



**Tottenham and West Footscray Employment Precincts  
Background Issues Report (Final) January 2020  
For: Maribyrnong City Council**



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

The report issue date is 29 January 2020.

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

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

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# 1. INTRODUCTION



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This report has been prepared for Maribyrnong City Council to update background information to inform the preparation of two framework plans for the Tottenham Employment Precinct and the West Footscray Employment Precinct. These two precincts were identified as Core Employment Precincts (CEA) in the Maribyrnong Economic and Industrial Development Strategy (MEIDS) prepared in 2011. Tottenham was identified as Precinct 2 and West Footscray as Precinct 3. The report builds on the previous Tottenham and West Footscray Precinct Framework Plans of 2014, which incorporated both background information and framework plans to guide the future development of these precincts in one document.

The report provides an overview of the changing policy context including relevant local and state planning strategies, movement and access, land use, urban design, heritage, environmental issues, economic factors and business attraction initiatives focusing on changes since the preparation of the 2014 Framework Plans.

There have been significant changes since the preparation of the 2014 report which are important factors to be considered in the update of the framework plans. The most significant of these are the:

- The commencement of the WestGate Tunnel project and the East-West Link project not proceeding.
- The release of Plan Melbourne in May 2014 and the subsequent refresh of the Plan in 2017 resulting in Plan Melbourne 2017-2050 designating and strengthening the role of the precincts as part of the Western State Significant Industrial Precinct.
- Adoption of the Movement and Place Framework to guide transport planning by the Victorian Government.
- Commercial and industrial zone reforms in 2013/14 including the replacement of the Business 3 and 4 Zones with the Commercial 2 Zone and more recently, the development of the Commercial 3 Zone to encourage mixed-use employment with limited retailing and potentially no residential land use.
- Ongoing local economic and employment benefits from the precincts but the failure to sufficiently harness the vast potential provided by industrial land in the precincts.
- The introduction of a new Planning Policy Framework which has restructured State policy and will integrate local content.
- Recent fire on industrial land in Victoria Drive, Tottenham and subsequent and ongoing environmental effects upon Stony Creek and surrounding land.

Council has prepared a number of strategies and reports relating to the precincts and surrounding land which include the:

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

Many of the more recent strategies above influence the updates of the Tottenham and West Footscray Precinct Framework Plans. An overview of these strategies and changing context for the precincts are provided in this report along with findings and recommendations about how issues should be addressed in the updated Framework Plans for each precinct.

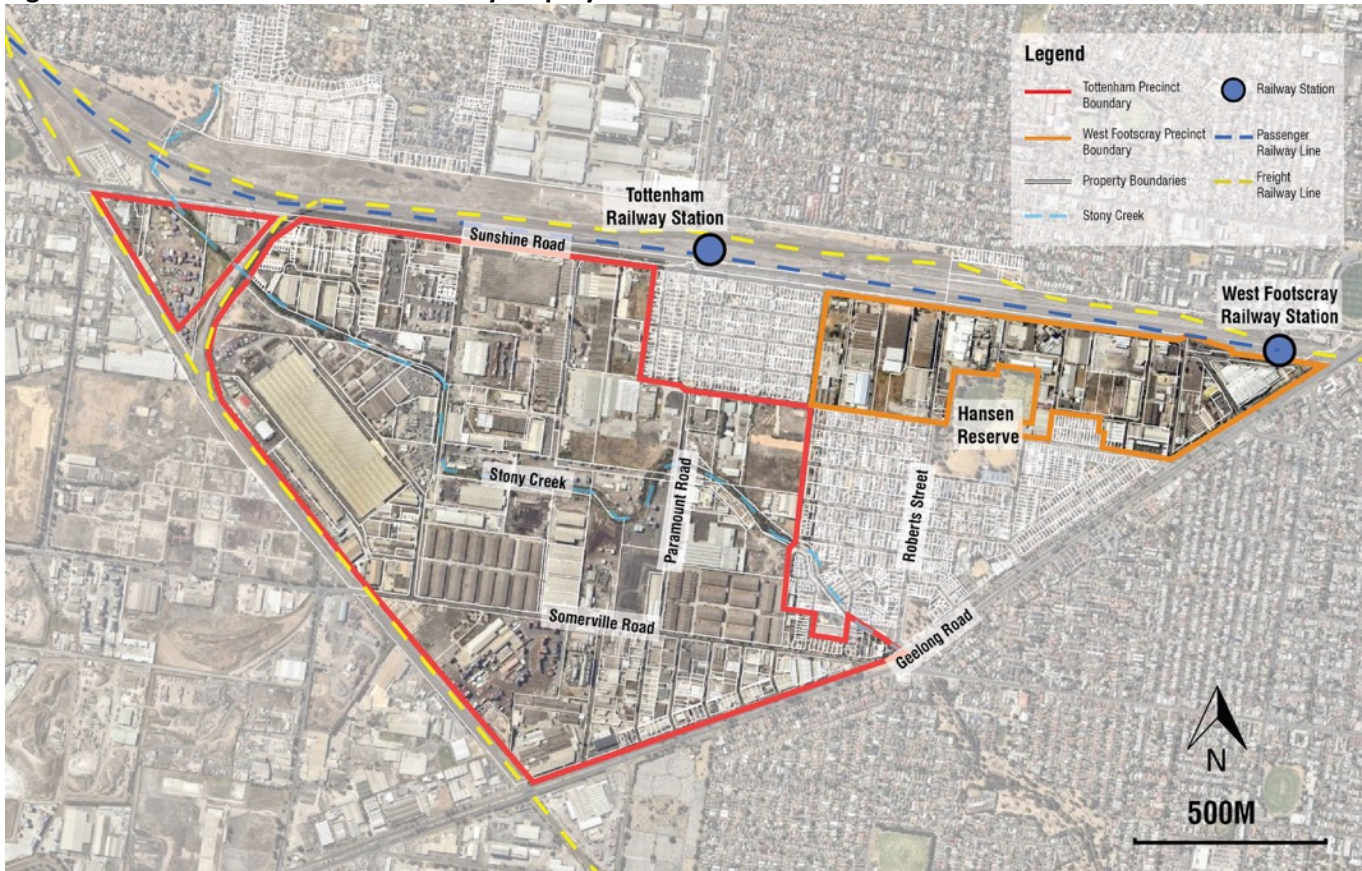
## 2. STUDY AREA – LOCAL AND REGIONAL CONTEXT



## 2. STUDY AREA – LOCAL AND REGIONAL CONTEXT

The two precincts to be examined are known as the Tottenham Employment Precinct and the West Footscray Employment Precinct and their local context is shown in Figure 1.

**Figure 1: Tottenham and West Footscray Employment Precincts – Local Context**



The two employment precincts comprise the following key elements:

- They make up the eastern most boundary of the Western State Significant Industrial Land.
- Industrial land (Industrial 1 Zone and Industrial 3 Zone) and commercial land along Geelong Road (Commercial 2 Zone).
- Significant arterial roads for freight and other transport movements including Sunshine Road, Paramount Road and Geelong Road (Princes Highway).
- Stony Creek, which traverses from residential areas in Sunshine via industrial land in the two employment precincts to the Yarra River near the West Gate Bridge.
- Significant railway infrastructure including the western metropolitan and regional railways and Tottenham railway yards to the north and the Newport to Sunshine freight railway to the west along with the connecting flyover from that freight railway to the Tottenham railway yards.

The study area of the two employment precincts consists of 303.1 hectares of land with 49.5 hectares in West Footscray and 253.6 hectares in Tottenham. Land is predominantly zoned for industrial use, while the second largest zoning area is dedicated to roads as shown in **Table 1**.

**Table 1: West Footscray Precinct - Zoning Areas**

Planning Zone	Zone	Area (ha)
Industrial 1 Zone	IN1Z	30.0
Industrial 3 Zone	IN3Z	13.4
Road Zone 1	RDZ1	4.0
Road Zone 2	RDZ2	2.1
<b>Total</b>		<b>49.5</b>

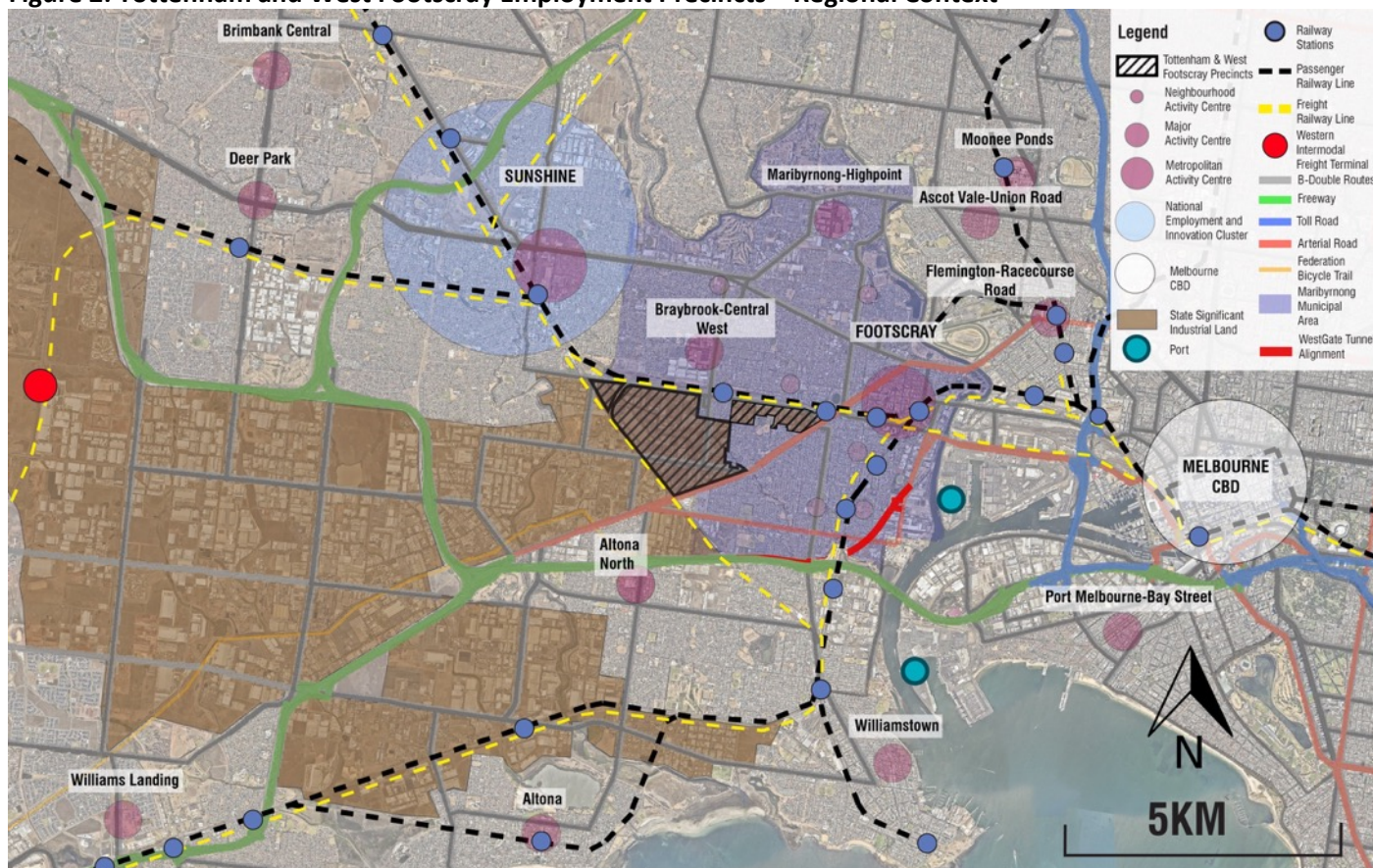


**Table 2: Tottenham Precinct - Zoning Areas**

Planning Zone	Zone	Area (ha)
Commercial 2 Zone	C2Z	3.0
General Residential Zone	GRZ	2.3
Industrial 1 Zone	IN1Z	220.1
Industrial 3 Zone	IN3Z	20.3
Urban Floodway Zone	UFZ	0.9
Road Zone 1	RDZ1	7.0
<b>Total</b>		<b>253.6</b>

The regional location of the two precincts in the context of Melbourne’s western region is shown in **Figure 2**.

**Figure 2: Tottenham and West Footscray Employment Precincts – Regional Context**



The regional context demonstrates the excellent locational attributes of the two employment precincts and synergies from nearby significant features such as the:

- Port of Melbourne.
- Melbourne Central Business District.
- Principal Freight Network (road) along the West Gate Freeway and Western Ring Road.
- Edge of the Western Region State Significant Industrial Land, bordering the Brooklyn industrial area.
- Freight and passenger railway network with the Western Intermodal Freight Terminal located further west in Derrimut.
- Two Metropolitan Activity Centres of Footscray and Sunshine with Major and Neighbourhood activity centres located nearby.
- Sunshine National Employment and Innovation Cluster (NEIC).
- Residential catchment in the western and northern regions which provide a nearby workforce.



### 3. PROJECT OBJECTIVES



### 3. PROJECT OBJECTIVES

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The overarching objectives of the project as detailed in the project brief are to update framework plans for Tottenham and West Footscray to:

- Implement MEIDS 2011.
- Revise and update the findings and recommendations of the Tottenham and West Footscray Precinct Framework Plans 2014.
- Identify the preferred future form and function of the precincts.
- Be informed by a high level of consultation with key business land owners and operators within the precinct and other agencies (e.g. Melbourne Water, EPA and DJPR and DoT).
- Protect and enhance the amenity and environmental qualities of Stony Creek.
- Manage and enhance interfaces between industrial and residential land uses.
- Be informed by adjoining Council Framework Plans (i.e. The Brooklyn Evolution Strategy).
- Seek to attract new business investment and development to maximise employment retention and growth opportunities in the precincts.
- Mitigate potential negative impacts associated with the Tottenham fire.
- Identify environmentally sustainable outcomes in the precinct.
- Identify new infrastructure upgrades.
- Identify improved environmental and amenity outcomes (particularly along the Stony Creek corridor).
- Guide future growth and development through built form design guidelines.
- Incorporate current Victorian Government policy directions.

As detailed in the project brief, the project requires the following outputs to be delivered:

- Updated framework plans for the Tottenham and West Footscray employment precincts.
- Supporting planning scheme changes (including alignment with the Planning Policy Framework).
- Strategies to attract new businesses and identified infrastructure upgrades.

These outputs will be provided through an updated framework for the employment precincts based on the development of a clear vision, strategic context, site analysis, land use context, business attraction strategy and opportunities, transport, environmental, heritage and urban design issues related to industrial and employment needs for the land into the future.

The Background Issues Report has been prepared by a multidisciplinary team that consists of:

- Plan2Place Consulting.
- Cardno.
- Essential Economics.
- Movement and Place Consulting.
- Peter Boyle Urban Design+Landscape Architecture.
- GJM Heritage.
- Wayfarer Consulting.

The Background Issues Report provides the strategic overview and basis for the development of the updated framework plans for the Tottenham and West Footscray Employment Precincts.

## 4. PREVIOUS FRAMEWORK PLAN



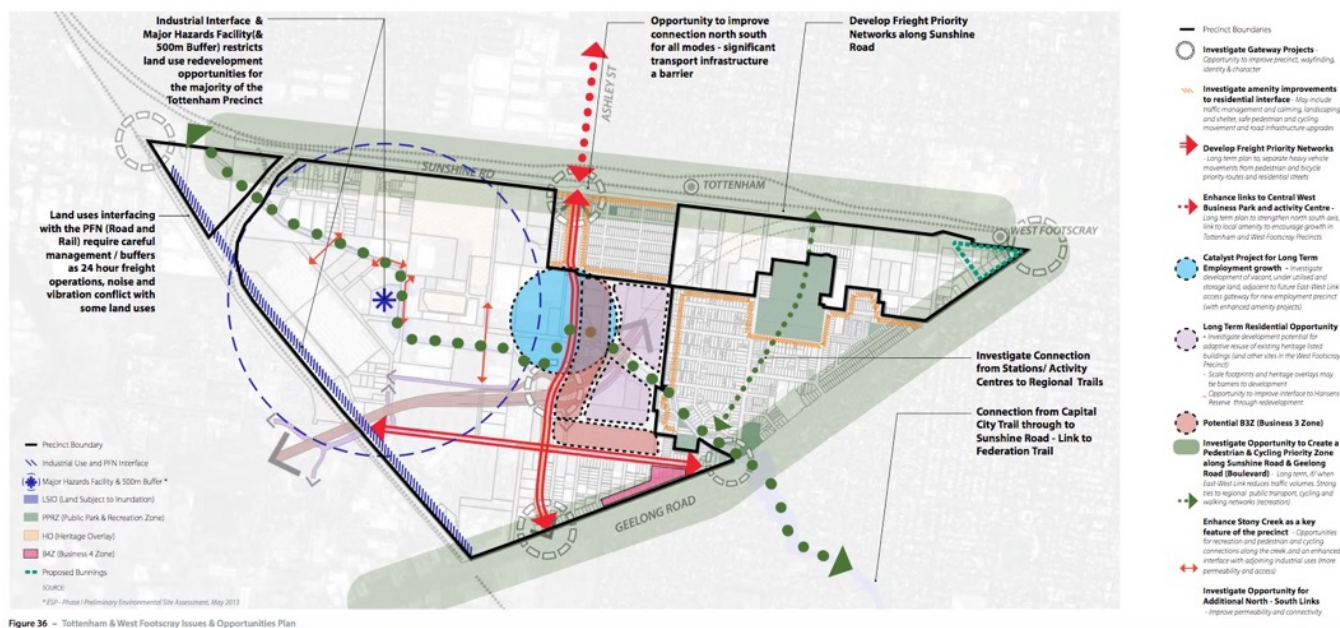
## 4. PREVIOUS FRAMEWORK PLAN

In 2014, the *Tottenham and West Footscray Precinct Framework Plans* were prepared. These established a long-term framework for the two precincts within a context of significant planning underway particularly for major transport projects.

The key directions of that report provide a good foundation for the development of updated framework plans. These directions are to be tested through this project to inform the development of updated Framework Plans. The key issues and opportunities from that plan are detailed below in **Figure 3**.

**Figure 3: Key Issues and Opportunities - Tottenham and West Footscray Employment Precincts, 2014**

### 07 KEY ISSUES & OPPORTUNITIES - TOTTENHAM AND WEST FOOTSCRAY



The key issues shown in the plan above remain current and valid for the two precincts. The need for any additional issues to be added since 2014 will be explored and complemented further in this update to the framework plans for the two precincts.

Many of the key opportunities identified above also remain valid, although with the strengthening of state planning policy around state significant industrial land in Plan Melbourne 2017-2050 and the East-West Link not progressing, the following are considered to not be viable future opportunities:

- Investigating the catalyst employment and gateway node along Paramount Road (this was dependent on East-West Link upgrading Paramount Road).
- Long term residential opportunities for a small amount of land between the western side of Cala Road and land proposed to be zoned Business 3 (or a Commercial 2 Zone) along Paramount Road (linked to East-West Link).
- Land to be rezoned to a former Business 3 Zone (or a Commercial 2 Zone) along Paramount Road (now inconsistent with status as State Significant Industrial Land).

The remainder of this report will update the site analysis and changes to the policy and major project context since the preparation of the 2014 report. This will enable recommendations for the development of updated framework plans to be made.

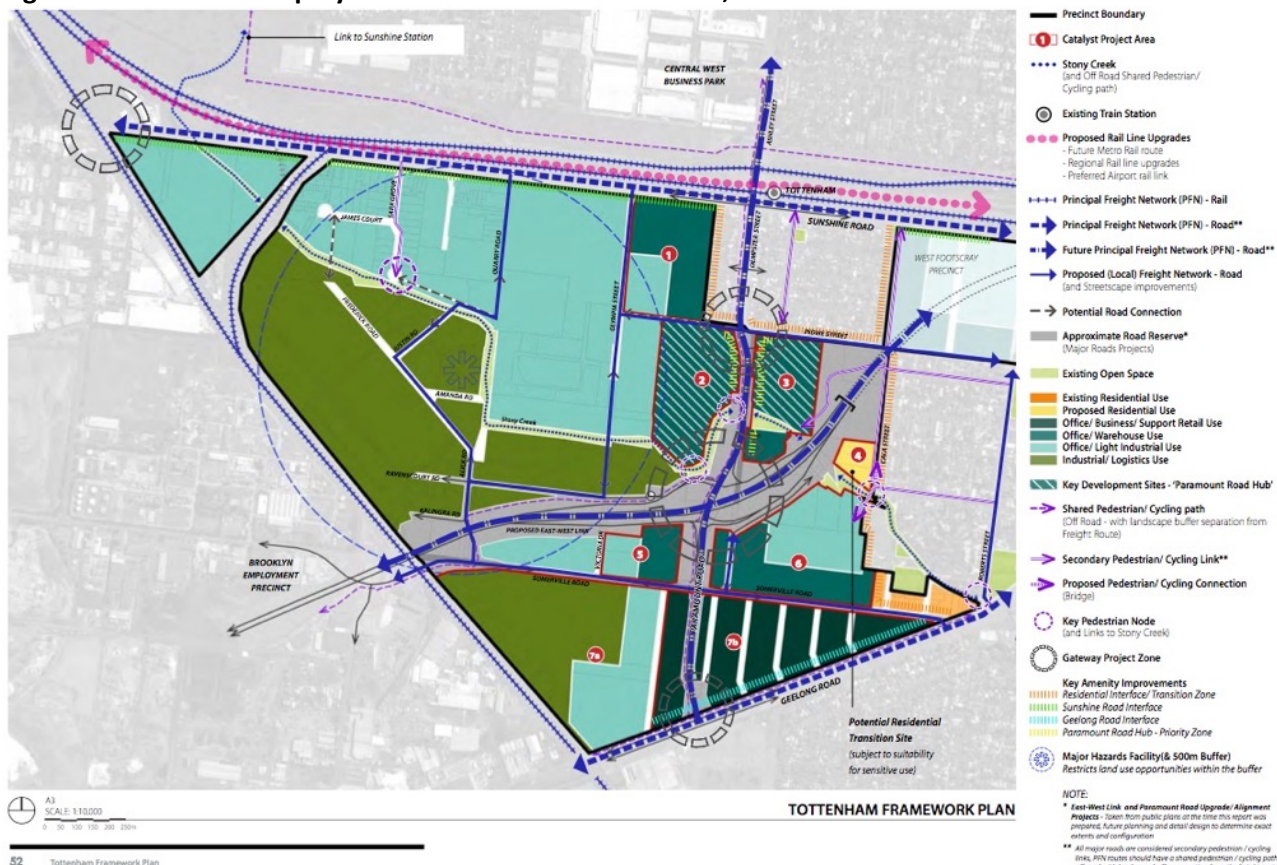
#### 4.1. Tottenham Employment Precinct

The Tottenham Framework Plan was largely framed around the western section of the proposed East-West Link project. This project would have significantly changed the centre of the precinct with new road connections and enhanced access to both the Port of Melbourne and west to the Western Ring Road. Opportunities to capitalise on this investment were proposed with a focus on widening and upgrading of Paramount Road as a catalyst. The

development of a “Paramount Road Hub” was proposed which would deliver a higher employment density of office and warehouse uses and a higher quality environment with strong pedestrian, cycling and vehicle connections. Medium to high density residential uses were also proposed along Cala Street and the Stony Creek as a transitional area from the existing residential area to the east and the new road infrastructure of East West Link and industrial land to the west. In other areas of the precinct, existing uses would continue with the traditional industrial and logistics uses being retained to the west of the precinct, capitalising on access to freight railway lines and the location adjacent to the Major Hazard Facility (MHF).

A range of amenity improvements were proposed including boulevard treatments along Geelong Road and Sunshine Road and the revitalisation of Stony Creek being the most significant. Gateway treatments were proposed at key entries to the precinct and around the East-West Link entry and connection points. These were to consist of landscaping, architectural and wayfinding elements to change perceptions of the precinct.

**Figure 4: Tottenham Employment Precinct Framework Plan, 2014**



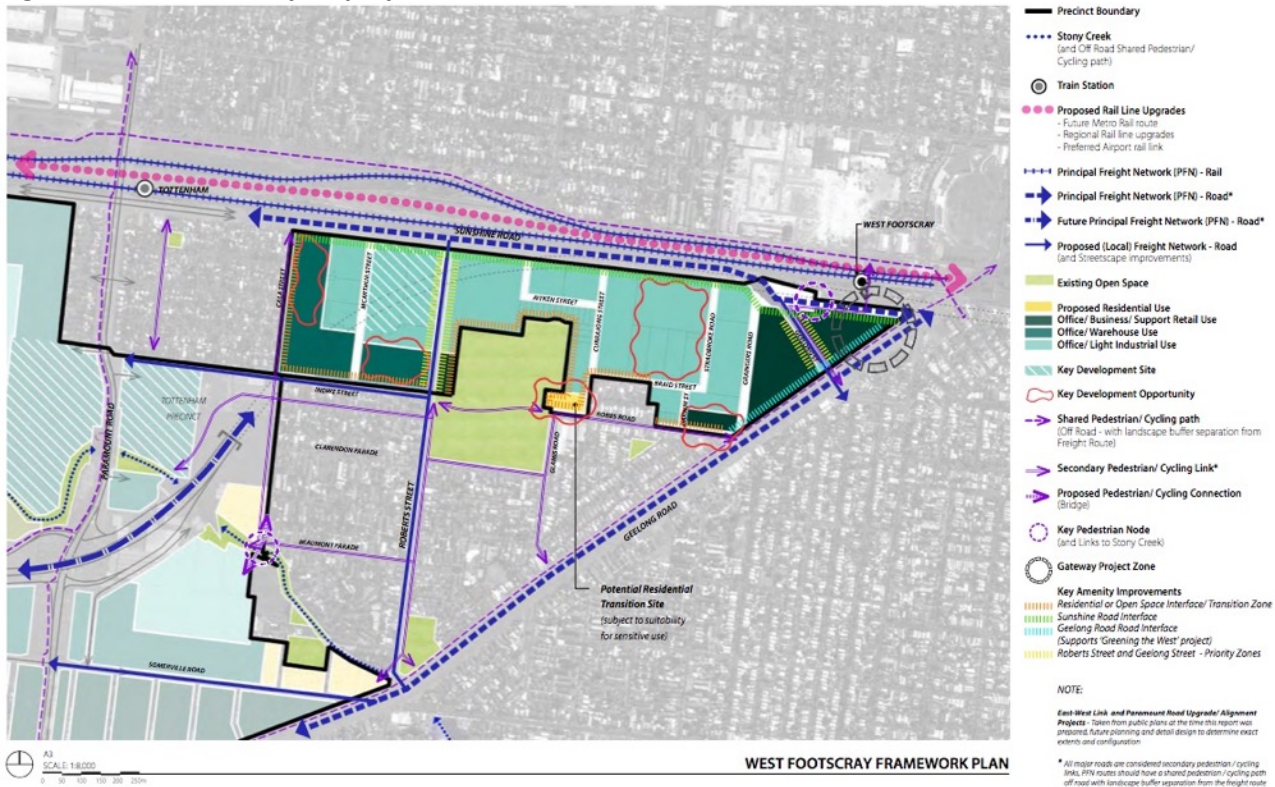
#### 4.2. West Footscray Employment Precinct

The West Footscray Framework Plan was positioned adjacent to West Footscray railway station and bordered within Geelong and Sunshine Roads. The precinct would have had improved access to the Port of Melbourne and Western Ring Road via the then proposed East-West Link. Opportunities to capitalise on existing and new investments were proposed along Geelong and Sunshine Roads, utilising existing heritage buildings. The precinct was to deliver increased employment density through office, business, supporting retail, warehouse and light industrial uses. Amenity improvements to the public and private environments were proposed through improved pedestrian, cycling and vehicle connections in the precinct and to Hansen Reserve. Medium to high density residential uses were proposed along a small section of land on the north side of Robbs Road adjacent to Hansen Reserve. In other areas of the precinct, existing uses were proposed to continue with the traditional industrial and logistics uses being retained to the west of the precinct, capitalising on access to the road freight network.

A range of amenity improvements were proposed including boulevard treatments along Geelong and Sunshine Roads and gateway treatments at the intersection of these two roads. These were to consist of landscaping, architectural and wayfinding elements to change perceptions of the precinct.



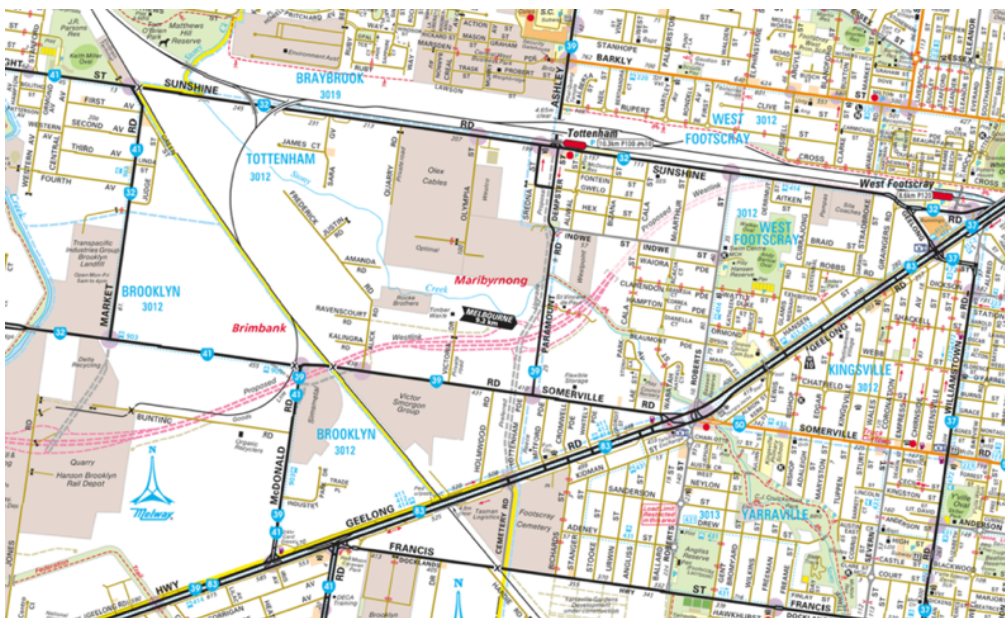
Figure 5: West Footscray Employment Precinct Framework Plan, 2014



### 4.3. East-West Link and Paramount Road Upgrade

Many of the directions provided by the Tottenham Precinct Framework Plan 2014 were based on the assumption that during the implementation of the plan, the western section of East-West Link (previously known as WestLink) and the Paramount Road upgrade would be completed. A map showing these two projects is provided in **Figure 6**.

Figure 6: Planned alignments of WestLink and Paramount Road Duplication



Source: Melway (2014)

These two related road projects would have generated potential for land use changes resulting from improved movement and freight access to the area. The 2014 framework plans sought to optimise this potential as well as mitigating impacts to pedestrian safety and balancing options for more mobile vehicular movement with current and future public transport infrastructure. As these projects are not proceeding at this time, it prompts a reconsideration of the movement and accessibility directions and their impacts on appropriate land uses.

## 5. PLANNING CONTEXT



## 5. PLANNING CONTEXT

### 5.1. Planning Context

Since the development of the framework plans in 2014, there have been significant changes to the planning, environmental and infrastructure context affecting the planning, development and management of employment precincts in Victoria. In particular, the Victorian Government adopted Plan Melbourne in 2014 which was subsequently refreshed by Plan Melbourne 2017-2050, adopted a new Victorian Freight Plan, gazetted a new Commercial 3 Zone, gazetted a Ministerial Direction for major hazard facilities and developed pending changes to the Environment Protection Authority legislation and regulations. This has substantially impacted the operating environment of the framework plans from 2014 and affects the operation of state and local planning policies.

A summary is provided below of the State and local planning policy, strategy and legislative contexts beginning with the State context.

### 5.2. Plan Melbourne

*Plan Melbourne 2017-2050* is the Metropolitan Planning Strategy for Melbourne. The document has an increased emphasis on employment for an increasing population and strengthens the planning framework around industrial and commercial land, particularly for state significant industrial land. The two employment precincts of Tottenham and West Footscray are part of the Western Industrial Precinct.

Policy 1.1.6 of *Plan Melbourne 2017-2050* requires Councils to plan for industrial land in the right locations to support employment and investment opportunities. Being part of the State Significant Industrial Precinct and in close proximity to the Port of Melbourne, Council is required to protect the two employment precincts from incompatible land uses to allow their future industrial and commercial economic and employment growth.

The Plan Melbourne 2017-2050 Five-Year Implementation Plan (Plan Melbourne Implementation Plan) identifies two relevant actions. These are *Action 8 Significant industrial precincts* and *Action 12 Planning for future employment growth*. These actions provide strong direction for the planning of the Tottenham and West Footscray Employment Precincts (see **Figure 7**).

#### Figure 7: Relevant Plan Melbourne Actions

##### Action 8

##### Significant industrial precincts

Work with local government to strengthen regionally significant industrial precincts in established urban areas for employment-generating activities by:

- ensuring that sufficient land is zoned for employment purposes and that sensitive land uses such as housing are not permitted to be established in them
- retaining larger industrial precincts for local manufacturing, service industries, warehousing and distribution
- promoting the renewal of older industrial areas that are no longer well suited to industrial activities for alternative employment activities such as offices, creative industries and other employment-generating activities
- facilitating improved information and communications technology infrastructure, access and amenity within these areas
- reviewing planning, building and environmental regulations to ensure that these are not barriers to the affordable conversion of designated industrial areas for alternative employment-generating activities
- identifying areas no longer required for employment activities.

##### Action 12

##### Planning for future employment growth

Assist councils to plan for future employment needs by:

- addressing how metropolitan regional employment demand forecasts can be translated into floorspace requirement, land-use and zoning frameworks
- providing direction for assessing the ongoing suitability of established industrial and commercial areas for different types of employment purposes
- providing direction about when such areas should be retained for employment purposes and when they should be considered for rezoning to mixed-use or residential.

PLAN MELBOURNE DIRECTION 1.1	
TIMEFRAME	Short
LEAD AGENCY	DELWP
IMPLEMENTATION PARTNERS	VPA, DEDJTR, councils

PLAN MELBOURNE DIRECTION 1.2	
TIMEFRAME	Short
LEAD AGENCY	DELWP
IMPLEMENTATION PARTNERS	DEDJTR, VPA

Work is also underway between State and local government to develop Land Use Framework Plans that would provide sub-regional plans. These would provide a regional planning framework, helping to better align and bridge State and local planning policies but are yet to be finalised.

### 5.3. Victorian Freight Plan (VFP)

The Victorian Freight Plan provides a state-wide freight plan which establishes short, medium and long-term priorities to support the freight and logistics system resulting from strong population growth and the growth in demand for goods and services.

The VFP estimates the value of all goods exported from Victoria is \$26 billion per annum with freight volumes predicted to increase from around 360 million tonnes in 2014 to nearly 900 million tonnes in 2051. With only 3 per cent of Australia's total land mass, Victoria accounts for almost a quarter of Australia's total food and fibre exports. The freight and logistics sector contribute \$21 billion to Victoria's economy and employs approximately 260,000 Victorians.

This VFP includes actions to:

- Review and update the existing Principal Freight Network (PFN) to include significant freight places, shipping channels and over-dimensional routes, strengthening protection of the PFN in planning schemes.
- Assess long term metropolitan industrial land needs and designate appropriate areas for the future.
- Recognise the existing and planned regional intermodal terminals in the PFN.
- Review existing, and identify and reserve sites for new, freight terminals and precincts.

### 5.4. Ministerial Direction 20 - Major Hazard Facilities

The purpose of this Direction is to require planning authorities to seek and have regard to the views of WorkSafe Victoria and the Minister for Industry and Employment when preparing a planning scheme amendment which rezones land for, or is within the threshold distance of, a Major Hazard Facility (MHF).

This Direction applies to the preparation of a planning scheme amendment that provides for:

- A new MHF.
- The expansion of an existing MHF.
- Any change to planning controls within a threshold distance of an existing or approved MHF.

### 5.5. Environment Protection Act (1970) – Update and Overhaul

The Victorian Government has undertaken to completely overhaul and replace the Environment Protection Act (1970). The first step of implementation of the new Act occurred with the passage Environment Protection Act 2017 (EP Act 2017), which implemented reforms to the Environment Protection Authority's governing structure, for example legislating certain roles such as the Chief Scientist, the CEO and the Board of Environment Protection Authority (EPA).

The EP Act 2017 also defines EPA's role to protect human health and environment by reducing the harmful effects of pollution and waste. The second step of the amendment occurs through the Environment Protection Amendment Act 2018 (EP Act 2018), passed in September 2018, which contains the substantive amendments and "fills in" the framework set up EP Act 2017.

The EP Act 2018 provides for a long transitional period and the final Act (which will be known as the EP Act 2017) comes into force no later than 1 December 2020. It will contain some notable changes, including the creation of a "general environmental duty". This requires that any person engaged in activities that could present a risk to human health or the environment must take steps to minimise the risk as far as practicable. Breaches will be accompanied by much higher fines and penalties including imprisonment. The Act also introduces a range of new "permissions" or licences focussing on the types of activities and the risks presented by them.

These legislative changes will have implications for how sites and operations within the precincts are managed and regulated and is likely to result in additional obligations on sites that are not currently regulated.



## 5.6. Major Hazard Facilities

The Department of Land, Water, Environment and Planning have been undertaking a range of work in relation to the management of MHFs. An Advisory Committee presented their final report in July 2016 which included a range of recommendations to improve land use planning for areas surrounding MHFs in order to better manage the interface areas between existing and new development and land used for MHF. This work resulted in Amendment VC152 which introduced new state policy into the planning policy framework and the preparation of Ministerial Direction 20.

A report into potential models for introducing planning scheme controls to manage buffers around MHFs and the range of uses suitable to include was released for consultation. It identified potential models that could be adopted to consider 'risk' when deciding on the suitability of new / changed developments in the vicinity of existing MHFs.

There is one MHF identified in the Tottenham precinct. Advice was received from Worksafe in relation to the appropriate buffer requirements for this facility. This advice highlights the need to retain the industrial zoning around the facility with recommendations on land uses appropriate within specified buffers surrounding the precinct. An inner zone of 100m from the site boundary provides for low density industrial uses with no increase in population. The Outer Zone from 100m to 500m from the site boundary provides for business or other use where people are likely to be able to respond to a potential emergency situation with controlled intensification of population (or employment).

## 5.7. Planning Policy Framework

There are a number of clauses in the Planning Policy Framework (PPF) of the *Maribyrnong Planning Scheme* that provide direction to the planning of the two employment precincts. The most notable are:

PPF Clause	Policy Purpose and Implications
<p><b>Clause 13 Environmental Risks and Amenity</b></p> <p><i>13.07-1S – Land use compatibility</i>  <i>13.07-2S – Major hazard facilities</i></p>	<p>The safeguarding of community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects is promoted through this policy. The policies promote minimising the potential for human and property exposure to risk from potential incidents at major hazard facilities while ensuring their ongoing viability. They aim to direct land uses to appropriate locations and use a range of building design, urban design, operational and land use separation measures, applying appropriate threshold distances from sensitive land uses to major hazard facilities and between major hazard facilities. This provides direction for land use in the Tottenham Employment Precinct with appropriate land use separation needing to be being provided from the liquid storage facility and a restriction of sensitive uses such as accommodation/residential uses within that buffer.</p>
<p><b>Clause 15 Built Environment</b></p> <p><i>Clauses 15.01-1S – Urban design</i>  <i>15.01-1R – Urban design – Metropolitan Melbourne</i>  <i>15.01-2S Building Design</i></p>	<p>These policies aim to create urban environments that are safe, healthy, functional and enjoyable and provide good quality environments with a sense of place and cultural identity. A high-level objective and eight related strategies are considered along with the Urban Design Guidelines for Victoria (DELWP 2017). These support the creation of well-designed places and high-quality building designs that are memorable, distinctive and liveable with new development that is sympathetically located, relevant for the improved urban design of the two employment precincts.</p>
<p><b>Clause 15.03-1S – Heritage conservation</b></p>	<p>The conservation of places of heritage significance is sought through this policy with appropriate development that respects places with identified heritage values. There are a number of heritage sites identified in the West Footscray and Tottenham Employment Precincts that provide potential opportunities.</p>



PPF Clause	Policy Purpose and Implications
<p><b>Clause 17– Economic Development</b>  <b><i>Clauses 17.01-1S – Diversified economy</i></b>  <b><i>17.01-1R – Diversified economy – Metropolitan Melbourne</i></b>  <b><i>17.01-2S Innovation and research</i></b>  <b><i>17.02-1S – Business</i></b>  <b><i>17.02-2S – Out-of-centre development</i></b>  <b><i>17.03-1S – Industrial land supply</i></b>  <b><i>17.03-2S – Industrial development siting</i></b></p>	<p>This group of policies aim to strengthen and diversify the economy and facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region. They also seek to improve access to jobs closer to where people live and to plan for clustering of activities to promote innovation. They also seek to plan for industrial land in suitable locations to support employment and investment opportunities and facilitate the sustainable development and operation of industry by minimising potential land use conflicts.</p> <p>Development is encouraged that meets the community’s needs for retail, entertainment, office, industry and other commercial services by planning for an adequate supply of commercial land and industrial land in appropriate locations which minimise land use conflicts. They seek to ensure that commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure by locating commercial facilities in or adjacent to existing or planned activity centres. Out-of-centre development is strongly discouraged. Given that these two precincts are in an out-of-centre location outside of any designated activity centres, significant commercial facilities that would otherwise locate in activity centres are discouraged from these two employment precincts.</p>
<p><b><i>Clause 17.03 – State significant industrial land</i></b></p>	<p>This policy aims to protect industrial land of state significance by protecting it from encroachment of incompatible land uses. These two precincts make up part of the Western Industrial Precinct – Laverton North and Derrimut. The policy seeks to maintain an appropriate amount of industrial land particularly for industries which require threshold distances and protect industrial land from inappropriate uses which would limit industrial and employment operations.</p>
<p><b>Clause 18 – Transport</b>  <b><i>Clauses 18.01-1S – Land use and transport planning</i></b>  <b><i>18.01-2S – Transport system</i></b>  <b><i>18.02-1 – Sustainable personal transport</i></b>  <b><i>18.02-2S – Public Transport</i></b>  <b><i>18.02-2R – Principal Public Transport Network</i></b>  <b><i>18.02-3S – Road system</i></b>  <b><i>18.02-4S – Car parking</i></b></p>	<p>Transport is critical to the functioning of these two precincts and state policy aims to create a safe and sustainable transport system by integrating land-use and transport and coordinating improvements to public transport, walking and cycling networks with the ongoing development and redevelopment of urban areas. These policies seek to coordinate development of all transport modes to provide a comprehensive transport system including the promotion of more walking and cycling networks around railway stations and end-of-trip facilities at public transport interchanges. A Principal Public Transport Network (PPTN) is complemented through a comprehensive network of local public transport such as local bus services that connect to the PPTN.</p> <p>These policies aim to manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure. They also seek to ensure an adequate supply of car parking that is appropriately designed and located.</p> <p>Key freight routes are to be managed to make freight operations more efficient while reducing their external impacts while road space is to complement land use and is managed to meet community and business needs.</p>
<p><b><i>Clauses 18.03-1S – Planning for ports and 18.03-2S – Planning for port environs</i></b></p>	<p>The ongoing development of the Port of Melbourne in accordance with approved Port Development Strategies and identification and protection of key transport corridors linking ports to the broader transport network is facilitated through this policy. The aim is to plan for, and manage, land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port’s operations which have a direct relationship to the context and economy of the employment precincts.</p>
<p><b><i>Clause 18.05-1S – Freight links</i></b></p>	<p>The development of key Transport Gateways and freight links as important locations for employment and economic activity is facilitated through this policy, maintaining Victoria’s position as the nation’s premier logistics centre.</p>
<p><b>Clause 19 - Infrastructure</b>  <b><i>Clause 19.01-3S – Pipeline infrastructure</i></b></p>	<p>This policy aims to ensure that gas, oil and other substances are safely delivered to users and to, and from, port terminals at minimal risk to people, other critical infrastructure and the environment. The development of pipeline infrastructure is planned according to the Pipelines Act 2005 and impacts the western boundary of the Tottenham Precinct.</p>

PPF Clause	Policy Purpose and Implications
<p><b>Clauses 19.02-6S – Open space</b></p> <p><b>19.03-3S – Integrated water management</b></p> <p><b>19.03-5S – Telecommunications</b></p>	<p>This group of policies aim to develop the necessary physical infrastructure, open space provision and networks and the integrated provision of water supply, water resources, sewerage, drainage and stormwater as well as utilities such as electricity, gas and telecommunications. While there is infrastructure within these two precincts, upgrades will be required to service new and emerging industries, reconstruct roads and footpaths, provide landscaping and to manage the water cycle to ensure that water quality is improved, in particular stormwater discharges into Stony Creek.</p>
<p><b>Clause 19.03-5S – Waste and resource recovery</b></p>	<p>A reduction of waste and the minimisation of the environmental, community amenity and public health impacts of waste management infrastructure is sought through this policy. It seeks to protect waste infrastructure facilities from encroachment of sensitive land uses that could jeopardise their future by defining buffers and conversely to ensure they are well designed to minimise their impact through their design and operation.</p>

## 5.8. Local Planning Policy Framework

Clauses of the Local Planning Policy Framework (LPPF) of the Maribyrnong *Planning Scheme* provide guidance for the planning of the two employment precincts as detailed below.

PPF Clause	Policy Purpose and Implications
<p><b>Clause 21.04 -Open Space</b></p>	<p>Seeks to expand the network of open space throughout the municipality and in particular to provide a continuous linear open space along the Stony Creek which runs through the Tottenham Employment Precinct.</p>
<p><b>Clause 21.05 - Environment and Landscape Values</b></p>	<p>Seeks to enhance the landscape character along the Stony Creek and provides setbacks requirements along the creek and development requirements to address the creek environment. In order to meet the city's carbon neutral goals, industry is encouraged to develop on-site renewable energy and new emerging low carbon technologies. Flood prone areas along the Stony Creek in Tottenham are to be protected from inappropriate development.</p>
<p><b>Clause 21.06 - Built Environment and Heritage</b></p>	<p>Seeks to incorporate Council's commitment to environmentally sustainable design by ensuring new development will assist in reducing greenhouse gas emissions and minimise impacts on stormwater quality and manage water sustainability. Industrial and commercial developments are required to meet best practice requirements and are requested to provide a Sustainable Development Scorecard or other assessment tool to assess the sustainability of the development.</p> <p>The heritage clause seeks to protect the municipality's heritage with the significant contribution of industrial heritage to not only the industrial buildings but also the patterns of development in the municipality. The policy seeks to retain and adapt heritage buildings as a preference to demolition which is seen as a last resort. Preservation and interpretation are encouraged of both buildings and significant trees and landscapes along with public views of heritage being maintained.</p>
<p><b>Clause 21.08 – Economic Development</b></p>	<p>This clause discourages retailing and office uses located outside of activity centres. Office-warehouse development is encouraged in core employment areas. Restricted retail uses are discouraged to locate as stand-alone centres and on the site on Geelong Road between Somerville Street and Cromwell Parade in the Tottenham Precinct.</p> <p>This clause identifies Industrial Related Employment Land to be retained for current and future employment uses to support the economic development of the municipality. Both the Tottenham and West Footscray Precincts are identified as Core Employment Areas (CEAs) - Precinct 2 Tottenham and Precinct 3 West Footscray. These are areas that are highly suitable for employment that are functioning relatively efficiently and where the employment role is to be protected and enhanced. The clause makes a specific point in relation to underutilised land within these CEAs as not being considered obsolete, rather as in need of adaptation or modification.</p> <p>Core Employment Areas are to be protected from residential encroachment and maintain appropriate buffers around the areas. The amenity of these precincts is to be improved</p>

PPF Clause	Policy Purpose and Implications
	through the design and management of CEAs. Guidelines are provided for exceptional cases when rezoning will be considered of CEAs following the development of a framework or structure plan but this is not considered applicable to the Tottenham and West Footscray Precincts (Note: design guidelines are being considered through this project).
<b>Clause 21.09 – Transport</b>	<p>This clause identifies that the management of transport impacts across the city is a significant challenge due to the municipality's location adjacent to the Port of Melbourne and the impacts of truck movements across the city along important freight routes. Increases in population, redevelopment and growth in the freight task will all exacerbate these issues. Public transport, walking, cycling and sustainable transport are supported and promoted along with the development of a safe, efficient and accessible transport network.</p> <p>Stony Creek is identified as an important pedestrian and cycling link to improve accessibility between open space areas and key facilities. The redevelopment of West Footscray Station (completed) and investigations into other railway stations upgrades and Airport Rail Link are supported. Key transport routes are to be protected, while development is to encourage heavy vehicle movements on arterial roads and designated truck routes. Access is to be improved to, and within, core employment areas to cater for industrial development.</p> <p>Developments generating significant truck movements are required to develop a Traffic Management Plan.</p>
<b>Clause 21.14 - Further strategic work</b>	This clause identifies the need to prepare strategic plans for Core Employment Areas which this project will provide for the Tottenham and West Footscray Employment Precincts.
<b>Clause 22.01-16 - Industrial Heritage Policy</b>	<p>Applies to those sites listed in the schedule to the heritage overlay that are located within Industrial 1 or 3 zones, the Business 3 Zone (now Commercial 2 Zone) and various other zones that are being used for industrial purposes or a utility installation. It recognises the importance and extent of industrial heritage sites within the municipality and the need to protect these sites. It also recognises that many of these sites are subject to ongoing use and that 'conservation by use' is an important principle and may be appropriate to alter or remove heritage fabric where it will facilitate future use or viability of a heritage listed site.</p> <p>Guidance is provided on how Council will view redevelopment of industrial heritage with a preference being to support the ongoing viability of industrial sites and, where practical, conserving primary heritage in-situ. Guidance is also provided on a preferred approach to managing industrial heritage on sites that are to be redeveloped when the use is discontinued.</p>
<b>Clause 22.03 - Potentially Contaminated Land Policy</b>	This policy applies to land not on the EPA register of contaminated sites and not on land subject to the Environmental Audit Overlay that has been used for industrial or commercial purposes that may potentially be contaminated. It aims to address health and safety concerns and threats to the environment and achieve solutions that will optimise the future potential use of land which may be contaminated. It encourages the testing of land for contamination suspected to have potential to be contaminated and to work with owners, developers and the community to determine the best method to deal with contamination if found.
<b>Clause 22.07 - Open Space Contribution</b>	This policy identifies that both a cash and land contribution are required for open space in both the Tottenham and West Footscray Precincts. The acceptance of any land is at Council's discretion and must meet a number of criteria to be deemed suitable. The land must be unencumbered, and this includes considerations such as land that may be contaminated or subject to a 1 in 100-year floodway. A cash contribution is preferred for the southern part of the Tottenham Precinct (south of Somerville Road) and the eastern part of West Footscray Precinct (east of Roberts Street).



### 5.9. Zones, Overlays and Particular Provisions

This section provides an overview of the current clauses within the VPP relating to zones, overlays and particular provisions applicable to the two employment precincts.

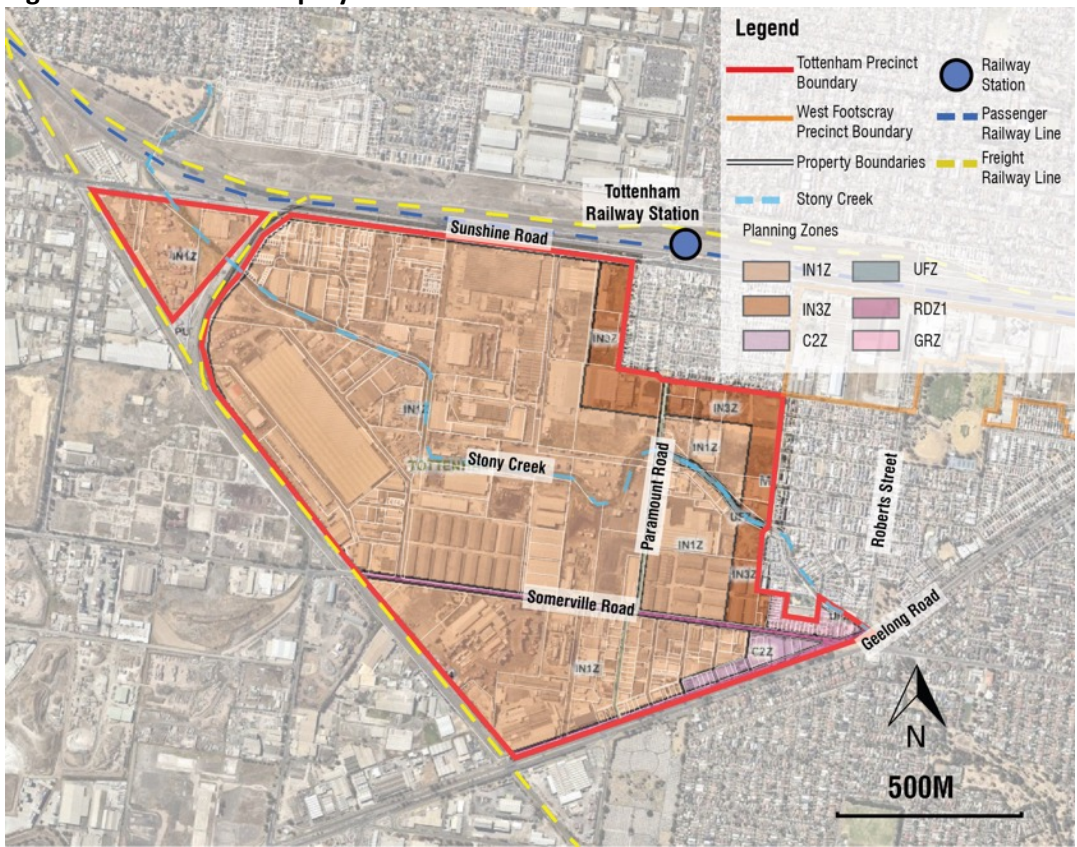
#### 5.9.1. Zones

Relevant zones within the *Maribyrnong Planning Scheme* affecting land within the two precincts are detailed below and shown in Figures 8 and 9.

**Figure 8: West Footscray Employment Precinct - Zones**



**Figure 9: Tottenham Employment Precinct - Zones**



### 5.9.2. Clause - 32.08 General Residential Zone (GRZ)

The GRZ encourages development that respects the neighbourhood character of the area and a diversity of housing types and housing growth particularly in locations offering good access to services and transport. It is applied to a small pocket of land on Somerville Road at the east end of the Tottenham Precinct. The inclusion of this land in the precinct should be reviewed as it does not provide any industrial contribution to the State Significant Industrial Precinct and is not included by mapping prepared by the Victorian Government.

### 5.9.3. Clause 33.01 - Industrial 1 Zone (IN1Z)

The IN1Z provides for manufacturing industry, the storage and distribution of goods and associated uses. Industry (other than materials recycling and transfer station) and warehouse (other than mail centre) are 'no permit required' uses. A schedule to the zone allows the maximum floor space to be limited for office use. The IN1Z is applied extensively on the north side of the West Footscray Precinct and across most of the Tottenham Precinct except for boundaries on the eastern edges of the precinct and no office floorspace limits are included.

### 5.9.4. Clause 33.03 - Industrial 3 Zone (IN3Z)

The IN3Z is applied to areas which form a buffer between the Industrial 1 Zone or Industrial 2 Zone and residential areas. It may also be applied to industrial areas where special consideration is required because of industrial traffic using residential roads, unusual noise or other emission impacts, or to avoid inter-industry conflict. A schedule to the zone allows the maximum floor space to be limited for office use. The zone provides for some retailing, including convenience shops, small scale supermarkets and associated shops in appropriate locations. In West Footscray, the IN3Z is applied to the south side of the precinct acting as a buffer to the residential area to the south of the precinct and no office floorspace limits are included. In Tottenham, the IN3Z is applied to land along the eastern boundaries of the precinct acting as buffers to adjacent residential areas outside the precinct and no office floorspace limits are included.

### 5.9.5. Clause 34.02 - Commercial 2 Zone (C2Z)

The C2Z encourages commercial areas for offices, appropriate manufacturing and industry, bulky goods retailing, other retail uses, and associated business and commercial services.

Since the reforms to the industrial and commercial zones in 2013, the C2Z has emerged as a significant zone for industrial and commercial areas in Melbourne allowing for additional uses such as shop and supermarket. A variety of industrial, office, retailing and other commercial activities are permissible within the zone while most residential land uses are prohibited. The C2Z is applied to a small pocket of land along the Princes Highway in the Tottenham Precinct.

### 5.9.6. Clause 36.04 - Road Zone (RDZ1)

This zone is applied to land for declared roads and other important roads or proposed roads. A road designated as a declared road under the Road Management Act 2004 is included in a Road Zone – Category 1 or Road Zone – Category 2. This zone has been applied to major arterial roads in the two precincts including Geelong, Paramount, Somerville and Sunshine Roads.

### 5.9.7. Clause 36.01 - Public Use Zone (PUZ4)

The PUZ is applied to public land recognising public land use for public utility, infrastructure and community services and facilities. It specifies a range of use, buildings and works and subdivision requirements to ensure public land management and development. The PUZ is applied to land that is identified for transport projects. It is applied to the freight and passenger railway land along the northern edge of the two precincts outside the precincts (not shown on maps above). It could be considered for the Maribyrnong Council Operations Centre land.

### 5.9.8. Clause 37.03 – Urban Floodway Zone (UFZ)

The Urban Floodway Zone identifies waterways, major flood paths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flooding. The zone aims to ensure that any development maintains the free passage and temporary storage of floodwater, minimising flood damage and reflecting flood hazard and local drainage conditions plus any declarations under the *Water Act 1989*. It is applied to some land along Stony Creek in the Tottenham Precinct.



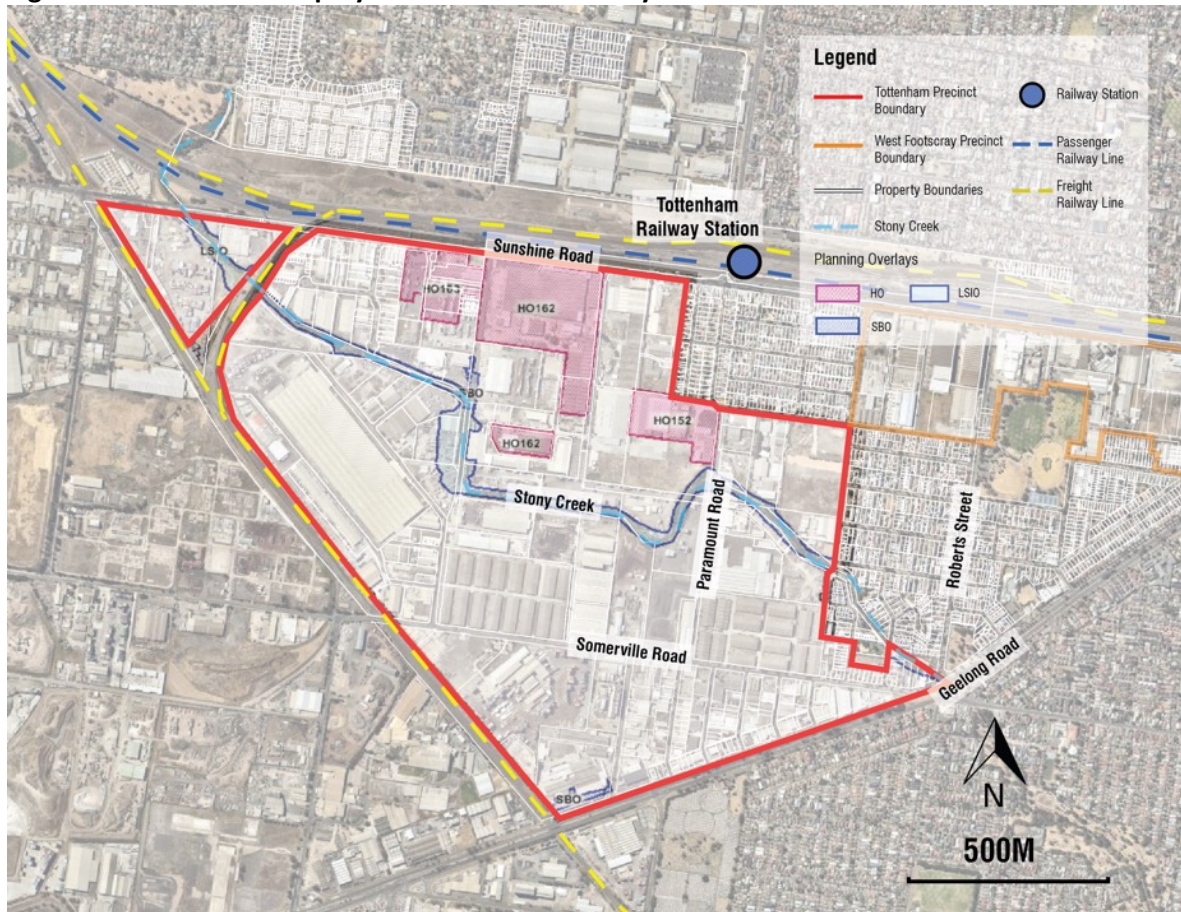
## 5.10. Overlays

Relevant overlays within the *Maribyrnong Planning Scheme* affecting land within the two precincts are detailed below and shown in Figures 10 and 11.

**Figure 10: West Footscray Employment Precinct - Overlays**



**Figure 11: Tottenham Employment Precinct - Overlays**





#### 5.10.1. Clause 43.01 - Heritage Overlay – Schedules (HO#)

The heritage overlay is applied to a heritage place with a recognised citation identified through the Victorian Heritage Register or in a local heritage study. A heritage place can have a wide definition and may include a single object or an area. This relies on a rigorous heritage assessment process leading to the identification of the place and usually includes a statement of significance which establishes the importance of the place. In West Footscray, the heritage overlay applies to the land, buildings, trees and vegetation in the precinct shown by Heritage Overlay – Schedules 127, 128, 129, 159, 160 and 161. In Tottenham, the heritage overlay applies to the land, buildings, trees and vegetation in the precinct shown by Heritage Overlay – Schedules 152, 162 and 163.

#### 5.10.2. Clause 44.04- Land Subject to Inundation Overlay (LSIO)

This overlay applies to land that is subject to inundation, but is not part of the primary floodway as identified with the relevant floodplain management authority. The LSIO is applied to land along Stony Creek in the Tottenham Precinct.

#### 5.10.3. Clause 44.05 - Special Building Overlay (SBO)

This overlay identifies land liable to inundation from overland flows from the urban drainage system ensuring that stormwater can move freely during flood events without being interrupted by buildings. The SBO applies to a small area along Quarry Road adjacent to the Stony Creek in the Tottenham Precinct and to a small area of land along Geelong Road in the West Footscray Precinct.

#### 5.10.4. Clause 45.01 - Public Acquisition Overlay (PAO1)

This overlay identifies land that is proposed to be acquired for a public purpose. It has the effect of reserving the land under the Land Acquisition and Compensation Act 1986. The authority acquiring the land and the purpose of the acquisition must be set out in the schedule. Once land is acquired by a public authority, it should be rezoned to an appropriate zone. The PAO1 applies to frontages along Geelong Street and Sunshine Road within and on the edge of the study area in West Footscray and along the Paramount Road extension alignment and Sunshine Road in the Tottenham Precinct.

### 5.11. Particular Provisions

The following particular provisions are relevant to consider in planning for the two precincts.

#### 5.11.1. Clause 53.01 - Public Open Space and Subdivision

For subdivision of land in the two precincts, an open space contribution of 5.7% is required for industrial and commercial subdivisions except for subdivision of an existing industrial or commercial building and a two-lot subdivision that is unlikely to be further subdivided or transferred to a public authority.

#### 5.11.2. Clause 53.07 - Shipping Container Storage

This provision sets out use and development requirements for shipping container storage related to buildings and works, setback, amenity, environment, traffic and accessibility measures to land adjoining any shipping containers, particularly residential land. This is of relevance to the precincts.

#### 5.11.3. Clause 53.10 - Uses with adverse amenity potential

This provision sets out threshold distances for industries and warehouses (dependent on activity occurring on site) to be located from residential land, and from hospitals and education facilities. This is of relevance to the precincts.

#### 5.11.4. Clause 53.14 - Resource Recovery

This clause aims to facilitate the establishment and expansion of transfer station and materials recycling facilities in appropriate locations, minimising the impact on the environment and amenity of the area. A range of information is required to support the application including identifying distances and views to nearby sensitive uses, details on materials to be processed on the site, an assessment of likely traffic generation along with consideration as to whether an EPA works approval or license may be required. In determining an application, an assessment must be made against a range of state policies in relation to resource recovery targets and the state and any regional waste and resource recovery strategies.

## 5.12. Local Planning Strategies and Policies

### 5.12.1. Maribyrnong Economic and Industrial Development Strategy (MEIDS) 2011

MEIDS seeks to guide sustainable economic and industrial development in the City of Maribyrnong. In particular, the Industrial Land Strategy visions for Tottenham and West Footscray are to be considered, which are that:

- Tottenham is a major core employment area embracing manufacturing, logistics and storage.
- West Footscray is a core employment area with long established manufacturing operations and good access.

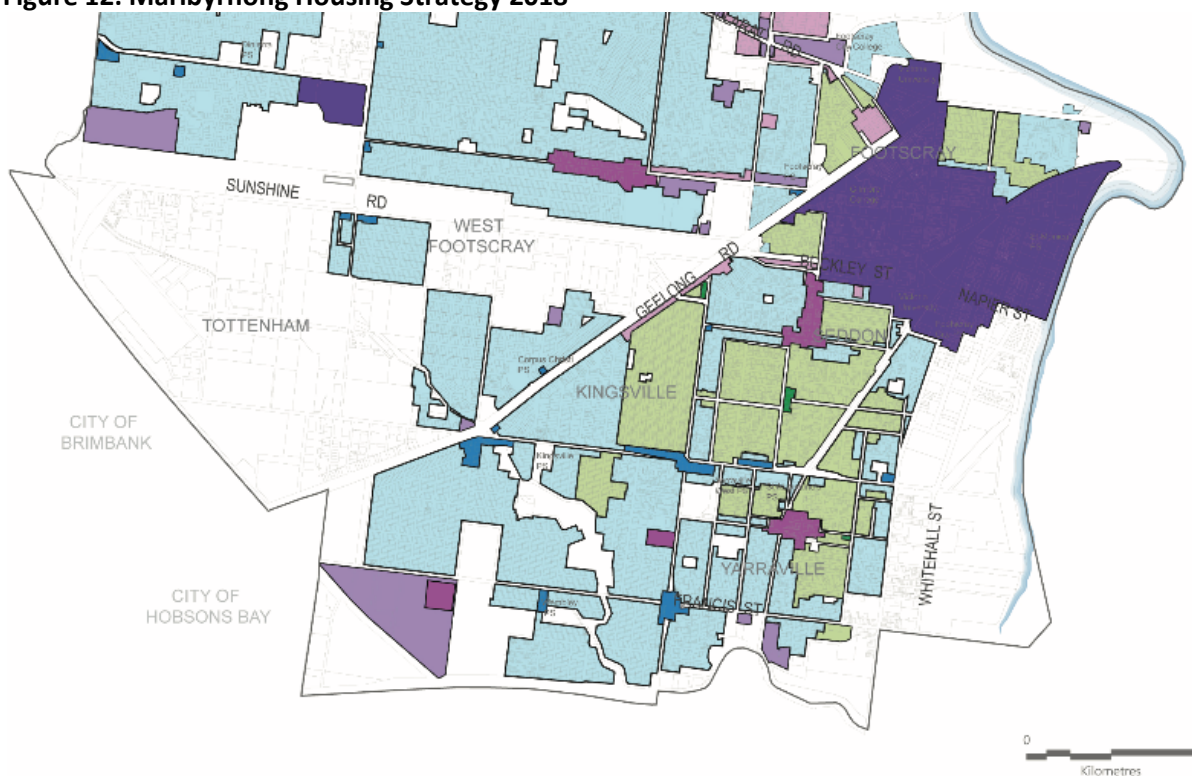
### 5.12.2. Open Space Strategy 2014

The Open Space Strategy 2014 identifies existing and proposed open space opportunities, and outlines objectives for continually improving existing open space and identifying gaps in the network where additional space is required. The strategy identifies that there is no open space in Tottenham and Hansen Reserve (which has recently been upgraded) serves the West Footscray catchment. Numerous pocket parks are located throughout West Footscray. The strategy highlights the need to improve open space provision and provide a public land corridor along Stony Creek.

### 5.12.3. Maribyrnong Housing Strategy, 2018

The Housing Strategy provides guidance regarding planning and development of the housing in the municipality up to 2031. The report identifies the significant growth challenge the city faces over the coming decade with an additional 47,000 people to reside in the municipality (2016 – 2031) resulting in an additional 20,500 dwellings required. Housing surrounding the two employment precincts are largely identified as Established Residential Areas shown in **Figure 12**.

**Figure 12: Maribyrnong Housing Strategy 2018**



City of Maribyrnong Housing Framework Plan 2018

LEGEND		
Substantial Change Area	Incremental Change Area	Limited Change Area
Activity Centre	Local Centre & Small Destination	Local Centre & Small Destination
Strategic Redevelopment Site	Established Residential Area	Heritage, Neighbourhood Character & Other Areas
Neighbourhood Activity Centre		
Urban Corridor & Development area		

There is a pocket of warehousing adjacent to Hansen Reserve that is identified as a Strategic Redevelopment Site in the Housing Framework Plan. This land is currently zoned INZ3 and provides a buffer to residential properties from the adjacent industrial areas. This land was identified for rezoning in the previous Framework Plan and is now regarded as contrary to State Policy and should be removed from the Housing Strategy. An area closeby in West Footscray of industrial land containing dwellings (2-10 Robbs Road) should be examined as to its suitability as industrial land.

There is also a small pocket of residentially zoned land in the Tottenham Precinct on the corner of Somerville Road and Roberts Street that is identified as a Strategic Redevelopment Site. As this land has never been zoned industrial, this land should be removed from the Tottenham Employment Precinct and the Framework Plan.

#### 5.12.4. West Footscray Neighbourhood Plan

The West Footscray Neighbourhood Plan ensures the coordinated growth and development of the neighbourhood. It includes a long-term planning framework with objectives, strategies and actions to facilitate opportunities for growth and appropriate land use and built form for the core activity area along the Barkly Street and West Footscray Station Precincts. This area is envisioned as a place where people can gather, socialise, shop, work, live and make use of community and leisure services without having to travel long distances.

For the broader study area, the Plan outlines complementary strategies to improve access and movement, public places, and community infrastructure in the neighbourhood. This includes the development of a new footbridge across the railway corridor between Russell Street and Sunshine Road, improved pedestrian and cycling connections, rezoning of large, under-utilised sites along Barkly Street for mixed uses and building heights at key sites adjacent to Whitten Oval and Barkly Street of between 4 and 8 storeys.

#### 5.12.5. Greening the West Strategy

The Greening the West Strategy is a regional initiative that aims to increase the amount of green space available in the west of Melbourne to enrich the health and well-being of communities. Through the initiatives implemented by local government in conjunction with State agencies, this will lead to greater sustainability, liveability and health of communities. Greening takes on a range of forms from pot plants, street tree planting, green walls, streetscapes, waterways, parks, backyards and nature reserves. The strategy sets out a range of targets to be achieved under eight goals. There may be opportunities through the preparation of the framework plans for the employment precincts where additional greening could be implemented to assist in this regional initiative.

#### 5.12.6. Stony Creek Directions Plan 2011

The Stony Creek Directions Plan, June 2011 is a landscape masterplan for the creek corridor. It outlines the environmental improvement of the corridor from Paramount Road in Tottenham to its confluence with the Yarra River. The plan divides the creek into four reaches or precincts and sets out the landscape themes, materials and strategies required to enhance the accessibility, way-finding, safety and habitat of the creek and its immediate environment, while recognizing important existing constraints such as soil contamination. The plan seeks to incorporate the creek corridor into public ownership with continuous shared path access, street frontage wherever possible, expanded areas for habitat and stormwater retardation and treatment.

#### 5.12.7. A Plan for Stony Creek

A Plan for Stony Creek relates to the recent fire at the industrial premises on Victoria Drive, Tottenham. The Plan is a \$1 million investment from the Victorian Government to help restore Stony Creek following the fire in late August. It forms part of the collaborative work by the Department of Environment, Land, Water and Planning, Environment Protection Authority and Melbourne Water with Maribyrnong City Council to implement a long-term plan to help the waterway recover from the impacts of the fire. Other initiatives are also underway to assist remediation efforts.

#### 5.12.8. Street Tree Planting Strategy 2013

The Street Tree Planting Strategy sets out the framework for the coordinated long term planning and management of the City's street tree population. The Strategy aims to help residents, local businesses and developers understand the value of the street tree network and Council's vision for a greener, more livable Maribyrnong with key objectives of:

- A 10 Year Planting Program.
- Street tree species selection.

- Long term management of the City's street tree network.
- Street tree removal and replacement procedures.

#### 5.12.9. Urban Forest Strategy Draft 2018

Council has drafted an Urban Forest Strategy to plan and manage the City's vegetation, trees and plants to ensure they are sustainable and to maximise social, environmental and economic benefits. It aims to increase the canopy cover across the municipality to reduce the impacts of the urban heat island effect to counter predicted increases in temperature through climate change, improve amenity and harness the economic benefits of treed environments. The Strategy aims to increase canopy cover in the public realm to 20% by 2040 and seek gains in canopy cover on private land and at a minimum achieve no net loss. Working with VicRoads to explore opportunities for tree planting and identifying locations for increased planting in nature strips, roundabouts and other green spaces form part of the proposed action plan.

#### 5.13. Framework Plan Influences

Many of the strategies developed and adopted by Council existed prior to the preparation of the 2014 Framework Plan and have little additional bearing on this update to the framework plans. The plans, strategies or influences that impact most significantly on the update to the framework plans include:

- *Plan Melbourne 2017-2050* and its strengthened planning framework around state significant industrial land, which incorporates the Tottenham and West Footscray Employment Precincts.
- *Plan Melbourne 2017-2050* and its activity centre framework, emphasising the important metropolitan roles of the Footscray and Sunshine Metropolitan Activity Centres, and regional and local role of Major Activity Centres such as Altona Gate, Central West Braybrook and Highpoint.
- Reforms to various planning zones by the Victorian Government in 2013/14 and their potential implications on activity centres being better understood, such as enabling more shop, supermarket and restricted retailing uses to locate outside of activity centres in the Industrial 3 and Commercial 2 Zones.
- The introduction of the Commercial 3 Zone to create a new zone that will strengthen commercial and employment uses by restricting retail and residential activities to ensure employment outcomes can be maximised.
- Wider use and application of Development Contributions Plans and Special Charge Schemes across Melbourne to help provide for infrastructure improvements across precincts and municipalities.
- The recent fire at Victoria Drive with contamination of Stony Creek and its environs and remediation efforts.

#### 5.14. Planning Findings

The following planning findings have been identified for the two employment precincts:

- The importance of the two precincts forming part of the state significant industrial land in the western region of Melbourne is reaffirmed.
- With the designation of state significant industrial land, existing industrial, commercial and road zones within the precincts should be retained but opportunities considered for additional commercial land in key locations.
- The Commercial 3 Zone considered in parts of the West Footscray Precinct to encourage creative and other types of appropriate industries in areas near the train station so as to create a West Footscray Enterprise Precinct.
- Residential land use and development should remain prohibited in the two precincts (noting investigation of existing residential use at 2-10 Robbs Road) and any rezonings should not allow new residential use within the precincts whatsoever.
- Residential land located along the north side of Somerville Road should be removed from the Tottenham Employment Precinct.
- Ensure that the Tottenham Precinct's framework plan complements the strategic directions and opportunities for enhanced public open space and connections along Stony Creek west of Paramount Road and South of Sunshine Road, investigating mechanisms such as a Public Acquisition Overlay or direct purchase.
- Indicate appropriate buffers based on the advice from Worksafe to the Major Hazard Facility in Tottenham to enable a greater level of planning certainty for uses and potential employment density with uses and developments that are suitable within the buffer of a Major Hazard Facility.



## 6. MOVEMENT AND ACCESS CONTEXT



## 6. MOVEMENT AND ACCESS CONTEXT

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### 6.1. Current Context

The *Transport Integration Act 2010* requires all planning authorities to explicitly consider a wider range of factors other than just those mentioned in the *Planning and Environment Act 1987*. This legislative change has an impact on strategic plans and their implementation. A significant aspect is the need for planning authorities to reduce reliance on private motor vehicles by favouring active transport and public transport modes when making decisions. This is complimented by the Movement and Place Framework (see Section 6.9).

Within an industrial context, local governments must also consider road-dependent (and rail-dependent) freight movements. Accommodating for these movements' demands with adequate space for heavy vehicles to load, unload and travel is critical. This often results in contested space in also accommodating other forms of transport such as:

- Driving and on-street parking which is likely to occupy substantial space for indefinite periods of time during the day.
- Buses which require road space, but only a few times every hour and on few roads.
- Passenger and freight trains which co-occupy the railway rather than the road but require unique space for loading and unloading. Freight trains in particular require large, unfragmented parcels of land.
- Active transport which requires minimal space, but this must be protected.

This often means consequently that providing for and encouraging safe active transport is the most optimal way in ensuring there is a large amount of space available for freight for longer periods of the day. Providing rail for freight, and for passengers and buses is likely to further assist in de-congesting the road space for freight.

In achieving a balance which enables businesses to freight cargo efficiently and also ensures that their employees can safely and comfortably get to and from work, requires the following key considerations:

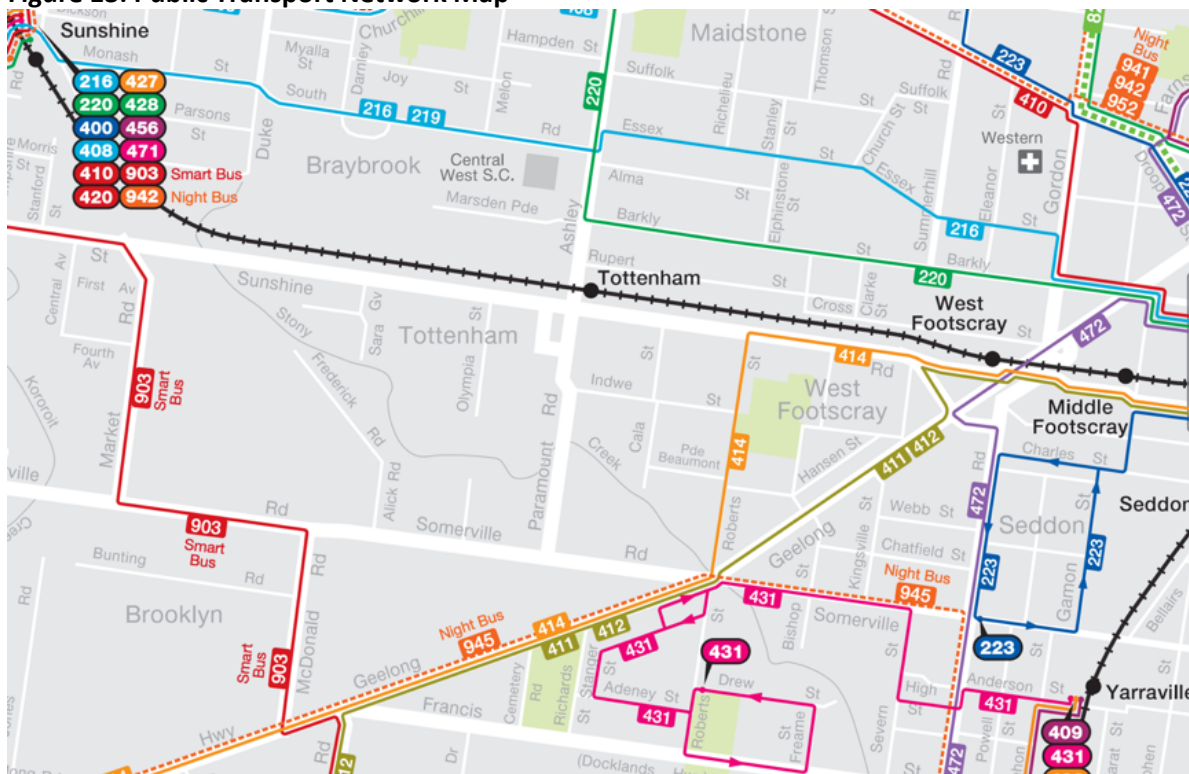
- Trip patterns for employees in getting to and from their destination. In particular, considering their origins and the modes they use, such as:
  - Cars, using road networks within and connecting to Tottenham and West Footscray and parking on-site and on the street.
  - Active transport networks specifically pedestrian and cycling networks.
  - Public transport networks specifically bus and rail.
  - Freight movements within the precinct including loading and unloading as well as routes to key freight terminals.
  - How these are likely to change in future in considering Local and State Infrastructure Projects.
  - How these are likely to change in future in considering future technologies.
  - Opportunities within the current road reserve configuration in optimising road use balance for various modes and freight.

### 6.2. Travelling to Work

In 2016, over 4,200 people commuted to work in the precincts with 2,960 to Tottenham and 1,066 to West Footscray. The vast majority (86%) of these commuters drove, accounting for over 3,600 cars using the local roads in the peak period. This traffic particularly affects key freight and transport arteries such as Geelong Road and Paramount Road and parking either on-site or on-street.

The public transport mode share varied marginally between the sites, as 5% of West Footscray's workforce arrived by public transport, compared to 4% in Tottenham. The active transport share also varied as 4% of employees in West Footscray arrived by walking or cycling, compared to 2% in Tottenham. This is likely due to the differences in access the two locations have with regard to public transport and active transport networks. In West Footscray, both networks are much more developed and provide far superior levels of service to customers than the networks in Tottenham. The public transport network map is shown in **Figure 13**.

**Figure 13: Public Transport Network Map**



Source: Public Transport Victoria (2018)

Workplaces in West Footscray are within 400m of Routes 411 & 412, which both provide high-frequency connections along Geelong Road (Princes Highway West) and to West Footscray train station on the Sunbury line. By contrast, Tottenham technically has no bus services and even the train station is outside the suburb.

People employed in the precinct travelled from a vast array of areas in the west and north-west, generally with less than 100 coming from the same suburb postcode area as shown in **Figure 14**. Some of these areas were within 5kms (some even within 2km) many of whom drove except where stated below:

- Footscray (some of whom commuted by active or public transport).
- West Footscray (residential suburb) (many of whom commuted by active transport or ‘did not commute’).
- Maribyrnong.
- Sunshine.
- Sunshine West.
- Derrimut.

However, many travelled from beyond 10km such as:

- Cairnlea.
- Caroline Springs.
- Werribee (many of whom commuted by public transport).
- Wyndham Vale (half of whom commuted by public transport).
- Seabrook.
- Hoppers Crossing (some of whom commuted by public transport).
- Melton.
- Point Cook.

The vast majority of people commuting from almost all of these areas have decided that alternatives to driving are less flexible, less quick and/or less comfortable, and therefore do not meet their needs.

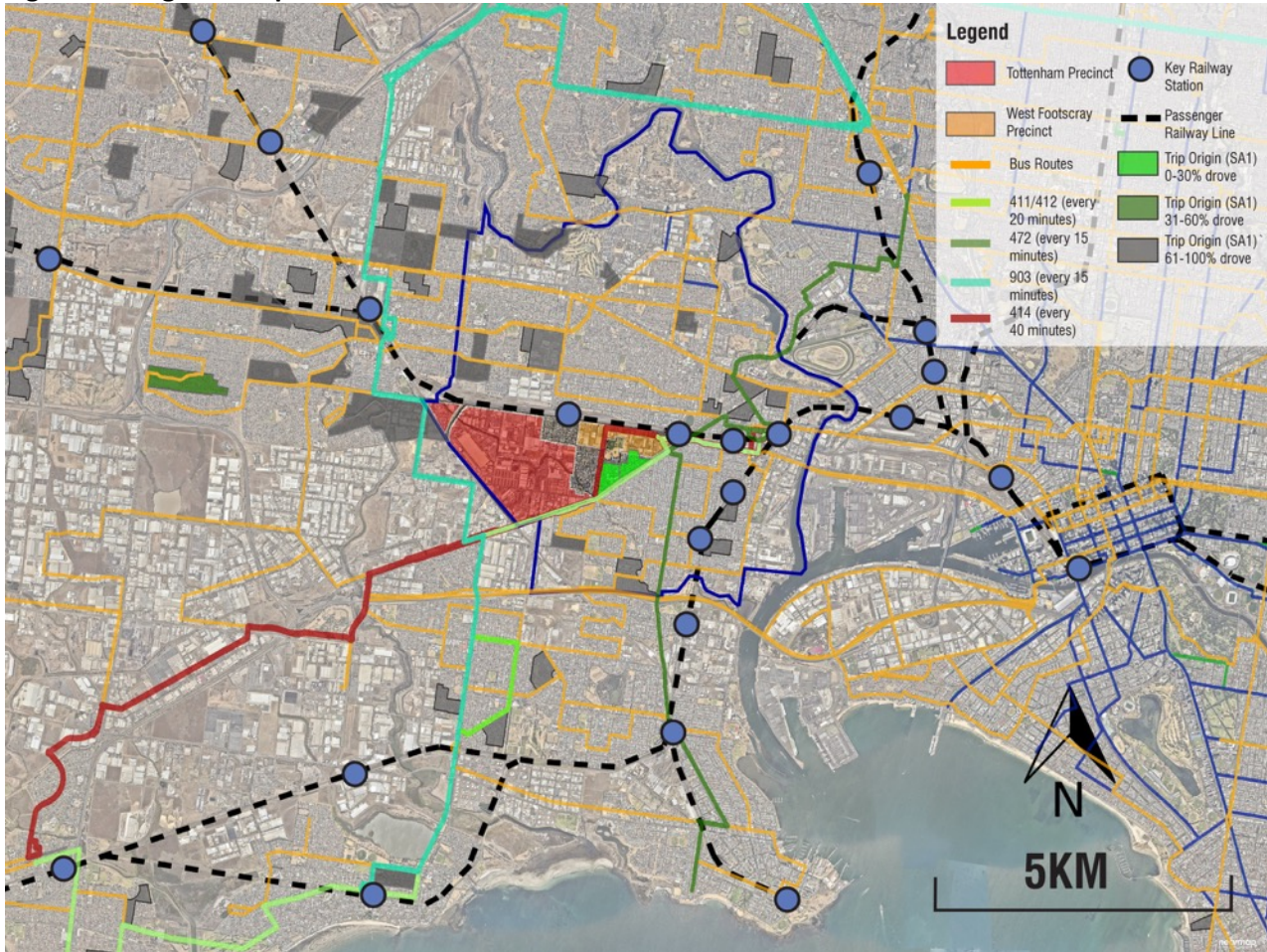
Less than 20% of people who lived within 2km of either precinct commuted by active transport, while over 70% drove. Cycling or even walking within this distance is often as quick if not quicker than by car especially in peak hour



congestion. It can be expected therefore that those who drove did so because driving was a more safe, comfortable and enjoyable option. Improving the pedestrian and cycling networks in these ways will ensure that they become a more viable option for nearby commuters and is one of the more effective ways to reduce congestion.

As fuel prices increase, people will spend more time and money on their commute and will start to factor that cost into deciding whether to take or remain in that role. Effectively the lack of transport options in the area is weakening the ability of local businesses to attract the labour resources they need. The reliance on cars also impacts more heavily on freight movements, which is critical to the growth of these precincts.

**Figure 14: Regional Trip Movements**



### 6.3. Private vehicle movements

During the morning and evening peak hours, commuters from areas beyond 10kms can expect a journey of up to 40 minutes with between 15-20 minute delays, owing to the congestion of the road network, despite often having access to highways.

These delays can be similar even for people living close-by as Geelong Rd and the Footscray local road network become quickly congested as traffic moves from all directions from the west, north-west and south-west toward the city. Access to the Western Ring Road and Western Freeway makes little difference in avoiding this congestion as the congestion on Geelong Road awaits any driver making this diversion.

As growth in the precincts continues, these will increase if the current mode share for employees is maintained. Given that WestLink is now no longer progressing, this congestion on the local road network can be expected to continue to increase, making freight and commuter access by road more difficult.

### 6.4. Parking

Additional to road congestion, a key impact of high car dependence for employees of Tottenham and West Footscray is the space required to accommodate private vehicles during working hours.



In Tottenham, there are many businesses with parking available on-site. This however can take up as much as 50% of the lot, competing with other uses such as warehouse storage, truck storage and loading and unloading processes. With growth of these businesses, also comes increasing reduction in the space available leading employees to park on the street.

On-street parking significantly reduces the available road space to both private vehicle and freight movements. This is especially critical in streets close to intersections to key arterial roads such as Geelong Road and Somerville Road for the Tottenham Precinct. Consistently, cars park on both sides of Holmwood Road, Mitford Parade and Tottenham Parade (particularly in the 100m from the intersection before it bends), occupying about half of the road space which is needed by intersecting businesses to operate class 2-3 trucks on the 'Gross Vehicle Weight Rating' (GVWR). This issue also extends to parking opposite large crossovers on the same streets. Parking also occurs on verges on key roads such as Tottenham Parade which limits opportunities for people to walk and cycle safely and without using the already congested road space and reduces amenity for pedestrians and cyclists. This is particularly due to the lack of space afforded to street furniture and tree plantings.

West Footscray does not appear to have the same extent of limited parking availability as verges and road sides are generally clear. This is partially because less people drive to West Footscray than to Tottenham. The main reason however, is that there is more on-site parking available, which in some cases is 80% of a lot. This use of land impedes further growth of these businesses as the commercial floor space continues to contend with being used for the storage of private vehicles, most of which are not used during work hours.

Some positive impacts of reduced street parking can be seen on streets such as Roberts Street which are able to accommodate on-street cycling lanes on both sides. Although cyclists should ideally be protected, it demonstrates what can be done with minimal additional road space when it is not contested by parking.

## 6.5. Safety and Accidents

Both precincts have had a high volume of accidents over the last 5 years. These have happened on major roads within the precinct and also along Geelong Road on both the Tottenham and West Footscray boundaries as shown in **Figure 15**.

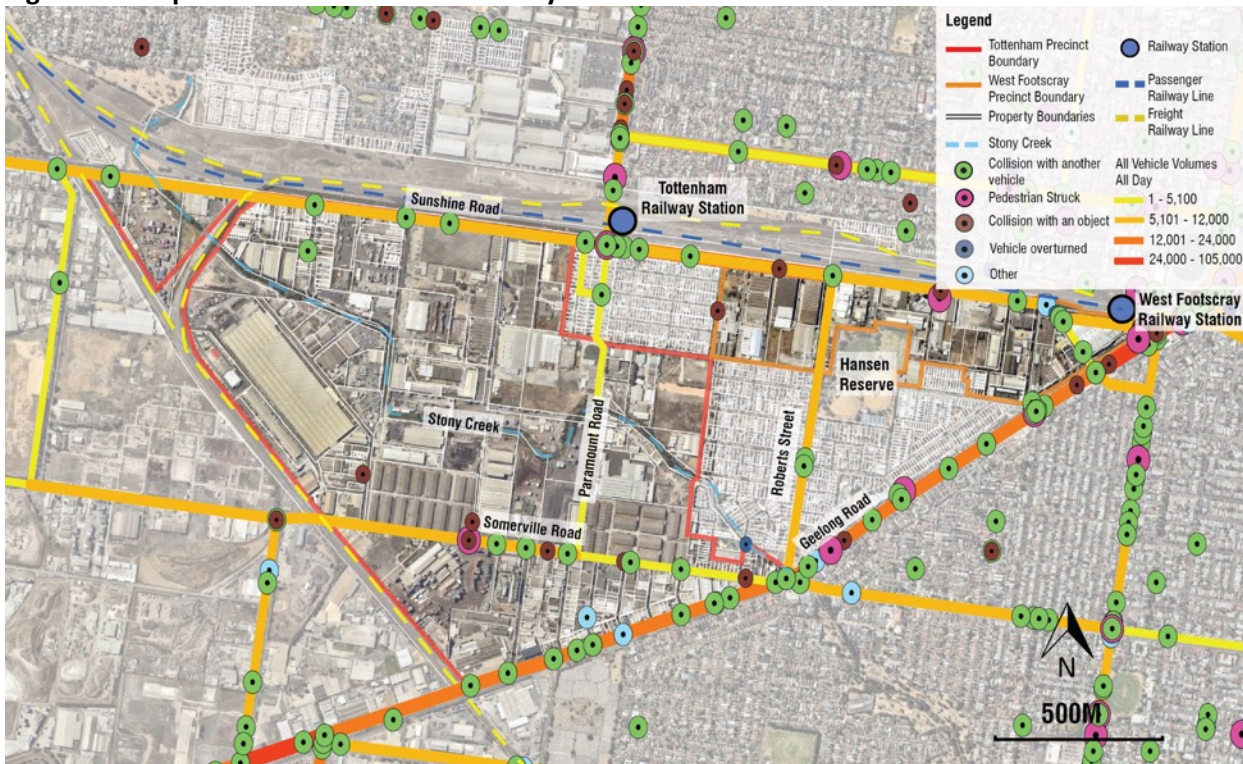
There have been 10 collisions between vehicles and 4 collisions with objects. Collisions with objects occurred only on Somerville Road near large crossovers, likely due to lack of visibility when entering and exiting. Collisions with vehicles occurred on Somerville Road as well as Sunshine Road. These roads frequently carry high car volumes mixing with heavier traffic with a high density of crossovers. These conditions are key predictors of these collisions continuing to occur in future.

In West Footscray, there was a high number of struck pedestrians, often due to the physical barriers created by high volumes of traffic and limited visibility. This was particularly evident between Geelong Road and Geelong Street as well as on the following intersection between Geelong Road and Sunshine Road where 2 pedestrians were struck. In addition, a pedestrian was struck on Currajong Road near its intersection with Sunshine Road.

There were also 11 collisions between vehicles. A particularly significant site was on the intersection between Geelong Road and Graingers Road, where there were 6 vehicle collisions.

Ensuring safety for drivers and pedestrians requires maximum visibility, low speeds and a clear separation of the two modes. These conditions are largely neglected in both precincts which unless addressed will be predicative of further safety hazards in future.

**Figure 15: Map of Road Crashes in the last 5 years**



Source: VicRoads CrashStats (2018)

## 6.6. Active Transport

### 6.6.1. Pedestrian Network

Noting that 14% of people currently travel to work in the area without driving, clearly some other transport options are being used. The bus and train network serve only a small part of the area, and both require people to walk significant distances to destinations.

In many cases there are no footpaths along roads and “goat tracks” highlight where people are walking. Pedestrian routes can be strengthened to improve safety generally and priority at intersections. As a result, more people will walk within the area, and will be less dependent on car access.

Footpaths in the area need particular attention, as many streets do not have one footpath let alone a footpath each side of the road. Safe, obstruction free footpaths are important to ensure employee movements particularly as many employees are often arriving or departing in the dark. In addition to this, issues of verge and on-street parking further inhibit or obstruct pedestrian movements.

Working with local businesses to ensure that on-street parking is compliant with restrictions, and verge parking is eliminated is critical. A clear separation between pedestrians and vehicles is required – space for pedestrians is provided in Sunshine Road and along Geelong Road. Sunshine Road itself is set to expand in future and utilising the additional space for footpaths and protected cycling paths should be a priority.

The pedestrian network provides an essential link for anyone getting to the precinct by train or bus. The bus stops and station should therefore also provide adequate shelter and DDA compliant seating with direct access to separated footpaths. The network connecting Tottenham station to key workplaces is severely limited and likely a key reason for the low level of public transport mode share. Ensuring the provision of adequately wide footpaths is essential to providing equitable access and ensuring people can get to work safely. Priorities for improvement include along Sunshine Road, Somerville Road and Holmwood Road.

The West Footscray pedestrian network is considerably more continuous, but there are key gaps in streets such as MacArthur Street and Cala Street (which abuts the residential area). As previously discussed, there are also key hazards for pedestrians crossing the intersections between Geelong Road and Geelong Street, and Geelong Road and Sunshine

Road. These should be signalised and treated for pedestrian priority and safety. Critical decisions will need to be made regarding road cross sections to improve pedestrian safety.

## 6.6.2. Cycling Network

The infrastructure for those that ride a bicycle to work is almost non-existent. This is despite several people riding bicycles to work in the area – in what are relatively unsafe conditions sharing road space with large and very large vehicles. Specific infrastructure should be planned to provide for key bicycle rider routes across the precinct. The Principal Bicycle Network (PBN) includes Geelong Road, Paramount Road, Stony Creek and Tottenham Parade. None of these paths have been constructed to the quality required.

One of the few roads with basic bicycle lanes is Roberts Street located in West Footscray. The only off-road path is along on a short section of the Stony Creek, between Paramount Road and Cala Street. The network planned utilises the existing Geelong Road and Sunshine Road cycle paths as well as the cycle path through Hansen Reserve.

There is a key difficulty with continuing to plan additional active transport infrastructure in the Tottenham precinct, given that there is a lack of north to south roads west of Paramount Road. The same can be said for the east to west as the only roads are Sunshine Road and Somerville Road. Because of this, it is critical that these roads are adapted to include footpaths and protected bike lanes. These roads are all controlled by VicRoads so Council will play an advocacy role in providing this active transport infrastructure.

The western part of Stony Creek also needs to be connected into the shared-path network. The development of a share-path route along Stony Creek will improve connectivity, enabling connections to the existing planned track on the eastern part of the creek which ultimately joins with the Geelong Road path. This would ensure that Tottenham would be well-connected with the rest of the local network.

It is critical also in considering cycling paths, that the paths become separated and protected from the road. Given the highly contested nature of many of the roads in the industrial precincts, without separation, the road is highly dangerous for any bicycle riders. Such bicycle rider protections will also make it easier and safer for heavy vehicle operators in the area, as it will be clearer where bicycle riders are meant to be.

## 6.7. Public Transport

### 6.7.1. Train

The train services to Tottenham and West Footscray have been improved significantly over the last few decades with:

- Extension of the railway line from St Albans to Sydenham.
- Extension of the railway line from Sydenham to Sunbury.
- Additional services in the peak period.
- Additional service span.
- Separation of V/Line services from Sunshine into Southern Cross Station (improving reliability of the Metro service at Tottenham and West Footscray).
- The rebuild of West Footscray Station as part of the Regional Rail Link project.

Construction of an additional platform at West Footscray Station (known as the Metro Tunnel Western Turnback) is associated with a reduction in service levels further to the west and maintaining capacity and efficient operations on other parts of the Melbourne Metro corridor. This is a significant departure from the 2016 Metropolitan Rail Network Development Plan, which stipulated the need for all services coming from Dandenong corridor to proceed to Sunshine and beyond.

The additional platform will be used to turn back trains that have come from the city in the morning peak, while some trains are likely to continue running express between Footscray and Sunshine. It should not be expected that there will be any improvement to passenger service quality from the additional platform, in fact service quality will reduce, as passengers at West Footscray will need to carefully monitor which platform they must be on to catch the next available train. The additional platform at West Footscray certainly indicates a reduction in the service levels previously anticipated at Tottenham Station.



The main issue remaining with the train service is the lack of disability compliant access at Tottenham Station and the low levels of amenity in the Station environs. Tottenham Station must be made accessible and compliant with the Disability Discrimination Act (DDA) by 31 December 2022. Pedestrian and bicycle links to both stations should also be improved.

### 6.7.2. Bus

There are a small number of bus routes serving the precincts. This includes routes:

- 411 & 412 from Laverton Station to Footscray via Altona.
- 414 from Laverton Station to Footscray via Geelong Road.
- 472 from Williamstown to Moonee Ponds via Footscray.
- 903 from Altona to Mordialloc (although this does not enter the precincts).

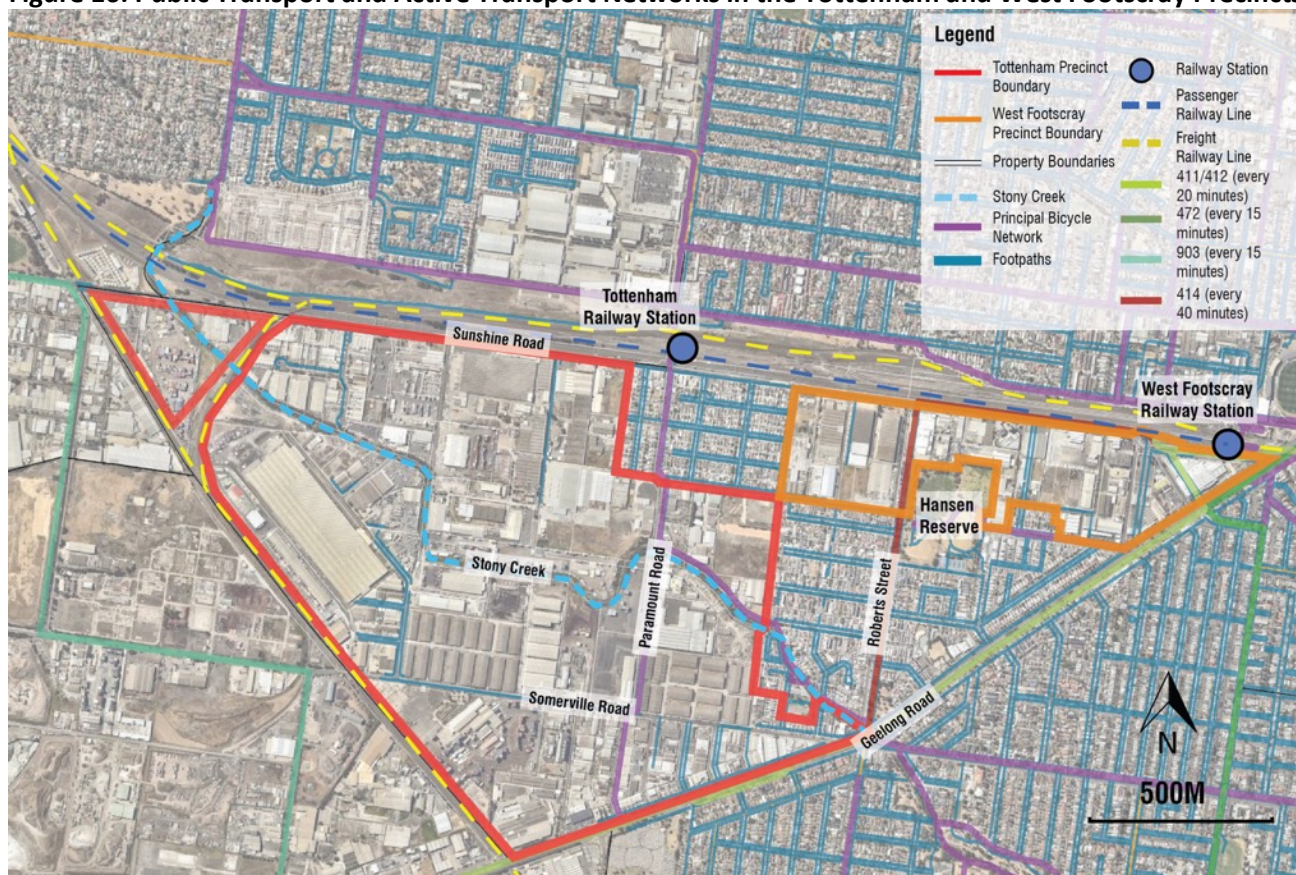
The service levels on each of these routes are shown in **Table 3** below.

**Table 3: Bus services per day by route**

Route	Services per day (combined directions)		
	Weekdays	Saturday	Sunday
<b>411/412</b>	102	42	39
<b>414</b>	41	16	0
<b>472</b>	142	86	44
<b>903</b>	209	104	72

The public transport and active transport networks are summarised in **Figure 16** below.

**Figure 16: Public Transport and Active Transport Networks in the Tottenham and West Footscray Precincts**





Typically, the routes with over 100 services on weekdays start early enough to meet the needs of employees getting to work in the precinct. Unfortunately, of the routes in the area, Route 414 is the one that penetrates deepest into the precinct, and it has the lowest levels of service. Coming from the south there is a service that brings employees into the precinct by 6:30am, but coming from the north the first service gets to the precinct at 6:50am and there would be barely enough time to traverse the precinct by 7am, let alone walk a significant distance to work from the nearest bus stop.

The most significant issue with the bus network (as highlighted in **Figure 16**) is the lack of service coverage in Tottenham and specifically the lack of a bus route along Paramount Road. This lack of coverage means that even if the bus is operating at a time that will get employees to work, most work locations in the precinct require a long walk from the nearest public transport stop.

Key to solving this issue is introducing a new route into the area. Ideally that route would directly serve one of the local train stations, nearby residential areas (where employees live) and a regional transport hub (such as Sunshine or Footscray). Options for this additional route include deviating one of the routes north of the railway line (Routes 216, 219 or 220) or extending Route 223 or Route 431 to Sunshine. Though Council does not control the bus network, this is an issue that Council will play an advocacy role in to ensure employees are able to get to work flexibly and on-time.

## 6.8. Freight

Tottenham, and West Footscray to a lesser extent, is a large generator of freight traffic movements. This industrial area has excellent connectivity to the rail network, and is in close proximity to major road freight links such as the West Gate Freeway.

From World War 2 through to the 1990s, the RAAF Stores Depot was located just north of Tottenham rail station, and many defence-related industries were established in the area. Rail freight played a larger part then than is currently does, with road freight having less-direct connectivity through the area.

The East-West Link would have greatly improved the area's road freight access. The proposal included a dedicated interchange at Paramount Road, and extension of Paramount Road southwards to meet Geelong Road. This would have alleviated much of the freight-related congestion experienced in the area.

The West Gate Tunnel is being constructed to provide an alternative river crossing and improve freight movements across the inner-western suburbs. It does little to address freight movements around Tottenham – West Footscray, primarily because it does not address the abovementioned issues on Paramount Road.

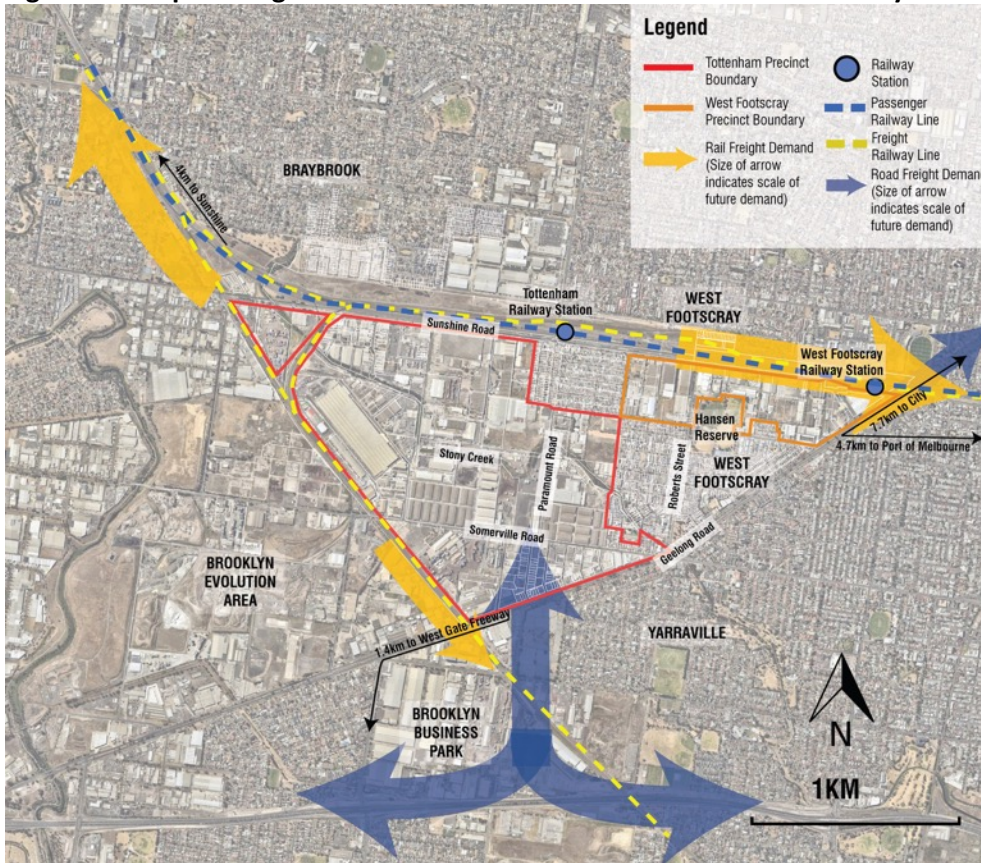
### 6.8.1. Freight Demand

The closest major road freight link is the West Gate Freeway to the south of the area, which provides high level connectivity to the Port of Melbourne, suburban Melbourne, and regional Victoria. This freeway is currently accessed by Geelong Road, requiring the use of Somerville Road and McDonald Road. A direct connection from Paramount Road to Geelong Road would improve road freight accessibility and reduce congestion. Connectivity is poor by road to the north from the area, primarily due to the width and complexity of the multiple rail tracks immediately to the north. Local road freight access to the north is via Sunshine Road and Geelong Road.

Rail freight has good, direct connectivity to the Port of Melbourne to the east, Newport to the south, and Western Victoria to the west.

The major freight demand corridors around the Tottenham – West Footscray area are shown in **Figure 17**.

**Figure 17: Map of Freight Demand around Tottenham and West Footscray**

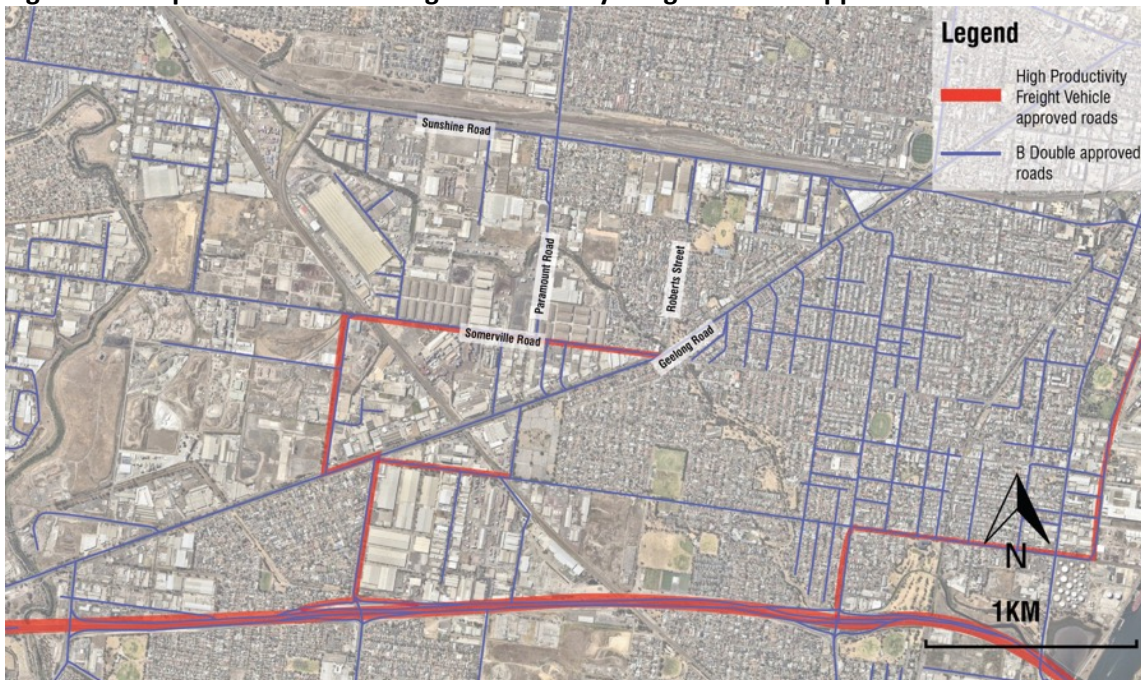


Source: VicRoads & ARTC Demand flows (2018)

**6.8.2. On Road Freight Routes**

Most of the roads through the industrial Tottenham area, and many of those through West Footscray, are designated B-Double routes as shown in **Figure 18**. These roads are designed to a geometric and structural standard to handle those vehicles.

**Figure 18: Map of B-Double and High-Productivity Freight Vehicle Approved Roads**



Source: VicRoads (2018)



Several of the major roads through the area are designated High-Productivity Freight Vehicle (HPFV) routes. A HPFV is a High Productivity Vehicle, typically larger and heavier than a standard B-double such as the one shown in **Figure 19**.

**Figure 19: High-Productivity Freight Vehicle (Quad-Quad Super B-Double)**



The most common example in Melbourne is a Super-B-double carrying two forty-foot containers, typically around 36 metres in length, compared to the 25 metres of a standard B-double. B-triples are also examples of HPFVs. The only HPFV route in Tottenham – West Footscray is Somerville Road.

There has been a rapid uptake of HPFVs across Australian capital cities in the roughly ten years since their introduction – particularly around industrial areas close to the port areas of our capital cities. The trend for incoming sea freight to Australia is for forty-foot containers (rather than twenty-foot containers), so there is increasing demand for vehicles capable of carrying two of those larger containers.

It would be expected that there would be increasing demand for HPFVs carrying two forty-foot containers around the Tottenham industrial area, and for roads being upgraded to be handle them both geometrically and structurally. The Victorian Freight Plan 'Delivering the Goods' mentions that extending the HPFV network is a key point needing to be addressed.

Tottenham has good access to the rail network. There is an existing container park at the west end of the precinct, and the area has good proximity to the freeway network and existing HPFV routes.

Were Paramount Road to be extended southwards to Geelong Road, it would be opportune to enable HPFVs to use that road and Geelong Road to connect it to the existing HPFV route at Millers Road. This may involve strengthening existing bridges such as the rail overpass on Geelong Road.

### 6.8.3. Rail Freight

The Victorian Freight Plan 'Delivering the Goods' aims to encourage a greater proportion of freight being moved by rail. Given its good trackside connectivity, Tottenham is well-placed to benefit from that direction.

Tottenham rail station is on the preferred alignment of the Melbourne Airport Rail Link, which runs through nearby Sunshine Station. The improved connectivity offered by the rail link could be expected to increase demand for rail freight between Tottenham and the Melbourne Airport Business Park freight area. Planning is also underway for Inland Rail with Tottenham identified as a possible freight hub. The need for Council to advocate for the upgrading of Paramount Road to cater for these movements of rail to road will become even more essential.

Critically, the large land parcels that are adjacent to the rail corridor are of utmost importance for the future of getting freight onto rail. While other sites distant from railway corridors can be subdivided with minimal ramifications on rail productivity, the large sites adjacent to the railway corridor must be retained in their size for them to be of any use from a freight rail perspective. The framework plan needs to protect these sites appropriately to ensure the short-term vagaries of the property market and economic cycles of the freight distribution sector do not result in subdivision of large land holdings such that they can no longer cater for rail freight activities.

## 6.9. Movement and Place Classifications

A Movement and Place Framework is a strategic approach to better describe, plan and manage the street environments that support successful journeys and create great places in the road corridor. In Australia, the Movement and Place approach has developed from the 'Link and Place' customer approach developed from the EU Artists Project and notably adopted by *Transport for London*. It is also promoted in *Austrroads Guide to Traffic Management (Part 4 – Network Management and Part 5 – Road Management)* and the *Australian Transport Appraisal and Planning Guidelines (ATAP)*.

These frameworks describe the competing design objectives of:

- Movement – maximising flow through a corridor.
- Place – maximising economic activity and activity in the public realm.

The balance of these objectives results in different street environments, which can be illustrated on a Movement and Place matrix, and provides a common language for designers, operators, stakeholders and the community to articulate design and operational objectives.

This basic approach to Movement is focussed on people regardless of their movement mode. For example, Princes Bridge in Melbourne could have a rating of M1 based on pedestrians and cyclists alone.

The basic approach to Place is focussed on catchment (the distance people travel to get to the place) and lingering (the extent to which people linger in the public space). For example, the section of St Kilda Road at the entrance to the National Gallery of Victoria would have a rating of P1 based on the distance over which people are attracted to the place and the number of people lingering in the space.

As the Movement and Place Framework is adopted across Victoria, Council should work with the Department of Transport to apply the framework to key arterial roads through the precinct including Geelong Road, Paramount Road, Somerville Road and Sunshine Road. Application of the framework to local roads has already commenced with the new treatment of Robbs Road which should be continued along Indwe Street

## 6.10. State Major Infrastructure Projects – Disruptions and Catalysts

### 6.10.1. East-West link, Paramount Rd Upgrade – Not Proceeding

The decision by the Victorian government in 2014-15 to not proceed with the East-West Link, which includes the western section between the Tullamarine Freeway and the Western Ring Road has direct implications for the precincts. With the tunnel portal for the western section of the link proposed for land west of Paramount Road and proposed local road upgrades related to the link not proceeding at this stage, significant questions remain about existing and future land use and development in the precincts. It also leaves questions about accessibility and freight and logistics movements in the local area and broader region.

### 6.10.2. Melbourne Airport Rail Link (MARL)

Melbourne Airport Rail Link (MARL) is a proposed passenger rail service from Melbourne Airport to Southern Cross Station, with one intermediate stop at Sunshine. There is limited ability for it to impact on the area unless freight is also allowed onto the line. In that scenario there could be a role for rail freight services from Tottenham to serve businesses in the Melbourne Airport Precinct. However, this would rely on demand for such movements between the precincts warranting the capacity that a freight train provides.

### 6.10.3. West Gate Tunnel

The West Gate Tunnel project is a short tunnel running from the West Gate Freeway to Footscray Road. The project includes a widening of the West Gate Freeway between the Western Ring Road and Williamstown Road. It does not however include peripheral projects such as the Paramount Road duplication which is required to improve access through the Tottenham-West Footscray precinct.

Efforts will be needed to upgrade Paramount Road through other programs, as the West Gate Tunnel project could reasonably be expected to increase the potential for traffic (freight and personal) travelling through the area to access the expanded freeway network.



## 6.11. Future Technologies

Powered (electric and other) bicycles are likely to be used more in the future, particularly for low income employees to access employment. This is likely to arise in the Tottenham-West Footscray area in the future. This is a key reason why the road cross sections should be reviewed to ensure access by bicycle is safe.

Automated freight trains currently operate in many parts of the world including Australia. Automated freight trains could change the cost profile of the freight sector and could cause a revival of interest in locations that are optimised for rail freight. Tottenham is one such precinct, and should be protected for such uses by ensuring that land adjacent to the railway corridor is not subdivided.

There is some likelihood that the area could become a hub for drone technologies. This is due in part to the area's proximity to major transport corridors (Princes Highway and railway lines) which provide potential flight paths. It is also relatively close to rapidly intensifying and gentrifying neighbourhoods such as Footscray and Yarraville.

## 6.12. Movement and Access Findings

The following movement and access findings have been identified for the two employment precincts:

- The Stony Creek shared path needs to be extended and provided as a 3m wide path for the full length of Stony Creek – this should include connections to Cruickshank Park and along the entire length of the waterway to Matthews Hill Reserve in Sunshine.
- A pedestrian link from Roberts Street across the Tottenham Railway Yards to Rupert Street in West Footscray would improve pedestrian connections into and out of the precinct.
- A new cross section design should be developed for roads in the area to include:
  - Shared paths on both sides of the road
  - Protected bike lanes on some routes.
  - Shade trees on both sides of the road.
  - Enough space for High-Productivity Freight Vehicles.
  - Turning lanes where required.
  - Parking if space is available, with priority roads to be identified in the framework plan.
- Sunshine Road corridor needs to be significantly improved for pedestrians and bicycle riders, with a bi-directional shared path on the southern side of the road and street trees on both sides of the road. This may require the use of a Public Acquisition Overlay by VicRoads to achieve these outcomes.
- Pedestrian connectivity and priority through the intersection of Geelong Road and Somerville Road (at Roberts Street) should be improved with a direct connection between Cruickshank Park and Stony Creek on the northern side of Geelong Road.
- Advocate for the duplication of Paramount Road as essential to improving safety of transport through the area and providing adequate access to the West Gate Freeway from growing suburbs to the north.
- Connecting Olympia Street with Victoria Drive across Stony Creek to help reduce pressure on Paramount Road for local traffic and truck movements.
- Investigate options to improve connectivity through the precinct including the purchase of Quarry Road (which is currently in private ownership) and connecting it to Alick Road across Stony Creek to help improve connectivity through the area without compromising the larger land parcels adjacent to the freight railway corridor.
- Advocate for a new bus route traversing the precinct on Paramount Road (this could potentially be an extension of the existing Routes 223 or 431).
- Route 414 should have some services moved earlier in the day with a cost-neutral swap of the last service of the day into the early morning as the first service.
- The key truck routes should be a focus for improvement to accommodate High-Productivity Freight Vehicles in future. This should particularly focus on the duplication of Paramount Road to align with the Cemetery Road intersection with Geelong Road.
- As the Movement and Place Framework is adopted across Victoria, Council should work with the Department of Transport to apply the framework to key arterial roads through the precinct including Geelong Road, Paramount Road, Somerville Road and Sunshine Road.

## 7. HERITAGE CONTEXT



## 7. HERITAGE CONTEXT

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### 7.1. Introduction

The heritage values of these two precincts have been surveyed and documented through the 2001 *Maribyrnong Heritage Review, Volumes 1 –7* (Jill Barnard, Graeme Butler, Francine Gilfedder & Gary Vines 2001) and in one case the *Footscray CAA Heritage Citations* (Heritage Alliance and Graeme Butler and Associates, 2013). Given the passage of time since the 2001 study was undertaken it is likely that some elements identified in that study will have been altered or demolished. There may also be properties that have heritage values within the two precincts which have not been recognised within the Maribyrnong Planning Scheme and three of these are identified below.

This advice is based on a desk top review of the Schedule to the Heritage Overlay of the Maribyrnong Planning Scheme and the entries for the various heritage places within the Victorian Heritage Database. The citations for the heritage places originate from the *Maribyrnong Heritage Review, Volumes 1 –7* (Barnard et al, 2001) except HO163 (Wiltshire Files, 213 Sunshine Road) which is assumed to be drawn from the *Footscray CAA Heritage Citations* (Heritage Alliance et al, 2013).

A site visit has been made to each heritage place and potential heritage places have been identified where observed. Note: a comprehensive gap study of the study area has not been undertaken.

### 7.2. Current Context

These precincts demonstrate the history of manufacturing within the inner west of Melbourne spanning from foundries to chemical, paint and cable manufacturing. They also demonstrate the changes to manufacturing that occurred during the twentieth century in their scale, layout and built form. While the majority of sites within the two precincts do not have built fabric that communicates the history of these places a relatively small number do, including those already included on the Heritage Overlay as shown in **Figure 20**. Parts of these heritage places provide the opportunity to transmit these values and the history of this area to future generation through the retention of heritage fabric, the adaptive reuse of existing buildings and structures and through onsite interpretation and trails.

The adaptive reuse of industrial sites can be challenging especially where the fabric of the building is utilitarian in nature and neither has architectural merit or readily communicate the previous historic function of the site.

The mapped extents of the heritage overlay within the study areas – particularly the Tottenham Precinct – are large and include areas of hard standing, vehicle parking and container or other storage. The condition and integrity of individual structures varies considerably between the heritage places within the study area. Within the buildings and land subject to the Heritage Overlay similar contamination will exist that are common to all redundant industrial and manufacturing sites of this era. These include the presence of hazardous materials used in their construction (particularly asbestos and lead-based paints) as well as land contamination (chemicals and heavy metals). In addition, these sites, particularly when not in use or being occupied will attract trespassers and others creating public safety risks. Vandalism and arson also pose risks to the retained heritage structures themselves. Hazardous materials and other risk assessment will be required to inform future adaptive reuse opportunities for some of these industrial sites.

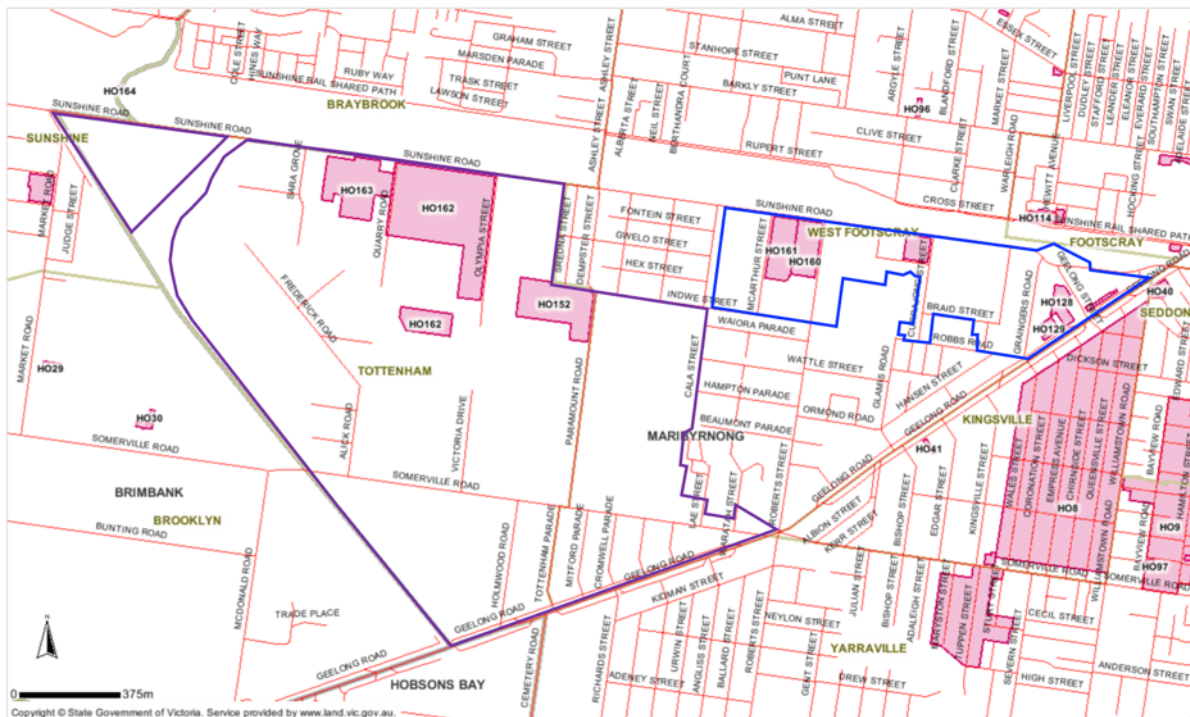
The majority of the heritage overlay places identified within the two precincts are large and include land and structures with little or no heritage values. In most cases these sites present major redevelopment opportunities with intact heritage fabric limited to only part of the heritage overlays. While mapping the whole of the site is simpler and does meet the guidance within Planning Practice Note 1: *Applying the Heritage Overlay* (August 2018) (PPN1) this can constrain the development of large industrial sites where the heritage fabric may be limited to a small portion of the land. The majority of the existing heritage places within the precincts include large areas with little fabric of any defined heritage values. The redevelopment of larger sites should be informed by a master plan / development plan approach informed by a more detailed heritage analysis of the site (through a Conservation Management Plan for instance). Consideration should also be given to reducing the extent of the Heritage Overlay to better recognise the extent of heritage fabric in accordance with the guidance within PPN1 as stated :

*“However, there will be occasions where the curtilage and the Heritage Overlay polygon should be reduced in size as the land is of no significance. Reducing the curtilage and the polygon will have the potential benefit of lessening the number of planning permits that are required with advantages to both the landowner and the responsible authority.”*



The retained elements should be adaptively used to ensure conservation of the heritage fabric through its active and economic use. Best practice examples of the adaptive reuse of industrial heritage places are provided in the Heritage Council of Victoria's *Industrial Heritage Adaptive Reuse Case Studies* (<https://heritagecouncil.vic.gov.au/research-projects/industrial-heritage-case-studies/>). Other notable examples are included in **Appendix 1** to this Background Issues Report.

**Figure 20: Tottenham and West Footscray Employment Precincts Heritage Overlays**



### 7.3. Heritage Findings

The following heritage findings have been identified for the two employment precincts:

- To assist in the management of heritage sites the preparation of an Incorporated Plan under Clause 43.01-3 and/or Heritage Design Guidelines under Clause 43.01-6 could be prepared. Note: HO128 – Graham Campbell Ferrum, 260 Geelong Road, West Footscray has an Incorporated Plan that allows the demolition of components of the site without triggering a permit under the heritage overlay.
- The redevelopment of larger sites should be informed by a master plan / development plan approach informed by a more detailed heritage analysis including a conservation management plan where appropriate.
- Adaptive reuse of significant and contributory heritage buildings and structures should be encouraged. The following guidance should inform the adaptive reuse of industrial heritage:
  - Clause 22.01-16 of the Maribyrnong Planning Scheme - Industrial Heritage Policy
  - Adaptive Reuse of Industrial Heritage: Opportunities & Challenges (Heritage Council of Victoria, July 2013)
  - Industrial Heritage Adaptive Reuse Case Studies (Heritage Council of Victoria <https://heritagecouncil.vic.gov.au/research-projects/industrial-heritage-case-studies/>)
- Where elements within a heritage place make little or no contribution to the identified heritage values and the demolition of these elements will help enable adaptive reuse of the place as a whole, demolition may be considered for a number of the existing structures following archival recording of remnant fabric and the development of an appropriate interpretation strategy.
- A small number of the sites contain remnant plantings or gardens which should be retained and conserved.
- Consideration should be given to amending the mapped extent of heritage overlay of the larger heritage places to better reflect the portions of the sites that retain their heritage fabric. Alternatively, following the redevelopment of each sites the mapped extent of the heritage overlay and the statement of significance could be amended to reflect the retained heritage fabric and its significance.

- A number of additional potential heritage places have been identified that should be assessed, namely: part 2 Graingers Road, West Footscray; part 1 Roberts Street, West Footscray; and part 7 Sunshine Road, West Footscray. These potential heritage buildings only occupy small parts of larger industrial sites and if they were to be included within the Schedule to the Heritage Overlay with a reasonable curtilage, they would not unreasonably reduce the development potential of these sites.
- Former industrial sites could be interpreted both onsite and as part of a wider trail within the study area.

#### 7.4. Tottenham Precinct Recommendations

This precinct includes three large heritage overlay places:

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO152	Pacific Carpets 35-65 Paramount Rd, cnr Indwe St, Tottenham	No	No	No	No	No	No	-	-
HO162	Olex Cables 207 Sunshine Road, Tottenham	No	No	No	No	No	No	-	-
HO163	Wiltshire Files 213 Sunshine Road, Tottenham	No	No	Yes – Cypress row, Pinus Radiata row	No	No	No	-	-

No other heritage potential heritage places were identified during the site inspection of these three places.

#### HO152: Pacific Carpets

Pacific Carpets at 35-65 Paramount Road, Tottenham is identified as historically and architecturally significant for:

- It's important role in the development of the carpet textile industry in Melbourne.
- Its distinctive and unusual architectural form.
- The unique use of corrugated cladding gives the building a special position in the evolution of industrial architecture in the region.

The statement of significance for HO152 asserts that it is of importance as a local landmark, although no evidence for this is provided. Heritage values of the altered Post-war Modern office building and corrugated cladding not evident from the public the (Paramount Road). The factory building in the southern part of HO152 facing Paramount Road has a bi-chromatic brick Moderne façade and distinctive sawtooth roof form. The extent of HO152 includes extensive areas of land and buildings without evident heritage value.

#### HO162: Olex Cables

Olex Cables at 207 Sunshine Road, Tottenham (HO162) is identified as historically and architecturally significant:

- For its distinctive Moderne design, which reflects both the prominence and success of the Olympic Tyre and Rubber Company, and the importance of the growth of the telecommunication industry in the immediate post-war period.
- As one of the largest cable makers and as a major local initiative begun by Sir Frank Beaurepaire's firm.
- For the application of International architectural and design elements to an otherwise utilitarian and functional factory.

This very large factory site includes a number of large, and utilitarian, factory buildings, hard standing and storage areas and has a modest red brick office building facing Sunshine Road that was opened by Prime Minister, Sir Robert Menzies in 1960. The 'Moderne' and 'International architectural and design elements' noted in the citation were not evident in the site visit. Large parts of HO162 have no built fabric and are used as hard standing for vehicle parking, container and chemical storage. It is unclear why the isolated section of HO162 to the south of the main heritage overlay area is included within the extent as it does not appear to have any heritage values. HO162 includes land and buildings without evident heritage values and does not describe a legible heritage place.

## HO163: Wiltshire Files

The Wiltshire Files factory complex at 213-221 Sunshine Road, Tottenham is identified as historically, aesthetically and architecturally significant:

- For its associations with an important and long-running Australian company and the expansion of its manufacturing activities in the 1930s.
- For its association with the intense industrial boom of the interwar period.
- As a fine example of the streamlined Moderne style as applied to an industrial complex.
- For its associations with architect, Stuart Calder, a progressive designer who was a leading exponent of the Moderne style in Melbourne in the 1930s.

Tree controls are selected in the Schedule to HO163 for the rows of Cypress and Pinus Radiata trees. The majority of this large heritage overlay has no heritage fabric and largely comprises hard standing areas and vehicle parking. The Stuart Calder-designed Streamlined Moderne office and factory building only occupies a small proportion of the site along part of its northern boundary (Sunshine Road). HO163 includes large areas of land of which only a small part contains any heritage fabric.

## 7.5. West Footscray Precinct Recommendations

This precinct includes six heritage overlay places which vary in size from individual buildings to larger site:

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO127	Southern Can Company 240 Geelong Road, Footscray	No	No	No	No	No	No	-	-
HO128	Graham Campbell Ferrum 260 Geelong Road, Footscray West	No	No	No	No	No	No	Graham Campbell Ferrum, 260 Geelong Road, West Footscray: HO128 Incorporated Plan	-
HO129	Hopkins Odium 268 Geelong Road, Footscray West	No	No	No	No	No	No	-	-
HO159	Creamota 19 Sunshine Road, West Footscray	No	No	No	No	No	No	-	-
HO160	Australian Estate Wool Store 47-61 Sunshine Road, West Footscray	No	No	No	No	No	No	-	-
HO161	Goldsborough Mort Wool Store 63 Sunshine Road, West Footscray	No	No	No	No	No	No	-	-

### HO127: Southern Can Company

The Southern Can Company at 240 Geelong Road, West Footscray (HO127) is identified as historically and architecturally significant:

- As the most substantial and skilfully designed Geelong Road factory from the WW2 period.
- For its application of the International/Dutch Moderne style, which rivals Billson's Warburton Sanitarium work.
- For its association with a period of industrial expansion in the western suburbs.

Landscape elements such as the palms facing Geelong Road are identified as being contributory, but these do not appear to now be extant. The heritage place is a small proportion of heritage building retained at the front of a Bunnings store. The mapped extent of HO127 does not appear to include all the extant heritage fabric.

### HO128: Graham Campbell Ferrum

The Graham Campbell Ferrum at 260 Geelong Road, West Footscray is identified as historically significant as one of the oldest operating and major foundries in the region. It demonstrates the relationship of office, foundry and sheds, the industry and type of work undertaken on the site. Part of a group of important modern and other mid-20th century industrial complexes along Geelong Road.



The entry in the schedule to the Heritage Overlay for HO128 includes an Incorporated Plan enabling the demolition of elements on the site other than the office building fronting Geelong Road and the adjacent main foundry shed. The Incorporated Plan allows the demolition of the existing buildings that front onto Geelong Street.

### **HO129: Hopkins Odlum**

Hopkins Odlum at 268 Geelong Road, West Footscray (HO129) is identified as historically and architecturally significant as:

- An accomplished early Moderne factory/office, related to a key manufacturing enterprise.
- A major manufacturer of a specialist product which was a critical component in manufacturing in the region.

Forms part of a regionally important industrial precinct established along Geelong Road prior to WW2. The heritage place is a highly intact Moderne office in front of utilitarian brick factory building. The extent of HO129 is appropriate.

### **HO159: Creamota**

The Creamota mill at 19 Sunshine Road, West Footscray (HO159) is identified as historically and architecturally significant as the most substantial grain mill in the district reflecting the highpoint of industrial design of the period. It represents the importance of food processing in the western region and stands as one of a small number of surviving mills.

This site is appropriately mapped and has a range of buildings on the site which is dominated by a pair of grain silos and substantial masonry buildings in the northwest and southeast corners of HO159. The silo structure appears to be suffering from spalling concrete (concrete cancer) particularly at openings.

### **HO160: Australian Estate Wool Store**

The Australian Estate Wool Store, 47-61 Sunshine Road, West Footscray (HO160) is identified as being historically and architecturally significant as one of the largest single wool store buildings in Victoria built on a grand scale with considerable architectural refinement. This monumentally scaled wool store is highly intact externally and has an architecturally refined façade and remnants of a garden setting facing Sunshine Road. The extent of HO160 is appropriate.

### **HO161: Goldsborough Mort Wool Store**

The Goldsborough Mort Wool Store at 63 Sunshine Road, West Footscray is identified as historically and architecturally significant for representing the height of the development of the wool and pastoral industries in Victoria. The scale of the architecture reflects the prosperity of the firm and the major contribution of the wool industry to Australia's trade and growth in the post-war period.

This building while equally as large as the Australian Estate Wool Store (HO160) does not share its architectural quality. This Post-Second World War building does not appear to be architecturally significant as stated in the citation. The utilitarian façade is undistinguished and its setting is a hard standing, which is in contrast with the garden setting of HO160. The extent of HO161 is appropriate.

### **Potential Heritage Places**

Three potential heritage places were identified during the site inspections, these are:

- (Part) 2 Graingers Road, West Footscray – Modern office building that forms part of the current Wattle Paints site;
- (Part) 1 Roberts Street, West Footscray – a largely intact brick and render Inter-war factory façade facing Derrimut Street; and
- (Part) 7 Sunshine Road, West Footscray – a largely intact brick and render Inter-war factory office building that forms part of the former Imperial Chemical Industries site.

An assessment of these properties should be undertaken as they appear to be comparable in intactness and integrity with the sites within the study area that are included on the heritage overlay. Each of these elements identified only occupy a small part of larger industrial sites and if the heritage overlay was to be applied it is likely that the extent would not include the whole of the site or cadastral block unlike most of the existing heritage places within the study precincts. In most cases the heritage overlay would only need to include the intact heritage fabric and an appropriate curtilage to protect the values of these places.

## 8. ENVIRONMENTAL CONTEXT



## 8. ENVIRONMENTAL CONTEXT

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### 8.1. Current Context and Significant Environmental Features

The Tottenham and West Footscray Employment Precincts lie in the basalt plains of Melbourne, part of the Newer Volcanics Province (NVP), which formed between 2 and 5 million years ago (most active about 4.5 million years ago). The NVP formed from volcanic eruptions at multiple points across a vast area between Melbourne, west across the South Australian Border to Mt. Gambier, which forms the western margin of the NVP.

The key environmental feature in area is Stony Creek, which bisects the Tottenham Employment Precinct in a south easterly direction, draining the basalt plain and eventually terminating at the Yarra River/Stony Creek Backwash in Yarraville.

### 8.2. Tottenham Industrial Fire 2018

On 30 August 2018, a large fire occurred at an existing warehouse at 420 Somerville Road, Tottenham. The building contained a large number of containers including shipping containers, drums, intermediate bulk containers (IBCs) and cylinders. The fire resulted in a large amount of contaminated water and liquid being flushed into the nearby Stony Creek. While best efforts were maintained to pump and remove excess water and liquids during the fire response, contamination of the sediment and water in the creek occurred, both at the fire site adjacent to 420 Somerville Road, Tottenham (source area) and downstream.

EPA and Melbourne Water, in conjunction with environmental consultants, are currently working to remediate the contaminated sediment (characterised as a black sludge) on the banks of the creek, in order to remove the ongoing source of contamination, and aid in the recovery of the creek over time. It is likely that remediation efforts will continue for some time both on and off site, resulting in short term amenity impacts along reaches of the creek.



*Stony Creek Conditions and Rehabilitation Works, March 2019*

#### 8.2.1. Implications of the Tottenham Fire on Precinct Development

The occurrence of this large industrial fire, in addition to another similar fire at the Bradbury Industrial Services site in Campbellfield on 5 April 2019, has raised awareness of the hazards associated with large industrial facilities, particularly those involved in chemical storage. Media coverage and increased public awareness of these incidents has increased pressure on the EPA and State Government to place tighter controls in the interests of public safety and environmental health. It has also raised public awareness of the hazards associated with living and working adjacent to large industrial precincts that may contain such facilities.

These industrial fires are an important consideration for Council for the future development of the precincts. Examples of the sorts of issues that may require specific consideration by Council are:

- Reputational: Businesses and residents are now more likely to pay attention to the types of industries and operations in their area. In making decisions about investing in a new site or facility, businesses may need



comprehensive information about the types of operations in their neighbourhood, before making a decision to relocate there. The same would apply to nearby residents.

- **Regulatory:** The regulatory environment around licencing and enforcement for major hazard facilities is likely to undergo some changes in the near future as a result of these fires. The EP Act 2017 places the duty of care onto the activity generator to minimise risk to human health or environment (See Section 5.5). The public increasingly expects that the regulators (e.g. WorkSafe and EPA) will take immediate action when they become aware that a particular site or operation presents a hazard to the community or environment. This is likely to result in stricter enforcement of operational licence conditions by the regulators, and may also result in additional powers being afforded to regulators to increase their ability to force immediate actions to reduce risk.
- **Environmental:** The Tottenham Fire has caused significant pollution of the local environment that is currently being investigated. The extent of the pollution is difficult to quantify and the degree of risk to the community and the environment is still being evaluated. While remediation is underway, noticeable impacts including odour, visible oily “sheens” on surface water, and impacts on the local ecology, are likely to be experienced for years to come. The fires and subsequent pollution of the local environment also suggest that current infrastructure in the industrial areas (such as stormwater drainage) is not designed to deal with, and assist in preventing, large pollution events from occurring in the event of industrial accidents. This is likely to influence Council’s decisions in terms of the types of land uses that may be feasible adjacent to the Creek and the requirements for additional infrastructure such as water sensitive urban design treatments.
- **Community:** The recent industrial fires have caused community angst and increased public scrutiny on certain types of industries and operations, particularly in the vicinity of residential areas. Communities are unlikely to welcome further development of industrial precincts to accommodate these sorts of industries and are more likely to want to see Council take an active role in relocating them and minimising risk.
- **Remediation opportunities:** Melbourne Water are currently undertaking rehabilitation works to return Stony Creek to a pre-fire condition, and deliver riparian environment restoration works. These works will likely result in a substantial amount of soil and other material being removed from the creek bed adjacent to the fire site and environs. This provides an opportunity for an improved natural and public environment.

### 8.3. Summary of the Industrial Development of the Precincts

Figures 21 and 22 below outline the potential land fill and quarry sites within the two precincts. The occurrence of quarrying and/or landfilling has been inferred from historical aerial photographs and locations are approximate.

**Figure 21: West Footscray Employment Precinct – Environmental Constraints**





**Figure 22: Tottenham Employment Precinct – Environmental Constraints**



In summary, the history of the precincts is characterised by periods of intense industrial development between the years of 1945 to 1950 and 1963 to 1982. Historical land uses and activities occurring are summarised in **Appendix 2** and identify activities with the potential to cause contamination in bold text. These are drawn from a range of sources including aerial photography and the Sands and McDougall’s Directory of Victoria. It paints an interesting history of development of the precincts and the types of uses that were located within the precinct.

**8.4. Landfills**

A number of landfills are present in the area, as listed in **Table 4**.

**Table 4: Potential Landfills and Filled Quarries Identified within the Site (Senversa)**

Address	Evidence of filling	Age of filling
7 Sunshine Rd, West Footscray	Shallow quarrying evident at least from 1931, filling from 1979-1985. Site is closed and vegetated by 1991 and surrounded by extensive industrial development. Half of site covered by carpark from 2006.	1960s-1980s
240-246 Geelong Rd, West Footscray	1915 MMBW plan states there is a quarry in this location, only industrial buildings visible on site in aerial photos from 1931.	<1930s
30-35A Roberts St, West Footscray	Area north of the two football ovals, not encompassed in site boundary. 1945-1955 a quarry appears subject to landfill with industrial developments surrounding the site. Several track marks across the site leading to segmented waste areas. Appears to have been filled by 1962.	1940s-1950s
1-19 Graingers Rd, West Footscray	1928 quarry listed on MMBW Plans; occupied by industrial developments before aerial photos in 1931, however quarry may be apparent on part of site until 1940s.	Late 1940s.
40-44 Graingers Road, West Footscray	Small depressions/quarrying appears to be on site in 1931 and the 1937 MMBW Plan lists a quarry on site. The quarry appears to have been filled by 1945, or in the final stages of filling. By 1962 the site is vacant and surrounded by industrial developments.	1940s-1960s
2 Graingers Road, West Footscray	1937 MMBW Plan states there is a quarry-like shape on site. Unavailable in aerial photos until industrial development has already occupied the site.	1940s
248 Geelong Rd, West Footscray	1928 MMBW Plan shows a small quarry on the site block. Industrial developments and nearby quarries surround the site. Majority of quarry filled by 1931, and one small industrial building occupies the site by 1945.	1930s

Address	Evidence of filling	Age of filling
1 Quarry Rd, Tottenham	A large and deep quarry is visible in 1931, surrounded largely by vacant land. By 1962 the quarry has expanded to the entire site block and there may be areas of filling. By 1978 the site appears to be in the process of filling with waste and industrial buildings now surround the site. Some stockpiles and potential waste also extend beyond the boundary of the original quarry. The site is vegetated by 1991 and appears mostly filled and closed.	1970s-1990s
3 Alick Road, Tottenham	Land surface markings apparent in 1962, however is unclear if indicative of quarrying or early stages of industrial development. By 1979, industrial development dominates much of the site, with possible landfilling in some areas. By 1991 the previous surface markings are entirely replaced by industrial development.	<1930s
412 Somerville Rd & 4 Paramount Rd, Tottenham	A large quarry is visible south of the creek in 1931, surrounded by vacant land and minor residential/industrial developments. The site may be subject to filling from 1962, with levelling occurring by 1979. By 2011 the sites house a container storage facility.	1970s
427-451 Somerville Rd, Tottenham	A large quarry is visible on site in 1931, surrounded by nearby quarries, vacant land and early industrial development. By 1956 the quarry appears to be partially subject to filling. The site is filled and levelled by 1966 and subject to industrial developments.	1950s-1960s
273-291 Sunshine Rd, Tottenham	A long quarry until the 1960s, the site appears to have been filled between 1970-1990, potentially as a landfill given the track marks across the site. Site is currently vacant and grassed with structures directly NE and NW.	1980s

### 8.5. Environmental Audits and Priority Sites

There are a number of sites within the precincts which are on EPA registers. See Appendix 2 for further information. These include the Major Hazard Facility at 1 Amanda Road Tottenham which is a chemical storage facility under operational EPA licence. A number of other sites for which environmental audits were undertaken many of which were former textile manufacturers are also located within the precinct.

### 8.6. Environmental Findings

The following environmental assessment findings have been identified for the two employment precincts:

- The presence of major hazard facilities, and those that may present similar risks (but may not be labelled as such) are likely to restrict the types of land uses that may be feasible around such facilities. Council has engaged with Worksafe to determine the required buffer around the designated major hazard facility. The planning on land use in buffers around these facilities will need to consider existing constraints and additional regulatory, environmental and community issues that are likely to arise from the recent industrial fires.
- Council should engage with regulators (EPA and Worksafe) early to ensure they are abreast of any proposed regulatory changes in light of the industrial fires so the implications for the framework plan are understood.
- Although Stony Creek was a highly modified (and polluted) urban stream prior to the fire, the pollution that occurred from the fire has increased the focus on the environmental health of this waterway. The nature of the pollution is such that it is likely to present amenity and potential health impacts for several years. Council's consideration of land use around the waterway should consider this along with the opportunities that remediation plans may provide.
- Council should engage with Melbourne Water to ensure that remediation underway delivers a wider range of public benefits greater than just remediation of the creek including opportunities to improve the water quality flowing into the creek.
- The presence of a number of former landfills (usually filled former quarries) can present a risk to buildings both on and around them in the form of landfill gas (predominantly methane and carbon dioxide). However, this may also provide a range of complementary uses for adjacent businesses and new and higher order uses once contamination has been dealt with. EPA Victoria provides guidance (*EPA Publication 788.3 (2015) – Best Practice Environmental Management (BPEM) – Siting, Design, Operation and Rehabilitation of Landfills*) known as the "Landfill BPEM" on development around landfills. Usually this would involve an assessment of potential risk from landfill gas for any proposed development within 500 m of a landfill.



## 9. BUILT FORM AND CHARACTER CONTEXT



## 9. BUILT FORM AND CHARACTER CONTEXT

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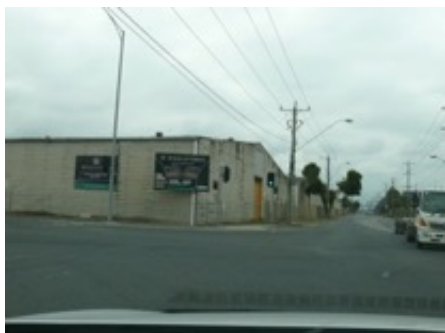
### 9.1. Tottenham Current Conditions

The Tottenham-West Footscray Employment Precinct accounts for almost half of the municipality's zoned industrial land with just under 300 ha of industrial land.

The triangular shaped precinct is bounded by Geelong Road to the east, Sunshine Road to the north, the Sunshine railway and Newport to Sunshine freight railway to the south and west. Road access into the area is along the arterial road network of Geelong, Sunshine and Somerville Roads along with Paramount Road, which all carry high volumes of freight traffic.

The precinct has a limited, discontinuous, narrow street network for the level of freight traffic it carries. Its layout tends to concentrate traffic flows while discouraging walking and cycling. Furthermore, this lack of street connectivity can be seen to restrict opportunities for subdivision or consolidation of land or redevelopment through limiting street exposure. It is, therefore, unlikely that improved built outcomes through establishment of higher order uses will be possible without a more functional, connected and dispersed road network.

Tottenham's existing character is generally of industrial, lower order buildings within some significant areas of undeveloped land, particularly within the core of the precinct. The built fabric displays low levels of capital or ongoing investment represented by low cost buildings, site presentation, maintenance and repairs. Activities within the precinct are dominated by warehousing and shipping container storage and associated low value or irregular occupations such as waste storage and recycling.



*Low levels of capital or recurrent investment in industrial properties*

Stony Creek divides the precinct diagonally and has the potential to be an important, if not the only, landscape and open space asset within the precinct. The creek corridor is located at the rear of properties with much of it on private land with restricted or prohibited public access. The creek is in poor health, particularly following the large warehouse fire in August 2018. Council's Open Space Strategy identifies Stony Creek's discontinuous nature and lack of connection to surrounding areas as significant issues.



*Stony Creek shared path and poor interface condition*

The Maribyrnong Municipal Strategic Statement (MSS) and Open Space Strategy and Melbourne Water policies are directed towards creating a continuous open space network along Stony Creek. The Open Space Strategy identifies this as a high priority project that would involve improving environmental qualities, public use, safety and access through rehabilitation and capital investment in infrastructure and facilities. However, it provides limited direction regarding public acquisition of land to establish a continuous corridor, a preferred width, setbacks or interface condition.

The precinct supports many longstanding businesses with an average occupation of 17.4 years and 38% operating for more than 20 years according to the Maribyrnong Economic and Industrial Development Strategy (MEIDS). Approximately 57% of properties are held by owner-occupiers and it is possible that some of these could change hands as owners adjust their business arrangements.

Finer grained, smaller lot sizes exist in the south-east and north-west corners of the precinct which are generally home to smaller enterprises of manufacturing and services. These areas support more jobs and display greater levels of capital investment in buildings and site works.

The nature of the land uses, and traffic volumes mean that the infrastructure is heavily used which contributes to reduced levels of public realm amenity and maintenance. Road pavements, kerbs and channels are often damaged, footpaths are broken and discontinuous, nature strips or verges (where they occur) are often poorly maintained, and established trees are few. The public realm is often bordered by the rear or sides of buildings or security fences. The precinct would benefit from improvements to the public realm.



*Examples of poor interface conditions and incomplete road construction*

Previous and current land uses have resulted in high levels of contamination which will restrict redevelopment potential for higher order land uses. Furthermore, the presence of the major hazard designation on Amanda Rd and its associated 500m buffer will restrict land use changes in the area.

The previous *Tottenham and West Footscray Precinct Framework Plans, 2014* provides a well-founded analysis of the precinct's issues and opportunities with reasonably sound implementation actions. Unanticipated changes render some initiatives redundant including:

- East-West Link was a major influence on earlier framework plan directions. It is now doubtful in the short-medium term, making actions unlikely and opening opportunities for other actions relating to Stony Creek improvements, possible new street connections and creek crossings and redevelopment of existing sites.
- The Paramount Road activity node is not well founded being proposed in the less active core of the precinct. It would be preferable to locate more intense/diverse land uses in proximity to West Footscray station with improved access for pedestrians, cyclists and public transport users.



## 9.2. West Footscray Current Conditions

West Footscray displays a finer grained, more connected street network and subdivision pattern with associated higher order industrial/commercial land uses than Tottenham.

Some redevelopment of sites and buildings is occurring due to location, exposure, parcel size and built fabric quality (for example: Bunnings, Paint Spot and new factories with associated offices fronting Geelong Road).

Some visually prominent multi-storey buildings fronting Sunshine Road like the Australian Estate Wool Store are important heritage assets. Their adaptive re-use is desirable but may be challenging or uneconomic due to floor plate size and height. The scale of these and other existing buildings along Sunshine Road supports more intensive multi-storey commercial development on prominent sites.

The presence of buffers to the Goodman Fielder and Wattyl paints sites will restrict establishment of higher order land use changes (such as residential) within the area.

Hansen Reserve is the most important open space/recreational resource south of Sunshine Road with sports fields and courts, playground and picnic facilities. The southern half is bounded by housing and the northern half by the rear of industrial uses. A council prepared master plan sets out the anticipated short-medium term improvements to the reserve which include increased tree planting and other landscape works, enhancements to playgrounds and other site amenities.



*Hansen Reserve provides an important open space and recreation resource*

The interface between industrial areas and residential zones to the south and west are currently, and should continue to be, managed through an Industrial 3 Zone.

## 9.3. Overarching conditions for both precincts

The current physical environment in both precincts presents large areas of open land and hard surfaces. This type of environment makes a significant contribution to the urban heat island effect. A lack of vegetation in both the private and public realm adds to this effect making the environment hot, dusty and a perception that it is not valued. Each of these can be countered through greater attention to design including materials, reduction in impervious surfaces and layout, improved landscaping and street tree planting wherever possible through the precincts. The physical environment also contributes to poor storm water quality and there appears to be a lack of drainage infrastructure to manage this. This has implications for the health of Stony Creek. Water sensitive urban design could assist with this and may provide opportunities to water street trees and open spaces.

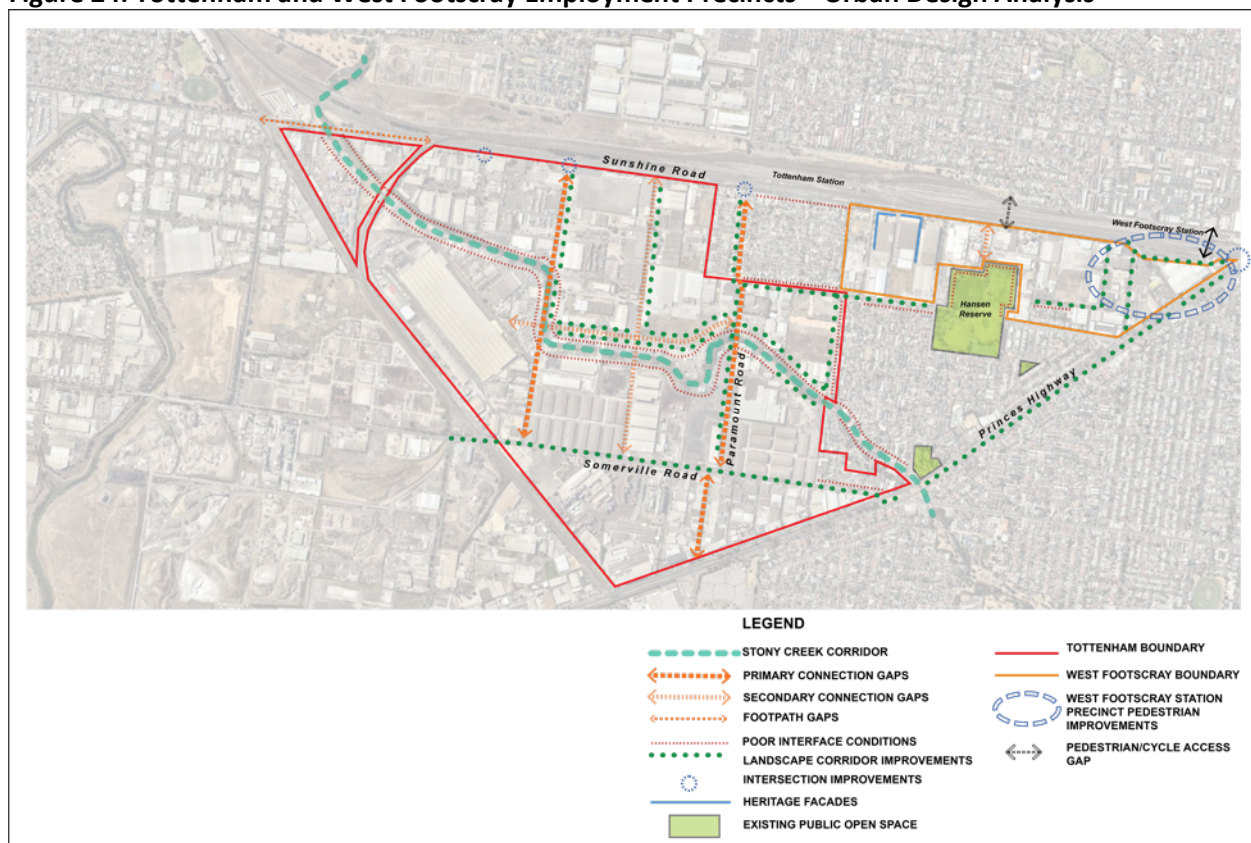
The large roof spaces of industrial development also provide the opportunities for other environmental enhancements such as solar panels and stormwater collection.

These overarching conditions and analysis leading to some potential responses as shown in **Figures 23 and 24**.

Figure 23: Tottenham and West Footscray Employment Precincts – Building Footprints



Figure 24: Tottenham and West Footscray Employment Precincts – Urban Design Analysis



## 9.4. Urban Design Findings

The following built form and character findings have been identified for the two employment precincts:

### 9.4.1. Overarching Recommendations

- Improve storm water catchment/retardation and treatment across the precinct.
- Improve streetscape outcomes through tree and ground storey planting and private sites through landscape guidelines for new development including water sensitive urban design (WSUD).
- Continue implementation, and explore opportunities for expansion, of Council's 10-year Street Tree Strategy (currently in year 6) and other opportunities to plant trees throughout the precinct to reduce the urban heat island effect and contribute to Council's Urban Forest goals.
- Support improved public realm maintenance/ private realm enforcement regime including street sweeping, weed and rubbish removal, signage maintenance, planning permit/by-law enforcement and street tree maintenance.
- Require new development to address the public realm/streets, Stony Creek, parklands or reserves and screening "back-of-house" activities.
- Develop urban design/built form guidelines for industrial areas to improve environmental and functional outcomes including setbacks and interface conditions for Stony Creek and achieve greater environmentally sustainable development (ESD) outcomes for the precincts.

### 9.4.2. Tottenham Precinct Recommendations

- Pursue a more connected, dispersed multi-modal street network across the precinct, as per the MEIDS recommendations, specifically connecting Quarry and Justin Roads and Victoria Drive and Olympia Streets.
- Implement existing recommendations for Stony Creek including incorporating the corridor into public ownership with continuous shared path access, street frontage wherever possible, expanded areas for habitat and storm water retardation and treatment.

### 9.4.3. West Footscray Precinct Recommendations

- Restrict the expansion of residential areas while hazardous uses and associated buffers remain.
- Facilitate continued establishment of an activity node within the walking catchment of West Footscray Station through encouragement of mixed use employment, adaptive re-use of existing warehouse buildings, improved pedestrian and cycle access and public realm amenity improvements.



## 10. BUSINESS AND EMPLOYMENT CONTEXT



## 10. BUSINESS AND EMPLOYMENT CONTEXT

### 10.1. Regional Context

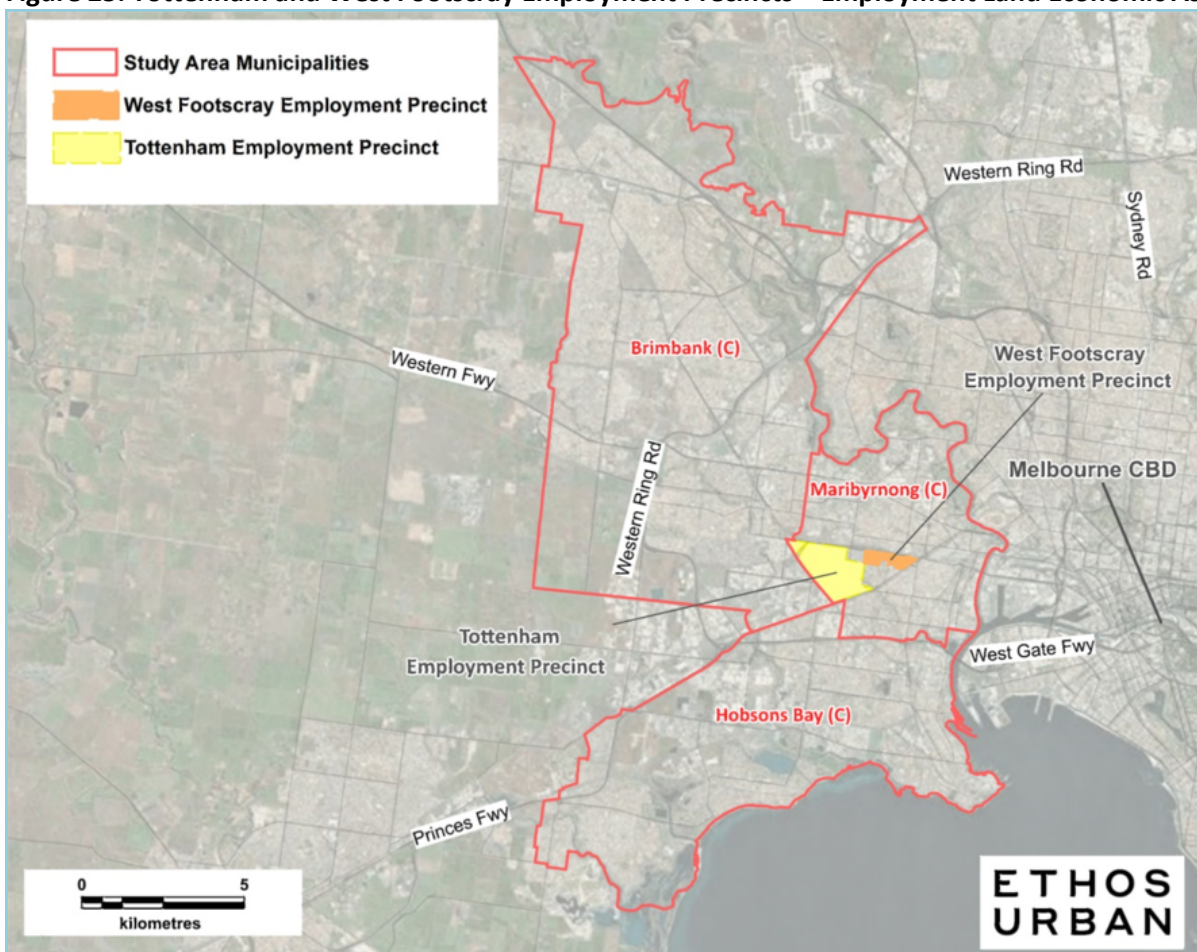
This section provides an overview of the inner western part of metropolitan Melbourne, including commentary on the regional location, key existing land uses, and policy relevant to the economic future of the employment areas in Tottenham and West Footscray.

### 10.2. Regional Location

The two employment precincts form part of Melbourne’s Inner West which is an area that continues to gentrify in socio-economic terms. This continuing gentrification is evident in Maribyrnong where the city has an estimated resident population of 91,390 persons in 2019 (ABS, Cat.No.3218.0).

The study area for the Tottenham and West Footscray employment land economic assessment outlined in this chapter, includes the three municipalities located to the west of the Melbourne CBD, namely Maribyrnong, Brimbank and Hobsons Bay, as shown in **Figure 25**.

**Figure 25: Tottenham and West Footscray Employment Precincts – Employment Land Economic Assessment**



Source: Ethos Urban with MapInfo, Bing Maps and Street Pro

### 10.3. Study Area Population

In 2019, the study area had an estimated resident population of 399,590 persons and this compares with 354,050 persons in 2011. Thus, in the period 2011 to 2019 the study area population increased by +45,540 persons (net) at an average annual growth rate of 1.5% per year.

By 2035 the study area population is forecast to reach 481,690 persons at an average annual growth rate of approximately 1.2% per year over the period 2019 to 2035. Thus, over the period 2019 to 2035 the study area

population is expected to increase by +82,100 persons. This population forecast is based on ABS data, forecasts prepared by id. Consultants, and a review of currently zoned yet undeveloped residential land in the study area.

Historical and forecast population levels for the study area are shown in **Table 5** for the period 2011 to 2035.

**Table 5: Population Trends & Forecasts, Study Area, 2011 to 2035**

Category	2011	2019	2027	2035
<b><u>Population (No.)</u></b>				
Brimbank (C)	191,500	209,240	220,460	226,660
Hobsons Bay (C)	87,400	97,190	105,120	112,560
Maribyrnong (C)	<u>75,150</u>	<u>93,160</u>	<u>119,690</u>	<u>142,470</u>
Total Study Area	354,050	399,590	445,270	481,690
Greater Melbourne*	4,169,370	4,909,620	5,677,400	6,435,260
<b><u>Average Annual Growth (No.)</u></b>				
Brimbank (C)		+2,220	+1,400	+780
Hobsons Bay (C)		+1,220	+990	+930
Maribyrnong (C)		<u>+2,250</u>	<u>+3,320</u>	<u>+2,850</u>
Total Study Area		+5,690	+5,710	+4,560
Greater Melbourne		+92,530	+95,970	+94,730
<b><u>Annual Average Growth (%)</u></b>				
Brimbank (C)		+1.1%	+0.7%	+0.3%
Hobsons Bay (C)		+1.3%	+1.0%	+0.9%
Maribyrnong (C)		+2.7%	+3.2%	+2.2%
Total Study Area		+1.5%	+1.4%	+1.0%
Greater Melbourne		+2.1%	+1.8%	+1.6%

Source: ABS, Estimated Residential Population (Cat. No.3128.0); id.Consulting (rebased by Ethos Urban)

Note: (\*) DELWP, Victoria In Future 2016 (rebased by Ethos Urban)

#### 10.4. Study Area Labour Force

In a locational context, the term “labour force” applies to a person’s place of residence, while the term “workforce” in a locational context applies to a person’s place of work.

**Table 6** shows the composition of the labour force in the study area for the period 2006 to 2016. Over this period important industries in terms of share of total labour force include Manufacturing (14,530 labour force members, but declining by 33% over the period), Transport, Postal and Warehousing (12,950 and increasing by 23%), and Construction (11,640 and increasing by 33%). These figures illustrate the underlying changes in the structure of the local and metropolitan economies, particularly the declining importance of the Manufacturing sector. Continuing growth in employment in the Tertiary or service sector is also noted in the employment data.



**Table 6: Labour Force – Industry of Employment, Number of Persons, Study Area, 2006 and 2016**

Industry	2006		2016		Increase 2006-2016	
	No.	Share	No.	Share	No.	% Increase
Agriculture, Forestry & Fishing	360	0.3%	790	0.5%	+430	+119.4%
Mining	180	0.1%	270	0.2%	+90	+50.0%
Manufacturing	21,710	16.9%	14,530	9.4%	-7,180	-33.1%
Electricity, Gas, Water & Waste Services	870	0.7%	1,630	1.1%	+760	+87.4%
Construction	8,760	6.8%	11,640	7.6%	+2,880	+32.9%
Wholesale Trade	6,520	5.1%	5,310	3.5%	-1,210	-18.6%
Retail Trade	14,180	11.1%	16,060	10.4%	+1,880	+13.3%
Accommodation & Food Services	8,160	6.4%	12,120	7.9%	+3,960	+48.5%
Transport, Postal & Warehousing	10,530	8.2%	12,950	8.4%	+2,420	+23.0%
Information Media & Telecommunications	3,170	2.5%	3,430	2.2%	+260	+8.2%
Financial & Insurance Services	5,890	4.6%	7,110	4.6%	+1,220	+20.7%
Rental, Hiring & Real Estate Services	1,650	1.3%	2,390	1.6%	+740	+44.8%
Professional, Scientific & Technical Services	7,790	6.1%	11,480	7.5%	+3,690	+47.4%
Administrative & Support Services	5,660	4.4%	6,810	4.4%	+1,150	+20.3%
Public Administration & Safety	6,920	5.4%	8,860	5.8%	+1,940	+28.0%
Education & Training	8,020	6.3%	12,410	8.1%	+4,390	+54.7%
Health Care & Social Assistance	10,870	8.5%	16,580	10.8%	+5,710	+52.5%
Arts & Recreation Services	2,320	1.8%	3,390	2.2%	+1,070	+46.1%
Other Services	4,620	3.6%	6,140	4.0%	+1,520	+32.9%
<b>Total</b>	<b>128,180</b>	<b>100.0%</b>	<b>153,900</b>	<b>100.0%</b>	<b>+25,720</b>	<b>+20.1%</b>

Source: ABS, *Census of Population & Housing, 2006, 2016*, Power Query

**Table 7** shows the overall growth in occupations of the study area's labour force for the years 2006 and 2016. The category of Technicians and Trades Workers shows a slow rate of increase of only 8% over the period when the total number of occupations increased by 24%. The low growth for these Technicians and Trades Workers contrasts with the significant growth in the numbers involved in the categories of Professionals, Managers, and Community & Personal Services Workers. Again, these figures reflect underlying trends in the structure of the local and wider metropolitan economies.

**Table 7: Labour Force – Occupation, Number of Persons, Study Area, 2006 and 2016**

Industry	2006		2016		Increase 2006-2016	
	No.	Share	No.	Share	No.	% Increase
Managers	12,570	9.7%	18,270	11.4%	5,700	45.3%
Professionals	22,230	17.2%	33,910	21.2%	11,680	52.5%
Technicians & Trades Workers	18,900	14.6%	20,440	12.8%	1,540	8.1%
Community & Personal Service Workers	10,630	8.2%	16,760	10.5%	6,130	57.7%
Clerical & Administrative Workers	21,190	16.4%	22,360	14.0%	1,170	5.5%
Sales Workers	12,980	10.0%	15,350	9.6%	2,370	18.3%
Machinery Operators and Drivers	13,910	10.8%	14,280	8.9%	370	2.7%
Labourers	16,830	13.0%	18,770	11.7%	1,940	11.5%
<b>Total</b>	<b>129,240</b>	<b>100.0%</b>	<b>160,140</b>	<b>100.0%</b>	<b>30,900</b>	<b>23.9%</b>

Source: ABS, *Census of Population & Housing, 2006, 2016*, Power Query

**Table 8** shows the place of work for the study area labour force, with data sourced from the ABS 2016 Census. A total of 36% of study area labour force residents are employed in the study area, with a further 24% employed in the City of Melbourne. Interestingly, inner urban areas – which include the municipalities of Melbourne, Port Phillip, Moonee Valley and Yarra – in proximity to the study area account for almost 35% of study area labour force members.

**Table 8: Study Area Labour Force by Place of Work, 2016**

	Area	Study Area Labour Force - Place of Work	
		No.	Share
<b>1</b>	<b>Study Area</b>	<b>58,700</b>	<b>36.1%</b>
<b>2</b>	Melbourne (C)	39,690	24.4%
<b>3</b>	Wyndham (C)	10,290	6.3%
<b>4</b>	Hume (C)	7,980	4.9%
<b>5</b>	Port Phillip (C)	6,230	3.8%
<b>6</b>	No Fixed Address (Vic.)	6,200	3.8%
<b>7</b>	Moonee Valley (C)	5,440	3.3%
<b>8</b>	Yarra (C)	5,120	3.1%
<b>9</b>	Melton (C)	3,620	2.2%
<b>10</b>	Moreland (C)	2,590	1.6%
<b>11</b>	Whittlesea (C)	2,080	1.3%
<b>12</b>	Other	<u>14,830</u>	<u>9.1%</u>
<b>13</b>	<b>Total</b>	<b>162,770</b>	<b>100.0%</b>

Source: ABS, Census of Population & Housing 2006, 2016, Power Query

## 10.5. Forecast Employment Needs

As study area resident population numbers continue to increase in coming years, it will be necessary to generate additional employment opportunities for the expanding labour force.

Furthermore, planning for employment growth in the study area should address the current high level of unemployment in the municipalities that comprise the study area, with unemployment in Brimbank at 10.3%, Hobsons Bay 5.3%, and Maribyrnong 6.4% (Department of Jobs and Small Business).

In preparing the forecasts of likely labour force growth to 2035, and therefore the increased number of jobs that would need to be provided in the study area to meet employment demand, it is assumed that:

- The current unemployment rate for the study area continues at 6.4% of the labour force; and
- By 2035 an estimated 40% of study area labour force is employed within the study area.

On this basis, by 2035 an additional +13,050 jobs would need to be created over the 16-year period. This would be a significant increase, noting that the study area is an established locality with limited gross zoned industrial land supply currently and expected (Urban Development Program, Metropolitan Melbourne Industrial 2017).

**Table 9: Forecast Employment Needs, Study Area, 2019 to 2035 (No. Persons)**

Study Area	2019	2027	2035	2019-2035	
				No.	%
<b>Population</b>	399,590	445,270	481,690	82,100	20.5%
<b>Labour Force (aged 19-69 yrs.) (1)</b>	277,940	305,270	300,760	22,820	8.2%
<b>Participating Labour Force (2)</b>	180,660	198,430	195,490	14,830	8.2%
<b>Working Locally (3)</b>	65,150	71,670	78,200	13,050	20.0%

Source: Ethos Urban; id Consulting (rebased by Ethos Urban); ABS, Census of Population & Housing 2016

Note: (1) Assumes a labour force participation rate of 65% for Study Area as a whole, (2) Participation rate of 65% (3) Labour Force working in Study Area is 36% in 2019 (as per 2016 Census), increasing to 40% by 2035.

## 10.6. Workforce Overview

As noted, the term “workforce” in a locational context applies to a person’s place of work.

Growth in the workforce in the study area has been significant in recent years. In 2011, the study area had a total workforce of 2,610 persons and this increased to 4,030 persons by 2016, an increase of 54% over the period.

**Table 10** shows by Destination Zones (ABS Statistical area) those locations in the Tottenham and West Footscray Employment Precincts where the workforce is employed. The Tottenham Employment Precinct employs the largest share of the total workforce and this is due to the large land area and number of large national companies that operate in the precinct compared to that of the West Footscray Employment Precinct.

**Table 10: Workforce Numbers in the West Footscray and Tottenham Precincts, 2016**

Precinct	Workforce 2011 (No.)	Workforce 2016 (No.)	Change
West Footscray Precinct	1100	1,430	+330
Tottenham Precinct	2,090	2,600	+510
<b>Total</b>	<b>3,190</b>	<b>4,030</b>	<b>+840</b>

Source: ABS, 2016 Census Table Builder, Place of Work by DZN

The Industry breakdown of the workforce shown in **Table 11** reflects a change in the industries in which the workforce is employed. In 2011, the vast majority of the workforce was employed in Manufacturing (1,240 persons), with the Transport, Postal and Warehousing sector (400 persons) employing far less. However, by 2016 Manufacturing had declined by 190 persons to 1,050 employed persons, while the Transport, Postal and Warehousing sector has expanded by 600 persons to 1,000 persons in 2016. Again, these figures reflect the underlying change occurring in the local and wider economies as Manufacturing becomes less important by comparison with other industry sectors.

**Table 11: Workforce Industry Breakdown in the Tottenham and West Footscray Precincts, 2011 to 2016 (No. Persons)**

Industry	2011	2016	Change
Agriculture, Forestry and Fishing	10	40	+30
Mining	0	10	+10
Manufacturing	1,560	1,050	-510
Electricity, Gas, Water and Waste Services	30	20	-10
Construction	80	150	+70
Wholesale Trade	340	320	-20
Retail Trade	170	370	+200
Accommodation and Food Services	20	10	-10
Transport, Postal and Warehousing	550	1,000	+450
Information Media and Telecommunications	0	10	+10
Financial and Insurance Services	10	0	-10
Rental, Hiring and Real Estate Services	40	20	-20
Professional, Scientific and Technical Services	70	140	+70
Administrative and Support Services	70	130	+60
Public Administration and Safety	10	120	+110
Education and Training	20	30	+10
Health Care and Social Assistance	20	30	+10
Arts and Recreation Services	40	40	+0
Other Services	110	150	+40
Inadequately described	50	310	+260
Not stated	0	80	+80
<b>Total</b>	<b>3,210</b>	<b>4,030</b>	<b>+820</b>

Source: ABS, Table Builder 2011,2016 Census, Place of Work by DZN and Industry



The job density of both Employment Precincts increased in the period 2011 to 2016, suggesting that legacy low-order industrial uses are gradually being replaced by more employment intensive industries. The replacement of low-order industrial uses is expected to continue in the future as land values in both Precincts increase. The delivery of urban design improvements addressing prevailing access and amenity issues would assist in supercharging this trend.

**Table 12: Job Density of West Footscray and Tottenham Precincts, 2011 to 2016**

Precinct	Area (ha)	Jobs		Job Density (jobs/ha)	
		2011	2016	2011	2016
<b>Tottenham Precinct</b>	252.3 ha	2,090	2,600	8.3	10.3
<b>West Footscray Precinct</b>	45.6ha	1,100	1,430	24.1	31.4

Source: ABS, 2016 Census Table Builder, Place of Work by DZN and Industry, Note: Figures rounded

Increased job density in the two precincts could be expected based on a number of assumptions or conditions:

- West Footscray – a potential of 200 jobs per hectare based on a business park environment with reasonably high office concentration including a built form site coverage of 40%, 1.5 levels per building and 1 employee per 30 square metres of floor space.
- Tottenham – a potential of 75 jobs per hectare based on a mix of a business park environment and a light industrial area with a built form site coverage of 30%, 1 level per building and 1 employee per 40 square metres of floor space.

### 10.7. Tottenham and West Footscray Employment Area Local Economic Context

The two precincts total approximately 300 hectares in area. In recent years the long-standing industrial Tottenham Employment Precinct containing large storage sheds and yards has become under-utilised and therefore is now undervalued. Previously, this area was used predominately for wool storage, whereas a number of logistics-related companies now operate in the area, while the wool storage industry maintains a presence in the Tottenham Employment Precinct.

The area has significant positive locational attributes, including its location between Geelong Road and the rail line used by freight, Metro and V/line services. The Tottenham train station is located to the northern side of the employment area along Sunshine Road, with the West Footscray train station located further east at the north-eastern point of the West Footscray Employment Precinct. These train stations and the presence of Geelong Road allow for good transport-related connectivity to the surrounding suburbs and beyond.

#### 10.7.1. Precincts Overview

The two precincts contain large areas of Industrial 1 zoned land, with smaller areas of Industrial 3 zoned land. The key difference between the two precincts is defined by the businesses and industries that operate within each precinct, as noted below. Within each of the precincts, possible development sites are identified for potential development.

An outline of the businesses and land uses in each precinct is provided below.

#### 10.7.2. Tottenham Employment Area

This precinct is characterised by traditional industrial land uses which include a significant number of logistics companies that require large warehouse structures and yards. The largest sites in the precinct are occupied by AWH, Congress Packaging, and TIC Marketing Solutions.

The precinct is split into two parts by the rail line that dissects the western part of the precinct. The northern part of the precinct also contains a logistics-based company with a large container storage yard, with smaller industrial uses surrounding this operation. Limited vacant industrial land exists in the precinct and therefore redevelopment of existing buildings is the main avenue to reinvigorate the employment role of the area.

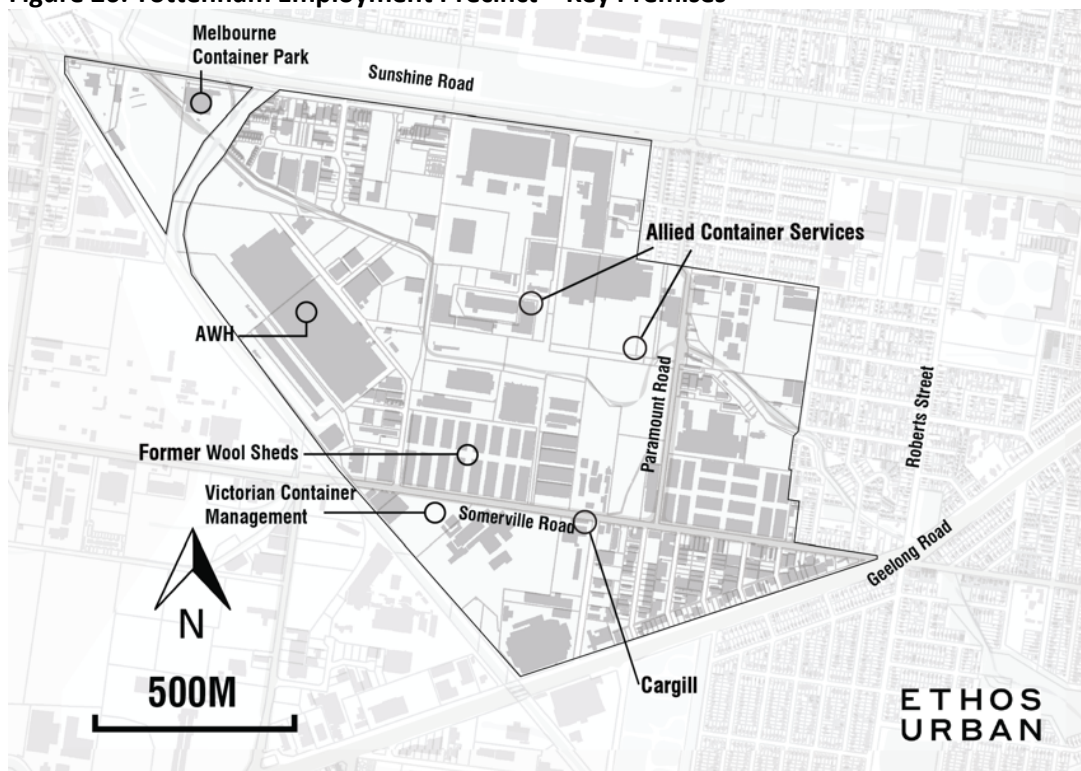
The Tottenham Employment Precinct has poor amenity in terms of relative proximity to other industrial land uses and road connections. The Boral Quarry is located to the south-west of the Tottenham Employment Precinct along Somerville Road and the Olima recycling plant is also along Somerville Road. Poor road connectivity in the area is also

due to the alignment of Stony Creek and the freight rail line which dissects the Tottenham Employment Precinct. The industrial nature of the area involves high levels of truck traffic which requires wide roads for ease of passing and visibility. Roads are too narrow throughout the precinct, resulting in difficulties for larger vehicles when passing other vehicles or making turning movements.

New land uses are starting to locate in the precinct, including an office park located towards the northern end of Cala Street which was recently approved and could commence construction later in 2019 or 2020.

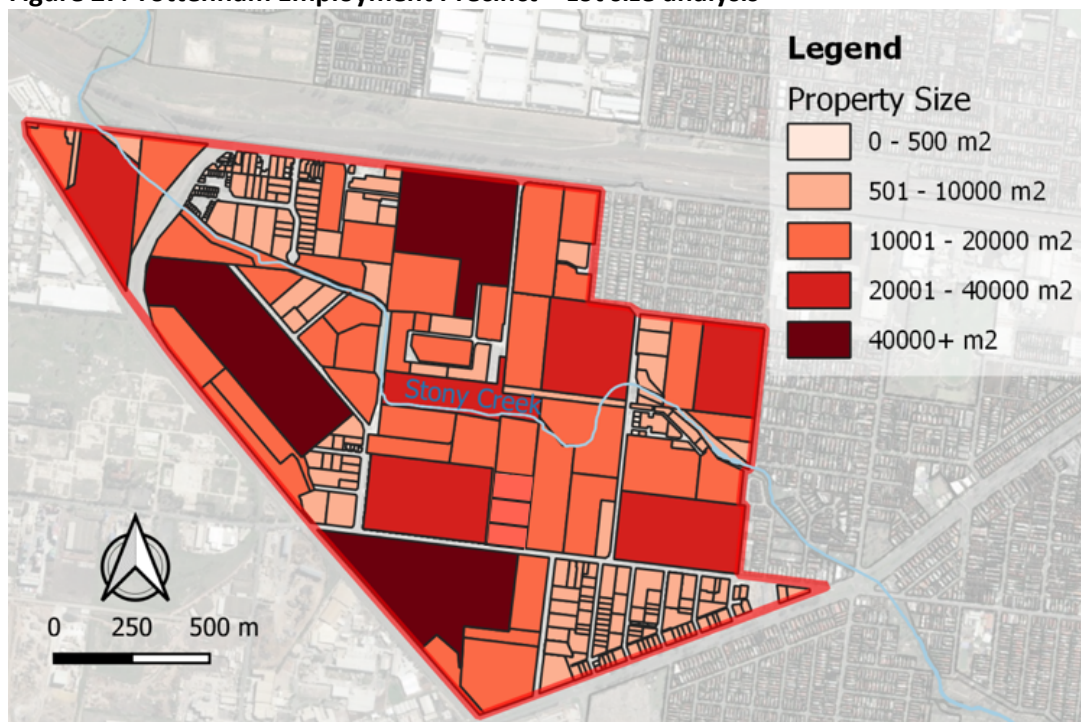
Figures 26 and 27 show some of the key premises and the lot sizes across the Tottenham Employment Precinct.

**Figure 26: Tottenham Employment Precinct – Key Premises**



Source: Ethos Urban with MapInfo, Nearmap and Street Pro

**Figure 27: Tottenham Employment Precinct – Lot size analysis**



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

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

### 10.7.3. West Footscray Employment Precinct

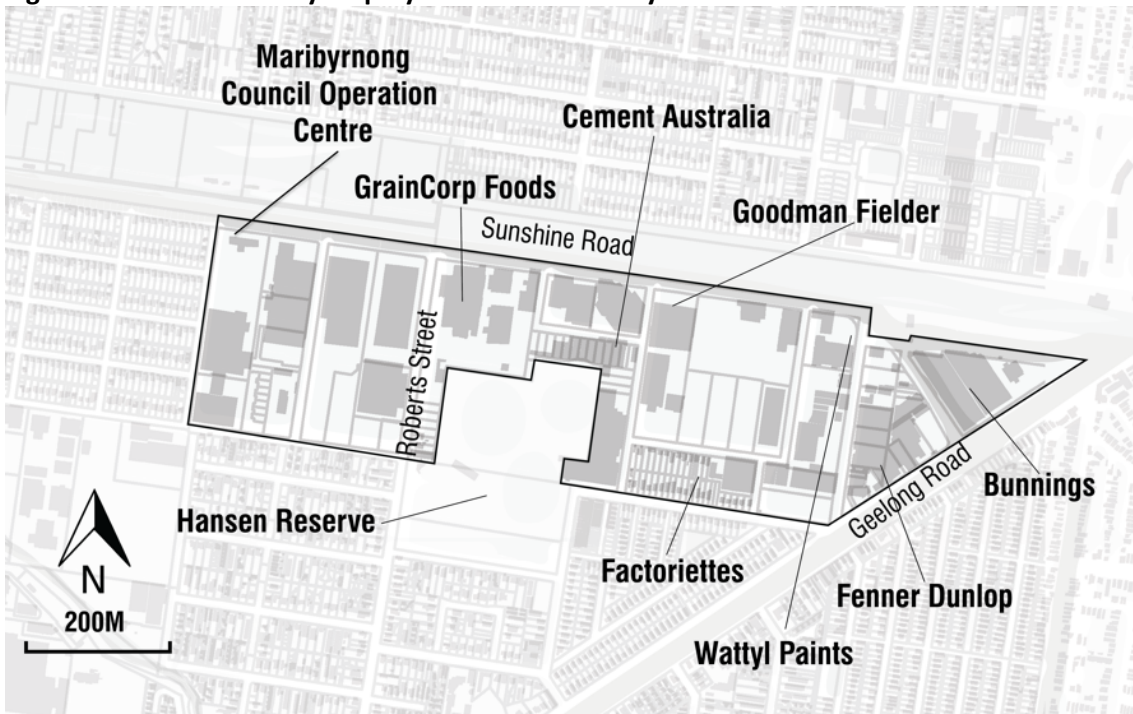
Surrounded by residential development, the West Footscray Employment Precinct has industrial uses but not to the extent of those noted in the Tottenham Employment Precinct. Key companies operating in the West Footscray Employment Precinct include Grain Corp Foods, Goodman Fielder, Cement Australia, Bunnings and Fenner Dunlop. Council’s operations centre is also located within the precinct.

The precinct contains a significant physical barrier with a recreational reserve located in the centre of the precinct, noting that this reserve has the benefit of acting as a buffer between industrial and residential areas.

Similar to the Tottenham Employment Area, vacant sites are limited in number, with only five such sites identified. This limited number of vacancies is likely to create difficulties in rejuvenating the employment area with new or expanded enterprises.

Amenities in the West Footscray Employment Precinct are of a significantly higher standard compared with the Tottenham Employment Precinct. An example is the existence of superior road connections, as well as good site exposure to Sunshine Road and Geelong Road. This superior road connectivity is due in part to the presence of residential development to the south-west of the industrial area. The presence of the sporting facilities is also a positive for the employment area; those working locally can play the sports they enjoy and this is likely to enhance the wellbeing of the workforce. **Figures 28 and 29** show some of the key premises and lot size analysis across the West Footscray Employment Precinct.

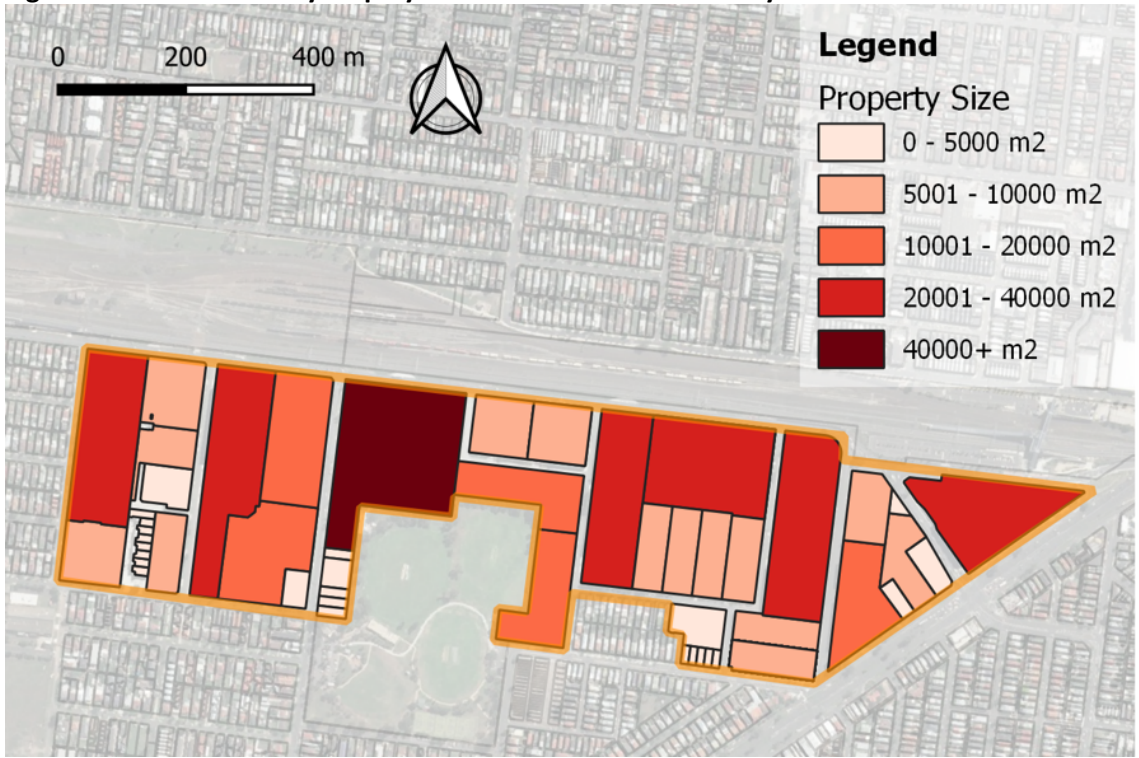
**Figure 28: West Footscray Employment Precinct – Key Premises**



Source: Ethos Urban with MapInfo, Nearmap and Street Pro



**Figure 29: West Footscray Employment Precinct – Lot size analysis**



Most lots are in the range of 500 square metres to 4 hectares (ha). One lot is greater than 4 ha and land is interspersed by a logical east-west and north-south street network. Finer grained, smaller lot sizes exist along some sites on the southern boundaries of the precinct which accommodate small scale office and artisan manufacturing, service industries and creative industries.

Sites along Sunshine Road are larger in area while there is evidence of the subdivision of sites into smaller lots on other boundaries. The largest site is Grain Corp Foods with a site of approximately 40,000 m<sup>2</sup> in area. A Council owned site known as the Maribyrnong City Council Operations Centre is located on Sunshine Road and is zoned industrial.

**10.8. Demand and Supply Assessment**

This section provides an analysis of the need for employment land in Tottenham and West Footscray, based on an investigation of the supply, consumption of and demand for employment land in the study area. An outline of the regional and global influences and considerations for employment land is also provided.

**10.8.1. Industrial Land Supply and Consumption**

The Urban Development Program (UDP 2017 Report) estimates that in 2016/17 approximately 36ha of vacant industrial zoned land existed in the City of Maribyrnong. Almost 3.5ha (or 10%) of vacant land is located in the Tottenham and West Footscray Employment Precincts.

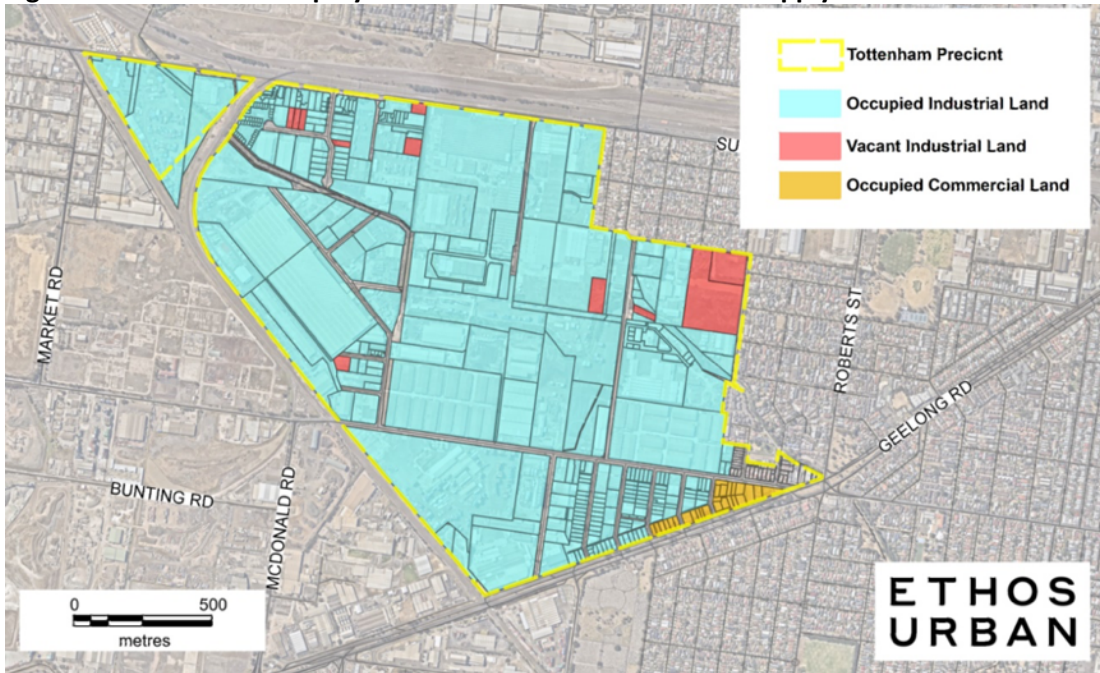
A high-level analysis of industrial land shows very little movement has taken place in the consumption of such land in the West Footscray Employment Precinct. However, a significant change has taken place in the Tottenham Employment Precinct, with 5ha of land consumed during the year.

Importantly, many under-utilised land parcels exist which, for the purposes of the UDP assessment, were categorised as “occupied”. This situation reflects the methodology adopted by the Department of Environment, Land, Water and Planning (DELWP) in categorising industrial land, and is evident in the following definition:

- Occupied – “Some evidence of use of the land. This includes buildings, hardstand storage areas, carparks, etc.”
- Vacant – “The land is vacant and there is no use occurring on the land.” (DELWP)

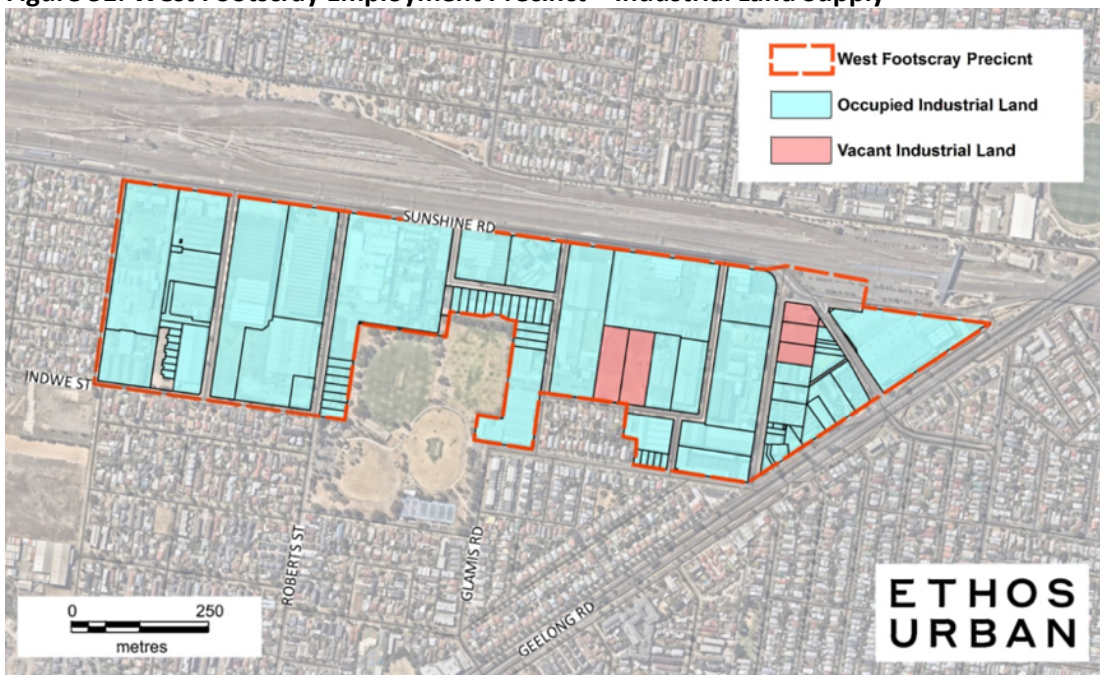
**Figures 30 and 31** indicate the current land supply for the Tottenham and West Footscray Employment Precincts respectively.

**Figure 30: Tottenham Employment Precinct – Industrial Land Supply**



Source: Ethos Urban with MapInfo, Bing maps and Street Pro

**Figure 31: West Footscray Employment Precinct – Industrial Land Supply**



Source: Ethos Urban with MapInfo, Bing maps and Street Pro

**10.8.2. Demand for Industrial Land**

The demand for industrial land varies from year-to-year and from location-to-location, even within a particular urban area, for a range of reasons. These include:

- Provision of major new transport infrastructure.
- The evolving investment and business activities of the private sector.
- Trends in the global economy.
- The propensity for certain complementary activities to locate together or in proximity.
- Advances in technology.
- Levels of industrial land supply in adjacent regions (i.e. competition).



- Population and workforce trends.
- Environmental impacts and adaptation.
- Proximity to export facilities and other major infrastructure.

### 10.8.3. Consumption and Adequacy Industrial Land Supply

Forecasting the future consumption of industrial land is an imprecise science, particularly in established metropolitan areas. As noted in the discussion in relation to Figure 25, the recent trends in the level of industrial land consumption is generally used as an indicator to the likely future demand for such land.

An increase in vacant land in the two precincts is noted, and this change is likely to be due to the factors that have been mentioned previously, particularly the poor level of amenity of the area which, in turn, does not attract potential investors.

Conventional land supply analysis is less helpful where an area has generally been fully built-out for many years. Moreover, competition is significant from new greenfield industrial areas located only 4-5kms south-west of the subject sites. The greenfield industrial areas are typically cheaper compared with the Tottenham and West Footscray Employment Precincts and where demolition or decontamination issues and associated costs do not exist. Under these circumstances, new development in the Tottenham and Footscray West precincts has been minimal and therefore a ‘holding pattern’ effect emerges, with the land remaining in an under-performing condition. The relatively high value of land in Tottenham and Footscray West is likely to be attributable to the area’s inner urban location and its proximity to Melbourne’s CBD and major areas of urban renewal such as Footscray and Maribyrnong. Both Tottenham and West Footscray Employment Precincts are located in the Melbourne West State Significant Industrial Precinct (SSIP), as noted previously. In this regard, landowners are likely to be taking a long-term position in terms of their land holdings in the expectation land will, in time, either transition to non-employment related uses (including residential) or that higher intensity forms of employment development (such as offices and business parks) will emerge in the area.

### 10.8.4. Summary and Implications

The two precincts, in particular the Tottenham Employment Precinct, need revitalisation. However, such revitalisation is likely to take an extended period of time due to the nature of the two precincts, as both precincts are both highly developed in terms of occupied sites. The demand for industrial land can be difficult to assess because of the factors that comprise demand in industrial areas. Analysis of land supply in the areas is inconclusive as the rate of change (i.e., sale and purchase of land) is very slow over time. Thus, a conventional land supply analysis is not appropriate. However, the analysis shows that a low level of supply exists in each precinct, while the current market conditions for industrial land reflects an expanding demand due to the expected continuation of growth in employment for 2019 and beyond (REA Group).

## 10.9. Development Outlook – Issues & Opportunities

This section provides an overview of the issues and opportunities that inform the development outlook for the Tottenham and West Footscray Employment Precincts.

### 10.9.1. Issues and Opportunities

Issues and opportunities for the two employment precincts are detailed below in **Table 13**.

**Table 13: Tottenham and West Footscray Employment Precincts - Issue and Opportunities**

	Issues	Opportunities
<b>Tottenham Employment Precinct</b>	<ul style="list-style-type: none"> <li>Unattractive environment</li> <li>Poor Urban Design</li> <li>Poor Transport connectivity</li> <li>Limited Investment</li> <li>Legacy uses detract from the area</li> <li>Proximity to Residential</li> <li>Fragmentation to the west of the precinct (due to Stoney Creek and the rail line)</li> <li>Poor Amenities</li> <li>Lack of onsite carparking (spilling over into streets)</li> </ul>	<ul style="list-style-type: none"> <li>Urban Design Improvements</li> <li>Development opportunities due to a large number of under-utilised sites</li> <li>On average, large title sizes</li> <li>Proximity to the airport, port and city</li> <li>Proximity to Sunshine and Footscray Major Activity Centres (MACs)</li> <li>Exploring synergies with existing long-term business in the area</li> </ul>



	Issues	Opportunities
West Footscray Employment Precinct	High rate of developed land Proximity to Residential areas Poor Amenities	Good connectivity to the local road and train network Some classic style factory sites, great for redevelopment New factoryettes developed, reflecting a change to higher density employment. Proximity to the airport, port and city Proximity to Sunshine and Footscray Major Activity Centres (MACs) Potential rezoning options (i.e. C3Z) to achieve employment generating uses.

These issues and opportunities are illustrated below with examples of existing development in the two employment precincts.



**Old Factory for Sale**



**Fenner Dunlop Factory**



**Old Woolstores (Catalyst Site)**



**New Business Park (factoryettes)**

### 10.9.2. Implications for Development Outlook

It is anticipated that the revitalisation of the two precincts will be a long-term prospect, occurring incrementally on a site-by-site basis. Development and redevelopment of the precincts is likely to commence on the outer edges of each precinct, then continuing into the inner parts of the precincts over time. This likely pattern of development will reflect the significant transition from existing heavy industrial, freight-based businesses and warehousing to a mix of light industrial, smaller warehousing and business parks and industry-aligned office and commercial uses.

That said, it must also be noted that some larger sites within the two precincts contain well-established industrial facilities underpinned by significant investment in existing operations. Although, the two precincts can expect to undergo redevelopment, it is also important to ensure ongoing operations are not comprised by redevelopment.

As the locational features and existing development patterns of the two precincts vary, each is likely to attract slightly different types of new economic activity in terms of businesses and industries. For example, the West Footscray Employment Precinct may possibly emerge as a location for employment uses that reflect the expanding knowledge economy and also business incubators, having regard for the area's accessibility due to its proximity to the West Footscray railway station and access from, and frontage, to Geelong Road and Sunshine Road. In addition, the wool store sites – particularly those sites off Somerville Road in the Tottenham Employment Precinct – are viewed as industrial strategic redevelopment sites with significant potential to act as catalysts for revitalisation of the wider area.

Existing small and medium-sized factory buildings are likely to be in demand as locations for smaller businesses that can operate in converted spaces, while warehouses will also be popular for restoration and conversion to office use and collaborative working spaces. Following restoration and conversion, larger existing buildings would be suitable for occupation by a combination of factory and office space.

Also, the wool stores located along Somerville Road have significant potential for redevelopment, particularly as the sites occupied are a large proportion (approximately 10%) of land in the Tottenham Employment Precinct. At present these wool stores are under-utilised, with many remaining vacant or only used for storage. Redevelopment of these sites and the conversion of existing buildings would add significantly to the attraction of new businesses and thereby contribute to the enhancement of the wider area.

Ultimately, it will be important to have a proactive planning framework in place to guide land use and development of the area. It will also be important to appreciate that investment in employment and business densification in the area will take time.

Overall, the aim of the Framework Plans is to encourage higher-density employment outcomes, including a significant office-based component, for areas located to the east of the West Footscray Employment Precinct, also having regard for the transformation taking place in the Tottenham Employment Precinct along Cala Street.

#### 10.10. Economic and Business Attraction Findings

The following economic and business attraction findings have been identified for the two employment precincts:

- Promote the proximity of the Tottenham and West Footscray Employment Precincts to rail services, noting that such access is rare for employment/industrial areas in metropolitan Melbourne. Proximity to rail services is a significant attractor for land uses with high employment levels and, likewise, popular with those in the labour force who use public transport for their journey-to-work.
- Promote the proximity of the two employment precincts to the Footscray and Sunshine Metropolitan Activity Centres and the Melbourne CBD. Such proximity is important in respect to the benefits associated with efficient accessibility to commercial and other services and to markets in Footscray, the CBD and other centres of economic activity.
- Building on the advantages of rail infrastructure and proximity to major attractors, develop a business attraction strategy that focuses on the area's strengths and the extensive redevelopment opportunities possible within the precincts. In this regard, it will be necessary to accept, and then promote, the differences between the two precincts and the more generic industrial land offerings found in more recently developed industrial areas in Melbourne's south-west.
- Investigate zoning options along Geelong Road in the two precincts, to promote investment and higher density job opportunities.
- Investigate zoning options in areas within a walkable catchment of West Footscray station for the West Footscray Employment Precinct and from Tottenham station for the Tottenham Employment Precinct, to promote investment in higher density job opportunities (with a particular focus on employment with a high proportion of office employment).
- Identify and promote opportunities for the redevelopment of key strategic sites, with an example of these types of sites including the wool stores in the Tottenham Employment Precinct to ensure increased utilisation of the industrial land.
- In the West Footscray Employment Precinct facilitate a potential jobs density of 200 jobs per hectare based on a business park environment with reasonably high office concentration including a built form site coverage of 40%, 1.5 levels per building and 1 employee per 30 square metres of floor space.

- In the Tottenham Employment Precinct facilitate a potential jobs density of 75 jobs per hectare based on a mix of a business park environment and a light industrial area with a built form site coverage of 30%, 1 level per building and 1 employee per 40 square metres of floor space.
- Identify and apply initiatives to improve the amenity of the area, including:
  - Improve the streetscape in the precincts in order to enhance local amenity.
  - Enable better access for larger vehicles and an improved working environment for the workforce.
  - Improve accessibility for pedestrians throughout each of the precincts, building on accessibility to public transport facilities.
  - Increase the amount of off-street parking available for employees and customers associated with local businesses in the two precincts.
  - Increase the number of food venues for the workforce, as currently a significant shortage is evident.
- Investigate options for the funding of public infrastructure to improve the image of the precincts and ensure they have the right infrastructure in place to service the needs of a modern employment precinct.



## 11. STAKEHOLDER ENGAGEMENT OUTCOMES



## 11. STAKEHOLDER ENGAGEMENT OUTCOMES

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### 11.1. Overview

Targeted stakeholder engagement has been undertaken to support the preparation of new framework plans for the two employment precincts. The engagement was designed to engage a range of business owners/ operators, property owners and key government stakeholders.

Engagements were undertaken via face to face interviews, telephone interviews and two written replies to questions. A total of 30 business and land owners were contacted by telephone, email or received a visit. Of those contacted, 22 agreed to be interviewed or in two cases provided a written submission.

All engagements were based on questions relating to the following themes:

- Type of business, length on time in the area and employees.
- Plans for the future.
- How the area should change to increase employment in the future.

### 11.2. Key Findings

There was considerable agreement across the stakeholders on most issues.

#### ***Aesthetics***

The majority of stakeholders engaged indicated that the aesthetic and amenity in the area was poor. Specific issues included the run-down look of the area, dumped rubbish, the poor quality of some buildings, lack of trees and green spaces and dust. Some stakeholders indicated that this had an impact on attracting employees and customers.

#### ***Amenities***

A number of stakeholders indicated that there was a general lack of amenities in the area particularly food and beverages. This leads to employees needing to drive to another suburb to buy lunch or a coffee. Other amenities that may be of value were gyms and open space for breaks and gatherings.

#### ***Access***

There were a number of access issues reported including the lack of through roads, road maintenance, poor lighting, lack of footpaths and the impact of changes to Roberts Street on B-double access. Maintaining good truck access was considered important by many stakeholders including government. While most respondents indicated that there was a good public transport service in the area it was recognised that some pockets were less well served and pedestrian access to trains was not ideal. Some stakeholders indicated that parking was an issue but this appears to be site specific and did not hold for the broader precincts.

#### ***Attracting customers/ increasing employment***

Some businesses indicated challenges in attracting customers due to lack of foot traffic, signage restrictions and a lack of general vibrancy. Changes that would encourage more people to the area were supported. More business would be appreciated. Government stakeholders indicated a desire to increase and diversify employment in the area.

#### ***Future Plans***

The vast majority of businesses engaged (76%) indicated that they intended to continue their business in the area. The other 24% were considering their options for personal reasons.

#### ***Rezoning***

While engagement activities made it clear that rezoning was not an option, four respondents indicated they would like the area to be rezoned to mixed residential and employment or loosen zoning to allow more activities such as retail and community uses. Other respondents indicated they would appreciate the option for a broader range of services in the area including building an aged care facility. Another respondent appreciated the current zoning and the buffer between their business and residents. Government stakeholders strongly indicated the importance of maintaining the current zoning.

### 11.3. Businesses and Landowners

#### ***Length of tenure***

The businesses and land owners engaged had run a business or owned property for between six months and 40 years. Seven businesses/ landowners engaged had been in the area for over 20 years and 10 for over 11 years. Six businesses/ landowners had been in the area for less than five years.

#### ***Types of business***

A wide range of businesses/ landowners were engaged including car yards, manufacturing business (food, clothes and trucks), a container park, a cooking space, property investors and service industries.

#### ***People employed***

The largest employer interviewed in the precinct was GrainCorp who employ around 200 staff. The other large employer is Orora with around 90 staff. A number of businesses employ between 10 and 20 staff. The largest employers were those engaged in manufacturing. Ten businesses/ landowners employed fewer than five people.

#### ***Continuation of business***

Most businesses/landowners in the area intend to continue their business/ land ownership. One business based in a small factoryette intended moving to cheaper premises and five businesses/landowners were unsure of their future plans. This was due to considering retirement, they were unsure of landowners plans, or unsure if they will maintain property in the area.

#### ***Changes and investment***

Most businesses indicated that they were constantly investing in their businesses. In terms of changes those that were mentioned were a desire to build a children's centre and multicultural centre, a desire to build an assembly line and a desire to sell food directly from the premises. All these changes would result in an increase in employment. Some businesses indicated that their business might change depending on external factors. This included the landlord selling the property and an economic downturn. This would be likely to lead to a decrease in employment.

#### ***What changes would assist in increasing employment?***

The key elements, from a planning perspective, that would help increase employment in the area were improving access to and through the area and improve the look of the area. This included the removal of dumped rubbish, better lighting, tidying the area up and beautification including tree planting.

Access issues for businesses included access onto Geelong Road, providing roads that are suitable for B-doubles and improving truck movements near the Woolstores.

Some landowners indicated that a change to the zoning would increase potential employment.

#### ***What are the barriers to increasing employment?***

There were not a great deal of barriers indicated but the impact of dust and poor security was a concern. This could impact on the attractiveness of the area for employees. Access to suitably qualified staff was also considered a barrier.

#### ***What can be done to mitigate the barriers?***

The key ways to mitigate the barriers from a planning perspective related to improving the look of the area and improving access to the site. Other ideas were more related to a desire for rezoning and the need to recognise the potential of home-based businesses to increase employment, the desire to build an aged care facility and the need for more businesses in the area.

#### ***What should this area to look like in 10 or 20 years given the industrial zoning?***

The majority of the responses were related to the look of the area and access and security including:

- Make it more aesthetically pleasing.
- Less rubbish/ cleaner/ neat and tidy.
- Less industrialised – more beautification.
- Make it safe and secure – with a community/ foot traffic/ people.
- Better lighting.



- Get rid of old and derelict buildings.
- Better roads, bike paths and infrastructure.
- Better public transport.

Some responses related to the need to increase ancillary services such as the need for more food vendors and hospitality services. Many respondents indicated a desire for the area to be more vibrant.

A number of respondents who are landowners in the area believe the precincts should be rezoned to increase the types of businesses in the area and potentially include residential uses.

#### 11.4. Government Stakeholders

The responses from the government stakeholders largely mirrored those of the business and landowners although there was different emphasis on some elements.

##### ***Land use***

There was agreement that the area should be maintained as an industrial/ employment precinct with a desire to increase and diversify employment in the area to include office based and potential innovative industries. However, it was considered important to maintain some of the larger lot sizes for industry. Maintaining large lot sizes near the railway corridor is particularly important and the rail sidings at Tottenham should be retained.

##### ***Access***

The need to maintain/improve good access for trucks was considered important as was improving north-south and east-west movements. There may be some opportunity to partner with State government to improve Paramount Road that would have broader regional benefits also.

Improving cycle and pedestrian access, particularly around the railway stations was considered important. Access for casual workers could also be improved through improved bus services to some areas and better cycling and pedestrian infrastructure.

##### ***Amenity***

The need to improve the amenity of the area through planting, beautification and good governance was considered important as was improving safety and perceptions of safety. The improvement in amenity must be managed to also maintain the function of the industrial area.

##### ***Opportunities***

There may be opportunities for industries displaced from Fisherman's Bend/ Arden to relocate into these precincts. Updating heritage listings could provide an opportunity to develop/ update some sites. There is an opportunity to capitalise on the railway station and Hansen Reserve as key resources. There is potential to improve environmental and sustainability aspects of the area.

##### ***Challenges***

Managing the needs of trucks and industry while improving the amenity could provide a challenge. The major hazard facility provides some challenges as does the uncertainty as a result of the fire.

Upgrading Stony Creek will be difficult as it is not in public ownership and will require working with a number of landowners. The desire of some landowners to have the area rezoned to residential may cause challenges.

##### ***Future***

The future of the two precincts was believed to be quite different. West Footscray should have improved amenity, greenery, a range of activities and could become an innovation precinct. Tottenham should be maintained as a more industrial area and make better use of Stony Creek.

## 11.5. Consultation Findings

The following consultation findings have been identified for the two employment precincts:

- The aesthetics of the precincts should be improved in order to attract more employees and businesses to the area. These issues included dumping of rubbish, dust, rundown appearance of buildings and lack of green space.
- Precinct amenities should be improved. Facilities such as cafes, gyms and open spaces were identified.
- Access needs to be improved within the precincts including the lack of through roads, road maintenance, poor lighting, lack of footpaths and the impact of changes to Roberts Street on B-double access. Maintaining truck access was seen as very important.
- There is a need for strategies to attract more customers and increase employment within the precincts.
- There were some discussions around rezonings (even though this was identified as not a possibility) to enable some broader supportive uses into the precincts and a greater mix of residential and employment uses. Government stakeholders strongly indicated the need to retain the employment focused zoning and not allow residential use.
- In the future, stakeholders believed West Footscray should have improved amenity, greenery, a range of activities and could become an innovation precinct.
- The future for Tottenham was identified by stakeholders as a precinct which maintained a more industrial area and made better use of Stony Creek.

## 12. SUMMARY OF FINDINGS AND RECOMMENDATIONS FOR UPDATED FRAMEWORK PLANS



## 12. SUMMARY OF FINDINGS AND RECOMMENDATIONS FOR UPDATED FRAMEWORK PLANS

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### 12.1. Summary of Findings and Recommendations for Updated Framework Plans

The following findings and recommendations apply to the preparation of updated framework plans for the two employment precincts:

- A. The importance of the two precincts forming part of the state significant industrial land in the western region of Melbourne is reaffirmed.
- B. With the designation of state significant industrial land, existing industrial, commercial and road zones within the precincts should be retained but opportunities considered for additional commercial land in key locations.
- C. Residential land use and development should remain prohibited in the two precincts (noting investigation of existing residential use at 2-10 Robbs Road) and any rezonings should not allow new residential use within the precincts.
- D. A new cross section design should be developed for roads in the area to include:
  - Shared paths on both sides of the road.
  - Protected bike lanes on some routes.
  - Shade trees on both sides of the road.
  - Enough space for High-Productivity Freight Vehicles.
  - Turning lanes where required.
  - Parking if space is available, with priority roads to be identified in the Framework Plan.
- E. Sunshine Road corridor needs to be significantly improved for pedestrians and bicycle riders, with a bi-directional shared path on the southern side of the road. This may require the use of a Public Acquisition Overlay by VicRoads to achieve these outcomes.
- F. As the Movement and Place Framework is adopted across Victoria, Council should work with the Department of Transport to apply the framework to key arterial roads through the precinct including Geelong Road, Paramount Road, Somerville Road and Sunshine Road.
- G. The redevelopment of larger sites should be informed by a master plan / development plan approach informed by a more detailed heritage analysis including a conservation management plan where appropriate.
- H. Adaptive reuse of significant and contributory heritage buildings and structures should be encouraged. The following guidance should inform the adaptive reuse of industrial heritage:
  - Clause 22.01-16 of the Maribyrnong Planning Scheme - Industrial Heritage Policy.
  - Adaptive Reuse of Industrial Heritage: Opportunities & Challenges (Heritage Council of Victoria, July 2013).
  - Industrial Heritage Adaptive Reuse Case Studies (Heritage Council of Victoria <https://heritagecouncil.vic.gov.au/research-projects/industrial-heritage-case-studies/>).
- I. Where elements within a heritage place make little or no contribution to the identified heritage values and the demolition of these elements will help enable adaptive reuse of the place as a whole, demolition may be considered for a number of the existing structures following archival recording of remanent fabric and the development of an appropriate interpretation strategy.
- J. A small number of the sites contain remnant plantings or gardens which should be retained and conserved.
- K. Consideration should be given to amending the mapped extent of heritage overlay of the larger heritage places to better reflect the portions of the sites that retain their heritage fabric. Alternatively, following the redevelopment of each sites the mapped extent of the heritage overlay and the statement of significance could be amended to reflect the retained heritage fabric and its significance.
- L. Former industrial sites could be interpreted both onsite and as part of a wider trail within the study area.
- M. The presence of major hazard facilities, and those that may present similar risks (but may not be labelled as such) are likely to restrict the types of land uses that may be feasible around such facilities. Council has engaged with Worksafe to determine the required buffer around the designated major hazard facility. The planning on land use in buffers around these facilities will need to consider existing constraints and additional regulatory, environmental and community issues that are likely to arise from the recent industrial fires.



- N. The presence of a number of former landfills (usually filled former quarries) can present a risk to buildings both on and around them in the form of landfill gas (predominantly methane and carbon dioxide). However, this may also provide a range of complementary uses for adjacent businesses and new and higher order uses once contamination has been dealt with. EPA Victoria provides guidance (*EPA Publication 788.3 (2015) – Best Practice Environmental Management (BPEM) - Siting, Design, Operation and Rehabilitation of Landfills*) known as the “Landfill BPEM” on development around landfills. Usually this would involve an assessment of potential risk from landfill gas for any proposed development within 500 m of a landfill.
- O. Improve storm water catchment/retardation and treatment across the precinct.
- P. Improve streetscape outcomes through tree and ground storey planting and private sites through landscape guidelines for new development including water sensitive urban design (WSUD).
- Q. Continue implementation, and explore opportunities for expansion, of Council’s 10-year Street Tree Strategy (currently in year 6) and other opportunities to plant trees throughout the precinct to reduce the urban heat island effect and contribute to Council’s Urban Forest goals.
- R. Support improved public realm maintenance/ private realm enforcement regime including street sweeping, weed and rubbish removal, signage maintenance, planning permit/by-law enforcement and street tree maintenance.
- S. Require new development to address the public realm/streets, Stony Creek, parklands or reserves and screening “back-of-house” activities.
- T. Develop urban design/built form guidelines for industrial areas to improve environmental and functional outcomes including setbacks and interface conditions for Stony Creek and achieve greater environmentally sustainable development (ESD) outcomes for the precincts.
- U. Promote the proximity of the Tottenham and West Footscray Employment Precincts to rail services, noting that such access is rare for employment/industrial areas in metropolitan Melbourne. Proximity to rail services is a significant attractor for land uses with high employment levels and, likewise, popular with those in the labour force who use public transport for their journey-to-work.
- V. Promote the proximity of the two employment precincts to the Footscray and Sunshine Metropolitan Activity Centres and the Melbourne CBD. Such proximity is important in respect to the benefits associated with efficient accessibility to commercial and other services and to markets in Footscray, the CBD and other centres of economic activity.
- W. Building on the advantages of rail infrastructure and proximity to major attractors, develop a business attraction strategy that focuses on the area’s strengths and the extensive redevelopment opportunities possible within the precincts. In this regard, it will be necessary to accept, and then promote, the differences between the two precincts and the more generic industrial land offerings found in more recently developed industrial areas in Melbourne’s south-west.
- X. Investigate zoning options along Geelong Road in the two precincts, to promote investment and higher density job opportunities.
- Y. Investigate zoning options for areas within a walkable catchment of West Footscray station for the West Footscray Employment Precinct and from Tottenham station for the Tottenham Employment Precinct, to promote investment in higher density job opportunities (with a particular focus on employment with a high proportion of office employment).
- Z. Identify and promote opportunities for the redevelopment of key strategic sites, with an example of these types of sites including the wool stores in the Tottenham Employment Precinct to ensure increased utilisation of the industrial land.
- AA. Identify and apply initiatives to improve the amenity of the area, including:
- Improve the streetscape in the precincts in order to enhance local amenity.
  - Enable better access for larger vehicles and an improved working environment for the workforce.
  - Improve accessibility for pedestrians throughout each of the precincts, building on accessibility to public transport facilities.
  - Increase the amount of off-street parking available for employees and customers associated with local businesses in the two precincts.
  - Increase the number of food venues for the workforce, as currently a significant shortage is evident.
- BB. Investigate options for the funding of public infrastructure to improve the image of the precincts and ensure they have the right infrastructure in place to service the needs of a modern employment precinct.

- CC. The aesthetics of the precincts should be improved in order to attract more employees and businesses to the area. These issues included dumping of rubbish, dust, rundown appearance of buildings and lack of green space.
- DD. Precinct amenities should be improved. Facilities such as cafes, gyms and open spaces were identified.
- EE. Access needs to be improved within the precinct including the lack of through roads, road maintenance, poor lighting, lack of footpaths and the impact of changes to Roberts Street on B-double access. Maintaining truck access was seen as very important.
- FF. There is a need for strategies to attract more customers and increase employment within the precincts.
- GG. There were some discussions around rezonings (even though this was identified as not a possibility) to enable some broader supportive uses into the precincts and a greater mix of residential and employment uses. Government stakeholders strongly indicated the need to retain the employment focused zoning and not allow residential.

## 12.2. Implications for Tottenham Employment Precinct

Additional specific recommendations apply to the preparation of the updated framework plan for the Tottenham Employment Precinct:

- TP1. Residential land located along the north side of Somerville Road should be removed from the Tottenham Employment Precinct.
- TP2. Ensure that the Tottenham Precinct's framework plan complements the strategic directions and opportunities for enhanced public open space and connections along Stony Creek west of Paramount Road and South of Sunshine Road, investigating mechanisms such as a Public Acquisition Overlay or direct purchase.
- TP3. Indicate appropriate buffers based on the advice from Worksafe to the Major Hazard Facility in Tottenham to enable a greater level of planning certainty for uses and potential employment density with uses and developments that are suitable within the buffer of a Major Hazard Facility.
- TP4. Advocate for the duplication of Paramount Road as essential to improving safety of transport through the area and providing adequate access to the West Gate Freeway from growing suburbs to the north.
- TP5. Connecting Olympia Street with Victoria Drive across Stony Creek to help reduce pressure on Paramount Road for local traffic and truck movements.
- TP6. Investigate options to improve connectivity through the precinct including the purchase of Quarry Road (which is currently in private ownership) and connecting it to Alick Road across Stony Creek to help improve connectivity through the area without compromising the larger land parcels adjacent to the freight railway corridor.
- TP7. Advocate for a new bus route traversing the precinct on Paramount Road (this could potentially be an extension of the existing Routes 223 or 431).
- TP8. Route 414 should have some services moved earlier in the day with a cost-neutral swap of the last service of the day into the early morning as the first service.
- TP9. The key truck routes should be a focus for improvement to accommodate High-Productivity Freight Vehicles in future. This should particularly focus on the duplication of Paramount Road to align with the Cemetery Road intersection with Geelong Road.
- TP10. Council should engage with regulators (EPA and Worksafe) early to ensure they are abreast of any proposed regulatory changes in light of the industrial fires so the implications for the framework plan are understood.
- TP11. Although Stony Creek was a highly modified (and polluted) urban stream prior to the fire, the pollution that occurred from the fire has increased the focus on the environmental health of this waterway. The nature of the pollution is such that it is likely to present amenity and potential health impacts for several years. Council's consideration of land use around the waterway should consider this along with the opportunities that remediation plans may provide.
- TP12. Council should engage with Melbourne Water to ensure that remediation underway delivers a wider range of public benefits greater than just remediation of the creek including opportunities to improve the water quality flowing into the creek.
- TP13. Pursue a more connected, dispersed multi-modal street network across the precinct, as per the MEIDS recommendations, specifically connecting Quarry and Justin Roads and Victoria Drive and Olympia Streets.

- TP14. Implement existing recommendations for Stony Creek including incorporating the corridor into public ownership with continuous shared path access, street frontage wherever possible, expanded areas for habitat and storm water retardation and treatment.
- TP15. In the Tottenham Employment Precinct facilitate a potential jobs density of 75 jobs per hectare based on a mix of a business park environment and a light industrial area with a built form site coverage of 30%, 1 level per building and 1 employee per 40 square metres of floor space.
- TP16. The future for Tottenham was identified by stakeholders as a precinct which maintained a more industrial area and made better use of Stony Creek.

### 12.3. Implications for West Footscray Employment Precinct

Additional specific recommendations apply to the preparation of the updated framework plan for the West Footscray Employment Precinct:

- WFP1. The Commercial 3 Zone considered in parts of the West Footscray Precinct to encourage creative and other types of appropriate industries in areas near the train station so as to create a West Footscray Enterprise Precinct.
- WFP2. The Stony Creek shared path needs to be extended and provided as a 3m wide path for the full length of Stony Creek – this should include connections to Cruickshank Park and along the entire length of the waterway to Matthews Hill Reserve in Sunshine.
- WFP3. A pedestrian link from Roberts Street across the Tottenham Railway Yards to Rupert Street in West Footscray would improve pedestrian connections into and out of the precinct.
- WFP4. Pedestrian connectivity and priority through the intersection of Geelong Road and Somerville Road (at Roberts Street) should be improved with a direct connection between Cruickshank Park and Stony Creek on the northern side of Geelong Road.
- WFP5. To assist in the management of heritage sites the preparation of an Incorporated Plan under Clause 43.01-3 and/or Heritage Design Guidelines under Clause 43.01-6 could be prepared. Note: HO128 – Graham Campbell Ferrum, 260 Geelong Road, West Footscray has an Incorporated Plan that allows the demolition of components of the site without triggering a permit under the heritage overlay.
- WFP6. A number of additional potential heritage places have been identified that should be assessed, namely: part 2 Graingers Road, West Footscray; part 1 Roberts Street, West Footscray; and part 7 Sunshine Road, West Footscray. These potential heritage buildings only occupy small parts of larger industrial sites and if they were to be included within the Schedule to the Heritage Overlay with a reasonable curtilage, they would not unreasonably reduce the development potential of these sites.
- WFP7. Restrict expansion of residential areas while hazardous uses and associated buffers remain.
- WFP8. Facilitate continued establishment of an activity node within the walking catchment of West Footscray Station through encouragement of mix use employment, adaptive re-use of existing warehouse buildings, improved pedestrian and cycle access and public realm amenity improvements.
- WFP9. In the West Footscray Employment Precinct facilitate a potential jobs density of 200 jobs per hectare based on a business park environment with reasonably high office concentration including a built form site coverage of 40%, 1.5 levels per building and 1 employee per 30 square metres of floor space.
- WFP10. In the future, stakeholders believed West Footscray should have improved amenity, greenery, a range of activities and could become an innovation precinct.

## 13. CONCLUSION





## 13. CONCLUSION

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This report provides a background and issues update for the Tottenham and West Footscray Employment Precincts since the preparation of the original Framework Plan in 2014. There have been a number of significant changes since then that need to be reflected in future framework plans prepared for the two employment precincts. Government's confirmation of the area as part of the State Significant Industrial Land provides the most important policy direction for the development of the two employment precincts and for their ongoing, long-term contribution to employment in Melbourne's inner west.

State Government plans for infrastructure upgrades through the area have changed since 2014. The current government's policy to not proceed with the East West Link means the Tottenham area will continue to face connectivity and access issues. This appears to have resulted in a large number of land owners land banking and under investing in anticipation of future changes to this policy. This under investment results in a continual image and amenity challenge for the precincts which restricts and compounds future employment and economic growth.

State investment in upgrading Paramount Road is critical to improving the movement of vehicles and freight through this region of Melbourne. With this new investment would come opportunities to enhance the image and marketability of the precincts and complement the State's significant regional road investments already underway.

West Footscray is well located on a significant rail corridor with good road connections and access to open space. With some improvement, this would enhance the area's attractiveness for employment for knowledge workers and business incubators. This report has identified a number of opportunities to increase the intensity of employment within the precinct including through increased business attraction and marketing, and investment to reposition the area as an enterprise precinct.

The two precincts, in particular the Tottenham Employment Precinct, need revitalisation. However, such revitalisation is likely to take an extended period of time due to the nature of the two precincts, as both are highly developed in terms of occupied sites. Revitalisation will need to be undertaken in both the public and the private realms and Council and the Victorian Government could play a significant role in facilitating this based on carefully targeted investment.

The recent fire in Tottenham has placed a spotlight on the area in terms of the management of environmental hazards within business operations in the precinct and the impact of the offsite impacts on the Stony Creek and the local environs. It has also created an opportunity to further advocate to the Victorian Government and Melbourne Water to achieve a long-held aspiration of the community to create a linear park along the length of the Stony Creek. There is a great opportunity to enhance the interface environment along the creek, improve the water quality entering the creek, improve east-west connections across the precinct and provide a movement and habitat corridor and open spaces for both workers and the community. This would also enable sites to be opened up with greater exposure and areas for viable industrial and commercial development.

This report provides the evidence basis for an update to the Framework Plans for Tottenham and West Footscray based on the most up to date information and current policy settings.

## 14. APPENDICES 1 AND 2 – PRECEDENTS FOR ADAPTIVE REUSE OF INDUSTRIAL HERITAGE BUILDINGS

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### **PRECEDENTS FOR ADAPTIVE REUSE OF INDUSTRIAL HERITAGE BUILDINGS**

**PREPARED FOR MARIBYRNONG CITY COUNCIL BY GJM HERITAGE TO INFORM THE 'TOTTENHAM AND WEST FOOTSCRAY FRAMEWORK PLAN.'**

**APRIL 2019**

#### **FOY & GIBSON FACTORY BUILDINGS, COLLINGWOOD**

VICTORIA BREWERY, EAST MELBOURNE

AITKENS DISTILLERY, COLLINGWOOD

YOUNG HUSBAND BUILDING, KENSINGTON

FORMER CABLE TRAM ENGINE HOUSE, NORTH MELBOURNE

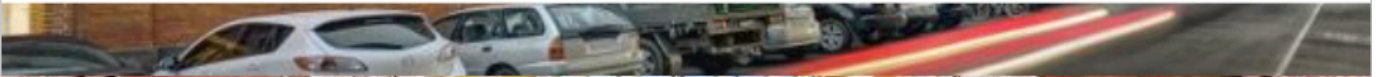
YORKSHIRE BREWERY, COLLINGWOOD



## FOY & GIBSON FACTORY BUILDINGS, COLLINGWOOD



<https://www.domain.com.au/news/buyer-pays-1-million-for-rare-collingwood-warehouse-rooftop-and-air-rights-20160804-gql8kf/>



<https://www.realestateview.com.au/real-estate/10-76-oxford-street-collingwood-vic/property-details-sold-residential-10450374/>







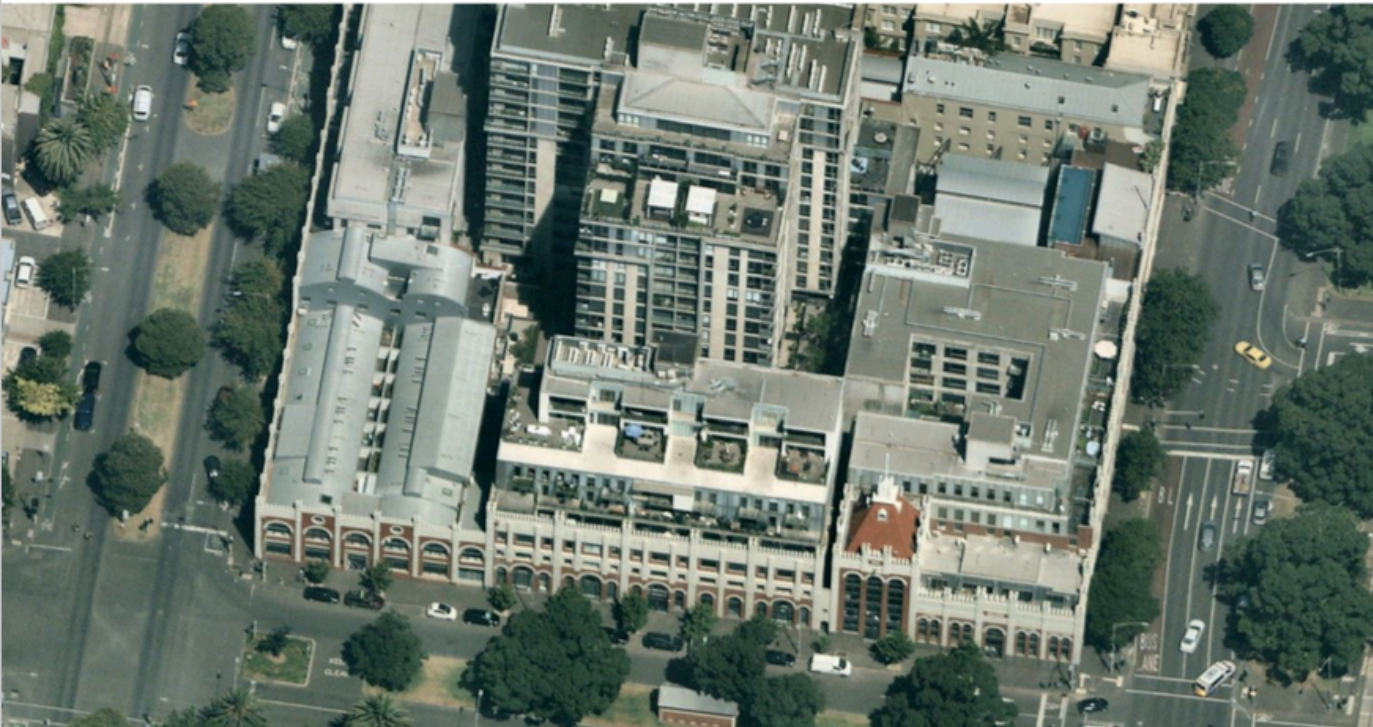
**VICTORIA BREWERY, EAST MELBOURNE**



<https://www.realestateview.com.au/real-estate/402b-170-albert-street-east-melbourne-vic/property-details-sold-residential-8887586/>



<http://maps.au.nearmap.com/>



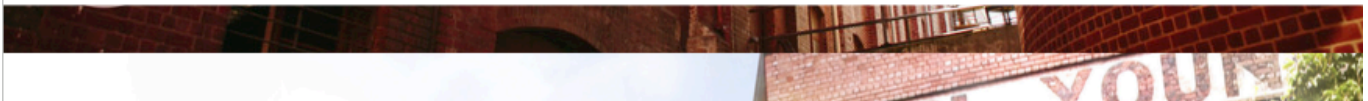




## YOUNG HUSBAND BUILDING, KENSINGTON



<https://www.younghusbandwoolstore.com.au/the-vision>



<https://www.woodsbagot.com/projects/younghusband>



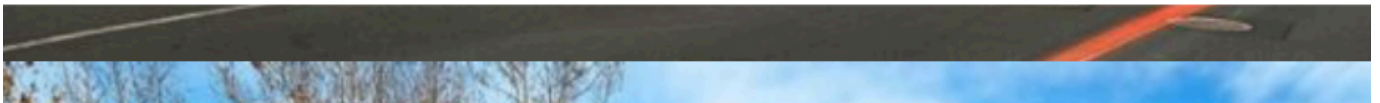




**FORMER CABLE TRAM ENGINE HOUSE, NORTH MELBOURNE**



<https://www.domain.com.au/news/six-victorian-buildings-for-sale-that-have-quirky-past-lives-20160708-gpzvq6/>



<https://www.domain.com.au/news/north-melbourne-former-cable-tramway-engine-house-apartment-conversion-fetches-680000-20150704-gi54au/>







## YORKSHIRE BREWERY, COLLINGWOOD



<https://bookmarc.io/au/firm/sma-projects/projects/207727/the-yorkshire-brewery/photos/207734/sma-7>

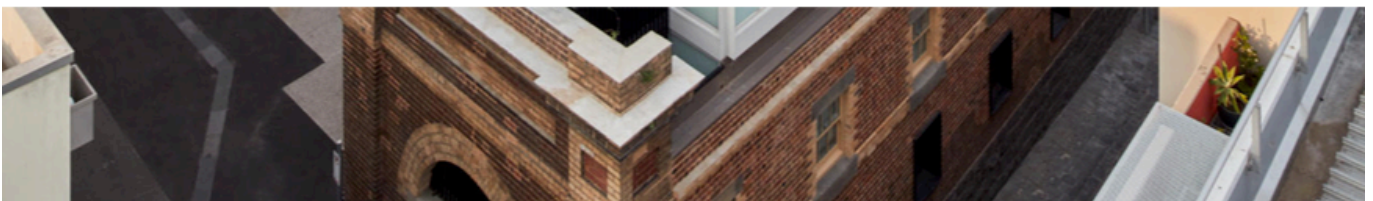


Table 1: Historical Land Uses and Activities

Date	Information Source	Interpretation
1945	Sands & McDougall's Directory of Victoria	<p><u>Kororoit Street</u> Between Geelong Road and Somerville Road</p> <ul style="list-style-type: none"> <li>• Brooklyn Cabinet Works, <b>furniture manufacturers</b></li> </ul> <p><u>Geelong Road N (east to west)</u> Between Somerville Rd and Tottenham Parade:</p> <ul style="list-style-type: none"> <li>• Bramall, G., &amp; Co, <b>water proofing manufacturing.</b></li> <li>• Lord's <b>garage</b></li> <li>• Lord's Bluestone Quarries Pty Ltd</li> <li>• Hartley &amp; Blacker, <b>fibrous plaster manufacturer</b></li> </ul>
		<p>Black &amp; white, 6000ft elevation: In the Tottenham Precinct, Woolsheds or other storage sheds are visible in a similar configuration to present, with little surrounding development visible. Parallel features indicate potential agricultural ploughing south of Somerville Rd, and industrial and/or residential buildings along Geelong Rd. Large industrial buildings occupy either side of the rail line to the west. A large dam is also visible in what appears to be a quarry, between Somerville Rd and the train line. North of Stony Creek, circular features are visible that may indicate crop irrigation or water aeration, and a disturbed area of <b>stockpiles.</b></p> <p>Four saw-tooth structures are visible in the West Footscray Precinct, coinciding with present locations. A vacant site with pipe structures is present in the eastern portion of the site, potentially a quarry.</p>
1951	Aerial Photograph	<p>Black &amp; white, 12000ft: The photo indicates further industrial development south of Somerville Rd, and a structure between the two large storage shed areas. There are two areas of potential flooding from Stony Creek also visible. North of the creek, numerous saw-toothed structures are visible, and a potential sports racing track. A quarry may be present in the north west corner of the site.</p> <p>Further industrial development is visible in the West Footscray site.</p>
1955	Sands & McDougall's Directory of Victoria	<p><u>Cromwell Parade W</u> Between Geelong Road and Somerville road</p> <ul style="list-style-type: none"> <li>• Parker, D. J., <b>Motor Engineers</b></li> <li>• 9 Turner, W. J. Farnsworth, G., &amp; Sons (storage)</li> </ul> <p><u>Geelong Road N (east to west)</u> Between Somerville Rd and Tottenham Parade:</p> <ul style="list-style-type: none"> <li>• Radiant <b>Service Station</b></li> <li>• Bramac Ltd, <b>waterproof clothing manufacturers</b></li> <li>• 462 Edward John <b>Service Station</b></li> <li>• 466 Lord's <b>Garage</b></li> <li>• 486 Goodwill <b>Used Cars</b></li> <li>• 490-492 Hartly &amp; Blacker. <b>Fibrous plaster manufacturers</b></li> </ul>
		<p><u>Indwe St S</u> Off Cala Street</p> <ul style="list-style-type: none"> <li>• Riverside Manufacturers Pty Ltd <b>machinery manufacturers</b></li> </ul>
		<p><u>Kororoit Street</u> Between Geelong Road and Somerville Road</p> <ul style="list-style-type: none"> <li>• Brooklyn Cabinet Works, <b>furniture manufacturers</b></li> <li>• Hayson Furniture CO, <b>furniture manufacturers</b></li> </ul>
		<p><u>Mitford Parade E</u> Between Geelong Road and Somerville Road</p> <ul style="list-style-type: none"> <li>• Keating &amp; Stirling, <b>moor panel beaters</b></li> </ul> <p><u>Somerville Road S (east to west)</u></p>



Date	Information Source	Interpretation
		<p>Between Geelong road (E) and Railway storage (W):</p> <ul style="list-style-type: none"> <li>• Warner-Drayton Co of Aus Pty Ltd, <b>electrical goods manufacturers</b>.</li> <li>• Smith &amp; Walton (Aust) Pty Ltd, <b>paint manufacturers</b></li> <li>• <b>Euston Lead Co (Aust) Ltd</b></li> <li>• Victorian <b>Railways (destruction yards)</b></li> </ul> <p><u>Tottenham Parade W</u></p> <ul style="list-style-type: none"> <li>• Lawton Industrial Trucks Ltd (<b>depot</b>).</li> <li>• Pinnacle Paint Co, <b>paint manufacturers</b></li> <li>• Wilson, C., <b>motor body repairs</b></li> <li>• Selley's <b>Chemical Manufacturing Co Pty Ltd</b></li> </ul>
v1959	Aerial Photograph	<p>Black &amp; white, 9600ft: Further industrial development is visible, particularly south of Somerville rd. The dam in this area of the site is still present. 4 of the storage sheds in the eastern area of the site have been demolished and two large industrial buildings are now present directly north. Outside storage of materials is visible around these structures. North of Stony Creek, a large warehouse now covers the area north of the disturbed soil lot. Further industrial buildings are also present north of the creek.</p> <p>The West Footscray site also appears to have additional industrial buildings and the present day sporting field configuration is now complete.</p>
1963	Aerial Photograph	<p>Black &amp; white, 9600ft: New industrial structures include replacement of the 4 previously demolished storage sheds, a saw-tooth building north of the western storage shed area, and the large structure east of the train line still present. The dam south of Somerville Rd is no longer present. North of Stony Creek there are no major visible changes.</p> <p>The West Footscray site appears largely unchanged.</p>
		<p><u>Cromwell Parade W</u></p> <ul style="list-style-type: none"> <li>• 3 Harbottle &amp; West. <b>Carpenters</b></li> <li>• 5-7 Newham &amp; Sons Pty Ltd. <b>Motor body builders</b></li> <li>• 13-15 Hall, C., <b>motor engineer</b></li> </ul> <p><u>Geelong Road N (east to west)</u></p> <p>Between Somerville Rd and Tottenham Parade:</p> <ul style="list-style-type: none"> <li>• 438 Radiant <b>Service Station</b></li> <li>• 440 Goodwill Motors Pty Ltd <b>used cars</b></li> <li>• 444-448 Bramac Ltd. <b>Waterproof clothing manufacturers</b></li> <li>• 456 Built Well <b>Wrought Iron</b></li> <li>• 462 Edward. John <b>Service Station</b></li> <li>• 464 McMahan <b>Tyre &amp; Engine Service</b></li> <li>• 468 Lord's Bluestone Quarries Pty Ltd</li> <li>• 470 Four Six Four Motors <b>used cars</b></li> <li>• 478 Finkcke, P., <b>Panel Beater</b></li> </ul> <p><u>Indwe St S</u></p> <ul style="list-style-type: none"> <li>• Collie, R. &amp; CO Pty Ltd (<b>factory</b>)</li> </ul> <p><u>Kororoit Street</u></p> <ul style="list-style-type: none"> <li>• Brooklyn Cabinet Works Pty Ltd, <b>furniture manufacturers</b></li> <li>• Hayson, Furniture Co Pty Ltd, <b>furniture manufacturers</b></li> </ul> <p><u>Mitford Parade E</u></p> <ul style="list-style-type: none"> <li>• 4-6 Alpha Alloy Co. <b>iron finders</b></li> <li>• Keating &amp; Stirling, <b>motor panel beaters</b></li> </ul> <p><u>Mitford Parade W</u></p> <ul style="list-style-type: none"> <li>• 1 Rochford, B. C., pattern maker (wd)</li> </ul> <p><u>Paramount Road E</u></p> <ul style="list-style-type: none"> <li>• Case, J. I. (Australia) Pty Ltd, <b>tractors</b></li> <li>• Mechanical Service Pty Ltd <b>engineers</b></li> </ul>
1965	Sands & McDougall's Directory of Victoria	

Date	Information Source	Interpretation
		<ul style="list-style-type: none"> <li>• Toroid Pty Ltd, <b>bearing metal manufacturers</b></li> <li>• Johnson’s Transport Services Pty Ltd, carrs Gee, Leslie</li> <li>• May &amp; Baker (aust) Pty Ltd <b>manufacturing chemist</b></li> <li>• Leyland <b>Motors</b> Ltd</li> </ul> <p><u>Somerville Road N (east to west)</u> Between Geelong road (E) and <b>Railway storage (W)</b>:</p> <ul style="list-style-type: none"> <li>• 372 Rainbow Taxi <b>Truck Service</b></li> <li>• 380 Footscray <b>Motor Wreckers</b></li> <li>• Cincinnati <b>Machinery</b> Co Pty Ltd (<b>storage</b>)</li> </ul> <p>It’s evident from the list above that the previously wool related activities within the numerous storage sheds has ceased and the site is now a storage facility for multiple uses.</p> <p><u>Somerville Road S (east to west)</u> Between Geelong road (E) and Railway storage (W):</p> <ul style="list-style-type: none"> <li>• 373 Warner- Drayton Co of Australia Pty Ltd, <b>electrical appliance manufacturers</b></li> <li>• 397-407 Smith &amp; Walton (Australia) Pty Ltd, <b>paint manufacturers.</b></li> </ul> <p><u>Sunshine Road S (east to west)</u> Between Geelong Road and Cala St.</p> <ul style="list-style-type: none"> <li>• Mantle, J. Imp <b>Chemical Industries</b> of Aust &amp; Z Ltd</li> <li>• Email, Charmicleal – Parkinson div., <b>stove makers,</b></li> </ul> <p><u>Tottenham Parade E</u></p> <ul style="list-style-type: none"> <li>• Moreland <b>Metal</b> Co, Non-Ferrous</li> <li>• Sims, A. G., Ltd <b>metal merchants</b></li> </ul> <p><u>Tottenham Parade W</u></p> <ul style="list-style-type: none"> <li>• Pinnacle Paint Co, <b>Paint manufacturers</b></li> <li>• Fowler Wood Pty Ltd, <b>engineers</b></li> <li>• Selley’s <b>Chemical Manufacturing</b> Co. Pty Ltd.</li> </ul>
1970	Aerial Photograph	<p>Black &amp; white, 9600ft: South of Somerville Rd, three <b>tanks</b> are visible in the vicinity of the former dam. There are a few additional small industrial buildings, however the area south of the creek is mostly unchanged. North and the south of Stony Creek in the area of the western sheds there are some unidentified scattered materials.</p> <p>North of Stony Creek, the circular features indicating potential crop irrigation or water aeration are no longer present. There are two additional industrial buildings now in this area.</p> <p>The West Footscray site appears largely unchanged.</p>
1974	Sands & McDougall’s Directory of Victoria	<p><u>Cromwell Parade W</u></p> <ul style="list-style-type: none"> <li>• 1 Harbottle &amp; West <b>motor panel beaters</b></li> <li>• 13-15 Hall C <b>motor engineering</b></li> </ul> <p><u>Holmwood Road</u></p> <ul style="list-style-type: none"> <li>• Miller GE &amp; Assets <b>steel fabricators</b></li> <li>• Pacific Safflower (Aust) P/L <b>oil refiners</b></li> </ul> <p><u>Indwe St S</u></p> <ul style="list-style-type: none"> <li>• Asea Electrical (Aust) P/L <b>electric motors</b></li> </ul> <p><u>Kororoit Street</u></p> <ul style="list-style-type: none"> <li>• Brooklyn Cabinet Works P/L <b>cbt mkrs</b></li> </ul> <p><u>Mitford Parade E</u></p> <ul style="list-style-type: none"> <li>• Alpha Alloys P/L irons finders</li> <li>• Harbottle &amp; West <b>motor panel beaters</b></li> </ul> <p><u>Mitford Parade W</u></p> <ul style="list-style-type: none"> <li>• Wright &amp; Co P/L <b>motor panel beaters</b></li> <li>• Da Vale <b>Diesel Engineers</b></li> </ul>

Date	Information Source	Interpretation
		<ul style="list-style-type: none"> <li>Bearing Serv Co of Aust P/L <b>Bearing Manufacturers</b></li> <li>M&amp;F <b>Automotive installations</b></li> </ul> <p><u>Paramount Road E</u></p> <ul style="list-style-type: none"> <li>Rid-A-Bird <b>pest extermination</b></li> <li>Diematic Tool &amp; Die P/L <b>tool makers</b></li> <li>Johnson's <b>Transport Service</b> p/L carrs</li> <li>May &amp; Baker (Aust) P/L <b>manufacturing chemist</b></li> <li>Leyland Motor Corp of Australia P/L <b>motor truck manufacturers</b></li> </ul> <p><u>Somerville Road N (east to west)</u></p> <p>Between Geelong road (E) and Railway storage (W):</p> <ul style="list-style-type: none"> <li>380 Footscray <b>Motor Wreckers</b></li> <li>Lysaght Durham <b>Chemical Co P/L galvanizers</b></li> <li>Laporet Chemicals (Australia) <b>Chemical manufacturers</b></li> <li>S.E.C of Vic (<b>Sub-station</b>)</li> </ul> <p><u>Somerville Road S (east to west)</u></p> <p>Between Geelong road (E) and Railway storage (W):</p> <ul style="list-style-type: none"> <li>397-407 Walpamur Paints P/L <b>paint manufacturers</b></li> <li>409 <b>Century Storage Battery Co P/L</b></li> <li>421 Collins &amp; Davey P/L <b>motor engineers</b></li> <li>423 Niven CJ P/L <b>engineers kiln dry</b></li> <li>Megitt Ltd linseed oil</li> </ul> <p><u>Tottenham Parade E</u></p> <ul style="list-style-type: none"> <li>Moreland <b>Metal Co Non Ferrous</b></li> <li>Sims A. G. Ld <b>Metal Merchants</b></li> <li>Prism Paints P/L <b>paint manufacturers</b></li> </ul> <p><u>Tottenham Parade W</u></p> <ul style="list-style-type: none"> <li>Mansutti Bros PL/<b>rust proofing</b></li> <li>Pinnacle Paint Co P/L <b>paint manufactures</b></li> <li>Selley's <b>Chemical Manufacturing Co P/L</b></li> </ul> <p><u>Whitely Street</u></p> <ul style="list-style-type: none"> <li>Sims Markette P/L (depot)</li> </ul>
1982	Aerial Photograph	<p>Black &amp; white, 10000ft: The area around the storage sheds has been largely infilled with industrial buildings and a container storage yard north of the western set of sheds. The area north and south of the creek in this vicinity remains disturbed by unidentified scattered material. South of Somerville Rd, the three <b>tanks</b> identified in the 1970 photo have been enlarged. Further industrial buildings have also been installed north of Stony Creek.</p> <p>Some new industrial buildings are also visible in the West Footscray site.</p>
1991	Aerial Photograph	<p>Colour, 15000ft: The area north of the western set of storage sheds is clear of the <b>unidentified material and currently has no vegetation</b>. North of Stony Creek, the area of disturbed soil has now been levelled and has a grass cover. There is also a large multi-structure facility in the west of the site. The potentially quarried area in the NW is levelled and has a grassed cover.</p>
2001	Aerial Photograph	Colour, 9600ft.
2010	Aerial Photograph	Colour, 9600ft.
2018	Aerial Photograph	Colour, 9600ft.



**Table 2: EPA Register Search**

EPA Register/ Website	Date of Search	Register Information	Site Address	Comments
Priority (Contaminated) Sites Register	21/3/19	Sites where a Clean-Up Notice (CUN) or Pollution Abatement Notice (PAN) has been issued	<u>Tottenham:</u> 1 Amanda Road, Tottenham	This site is a registered Major Hazard Facility (MHF): Chemical storage facility under operational EPA licence.
Environmental Audits Completed	21/3/19	Environmental Audits completed in accordance with Part IXD of the EP Act 1970.	<u>Tottenham:</u> Part of Lot 26, 17 Lae St, West Footscray Urquhart St (1999) 13A ,19-23 Paramount Rd, West Footscray (2010). (NB the site indicated on the map is 9 Park Ave, 180m to the south east) <u>West Footscray:</u> 1-19 Graingers Rd West Footscray (2015, no report avail) 41-49 Robbs Rd West Footscray (2014)	A GQRUZ at this site for drinking water, livestock, recreational and irrigation. Historical site use as textile manufacturer.
Groundwater Quality Restricted Use Zone (GQRUZ)	21/3/19	Identifies an area where the use or extraction of groundwater is restricted due to the presence of contamination	41-49 Robbs Rd West Footscray (2014)	GQRUZ at this site for drinking water, livestock, recreational and irrigation. Historical site use as textile manufacturer.
Notified (Ongoing) Environmental Audits	21/3/19	Current (on-going) environmental audits within 500m of site	None listed	No further details likely to be available until completion of an audit at which time they become available to the public.

## 15. CONTACT

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