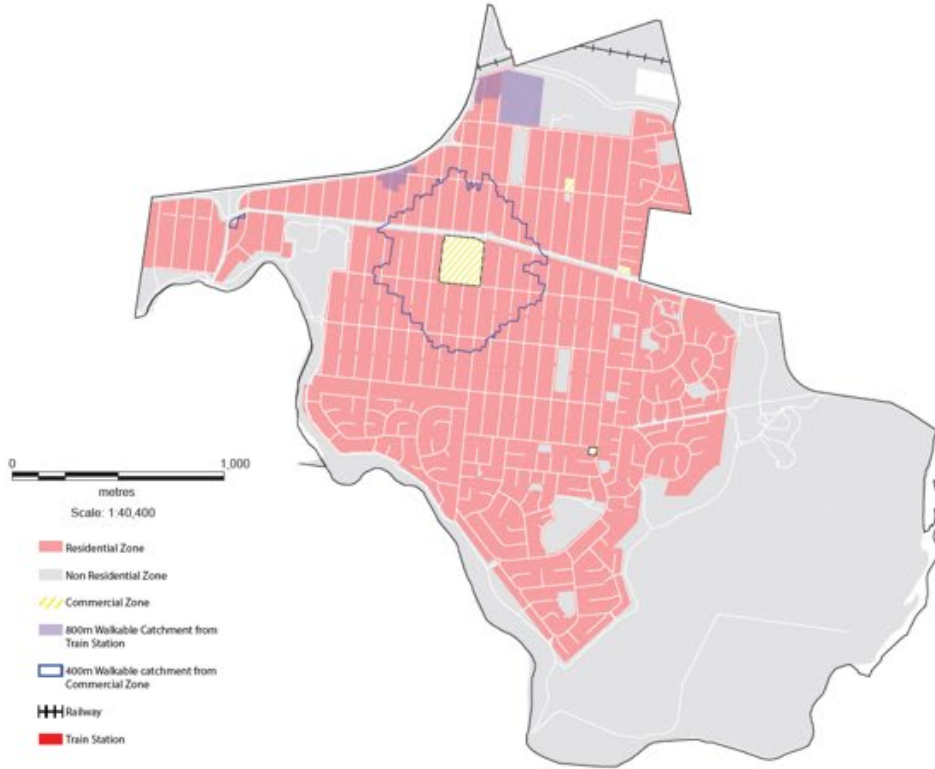


Queen Street

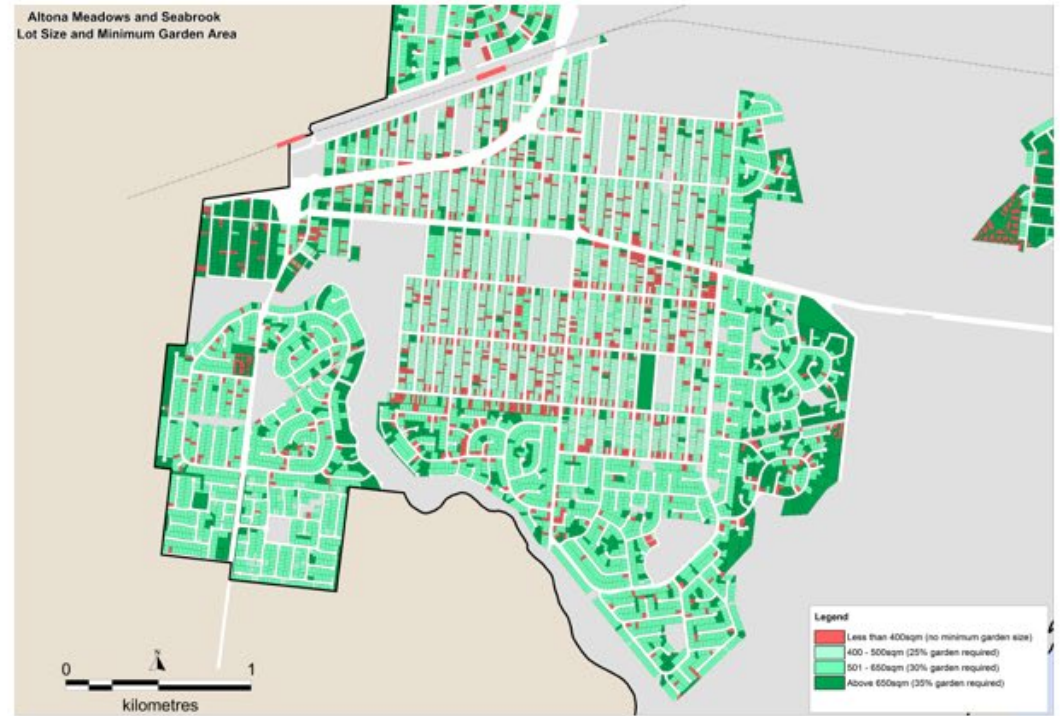
# Altona Meadows

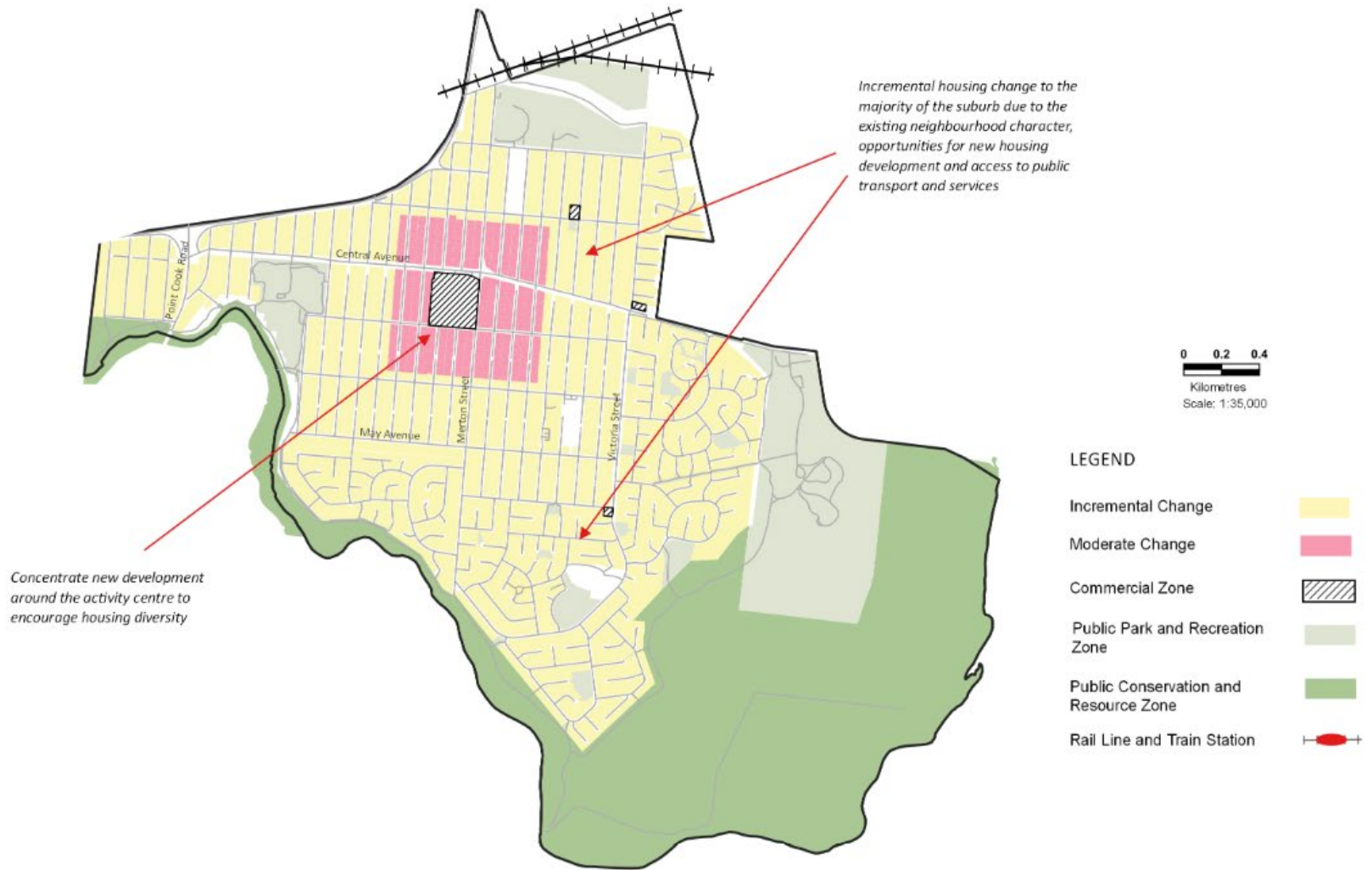
What are the key land use considerations?

## Walkable catchments



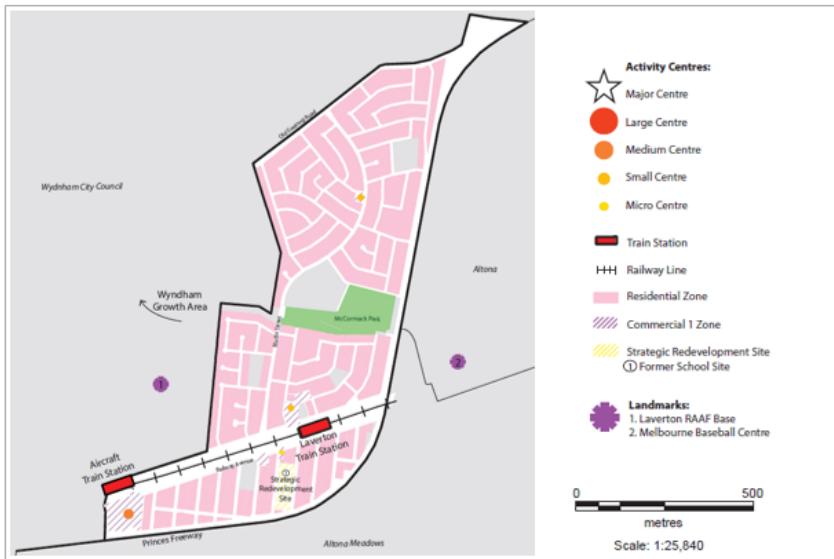
## Lot Sizes (2017)





# Laverton

## What do we need to plan for?



### Overview

Laverton is located in the western part of the municipality approximately 17km from the CBD, There is a mixture of housing stock from the 1950s to the 1980s.

The larger lot sizes and ageing housing stock, as well as the train station and bus interchange is attracting an increase in infill development with older homes being replaced by medium density dwellings.

There are two activity centres in Laverton, one at Woods/Lohse Street and the other at Aviation Road along with a micro centre and a community hub near Laverton Train Station. There is planned removal of the at grade level crossing at Aviation Road in the near future.

### Population



The population of Laverton is expected to experience a significant increase from 5,050 in 2016 to 7,533 in 2036.

It is estimated that an additional **124 new residents per annum** will need to be accommodated in this suburb until 2036.

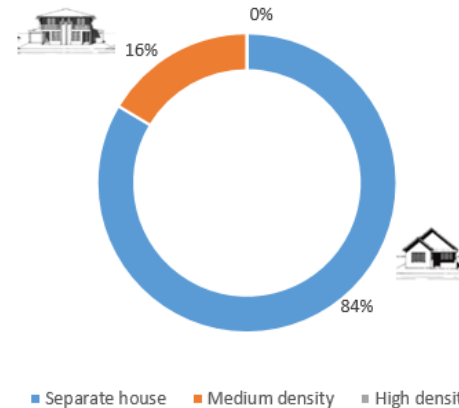
### Household types

In 2016, couple families with dependants were the most common household type

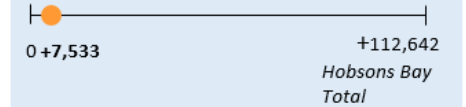


By 2036, couple families with dependants will continue to be the most common household type followed by lone person households

### Dwelling types (2016)



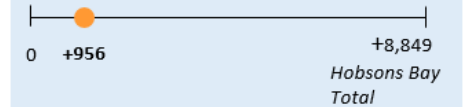
### Population: (2036)



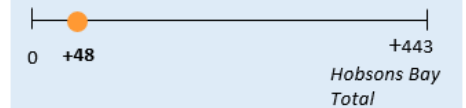
### Population growth: (2016-36)



### Housing growth: (2016-36)



### New dwellings per year: (2016-36)



### Residential development

The expected dwelling demand to 2036 is **48 new homes per annum**.

Over the period 2011-16, the dwelling rate in this suburb was **28 new homes per annum**.

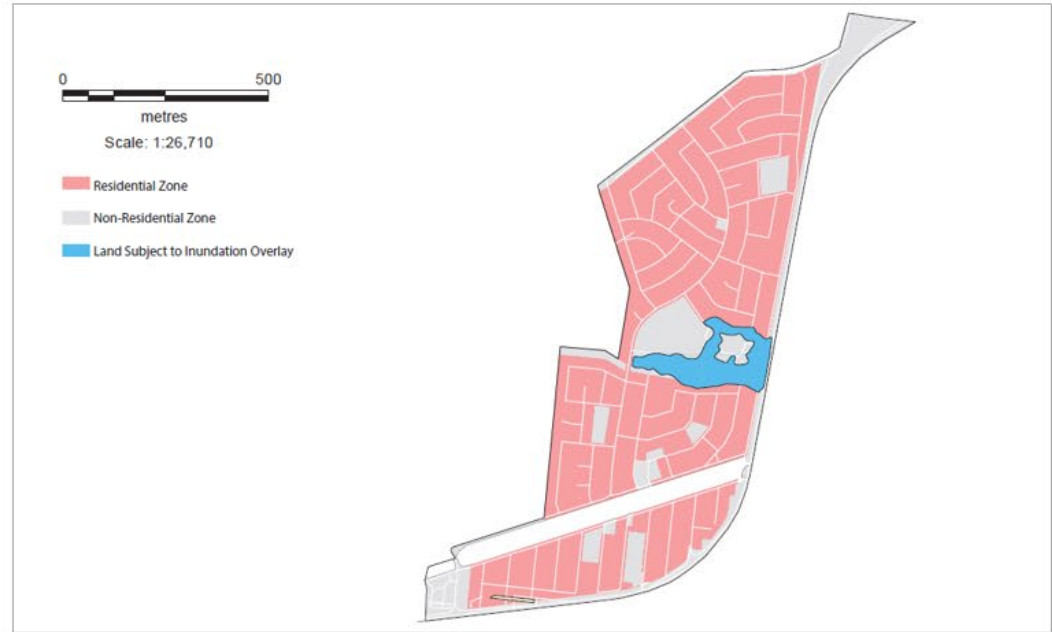




# Laverton

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✘	
Neighbourhood Activity Centre	✓		<ul style="list-style-type: none"> <li>Woods/Lohse Street</li> <li>Aviation Road</li> </ul>
Train Station(s)	✓		<ul style="list-style-type: none"> <li>Laverton station</li> <li>Aircraft station (located on the edge)</li> </ul>
Bus Service	✓		
Planning Overlays (impacting housing)	✓		<ul style="list-style-type: none"> <li>Land Subject to Inundation</li> </ul>
Industrial interfaces	✓		Altona Special Industrial Area (SUZ4) is located to the east of the suburb
Larger Lot Sizes (i.e. greater than 750 sqm)		✘	



## Examples of housing types



Woods Street, Laverton



Wright Street, Laverton



Thomas Street, Laverton

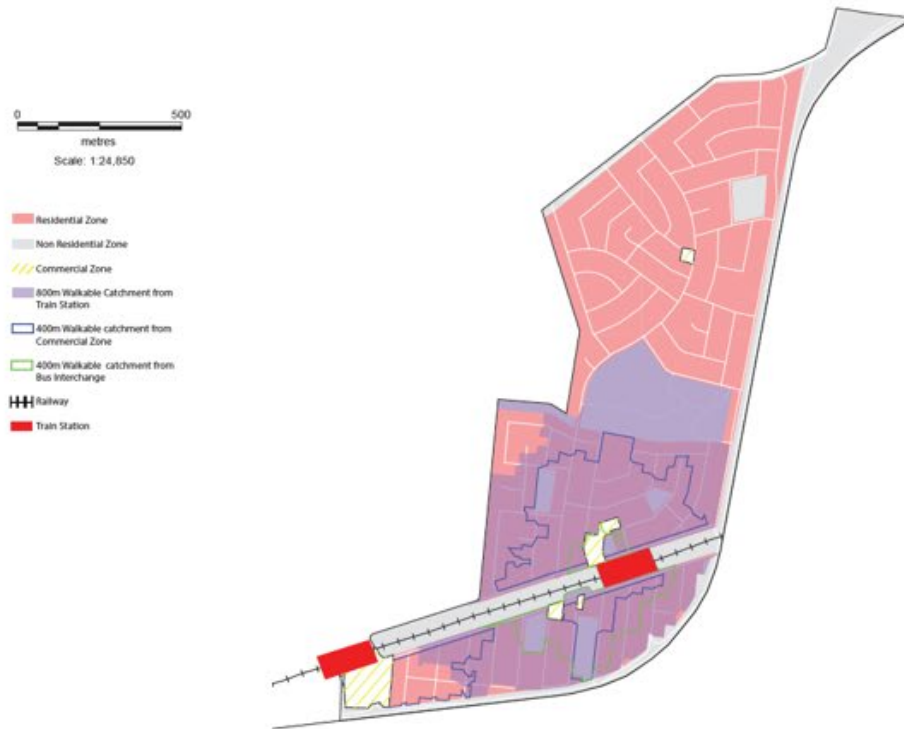


Bladin Street

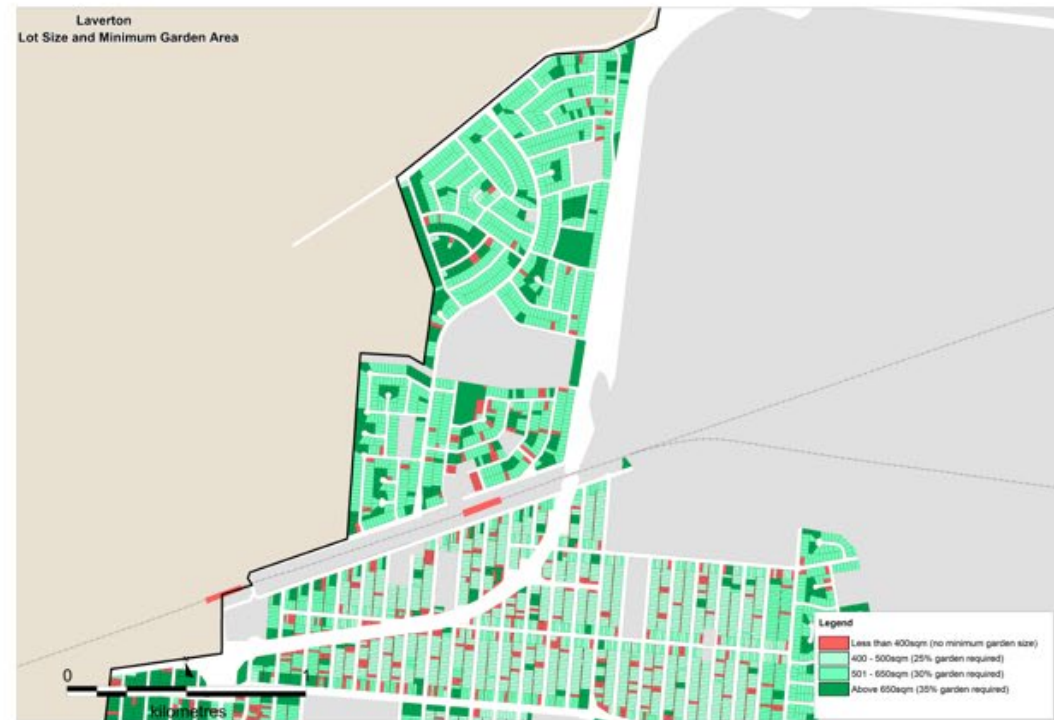
# Laverton

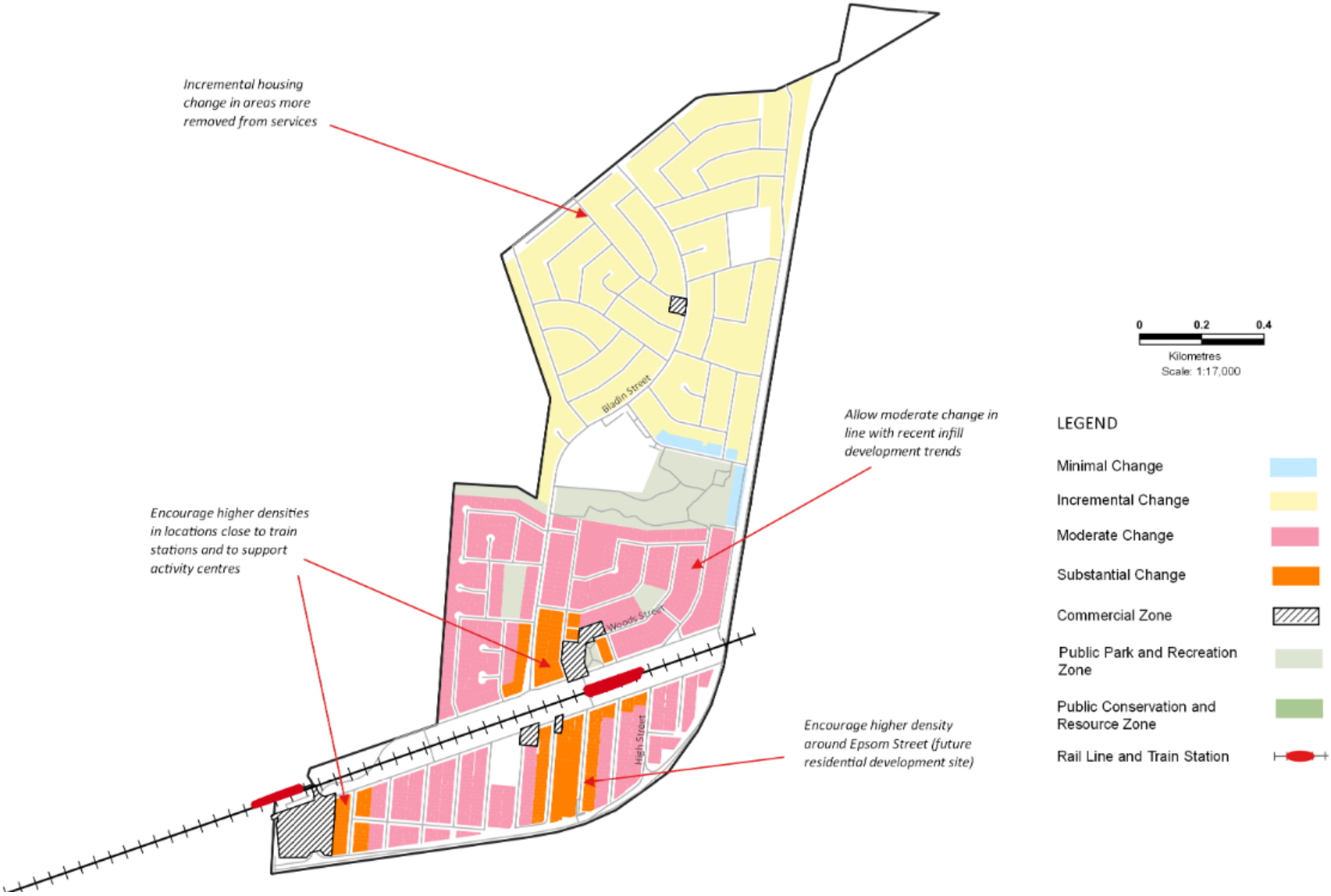
What are the key land use considerations?

## Walkable catchments



## Lot Sizes (2017)







**Overview**

Seabrook is a small suburb located in Hobsons Bay's most western point and borders the Wyndham Growth Area.

The housing stock is relatively recent as most of the dwellings were constructed during the 1990s and consist mainly of separate homes.

There is a small commercial area on Point Cook Road and the nearest shopping centre is at Altona Meadows or Williams Landing.

**Population**



The population of Seabrook is expected to decline from 5,439 in 2016 to 4,847 in 2036.

It is estimated that this suburb will lose around **30 residents per annum** will need to be accommodated in this suburb until 2036.

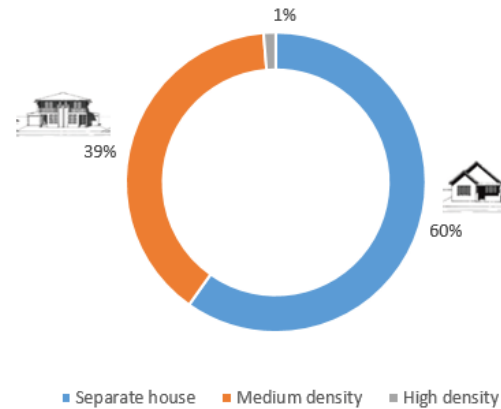
**Household types**

In 2016, couples with dependents made up nearly 50% of all household types

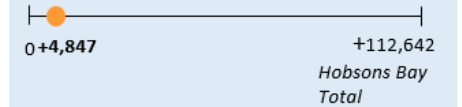


By 2036, couples with dependents is expected to decline but will still be the dominant household type & the greatest increase will be in lone households

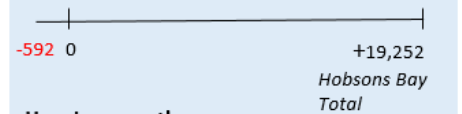
**Dwelling types (2016)**



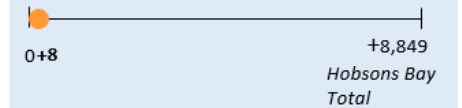
**Population: (2036)**



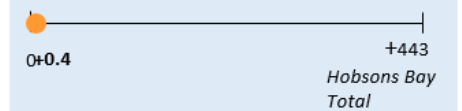
**Population growth: (2016-36)**



**Housing growth: (2016-36)**



**New dwellings per year: (2016-36)**



**Residential development**

The expected dwelling demand to 2036 is **0.4 new homes per annum**.

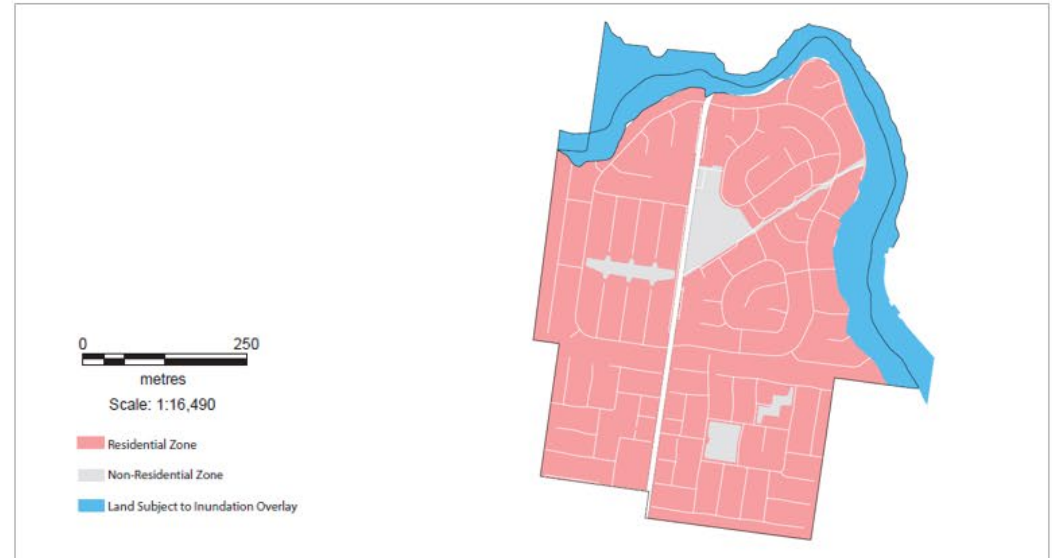
Over the period 2011-16, the dwelling rate in this suburb was 2 new homes per annum.



# Seabrook

What are the key land use considerations?

Land use considerations	Yes	No	Comments
Major Activity Centre		✘	
Neighbourhood Activity Centre		✘	
Train Station(s)		✘	
Bus Service	✓		
Planning Overlays ( <i>impacting housing</i> )	✓		<ul style="list-style-type: none"> <li>Land Subject to Inundation (along Skeleton Creek)</li> </ul>
Industrial interfaces		✘	
Larger Lot Sizes (i.e. greater than 750 sqm)		✘	



## Examples of housing types



Seabrook Boulevard



Spinningdale Close



Shane Avenue

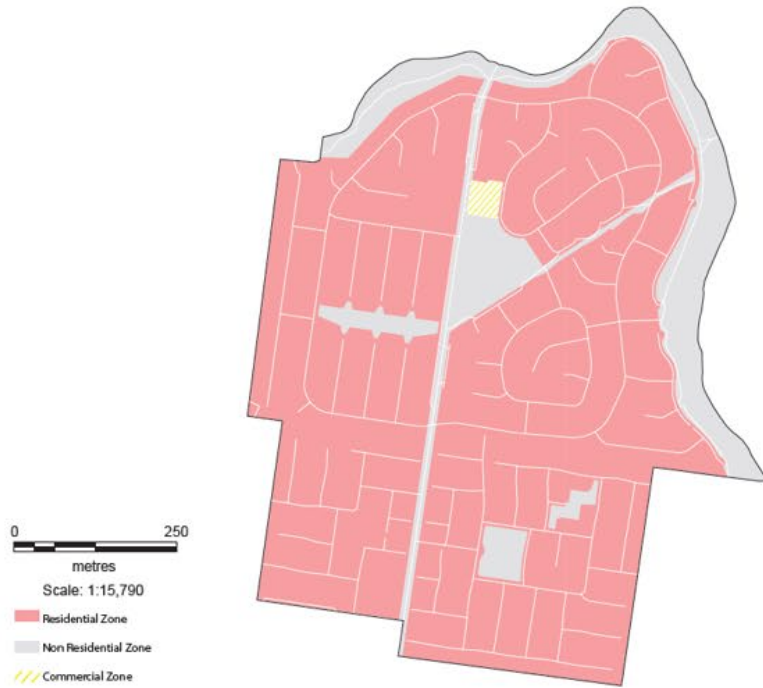


Deanside Close

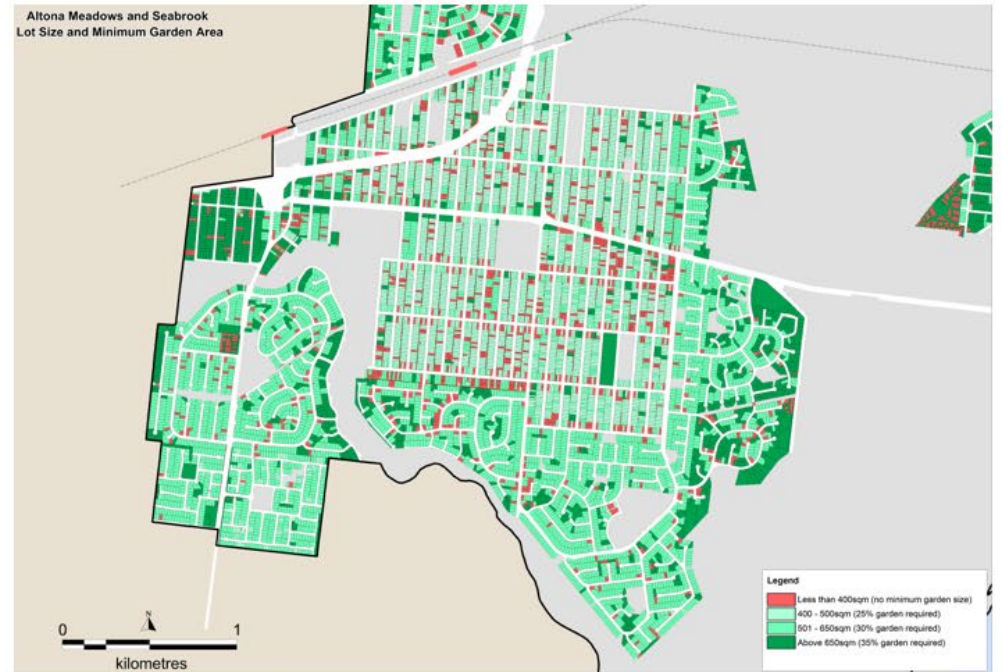
# Seabrook

What are the key land use considerations?

## Walkable catchments



## Lot Sizes (2017)



Seabrook

How are we going to plan for future housing?



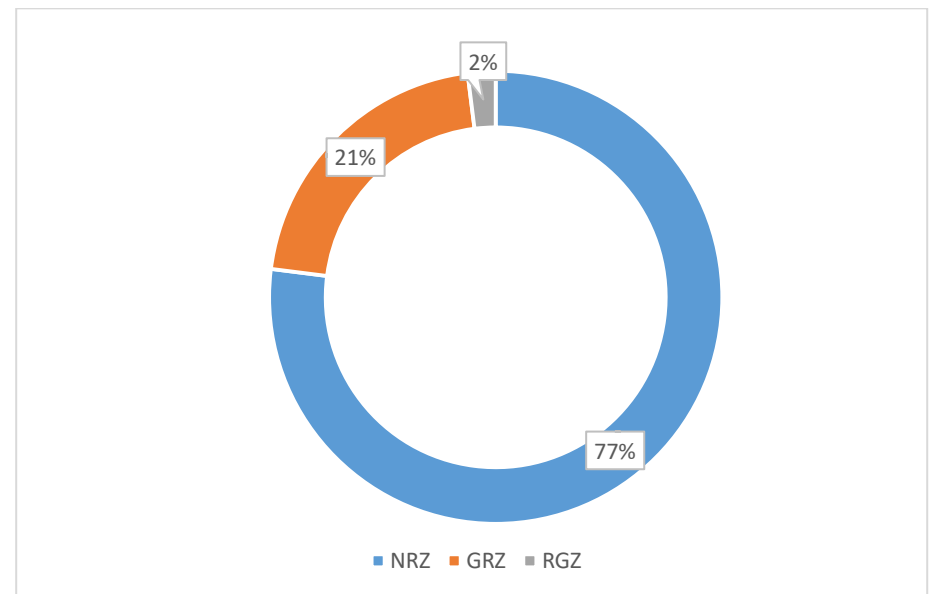
### 3.2 Housing Framework Plan

The recommended Housing Change Areas identified for the Eastern, Central and Western precincts form the Housing Framework Plan (refer Figure 30).

The Housing Framework Plan identifies the location for future housing growth and the level of change that is considered appropriate in Hobsons Bay over the next 20 years.

Figure 29 shows the breakdown of the three New Residential Zones based on the proposed boundaries shown in the Housing Framework Plan.

**Figure 29: Proposed Housing Change Areas (New Residential Zones)**





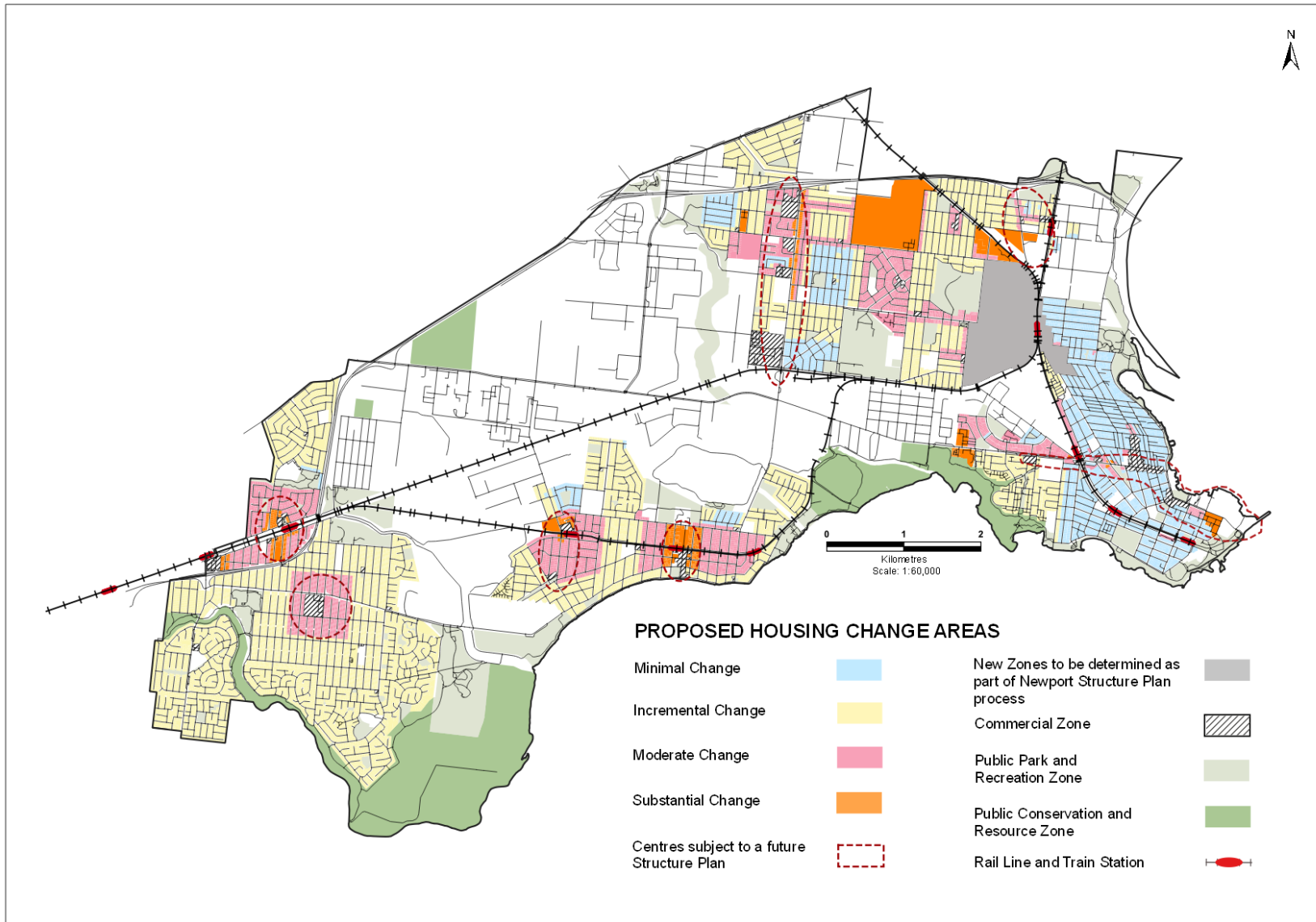


Figure 30: Draft Housing Framework Plan (Housing change areas)

## PART THREE: HOUSING CAPACITY ASSESSMENT

## 4.0 HOUSING CAPACITY ASSESSMENT

A housing capacity assessment has been prepared to identify how much new housing could potentially be accommodated in the municipality based on an assessment of land use constraints and opportunities.

### 4.1 Housing opportunities

Opportunities for future residential development in Hobsons Bay have been identified as (refer Figure 31):

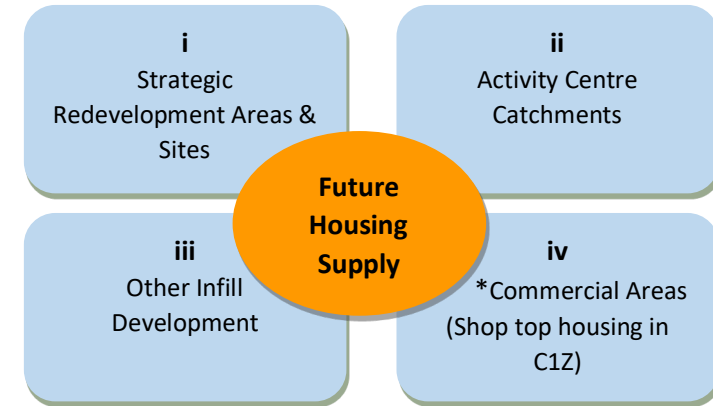
- i) Strategic Redevelopment Areas (SRAs) and sites<sup>33</sup>
- ii) activity centre catchments
- iii) other infill development
- iv) shop top housing in commercial areas (in C1Z)\*

The Housing Framework Plan provided in Section 3.2 identifies proposed Housing Change Areas based upon the four criteria used to determine the level of housing change in each suburb. The Housing Framework Plan is a key output of the Housing Strategy and guides the implementation of the new residential zones.

The housing capacity model conservatively estimates the potential dwelling yields for these opportunities areas over the next 20 years, based upon the proposed Housing Change Areas identified in the Housing Framework Plan.

<sup>33</sup> Strategic Redevelopment Areas identified in the Industrial Land Management Strategy (2008) for a potential residential outcome. Strategic redevelopment sites are sites with a permit application for 10 or more dwellings.

Figure 31: Four opportunities for housing supply



\* The capacity model does not include assumptions on potential dwelling yields from shop top housing in the *Commercial areas (C1Z in activity centres)*. Further assessment on opportunities for shop top housing can be considered by structure plans/urban design frameworks.

4.1.1. Strategic Redevelopment Areas and Sites

One of the key sources of potential new dwellings in Hobsons Bay is in Strategic Redevelopment Areas (SRAs) and Strategic Redevelopment Sites (SRS).

Strategic Redevelopment Areas

A major source of new housing supply for Hobsons Bay is the Strategic Redevelopment Areas (SRAs) on brownfield land. The SRAs are large tracts of land originally identified in the Hobsons Bay ILMS for redevelopment.

The SRAs that have already been rezoned to accommodate residential use include Precinct 15 (Altona North Strategic Site), part Precinct 20 (Former Port Phillip Woollen Mills), part Precinct 16 (Caltex site) and part Precinct 13 (Kororoit Creek Road). The remainder of Precinct 16 is yet to be rezoned.

The SRA account for a total of around 91 hectares of land with Precinct 15 accounting for 66 hectares.

Strategic Redevelopment Sites

Strategic Redevelopment Sites are identified as redevelopments with 10 or more dwellings proposed.

Estimated dwelling yield

The potential new dwellings expected from the SRAs and strategic redevelopment sites over the next 20 years has been estimated to be **4,619 dwellings**<sup>34</sup>.

*\*The estimated yield for the SRAs are subject to change and are expected to be higher. This is due to the fact that some of the SRAs are still in the early stages of being redeveloped and the final dwelling capacity and timeframes for completion are uncertain.*



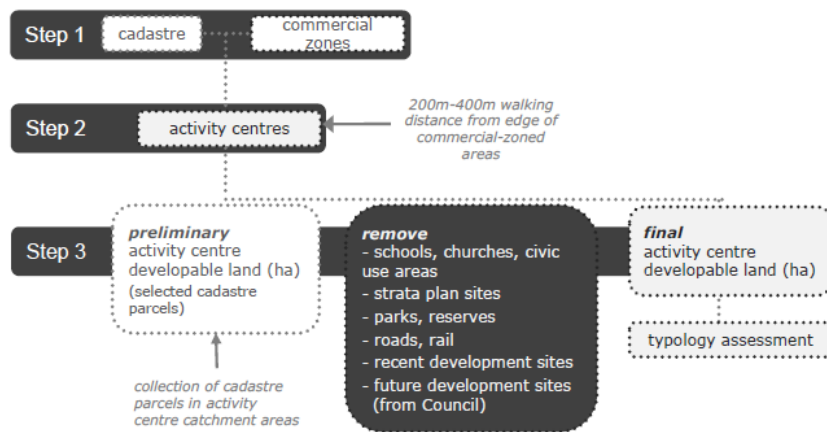
<sup>34</sup> This total excludes SRAs and sites that have been identified as within activity centre catchments (discussed in the next section).

4.1.2 Activity centre catchments

In line with State planning policy objectives, activity centres are expected to accommodate a significant proportion of new housing growth.

Assessing the potential dwelling yield in activity centres included looking at development opportunities on residential land and commercial zoned land (Commercial 1 Zone)<sup>35</sup> located within a catchment area defined by walking distance from the centre. The methodology for identifying potential supply is outlined in Figure 32.

Figure 32: Methodology for identifying supply – activity centres



Step 1: Identify commercially-zoned areas & establish Activity Centres boundaries

<sup>35</sup> Assessment within Commercial 1 Zone does not include assumptions on the potential development of shop top housing.

The assessment included 15 activity centres with a catchment area of either 400/200 metres depending upon the type of activity centre (shown in Table 10 and Figure 33). The activity centres included in the assessment include the major centres and key neighbourhood centres where there has been/is expected to be increased pressure for new residential development.

Table 10: Activity centre catchment boundaries

Activity Centre	Suburb	Walkable Catchment
Pier Street	Altona	400m
Altona Gate	Altona North	400m
Borrack Square	Altona North	400m
Williamstown Central – Douglas Parade	Williamstown	400m
Williamstown Central – Nelson Place	Williamstown	400m
Williamstown North – The Range	Williamstown	400m
Central Square	Altona Meadows	400m
Aviation Road & Woods Street	Laverton	400m
Challis Street	Newport	200m
Harrington Square	Altona	400m
Newport Junction	Newport	400m
Somers Parade	Altona	200m
Spotswood	Spotswood	400m
The Circle	Altona North	200m
Vernon Street	South Kingsville	200m

Although 800 metres is generally used as the walkable catchment distance for activity centres with train stations, a smaller catchment of 400 metres has been used in the assessment to provide a more conservative estimate of what opportunities may be realised for ‘in-centre’ developments.

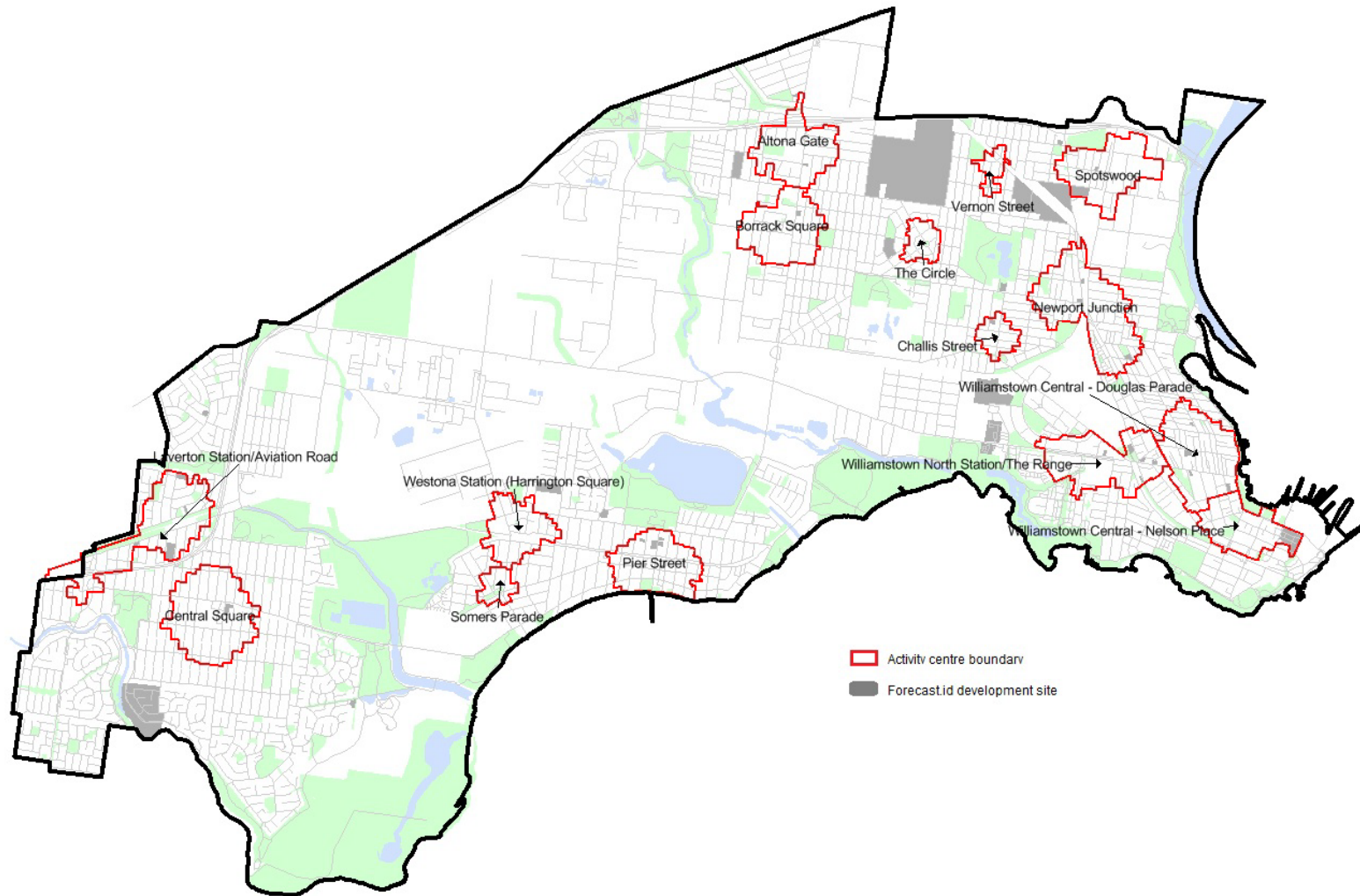


Figure 33: Activity centre catchment boundaries (.id assessment)

## Step 2: Calculate the amount of developable land

In each catchment area, any parcels of land not available for development are removed from analysis. This includes open space, reserves and parkland, schools, churches, civic buildings, strata plan sites, roads, rail, and parcels less than 400 square metres. Recent dwelling approvals and major sites are also excluded. The resulting hectareage is assumed available for development, i.e. the amount of developable land.

*Neighbourhood Residential Zone (NRZ) parcels are treated separately for the purposes of this exercise due to the more prescriptive nature of the zone (see Step 5).*

## Step 3: Activity Centres typology assessment







Not all available land in each activity centre will be developed. The proportion of land that will be developed depends on the attractiveness of the centre and resulting land values. Each centre was assessed to determine its development potential based on six attributes shown in Table 11. The maximum score for each centre is seven.

## Step 4: Apply dwelling density assumptions

A mix of densities (25, 50, 75, 100 and 150 dwellings per hectare gross) was applied to the resulting developable land area (excluding lots in the NRZ). The density assumptions were based on the proposed housing change areas (i.e. the allocation of the new residential zones) identified in the Housing Framework Plan.

Adjustments account for existing stock and some demolition activity. In general, higher scores tend to result in higher densities due to the higher desirability of the centre.

**Table 11: Activity centre assessment**

Activity Centre attributes		Description	Max. Score
<b>Access to public transport</b>	 Public transport	Centres with train stations scored higher than those with only bus services	2
<b>Levels of services and retailing</b>	 Services/retail	Centres with core services (e.g. post office, supermarkets, banks, newsagency) scored higher than those without	1
<b>Access to key institutions</b>	 Health/education services	Centres with tertiary education and health facilities scored higher than those without	1
<b>Urban integration</b>	 Urban integration	Assessment of how well a centre is integrated into the surrounding residential areas, particularly its walkability	1
<b>Proximity to foreshore/waterways</b>	 Foreshore/waterways proximity	Centres in proximity to the foreshore or waterways scored higher than those without in recognition that this amenity can attract more developer interest	1
<b>Residential zoning</b>	 Residential development opportunity	Centres with more opportunity for redevelopment at higher densities (based on the likely application of the new residential zones) scored higher than those with land use constraints (such as heritage, design and development overlays and smaller lot sizes)	1

Dwelling density assumptions were derived from examining relevant examples of desirable locations and urban forms, such as areas with high amenity, access to services and open space.

The assessment conservatively identifies opportunities for 2,972 additional dwellings in nominated Activity Centres (Table 12) – excluding NRZ parcels. Removing dwellings assumed to be lost to demolition (535), and accounting for dwellings on major sites in Activity Centres, the net result is **4,252 net additional dwellings**.

**Pier Street (Altona)** has the greatest net gain, with an identified 908 dwellings, primarily due to the number of higher density buildings expected to be constructed in the Mixed Use Zone and the availability of larger lots.

**Williamstown Central – Nelson Place** has an identified 602 net dwelling gain, but this is primarily due to the major development at Waterline Place on the former Woollen Mills site.

Other Activity Centres with significant residential opportunities include **Laverton Station/Aviation Road** (556 dwellings) and **Spotswood** (415).

Those centres with lower scores are small or contain relatively large areas of NRZ.

#### Step 5: Assessing opportunities on NRZ lots in activity centres

Lots identified within the Neighbourhood Residential Zone were assessed differently due to the difference in the development potential e.g. maximum two storey height limit and minimum garden area requirement.

For the purpose of this conservative assessment, lots smaller than 400 square metres were regarded as having no development potential.

**Table 12: Potential dwelling yield – activity centres (excluding NRZ parcels)**

Centre Name	Centre type	Number of dwellings - density assumptions					Additional dwellings	Demolitions	Dwellings from forecast.id	Net dwellings
		150	100	75	50	25				
Altona Gate	Major Activity Centre	24	63	119	40	0	246	38	10	218
Pier Street	Major Activity Centre	255	340	128	0	0	723	74	260	908
Williamstown Central - Douglas Parade	Major Activity Centre	0	6	11	10	0	27	5	109	131
Williamstown Central - Nelson Place	Major Activity Centre	0	0	0	1	2	3	1	600	602
Borack Square	Neighbourhood Activity Centre	16	44	82	27	0	169	23	10	156
Central Square	Neighbourhood Activity Centre	0	0	130	174	43	348	113	80	314
Laverton Station/Aviation Road	Neighbourhood Activity Centre	0	208	156	208	0	573	111	94	556
Newport Junction	Neighbourhood Activity Centre	20	40	60	67	0	187	38	141	290
Spotswood	Neighbourhood Activity Centre	0	15	23	8	0	45	8	378	415
The Circle	Neighbourhood Activity Centre	0	0	17	22	6	44	11	0	34
Westona Station (Harrington Square)	Neighbourhood Activity Centre	0	0	227	151	0	378	74	0	304
Williamstown North Station/The Range	Neighbourhood Activity Centre	34	34	86	29	0	183	24	117	276
Challis Street	Neighbourhood Activity Centre	0	0	0	11	5	16	6	16	27
Somers Parade	Neighbourhood Activity Centre	0	0	0	16	8	24	7	0	17
Vernon Street	Neighbourhood Activity Centre	0	0	0	5	2	7	3	0	4
<b>Total</b>		<b>349</b>	<b>751</b>	<b>1,037</b>	<b>768</b>	<b>66</b>	<b>2,972</b>	<b>535</b>	<b>1,815</b>	<b>4,252</b>

**Table 13: Developable area assumptions for NRZ lots in activity centres**

	Existing lots 400-500 sq m	Existing lots 501-650 sq m	Existing lots 651-800 sqm	Existing lots 801-1,000 sqm	Existing lots 1,001-1,500 sqm	Existing lots above 1,501 sqm
1 Median Area sq m	450	575	725	900	1,250	1,750
2 Driveways parking & setbacks	20%	10%	10%	9%	9%	9%
3 Garden Area Requirement	25%	30%	35%	35%	35%	35%
4 Developable Area (sq m) $[[1-[1 \times (2+3)]]]$	248	345	399	504	700	980
5 Average dwelling footprint (sq m)	120	120	120	120	140	160
6 Total Dwellings (5/4) rounded	2.0	3.0	3.5	4.0	4.0	6.0
7 Net Dwelling Gain (including demolition)	1.0	2.0	2.5	3.0	3.0	5.0

The assessment identified a potential **944 dwellings** on NRZ parcels in activity centres. Together, with the assumptions on the other zones, there is opportunity for an **additional 5,196 dwellings in Activity Centres**.

Estimated dwelling yield from Activity Centre Catchments

= 5,196



## 4.1.3. Other infill development

The gradual ageing of the dwelling stock, particularly where dwellings fall into disrepair, is an important source of new housing supply in established parts of Australian cities. A major source of additional dwelling supply is infill development on existing residential lots.

Infill development, typified by the demolition of an older house and its replacement by two or more new houses, has been one of the main drivers of dwelling growth in established suburbs across Australian cities, and Hobsons Bay has not been immune to this trend.

This section looks at the potential for infill development outside the identified Activity Centres in Hobsons Bay based on an analysis of lot size and residentially zoned land.

### Identifying infill dwelling opportunities

The methodology to assess infill development potential outside Activity Centres defines out-of-centre boundaries and categorises developable land by lot size (see Figure 34).

#### Step 1: Identify suitable residential zones

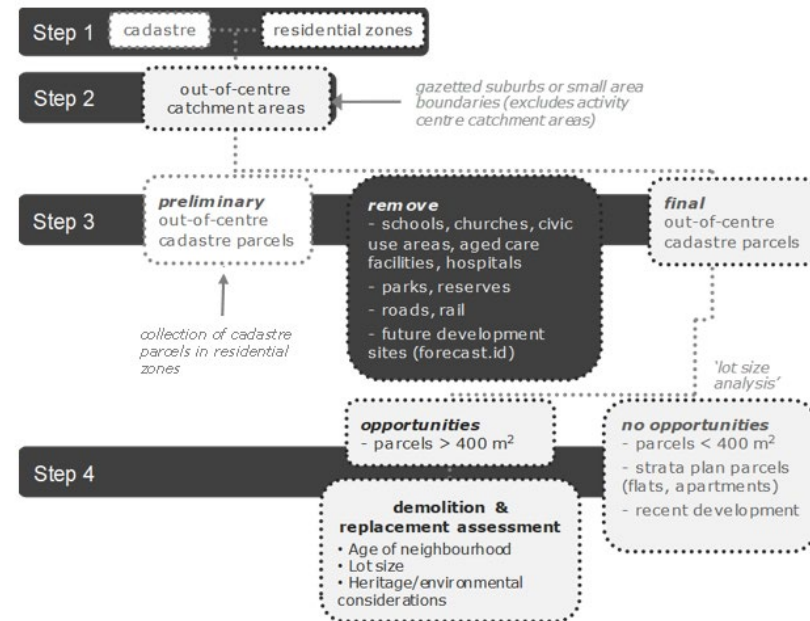
In July 2014, three new residential zones were introduced into the Victoria Planning Scheme, replacing the R1Z and R2Z zones. The new residential zones are General Residential Zone (GRZ), Residential Growth Zone (RGZ) and Neighbourhood Residential Zone (NRZ).

The housing capacity assessment was based on the proposed New Residential Zones (Housing Change Areas) provided in the Housing Framework Plan<sup>36</sup>.

#### Step 2: Establish out-of-centre boundaries

The out-of-centre boundaries were defined as the suburbs/localities in a municipality minus the activity centres and the SRAs. These boundaries enable development opportunities outside activity centres by suburb to be quantified.

**Figure 34: Methodology for identifying supply – other infill development**



<sup>36</sup> Though residential uses are permitted in the Mixed Use Zone (MUZ), they were not included here as all MUZ area located outside of activity centres are captured in the Strategic Redevelopment Sites assessment.

### Step 3: Calculate gross developable land

Land parcels unavailable for development are removed, resulting in a specified area of land available for development. This includes parcels that have been developed since 2004 as well as non-residential uses. Former school sites that are under consideration for potential residential development were also excluded from the assessment.

### Step 4: Identify developable land parcels

Development potential is influenced by parcel or lot size. For the purposes of this report, parcels less than 400 square metres, or with an existing flat or apartment, or areas recently developed are regarded as having no development potential.

### Step 5: Demolition and replacement assessment

The assessment is based on the following considerations:

**i. Lot size** - this indicates the potential (or attractiveness) for a lot to be redeveloped at a higher density. With a larger lot, the potential for higher yield increases. For the purpose of the housing capacity assessment, residential lots less than 400 square metres were regarded as parcels with 'no opportunity'. Residential lots with flats and apartments (strata parcels) are also regarded as parcels with 'no opportunity' for further development.

**ii. Age of existing dwelling stock** - older residential areas have a greater potential to be redeveloped for newer developments. The age of the housing stock can mean it is often more economical to demolish a dwelling and replace it with higher density developments (units, townhouses etc.). In general, the older the area, the more likely it will attract higher density redevelopment activity. In contrast, areas developed in the last 10 years are less likely to be developed in the next 20-30 years. Recent development sites are regarded as parcels with 'no opportunity' for a similar reason.

**iii. Planning, heritage or environmental significance** - many older residential areas have some heritage significance, while areas near beaches or major

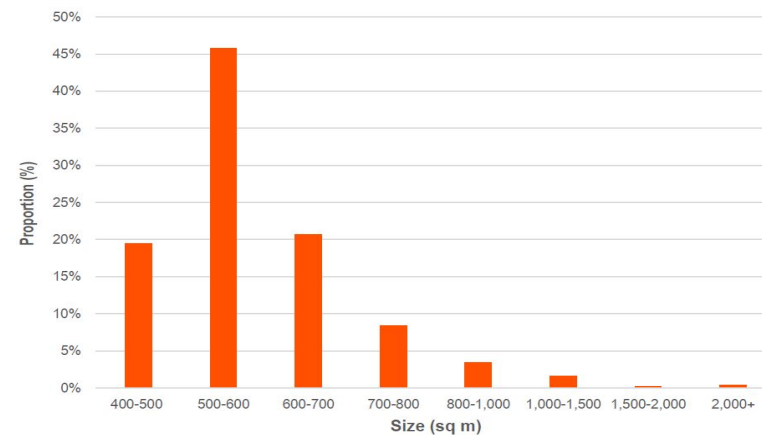
hazard facilities may have environmental attributes which precludes high density development. This influences the form of any residential redevelopment. Such constraints are often reflected in planning policies through parameters such as height limits, dwelling densities and forms considerate of neighbourhood characteristics.

Assumptions for redevelopment in these areas reflect any relevant constraints. In Hobsons Bay, this is particularly relevant in Williamstown and Newport East. Often, heritage areas overlap areas to be allocated to the Neighbourhood Residential Zone, which also has constraints attached to redevelopment of lots.

### Lot size analysis by location

The assessment identified just over **17,008 lots** greater than 400 square metres in Hobsons Bay, with around 65 per cent of these between 500 and 700 square metres (refer Figure 35).

**Figure 35: Lot size analysis – existing lots in infill areas (Hobsons Bay)**



Source: .id Consulting

However, not all parcels of land in established suburbs will be redeveloped, nor is the demand for infill development uniform across the municipality. Recent trends in Australian cities have shown that suburbs with older housing stock, particularly those closer to the CBD, are more likely to be redeveloped<sup>37</sup>.

From this pool of potential infill supply outlined in Figure 35, assumptions can be made about the likely rate of development in each small area, and therefore make a determination on the potential number of additional dwellings that can be achieved through infill development.

Assumptions are largely conservative and consider the following:

- the age of the existing dwelling stock
- proximity to public transport nodes
- contemporary patterns of building and subdivision activity
- the size of the existing lot

Assumptions regarding the Housing Change Areas are outlined in Table 14. These dwelling assumptions are for the three new residential zones which include the: Neighbourhood Residential Zone (NRZ), the General Residential Zone (GRZ) and the Residential Growth Zone (RGZ).

The assumptions take into consideration the likely development outcome on what might be achieved on different sized lots, this is based on the parameters of each zone and what has typically been occurring within Hobsons Bay over the past few years. The results of these assumptions are shown in Table 15 and 16.

**Table 14: Assumptions regarding infill development (New Residential Zones)\***

Small area	NRZ	GRZ	RGZ
Lots less 400 sqm	0.0	0.0	0.0
Lots 400-500 sqm	1.0	2.0	2.0
Lots 500 to 650 sqm	2.0	3.3	3.3
Lots 650-800 sqm	2.5	3.5	4.0
Lots 800-1,000 sqm	3.0	4.5	5.5
Lots 1,000-1,500 sqm	4.0	10.0	20.0
Lots above 1,500 sqm	5.0	15.0	30.0

Source: .forecast.id, Hobsons Bay City Council

*\*The majority of lots identified for substantial change (RGZ) are within the activity centre catchment boundaries.*

**Table 15: Potential dwelling opportunities on existing lots (excluding activity centres & strategic redevelopment sites)**

	Assumed development (%)	Existing lots 400-	Existing lots 501-650	Existing lots 651 -	Existing lots 801-	Existing lots	Existing lots	Total
Altona - Seaholme	25%	44	745	623	164	115	19	1,710
Altona Meadows	8%	155	400	103	38	11	13	721
Altona North	25%	17	1,039	395	38	30	25	1,544
Brooklyn	35%	5	12	307	32	10	7	372
Laverton	35%	72	695	145	25	4	11	952
Newport East	8%	10	32	8	5	4	2	61
Newport West	20%	53	218	102	24	33	7	437
Seabrook	8%	6	217	29	5	3	2	262
Spotswood - South Kingsville	15%	19	52	135	5	2	3	216
Williamstown	5%	19	34	16	8	14	5	94
Williamstown North - The Rifle Range	10%	27	43	13	5	1	10	98
<b>Hobsons Bay</b>		<b>427</b>	<b>3,487</b>	<b>1,874</b>	<b>349</b>	<b>226</b>	<b>103</b>	<b>6,466</b>

Source: .forecast.id, Hobsons Bay City Council

<sup>37</sup> Housing.id, Analysis of housing consumption and opportunities (April 2016).

**Table 16: Potential dwelling opportunities on existing lots by zone (excluding activity centres & strategic redevelopment sites)**

	NRZ	GRZ	RGZ	Total
Altona - Seaholme	69.4%	30.1%	0.5%	100.0%
Altona Meadows	98.0%	2.0%	0.0%	100.0%
Altona North	67.1%	32.9%	0.0%	100.0%
Brooklyn	100.0%	0.0%	0.0%	100.0%
Laverton	67.8%	31.7%	0.5%	100.0%
Newport East	98.2%	1.8%	0.0%	100.0%
Newport West	76.6%	23.4%	0.0%	100.0%
Seabrook	100.0%	0.0%	0.0%	100.0%
Spotswood - South Kingsville	84.3%	15.7%	0.0%	100.0%
Williamstown	91.9%	6.9%	1.2%	100.0%
Williamstown North - The Rifle Range	58.2%	41.8%	0.0%	100.0%
<b>Hobsons Bay</b>	<b>76.2%</b>	<b>23.5%</b>	<b>0.2%</b>	<b>100.0%</b>

Source: .forecast.id, Hobsons Bay City Council

These assumptions indicate that there is potential opportunity for an additional **6,466 dwellings** in Hobsons Bay (excluding strategic redevelopment sites and activity centres) through infill development (refer Table 15).

Whilst the **Neighbourhood Residential Zone** is proposed is the most restrictive residential zone, the assessment estimates that it can potentially deliver just over **75 per cent** of the total infill development opportunities (refer Table 16).

The **General Residential Zone** is estimated to provide just under **24 per cent**. It should be noted that the **Residential Growth Zone** is expected to account for very little infill development as these areas are mostly located in activity centres with dwelling opportunity captured separately.

Estimated dwelling  
yield from Infill  
Development  
  
= **6,466**

#### 4.1.4 Commercial areas – shop top housing

In-centre development refers to dwellings which occur within the commercial areas of activity centres. There is potential for key activity centres within Hobsons Bay to accommodate some new dwellings in the form of shop top housing. Given that most of these centres have access (walkable access) to train stations and services, this type of housing should be encouraged where appropriate in accordance with the Hobsons Bay Activity Centre Strategy.

Just over one per cent<sup>38</sup> of dwellings are currently located in-centre (in the commercial zone). The type of housing in such locations is predominantly higher density one and two bedroom apartments.

Any additional dwellings which may occur in-centre within commercial zoned land in the future will further increase the dwelling supply for Hobsons Bay. The estimated supply would need to be quantified in the preparation of structure plans or urban design frameworks, as these documents will provide guidance over the detailed application of zones and overlays affecting the yield of land in these areas.



**Estimated dwelling yield  
from Commercial Areas**

*= to be identified through  
structure plans/urban design  
frameworks*

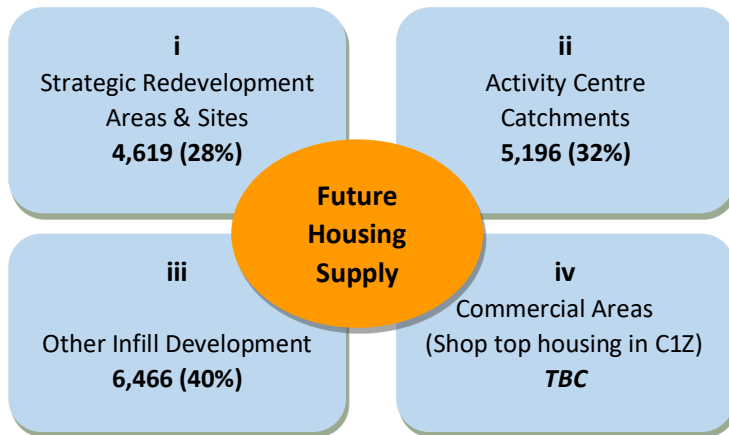
---

<sup>38</sup> Around 1.2 per cent of total land use in Hobsons Bay.

## 4.2 Estimated housing supply

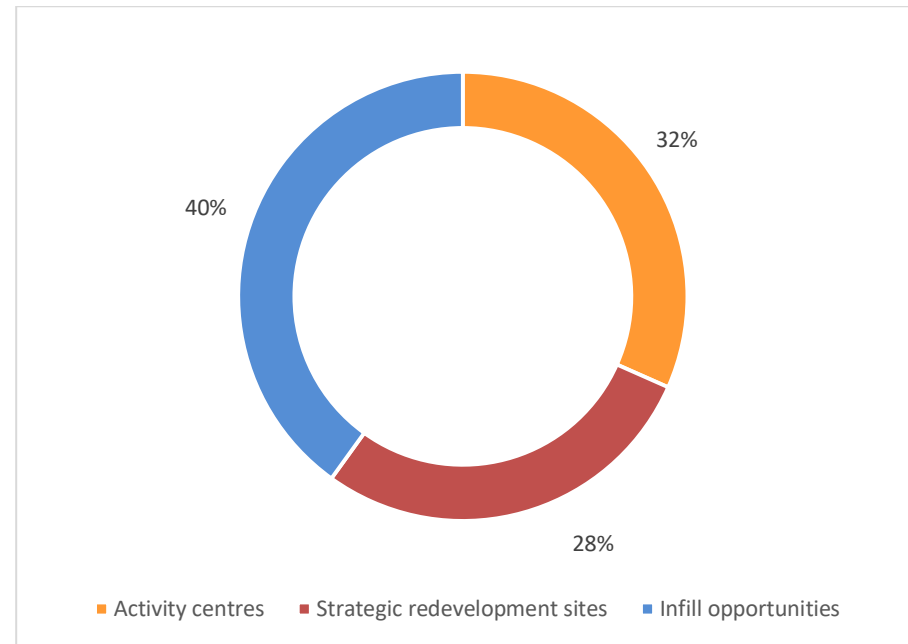
The housing capacity assessment conservatively estimates that Hobsons Bay has development sites/opportunities to provide a net gain of **16,281 dwellings**, as summarised in Figures 36 and 37.

**Figure 36: Estimated dwelling supply**



Around 60 per cent of housing opportunities have been identified within activity centres and key opportunity sites with the remainder (40 per cent) potentially available from other infill opportunities.

**Figure 37: Potential housing opportunities in Hobsons Bay**



### 4.3 Estimated housing demand

Housing demand has been identified in the Housing Strategy Background Report (Volume One) as an additional **8,849 new dwelling (443 new dwellings per annum)** in Hobsons Bay by 2036.

This is based on an anticipated increase in population of around 19,252 residents by 2036 with the majority of this anticipated growth from the expected residential developments in the SRAs.

Based on an estimated housing demand of 443 new dwellings per annum, this means that the potential supply of 16,281 dwellings represents around **37 years of supply**.

#### Housing requirements: Western subregion

Plan Melbourne identifies housing requirements ('housing distribution figures') for the Western subregion (refer Figure 38) which includes Hobsons Bay, Brimbank, Melton, Moonee Valley and Wyndham councils.

It is expected that an additional 1,550,000 new dwellings are required by 2051 across Melbourne, with around 150-160,000 of these in the established areas in the Western subregion.

Plan Melbourne however does not specify what the housing requirements are for each individual councils in the subregions.

**Figure 38: Housing distribution between established areas and growth area greenfields (Plan Melbourne)**

Scenario 1 VIF 2016				Scenario 2 Aspirational scenario			
Region	Net dwelling additions 2015–51			Region	Net dwelling additions 2015–51		
	Total	Established	Greenfields		Total	Established	Greenfields
Inner Metro	215,000	215,000	0	Inner Metro	230,000	230,000	0
Western	385,000	150,000	235,000	Western	365,000	160,000	205,000
Northern	355,000	175,000	180,000	Northern	340,000	180,000	160,000
Inner South East	110,000	110,000	0	Inner South East	125,000	125,000	0
Eastern	175,000	175,000	0	Eastern	190,000	190,000	0
Southern	310,000	185,000	125,000	Southern	300,000	195,000	105,000
<b>Total Melbourne</b>	<b>1,550,000</b>	<b>1,010,000</b>	<b>540,000</b>	<b>Total Melbourne</b>	<b>1,550,000</b>	<b>1,080,000</b>	<b>470,000</b>
	100%	65%	35%		100%	70%	30%

**Note:**  
Housing distribution figures have been developed to show distribution between established areas and greenfield areas based on two scenarios. Scenario 1 is based on VIF 2016 projections which assume continuation of current trends. Scenario 2 shows an aspirational distribution based on achieving a 70/30 split of net dwelling additions. For the purpose of these figures, greenfield areas include land in a growth area council that is either currently under development or identified for future development  
Source: Department of Environment, Land, Water and Planning

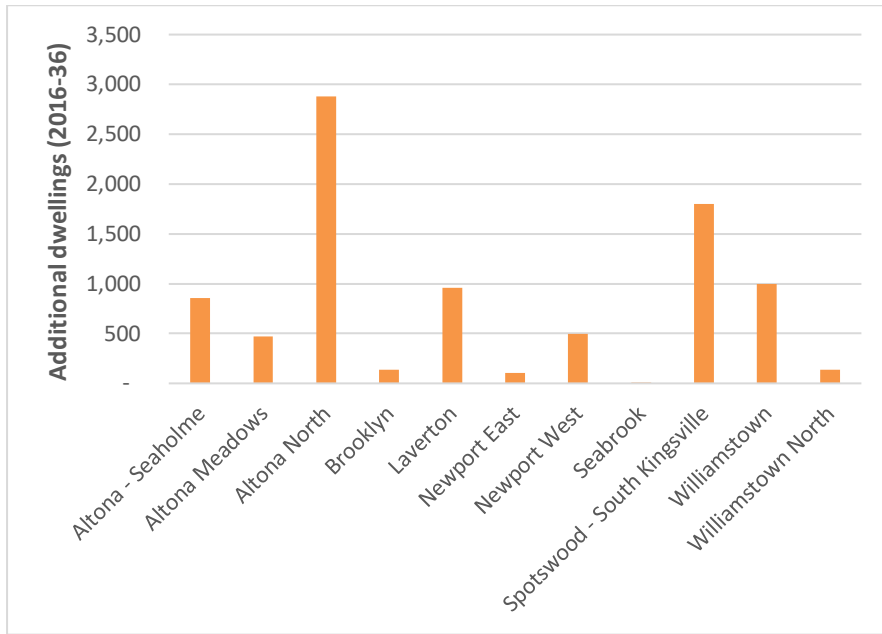
#### 4.3.1 Housing demand by suburb

The estimated housing demand in each suburb (i.e. the distribution of the 8,849 dwellings required by 2036) has been identified in the Housing Strategy Background Report<sup>39</sup> and is shown in Figure 39 and included in the Housing Change Areas analysis in Section Three of this document.

The forecasted housing demand varies between the suburbs as it is based on factors such as expected household sizes, development opportunities and vacancy rates. This is analysed in more detail in the Housing Strategy Background Report.

<sup>39</sup> Addendum: Demographic and Housing Needs – 2016 ABS Census Updates (December 2017).

**Figure 39: Forecast housing demand (2016-36)**



Source: forecast.id (2016)

#### 4.4 Housing supply vs demand

Based on the housing capacity assessment identified in this report, there is enough capacity/housing opportunities in Hobsons Bay to comfortably meet expected housing demand over the next 20 years (refer Figure 39).

It is expected that the strategic redevelopment sites alone could accommodate more than half (52 per cent) the total forecasted dwelling demand by 2036.

New dwellings that might occur as shop top housing within activity centres, which represent additional opportunities that have not been included in the capacity assessment.

**Figure 40: Housing demand (2016-36) vs supply**



Although supply for additional housing is not expected to be an issue in the municipality, the location of new housing needs to be appropriately planned.

Currently, the spatial distribution of new dwellings constructed in Hobsons Bay does not align well with the location of the municipality’s activity centres.

The Housing Strategy presents an opportunity to better align housing growth in appropriate locations through the application of the proposed housing change areas identified in the Housing Framework Plan.



## SUMMARY

## 5.0 SUMMARY

The Hobsons Bay Housing Strategy Background Report identified the need for a Housing Framework Plan and a housing capacity assessment for the municipality.

The Housing Framework Plan identifies the appropriate housing change areas to manage and guide future housing growth and change in Hobsons Bay over the next 20 years.

The housing capacity assessment identifies the potential dwelling supply for Hobsons Bay over the next 20 years (2016-36). The assessment is based on:

- the identification of a number of land use, environmental, built form and accessibility constraints which could impact on the provision of new housing
- a housing capacity model which considers four key sources (opportunities) for additional residential development in Hobsons Bay

The housing capacity assessment identifies that there is enough capacity/housing opportunities in Hobsons Bay to comfortably meet expected housing demand over the next couple of decades.

The future development of substantial strategic redevelopment sites are expected to accommodate just over half the new housing anticipated.

Whilst supply/opportunities for additional housing is not expected to be an issue in the municipality, the location of new housing needs to be appropriately

planned to better align with activity centres and areas with existing community infrastructure and services.

It is recommended that the Housing Framework Plan be used to manage housing growth and change in Hobsons Bay and to implement the New Residential Zones.

---

## REFERENCES

---

- Department of Land, Water and Planning, Plan Melbourne (2017-2050)
- Department of Land, Water and Planning, Major Hazard Facilities Advisory Committee (January 2018)
- Hobsons Bay City Council Housing Strategy Volume One: Background Report (updated December 2017)
- Hobsons Bay City Council Housing Strategy Background Report (Addendum), Demographic and Housing Needs – 2016 Census Updates (December 2017)
- Hobsons Bay City Council, Activity Centre Strategy (2019)
- Hobsons Bay City Council, Industrial Land Management Strategy (2008)
- Hobsons Bay City Council, Neighbourhood Character Study (2019)
- Hobsons Bay Integrated Transport Plan (2017-30)
- Informed Decisions (.id) Consultants, Housing .id Analysis of housing consumption and opportunities (April 2016 with April 2018 and April 2019 updates)
- Residential Zones Standing Advisory Committee – Stage One Overarching Issues Report (June 2014)

---

## APPENDICIES

---

## APPENDIX A – OVERLAYS IN THE HOBSONS BAY PLANNING SCHEME

<b>Overlay</b>	<b>Constraints</b>
<b>Heritage (HO)</b>	A planning permit is required to subdivide land, demolish/remove a building and to construct a building or carry out works.
<b>Design and Development (DDO)</b>	Built form outcomes will need to be considered in land covered by a DDO, e.g. foreshore height limitations.
<b>Land Subject to Inundation (LSIO)</b>	A planning permit is required for building and works to subdivide land affected by an LSIO.
<b>Special Buildings (SBO)</b>	A planning permit is required to construct a building (including single dwellings) or carry out works and to subdivide land. Some building and works are exempt from this requirement. Areas covered by an SBO may have limited capacity for multi-unit development as it is liable to inundation from overland flows from urban drainage systems.
<b>Environmental Audit (EAO)</b>	A Certificate or Statement of Environmental Audit is required for sensitive uses on land covered by an EAO. There are a number of known contaminated sites within the municipality, this can be a constraint on constructing new houses due to the financial costs of remediation and may drive dwelling densities.
<b>Environmental Significance (ESO)</b>	An ESO applies for protection of the Kororoit Creek Corridor. This overlay does not impact on any residentially zoned land.
<b>Public Acquisition (PAO)</b>	The PAO identifies land which is proposed to be acquired by an authority. In Hobsons Bay, the acquisition authorities include VicRoads and HBCC for the purpose of roads and municipal reserves respectively. . The PAO affects small areas of land within the municipality, a planning permit is required for Section 1 and 2 uses within the zone, for buildings and works and to subdivide.

## APPENDIX B – DESIGN & DEVELOPMENT OVERLAYS (DDO)

<b>DDO</b>	<b>Purpose</b>
<b>DDO1</b>	Westgate Bridge Approaches - to ensure the adequate safety and amenity of the West Gate Bridge and its approach viaducts, motorists using the bridge and nearby properties.
<b>DDO2</b>	Birmingham Street Area - to ensure that development enhances the amenity of Melbourne Road and the residential area along Birmingham Street.
<b>DDO3</b>	To provide design and development guidelines for 65 Nelson Place, Williamstown.
<b>DDO4</b>	Foreshore Height Limitation - applies a maximum two storey height limit to protect and enhance the environment of the Hobsons Bay foreshore.
<b>DDO5</b>	Newport Lakes Residential Development - to minimise the visual impact of any new development to preserve the general amenity of the Newport Lakes parkland.
<b>DDO8</b>	Foreshore Height Limitation of three storeys - Mill Lane and Garden Street; Nelson Place; Ferguson Street between Nelson Place and the Strand, James and Aitken Streets; and Rifle Range Estate - to protect and enhance the environment of the Hobsons Bay foreshore.
<b>DDO9</b>	Mason Street, Newport – Residential Development Adjoining Newport Lakes Reserve to protect the amenity of the Newport Lakes parkland.

<b>DDO10</b>	Design and development guidelines for The Former Caltex Terminal (South Kingsville).
<b>DDO11</b>	Design and development guidelines for Precinct 20 - Former Port Phillip Woollen Mills and Surrounds.
<b>DDO13</b>	Design and development guidelines for Part Precinct 9 - Former Cabots Site 302-330 Millers Road, Altona North.
<b>DDO14</b>	Design and development guidelines for Land At 222-238 And 240-258 Kororoit Creek Road, Williamstown North.
<b>DDO15</b>	To ensure development does not adversely affect or put at risk the construction, integrity or operation of the Project or West Gate Tunnel.
<b>DDO16</b>	To ensure development does not adversely affect or put at risk the construction, integrity or operation of the Project or West Gate Tunnel.

