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SCHEDULE 2 TO THE INCORPORATED PLAN OVERLAY

Shown on the planning scheme map as **IPO2**.

HOBSONS ROAD MIXED USE PRECINCT

1.0

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Purpose

To facilitate the use and development of the land for residential and commercial purposes generally in accordance with the Incorporated Plan.

To ensure that development is visually compatible with the prevailing scale and height of Kensington Banks.

To ensure that the development of the land provides an appropriate built form to the Maribyrnong River.

To ensure that the development provides visual and access corridors through the site to link Kensington Banks with the Maribyrnong River.

To achieve an adequate setback of buildings to the Maribyrnong River to provide for appropriate flood management of the site.

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Requirement before a permit is granted

An application to subdivide land, construct a building or construct or carry out works must be accompanied by detail plans and accompanying report that demonstrates how the development will comply with the relevant requirements of the Hobsons Road Incorporated Plan March 2008 and this Schedule to the satisfaction of the Responsible Authority.

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Permits not generally in accordance with incorporated plan

A permit may be granted for a development that does not comply with the Incorporated Plan to allow for architectural features and building services, the screening of plant and equipment at the roof level, the slope of roofs or to ensure an exceptional design outcome.

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Conditions and requirements for permits

Applications for a planning permit must comply with the following requirements:

Incorporated Plan

The development must generally be in accordance with the Incorporated Plan title “Hobsons Road Incorporated Plan-March 2008”

Use

The mix of commercial and residential uses on the site must be to the satisfaction of the Responsible Authority.

Use of the precinct should be a mix of residential densities and types and some commercial across the site, commercial office development close to the power lines and a café, convenience shop, or community facility located adjacent to the Maribyrnong River close to the power line easement (identified as a key site on the “Hobsons Road Built Form Framework Plan”).

Building Heights

In areas marked Height Control Areas A, B or C on the “Hobsons Road Precinct Built Form Framework Plan March 2008”, buildings should not be constructed above the heights listed in Column 1 of Table 1.

Table 1

Height Control Area	Column 1-Building Height
A	10.5 metres
B	18 metres
C	22 metres

Built Form

Building design should complement but not mimic the scale and form of the existing development within Kensington Banks.

Buildings must be designed to achieve an exceptional level of design that reduces the impacts of their visibility and dominance.

The development of blank walls, fencing and screening at the ground level is discouraged.

Buildings should address Hobsons Road and the River frontage through direct relationship of ground level entries, casual surveillance, windows facing public areas and minimal setbacks.

Buildings located adjacent to open space should be designed to provide casual surveillance of those areas.

Buildings should be designed to minimize noise from the railway line.

Buildings should be designed to minimize overshadowing effects on the Maribyrnong River and walking trail.

Traffic and Carparking

A Traffic Management Plan by a suitable qualified Traffic Engineer must be submitted to and approved by the Responsible Authority. This must include a report on the proposed level of traffic to be generated by the proposal and whether the proposal is likely to require special traffic management or controls in the neighbourhood.

The Traffic Management Plan should also take account of the following:

- The development of the land should not have an adverse impact on local traffic conditions in neighbouring Kensington Banks.
- Traffic generated from the Hobsons Road precinct should use Kensington Road to access and egress the area.
- The provision of adequate and convenient on street visitor car parking is encouraged.
- Vehicle crossings over pedestrian footpaths are discouraged and where provided should be aggregated.
- Vehicular access must be designed to ensure that access to garages in dwellings is from rear lanes.
- Residents and tenants car parking should be located below the new ground level in basement or semi basement car parking.

Permeability and Circulation

A plan showing the location of vehicle, bicycle and pedestrian access points and linkages must be submitted to and approved by the Responsible Authority.

New streets should be located as indicated on the “Hobsons Road Precinct Built Form Framework Plan March 2008” and as per the widths shown on that plan.

Public roadways should be designed and developed to standards prescribed by the City of Melbourne and should be provided to ensure traffic circulation throughout the site.

New streets should provide quality and accessible vehicular, pedestrian and bicycle through links between Hobsons Road and Maribyrnong River.

Open Space

The development should provide safe, accessible and convenient public open space.

Provision should be made for pedestrian and cycling paths which link the precinct to regional paths.

Provision should be made for a bike and pedestrian link to the Maribyrnong River along the railway embankment.

The open space setback required by Melbourne Water to address flooding should be appropriately landscaped and publicly accessible via the public roadways. Where a contribution is required under Clause 52. 01 of the Melbourne Planning Scheme, the area of land provided for open space (to show compliance with the provisions of the Urban Floodway Zone) shall be considered to have met that requirement.

Landscaping

A landscape plan designed by a suitable qualified person must be submitted to and approved by the Responsible Authority. This must include a written response of how the landscape plan achieves the integration of the development with the areas of open space adjacent to the river.

Flood Mitigation

Buildings and works must meet the following requirements of Melbourne Water to ensure that development is protected from flooding from the Maribyrnong River:

- To ensure compliance with the requirements of Melbourne Water, the owners of the land are required to fill the land at least to the applicable 1% ARI flood level.
- All buildings are to attain a finished floor level of a minimum of 600mm above the applicable 1% ARI flood level. The owners of the land are to provide safe pedestrian and vehicular access from the development during a peak flood event by raising the height of Hobsons Road to a minimum level no lower than 350mm below the applicable 1% ARI flood level.
- An Emergency Response Plan (ERP) should be prepared in consultation with an appropriately accredited risk management firm. The ERP is to consider flood risks, and the future management of the site in relation to the flood risks. The landowner should register the ERP on title through the creation of a 173 agreement.
- Basements, including entry and exist points for carparking should be designed to prevent flooding through the construction of a flood proof apex, a minimum of 600mm above the applicable 1% ARI flood level.

Heritage

The retention of the chimney of the former glue factory at 1-39 Hobsons Road, Kensington is encouraged where possible.

A report recording the architectural and historical character of the heritage buildings presently on the land must be submitted to and approved by the Responsible Authority if they are to be demolished or altered.

Sustainability

An application for a planning permit should be supported by an Environmental Sustainable Development Report identifying the environmental features to be included in the development.

New development should incorporate core sustainability features addressing water management, greenhouse gas emissions, solar access and waste management.

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Decision guidelines

In deciding on an application for subdivision, use or buildings and works the responsible authority must consider as appropriate:

- Whether the development contributes to a positive riverfront experience including limiting any overshadowing impacts.
- Whether the development along Hobsons Road is compatible in scale to prevailing building heights in Kensington Banks.
- Whether the design includes appropriate measures to minimise noise levels generated from the railway line.
- The layout and appearance of areas set aside for car parking, access and egress and the location of any proposed car parking.
- Energy efficiency, waste management and water sensitive urban design initiatives.
- Whether public and private open spaces will be suitable landscaped.
- Whether the extent of shadows cast by any new buildings has an unreasonable impact on public open space areas.