



Maribyrnong  
CITY COUNCIL

# West Footscray Neighbourhood Plan

**URBAN DESIGN FRAMEWORK 2018**

Updated October 2022







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Document Revision Table

Version	Date	Change
1	Sept 2018	Endorsed by Council
2	Oct 2022	Appendix B and C updated in response to PSA C162 Panel recommendations



# A message from the Mayor

The neighbourhood of West Footscray is home to a diverse community and businesses that have made it a vibrant area that is enjoyed by residents and visitors alike.

The West Footscray Neighbourhood Plan 2018 sets a new vision to guide growth and development. This document is shaped by feedback that was provided by the community and stakeholders when we held consultations in 2017.

The feedback provided set a vision for a neighbourhood that could grow into a well-connected, vibrant, sustainable and green neighbourhood. Our community wants to see a neighbourhood that has diverse housing choices, inviting open spaces, safe transport and convenient connections, not to mention services and facilities that respond to changing community needs.

The Plan is also in line with the State Government's objectives to create a '20-minute city', where we meet the everyday needs of people in one convenient location – making it easy for them to reach the services they need.

The Plan also focusses on improving access and movement across the neighbourhood. We have identified the need to increase connection between open space networks, the Maribyrnong River and community facilities among other issues.

With the West Footscray Neighbourhood Plan we look forward to seeing our residents and stakeholders continue to enjoy the many wonderful aspects of West Footscray.



**CR CUC LAM**

Mayor  
Maribyrnong City Council





# Executive summary

The West Footscray Neighbourhood Plan (the Plan) has been developed to ensure the coordinated growth and development of the neighbourhood. It is a long term planning framework that presents objectives, strategies and actions to facilitate appropriate land use and built form for the core activity area along Barkly Street and the West Footscray station precinct.

The core activity 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 far. For the broader study area the Plan outlines complementary strategies to improve access and movement, public places, and community infrastructure. A number of existing Council strategies (Open Space Strategy, Bicycle Strategy, Play Maribyrnong etc.) have informed the content of this framework.

The Plan will help manage change in West Footscray. It delivers:

- A strategic framework for a vibrant and sustainable neighbourhood to meet Council's vision outlined in the Council Plan 2017-21. The Plan actions a number of Council strategies into a holistic place-based framework, including shops and services, community facilities, housing, employment, public transport and public spaces.
- The preferred locations for higher density housing to respond to the forecast population growth in West Footscray. This initiative is complemented by a set of design guidelines for higher density, mixed-use development that will deliver improved built form outcomes and clear framework for decision-making.
- A set of design guidelines for higher density mixed-use development that will deliver improved built form outcomes and a clear decision making framework.

- Support and guidance for strengthening the role of the West Footscray Neighbourhood Activity Centre by concentrating mixed-use activity and greater density to provide people with the ability to meet most of their everyday needs. This also meets State objectives for a '20-minute city'.
- Implementation actions for the elements of land use, built form, access and movement and community infrastructure that are required to achieve the strategic vision for West Footscray. It includes an agenda for advocacy for Council, and projects for creation of new policy, investigations, and works.

The Plan is structured to present a 'vision' and a set of principles which respond to community expectations. The Principles guide and inform the three key themes of Land Use and Built Form, Access and Movement, and Community Infrastructure and Open Space.

Each theme comprises the following components:

- **Objectives** ambitions for the future
- **Strategies** a means of achieving the objectives
- **Actions** steps to implement the strategies

The Implementation Plan sets out the actions required to achieve the vision including action type, lead responsibility, and external partners.

The Plan seeks to facilitate and guide change under three themes, outlined overleaf.



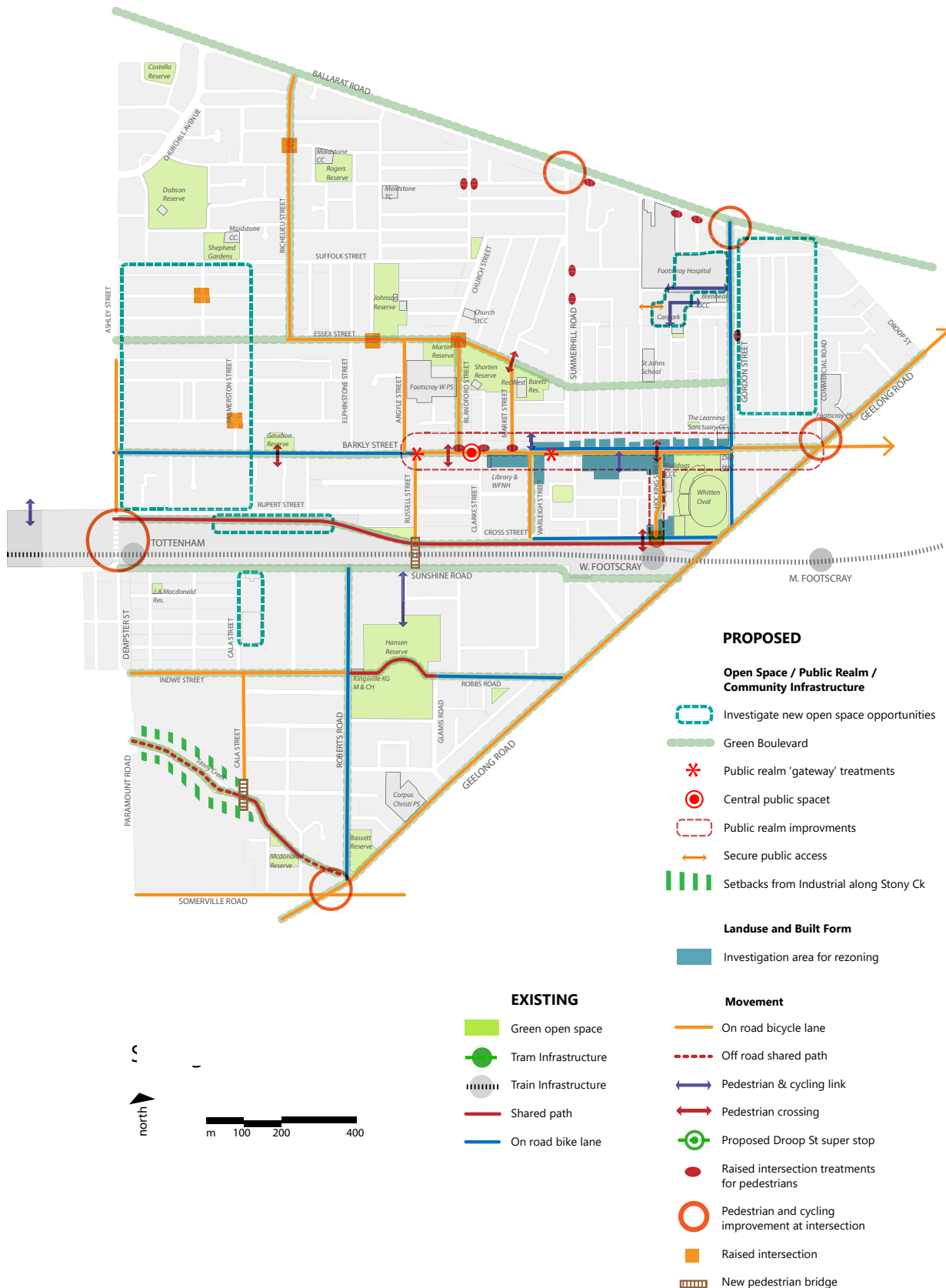


Figure 1 Strategic Framework



## 1. Land use and built form

- The West Footscray Neighbourhood Activity Centre will develop over time as an integrated mixed-use centre that will support more intense street level activity and a resident population in medium density developments of a maximum four storey scale.
- Council will consider the rezoning of sites within the activity centre that are inconsistent with, but support, its retail and services function.
- Council will consider the rezoning of sites fronting Barkly Street East and West Footscray Railway Station to allow opportunities for higher density residential development.
- For sites fronting Barkly Street East and West Footscray Railway Station, building heights will range from four and six storeys along Barkly Street to eight storeys near the railway station.
- The built form design guidelines will establish a coherent streetscape character along Barkly Street, respond better to the public realm and help to protect the amenity of the area.

## 2. Access and movement

- A safe and legible network of north-south and east-west pedestrian/cycle routes will be provided – particularly along Barkly Street - to enhance connectivity in West Footscray.
- Improvements to pedestrian, cycle and bus connections to nearby major destinations such as the Maribyrnong River, Highpoint and Footscray will drive a shift to active transport modes and reduce traffic congestion.
- Safer streets will be provided through traffic calming measures such as raised crossings, pedestrian crossings and reduced traffic speeds to encourage walking.
- The open space network, the Maribyrnong River and community facilities will be connected through defined 'green' streets, pedestrian links and trails.

## 3. Community infrastructure and open space

- A central open space in Barkly Village will provide a place for social interaction and gathering.
- Planning for community facilities and open spaces will be undertaken to provide flexible spaces that encourage multiple-uses by the community.
- Provision of additional open space will be investigated to address existing gaps in the open space network in the west and east of the neighbourhood.
- Strategic partnerships will be developed to improve activation and utilisation of public spaces and increase joint use opportunities of community facilities.
- Improvements to the industrial and residential interfaces south of the railway corridor through new local policy.

The Strategic Framework Plan for West Footscray is identified in Figure 1.

## Implementation Plan

The Implementation Plan provides actions with top priorities including:

- Supporting change of land use to mixed-use development that responds to new built form guidelines
- Implementing a central open space in Barkly Village
- Planning for improvements for cycling connectivity through the suburb
- Supporting the implementation of open space upgrades identified in the Open Space Strategy
- Investigation of opportunities for additional active recreation facilities for the growing population.









# Introduction

The West Footscray Neighbourhood Plan has been prepared to respond to the changing population and development activity in West Footscray. While the incremental infill development which is generally spread across the study area is expected to continue, the Barkly Street corridor provides particular opportunities for growth.

There is renewed development interest around the West Footscray Neighbourhood Activity Centre (Barkly Village) and West Footscray Railway Station. In these areas, integrating land use and transport will play a crucial role in providing new housing choices, well connected communities and promoting sustainable travel.

The City of Maribyrnong is experiencing steady population and housing growth. In particular West Footscray's population is forecast to grow from 12,152 in 2016 to 14,247 by 2031\*, with an additional 800 new dwellings forecast\*. Community services, facilities and open space need to respond to the growth of West Footscray and its changing demographics.

The Plan provides a vision for West Footscray with objectives, strategies and actions to achieve the vision. In conjunction with other relevant Council strategies, the Plan provides guidance on:

- Land use and built form
- Access and movement
- Community infrastructure and open space.

The Plan draws upon a range of existing Council strategies to guide active transport and open space, and seeks to link these strategies and actions to ensure a “whole of neighbourhood” response to the growth and development of West Footscray.

The core activity area of Barkly Street and West Footscray Railway Station is the focus of the land use and built form guidance. Planning guidance on the balance of the study area is provided by the existing Maribyrnong Planning Scheme and Maribyrnong Housing Strategy.

*\* Note: Population data and the projections relate to West Footscray suburb boundaries. It is to be noted that the study area contains a small section of Maidstone and Footscray.*



## Study area

The Plan’s study area is bound by Ballarat Road to the north, Geelong Road to the southeast and Ashley Street to the west. The study area also includes the southern portion of Maidstone and a small section of Footscray to the east. The railway corridor divides the study area into two halves.

The core activity area of the West Footscray Neighbourhood Plan is centred on two precincts, the West Footscray Neighbourhood Activity Centre (Barkly Village) and the Barkly Street East and Station precinct.

## Structure of the plan

The Plan is structured to present a ‘vision’ and a set of ‘principles’ which respond to community expectations. The ‘principles’ guide and inform the three key themes of land use and built form, access and movement, and community infrastructure and open space. Each theme comprises the following components:

- **Objectives**      ambitions for the future
- **Strategies**     a means of achieving the objectives
- **Actions**         steps to implement the strategies.

The Implementation Plan sets out the actions required to achieve the vision in greater detail including action type, lead responsibility, and external partners.





## Regional and local context

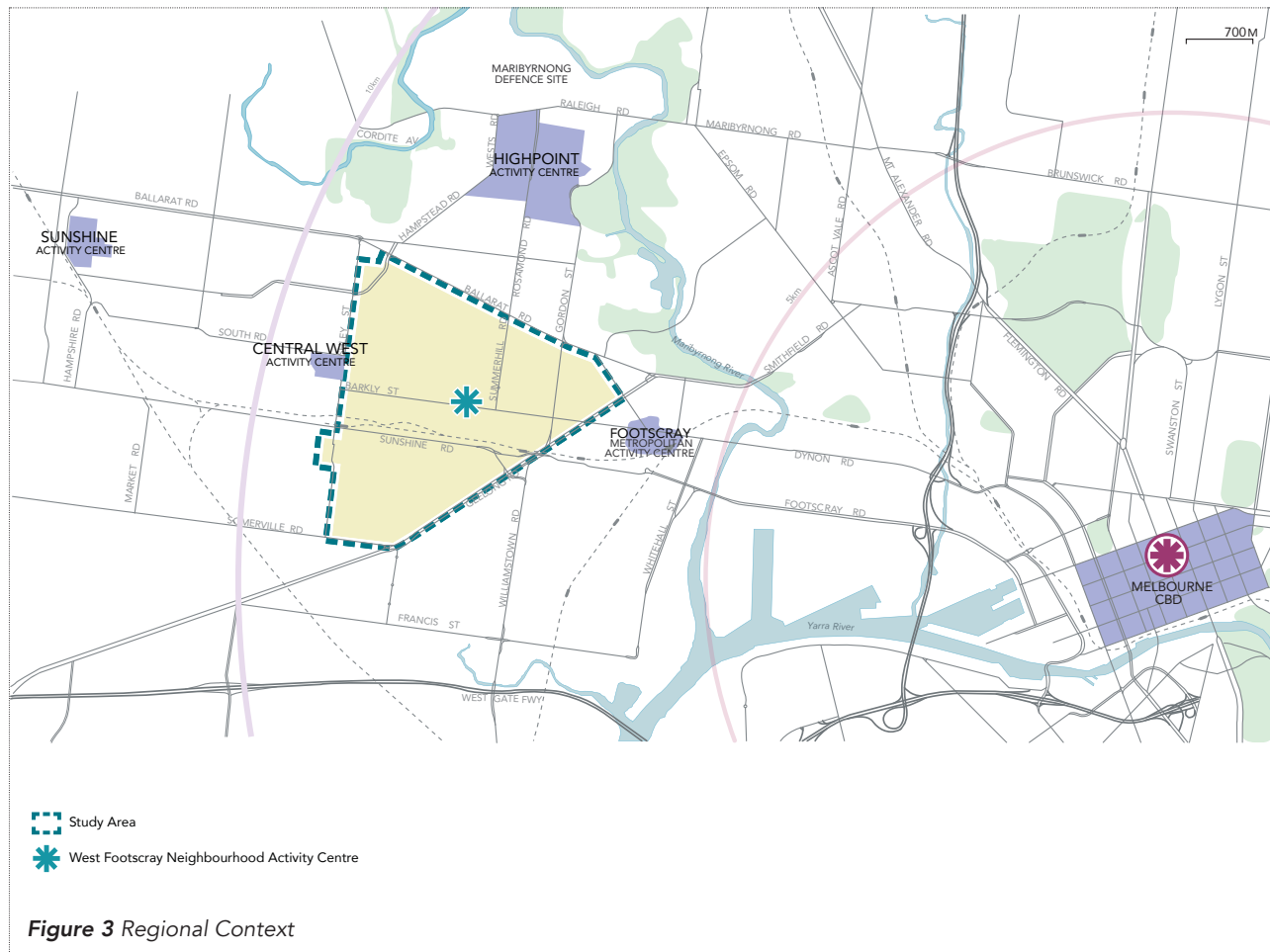
The study area is well positioned to access services and employment, being located seven kilometres from Melbourne CBD with convenient public transport connectivity. Proximity to the activity centres of Footscray, Highpoint and Sunshine further underline the opportunities and attractiveness of this location.

A number of regional facilities are located within the study area, including the Footscray Hospital, Whitten Oval and Victoria University. They present opportunities to attract investment, support innovation and create greater employment opportunities linking health, sport, education, research, advanced manufacturing and industry. The Barkly Village is the core of the neighbourhood and includes the West Footscray Neighbourhood House and Library, retail convenience and open spaces along Essex Street. It is an area of recent revitalisation and has a strong night time economy.

The railway corridor, however, divides the suburb; with residents on the southern side of railway corridor experiencing difficulty in accessing the retail and community facilities of the village.

The area north of the railway line is predominantly residential. Industrial land south of the railway line makes up 13% of the study area. These areas are designated as core employment areas in the Maribyrnong Planning Scheme, specifically the Tottenham Precinct and West Footscray Precinct. The Tottenham Precinct contains 10.8% of all jobs based in the municipality, and West Footscray has 1.6% of jobs based in the municipality. These core employment areas need to be protected to ensure a local workforce is maintained and enhanced. These industrial areas are also identified as a part of the State-significant industrial precincts in Plan Melbourne 2017-2050. The State-significant industrial precincts are to be protected from incompatible land uses to allow for their future growth, development and importance to the regional and state economy.

More diverse housing choices are being provided in West Footscray, with a range of apartment and townhouse developments being constructed since 2008, particularly along Barkly Street.



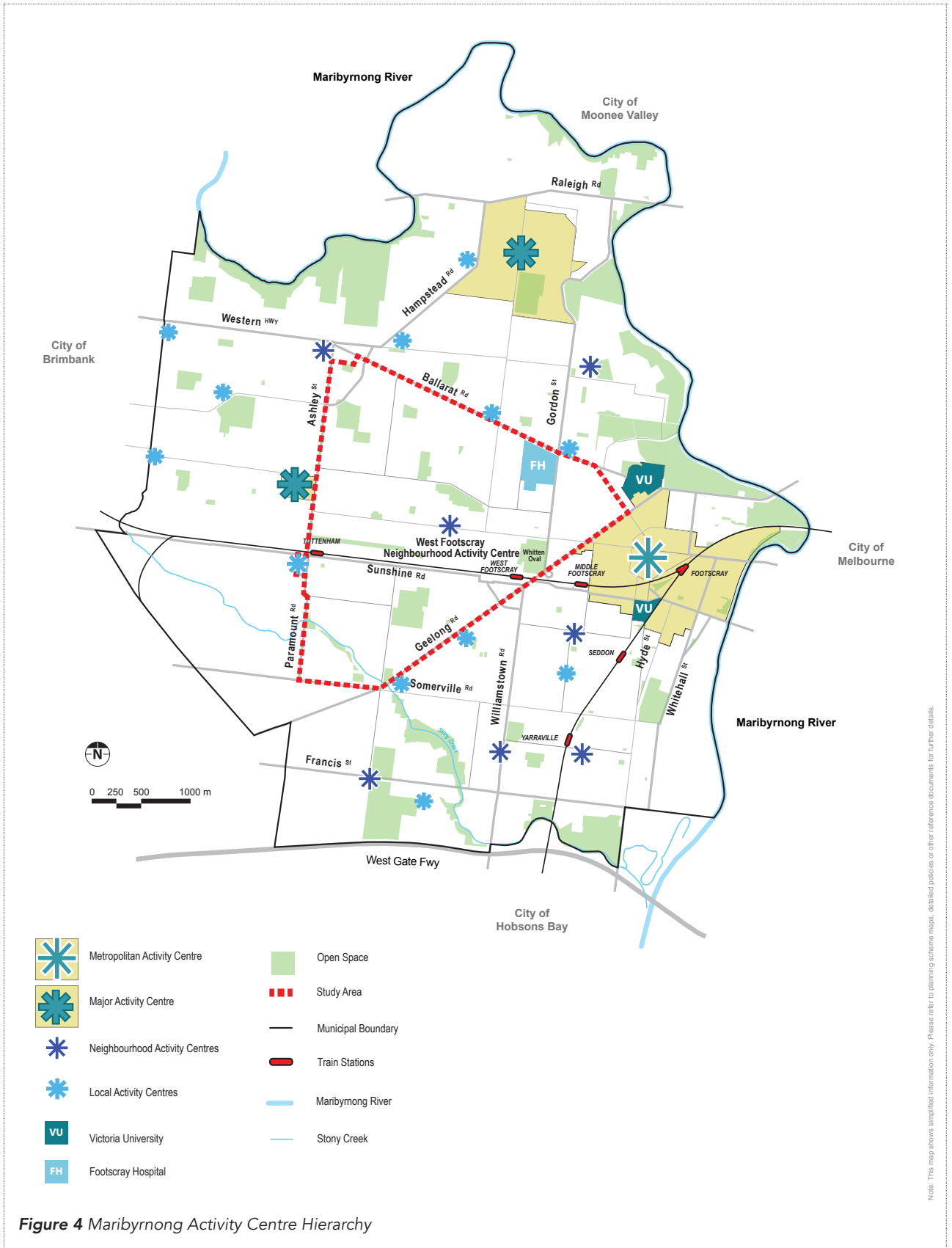
## Activity centre hierarchy

Based on its role and capacity for growth, the West Footscray Neighbourhood Activity Centre (Barkly Village) is considered as a neighbourhood activity centre similar to Yarraville and Seddon.

Plan Melbourne recognises the importance of neighbourhood centres. It also recognises the need to support a network of vibrant neighbourhood activity centres to enhance the liveability and character of neighbourhoods.







## Policy context

### Plan Melbourne 2017-2050

Plan Melbourne seeks to guide Melbourne's growth in population and employment and enhance Melbourne as a liveable and sustainable city. Some of the policies that relate to West Footscray are:

- Create a productive city that attracts investment, supports innovation and creates jobs
- Create inclusive, vibrant and healthy neighbourhoods
- Create a distinctive and liveable city with quality design and amenity through a network of accessible, high quality, local open spaces
- Promote urban design excellence in all aspects of the built environment
- Provide housing choice in locations close to jobs and services through mixed-use neighbourhoods of varying densities
- Improve neighbourhoods to enable walking and cycling as a part of daily life
- Create mixed-use neighbourhoods at varying densities
- Support a network of vibrant neighbourhood activity centres.

### Council Plan 2017-2021

The Plan will contribute to the strategic objectives of the Council Plan 2017-2021 by implementing the priorities:

- Growth and Prosperity – Council will support diverse, well planned neighbourhoods and a strong local economy
- Mobile and Connected – Council will plan and advocate for a safe, sustainable and effective transport network and a smart and innovative city
- Quality Places and Spaces - Council will lead the development of integrated built and natural environments that are well maintained, accessible and respectful of the community and neighbourhoods.

Council is committed to promoting and protecting the wellbeing of the community and seeks to create and improve the physical, social, natural, cultural and economic environments that promote health and wellbeing.

### West Footscray Urban Design Framework 2008

The West Footscray Urban Design Framework (WFUDF) was adopted in 2008 and outlined a vision and series of action plans to improve the quality, function and amenity of key public and private spaces across West Footscray.

The WFUDF 2008 provided limited planning and design policy. It produced a number of site specific projects to improve the public realm and strategies to advocate for State Government support. A list of achievements is contained in the Appendices.

### Maribyrnong Planning Scheme Clause 21.11-6

Clause 21.11-6 'West Footscray Neighbourhood Activity Centre' provides the objectives and strategies for the Plan. The current strategic direction for the West Footscray Neighbourhood Activity Centre is:

- To consolidate and enhance the role of the centre
- To encourage a built form that is consistent with the preferred character of the centre
- To enhance the public realm.

### Draft Maribyrnong Housing Strategy 2018

The Maribyrnong Housing Strategy seeks to deliver positive outcomes in housing diversity, affordability, location and design. West Footscray is identified as an area of incremental change with a small number of sites that are identified to be areas of substantial change.



## 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.

## Issues and opportunities

An Issues and Opportunities Paper was released to the community in August 2017. It confirmed the challenges and opportunities facing West Footscray now and in the future. The consultation reflected the following key themes:

- Planning guidance for better residential buildings and the opportunity for diverse retail and commercial uses that meet local convenience and employment needs
- Better walking and cycling connections that are safe and integrated
- New and upgraded green open spaces with a new public space in Barkly Village
- Improved community facilities and services providing family, social and recreational services
- Improved safety and amenity along well treed streets and public transport corridors.

Appendix A includes a more detailed summary of the consultation outcomes on the Issues and Opportunities Paper.

The consultation helped shape the vision for the project and established the principles which guide the development of the Plan.

## 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.



# 02

## The Plan

### Vision

A well-connected, vibrant, sustainable and green neighbourhood with inviting open spaces, offering diverse housing choices and facilities that can be accessed safely by all modes of transportation including walking and cycling.





## Principles

These principles underpin the neighbourhood plan.



### IDENTITY AND DIVERSITY

West Footscray's urban character and identity will reflect its cultural diversity and influence all aspects of future planning and development



### THRIVING VILLAGE

The vibrant urban identity of Barkly Village will continue to support diverse commercial and accommodation uses, creative arts and community events



### STREETS AND SPACES FOR PEOPLE

Streets and parks will be appealing and safe for people to enjoy



### EASY ACCESS FOR ALL

Walking, cycling and public transport will be priorities delivered through a well-connected sustainable transport network



### HIGH QUALITY BUILDINGS AND SPACES

West Footscray will be an attractive neighbourhood with high quality, adaptable buildings and spaces that respect and enhance the existing character and, in designated precincts, create a new character



### A GREEN SUBURB

West Footscray will be recognised for its trees and landscapes which will feature strongly across the neighbourhood



### A GREAT PLACE TO LIVE

West Footscray will provide convenient access to a range of housing, commercial and community spaces supporting it as a great place to live



## Land Use and Built Form

### PRINCIPLES:



IDENTITY AND DIVERSITY



THRIVING VILLAGE



HIGH QUALITY BUILDINGS  
AND SPACES



A GREAT PLACE TO LIVE

West Footscray's attraction for housing and new residents continues to grow, due to its proximity to the city, access to public transport and the emergence of cafes, bars, restaurants and convenience retail. This growth trend is aligned with a number of other inner city suburbs that are experiencing significant growth.

Key challenges include:

- segmented land use in Barkly Village
- development potential around Barkly Village, West Footscray and Tottenham railway stations, and the interface with lower scale residential fabric
- interfaces between industrial and residential land south of the railway line
- traffic and parking issues from population growth
- amenity and land use of Tottenham shops
- lack of local retail services south of the railway line.

This section is a combination of two parts:

**Land use:** existing and preferred land use pattern and activity; and

**Built form:** recommendations to create better built form outcomes, create more consistency in the streetscape and have a high level of amenity.

### Existing land use pattern and activity

The study area is predominantly residential but does, however, encompass a wide range of land uses supporting a variety of activities. The mix and diversity of uses is reflective of the current zoning provisions that includes land zoned for General Residential, Commercial 1 and 2, Mixed Use, Special Use, Public Use and Industrial 1 and 3 Zones.

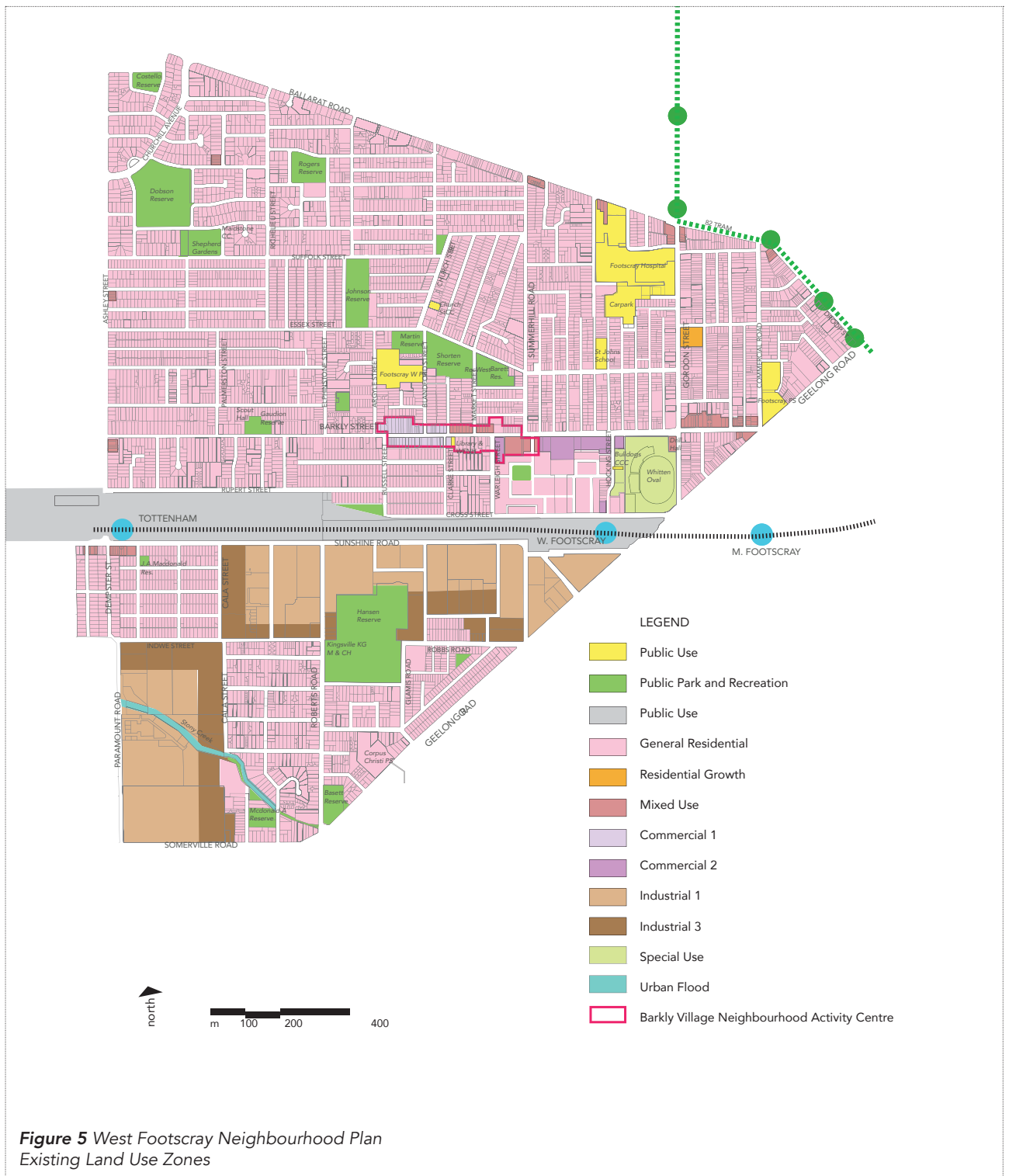
In addition to residential uses, Barkly Street includes strip shopping in the West Footscray Neighbourhood Activity Centre which provides retail and commercial activity, service industry, gyms, offices and medical uses. The neighbourhood activity centre has fragmented zoning that includes Commercial 1 Zone, Commercial 2 Zone, General Residential Zone and the Mixed Use Zone. Many uses are not compatible with the existing zone, or the zoning does not allow for the highest and best use of the site and for a range of important strategic directions to be realised. The eastern section of Barkly Street consists of a mix of residential uses, showrooms, sports and education facilities at Whitten Oval. This location is significant due to its proximity to the West Footscray Railway Station and the Footscray Metropolitan Activity Centre.

The area to the north-east includes the Footscray Hospital and other health services. It is noted that the State Government has committed funds to investigate the possible relocation of the hospital.

The area south of the railway corridor comprises a small strip of shops near Tottenham Railway Station, providing limited local convenience retailing. West Footscray also includes two industrial precincts that are designated as 'Core Employment' land and State significant industrial land. It is used for industry, manufacturing, office and warehousing. Many of these uses are located adjacent to residential uses, where there are community concerns regarding the industrial and residential interfaces and land use conflicts. No changes are proposed to industrial zonings through this neighbourhood plan, reflecting the importance of State and Council planning policy related to State significant industrial land.

The existing land use zones are identified in Figure 5.





## Preferred land use pattern and activity

The plan proposes a strengthening of the current land use pattern to provide consistent and complementary zoning which delivers new residential and commercial opportunities within the core area of Barkly Street and West Footscray Station.

There is a forecast demand for future retail and commercial space in the West Footscray Neighbourhood Activity Centre due to an increasing population in the area. Retail and commercial redevelopment in this area would enhance the main street destination, improve visitor experience and generate higher visitation.

The eastern end of Barkly Street includes a number of larger sites providing opportunities for medium to high density residential development in diverse housing typologies. It is a preferred location for this type of development due its positioning on a key street with good connections to services and public transport.

To provide further opportunities for locally accessible jobs, sites with a commercial zoning and undergoing redevelopment should provide areas of ground floor commercial floor space.

The current activity at Whitten Oval and any future redevelopment would further support a lively neighbourhood. Mixed-use developments including residential and community uses would be supported in this area as it has excellent connections to public transport and existing services. In addition, the presence of Victoria University and the potential development of underutilised VicTrack land adjacent to West Footscray Railway Station are further opportunities that will strengthen this precinct.

Revitalisation of the Tottenham shopping strip is encouraged. Uses such as small grocery outlets, cafes and other services are supported. Adaptive reuse of the heritage warehouses on Sunshine Road and introducing office/warehouse, business incubator and other creative industry uses are strongly encouraged.

The preferred locations for future residential and commercial opportunities are identified in Figure 6.

The objectives and strategies for land use are:

### OBJECTIVES

- To enhance the role of the West Footscray Neighbourhood Activity Centre (Barkly Village) by supporting a cohesive, lively and diverse mix of uses.
- To support opportunities for residential and commercial uses in locations that are well serviced by public transport, and provide good access to community spaces and services.

### STRATEGIES

- Strengthen street level activity in Barkly Village by supporting active retail uses on the ground floor.
- Support potential rezoning of sites within the activity centre to allow a mix of uses that complement the role and function of the centre.
- Facilitate shop top housing to contribute to the viability and activity of the centre.
- Support potential rezoning of sites on Barkly Street (east end) and adjacent to West Footscray Railway Station that provide opportunities for higher density residential development and some commercial and limited retail uses.
- Ensure that commercial and other employment uses outside of the neighbourhood activity centre will complement the role of the neighbourhood activity centre and residential uses.
- Restrict retail uses outside of the neighbourhood activity centre.

### ACTIONS

- Amend the Maribyrnong Planning Scheme to reflect the potential rezoning of identified sites to consolidate commercial land use opportunities and provide residential growth in preferred areas.



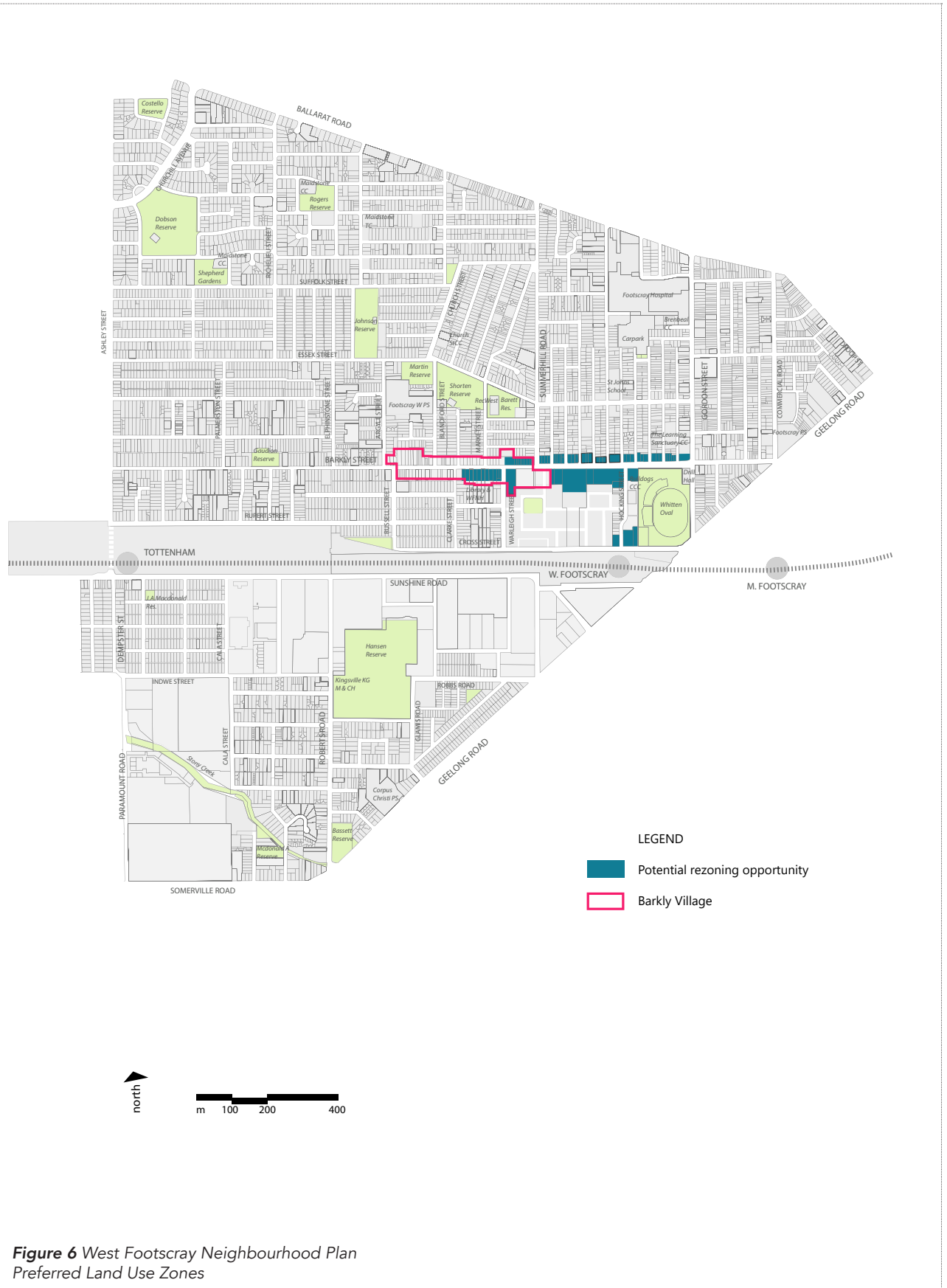




Figure 7 Preferred Maximum Building Heights

## Built form

Built form guidance is focussed upon Barkly Street and West Footscray Railway Station. These areas are well serviced by public transport and provide good access to community spaces and services.

The objectives and strategies which shaped these guidelines are:



## OBJECTIVES

- To ensure building form and scale responds appropriately to the existing character of Barkly Street and improves the overall amenity of the core activity area.
- To ensure new developments recognise the potential of large sites to provide increased scale that contributes positively to the public realm and creates quality living and working environments.
- To facilitate development that is of high architectural and urban design quality, offers attractive and functional internal and external spaces and provides good amenity.

## STRATEGIES

- New buildings must address the design guidelines for the West Footscray Neighbourhood Activity Centre.
- New buildings must address the design guidelines for Barkly Street East and West Footscray Railway Station.
- Support development that establishes a consistent streetscape and built form character.
- New buildings must meet best practice environmentally sustainable design standards.

The guidelines can be found at Appendix B. The built form analysis can be found at Appendix C.

## ACTIONS

- Develop Built Form Guidelines within the Maribyrnong Planning Scheme, with a preferred;
  - 4 storey height limit in the neighbourhood activity centre
  - 4 storey height limit on the north side of Barkly Street (East End)
  - 6 storey height limit on the south side of Barkly Street (East End)
  - 8 storey height limit on Cross St, adjacent to West Footscray Railway Station.

The preferred maximum heights are identified in Figure 7.

- Maintain the fine grain subdivision pattern.
- Encourage buildings of a “human scale” that provide a high level of external and internal amenity.
- Ensure developments present a high level of architectural quality and urban design responses that enhance the streets and neighbourhood.



# Access and Movement

## PRINCIPLES:



### STREETS AND SPACES FOR PEOPLE



### EASY ACCESS FOR ALL

The Plan envisages a neighbourhood that has safe, convenient and attractive walking and cycling connections to services and facilities.

Increasing walking, cycling, and public transport use will be essential to maintain the liveability of the neighbourhood. As the population and activities grow in West Footscray, it is important to develop a coherent movement network that prioritises pedestrians and cyclists, which will contribute to an efficient, more sustainable neighbourhood. The network needs to be integrated with land use planning which will help deliver a safe and connected neighbourhood.

Greater emphasis on improving pedestrian and cycling access involves challenges which include:

- The area is bound by arterial roads and highways that are physical and psychological barriers to walking or cycling.
- The railway corridor and Sunshine Road are major barriers to all forms of transport.
- Barkly Street is a major road that connects to central Footscray and the Melbourne CBD, but lacks the capacity for significant modal shifts.

The Maribyrnong Integrated Transport Strategy 2012, Maribyrnong Bicycle Strategy 2014, and the Maribyrnong Walking Strategy 2011 provide guidance on access and movement. There has been change in that time, however, and community input has strengthened the need for active transport solutions for West Footscray.

The following projects have also informed the movement and access actions for the neighbourhood:

- A Local Area Traffic Management (LATM) for the Barkly Village precinct aims to improve traffic management and road safety bounded by Ballarat Road to the north, Summerhill Road and Warleigh Road to the east, Cross Street / Rupert Street to the south, and Ashley Street to the west.
- VicRoads has identified parts of Footscray and West Footscray as pedestrian casualty areas which has triggered a pedestrian safety improvement project aiming to improve safety and amenity for pedestrians and reducing casualties to zero.
- As part of the Melbourne Metro project, the West Footscray train station will undergo an upgrade which, when operational (by 2022), will increase the number of services.

The proposals outlined in this section can be delivered only through an integrated approach from both local and state governments. Council will therefore advocate for better outcomes and seek opportunities to form partnerships with state government and transport providers.

## OBJECTIVES

The objectives and strategies for access and movement are:

- To create a well-connected, safe and attractive pedestrian and cycle network.
- To improve walking, cycling and bus connections within and beyond the study area to key destinations, including schools and Barkly Village.
- To facilitate a transport mode shift towards walking, cycling and public transport.



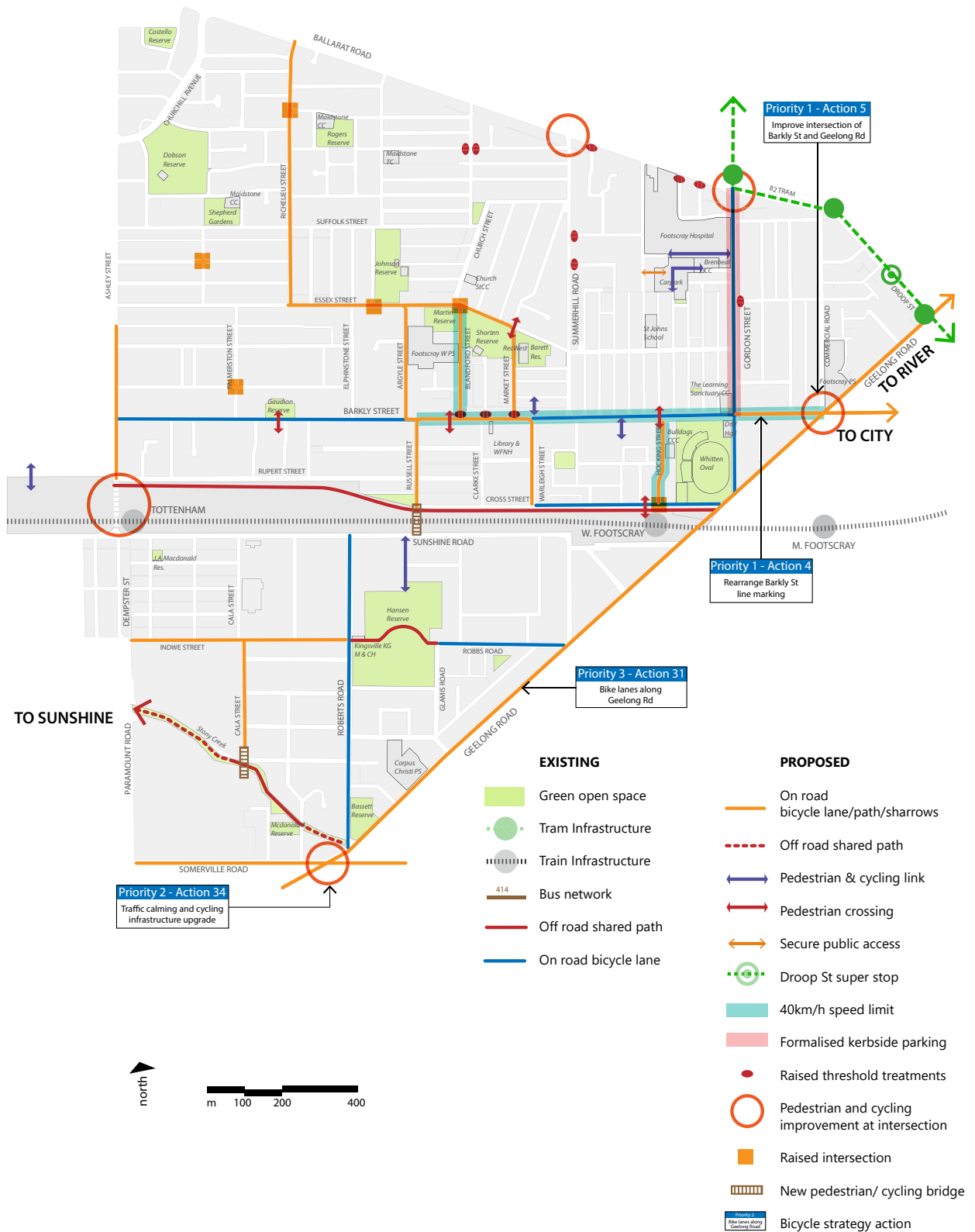


Figure 8 West Footscray Neighbourhood Plan Existing and Proposed Movement Network

## STRATEGIES

- Create a safe and legible network of east-west and north-south pedestrian/cycle routes to connect the centre and surrounding areas.
- Improve safety for cyclists and pedestrians along Barkly Street.
- Improve pedestrian, cycle and bus connections to nearby major destinations such as the Maribyrnong River, Highpoint and Footscray.
- Identify the streets and shared trails that will connect the open space network, Barkly Village and community and recreational facilities along Essex Street.
- Use traffic calming measures to encourage more walking and cycling for short trips.

The identified actions for the study area are illustrated in Figure 8.

## ACTIONS

- Create a safe network of pedestrian and cycle routes linking shops, schools, open spaces and community facilities.
- Implement the main recommendations from the Local Area Traffic Management Plan to calm traffic and create safer road crossings.
- Advocate to VicRoads for pedestrian improvements at major intersections along Geelong Rd, Ballarat Rd, Ashley Street and Barkly Street.
- Investigate opportunities to improve safety at the Rupert Street carpark at Tottenham Railway Station.
- Construct a shared user path between Robert Street and Waratah Street along Stony Creek.
- Investigate opportunities to improve pedestrian and cycling access to Highpoint, the Maribyrnong River and Footscray.
- Implement on-road cycle lanes along Geelong Road.
- Ensure the Cross Street shared user path is enhanced through the future redevelopment of Whitten Oval.
- Reduce traffic speeds along Barkly Street, Blandford Street and Hocking Street.
- Investigate the potential extension of the Stony Creek trail west of Paramount Road.





## Community infrastructure and open space

### PRINCIPLES:



A GREAT PLACE TO LIVE



THRIVING VILLAGE



STREETS AND SPACES FOR PEOPLE



A GREEN SUBURB

West Footscray will be a neighbourhood that is green, safe and provides opportunities for social interaction and community well-being.

The key elements include accessible and treed open spaces, great streets and community infrastructure that contributes to the sense of belonging in a local community. The provision of facilities and services to residents continue to be key priorities for Council, particularly infrastructure that creates opportunities for community and leisure participation.

The community has emphasised the desire for a green neighbourhood through increased street tree planting, improved open spaces and community infrastructure that meets the needs of existing and a growing population. In particular, residents south of the railway line were concerned with the lack of connection across the rail corridor to West Footscray. Access south of Geelong Road to schools, open space and shops is also challenging.

The Maribyrnong Open Space Strategy 2014 (MOSS), the Street Tree Planting Strategy 2013, Recreation Strategy 2009 and the draft Maribyrnong Community Infrastructure Plan assist in guiding the provision of facilities and improvements in the neighbourhood.

The key challenges include:

- Increasing population creating additional demand on existing community infrastructure. Services for the 12-17 years and 60+ years age groups in particular are forecast to see the largest increases.
- Public open spaces will increasingly fulfil the role that private open spaces / back yards have historically played, as new infill and apartment development reduces private open space. This will place additional pressure on existing open space, their facilities, condition and maintenance, as well as highlighting the need for new open space for the forecast population.
- The need to provide new open spaces to address existing gaps in the network which are required for the existing population.
- Residents south of the railway line find it difficult to access facilities such as the West Footscray Neighbourhood House and Library while residents to the north have difficulty accessing the largest open space (Hansen Reserve) due to the railway corridor.

The objectives and strategies for community infrastructure and open space are:

### OBJECTIVES

- Create a high quality public realm that is attractive, safe and walkable.
- To create high quality, flexible community facilities that accommodate the needs of a diverse and growing population.
- To support expansion of facilities at Whitten Oval adjacent to West Footscray Railway Station.
- To increase opportunities for residents to engage in outdoor recreation and leisure.

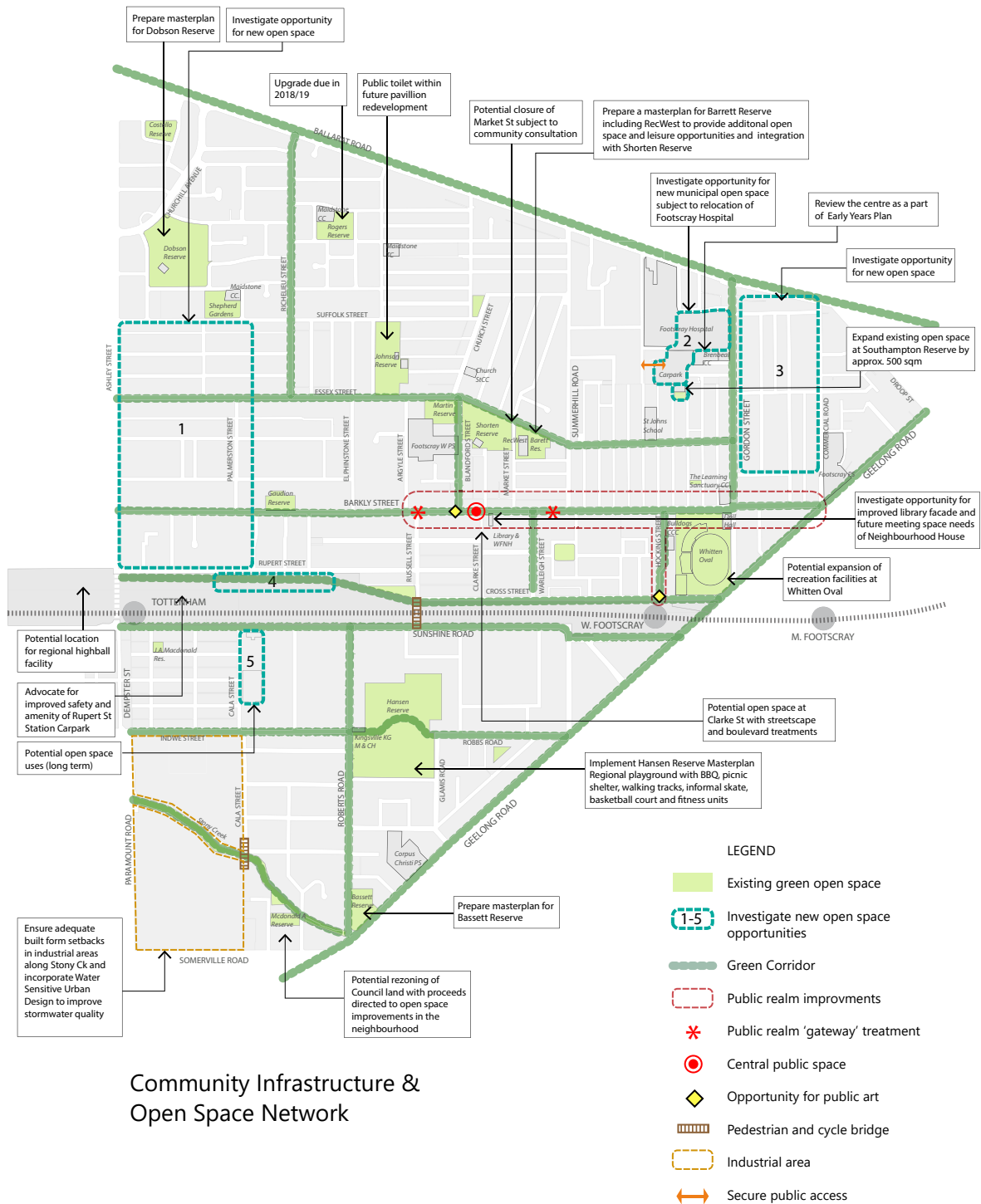


Figure 9 West Footscray Neighbourhood Plan Community Infrastructure and Open Space



## STRATEGIES

- Provide community buildings, streets and open spaces that are safe, accessible and attractive.
- Secure additional public open space to connect the network.
- Facilitate strategic partnerships that increase leisure and open space opportunities.
- Facilitate joint use recreational opportunities with local schools and Government agencies.
- Recognise and enhance Stony Creek as a biodiversity corridor providing active transport and open space opportunities.

The identified actions for the study area are illustrated in Figure 9.

## ACTIONS

- Complete the Early Years Infrastructure Plan to ensure adequate service provision and facilities are provided at key locations.
- Increase recreational opportunities through the redevelopment of Whitten Oval.
- Implement the Hansen Reserve Masterplan.
- Prepare a masterplan for Barrett Reserve including RecWest to provide open space and leisure opportunities and potential integration with Shorten Reserve.
- Seek to establish a new public open space in Barkly Village.
- Increase street tree plantings and opportunities along Sunshine Rd, Geelong Rd and Ballarat Rd.
- Advocate to State Government for potential open space and recreational opportunities on the Footscray Hospital site if a relocation occurs.
- Improve interfaces between residential and industrial uses through Landscape Guidelines.
- Activate Barkly Street through footpath trading, pop-up opportunities and shop-front improvements, as long as they do not compromise pedestrian convenience and safety.
- Connect the Stony Creek trail between Roberts St and Waratah Street.



# 03

## Implementation

The Implementation Plan sets out the actions required to achieve the vision of the Plan. The actions are identified in the following categories:

- Policy
- Investigation
- Project
- Advocacy

Every action is also allocated a lead responsibility, as well as any internal or external partners. Broad timeframes are identified for each action as short (1-5 years), medium (6-10 years) and ongoing.





ACTION	CATEGORY	MCC LEAD RESPONSIBILITY	EXTERNAL PARTNER	TIMEFRAME
<b>Land Use and Built Form</b>				
1 Prepare and implement a planning scheme amendment to the Maribyrnong Planning Scheme to introduce the zoning and built form guidelines as outlined in this document	Policy	Planning Services	DELWP	Short
2 Initiate Council-led economic development initiatives such as shop-front improvement programs, footpath trading and pop-up programs	Investigation	Planning Services	West Footscray Traders Association	Medium
3 Encourage redevelopment of VicTrack land located east of West Footscray Railway Station	Advocacy	Planning Services	VicTrack	Short
4 Facilitate the development of the Whitten Oval masterplan	Advocacy	Planning Services Community Services	Western Bulldogs Victoria University VicTrack	Short
5 Investigate the need for a car parking overlay for future developments in the core activity area	Investigation	Planning Services Infrastructure Services	DELWP	Medium
6 Ensure land use planning is integrated with transport where greater residential densities are located close to train stations and main roads accessing bus routes	Policy	Planning Services	TfV	Ongoing
<b>Access and Movement</b>				
7 Implement the Local Area Traffic Management Plan recommendations of traffic calming, safer crossings raised intersections and speed reductions	Project	Infrastructure Services	TfV	Short
8 Advocate to VicRoads for pedestrian and cycling improvements at: - Summerhill Rd / Ballarat Rd - Gordon St / Ballarat Rd - Ballarat Rd / Geelong Rd - Barkly St / Geelong Rd - Somerville Rd / Geelong Rd - Ashley St underpass	Advocacy	Infrastructure Services	TfV	Short
9 Advocate for improved amenity and safety measures at the Rupert Street carpark (Tottenham Railway Station)	Advocacy	Infrastructure Services	TfV VicTrack	Short
10 Investigate opportunities for separated bicycle lanes along Barkly Street, Essex Street, Summerhill Road, Gordon Street and Indwe Street	Investigation	Infrastructure Services	TfV Bicycle Network Victoria	Short

<b>ACTION</b>	<b>CATEGORY</b>	<b>MCC LEAD RESPONSIBILITY</b>	<b>EXTERNAL PARTNER</b>	<b>TIMEFRAME</b>
<b>11</b> Implement the actions of the Maribyrnong Bicycle Strategy	Project	Infrastructure Services		Ongoing
<b>12</b> Advocate for widening of the Ashley Street underpass to create safe and inviting walking and cycling paths	Advocacy	Infrastructure Services	State Government VicTrack	Ongoing
<b>13</b> Advocate for a pedestrian and cycling bridge over the railway corridor at Russell Street	Advocacy	Infrastructure Services	State Government VicTrack	Ongoing
<b>14</b> Support pedestrian safety initiatives from VicRoads through speed reductions including Barkly Street	Advocacy	Infrastructure Services	TfV VicRoads	Ongoing
<b>15</b> Construct shared user path between Robert Street and Waratah Street and pedestrian/cycling bridge at Cala Street along Stony Creek	Project	Infrastructure Services	Melbourne Water	Short
<b>16</b> Investigate the extension of the Stony Creek trail west of Paramount Rd to connect with Sunshine	Investigation	Planning Services	Private Land Owners	Medium
<b>Community Infrastructure and Open Space</b>				
<b>17</b> Prepare public realm improvement plan for Barkly Street	Project	Planning Services	Community	Short
<b>18</b> Prepare a masterplan for Barrett Reserve including redevelopment options for community facilities at RecWest	Project	Planning and Community Services	Community	Short
<b>19</b> Investigate the potential closure of Market St subject to community consultation	Investigation	Planning Services	Community VicRoads	Short
<b>20</b> Investigate opportunities for new open space north of Tottenham Station between Ashley St and Palmerston St	Investigation	Planning Services	VicTrack	Medium
<b>21</b> Investigate opportunities for new open space north of Barkly St between Gordon St and Commercial Road	Investigation	Planning Services		Long
<b>22</b> Upgrade existing reserves in accordance with the Maribyrnong Open Space Strategy	Project	Planning Services		Ongoing
<b>23</b> Explore joint use arrangements for community use of facilities between Council and local schools	Investigation	Community Services	All Schools and Department of Education	Short
<b>24</b> Explore options for a public space in Barkly Village	Investigation	Planning Services	Community West Footscray Traders Association	Short



<b>ACTION</b>	<b>CATEGORY</b>	<b>MCC LEAD RESPONSIBILITY</b>	<b>EXTERNAL PARTNER</b>	<b>TIMEFRAME</b>
<b>25</b> Work with the Western Bulldogs to meet the projected demand for recreation and community services	Advocacy	Community Services	Western Bulldogs Victoria University	Ongoing
<b>26</b> Prioritise street tree planting and community led projects for 'greening' of the streets	Project	Planning Services	Community	Ongoing
<b>27</b> Continue to implement streetscape upgrades in the village, especially through greening	Project	Planning Services		Ongoing
<b>28</b> Revise Council's Landscape Guidelines to improve interfaces between residential and industrial uses	Policy	Planning Services		Short
<b>29</b> Support pop ups and cafes at select locations including Hansen Reserve to provide meeting and focal points for residents	Advocacy	Planning Services	Community	Ongoing
<b>30</b> Seek to establish a new municipal open space of 3-4ha subject to relocation of the Footscray Hospital, improving connections through the site, and incorporating a hard surface multi-use space on the landfill site and green open space to the north	Advocacy	Planning Services	State Government Footscray Hospital	Medium
<b>31</b> Investigate five locations for obtaining sites to increase the open space network	Investigation	Planning Services		Short
<b>32</b> Review needs of maternal and child health, kindergarten and long day care through the Early Years Infrastructure Plan	Investigation	Community Services		Short
<b>33</b> Undertake master planning for Bassett Reserve	Project	Planning Services		Short
<b>34</b> Investigate the potential of VicTrack Land west of Ashley Street to provide a regional highball facility and open space	Investigation	Community Services	VicTrack	Medium
<b>35</b> Expand existing open space at Southampton Reserve, doubling the park size by utilising the carpark to the north	Project	Planning Services		Short
<b>36</b> Investigate improving West Footscray library's connection to the street through façade renewal	Investigation	Planning Services	Library and Neighbourhood House	Short

04

# Appendices





## Appendix A: Issues and Opportunities

An Issues and Opportunities Paper was prepared and released to the community in August 2017 which identified the following:

### Growth and prosperity

ISSUE	OPPORTUNITY
Planning measures to deliver higher quality buildings	Develop planning policy that guides high quality buildings with appropriate heights, setbacks and landscaping
Improved amenity of shopping strips	Support Traders Association and continue to provide incentives and programs for small business
Better utilisation of vacant land	Seek interim uses for underutilised land
Industrial land provides employment but can be detrimental to residential amenity	Develop planning and design guidance to improve interfaces between residential and industrial land
Focus on services surrounding the Whitten Oval precinct	Strengthen economic and social opportunities in close proximity to railway station to activate the area

### Mobile and Connected

ISSUE	OPPORTUNITY
Disconnection of suburb north and south of the train line	Advocate for improved connectivity between areas north and south of the railway line with VicTrack and VicRoads
Improved safety on Barkly Street for pedestrians and cyclists	Improve east west connections to provide safer options for cyclists. Increase traffic calming and install new pedestrian crossings.
Provision of improved cycling infrastructure	Install high quality bike infrastructure at train stations and connect missing links in bike and shared path networks
Desire for safe cycling and walking options across major roads	Increase access by introducing traffic calming and safer crossings
Improve safety for school children commuting to Footscray West and Kingsville Primary Schools and Footscray City College	Improve pedestrian safety by traffic calming and safer crossings to schools
Improve walking, cycling and bus connections to Highpoint and Footscray	Explore options for north-south and east-west cycling connections to activity centres and advocate to State Government for improved bus connectivity and access
Reduce traffic and parking impacts	Advocate for improved public transport and walking and cycling accessibility

## Quality places and spaces

ISSUE	OPPORTUNITY
Isolated nature of the residential areas and lack of local services south of the railway corridor	Explore opportunities to improve the amenity for residents south of the railway line
Greening the suburb through a variety of approaches (tree planting, community gardens, planting in industrial areas, nature strip gardens)	Plan for increased tree plantings through an Urban Forest Strategy
Provision of a central public space in Barkly Village	Secure central public space at the corner of Barkly Street and Clarke Street
Services and community infrastructure need to match projected growth (particularly noting RecWest and West Footscray Neighbourhood House)	Complete Community Infrastructure Plan for the City to determine infrastructure needs. New facilities need to be flexible spaces and adaptable to cater to all members of the community
Council support for community led projects	Formalise partnerships between community and Council to support community led projects
Improve public safety and amenity on routes that access train stations	Develop a plan to increase safety and access to railway stations, including lighting in public areas
Lack of open space in the north eastern and central western pockets of the study area	Explore additional public open space in the gap areas and/or improve access to existing public open space

The consultation results reflect the following important themes:

- Improved safety and public amenity in streets and around public transport services.
- Planning guidance for better residential buildings and the opportunity for diverse retail and commercial uses that meet convenience and employment needs.
- Better walking and cycling connections that are safe and integrated which will promote a greater sense of participation in public life.
- More new and upgraded green open spaces and trees and a new public space in Barkly Village for the community to interact and connect.
- Improved community facilities and services providing family, social and recreational uses.



# Appendix B: Built Form Guidelines



Figure 10 Land Use and Built Form Precincts

## Precinct 1: West Footscray Neighbourhood Activity Centre

The design guidelines below will encourage high quality built form that contributes positively to the public realm. They will apply to the West Footscray Neighbourhood Activity Centre Precinct, also known as 'Barkly Village', identified in Figure 10.

Apartment type developments are preferred within the West Footscray Activity Centre.

The following design guidelines will form requirements in addition to Clause 58. They will help shape new buildings to fit better to the local context, strengthen the distinctive village character and support visitation to the centre.

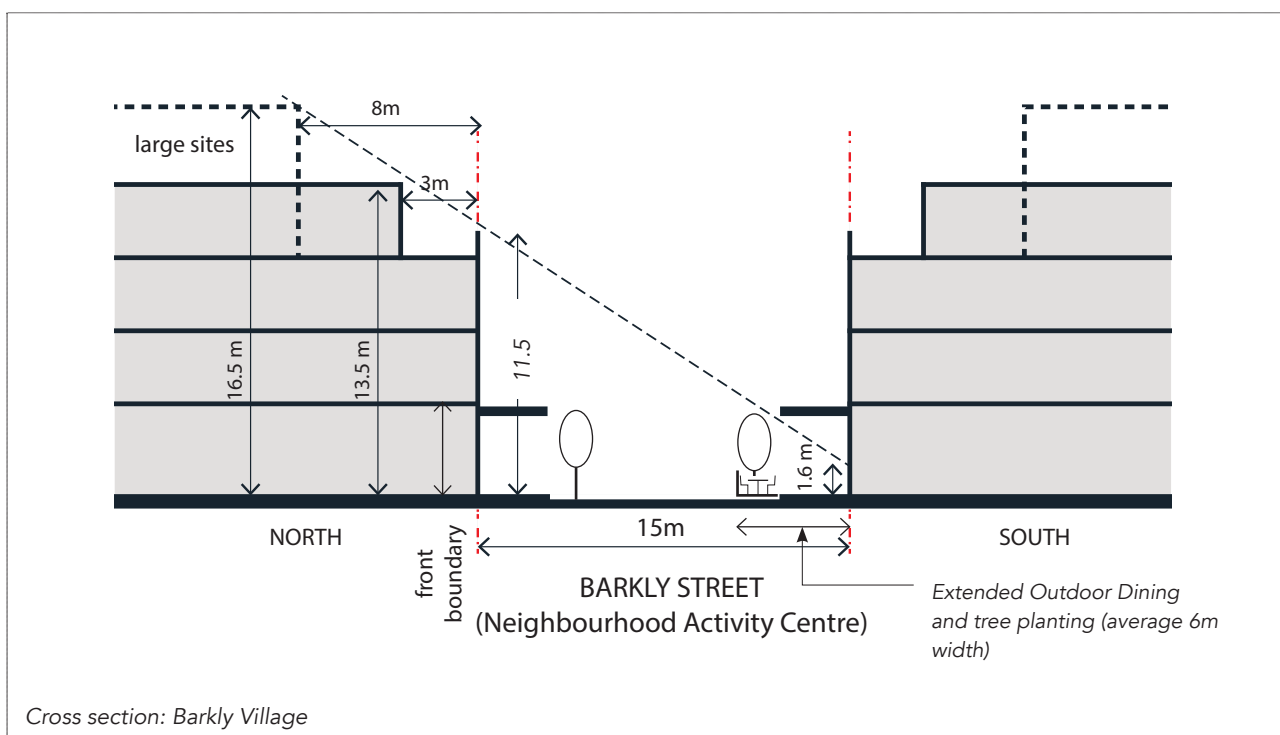
New buildings will be of human scale, maintain a sense of openness and contribute to a consistent street wall. They will integrate with the street through active frontages and allow solar access that supports street level activity and urban greening.

The guidelines recognise that larger sites may have greater development potential while respecting the preferred village character and amenity of the public realm and surrounding areas.

Further reference to the Victorian Urban Design Guidelines is provided as required.

	STANDARD	GUIDELINE
Building Height	None specified	<p>Building height should not exceed 13.5 metres</p> <p>On sites over 2000 square metres, a maximum of 16.5 metres height may be permissible.</p> <p>The ground floor to have a minimum finished floor level to finished floor level height of 4m.</p>
Front Setbacks	None specified	<p>Construct buildings with retail and/or commercial uses on the ground floor to the street boundary (street wall height) up to a height of 11.5 metres</p> <p>Provide a continuous street wall along Barkly Street to form a consistent streetscape</p> <p>Setback building level(s) above the street wall height a minimum of 3 metres to form recessive elements when viewed from a height of 1.6 metres on the opposite side of the street</p> <p>Provide consistent setback from the front boundary when more than one levels exist above the street wall</p> <p>Buildings should be built to the side street boundary on corner sites (0 metre setback) up to 11.5 metres</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objective 5.1.1</p>
Side Setbacks	None specified	<p>Provide side setbacks to ensure adequate daylight, outlook and ventilation for habitable spaces:</p> <ul style="list-style-type: none"> <li>• 0 metres setback when no outlook is provided to the side boundary</li> <li>• 4.5 metres minimum setback when outlook to habitable spaces is provided to side boundary while ensuring that a continuous ground floor retail/commercial frontage to Barkly Street is not compromised</li> </ul>
Rear Setbacks	B17 of Clause 55 and D14 of Clause 58 of the Maribyrnong Planning Scheme	<p>Provide rear setbacks to ensure buildings provide an adequate transition to adjoining properties</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objectives 5.1.2 and 5.1.3</p>

Public Realm Interface	None specified	<p>Maintain a fine grain street pattern by incorporating vertical articulation that reflects the prevailing pattern of subdivision and buildings (typically 6 metres wide)</p> <p>Incorporate active frontages on corner lots to both streets</p> <p>Provide shopfront canopies to Barkly Street and side streets</p> <p>Development should clearly define the public realm leaving no undefined, concealed or obscured spaces</p> <p>Provide visual interest and avoid extensive blank or poorly presented walls to maximise passive surveillance of the public realm</p> <p>Encourage access to development from rear laneways or side streets (no crossovers to the frontage)</p> <p>Retail uses should present an active edge with clear glazed facade. An unobstructed view to the interior should be provided</p> <p>Plant and equipment on the top of buildings (including air conditioning units and exhausts) should be integrated into the design and appropriately screened</p> <p>Buildings on the north side of Barkly Street should be designed to ensure southern footpaths and extended outdoor dining areas receive sunlight between 10 am and 3pm on the September Equinox</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objectives 5.1.4, 5.1.5, 5.1.6, 5.1.7</p>
Environmentally Sustainable Design	None specified	<p>Consideration must be given to Urban Design Guidelines for Victoria: Objective 5.1.8</p>
Amenity Impacts	D15 of Clause 58 and Standards of Clause 55.04 of the Maribyrnong Planning Scheme	<p>Minimise overlooking of neighbourhood properties by orienting outlook towards the front, rear and internally within the site</p> <p>Address potential overlooking by orienting the built form and window size/ location in preference to screening devices</p>





## Precinct 2: Barkly East/West Footscray Station Precinct

The design guidelines below will encourage high quality built form that contributes positively to the public realm. They apply to lots within the Barkly Street East / West Footscray Station precinct as identified in Figure 10.

Within the Precinct, apartment type developments are preferred rather than townhouse forms. The following design guidelines will form requirements for future developments in addition to Clauses 54, 55 and 58, along with other requirements of the Maribyrnong Planning Scheme.

They will help shape new buildings to respond better to the local context.

### South side - Summerhill Road to Gordon Street

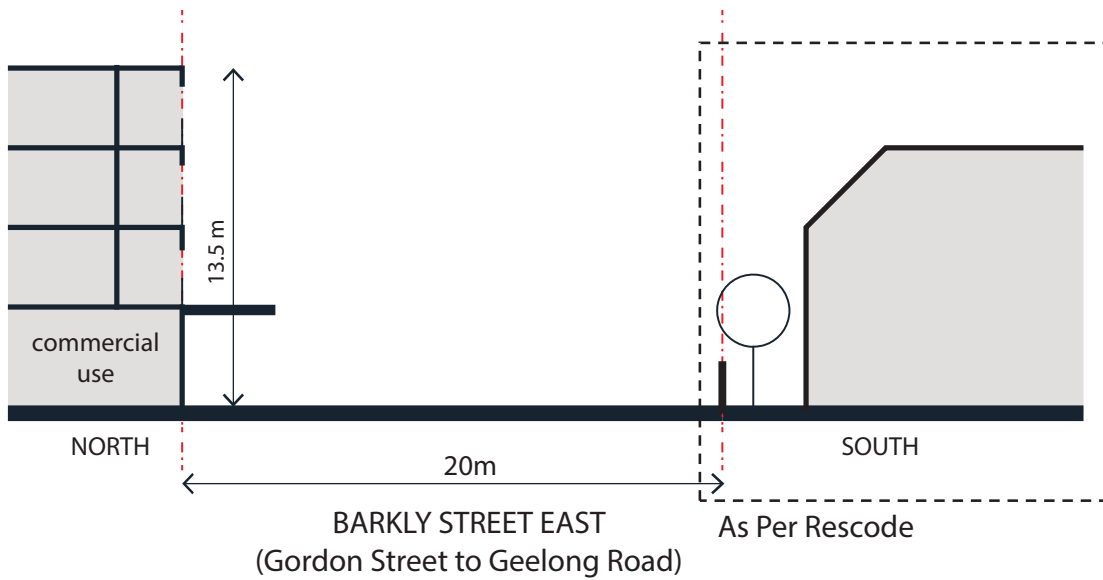
	STANDARD	GUIDELINE
Building Height	None specified	Building height should not exceed 19.5 metres (six storeys)
Front Setbacks	None specified	<p>Construct buildings with commercial / employment uses to the street boundary up to a height of 13.5 metres (four storeys)</p> <p>Setback building level(s) above street wall by minimum 5 metres (consistent across each upper level)</p> <p>Setback levels above street wall should have consistent setback from property boundary</p> <p>Construct buildings on corner sites to side street boundary (0 metres setback) up to 13.5 metres. Setback levels above street wall minimum 3 metres from property boundary</p>
Side Setbacks	None specified	<p>0 metres when no outlook is provided to side boundary 6 metres minimum setback when outlook is provided to side boundary</p> <p>Separation of buildings within sites should have regard to separation standards within Clause 58 of the Maribyrnong Planning Scheme</p>
Rear Setbacks	B17 of Clause 55 and D14 of Clause 58 of the Maribyrnong Planning Scheme	Buildings should not cause overshadowing (measured at Equinox) or overlook private open spaces of existing residential properties at the rear
Public Realm	None specified	<p>Car parking should not be visible from the public realm. Open car parks at ground level, apart from on-street parking spaces, should not be included in new developments</p> <p>Avoid interruptions from car park entries to street frontages on key pedestrian routes</p> <p>Incorporate active frontages on both street corners</p> <p>Provide canopies to Barkly Street and side streets</p> <p>Development should clearly define the public realm leaving no undefined concealed or obscured spaces</p> <p>All visible faces of a building should maximise passive surveillance, provide visual interest and avoid extensive blank or poorly presented walls</p> <p>Retail uses should present an active edge to any street, with a clear glazed facade. An unobstructed view to the interior should be provided</p> <p>Plant and equipment on the top of buildings (including air conditioning units and exhausts) should be integrated into the design and appropriately screened</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objectives 5.1.4, 5.1.5, 5.1.6, 5.1.7</p>

Environmentally Sustainable Design	None specified	Consideration must be given to Urban Design Guidelines for Victoria: Objective 5.1.8
Amenity Impacts	D15 of Clause 58 and Standards of Clause 55.04 of the Maribyrnong Planning Scheme	Minimise overlooking of neighbourhood properties by orienting outlook towards the front, rear and internally within the site  Address potential overlooking by orienting the built form and window size/ location in preference to screening devices

### North side - Summerhill Road to Geelong Road

	STANDARD	GUIDELINE
Building Height	None specified	Building height must not exceed 13.5 metres (four storeys)
Front Setbacks	None specified	Construct buildings with commercial / employment uses on ground floor (Gordon Street to Geelong Road north side) to the street boundary up to a height of 13.5 metres  Setback residential buildings (Summerhill Road to Gordon Street north side) 3 metres from the street and include at least one medium size tree in the front yard  Setback buildings on corner sites 2 metres from the side boundary
Side Setbacks	None specified	0 metres setback when no outlook is provided to side boundary, 4.5 metres minimum setback when outlook is provided to side boundary  Separation of buildings within sites should have regard to standards of Clause 58 of the Maribyrnong Planning Scheme
Rear Setbacks	B17 of Clause 55 and D14 of Clause 58 of the Maribyrnong Planning Scheme	Avoid overlooking of private open spaces of existing residential properties at the rear
Public Realm	None specified	Sites with residential ground floor uses: <ul style="list-style-type: none"> <li>• Provide landscape setback of 3 metres on sites and include space for one medium size tree</li> <li>• Orient windows, terraces and balconies to the street or open space</li> <li>• Car parking should not be visible from the public realm. Open car parks at ground level, apart from on-street parking spaces, should not be included in new developments</li> </ul> <p>Avoid interruptions from car park entries to street frontages on key pedestrian routes</p> <p>Incorporate active frontages on both street corners</p> <p>Provide canopies to Barkly Street and side streets</p> <p>Development should clearly define the public realm leaving no undefined concealed or obscured spaces</p> <p>All visible faces of a building should maximise passive surveillance, provide visual interest and avoid extensive blank or poorly presented walls</p> <p>Retail uses should present an active edge to any street, with a clear glazed facade. An unobstructed view to the interior should be provided</p> <p>Plant and equipment on the top of buildings (including air conditioning units and exhausts) should be integrated into the design and appropriately screened</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objectives 5.1.4, 5.1.5, 5.1.6, 5.1.7</p>

Environmentally Sustainable Design	None specified	Consideration must be given to Urban Design Guidelines for Victoria: Objective 5.1.8
Amenity Impacts	D15 and Standards of Clause 58 of the Maribyrnong Planning Scheme	Minimise overlooking of neighbourhood properties by orienting outlook towards the front, rear and internally within the site  Address potential overlooking by orienting the built form and window size/ location in preference to screening devices



Cross section: Barkly Street East



## 4, 6 and 8 Cross Street

	STANDARD	GUIDELINE
Building Height	None specified	Building height should not exceed 25.7 metres (eight storeys)
Front Setbacks	None specified	<p>Construct buildings to:</p> <ul style="list-style-type: none"> <li>street boundary up to a height of 19.5 metres</li> <li>above 19.5 metres be setback 5 metres from front boundary</li> </ul> <p>Ensure the street wall is does not have any breaks in built form along Cross Street</p> <p>On corner sites:</p> <ul style="list-style-type: none"> <li>Construct buildings to side street boundary (0 metres setback)</li> <li>3 metres setback above the podium</li> </ul> <p>Additional built form above the podium that addresses the corner of Hocking and Cross Street may be permitted</p>
Side Setbacks	None specified	<p>0 metres setback when no outlook is provided to side boundary (build to side boundaries to create continuous street edge)</p> <p>6 metres minimum setback when outlook is provided to side boundary</p>
Rear Setbacks	B17 and D14	<p>Ground floor: 0 metres setback up to a height of 4 metres when no outlook is provided</p> <p>3 metres minimum setback up to a height of 4 metres when outlook is provided</p> <p>For 4-6 Cross St:</p> <ul style="list-style-type: none"> <li>above ground level to a height of 19.5 metres, a minimum 6 metre setback</li> <li>above a height of 19.5 metres, minimum 9 metre setback</li> </ul> <p>For 8 Cross Street:</p> <ul style="list-style-type: none"> <li>above ground level to a height of 13.5 metres, a minimum 6 metre setback</li> <li>above a height of 13.5 metres, a setback in accordance with Standard B17</li> </ul>
Public Realm	None specified	<p>Sites with residential ground floor uses:</p> <ul style="list-style-type: none"> <li>Provide landscape setback of 3 metres on sites and include space for one medium size tree</li> <li>Orient windows, terraces and balconies to the street or open space</li> </ul> <p>Sites with commercial ground floor uses:</p> <ul style="list-style-type: none"> <li>Car parking should not be visible from the public realm. Open car parks at ground level, apart from on-street parking spaces, should not be included in new developments</li> </ul> <p>Avoid interruptions from car park entries to street frontages on key pedestrian routes</p> <p>Incorporate active frontages to both street corners</p> <p>Provide canopies to Barkly Street and side streets</p> <p>Development should clearly define the public realm leaving no undefined concealed or obscured spaces</p> <p>All visible faces of a building should maximise passive surveillance, provide visual interest and avoid extensive blank or poorly presented walls</p> <p>Retail uses should present an active edge to any street, with a clear glazed facade. An unobstructed view to the interior should be provided</p> <p>Plant and equipment on the top of buildings (including air conditioning units and exhausts) should be integrated into the design and appropriately screened</p> <p>Consideration must be given to Urban Design Guidelines for Victoria: Objectives 5.1.4, 5.1.5, 5.1.6, 5.1.7</p>

Environmentally Sustainable Design	Non specified	Consideration must be given to Urban Design Guidelines for Victoria: Objective 5.1.8
Amenity Impacts	D15 and Standards of Clause 55.04 of the Maribyrnong Planning Scheme	Minimise overlooking of neighbourhood properties by orienting outlook towards the front, rear and internally within the site Address potential overlooking by orienting the built form and window size/ location in preference to screening devices



Cross section: 4-6 Cross Street

Note: Varied rear setback guidelines apply to 8 Cross Street, refer to table for details

## Hocking Street properties in SUZ1

	STANDARD	GUIDELINE
Building Height and setbacks	None specified	Building height must not exceed 13.5 metres to respect the existing 2-3 storey built form character west of Hocking Street Provide detailed framework plans for this precinct to identify appropriate mix of uses and built form outcomes consistent with the preferred urban character
Public Realm Interface	None specified	Incorporate vertical articulation that reflects the prevailing pattern of subdivision and buildings Provide active frontages as per Active frontage Type A or B as applicable (see below). On corner lots both streets should be designed to incorporate active frontages Ensure that development at street level incorporates floor to ceiling heights that enable ground floor of buildings to be adaptable for a range of uses (including commercial uses)
Amenity	Clause 58 of the Maribyrnong Planning Scheme	Minimise overlooking by orienting outlook towards the front, rear and within the site Use means such as location and window design and balconies, landscaping, level changes and setbacks to avoid overlooking in preference to screening/obscuring devices

## Active Frontage requirements

### TYPE A -

applicable where ground floor land use is retail or commercial

- Where laneway or secondary street exists no vehicle access points from the main street
- Car parking is not to be visible from the street
- Provide clearly visible and distinct entry points for upper level residential uses (no alcoves or unsecured set-backed entries permitted)
- Incorporate 65-80% glazing and transparency on the ground floor facade
- Incorporate windows on all levels of the building facade with direct access and outlook to street frontages
- Incorporate awnings over footpath for full width of the building frontage
- Minimise the visual impact of service cabinets on facade
- Large signs are not supported

### TYPE B -

applicable where ground floor land use is residential

- Where laneway or secondary street exists no vehicle access points from the main street
- Car parking is not to be visible from the street
- Provide clearly visible and distinct entry points for upper level residential uses
- Incorporate direct entries from the streets to the ground floor units
- Incorporate windows on all levels of the building facade with direct access and outlook to street frontages
- Incorporate low fences and setbacks to allow landscaped front yards with sufficient space for at least one medium size tree





to sky contributing towards its 'village' feel.

## Appendix C: Built Form Analysis

### Precinct 1 - West Footscray Neighbourhood Activity Centre (Barkly Village)

#### Existing built form character

'Barkly Village' neighbourhood activity centre is characterised by a consistent, low rise one to two storey streetscape typical of Melbourne high streets. The centre's fine-grain pattern of continuous shopfronts built to the street edge and side boundaries, simplicity of built form and a street section (15 metre wide street) that provides openness



### Emerging built form character

Recent planning approvals for new four to five storeys residential apartment buildings indicate a transition to a moderate scale of built form. Four storey building approvals include 578 Barkly Street, 525 Barkly Street and 542 Barkly Street. Planning approval for a 5-storey building was issued at 501 Barkly Street.

A characteristic of these new approvals is a three storey street wall height that complements the existing two storey forms. The upper (fourth) levels are setback from the street wall. The recent approvals are identified in Figure 12 below.

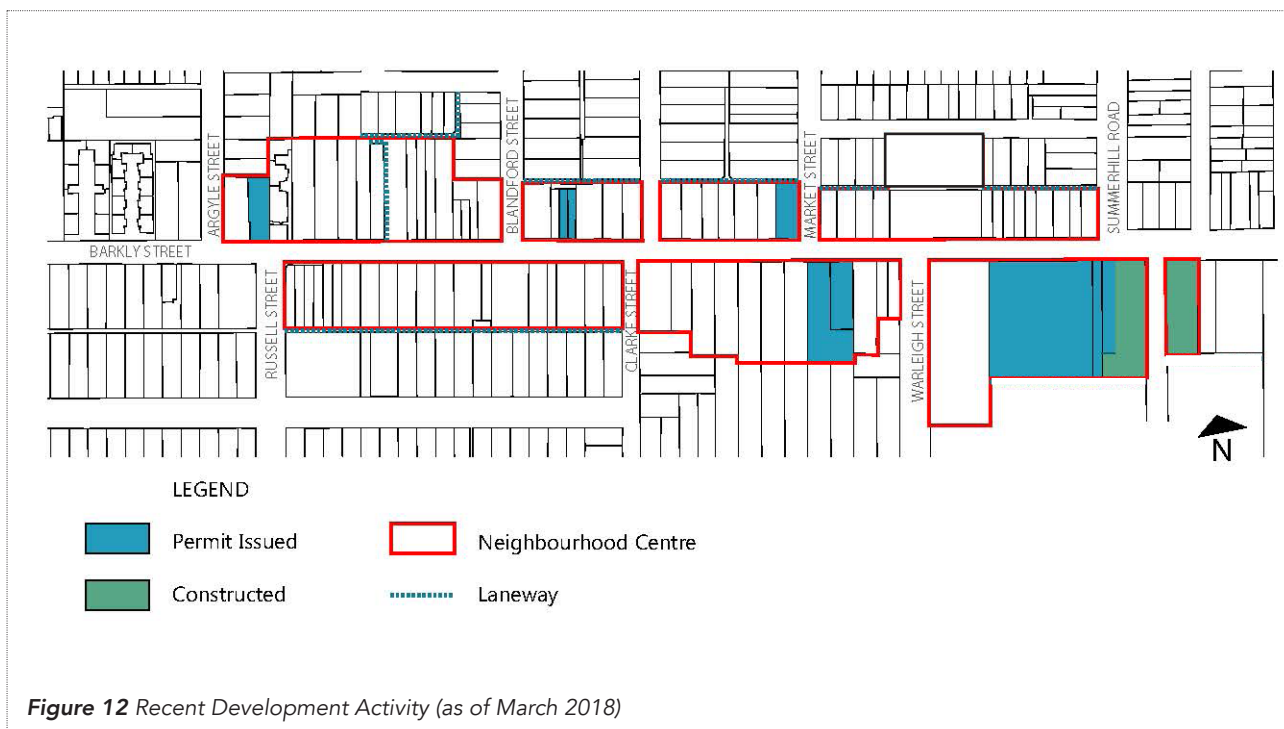


Figure 12 Recent Development Activity (as of March 2018)



## Lot configuration

A broad range of lot depths exist within Barkly Village, oriented north-south. A majority of the lots (approximately 70%) are between 30-40 metres deep while another 26% are in the range of 50-70 metres. A few lots in the south east corner of the Village are over 70 metres deep. These sites provide opportunity for increased development yield.

Lot depth analysis for Barkly Village is identified in Figure 13 below.

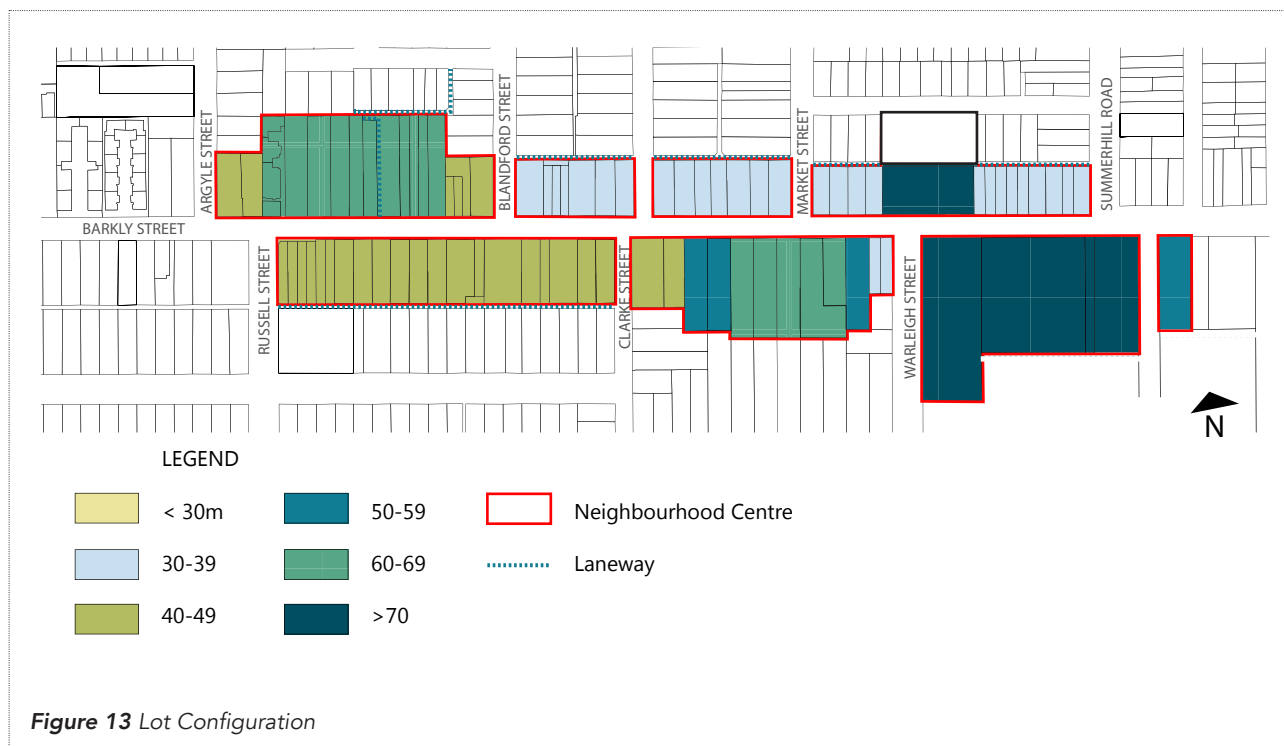


Figure 13 Lot Configuration

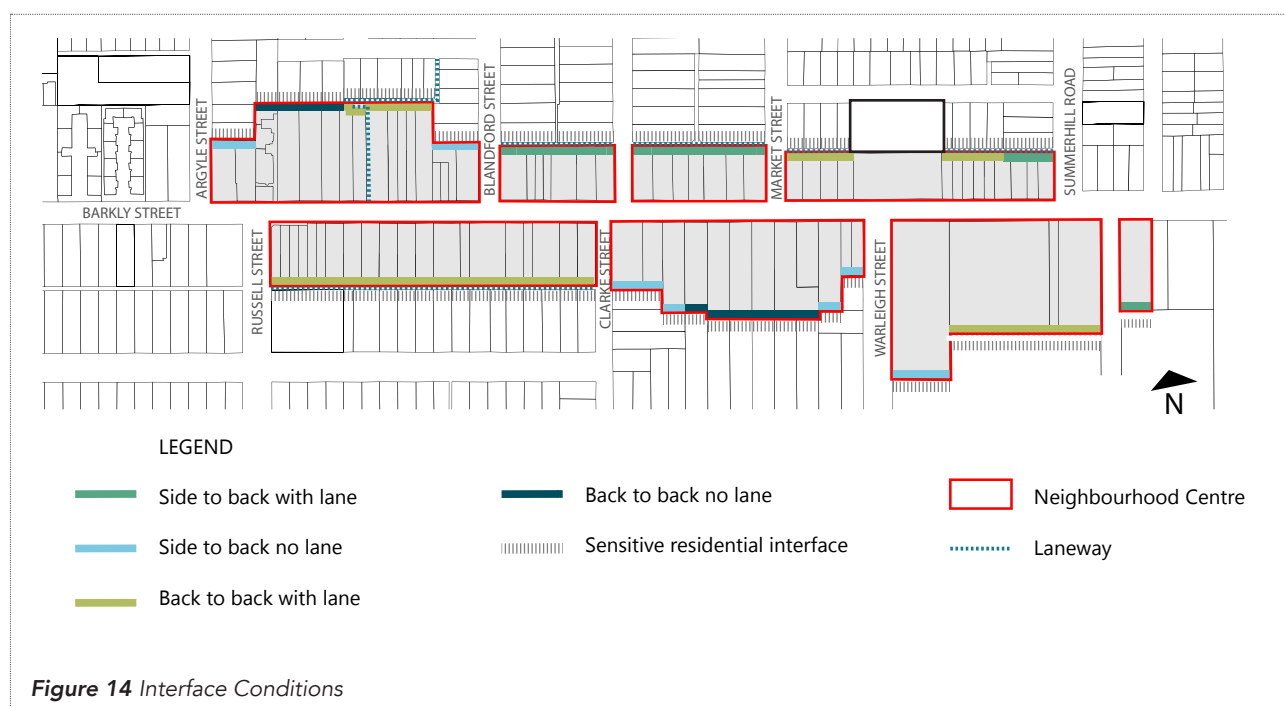


## Interface with neighbouring properties

The rear interface to Barkly Village has the following conditions:

- Residential lot abutting Barkly Village, with no rear laneway;
- Residential lot abutting Barkly Village, with rear laneway;
- Residential lots abutting the southern boundary of the Village are a mix of typical suburban detached dwellings and infill development;
- Lots abutting the northern boundary of the village have a consistent character of typical suburban detached dwellings. A majority of them are separated by a laneway.

Protecting the amenity of the residential lots abutting Barkly Village has been a key consideration of the study.



## Precinct 2 - Barkly East / West Footscray Station

### Existing built form character

East of Summerhill Road, Barkly Street widens from 20 metres up to 30 metres contributing towards a more open streetscape character. Spurling Reserve at Whitten Oval and the predominantly single storey built form contribute to this open street environment. The north side of Barkly Street comprises mostly single storey detached houses which are setback from the street. On the south west corner of the precinct a cluster of fragmented, single storey car showrooms, with expansive at grade storage areas for cars front the street. East of Gordon Street, the built form is more mixed with a few two to three storey buildings setback from the street along with commercial premises built to the street edge.

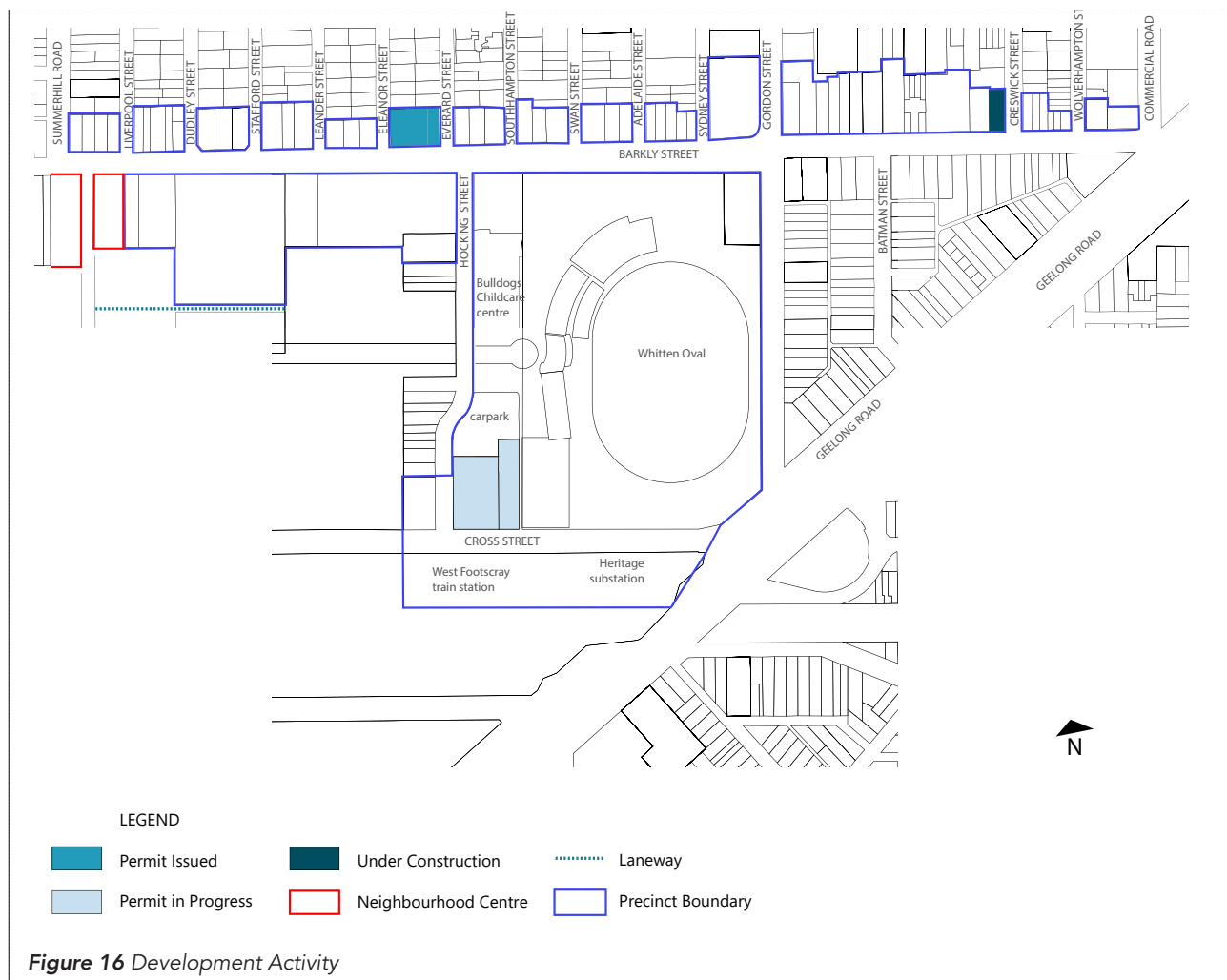
The southern part of the precinct includes the Bulldogs Community Children's centre on Hocking Street, sporting facilities within Whitten Oval, residential properties on the west side of Hocking Street and commercial premises at the Cross Street intersection. The car parks at Whitten Oval dominate the streetscape. There is an opportunity for the precinct to develop into a welcoming 'front door' to the suburb when arriving from West Footscray train station. There is also an opportunity to create a new pedestrian and cycling connection from Barkly Street through car yard sites into Banbury Village.



### Emerging built form character

Minimal development activity has occurred in this precinct. A planning permit was issued for a three storey apartment development at 438 Barkly Street in 2010. The construction of a three storey townhouse development was completed at 360 Barkly Street in 2017.

The recent planning permit activity suggests a transition to moderate scale built form with new apartment buildings ranging between three and seven storeys. Recent planning approvals include a seven storey building at 6 Cross Street and a three storey townhouse development at 4 Cross Street.





### Lot configuration

There are a broad range of lot depths in the Barkly East precinct, oriented north-south. A vast majority of the lots (approximately 70%) have a lot depth under 39 metres. Another 20% of the lots have a lot depth that ranges between 40-49 metres. The car yard sites in the south west corner of the precinct are large with depths of over 50 metres offering a high level of development potential and the ability to avoid off-site amenity impacts.

A desk-top analysis of lot configurations identifies 38-55 meter lot depths along Hocking Street, oriented east-west. Lots fronting Cross Street are oriented north-south ranging in depth from 46-76 metres. Lot depth analysis is identified in the figure below.

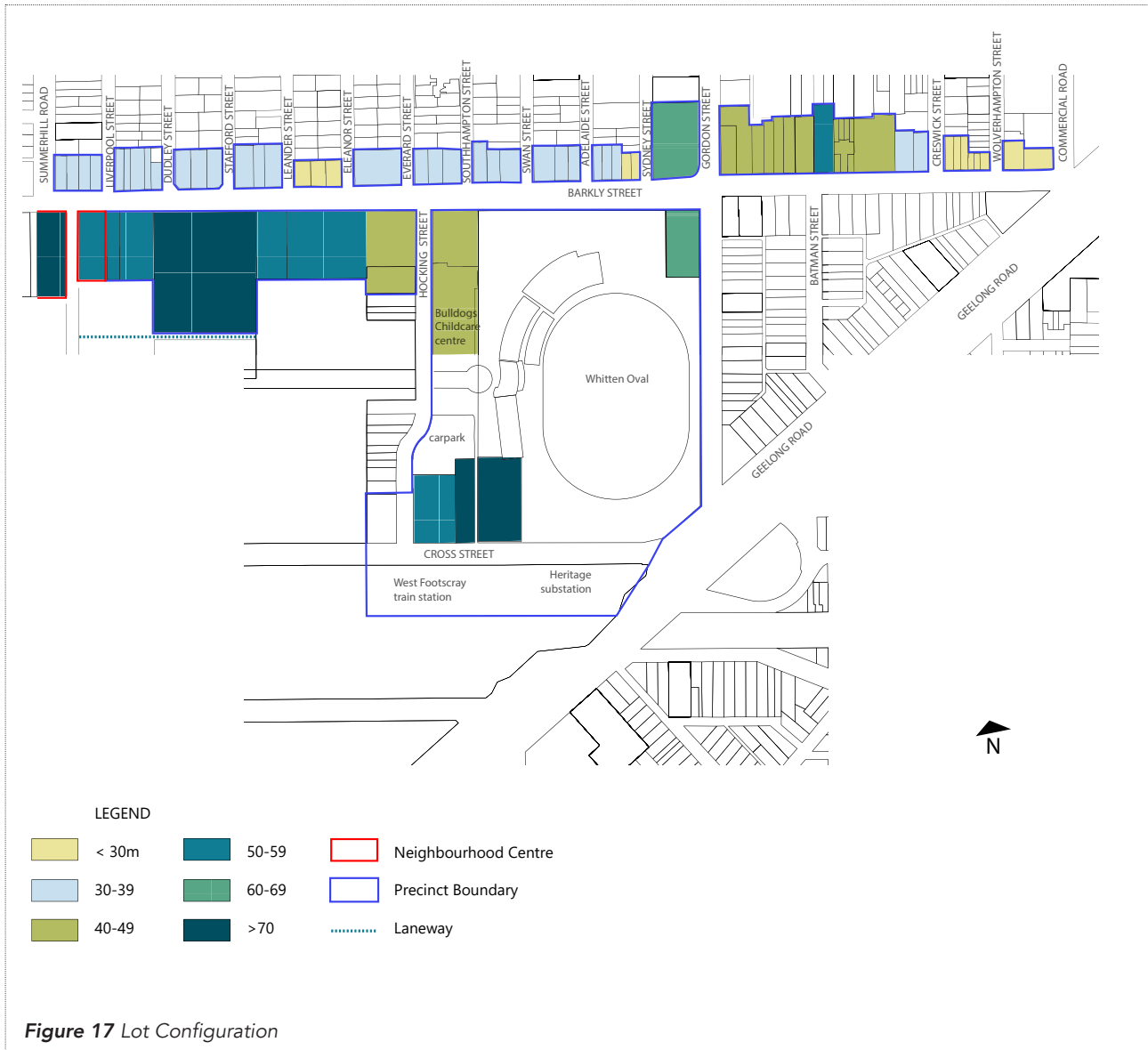


Figure 17 Lot Configuration

## Interface with neighbouring properties

The rear interface to Barkly East / West Footscray Station precinct Village has the following characteristics:

- Residential lot abutting the precinct with no rear laneway;
- Car park or open space abutting the precinct;
- Residential lot abutting the precinct with rear laneway; and
- Residential lots to the north which are typical suburban detached dwellings with a side-on relationship to the precinct.

The south side of the precinct has an interface with existing townhouses within Banbury Village. In some parts the townhouses are separated by a laneway while in other parts private open spaces directly abut the precinct.

Lots in this precinct do not have abutting sensitive residential interfaces suggesting minimal off-site amenity impacts from potential future development. The exception is 8 Cross Street which has residential interfaces along its north and western boundaries.

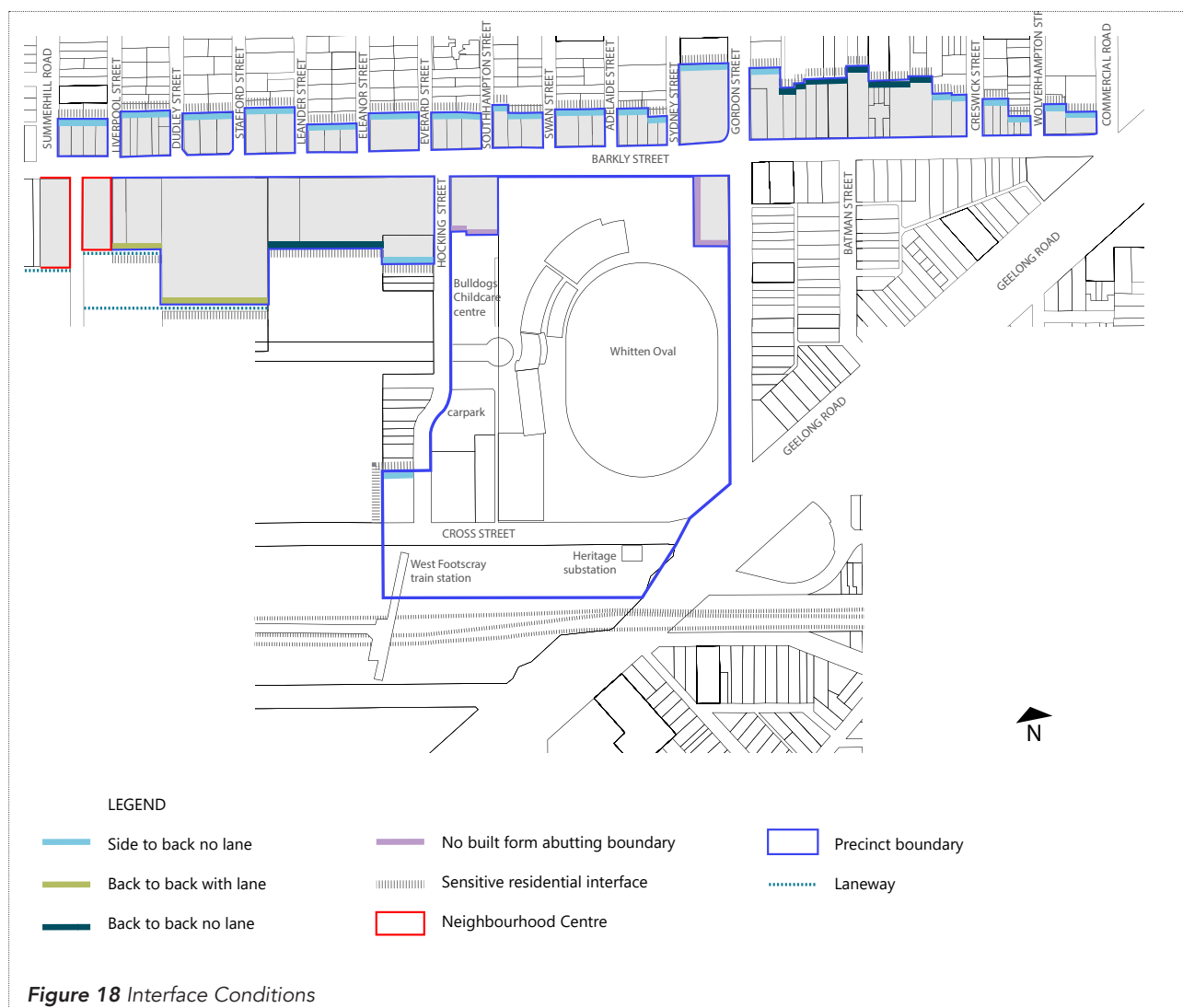


Figure 18 Interface Conditions











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