

Draft Seddon Neighbourhood Plan

**MIGHTY
WEST**

DAVID LEE PERKINS
X
CONRAD



Maribyrnong
CITY COUNCIL

Appendix A – Design concepts and investigations



Key projects

There is a broad range of opportunities for improvement, celebration, support and renewal in Seddon.

Over the page are a series of key ideas to create diverse, distinctive and welcoming spaces that better connect Seddon with surrounding open spaces, public transport, adjacent neighbourhoods and institutions.

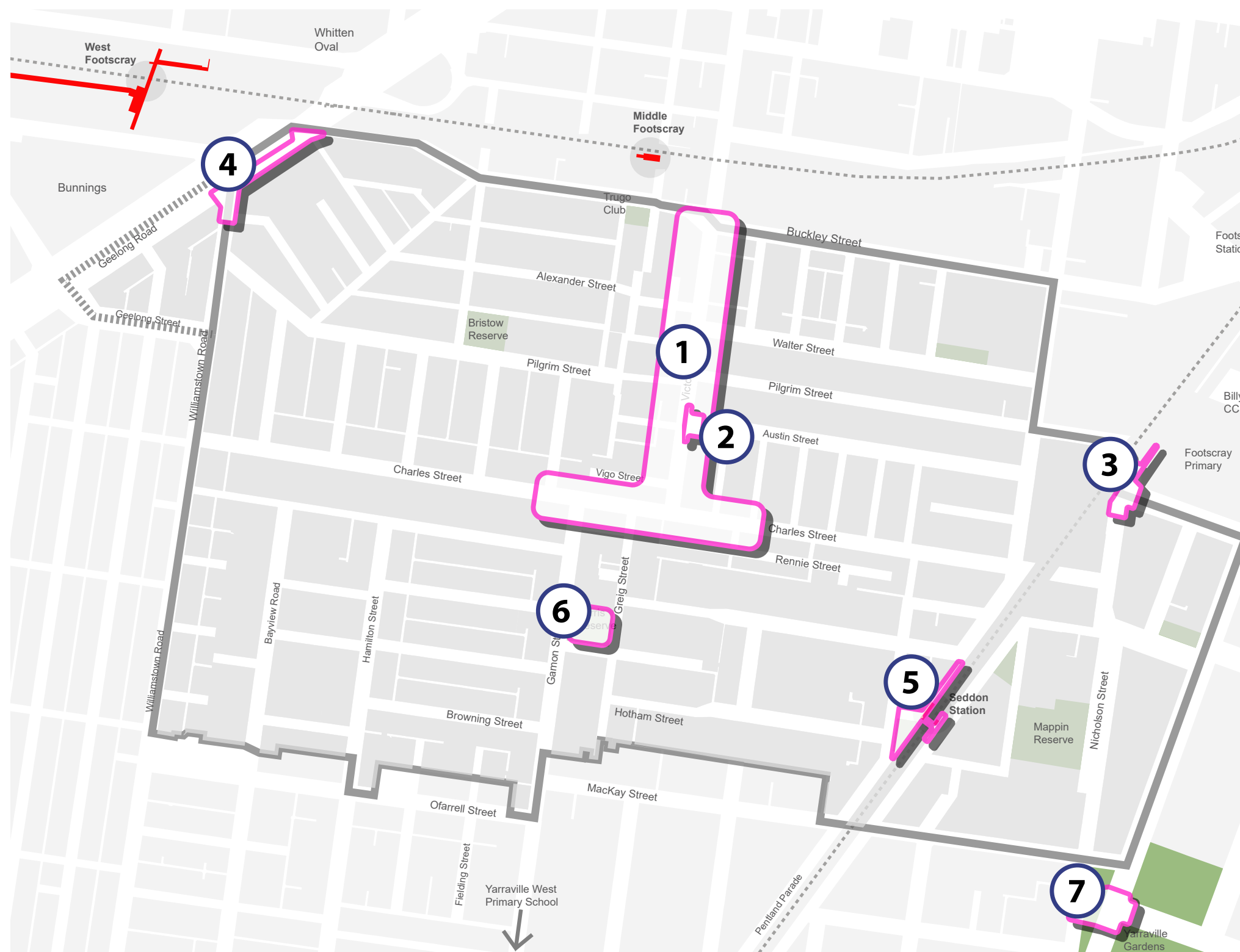
These interventions include public realm upgrades, increased opportunities to grow a greener Seddon, improve access for cyclists and pedestrians, create stronger connections to key destinations, and proposals to support businesses and communities.

All interventions shown will require further design development and are subject to further funding.

These proposals are subject to further stakeholder consultation, which will vary from item to item.

Significant projects:

- 1 Victoria and Charles Street Renewal
- 2 Austin Street Civic Space
Investigate street closure for public open space, seating, greening and lighting
- 3 Pilgrim Street Underpass
Investigate widened footpaths, improved pedestrian connections, cycling facilities and greening
- 4 Williamstown Road North
Investigate greening, improved pedestrian and cycling connections, reduced road widths
- 5 Seddon Station
Enhance arrival to Seddon through improved pedestrian connections, lighting and wayfinding
- 6 Harris Reserve Concept Plan
Landscape and amenity upgrades
- 7 Nicholson and Hyde Street Street
Enhance pedestrian and cycling connections to Yarraville Gardens



Hyde and Nicholson Street Concept



Harris Reserve Concept Plan



Austin Street Civic Space- artists concept



Northern end of Williamstown Road - artists concept



Pilgrim Street Underpass - Concept for discussion

Project 1

Victoria Street and Charles Street

Re-design and road renewal

The proposal includes future upgrades of Charles and Victoria streets in Seddon Neighbourhood Activity Centre to improve their amenity and appeal for shoppers, visitors and businesses.

Key issues:

- Deteriorating state of footpath surfaces - uneven pavement, poor gradients, and trip hazards
- Deteriorating state of road surfaces
- Flooding during heavy rains
- Cluttered footpaths and poor accessibility

Key opportunities:

- Improve accessibility and safety throughout the centre
- Prioritise pedestrian and cycling movements
- Use storm water to improve quality and extent of landscape

The proposal is subject to allocation of future capital works funding and further community consultation.



Approximate scope of upgrade works in yellow



Intersection of Victoria and Charles Street



Vigo and Victoria Street in flood



View of Victoria Street with median street planting and parklet

Project 2 Austin Street Civic Space

The proposal includes creation of a new central civic space in Austin Street at the intersection of Victoria Street through a street closure. Previous community consultation highlighted the need for a public space in central Seddon. This site is proposed due to its central location, width, and adjacency to thriving businesses.

Key issues:

- Limited community/gathering space in central Seddon
- Limited comfortable, shaded spaces for the public
- Limited green space in the Village

Key opportunities:

- To create a gathering space for the community in central Seddon
- Improved pedestrian amenity and visitation to the centre
- Contribute to greening, shading and biodiversity objectives

The proposed project is subject to allocation of future capital works funding and further community consultation.



Looking south down Victoria Street



Looking east towards Austin Street



Looking east towards Austin Street



Looking south down Victoria Street



Austin Street Aerial 2023

Project 2 Austin Street Civic Space Options

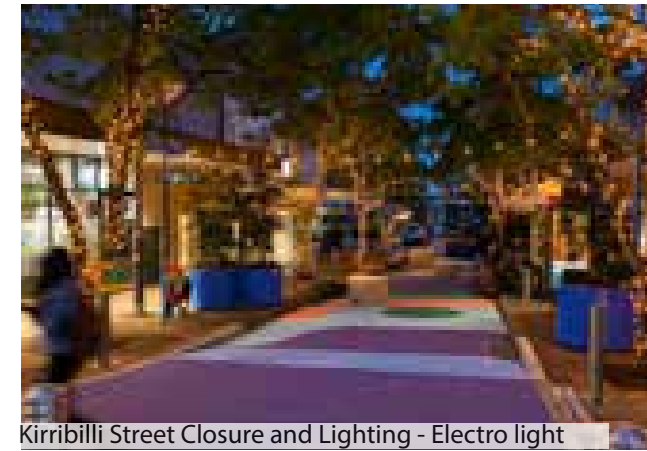
The Approach

A potential 12-18 month trial may be undertaken to test the impact of the closure of western end of Austin street to provide a public space in central Seddon. Temporary trials have been previously implemented successfully in the municipality (see below images), where the trial was supported by the community and eventually made permanent.

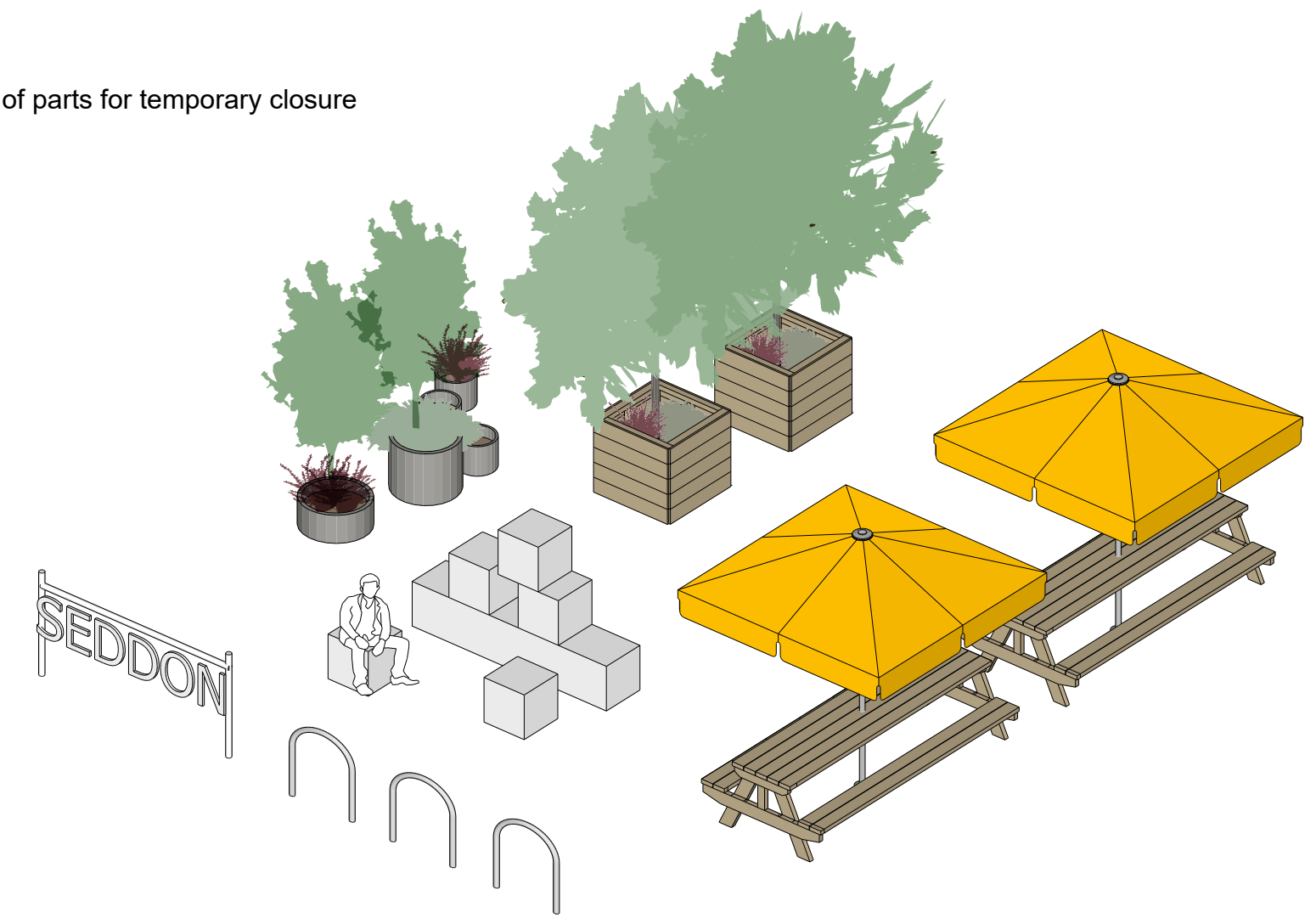
Temporary Setup:

- A "kit of parts" will be used to establish the temporary space
- Picnic tables, planter boxes, festoon lights, and movable furniture will create the new civic space
- Sensors will be used to measure occupancy
- A barcode will allow users to provide direct feedback on the installation

This trial will help us assess the effectiveness of the public space, impact on traffic, community perceptions and make informed decisions for the future.

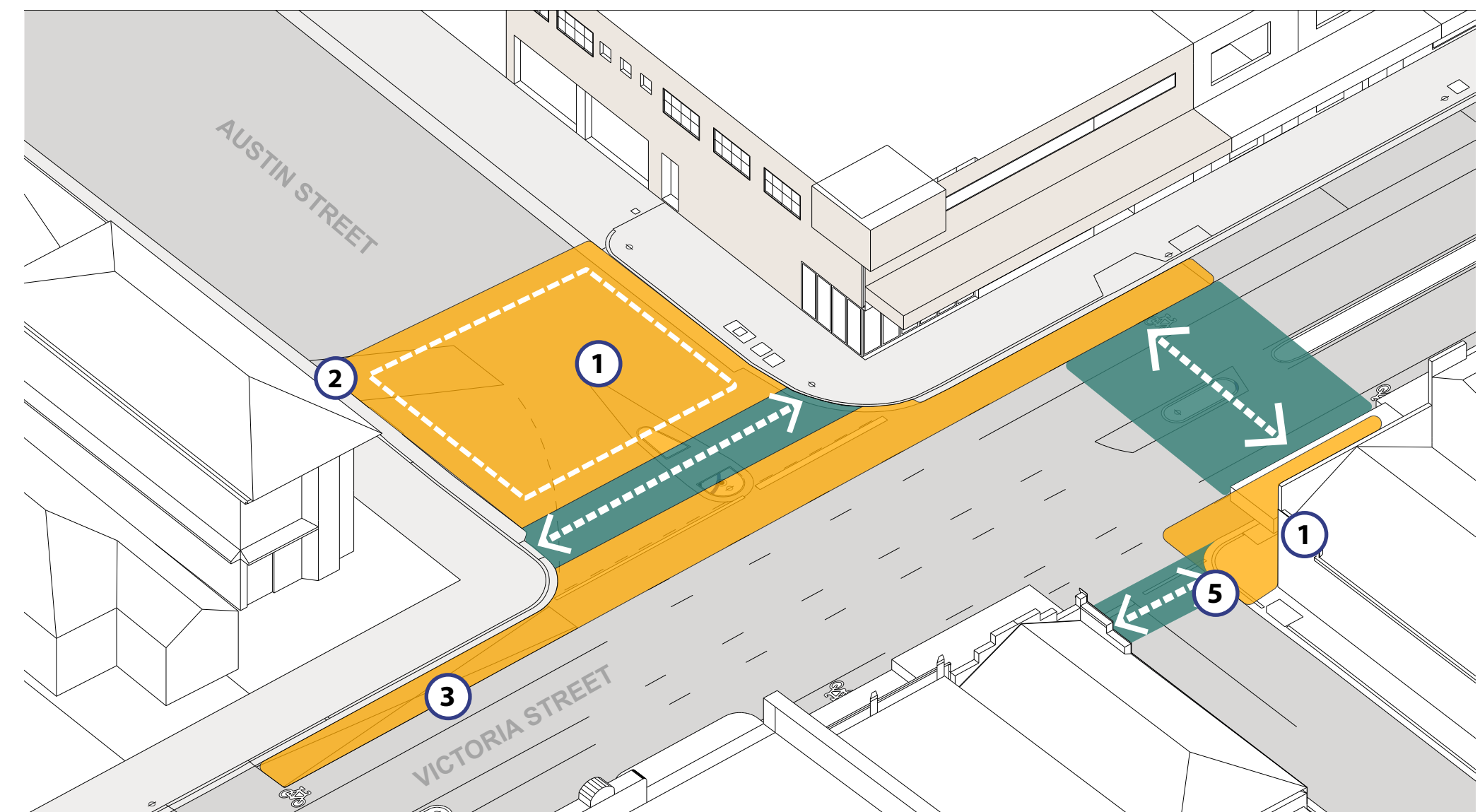


Kit of parts for temporary closure



Permanent closure

- 1 Opportunity for street closure with canopy trees, landscaped garden beds, custom seating, lighting, WSUD interventions
- 2 Re-locate existing DDA car space
- 3 Potential for extended kerb to create an in road bus stop
- 4 Street level pedestrian crossing/raised threshold
- 5 Potential to formalise existing informal pedestrian crossing



Austin Street concept for discussion



Project 3 Pilgrim/Bristow Street Underpass

The proposal includes upgrading the Pilgrim/Bristow Street rail underpass to encourage and prioritise active transport - walking and cycling. The underpass is a key connector for Seddon to public institutions, open space and the Maribyrnong River.

High volumes of pedestrians used the underpass on a daily basis on their way to Victoria University, Footscray Primary School, Seddon High School, Billy Button Child Care, the Footscray Town Hall and the City.

The road also carries one of the municipalities highest numbers of commuter cyclists - 479 movements between 7am and 9am (Super Tuesday Count 2022).

Key issues:

- Constrained cluttered footpaths with high volumes of vulnerable users, such as children on scooters and bicycles with parents with prams in tow
- Unsafe road environment with vehicles turning with poor sight lines and high volumes of cyclists within the same space due to narrow bicycle lane
- Poorly lit key pedestrian links at the underpass
- Underutilised adjoining green spaces

This is a complex project with many relevant stakeholders/authorities including:

- Maribyrnong City Council
- Footscray City Primary School
- Billy Button Childcare
- Victoria University
- Seddon High School
- Department of Transport and Planning



View south east towards Bristow Street



View towards the continuation of Nicholson Street



Constrained pedestrian environment



Constrained pedestrian environment



Popular commuter route for young cyclists



Popular commuter route for young cyclists



Pilgrim Street Underpass Aerial 2023

Project 3 Pilgrim/Bristow Street Underpass

Key opportunities:

- Investigate widened footpaths with the opportunity to reduce road widths to acceptable minimums
- Investigate a reduction in vehicle speeds between Albert Street and Bristow Street
- Potential to highlight the significant heritage structure of the blue stone bridge and provide additional way finding at this key junction
- Improve lighting and night time amenity of key linkages associated with the underpass
- Improve landscaping along adjoining green spaces to build on the biodiversity in the area
- Consider trial closures of vehicle lanes to facilitate safer pedestrian and cycling movements

The proposed project is subject to allocation of future capital works funding and further community and stakeholder consultation.



The bluestone has been an informal climbing spot since the 70's



Reduced road widths with greening - <https://landezine.com/>



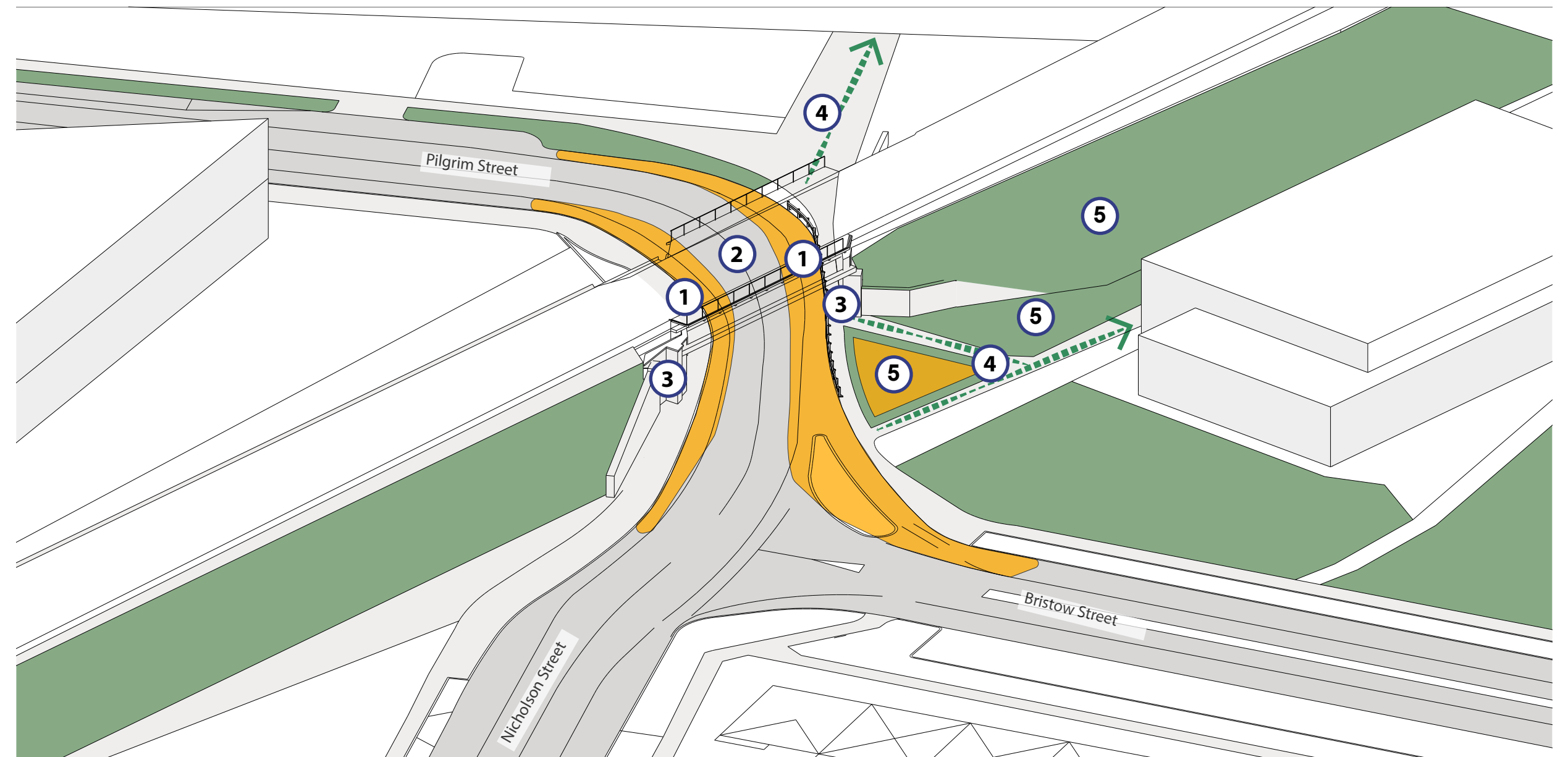
Village Street Undercroft - Electrolight



Reduced road widths with kerbless shared arrangement - <https://landezine.com/>

Pilgrim Street Underpass

- 1 Investigate treatments to improve pedestrian and cycling safety - conduct traffic analysis/modeling/community consultation/stakeholder engagement to determine best option for treatment
- 2 Investigate a reduction in vehicle speeds between Albert Street and Bristow Street
- 3 Potential to highlight the significant heritage structure of the blue stone bridge and provide additional wayfinding at this key junction
- 4 Opportunity to improve lighting and nighttime amenity of key linkages associated with the underpass
- 5 Opportunity to improve landscaping at a number of dislocated green spaces to build on the biodiversity in the area

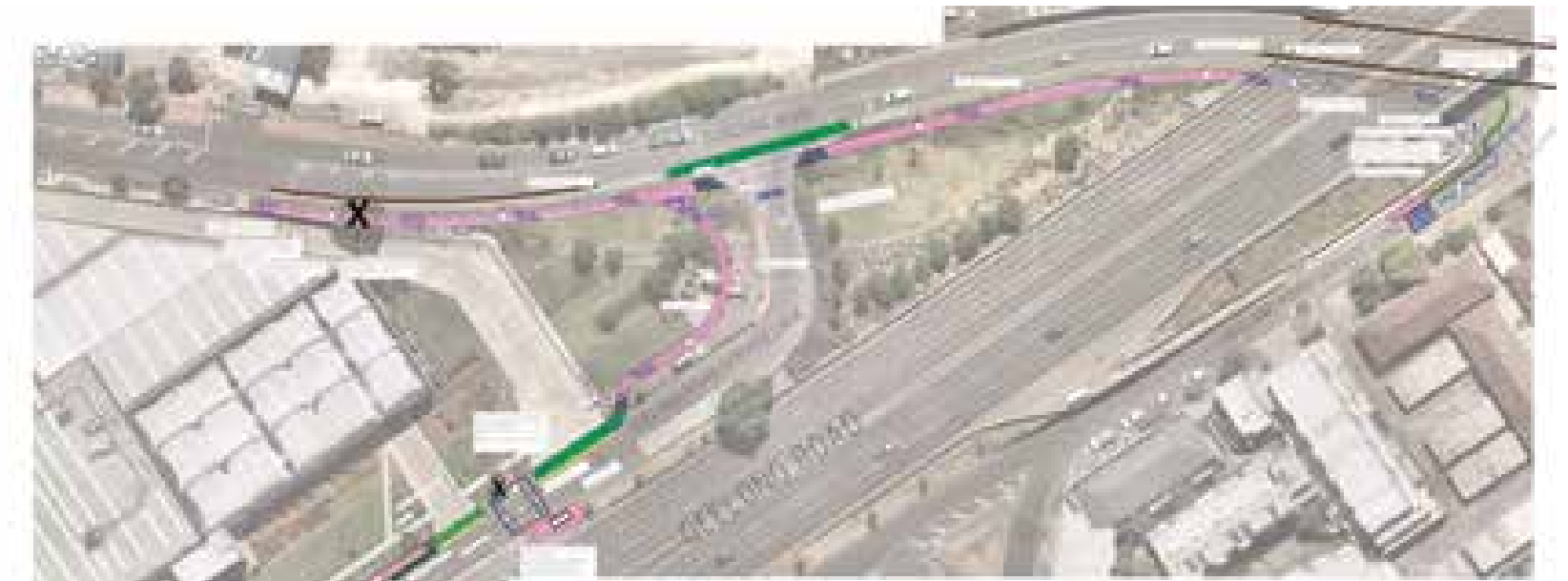


Project 4 Williamstown Road North

The proposal includes upgrading the northern-most end of Williamstown Road where it intersects with the Geelong Road service lane and the Geelong Road Bridge to encourage and prioritise active transport - walking and cycling. This section is a key connector for Seddon with West Footscray train station and the pedestrian bridge, Whitten Oval, Footscray Hospital and a number of schools and childcare centres north of the railway line. The junction comprises of a well-utilised café at street level which functions as a community meeting place.

Key challenges:

- Large trucks using local road as a rat run
- Lack of pedestrian and cyclist safety and priority
- Lack of wayfinding and legibility in relation to key destinations in the area
- Poor community perception of safety due to lack of lighting
- Poor canopy cover for pedestrians



Concept Design from 2021 for Sunshine Road/Geelong Road Service Lane to be considered as part of future works



View west - Northern end of Williamstown Road - Donut Diaries



North bound secondary school student



View east from overpass - Northern end of Williamstown Road



View south towards Williamstown Road



Project 4 Williamstown Road North

This project will focus on creating a safer, slower speed environment, taking opportunities to re-allocate areas of bitumen to improve pedestrian priority and legibility as well as improve cycling facilities and increasing greening in the area.

Key opportunities:

- Opportunity to transform road space to open space increasing canopy cover, permeability and ground cover for improved cooling and greening outcomes. Additional landscaping will also mitigate the sound of Geelong Road traffic.
- Investigate implementing acceptable minimum widths to reduce vehicle speeds and increase pedestrian priority and safety at key crossings.
- Limit access to reduce heavy vehicles along the Geelong Road service road through reduction of turning radius and street widths at Buckley Street/Sunshine Road intersection and advocacy with relevant state government authorities
- Support implementation of the Bunnings/Geelong Road Service Lane bi-directional bicycle lane facility - see previous page

The proposed project is subject to allocation of future capital works funding and further community consultation.



Artist impression - view north - greening and informal seating/play opportunities



Road re-allocation for greening and pedestrian priority - central Footscray

Williamstown Road - North

- 1 Opportunity to significantly extend kerbs to create space for landscaping, canopy trees, WSUD works, informal stop, stay and play areas
- 2 Restrict road width to minimum dimensions to slow local traffic - road diet
- 3 Opportunity to improve pedestrian crossing
- 4 Investigate contra-flow bicycle lane to connect to future cycle works on Buckley Street and Sunshine Road
- 5 Opportunity to utilise leftover green space to provide native planting and increase biodiversity



Concept for discussion

Project 5 Seddon Station

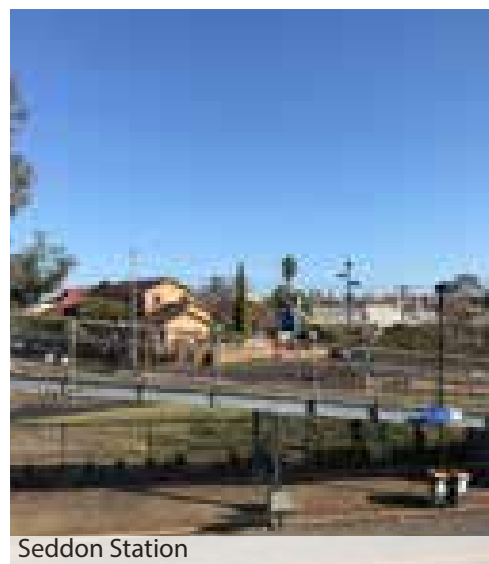
This proposal includes pedestrian amenity, safety and character improvements to Seddon train station that services the surrounding residential area. The station feels hidden from Seddon Village, lacks a sense arrival and does not celebrate the character and identity of the surrounding area.

Key challenges:

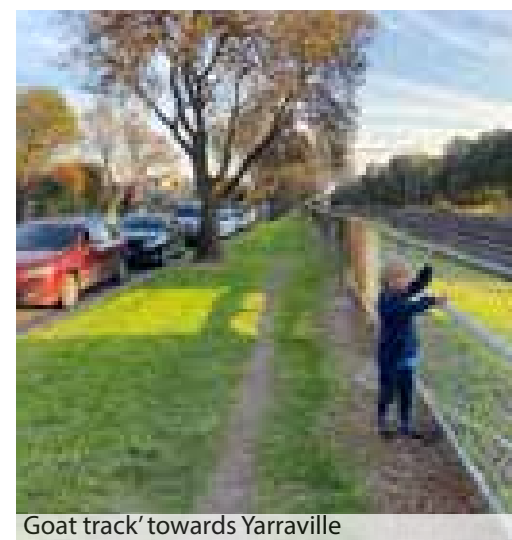
- Lack of identity at the train station as a key location for public transport and arrival into the suburb
- Lack of celebration of Seddon as a place
- Lack of wayfinding to Seddon Village, local institutions and public spaces
- General amenity is poor, treatment of the overpass - painted corrugated sheet that obscures the view



Seddon Station looking south



Seddon Station



Goat track towards Yarraville



View to Bellairs Avenue



View north towards Albert Street



Seddon Station Arrival



Project 5 Seddon Station

Through a number of affordable and quick interventions, the station and its surrounds could become a place in itself, providing green space, informal play areas and reflect the rich heritage and cultural values of the neighbourhood.

- Key opportunities:
- Improvements to the sense of arrival through cost-effective treatments to the existing station buildings and overpass to provide a more vibrant / Seddon-centric place (noting that advocacy to relevant state government authorities will be required)
 - Improvements to its legibility and connection between the train station and Seddon Village:
 - Improved lighting at the train station and on strategic routes
 - Wayfinding at strategic junctions, decals, paint, murals
 - Investigate a series of pedestrian thresholds and priority treatments
 - Raised pedestrian crossings
 - Greening opportunities on the Station Triangle Mound and the north-south land adjacent to track on western edge of train line
 - Formalising the 'desire path' on the southeastern side of the station - Bellairs Avenue - connecting to Yarraville
 - Opportunity for art box installation
 - Playground equipment opportunities adjacent to existing open spaces
 - Secure bicycle storage facility

The proposed project is subject to allocation of future capital works funding and further community consultation.



Shade canopy and custom seat



Recent landscaping at South Kensington Station



Public realm improvements, Public Realm Lab, Footscray



Town centre signage - We Made That, Enfield, London



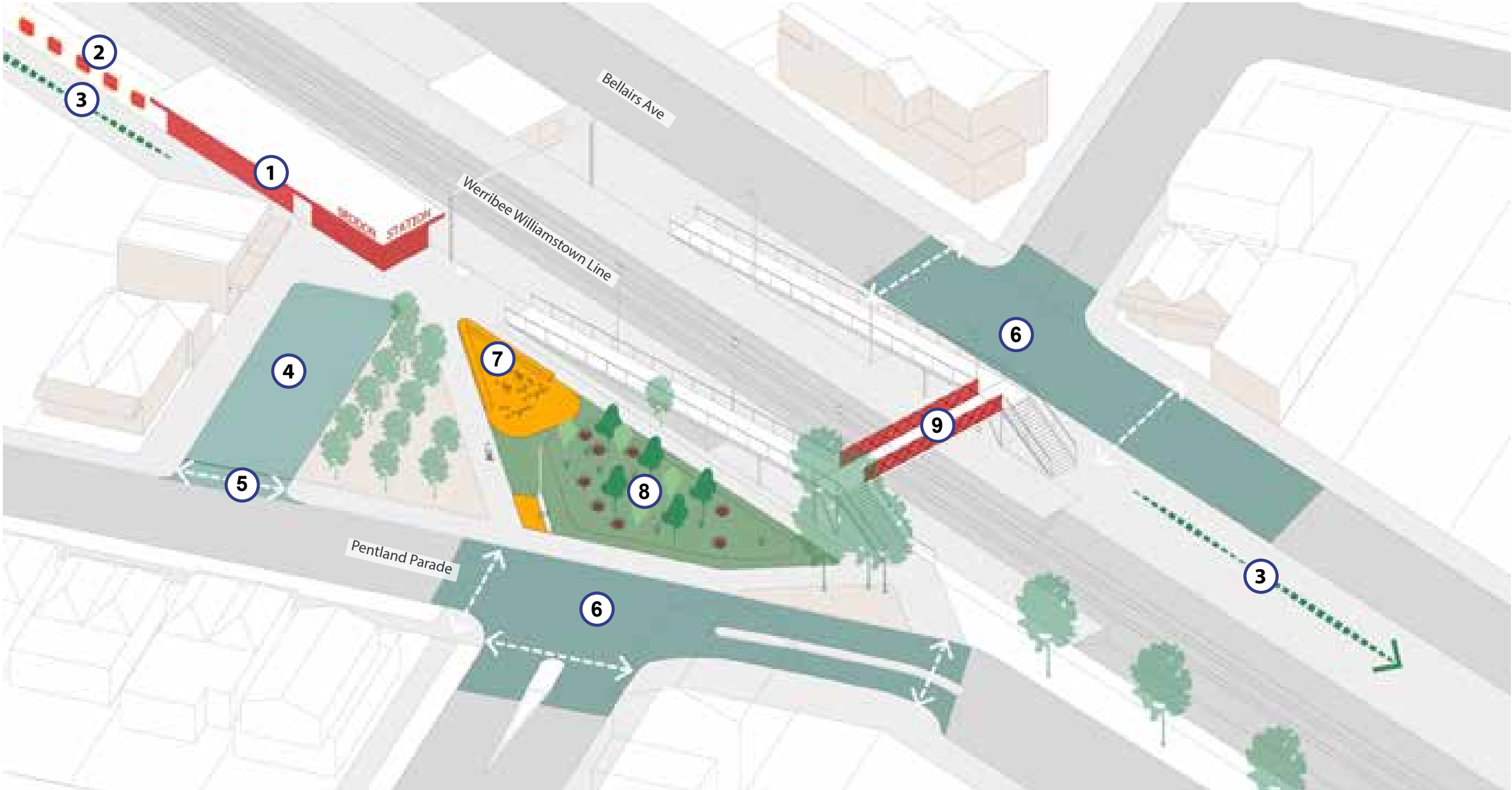
Skate Street, Malmo, Sweden



Depaving and pollinator corridor, France

Seddon Station

- 1 Advocate for improvements to facade of station building - greening, commissioning public art, lighting
- 2 Opportunity to provide lighting and wayfinding through illuminated art work/art boxes on path towards Albert Street/Victoria University
- 3 Investigate improved greening, surface improvement, lighting on north south laneway
- 4 Potential to create at-grade shared space to improve accessibility to station
- 5 Investigate street level crossing for improved accessibility
- 6 Investigate raised intersection to effect driver behavior and slow vehicle movements
- 7 Opportunity for public seating and informal play/skate elements
- 8 Improved native landscaping on mound to increase biodiversity and tie into pollinator corridor
- 9 Advocate to DPT for improved treatment to overpass



Project 6 Harris Reserve Concept Plan

The Maribyrnong Open Space Strategy 5 Year Addendum (2020) identified that Harris Reserve should receive minor upgrades to the reserve to improve its function within the community.

Community consultation in 2021 found the following priorities:

- More greening and landscaping
- Improve the play space but limit its expansion
- Include a public toilet (noting that a new public toilet was delivered as of April 2024)
- Include shelter
- Incorporate wayfinding and cultural heritage into signage

Key opportunities:

- Proximity to Seddon Village, with opportunities for enhanced wayfinding
- Improvements to the existing function of the reserve as a civic space, such as providing shelter

In conjunction with the development of the Seddon Neighbourhood Plan, the draft Harris Reserve Concept Plan has been drafted for further consultation.



LEGEND

- ① New Shelter (approx. 5.6M Width)
- ② Existing Public Toilet
- ③ Upgrade to granitic sand path to improve drainage
- ④ New Tree Planting
- ⑤ Existing path removed
- ⑥ Extension of lawn area
- ⑦ Infill planting to existing garden beds
- ⑧ Heritage Signage
- ⑨ Park Signage

Project 7 Hyde and Nicholson Street Pedestrian Improvements

The proposal includes improving pedestrian and cycling connection between Yarraville Gardens and the suburbs of Seddon, Yarraville and Footscray across Hyde St and Nicholson St.

There are a number of projects being undertaken in the area that will be considered in the development of this proposal:

- The West Gate Tunnel Authority is delivering a road closure of Harris Street with a new bi-directional bicycle path connecting a new veloway into the CBD
- Maribyrnong CC will also be undertaking a masterplan of the Yarraville Gardens in the coming years.

Key challenges:

- Lack of a clear crossing point between popular public open space/streets lack a sense of connection to key destinations
- Missed opportunities for increased greening
- Opportunities to integrate future works with upcoming project being delivered by West Gate Tunnel Authority (WGTA)
- Excessively wide streets encouraging higher vehicle speeds

Key opportunities:

- To create a safe and accessible connection between Seddon and the regional open space of Yarraville Gardens
- Complement the works being undertaken by WGTA along Hyde and Harris streets



View north towards Footscray along Nicholson Street



View north towards Footscray along Hyde Street



Aerial image - Westgate Tunnel Works - <https://wgmap.u-c.com.au/imap06/index.html>



Aerial image - Nicholson and Hyde Streets

Project 7 Hyde and Nicholson Street Pedestrian Improvements

Investigations into signalised crossings and or zebra crossings will need to be undertaken to determine the best fit for the space.

The proposal will benefit from considering the following:

- Investigate wombat crossing or pedestrian operated signals with extended kerbs for improved pedestrian safety and priority
- Opportunity to plant native vegetation and add more canopy trees to increase biodiversity
- Investigate POS with raised pedestrian crossing
- Ensure westgate tunnel works (closure of Harris Street and bi-directional bicycle path) are integrated into design development

The proposed project is subject to allocation of future capital works funding and further community consultation.



New woody meadow planting Nicholson and Hyde 2024



Custom seating integrated with greening, North Melbourne



Reduced road widths, native planting and seating, Melbourne University



WSUD interventions and improved pedestrian priority, South Kensington Station

Hyde and Nicholson Street

- 1 Investigate wombat crossing with extended kerbs, improved pedestrian safety and priority
- 2 New Woody Meadow planting program
- 3 Investigate signalised intersection
- 4 Ensure westgate tunnel works (closure of Harris Street and bi-directional bicycle path) are integrated into design development
- 5 Investigate future road re-allocation - restrict road width to minimum dimensions to slow local traffic and implement canopy tree planting and landscaping



Minor Projects

In addition to key projects, there are a range of minor ongoing projects that include advocacy, continued investigation, and ongoing projects that improve the vitality, sustainability and improve community interactions in Seddon.

These interventions will require further design development and are subject to further funding. Strategic partnerships within Council and with external authorities will be required.



Charles Street Triangle - concept



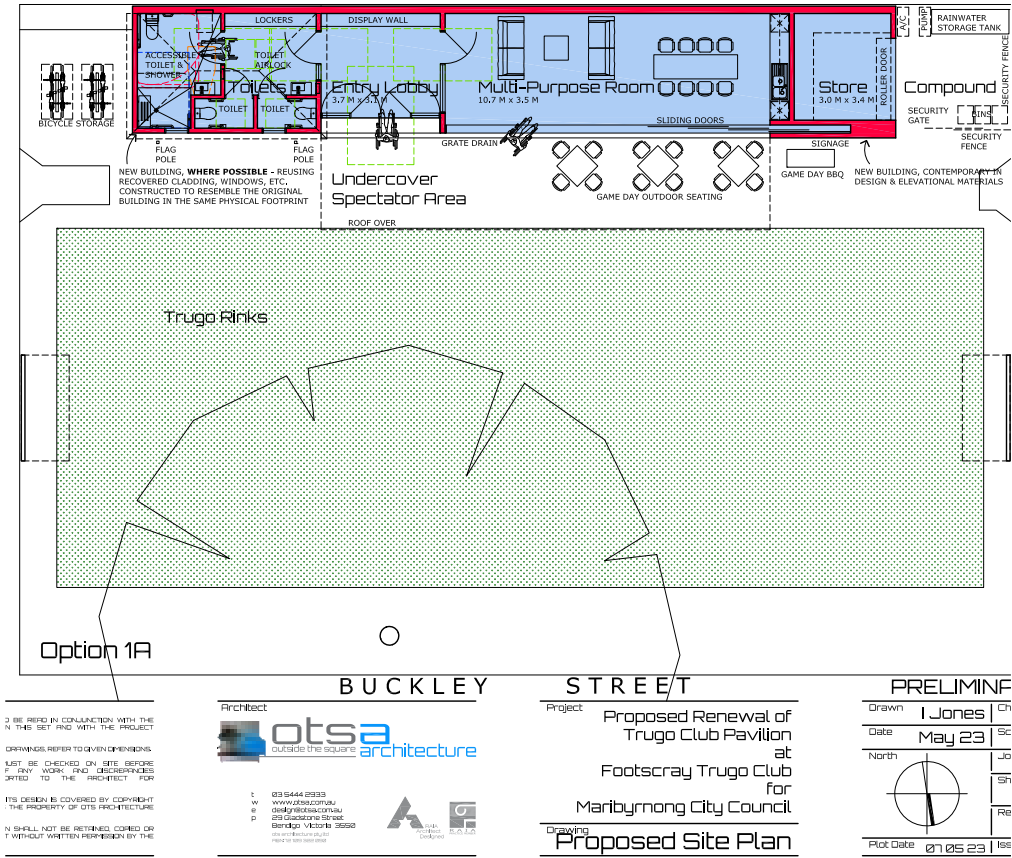
Charles Street cycle crossing - concept



Formalised DTP cycling infrastructure - concept



Charles and Victoria Street lighting concept



Trugo Club upgrades - concept

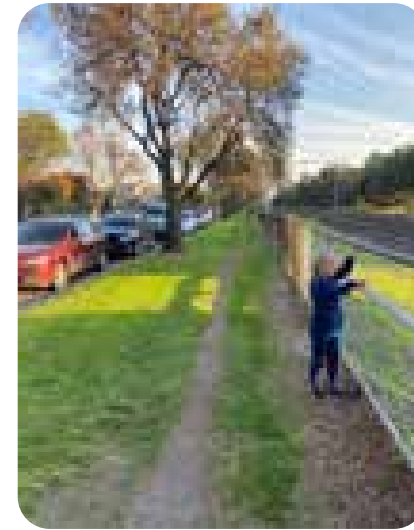
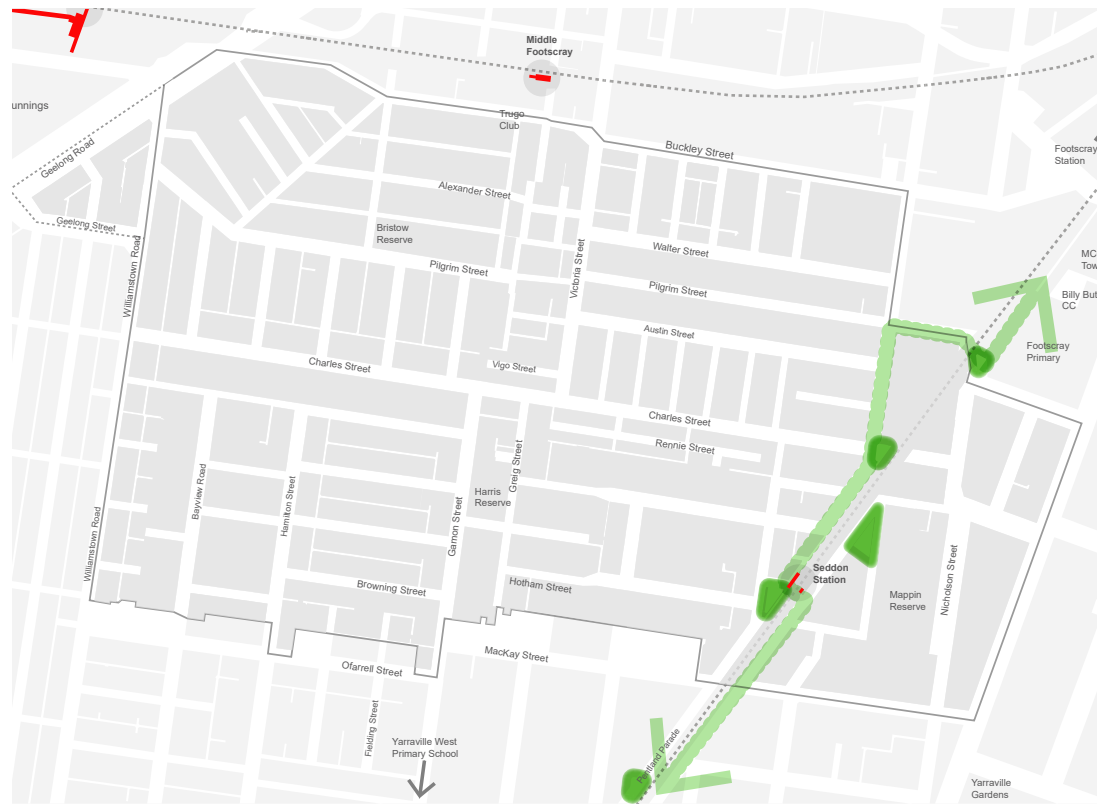


Pilgrim Street underpass - lighting concept development

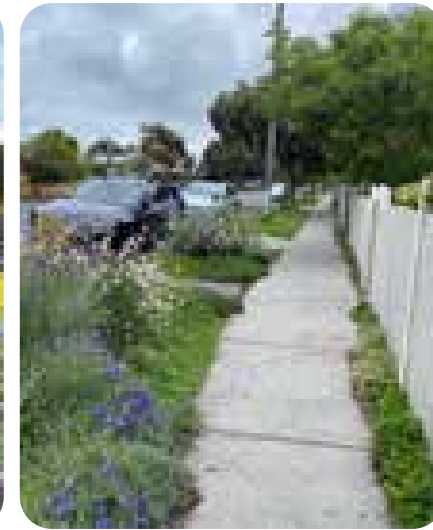
Pollinator Corridor

Pentland Parade and Bellairs Avenue each have long linear strips of vegetation adjacent to the road with a series of disconnected green spaces. There are opportunities to connect these green spaces by planting native vegetation to encourage improved bio-diversity and pollination outcomes.

The proposal would re-enforce existing walking connections between Seddon and Yarraville and has scope to be implemented in collaboration with the community.



View south along Bellairs Ave existing 'desire line'



A mix of native and introduced flowering plants - Hotham Street, Seddon



Pollinator Corridor Melbourne - <https://theheartgardeningproject.org.au/>

Charles Street Triangle - Greening



Charles Street Triangle - concept



Charles Street Triangle aerial

One of the more significant 'leftover' green spaces is the small triangle site at the eastern end of Charles Street at the intersection of Albert Street.

The concept image below illustrates the opportunity for native/endemic landscaping, seating with an opportunity to integrate heritage/cultural recognition at a busy junction between Seddon Station and Seddon High School.

Street Greening and Road Space Re-allocation

There are opportunities to continue to implement median street planting as seen in Victoria and Gamon Street in the SNAC. Below is a plan highlighting streets with opportunities for median street planting and road space reallocation to enhance greening, cooling and canopy cover. There is potential to implement a range of approaches to reduce vehicle speeds and enhance greening opportunities. These may include kerb out stands, partial street closures, median planting and modal filters.

This work would not preclude the ongoing efforts to continue to deliver canopy cover targets in the entire suburb to reach the goals as set out in Councils Urban Forest Strategy.



Road space re-allocation opportunity on Nicholson Street



French Street Footscray - example of road space re-allocation for increased greening, pedestrian and cycling improvements



Birmingham Street, Yarraville Full street closure with public realm improvements

Mappin Reserve to the Maribyrnong

Improved connections between open spaces

The proposal is to investigate the opportunity to connect a series of open spaces through a landscape master plan to improve pedestrian and cycling connections between open spaces and to the Maribyrnong River as well as explore greening improvements and the potential to daylight parts of Billy Button Creek.

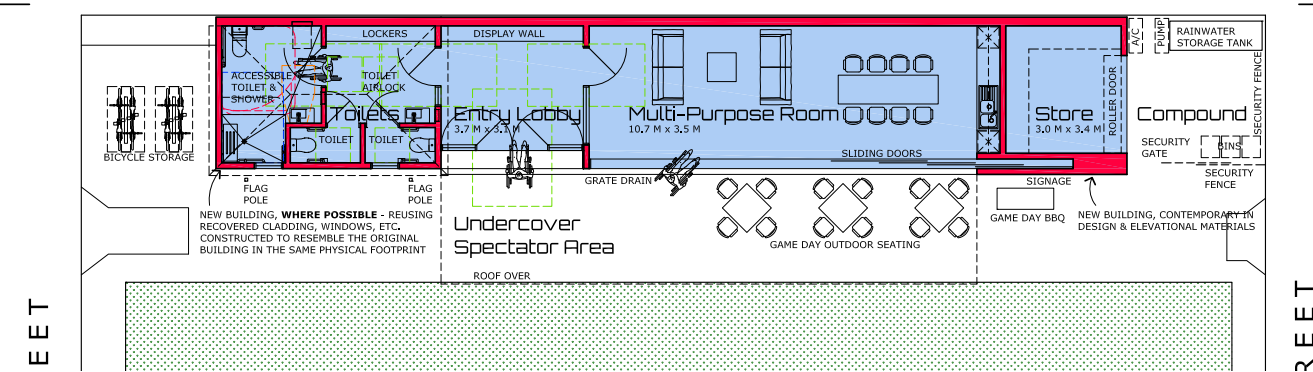


Concept diagram illustrating the potential extent of a landscape masterplan

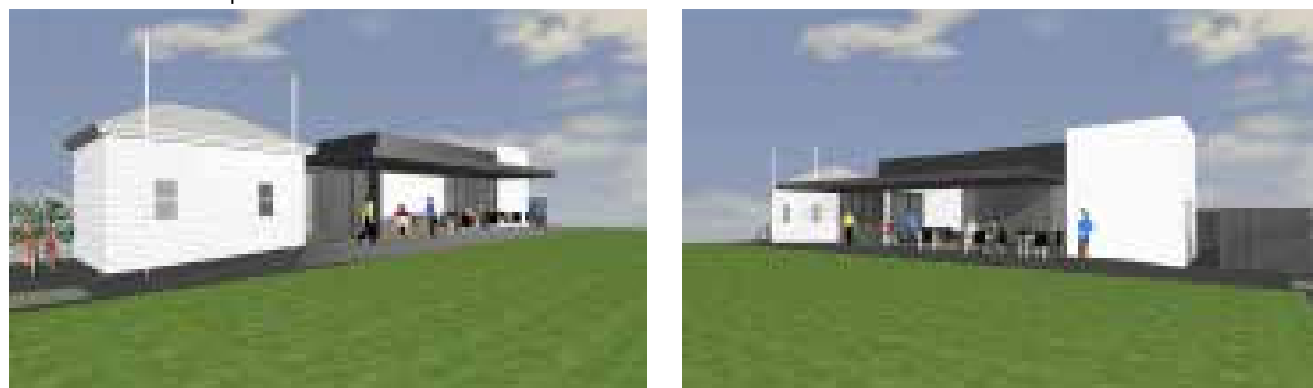
Trugo Club Upgrade

Proposal to progress the concept designs to detailed design and delivery for the Footscray Trugo Club. This is an established social gathering place within Seddon which has provided a meeting place for Seddon's residents for decades.

A concept plan for the Footscray Trugo Club was prepared in 2022 which has highlighted a potential development of the site's existing structures.



Concept Elevation



Concept design for Footscray Trugo Club

Night Time Place Making

In conjunction with the development of the Neighbourhood Plan Council has undertaken a Night Time Vulnerability Assessment (NVA) to understand the types of lighting and urban treatment required to improve perceptions of community safety and provide inclusive urban amenity after dark in Seddon.

The NVA will also provide guidance for lighting treatments and tactics at key locations in the suburb as well as concept designs for prominent sites.

These concept designs will continue to be developed and consulted on with stakeholders to develop detailed design for delivery in 2025. All future projects are subject to additional consultation with the community and any relevant state authorities.



Lighting on Victoria Street



Simple and effective lighting treatment, Newtown, Sydney



Lighting Gamon Street, Seddon

Charles Street and Williamstown Road crossing improvements

This concept design has been developed to facilitate safer movement across Williamstown Road for cyclists, better connecting Kingsville and Seddon Village as well as improving the popular commuter route into the CBD.

The design details the required changes to signals, and illustrates the changes to line marking.

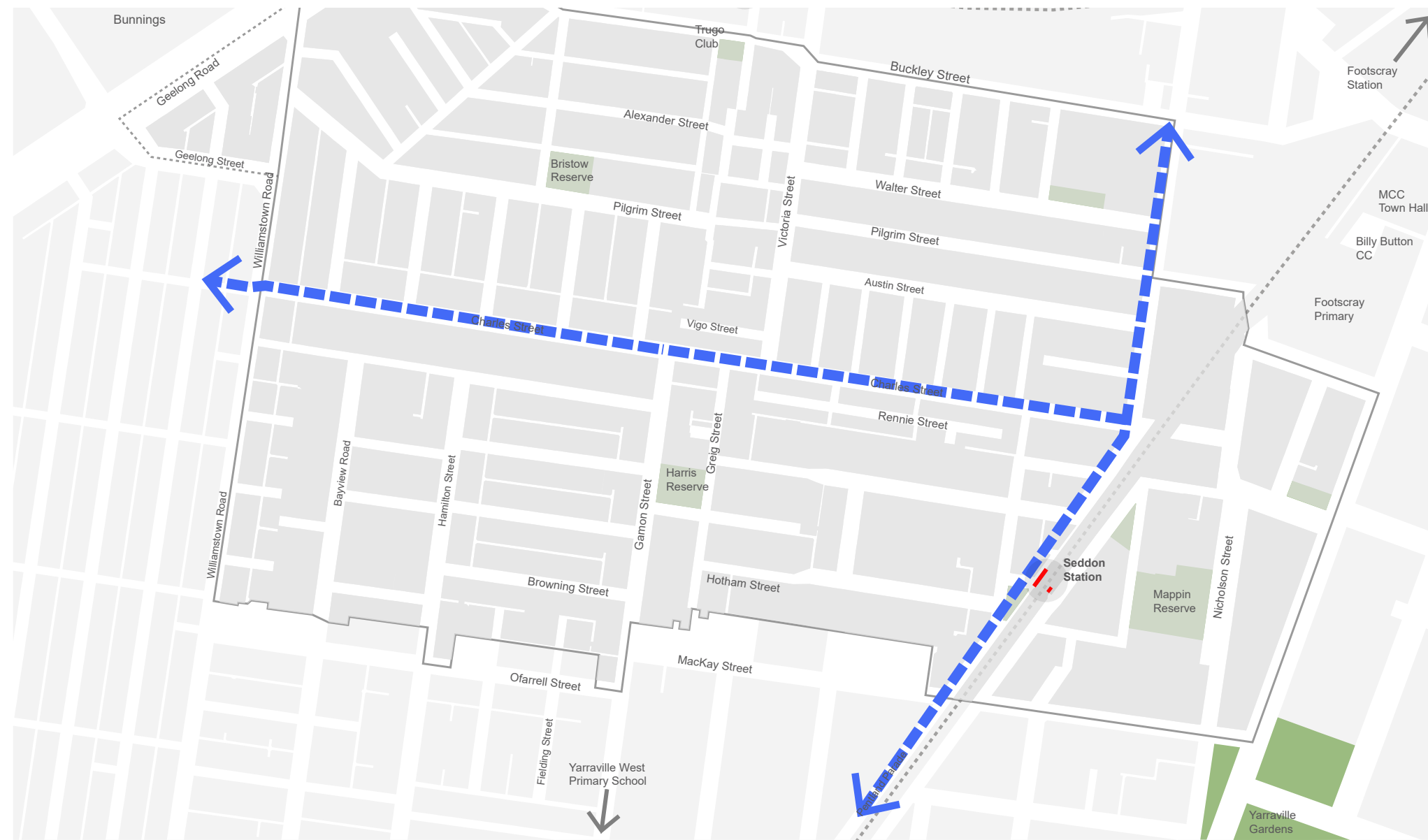


Concept signal and linemarking design - Charles Street, Seddon

Formalising DTP temporary bike lanes

Throughout 2020 The Department of Transport (now Department of Planning and Transport) installed a number of on road bicycle facilities. These interventions afforded additional space to cyclists, slowed vehicle movements and improved pedestrian priority in some instances.

The formalising of these routes by Council is a good opportunity to incrementally change how road space is allocated to ensure any gains for pedestrians and cyclists are retained and strengthened. When we discuss 'formalising' we are referring to opportunities to permanently implement the temporary changes on the road. This can be done by reinstating line marking and speed bumps, or by strengthening the design and instigating additional changes such as planting, kerbs, WSUD opportunities etc.



Concept diagram - potential treatment



Existing condition - Pentland Parade

Wayfinding and historical/cultural recognition

This project would integrate strategically placed wayfinding signage with First Nations recognition and cultural heritage information within the area. Key locations within the suburb include but are not limited to the residences of William Cooper and Margaret Tucker, Bristow and Pilgrim reserves, the Trugo Club, St. Ilija Macedonian Orthodox Church, the old tram line and the shared boundary through Seddon of the Boonwurrung and Wurundjeri.

Key wayfinding signage at gateway/arrival points will also be considered to improve legibility and heighten Seddon's identity and character.



Marg Tuckers previous residence, Pentland Parade, Seddon



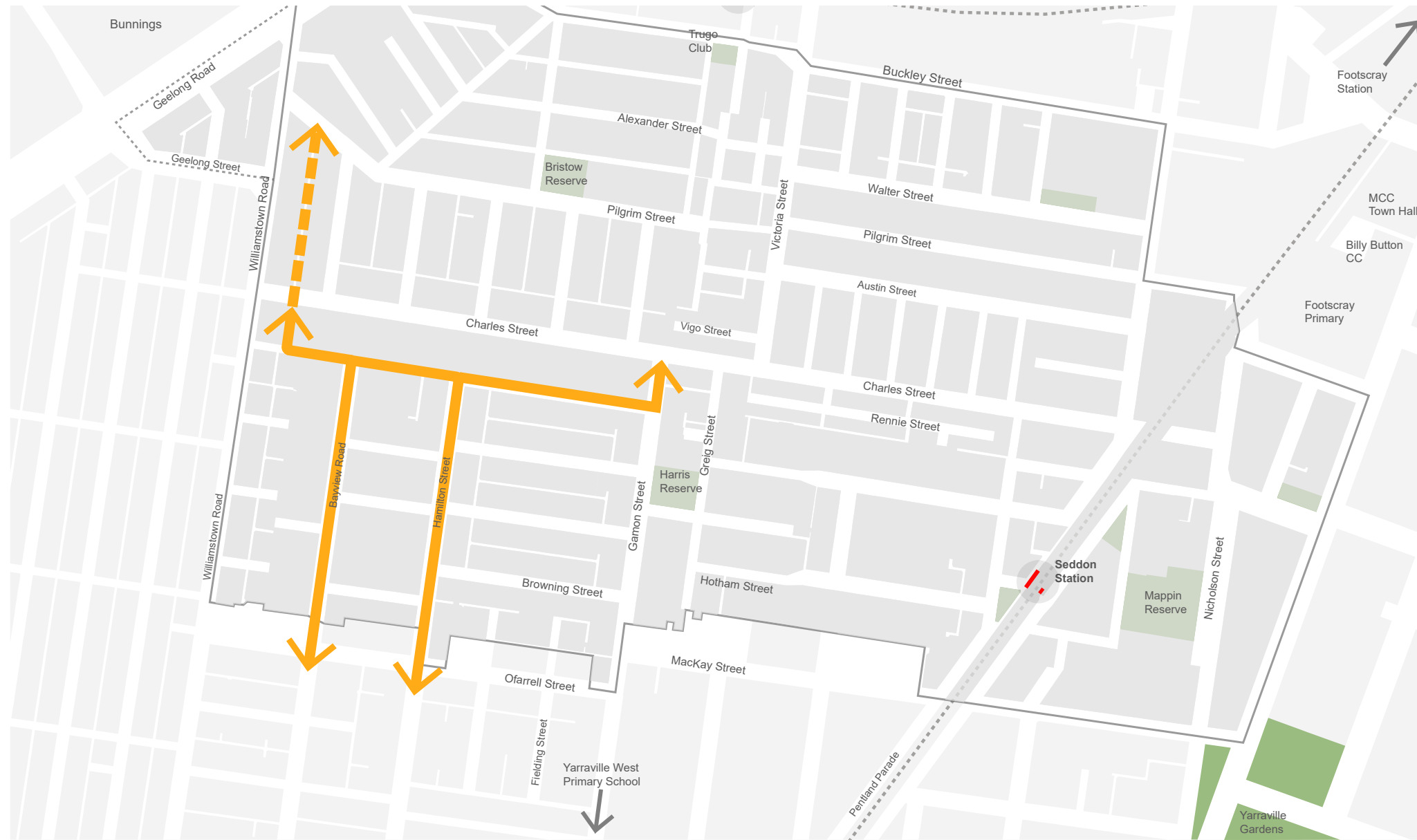
Old tram route, Gamon Street, Seddon - <https://www.seddon-village.com.au/historic-seddon>

Investigate Hamilton Street/Bayview Road shimmy route as alternative to Gamon Street as a safe cycling corridor

In 2019, Council adopted the Maribyrnong Bicycle Strategy which identified Gamon Street as a key north-south connection. However feedback from previous consultation for this project raised that Gamon Street is not the preferred route for local residents and visitors due to the landscape median and bus services.

The plan below shows alternative cycle routes in addition to Gamon Street at Bayview Road and Hamilton Street. These streets have been selected due to their wider road reserves, extensive shade and tree canopy, and connections to local destinations such as to Yarraville West Primary School. The proposal also considers improved connections north towards Pilgrim Street and West Footscray train station.

Potential interventions include modal filters that can integrate permeable landscaping to reduce paved areas.



View south down Bayview Road



Example of modal filter - Napier Street, Fitzroy



Appendix B – Built form guidelines for Seddon Neighbourhood Activity Centre

The Built Form Guidelines provide guidance for development within the Seddon Neighbourhood Activity Centre only. These guidelines recognise that there are key sites which may have greater development potential

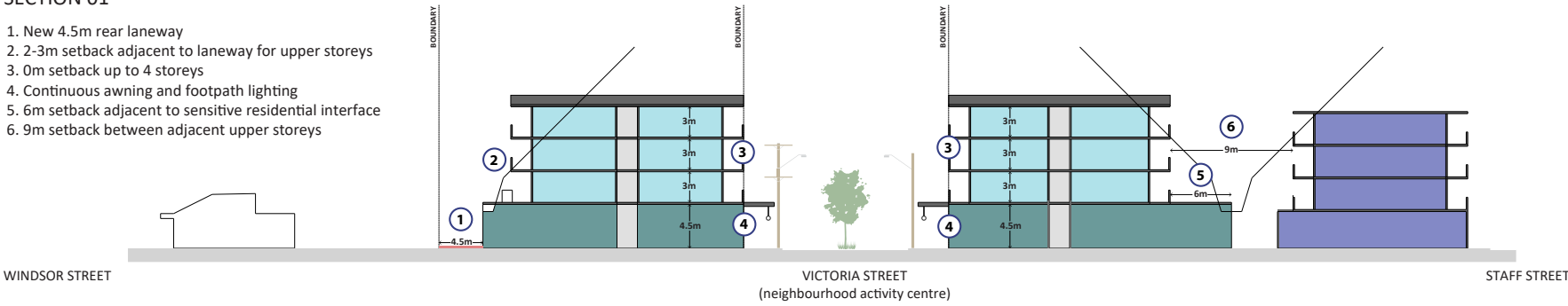


- Legend
- Built Form Guidelines Boundary
 - Key Development Site
 - █ 4 storey preferred maximum building height
 - █ Active ground floor commercial/retail frontage
 - █ 4.5m rear lane
 - █ Transition to lower built form
 - █ 6 metre rear setback above ground floor

	Guideline
Building height	Building height should not exceed 4 storeys (13.5m) along Victoria, Buckley and Charles streets unless identified as a key site
	Building height should not exceed 3 storeys (11.5m) along Walter, Staff and Vigo streets and at 96 Charles Street
	Building heights should not exceed 6 storeys (22m) at key sites
	Preferred ground level floor-to-floor heights of 4m to allow for commercial uses fronting the street
	Preferred upper level floor-to-floor heights of 3.2m for residential uses
Street Wall	Any street wall must be designed to minimise amenity impacts such as overshadowing
	Up to 4 storeys (13.5m) along Victoria Street and Buckley Street and along the southern side of Charles Street
	Up to 3 storeys (11.5m) along Walter Street and Staff Street and along the northern side of Charles Street
	Up to 4 storeys (13.5m) along side boundaries
Front setbacks	Up to 2 storeys (8m) along Bourke Street
	Preferred upper level setbacks at key sites above the street wall are 4.5m to form recessive elements when viewed from a height of 1.6 metres on the opposite side of the street
	Provide 0m as per plans and cross sections
	Preferred 3m upper level setbacks above street wall
Side setbacks	Provide consistent setback from the front boundary when more than one level exists above the street wall
	Provide 0m setback for side setbacks on all corner sites
	Where development directly abuts existing residential development, setbacks should comply with Standard B17-21 of Clause 55 and D14 of Clause 58 of the Maribyrnong Planning Scheme
Rear setbacks	Provide rear setbacks to ensure buildings have an adequate transition to adjoining properties
	Where development directly abuts existing residential development, setbacks should comply with Standard B17-21 of Clause 55 and D14 of Clause 58 of the Maribyrnong Planning Scheme
Access	No new crossovers to Victoria and Charles streets
	Removal of existing redundant crossovers
	Locate vehicle access to the rear wherever possible, or to the side where rear access is not available
	Where existing rear access lanes are less than 4.5m in width they should be enlarged by new development which sets land aside for laneway widening
Public realm interface	Delivery of new rear lanes must allow for adjoining properties to gain access from the rear lane, unlocking the development potential of currently 'landlocked' sites
	Provide clear glazing at ground level for commercial uses
	Provide upper level windows which overlook the public realm
	Provide continuous weather protection such as canopies or awnings over the footpath along Victoria and Charles streets
	Meter and other service installations should be located back away from the front property boundary, and designed for minimal visual intrusion to its surrounds
	Development should clearly define the public realm leaving no undefined, concealed or obscured spaces
	Provide visual interest and avoid extensive blank or poorly presented walls to maximise passive surveillance of the public realm
ESD	Plant and equipment on the top of buildings (including air conditioning units and exhausts) should be integrated into the design and appropriately screened)
	Respond to Guideline 5.1.8 achieve sustainable buildings in activity centres of the Urban Design Guidelines for Victoria
	Building materials should be durable and have low embodied carbon
	The design of new development should provide for adaptive re-use of buildings
	New development should collect and use stormwater and recycled water for irrigation, toilet flushing and cleaning

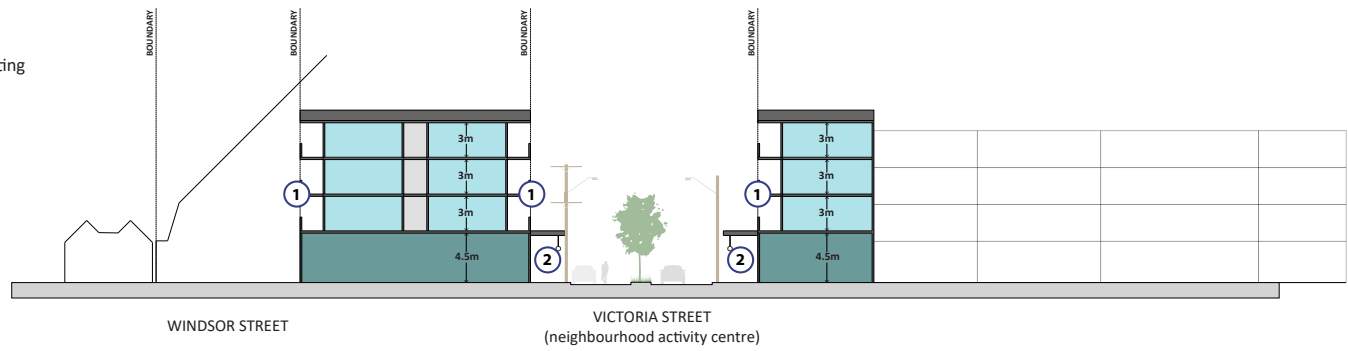
SECTION 01

- 1. New 4.5m rear laneway
- 2. 2-3m setback adjacent to laneway for upper storeys
- 3. 0m setback up to 4 storeys
- 4. Continuous awning and footpath lighting
- 5. 6m setback adjacent to sensitive residential interface
- 6. 9m setback between adjacent upper storeys



SECTION 02

- 1. 0m setback up to 4 storeys
- 2. Continuous awning and footpath lighting



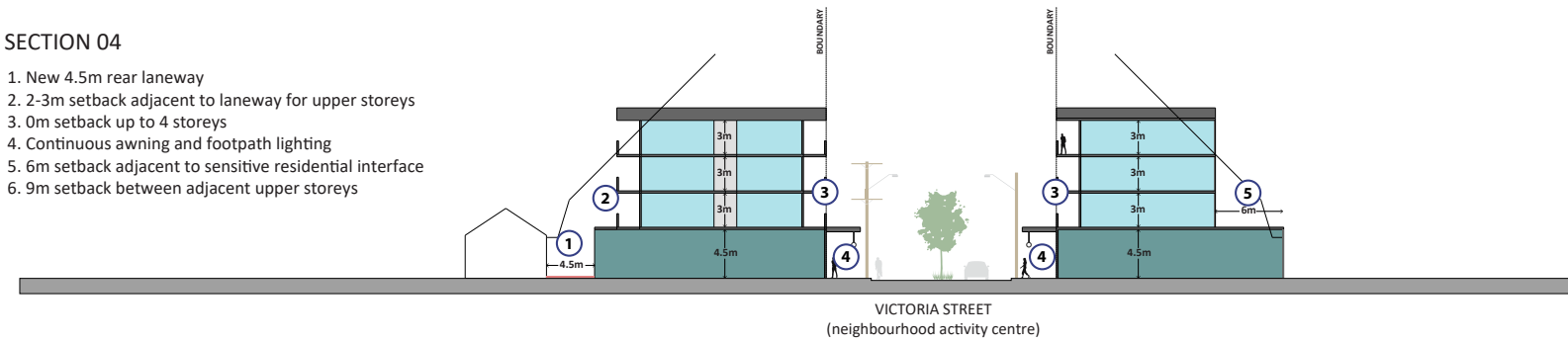
SECTION 03

- 1. New 4.5m rear laneway
- 2. 2-3m setback adjacent to laneway for upper storeys
- 3. 0m setback up to 4 storeys
- 4. Continuous awning and footpath lighting
- 5. 6m setback adjacent to sensitive residential interface
- 6. 9m setback between adjacent upper storeys



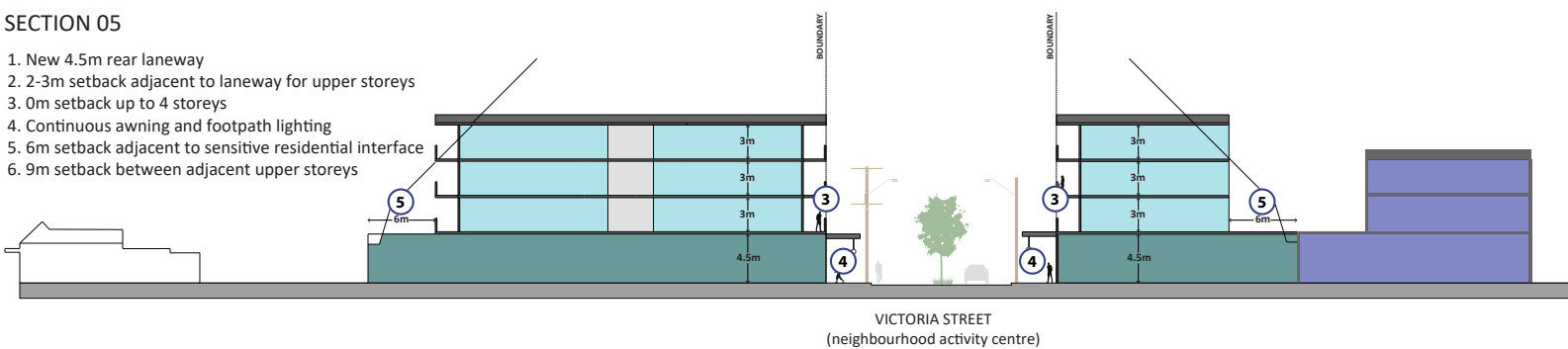
SECTION 04

- 1. New 4.5m rear laneway
- 2. 2-3m setback adjacent to laneway for upper storeys
- 3. 0m setback up to 4 storeys
- 4. Continuous awning and footpath lighting
- 5. 6m setback adjacent to sensitive residential interface
- 6. 9m setback between adjacent upper storeys



SECTION 05

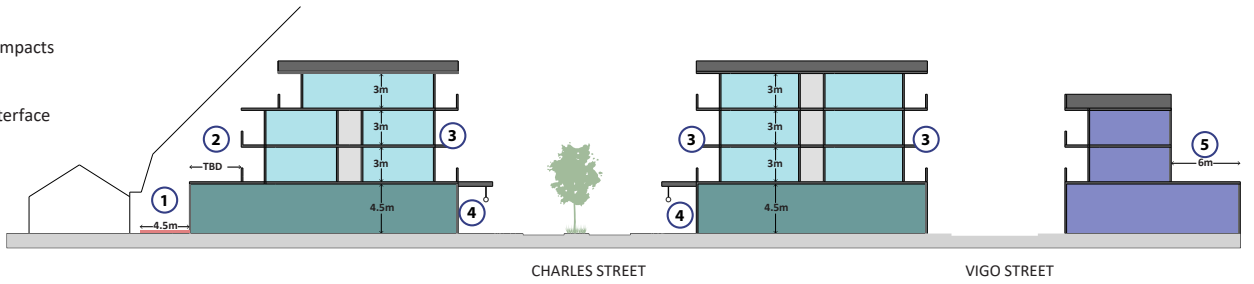
- 1. New 4.5m rear laneway
- 2. 2-3m setback adjacent to laneway for upper storeys
- 3. 0m setback up to 4 storeys
- 4. Continuous awning and footpath lighting
- 5. 6m setback adjacent to sensitive residential interface
- 6. 9m setback between adjacent upper storeys



Section locations

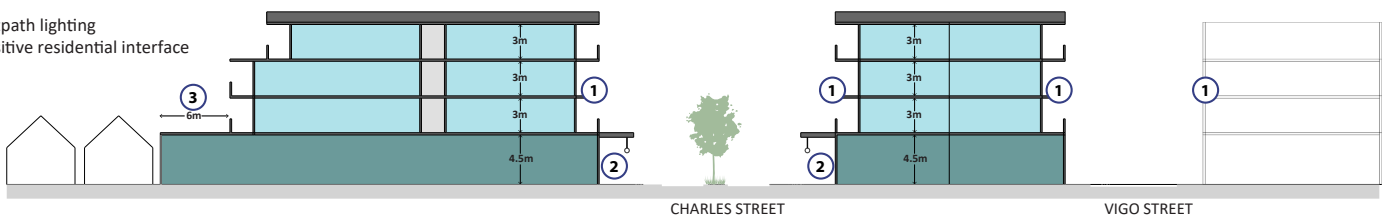
SECTION 06

- 1. 4.5m rear laneway
- 2. 2-3m setback to protect from overshadowing impacts
- 3. 0m setback up to 4 storeys
- 4. Continuous awning and footpath lighting
- 5. 6m setback adjacent to sensitive residential interface



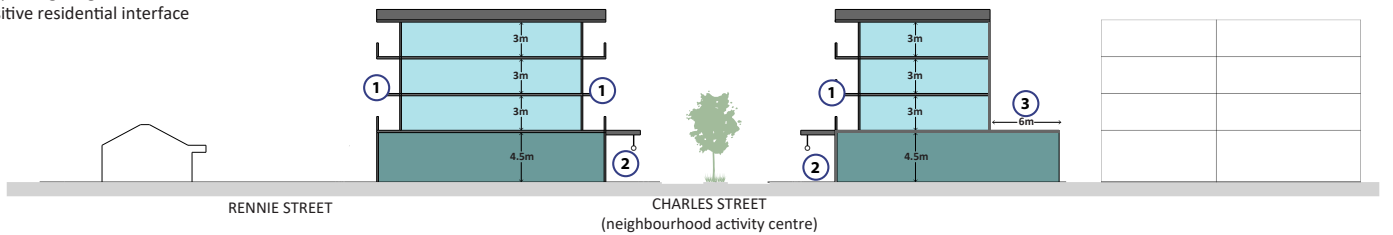
SECTION 07

- 1. 0m setback up to 4 storeys
- 2. Continuous awning and footpath lighting
- 3. 6m setback adjacent to sensitive residential interface



SECTION 08

- 1. 0m setback up to 4 storeys
- 2. Continuous awning and footpath lighting
- 3. 6m setback adjacent to sensitive residential interface



Appendix C – Built form analysis for Seddon Neighbourhood Activity Centre

Built form in the Seddon Neighbourhood Activity Centre is characterised by predominantly single storey and double shopfronts. There is currently four three-storey mixed used buildings within the centre, located at 79 and 130 Victoria Street, 90 Charles Street, and 96 Pilgrim Street. Ground floor uses are predominantly commercial or retail, with residential occupancy aboveground.

On the ground floor, majority of the built form within the activity centre has a zero lot line (0m front setback) with verandas over the footpath. While built form on Charles Street has a continuous commercial/retail character, Victoria Street has several single storey residential buildings with a front setback that disrupts the flow of continuous shopfront activity along the streetscape.

Emerging built form

Recent planning permit activity within the subject area include:

- 43-57 Buckley Street, construction of multi-storey buildings, including commercial/retail use with residential dwellings above
- Amended planning permit issued in 2022, under construction
- 195-197 Geelong Road, construction of a six storey building, including retail use with residential dwellings above
- Amended planning permit issued in 2016, construction completed in 2021
- 130 Victoria Street, construction of a three storey building, including commercial/retail use with residential dwellings above
- Planning permit issued 2011, construction completed in 2012
- 126-129 Victoria Street, construction of a three storey building, including commercial/retail use with residential dwellings above
- Planning permit issued 2016 and has expired.

These developments indicate there is a gradual transition into mixed use development within the study area, specifically two or three storey development with a retail or commercial ground floor with residential uses aboveground.

It is noted that a planning application was received for the construction of a 7-storey building (including commercial/retail use with residential use above) in 2020 at 109 Victoria Street. The application was refused by

Council on grounds of refusal, including:

- Inconsistency with the level of change and built form expected for the site
- Inconsistency with Clauses 21.07 (Housing) and 21.11-5 (Seddon Neighbourhood Activity Centre)
- Failure to provide for residential uses at densities complementary to the role and scale of the commercial centre.

More intensive development has occurred north of the subject site at its interface with the Footscray Metropolitan Activity Centre. It is expected that this will continue to influence built form outcomes north of the site, with gradual reductions in height further south into the Seddon Neighbourhood Activity Centre. This is in line with the activity centre hierarchy and expected scale of the activity centres.



195-197 Geelong Road



43-57 Buckley Street,



126-129 Victoria Street

Interfaces

The Seddon Neighbourhood Activity Centre has sensitive interfaces due to proximity to residential properties. The activity centre has the following characteristics:

- Commercial/retail lot abutting residential interface with no rear laneway (landlocked site)
- Commercial/retail lot abutting residential interface with existing rear laneway
- Direct abuttal to residential housing.

It is recognised that any new development will need to provide adequate responses to its surrounds to protect and sensitively respond to the residential amenity at rear interfaces.

Lot configuration

Lots within the Seddon Neighbourhood Activity Centre are fairly evenly spread between north-south and east-west orientations. The depth of lots is most commonly around 19-20 metres, though there are some variations to this depth. Lot widths vary, with a range between 5-20 metres wide dependent on the location. Consolidation of sites may assist in achieving preferred design outcomes sought for the area.

Access

To protect the main street function, additional crossovers will be prohibited on Victoria and Charles streets and redundant crossovers should be removed. Access should be from the rear of a site, where available, or from the side street. Where sites have rear laneway access, these laneways should be widened to at least 4.5m to provide viable vehicle access. Sites that do not have rear or side lane access (i.e. landlocked) are limited in the scale and type of development they can accommodate on the site, given any future development should not create additional crossovers on Victoria and Charles streets. There are three main options for landlocked sites:

1. Consolidation of sites

Consolidation can create opportunities for increased development potential. Through consolidation of landlocked sites with corner sites, one-way rear access can be achieved to protect the main street function of Victoria and Charles streets.

2. Creation of rear laneways

A series of rear laneways could be progressively created through the development process at the developer’s cost and transferred into public possession. It is expected that this process could begin on corner sites, with neighbouring sites to progressively continue the length of the rear lane. The creation of new rear laneways can minimise amenity impacts such as overshadowing and visual bulk to residential properties to the rear of the activity centre, and create a more gradual transition between residential areas and the activity centre.

3. Car parking reduction (including to zero)

Car parking dispensations may be supported within the activity centre in recognition of the site’s access to public transport options, and its inability to accommodate on-site car parking due to lot size and width constraints. Provision of on-site bicycle parking and shared parking arrangements may aid in applications for a reduction of parking at a site. Reductions will be considered on a case-by-case basis and will require a Car Parking Demand Assessment pursuant to Clause 52.06-7 of the Maribyrnong Planning Scheme.



Appendix D – Built form testing

Interfaces

This section illustrates and describes the outcomes of 3-Dimensional testing. In determining appropriate building heights and setbacks for the SNAC. A range of building heights and setbacks were tested from key viewpoints on Victoria and Charles Street as well as from rear streets and adjacent properties.

The workflow of this exercise was as follows:

- Modelling the existing built form of the SNAC and adjacent properties and open spaces
- Incrementally adding/subtracting additional levels to test the shadow and amenity impacts on the street and adjacent properties at the equinox (22nd September) and Solstice (21 June)
- Applying setbacks based on the Urban Design Objectives discussed in the body of this Plan
- Presenting and discussing visual testing, overshadowing, diagrams and live modeling in numerous Council Project Working groups

Formula for deriving numerical building heights

The maximum building height have been calculated to accommodate higher than minimum floor to floor heights, in order to:

- Allow for greater than minimum buildings standards and provide flexibility for future uses;
- Encourage provision of higher floor to ceiling dimensions to enhance internal amenity; and
- Allowance for other design elements to be accommodated, such as parapet railings and roof features

The following numerical floor to floor dimensions were employed:

- Ground floor 4.5m
- First floor and above 3.5m

Balconies

Provision of balconied is assumed to occur within the defined street walls, with recessed balconies. At upper levels (above the street wall) balconies may project a maximum of 2m forward of the building façade.

Roof Top Terraces

Provision of roof top terraces is encouraged. However, for the purposes of built form modelling it was assumed their provision would occur within the defined heights and number of storeys. Depending on detailed design considerations, roof top terraces could be provided 'on top' of the defined heights provided that the terrace:

- Does not constitute a 'level' or 'storey'
- Is setback from the storey below; and
- Is not visible from standing eye level at the opposite side of the street

Top floor depth

A minimum depth of 10m has been used for the upper most level. This dimension is based on the top level being able to accommodate a typical apartment depth and corridor access.

