

22.02 FRANCIS STREET MIXED USE POLICY

10/11/2016
C108

22.02-1 Where the policy applies

15/09/2011
C82(Part 1)

This policy applies to the Mixed Use Zone with frontages to Francis, Hyde, Globe and Vockler Streets, Yarraville.

Francis Street Mixed Use Area



22.02-2 Policy basis

10/11/2016
C108

The Municipal Strategic Statement identifies the need to provide adequate buffers between industry and major hazard facilities and residential areas.

This precinct is predominantly residential in nature but, due to its proximity to industrial areas has major constraints to a viable long term residential future.

Land in this precinct is located close to the Yarraville Port Core Employment Area, a large petroleum storage terminal (Mobil) and other impacting industry.

The risk emanating from the petroleum terminal must be taken into account in determining the future planning of this area and the transition away from residential use close to the terminal should be encouraged over time.

An effective amenity and risk buffer between the industrial and residential activity is needed. The extent of an appropriate risk buffer and guidance regarding land use planning

is provided in the WorkSafe Victoria's advisory note. Given the potential risk it is intended to rezone the area east of Stephen Street, including the area within the advisory note's inner buffer area, to a more appropriate non residential zone to prevent further residential development. The area to the west of Stephen Street will be rezoned consistent with the existing land uses and developments.

The EPA *Recommended Buffer Distances for Industrial Residual Air Emissions* document recommends a 300m buffer between the storage of petroleum products in tanks with fixed roofs, such as in this part of Yarraville, and sensitive uses.

Francis Street is a state highway and carries large and increasing volumes of heavy truck traffic. A new truck road link between the Westgate Freeway and the Port of Melbourne along Hyde Street has been proposed which, while reducing truck traffic volumes along Francis Street will still affect the eastern part of this area.

Due to the traffic volumes along Francis Street new vehicular access to properties has the potential to be dangerous and cause disruption to the operation of road. New access to Francis Street on-site parking and loading areas will generally be permitted only from the rear or sides of a site.

22.02-3

10/11/2016
C108

Policy objective

To encourage the transition from residential to non-residential activity in the long term.

To encourage development of a light industrial and industrial/commercial nature.

To provide an effective risk and amenity buffer to the Yarraville Port Core Employment Area and the Mobil Yarraville Terminal.

To encourage the protection of the Port of Melbourne's operations by maintaining an industrial buffer between the Port of Melbourne and residential activity.

To discourage uses that attract, or accommodate, significant numbers of people and which cannot respond to an emergency.

To ensure that applications respond to amenity and risk/health impacts relating to the Yarraville Fuel Terminal Major Hazard Facility (MHF).

22.02-4

10/11/2016
C108

Policy

It is policy to:

- Encourage and support the consolidation of existing residential properties in this precinct for future development of a light industrial and industrial/commercial nature compatible with the continued, but declining, presence of dwellings.
- Generally require non-residential development sites to be large enough to provide off-street parking (which is preferred at the rear of sites), off street loading/unloading, appropriate setbacks and landscaping without compromise.
- Restrict vehicle access to future developments in Francis Street from the rear or sides of a site.
- Require attractive and well maintained landscaping within part of the street setback area of non-residential buildings.
- Discourage residential subdivisions and developments which will increase the number of new dwellings within 300 metres of an Industry 1 Zone.
- Encourage and support the use of remaining residential properties for home based business particularly of a trade or industrial nature.

- Encourage the conversion of residential properties to light industrial and industrial/commercial uses especially within the inner buffer area associated with the Yarraville Terminal.
- Ensure use and development applications assess the risks and amenity impacts associated with the Yarraville Port Core Employment Area and the Yarraville petroleum terminal.
- Generally require the installation of safety features, such as glass capable of withstanding overpressure (or other relevant features) in buildings within the inner buffer area associated with the Yarraville Terminal.

22.02-5

15/09/2011
C82(Part 1)

Decision Guidelines

It is policy that the responsible authority considers, as appropriate:

- Advice provided by Worksafe Victoria as to any risk posed by the Yarraville petroleum terminal to the development or by the development to the terminal.
- Worksafe Victoria's recommendation as to whether the development is appropriate given any risks posed to the development by the Yarraville terminal or to the terminal by the development.
- Worksafe Victoria's recommendation as to any conditions that should be imposed on the development to minimise the risk from the Yarraville petroleum terminal to the development, or from the development to the terminal.
- The guidance provided in the document Land use planning near a major hazard facility, Worksafe Victoria, October 2010.

22.02-6

27/09/2012
C116

Policy References

Land use planning near a major hazard facility, Worksafe Victoria, October 2010.

Recommended buffer distances for industrial residual air emissions, Environmental Protection Authority, July 1990.