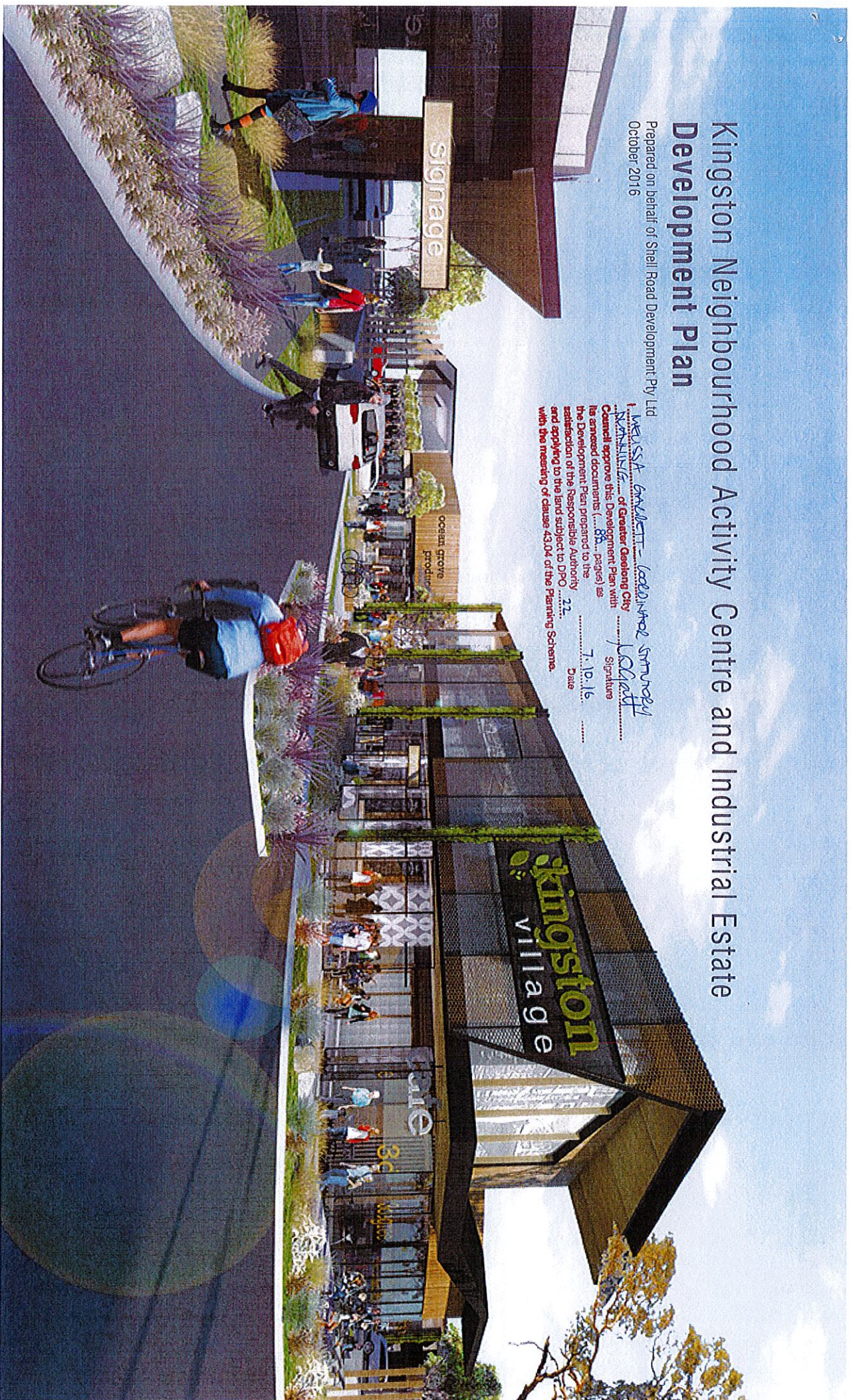


Kingston Neighbourhood Activity Centre and Industrial Estate Development Plan

Prepared on behalf of Shell Road Development Pty Ltd
October 2016

I, WELISSA GIBSON of Greater Geelong City Council approve this Development Plan with the enclosed documents (.... pages) as the Development Plan prepared to the satisfaction of the Responsible Authority and applying to the land subject to DPO with the meaning of Clause 43.04 of the Planning Scheme.

W Gibson Signature
7.10.16 Date



Page 7 of 88
 Date 7.10.16
 Signature [Signature]

- Acknowledgements
- Shell Road Development Pty Ltd
 - Lascorp Development Group (Aust) Pty Ltd
 - Bike Sale
 - Peter Berry & Associates
 - Clarke Hopkins Clarke
 - TrafalxGroup
 - VicRoads
 - Bosco Jonson: Kingston Downs Estate Development Plan (endorsed 24/11/2011)

This report has been prepared by the office of Spire, Level 2, 10 Moorabool Street, Geelong, Victoria 3220
 PO Box 4032 Geelong, Victoria 3220

Issue Date	Revision No	Author	Checked	Approved
07/2015	D	S. Wright	M. Payne	M. Payne
12/2015	E	M. Payne	S. Auld	M. Payne
01/2016	F	M. Payne	S. Auld	M. Payne
05/2016	G	M. Payne	S. Auld	M. Payne
10/2016	H	M. Payne	S. Auld	M. Payne

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Kingston NAC Site Analysis Plan



Figure 2 - Kingston NAC Site Context Plan

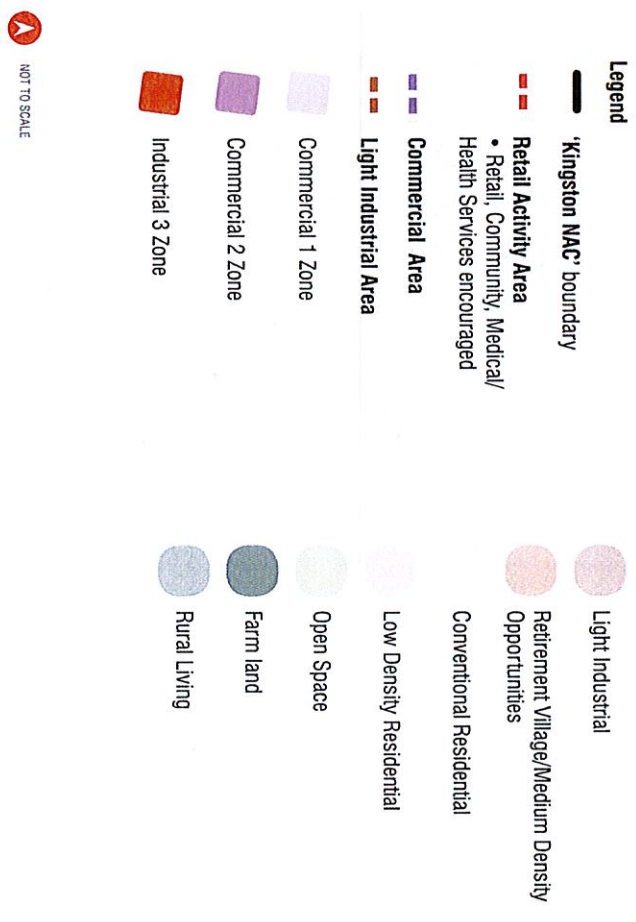
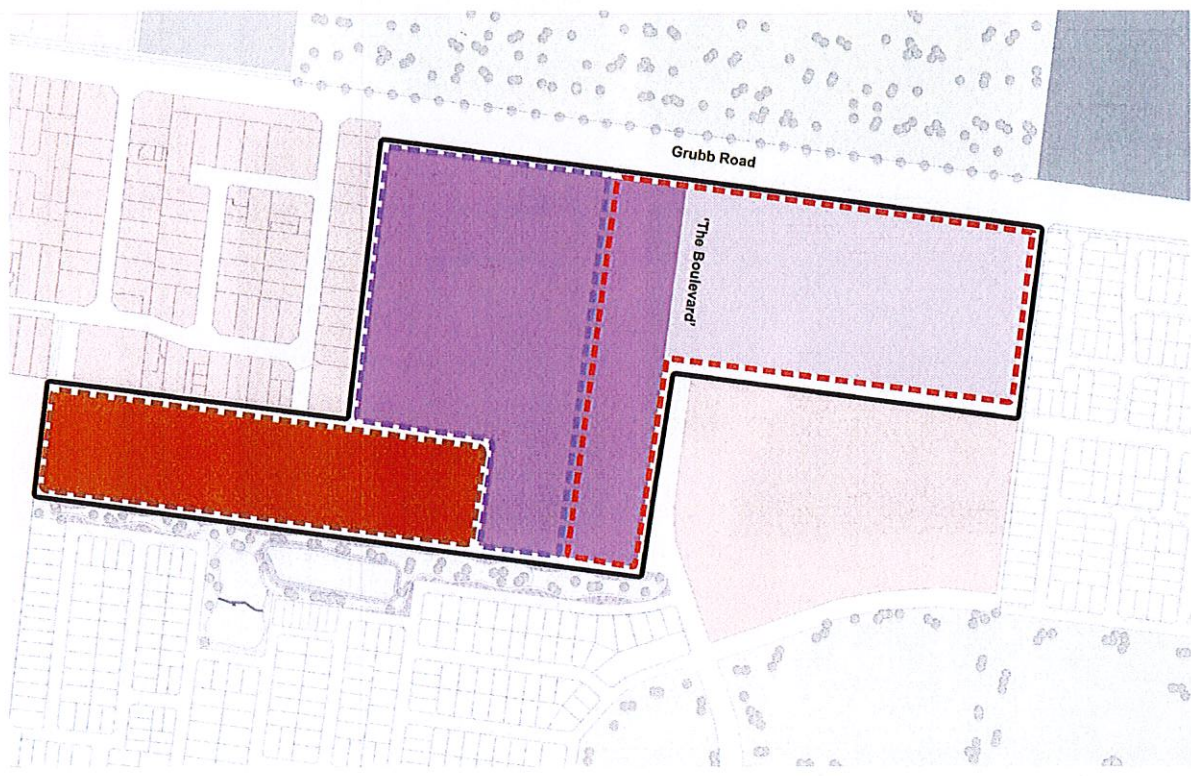
- Commercial 1 Zone (C1Z)
- Commercial 2 Zone (C2Z)
- Industrial 3 Zone (IN3Z)
- Conventional Residential Zoned Land
- Parkland
- Rural Living
- Low Density Residential
- Ocean Grove Industrial Estate

- Legend**
- 'Kingston NAC' boundary
 - Landscaped Interface
 - Roadside Vegetation
 - Grubb Road (30m widening anticipation)
 - 0.5 m Contours
 - NOT TO SCALE

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Key Design Considerations

Kingston MAC Land Use Areas



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2 Key Design Considerations

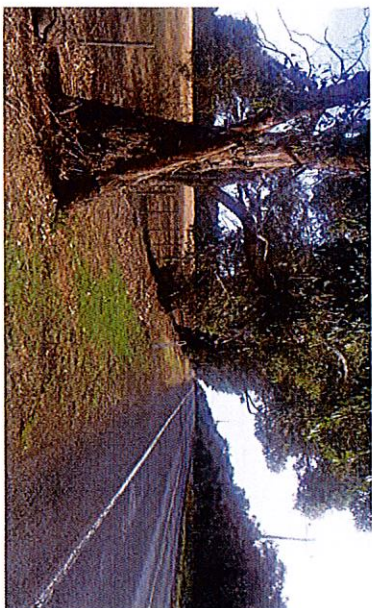
2.1 Access and Movement

2.1.1 Road Network

The road hierarchy consists/proposes a network of arterial, collector, local roads and local access streets throughout the subject land, designed to cater for the daily traffic volumes generated.

Grubb Road (Arterial Road)

Grubb Road currently provides for a single lane, two-way arterial road; a Category 1 Road Zone, and the responsibility of VicRoads. The section of Grubb Road that abuts the subject land is characterised by dense native vegetation immediately to its west (the Ocean Grove Nature Reserve), and a defined 'row' of vegetation towards the east of Grubb Road road reserve, consisting of both native and planted vegetation. Immediately beyond the Grubb Road road reserve are stands of planted vegetation.



Photos - Grubb Road Reserve (north and south)

a) **Proposed Grubb Road Interim treatment (where it abuts the subject land)**
VicRoads intends to widen Grubb Road, and therefore the 'Kingston NAC'. Development Plan must consider a future 30m widening to the east and west sides of Grubb Road, along the entire frontage of the subject land.

The proponent has prepared an Interim Functional Road Layout (IFRL) scenario for the subject land's Grubb Road frontage. It includes an expanse of grass verge as part of the 30m wide future road reserve acquisition (to be maintained by the proponent until such time as it is vested with the Responsible Authority).
See Figure 4.

This Grubb Road IFRL has the conditional support of VicRoads. The interim design and its construction are both the responsibility of the proponent. In turn, VicRoads will prepare plans and implement the ultimate configuration of Grubb Road.

Provision shall be made for a 1.5m pedestrian path and a dedicated 2.5m+ wide two-way cycle path, both of which will be retained as part of the ultimate upgrade of Grubb Road.

Significant rows of native tree stock shall be planted between this path and two-way cycle lane, and beyond the ultimate 'extent of works' widening of Grubb Road to compensate for the loss of the majority of the existing trees towards the eastern side of Grubb Road as part of the interim works.
The proposed compensatory/tree planting can be retained as part of the ultimate road widening works associated with Grubb Road.

Refer to Landscape Section 2.4: Landscape Master Plan

b) Proposed vehicular accesses off Grubb Road

The proponent proposes 5 new vehicle access points onto Grubb Road as part of this interim functional design. The locations of the proposed access points have the conditional support from VicRoads. These access points will require further approval via a planning permit. See Figure 4.

The proponent has worked with VicRoads to ensure this interim scenario can accommodate an ultimate scenario without the need for significant re-plotting.

i) Signalised T-Intersection (Gateway Entrance)

The primary access (Gateway Entrance) into 'Kingston NAC', is a signalised T-Intersection, located and designed as per Figure 4. It is designed as an interim solution until such time as Grubb Road is widened. It will facilitate safe and orderly access/egress movements into and out of the 'Kingston NAC' and surrounds, whilst creating an entry statement through the use of landscape treatments.

Its delivery forms part of the following existing specific obligation in a Section 173 Agreement, to be delivered as part of stage A (See Staging plan pg 39 of this report)

3. Specific obligations

3.1 Interaction of Southern East-West Collector Road and Grubb Road

The Owner agrees that:

3.1.1 subject to 3.1.3, at the time specified in the Development Staging Plan, the Owner must either:

(a) design and construct an interim intersection which is generally in accordance with the proposed Road Network and Traffic Management Plan, with the Southern East-West Collector Road, to the satisfaction of Council and VicRoads, at the Owner's cost; or

(b) make an agreement in writing with Council, pursuant to section 2(1)(b)(ii) of the Subdivision Act 1988, in relation to the timing of the design and construction of that intersection, all at the Owner's cost; and

3.1.2 for the purposes of clause 3.1.1, the design and construction of the intersection must also include all drainage, kerb and channels, street lighting, pavement, and any necessary traffic control devices, all to the satisfaction of Council.

3.1.3 If the interim intersection specified in clause 3.1.1 has not been completed by the time of the proposed final stage A Staging Plan for Grubb Road at the point where the Southern East-West Collector Road intersects Grubb Road, the Owner agrees that instead of designing and constructing an interim intersection, it will design and construct the ultimate intersection, to the satisfaction of Council and VicRoads.

Page 88 of 88
Signed
7/10/16

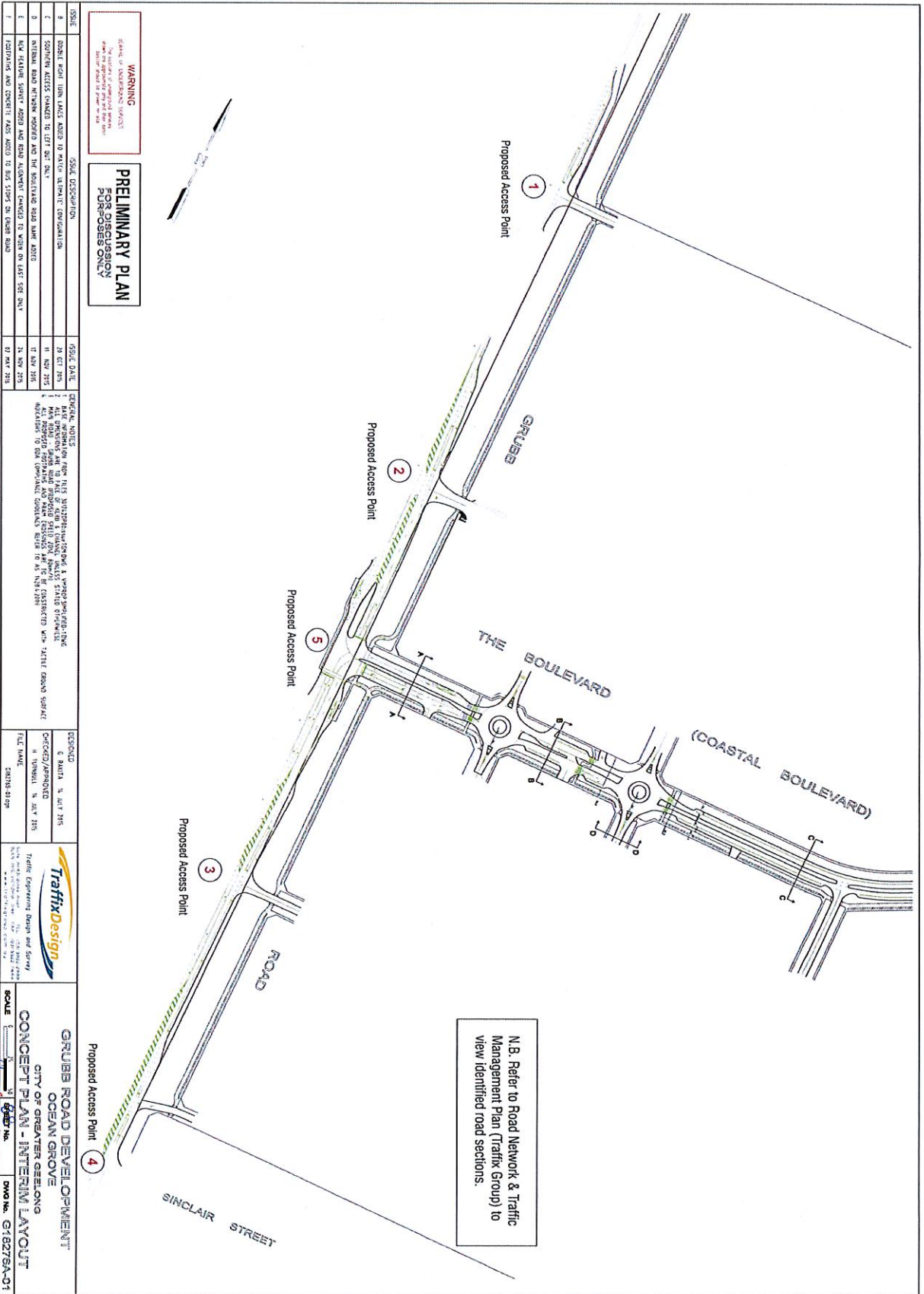


Figure 4 - Grubb Road Interim FLP (indicative)

ISSUE	ISSUE DESCRIPTION	ISSUE DATE
1	DOUBLE RIGHT TURN LANE ADDED TO WEST SIDE OF GRUBB ROAD	29 OCT 2015
2	SOFTWAY ACCESS CHANGED TO LEFT SIDE ONLY	11 NOV 2015
3	ORIGINAL ROAD NETWORK REPEATED AND THE ROADWAY ROAD LINE ADDED	11 NOV 2015
4	NEW TRAFFIC SIGNAL LIGHTS AND ROAD ALIGNMENT CHANGED TO MATCH WITH 50% SNAI	24 NOV 2015
5	ROADWAY AND GENERAL LANE ADDED TO 50% SNAI ON GRUBB ROAD	01 DEC 2015

WARNING
This is a preliminary plan for discussion purposes only. It is not to be used for construction or other purposes without the approval of the Council.

PRELIMINARY PLAN FOR DISCUSSION PURPOSES ONLY

GRUBB ROAD DEVELOPMENT
CITY OF GREATER GEELONG
CONCEPT PLAN - INTERIM LAYOUT

TRAFFIX DESIGN
Traffic Engineering Design and Survey
1000 North Geelong Road, Geelong, VIC 3220
www.traffixdesign.com.au

SCALE: 1:500
DATE: 7/10/16
DRAWN: G18276A-C01

ii) Secondary access points
 Two secondary access points are proposed (referred to as Access Points 2 & 3), generally mid-block to Grubb Road again shown in Figure 4.
 Their ultimate functionality is shown in Figures 5 and 6 respectively. Right-turn out on to Grubb Road will not be permitted from these two secondary access points as part of the ultimate functionality of these intersections).

An additional secondary access point is proposed towards the northern boundary of 'Kingston NAC'. See Figure 4. This will be a left-in, left-out only intersection treatment as part of an interim and ultimate design response, acknowledging that the left turn deceleration lane may require the acquisition of land by the proponent, should this be developed during the interim design scenario. The ultimate functional design of this access point, referred to as Access Point 1, is shown at Figure 7.

iii) Service Vehicle access point.
 A limited left-in, left out access point is anticipated towards the southern boundary, for service vehicles only (although it is acknowledged that the interim functional layout plan at Figure 4, and the ultimate Access Point 4 plan at Figure 8, note a left-out only scenario. Incorporation of a left-in scenario for Access Point 4 will be the subject of a future planning permit application assessment.

Each of these interim Grubb Road intersection works are substantiated by the enclosed Road Network & Traffic Management Plan (RNTMP) (TrafficGroup) See Appendix 1.

Interim intersection works are subject to obtaining the necessary planning permit approvals for the proposed access points and the native vegetation loss within the Grubb Road road reserve and associated offsets. See Figure 14 Grubb Rd Reserve: Existing Vegetation Location Plan A & B (indicative).

'The Boulevard'
 The signalised T-intersection (Gateway Entrance) leads into a Higher Order (Level 2) Collector Road, and will be referred to as 'The Boulevard' in this report (and ultimately be named Coastal Boulevard).

The initial 150m (west-east) assists in feeding the Retail Activity Area. With this in mind, this initial section of 'The Boulevard' treatment has been designed to maximise the free flow of traffic. Opportunities exist within this initial section for a bus stop due to the proposed carriageway width of 34m. This will be subject to detailed design.

Beyond the first of the proposed roundabouts, this section of 'The Boulevard' will be far more pedestrian-focussed, forming part of the Core Retail Area.

Only 40% of the traffic entering 'The Boulevard' (from Grubb Road) is anticipated to travel beyond the first roundabout (as described at Appendix 1: Figure 5 of the RNTMP (TrafficGroup)). The RNTMP demonstrates that vehicles using the 'Gateway Entrance' are more likely to be turning left off 'The Boulevard' at the initial roundabout, to do the 'weekly shop' at the major anchor supermarket, rather than continue through the Core Retail Area, and into the residential estates of the North-East Growth Area of Ocean Grove.

A dedicated parking area immediately to the north of this section of 'The Boulevard' is considered vital for the viability of any specialty retail shopping within the Core Retail Area.

The width of 'The Boulevard' continuation', beyond the second of the proposed roundabouts (from Grubb Road), is shown as 30m in width, as this road extends towards the conventional residential land use (to the east).

Balance of Kingston NAC

The road network throughout the identified Commercial Area and Light Industrial Area of the 'Kingston NAC' will provide excellent connectivity to the north, east and south, whilst providing for a safe and effective road network internal to the development. This will be achieved by a way of local road running north of 'The Boulevard' (known as Chevrolet Terrace), and local access streets to the south of 'The Boulevard', leading directly into the Ocean Grove Industrial Estate.

Roads will provide an integrated network that incorporate parallel kerbside parking, and pedestrian and dedicated bicycle routes within a high quality streetscape, and with formal avenues of trees.

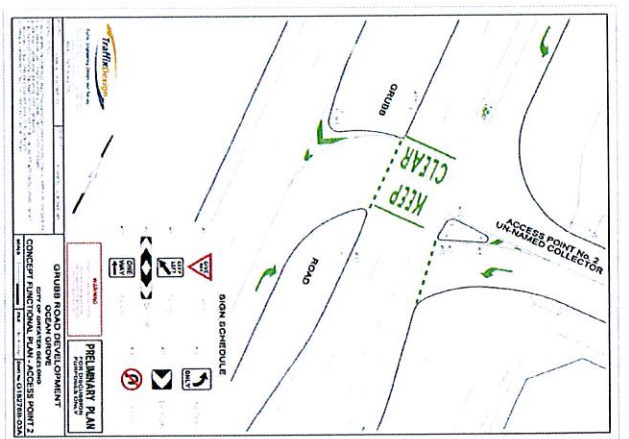


Figure 5 - Ultimate Concept Functional Plan - Access Point 2 (indicative)

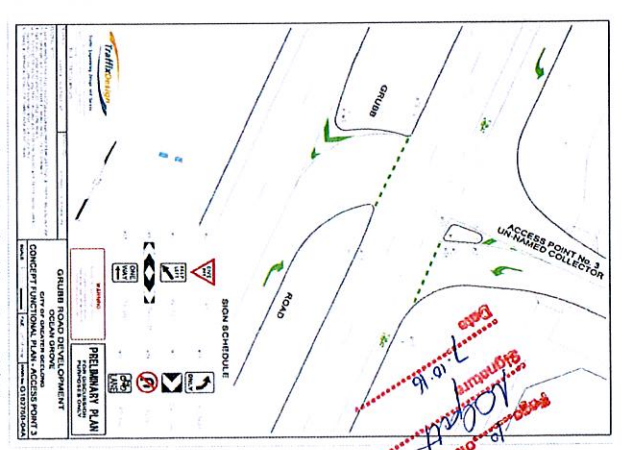


Figure 6 - Ultimate Concept Functional Plan - Access Point 3 (indicative)

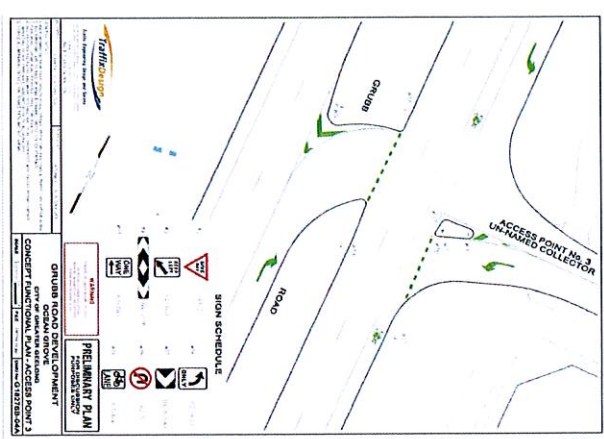


Figure 7 - Ultimate Concept Functional Plan - Access Point 1 (indicative)

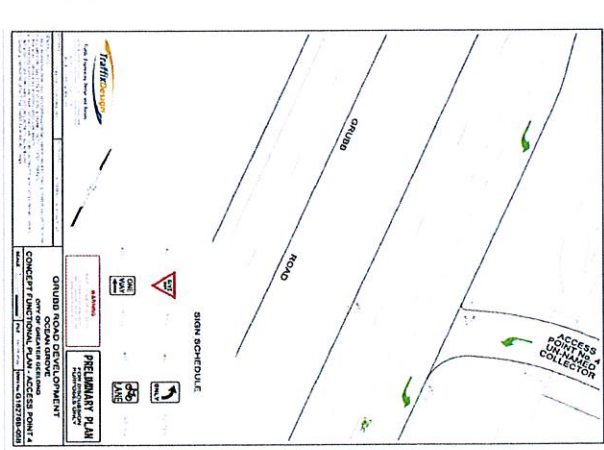


Figure 8 - Ultimate Concept Functional Plan - Access Point 4 (indicative)

Key Design Considerations

Road Network

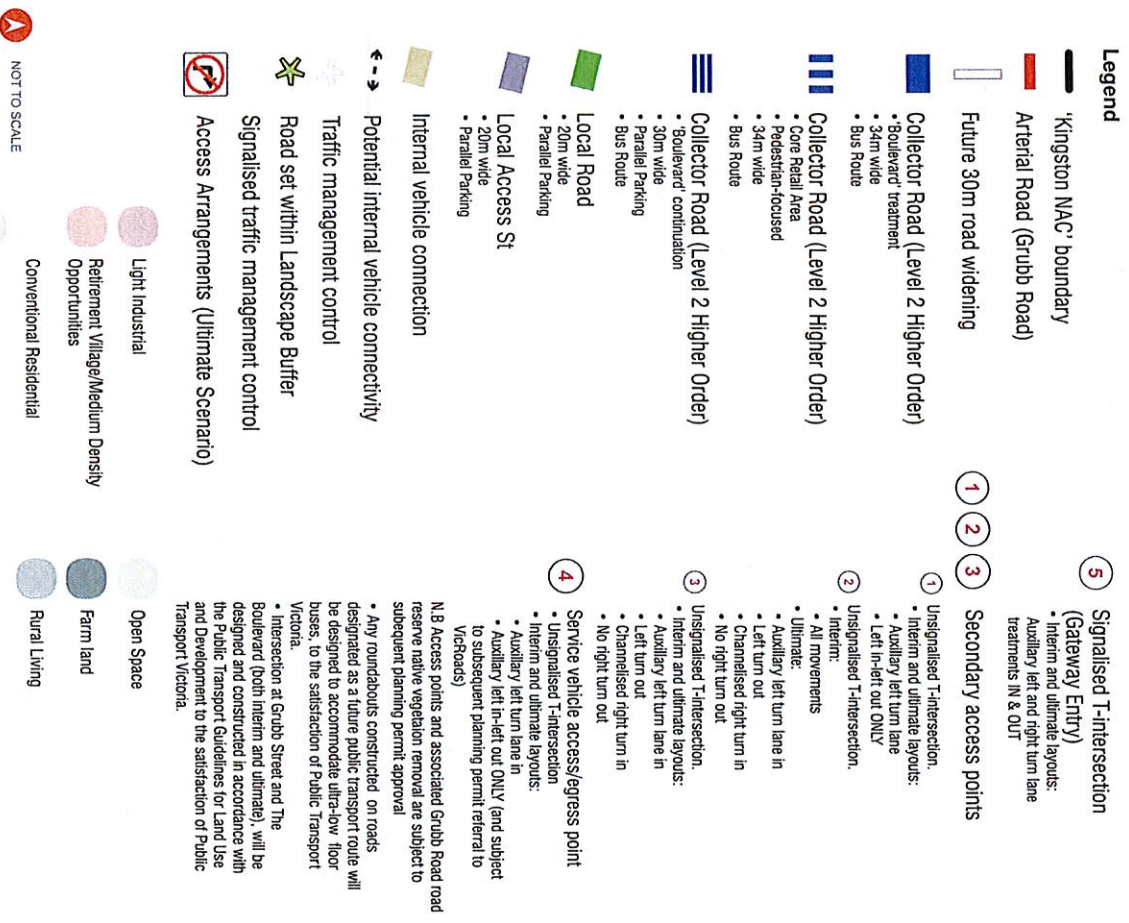
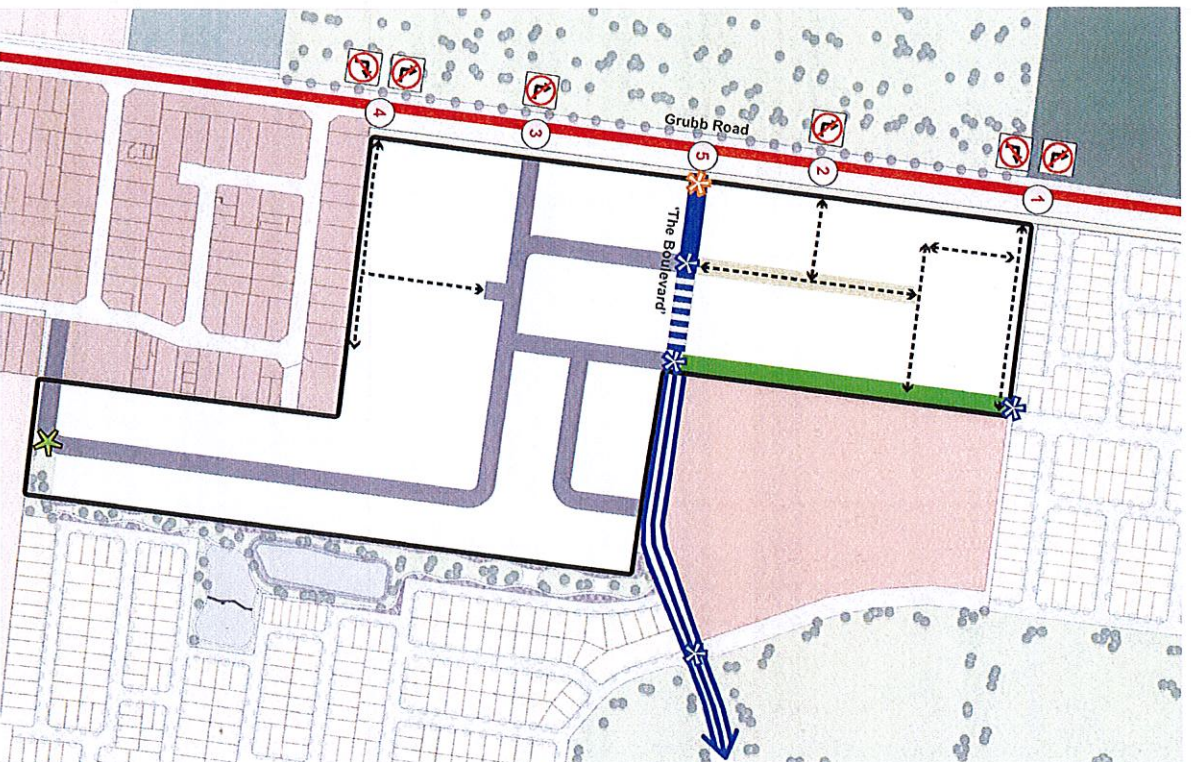


Figure 9 - Road Network Plan

2.1.2. Public Transport Provision & Bicycle/Pedestrian Access

Opportunities exist for additional/alternate bus stop locations, providing convenience and safety with immediate linkages to the pedestrian network. Bus stops will respond to the requirements of Public Transport Victoria (PTV) in terms of safety, accessibility and convenience, with bus routes currently running along Grubb Road, and proposed to run along 'The Boulevard'.

This Development Plan promotes dedicated off-road two way, separated bicycle routes along Grubb Road and 'The Boulevard', to promote cyclist participation and improved cyclist safety. Identified bicycle routes provide connectivity between public spaces and Greater Geelong's Principal Bicycle Network (PBN) more generally.

A high-quality pedestrian and cyclist experience will be delivered through best practice design and location, promoting routes responsive to desire lines. Pedestrian/cyclist interaction areas will be designed for safety and clear visibility for all modes of movement.

Major anchors within 'Kingsston MAC' will be connected by well-designed pedestrian links promoting movement through and within the developed form.

Pedestrian priority routes will be encouraged within and around the **Core Retail Area**, along 'The Boulevard', and along both the local road and local access streets within Kingsston MAC.

Grubb Road (Refer Figure 10: Pedestrian, bicycle and public transport routes)

Bus stops

Bus stops on Grubb Road, opposite 'Kingsston MAC', are anticipated as part of both the interim and ultimate Grubb Road roadworks. These bus stops will service both the 'Kingsston MAC', the Kingsston Estate and the Ocean Grove Nature Reserve, being located in close proximity to the proposed signalised T-intersection (Gateway Entrance).

Bicycle Paths

As previously indicated, the interim proposal contemplates the provision of a dedicated 2.5m + wide, two-way cycle path, towards the eastern boundary of the road reserve land allocated for the future 30m road widening. Its implementation will assist in the on-going delivery of the PBN, forming part of the direct link between Ocean Grove & Drysdale.

As part of the ultimate upgrade of Grubb Road, VicRoads will provide for on-road cycle lanes. The proposed 2.5m + wide, two-way off-road cycle path will continue to operate along this frontage of 'Kingsston MAC', acting as a 'transitional' cycle path from Grubb Road into 'Kingsston MAC', and the residential estate beyond.

Footpaths

A 1.5m footpath is proposed adjoining the eastern boundary of the proposed land allocated for the 30m road widening, for the entire length of Kingsston MAC. Dedicated pedestrian crossing points will be provided at each of the proposed vehicle crossing points, as part of the interim roadworks on Grubb Road.

A pedestrian/cycle crossing (to be either implemented as a shared path, or separated into individual components) shall also be provided between 'The Boulevard' and Ocean Grove Nature Reserve, across Grubb Road, as part of both the interim and ultimate intersection roadworks, to provide a safe pedestrian crossing point to the west side of Grubb Road. Connectivity into the Ocean Grove Nature Reserve is not contemplated as part of this proposal.

'The Boulevard' (Refer Figure 10: Pedestrian, bicycle and public transport routes)

Bus stops

The provision of identified bus stops are supported along 'The Boulevard', the location of which are subject to PTV approval. To confirm, 'The Boulevard' is part of a proposed bus route.

Bicycle Paths

The dedicated 2.5m + 'next gen design' off-road cycle lane is strongly supported along 'The Boulevard', which will provide a significant design element, but importantly encourage and promote safe cycling for the residents of Kingsston Estate, when cycling to and from the Kingsston MAC (and beyond).

Footpaths

Footpaths will be provided either side of 'The Boulevard'. In the identified **Core Retail Area**, high quality paving materials and appropriate street furniture will be introduced to support this pedestrian priority area.

Zebra crossing will be provided in the **Core Retail Area** of 'The Boulevard', which will be encouraged to be wider than conventional zebra crossings, to emphasise pedestrian priority.

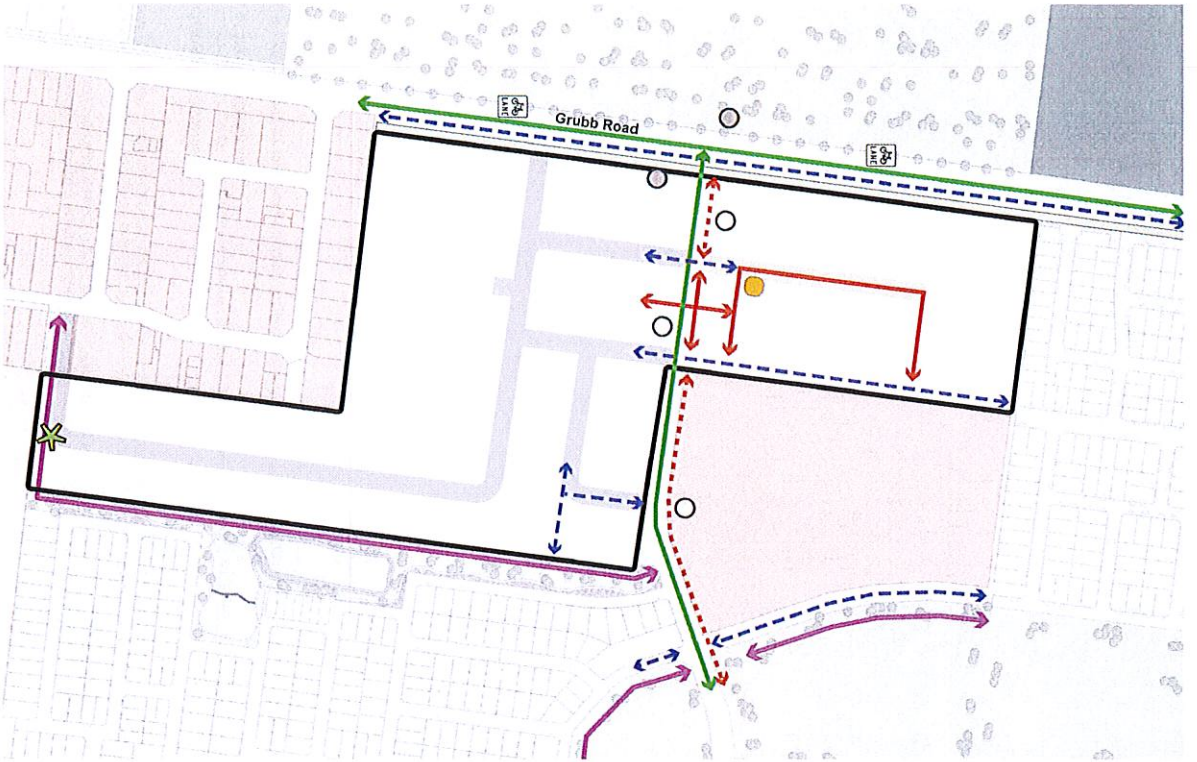
Balance of Kingsston MAC

Primary shared paths will be provided through the extensive informal open spaces immediately to the east of the 'Kingsston MAC' (north-south). Secondary pedestrian routes are identified on Figure 10, which will incorporate safe, off-road footpaths on both sides of their respective streets (and as appropriate).

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Signature
Date

Key Design Considerations

Pedestrian, Bicycle and Public Transport Routes



- Legend**
- 'Kingston MAC' boundary
 - Proposed bus stop location (subject to PTV approval)
 - Proposed bus stop location (subject to PTV approval and planning approval for vegetation removal)
 - ▭ Future 30m road widening
 - Urban Plaza (approx. 400m²)
 - Bicycle parking facilities
 - Pedestrian-focussed Core Retail Area
 - ➔ Primary pedestrian routes
 - ➔ Secondary pedestrian routes
 - ➔ Primary shared path
 - ➔ 2.5m+ dedicated off road cycle lane
 - ➔ On-road cycle lane (ultimate)
 - ✳ Road set within Landscape Buffer
 - Local Access St
 - Internal vehicle connection
-
- Light Industrial
 - Retirement Village/Medium Density Opportunities
 - Conventional Residential
 - Low Density Residential
 - Open Space
 - Farm land
 - Rural Living

NOT TO SCALE

Figure 10 - Pedestrian, bicycle and public transport routes

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 7.10.16
 Date

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 Approved by
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2.1.3 Servicing areas & preferred ultimate truck route

Servicing areas

The preferred location of servicing areas in and around the 'Kingston MAC' has been carefully considered. This Development Plan promotes servicing areas associated with the Core Retail Area, off Orlovor Terrace. Loading docks are encouraged to be below grade, to minimise their visual impact. Recommended treatment of such areas is advanced later in this Development Plan report (refer to Section 2.4 – Landscape Master Planning), to demonstrate how this scenario responds to relevant amenity considerations, including visual and amenity impacts.

Preferred ultimate truck routes

This Development Plan seeks to negate truck movements along 'The Boulevard', to enhance the shopping environment for customers, especially those within the identified Core Retail Area.

The preferred ultimate truck route will form part of future operational plans for each of the relevant future tenancies (See Figure 11).

2.1.4 Overall Access & Movement Objectives

Road Network

- Provide for interim traffic engineering solutions within the land allocated for a 30m widening of Grubb Road (and which can be readily retained as part of the ultimate upgrade of Grubb Road).
- Provide for multiple vehicle access points off Grubb Road, whilst minimising 'rat running' around the Gateway Entrance through considered traffic engineering outcomes.
- Acknowledge that the initial 150m of 'The Boulevard' (east-west) provides for the primary access to Kingston MAC, and will therefore be more vehicle-focussed.
- Acknowledge that the environment immediately beyond 'The Boulevard's' initial roundabout is part of the Core Retail Area, which is a low-speed environment for vehicles, and should be pedestrian-focussed.
- Implementation of roundabouts as the key intersection treatment along 'The Boulevard' is encouraged, to facilitate free flowing traffic, and slower, safe traffic vehicle movements at differing intervals.
- Ensure that there are safe sightlines and clear visibility for all vehicle intersections throughout 'Kingston MAC', including the Commercial Area and Light Industrial Area.

Public Transport & Bicycle/Pedestrian Access

- Provide for bus stops along the identified bus routes, linked to the primary pedestrian routes (subject to PTV approval).
- Prioritise a dedicated two-way, off road cycle lane ('Next Gen design') along Grubb Road and 'The Boulevard'.
- Provide for adequate bicycle parking facilities within the 'Kingston MAC', and in appropriate locations (such as the Urban Plaza).
- Ensure the road reserves are of an appropriate width (particularly 'The Boulevard'), to promote cyclist and pedestrian safety and movement to the 'Kingston MAC' from the local residential area.
- Ensure major anchors within the Core Retail Area are well-designed and share logical pedestrian links, to create a 'sense of place' and are pedestrian-orientated. Provide a high-quality pedestrian experience to the Core Retail Area, especially the identified Urban Plaza.
- Provide pedestrian footpaths and safe movement routes through car parks. Ensure carparks have integrated landscape themes.
- Consider pedestrian access from the Kingston Estate directly into the Commercial Area and Light Industrial Area of the 'Kingston MAC'.
- Pedestrian priority routes will be encouraged within and around the Core Retail Area, 'The Boulevard' and along both the local road and local access streets within 'Kingston MAC'.

Servicing areas & preferred ultimate truck route

- Direct access to loading docks via Grubb Road or 'The Boulevard' will not be supported.
- Servicing areas must be carefully located to avoid significant impacts to the public realm.
- Loading docks must be located to minimise the noise impacts on adjoining sensitive uses.
- Loading docks should be shared between tenancies (where possible) to reduce the number of individual servicing areas needed.
- Truck access routes that seek to avoid 'The Boulevard' and key pedestrian routes are encouraged.
- Ensure that truck crossovers have limited frontage to the street.
- Loading docks should be integrated into the built form.

Key Design Considerations

Servicing Areas/Preferred 'Ultimate' Truck Routes

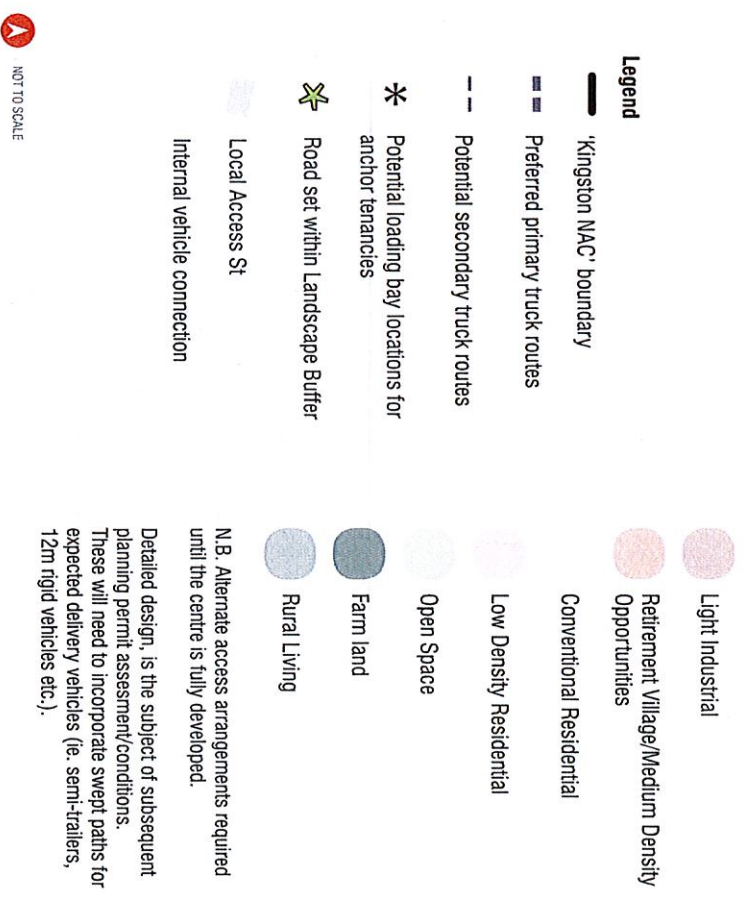
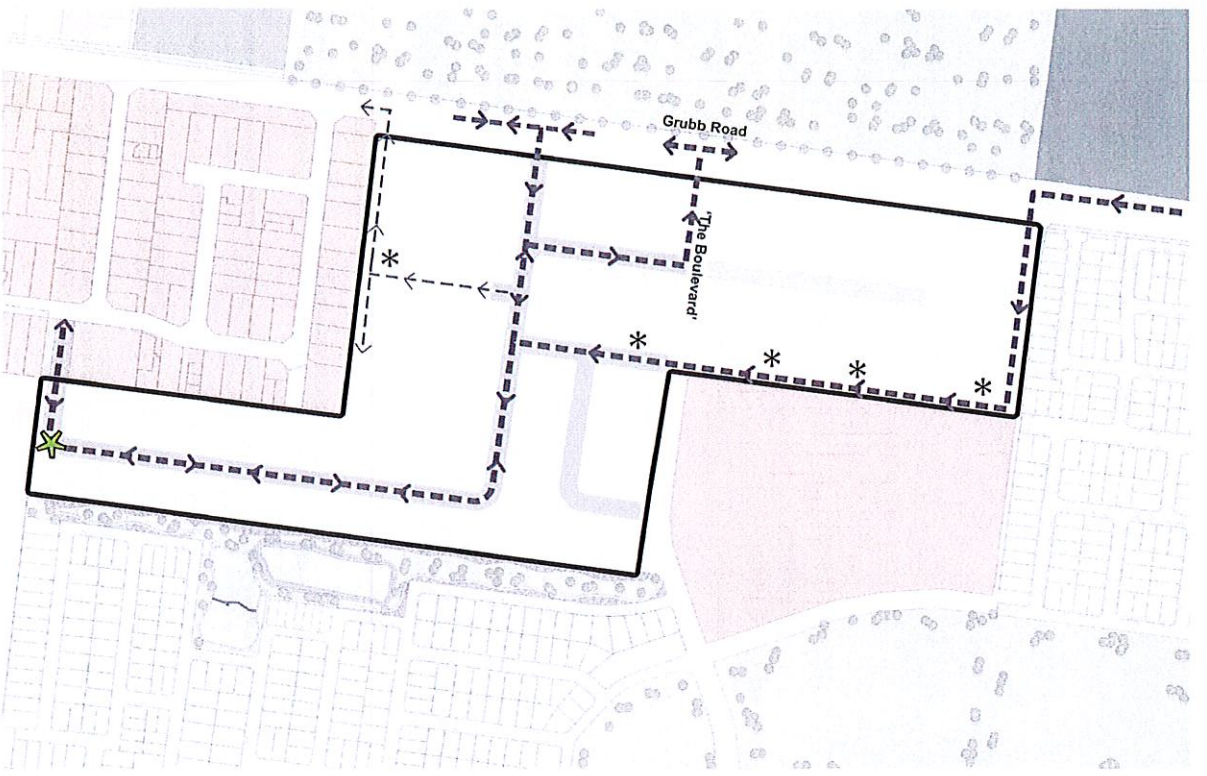


Figure 11 - Loading areas and preferred ultimate truck routes

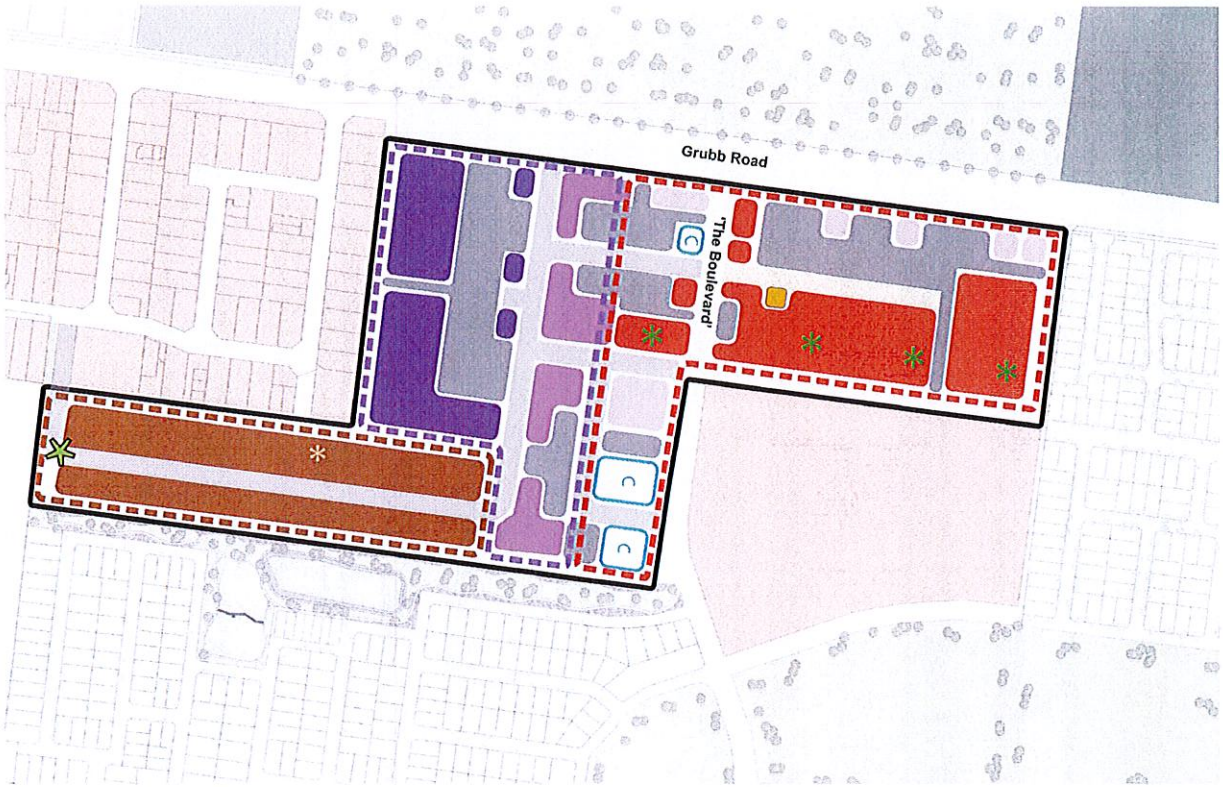


Figure 12 - Land Use

Key Design Considerations

Land Use

- Legend**
- 'Kingston NAC' boundary
 - Retail Activity Area
 - Retail, Community, Medical/Health Services encouraged
 - Core Retail Area (as per zone provisions)
 - Potential Community, Medical/Health Services
 - Potential car parking provision
 - Potential Retail, Food & Drink premises, Service Station (as per zone provisions)
 - Urban Plaza
 - Anchor retail tenancies encouraged in core retail area
 - Commercial Area
 - Bulky goods/retail uses encouraged (as per zone provisions)
 - Bulky goods retail encouraged (as per zone provisions)
 - Light Industrial Area
 - Light Industrial uses encouraged (as per zone provisions)
 - Road set within Landscape Buffer
 - Local Access St
 - Internal vehicle connection
 - Indicative siting of an electrical sub-station (subject to requirements of relevant authority)
 - NOT TO SCALE
-
- Light Industrial
 - Retirement Village/Medium Density Opportunities
 - Conventional Residential
 - Low Density Residential
 - Open Space
 - Farm land
 - Rural Living

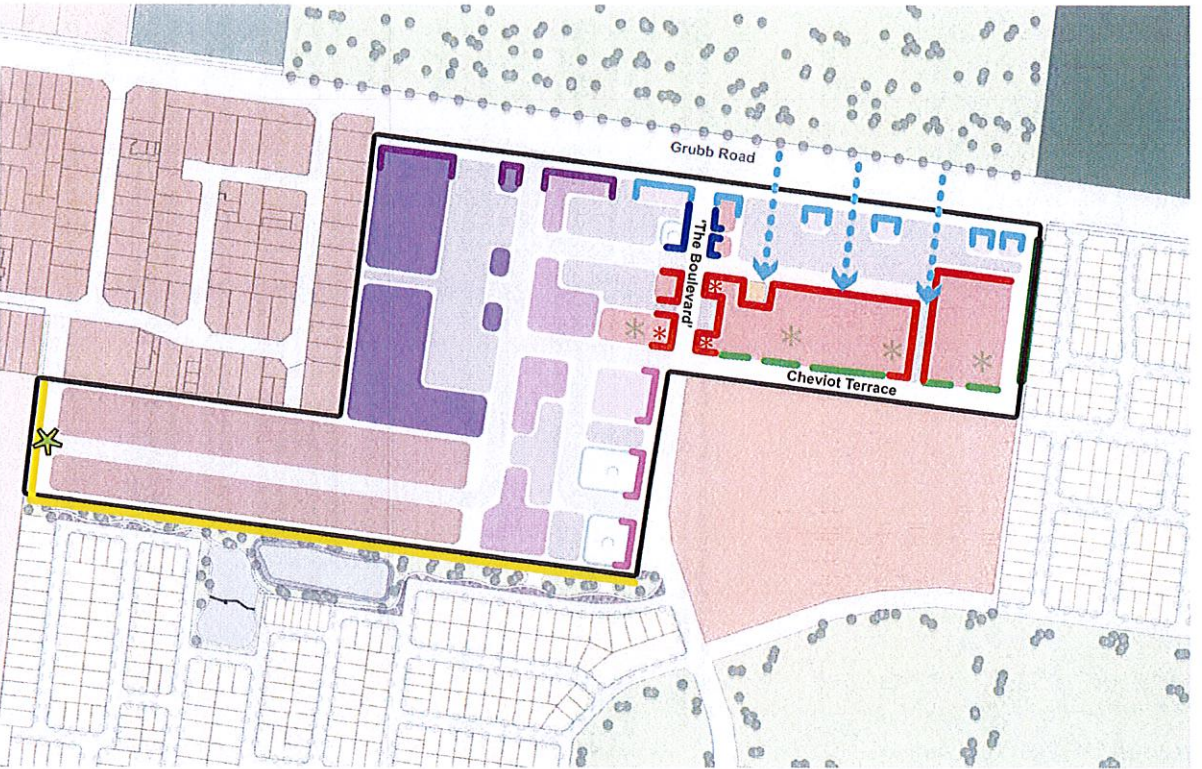


Figure 13 - Interface treatments and Built Form

Legend

- 'Kingston MAC' boundary
- Grubb Road Interface (Retail Activity Area)**
 - Encourage high quality, articulated building form, where buildings require exposure/frontage to Grubb Road
- Promote generous visual separation between stand-alone buildings fronting Grubb Road
- Grubb Road Interface (Commercial Area)**
 - Larger building form to be articulated with a use of a composition of materials and textures to any prominent facade
- 'The Boulevard' Interface (Initial 150m)**
 - Encourage zero lot lines, with building treatments (massing and materiality) returning around corners, to give a sense of formal composition
- Core Retail Area Interface**
 - Encourage larger building form, detailed with articulation and generous recesses (where appropriate), to break up continuous frontages into a composition of distinct masses
- 'The Boulevard continuation' Interface**
 - Encourage zero lot lines, with building treatments (massing and materiality) returning around corners, to give a sense of formal composition
 - Acknowledge the transitional role between commercial and residential
- Landscape Interface to residential**
 - Non-native wind break vegetation 'buffer'
 - Seek to retain and/or replace with an appropriate buffer treatment (i.e acoustic fence) to provide reasonable amenity outcomes to adjoining residential properties to the north.
- Urban Landscaped Interface**
 - Landscaped treatment (refer to Cheviot Terrace Landscape Plans for further detail of this interface)
- Potential for landmark buildings
- Road set within Landscape Buffer
- NOT TO SCALE

Key Design Considerations

Interface Treatments/Built Form

- Light Industrial
- Retirement Village/Medium Density Opportunities
- Conventional Residential
- Low Density Residential
- Open Space
- Farm land
- Rural Living
- Core Retail Area
- Potential Community/ Health Services
- Potential car parking provisions
- Potential Retail, Food & Drink premises, Service Stations
- Urban Plaza
- Anchor retail tenancies encouraged in core retail area
- Bulky goods/retail uses encouraged
- Bulky goods retail encouraged
- Light industrial uses encouraged
- Local Access St
- Internal vehicle connection

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Peggy
19.08.88
7.10.16
Signature

2.3.3 Built form

With respect to the proposed built form outcomes of the 'Kingsion MAC'. (See figure 1.3)

Grubb Road

An expanse of car parking area is anticipated between Grubb Road and the **Core Retail Area**, within the Identified **Retail Activity Area**. As previously outlined, any proposed buildings within the **Retail Activity Area**, in close proximity to the Grubb Road reserve, should be of a high quality design, articulated, and incorporate glazing elements.

A combination of physical separation between any proposed buildings adjacent to the Grubb Road reserve, and the modest scale of development, will enable views towards the **Core Retail Area** from this arterial road.

Where buildings are to be constructed in the **Commercial Area** along the Grubb Road frontage, these buildings are anticipated to be larger in form and massing. They will be rear-loaded, and use a composition of materials and textures to any prominent facades. No servicing areas or loading docks will be allowed to front Grubb Road, ensuring that the typical 'back-of-house' characteristics employed at the existing Ocean Grove Industrial Estate (fronting Grubb Road) are not replicated. Fencing will be strongly discouraged along road frontages within the **Commercial Area**.

Co-located Dylan signs shall be supported, subject to their overall area, height and massing, to avoid proliferation of signage along Grubb Road. Other forms of signage should be limited of high quality and integrated as part of the building.

Core Retail Area / 'The Boulevard' built form

This Development Plan encourages higher built form of up to 3 storeys in height, along the frontages of the **Core Retail Area**, and 'The Boulevard' (where it forms part of the 'Kingsion MAC'). Generally, 2 storey buildings should be employed, with additional storeys encouraged at identified key landmark locations where practicable (i.e. at road intersections).

Built form should be configured to limit the overshadowing of the public realm (where possible). Larger building form should be detailed with articulation and generous recesses to break up continuous development 'mass'. Where opportunity presents itself, such as immediately to the north of 'The Boulevard' within the Identified **Core Retail Area**, finer grain specially or hospitably uses will be encouraged, wrapping themselves around the more bulky built form anchor tenancies. Zero lot lines will generally be encouraged, and building treatments should return around the corner of their main road frontage to give a sense of formal composition.

Signage should preferably be incorporated into the built form of the buildings or shop awnings along these interfaces. Continuous weather protection should be provided along building frontages, through shop awnings or verandahs.

Servicing Areas

Servicing areas will be screened from public view, preferably embedded within larger forms; sleeved by active uses or well-designed built form (where achievable).

Loading docks should be below grade, gated, incorporate roof structures, and use high quality landscape treatments fronting their respective streets where practicable – and particularly along Chewnot Terrace. Refer to Section 2.4: Landscape Master Planning. The location of waste disposal and storage areas should be carefully considered to avoid detrimental impact on visual amenity.

Balance of Kingsion MAC

This Development Plan seeks to ensure that the built form responds to the preferred pedestrian movement hierarchy and interface qualities.

Building entries should be well defined, and link to pedestrian networks.

Frontage fencing, site layout & design, car parking and access, landscaping and signage will be the subject of subsequent planning permit applications/approvals.

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2.3.4 Overall Built Form Objectives

Grubb Road

- Within the **Retail Activity Area**, within close proximity to Grubb Road, this plan encourages:
 - Well designed and articulated buildings (employing glazing), oriented towards Grubb Road
 - Physical separation between each of these articulated buildings, to maximise views through car parking communal space from Grubb Road towards the **Core Retail Area**.
 - Significant, at-grade car parking provision.
 - Signage to respond to the elevation on which it is installed, in terms of its overall area, and integrated as part of the building.
 - Co-located pylon signage, to avoid signage proliferation.
- Within the **Commercial Area**, and within close proximity to Grubb Road, this plan encourages:
 - Facades fronting Grubb Road and side streets to include design elements that add visual interest, and articulation to minimise their bulk and massing, with at-grade car parking provision.
 - Servicing and/or loading docks are to be rear-loaded. Servicing areas employed at the existing Ocean Grove Industrial Estate (fronting Grubb Road) are not appropriate, and will not be entertained.
 - Signage to respond to the elevation on which it is installed, in terms of its overall area, and integrated as part of the building.

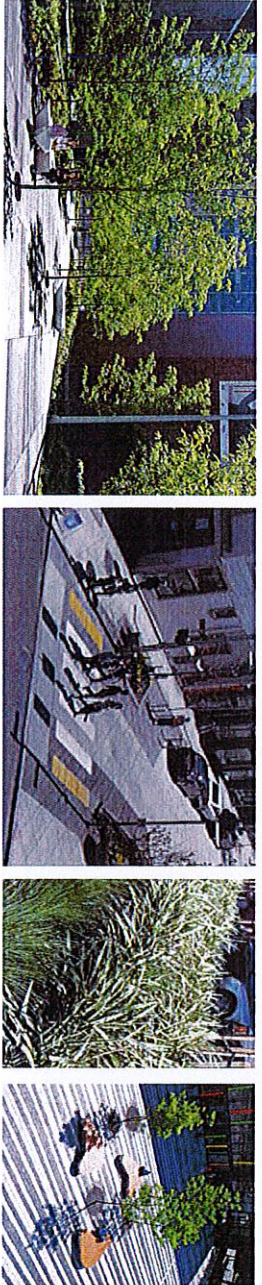
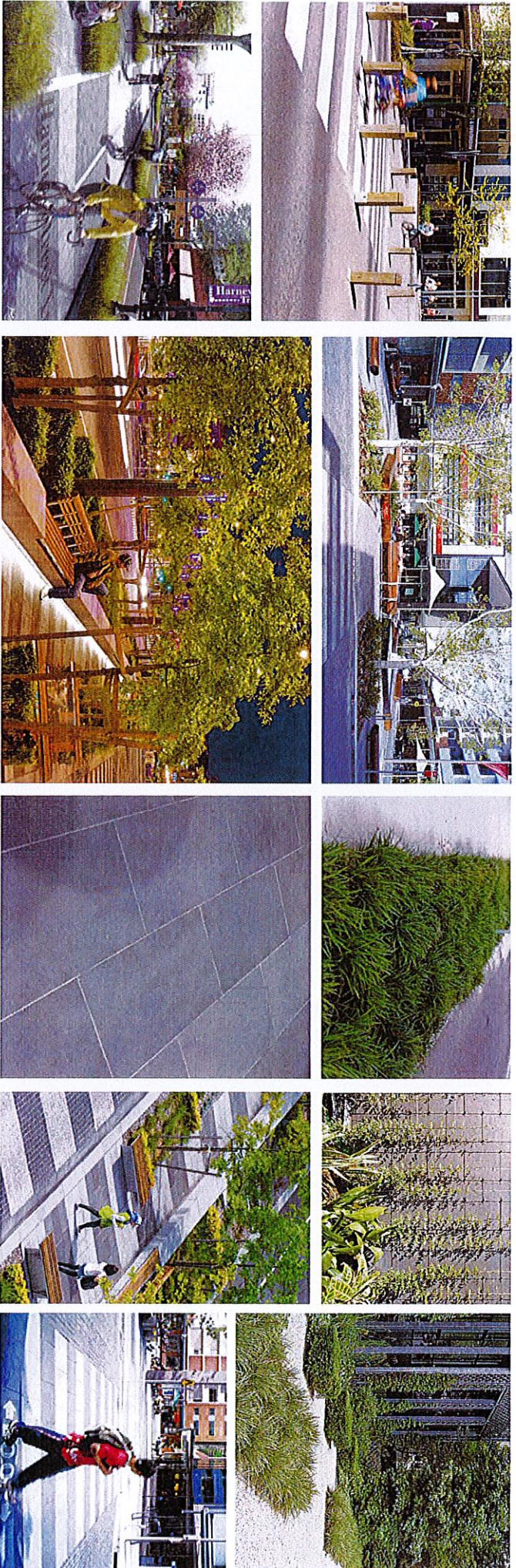
Core Retail Area / 'The Boulevard'

- Encourage higher built form orientated towards the **Core Retail Area** and 'The Boulevard'. Generally provide 2 storey buildings along these frontages with additional storeys to be considered at key landmark locations where practicable (i.e. at road intersections).
 - Larger built forms should be detailed with articulation and generous recesses to break up continuous frontages.
 - Specialty retail or hospitality use will be encouraged to wrap around the bulky built form anchors (e.g. supermarkets).
 - Built form up to the property lines will be encouraged along 'The Boulevard' (as appropriate).
 - Building treatments (massing and materiality) should return around corners to give a sense of formal composition.
 - Built form should be configured to limit the overshadowing of the public realm (where practicable).
 - Well defined entries are encouraged that link to pedestrian networks.
 - Continuous weather protection should be provided along building frontages, through shop awnings or verandahs.
 - A high-quality pedestrian experience through the design of pavement materials, landscape features and location of road crossings is encouraged.
 - Signage will be supported where it is incorporated into the built form of the buildings or shop awnings along these interfaces.
 - Encourage the use of rooftop solar collectors, skylights, natural ventilation and rainwater re-use.
- ### Servicing Areas
- Loading docks directly accessing a road (in particular Cheviot Terrace) should be fully screened from public view (where practicable), or preferably be embedded within larger forms, below grade, gated, incorporate roof structures, and use high quality landscape treatments fronting the street.
 - Loading docks should have roof structures where these are located adjacent to sensitive land uses, including multi-storey development (where practicable).
 - Ensure that truck crossovers are configured efficiently and have a limited frontage to the street.
 - Loading docks should achieve well designed built form outcomes (in the absence of landscaping opportunities).
 - Waste disposal and storage areas should be screened and/or housed so as to avoid visual detriment.

NB: This Development Plan identifies Cheviot Terrace as having a particular 'loading' role and function. We have prepared some visioning landscape plans for Cheviot Terrace, to advance this outcome for this road and its function. (Refer to Section 2.4 Landscape Master Planning)

Balance of Kingston MAC

- Ensure that the built form responds to the preferred pedestrian movement hierarchy and interface qualities.
 - Building entries should be well defined, and link to pedestrian networks.
 - Carefully consider frontage fencing, site layout & design, car parking and access, landscaping and signage.
 - Fencing should be constructed of materials other than unpainted galvanised steel and wire, constructed of materials that complement the building and surrounding area, and wherever possible, softened and screened by vegetation planting.
- Site Layout and Design should support:
- Consistency with the setbacks of existing buildings in the area (and as they develop), with areas set aside for landscaping and car parking.
 - Buildings addressing their respective street frontage by including the following elements in their design:
 - a) Front facades that include design elements that add visual interest.
 - b) Locating office components in a visible location at the front of the building.
 - c) Incorporating facades that address both frontages where the site is located on a corner.
 - d) Clearly delineated visitor access points to the building.
 - Buildings, works, plant and machinery should be constructed, housed and maintained in a manner that minimises the visual impact.
 - Potential conflict between pedestrian and vehicle movement should be addressed through the design of the site, including provision of pedestrian links through car parking areas.
 - Larger buildings' bulk and massing will be addressed through use of a range of building materials, finishes and colours.
 - Car parking will be directed away from residential interfaces (as appropriate).



Vision Board for 'Kingston MAC'

Kingston Ocean Grove
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Grubb Road

As indicated by the interim functional layout plan for Grubb Road (See Figure 14) it is regrettable that the majority of native vegetation within the Grubb Road reserve (east side) will be lost through proposed intersection works. Native vegetation loss and proposed accesses along Grubb Road are subject to obtaining a planning permit (and subsequent native vegetation offsets).

Refer to Section H and Figure 15.

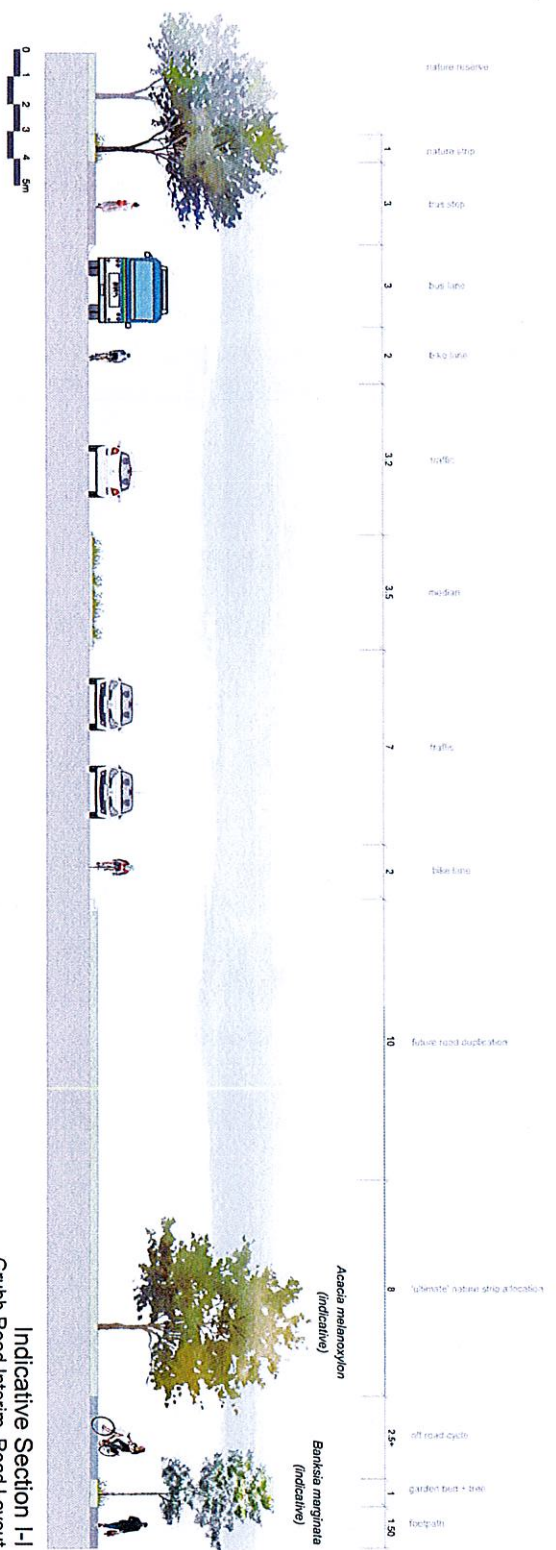
The interim Grubb Road streetscape section will support (east to west):

See Figures 15 and 16 (see overleaf).

- A 1.5m pedestrian path.
- Garden bed, incorporating tree planting (to compensate for the loss of existing native roadside vegetation along the eastern side of Grubb Road).
- A 2.5m+ dedicated off-road cycle lane.
- An expanse of grassed area and planting beyond the extent of works associated with the ultimate functional design plan for the proposed Grubb Road widening (but for any works associated with the 5 newly-proposed access points). This grass verge is to be maintained by the proponent until such time as VicRoads acquires the land required for road widening.
- Interim upgrade works to Grubb Road (to include on-road bicycle lanes), and opportunities for groundcover/grass within the road reserve (where appropriate).

Grubb Road potential planting palette

Scientific Name	Common Name
<i>Acacia implexa</i>	Lightwood
<i>Acacia melanoxylon</i>	Blackwood
<i>Allocasuarina verticillata</i>	Black Sheoak
<i>Angophora costata</i>	Smooth Barked Apple
<i>Banksia marginata</i>	Silver Banksia
<i>Eucalyptus laucorydon</i> subsp. <i>bellendenkerensis</i>	Bellarine Yellow Gum
<i>Eucalyptus ovalis</i>	Swamp Gum
<i>Eucalyptus scoparia</i>	Wallingarra White Gum
<i>Eucalyptus viminalis</i>	Marna Gum



Indicative Section I-I
 Grubb Road Interim Road Layout



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Figure 14 - Overall Grubb Road Interim Landscape Concept Plan (indicative)

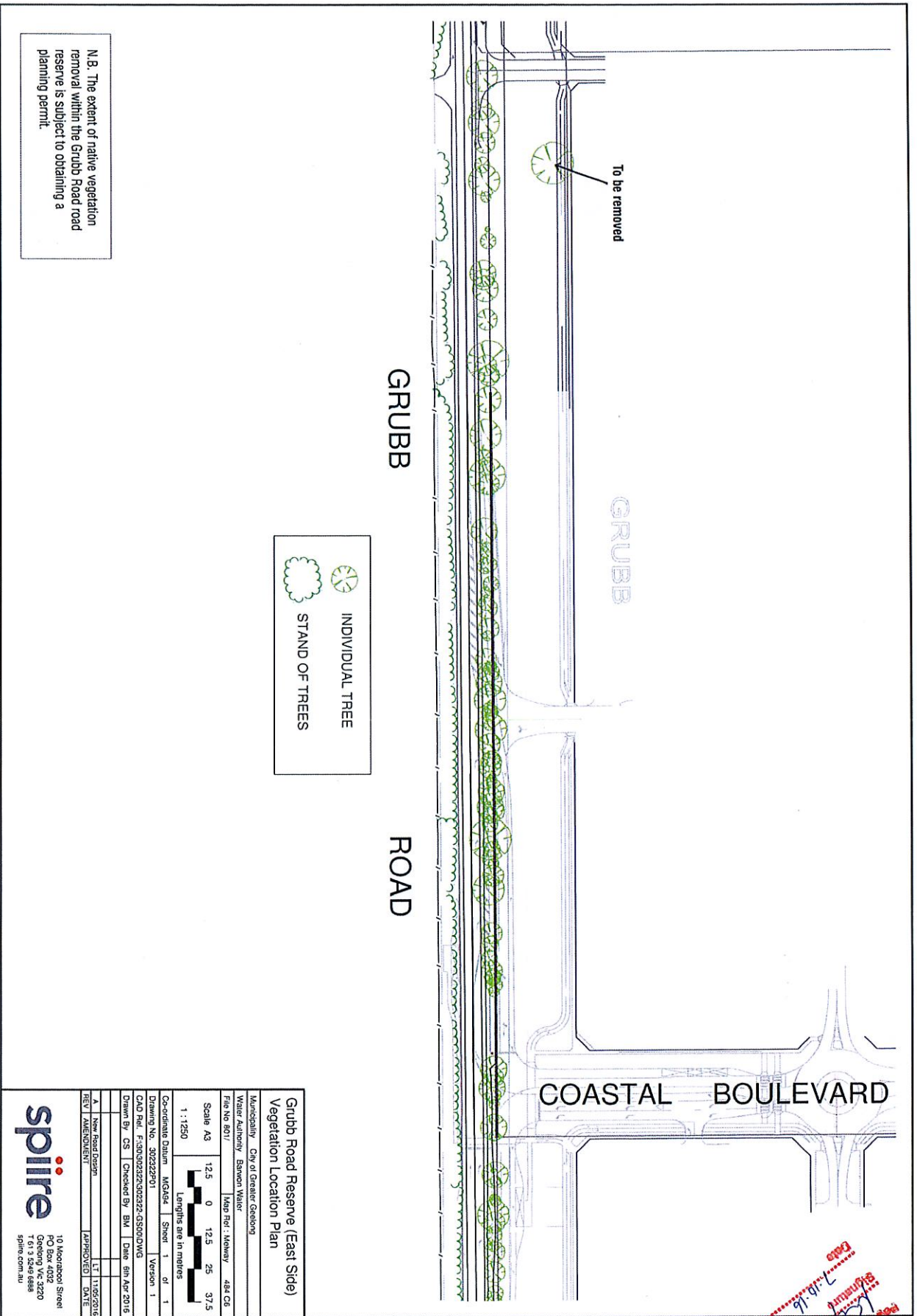
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Figure 15 - Overall Grubb Road Interim Landscape Concept Plan - Plan B (indicative)

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N.B. The extent of native vegetation removal within the Grubb Road road reserve is subject to obtaining a planning permit.

Figure 16 - Grubb Road Reserve Existing Vegetation Location Plan B (indicative)



N.B. The extent of native vegetation removal within the Grubb Road road reserve is subject to obtaining a planning permit.

Figure 16 - Grubb Road Reserve Existing Vegetation Location Plan A (indicative)

Grubb Road Reserve Vegetation Location Plan	
Municipality: City of Greater Geelong	Map Ref: Mobery 484 C3
Water Authority: Barwon Water	
File No: 881/	
Scale: A3	12.5 0 12.5 25 37.5
1 : 1250	Lengths are in metres
Coordinate Datum: MGA94	Sheet 1 of 1
Drawing No: 302322P01	Version 1
CAD Ref: F:\300402322\302322-GS000DWG	
Drawn By: CS	Checked By: BM
Date: 6th Apr 2016	
REV: AMENDMENT	DATE
A: New Road Design	LT 11/05/2016

spire
10 Moorabool Street
PO Box 4032
Geelong VIC 3220
T 063 522 3333
spire.com.au

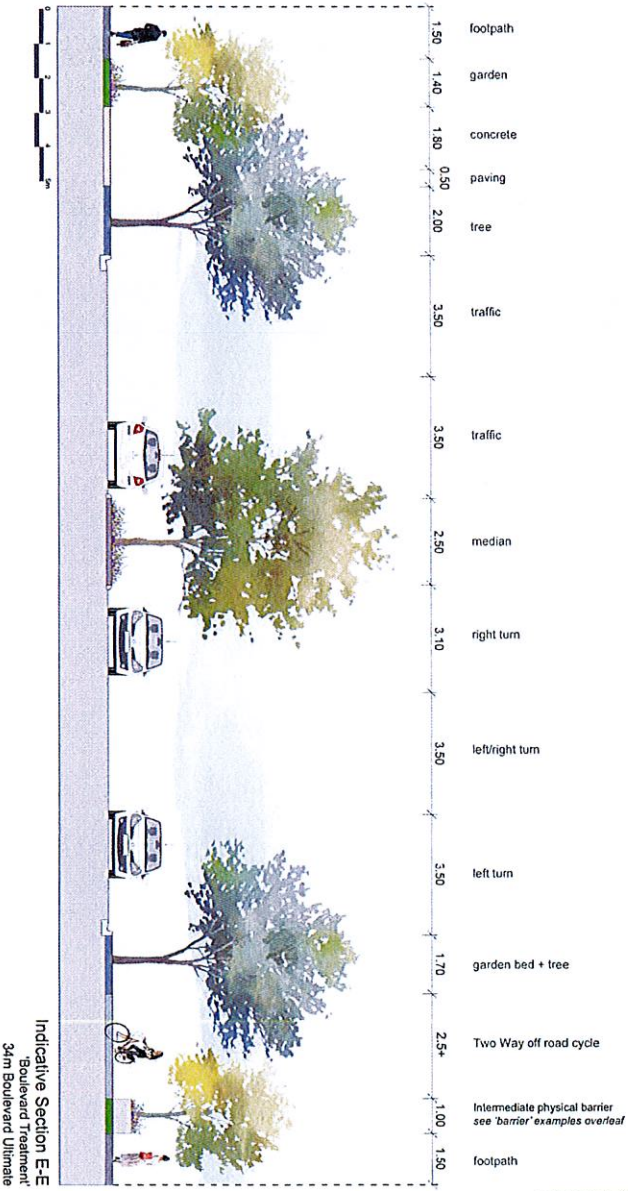
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The Boulevard' potential planting palette

'The Boulevard'
 The Boulevard' .to be known as Coastal Boulevard, is a key design element of the Retail Activity Area of Kingston MAC. It will be developed generally to its ultimate scenario in the first instance, and as part of Stage A of the development of the Kingston MAC. (Refer to Figure 20: Staging)

'Boulevard' Treatment
 As previously discussed, the initial 150m east-west is referred to as the 'Boulevard treatment', and should be described as a car-dominated environment. Notwithstanding this, it has been designed with integrated surface treatments and high quality landscaping so as to seamlessly transition into the pedestrian focussed Core Retail Area of 'The Boulevard'.

- The typical Section of the 'Boulevard' treatment includes (from north to south):
- A combination of feature paving (part of which may be hard up against potential building lines) and tree, shrub and groundcover planting set within high quality paving materials (a 7m wide Urban Plaza).
 - Tree pits.
 - Road Reserve
 - A significant median strip to incorporate tree planting.
 - Road Reserve.
 - Tree pits.
 - Provision of a dedicated 2 way off-road cycle lane
 - A garden bed with groundcover planting.
 - Feature paving treatment to the dedicated footpath.



Section E-E - The Boulevard Treatment Section

Indicative Section E-E
 'Boulevard Treatment'
 34m Boulevard Ultimate

Scientific Name	Common Name
<i>Acacia implexa</i>	Lightwood
<i>Acacia melanoxylon</i>	Biluewood
<i>Argemone celsa</i>	Sirocco Beard Arabis
<i>Banksia serrata</i>	Coast Banksia
<i>Brachyotum acutifolium</i>	Lemon Scented Myrtle
<i>Fraxinus angustifolia raywoodii</i>	Coast Rib Lily
<i>Pyrus calleryana 'Bradford'</i>	Black Anther Rib Lily
<i>Platanus acerifolia</i>	Knobby Club Rush
<i>Zelkova serrata 'Green Vase'</i>	Dwarf Greivillea
	Native Iris
	Seaberry Saltbush
	Native Rosemary

Scientific Name	Common Name
<i>Amphiz semibaccata</i>	Cheeping Saltbush
<i>Banksia serrata 'Pygmy Possum'</i>	Prostrate Banksia
<i>Darwinia circinnata prostrata</i>	Lemon Scented Myrtle
<i>Darwinia bracteata</i>	Coast Rib Lily
<i>Doronicum revoluta sp.</i>	Black Anther Rib Lily
<i>Fuchsia nodosa</i>	Knobby Club Rush
<i>Grewia rostratifolia 'Froese Dwarf' or 'Luna Dwarf'</i>	Dwarf Greivillea
<i>Podocarpus laevis 'Blue Gem'</i>	Native Iris
<i>Patersonia occidentalis 'Julia Pair'</i>	Seaberry Saltbush
<i>Rhinopogon candolleanus</i>	Native Rosemary
<i>Westringia pulchra 'Aussie Box'</i>	

N.B. Detailed design of Coastal Boulevard will be the subject of subsequent planning permit assessment/conditions.



Pedestrian-focussed 'Boulevard' (Core Retail Area)

Beyond the 'first' roundabout (west-east), the hard and soft landscaping will be the key feature to this section of the pedestrian-focussed 'Boulevard'. As identified, this area forms part of the **Core Retail Area**, and will therefore be a slower vehicle environment, allowing for the free-flow of pedestrians along and across the road reserve.

1 pedestrian crossing is anticipated in this section of the 'The Boulevard'.

Alfresco dining is encouraged, as appropriate, and subject to overshadowing impacts.

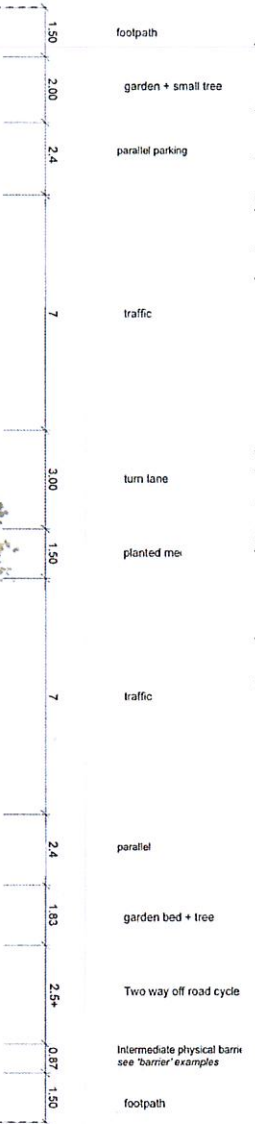
The typical Section plan of the pedestrian-focussed 'Boulevard' (Core Retail Area) includes (from north to south):

- Feature paving treatment to the dedicated footpath.
- Garden bed with tree planting.
- A significant median strip to incorporate tree planting.
- Tree pits/planting.
- Provision of a dedicated 2 way off-road cycle lane
- A garden bed with groundcover planting.
- Feature paving treatment to the dedicated footpath.

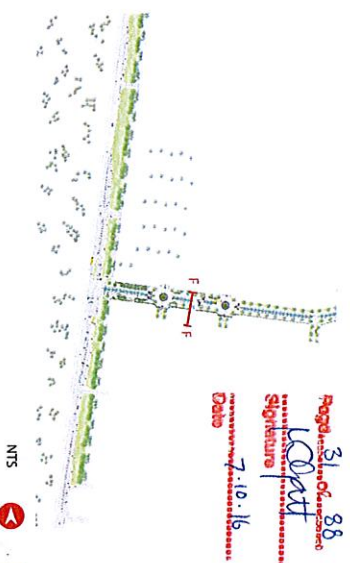
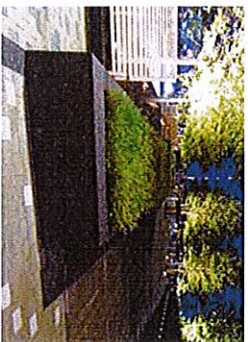
The strong design element of 'The Boulevard' is continued beyond the second of the roundabouts (west-east).

The typical landscape Section plan for 'The Boulevard continuation' (from north to south) supports:

Paving treatment | A generous nature strip incorporating indented parallel parking | Road Reserve | Significant median strip to incorporate tree planting | Road reserve | Indented parallel parking | Tree pits | Dedicated off-road two way cycle parking | Garden bed | Paving treatment:



Two-way off road cycle 'Barrier' examples



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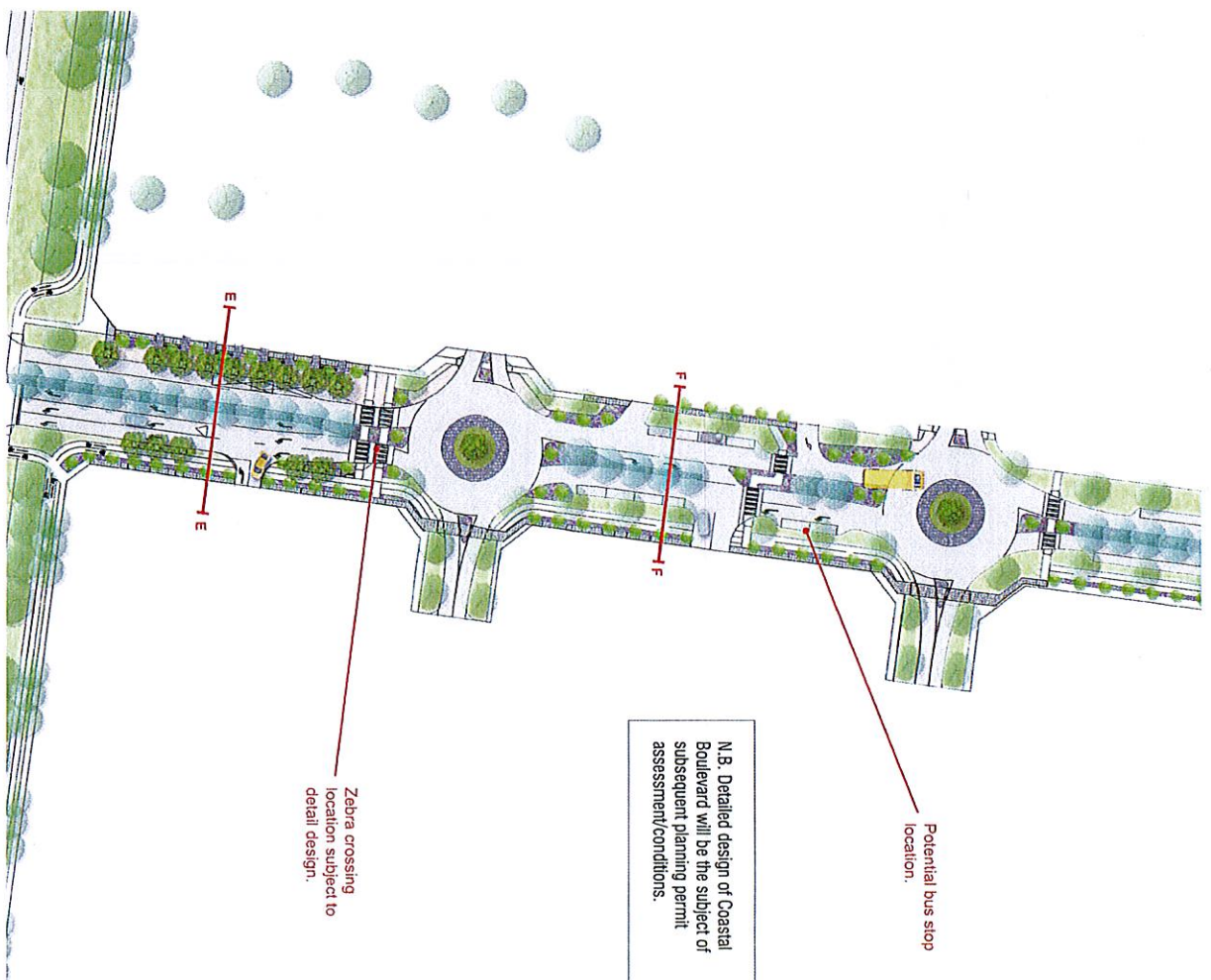


Figure 17 - 'The Boulevard' Landscape Concept Plan

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Indicative render of anticipated built form and interface treatment. Render A.

View from 'The Boulevard' towards Core Retail Area.

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Cheviot Terrace

Cheviot Terrace plays an important role in servicing the anchor tenancies associated with the **Core Retail Area**. Innovative urban landscaping will be employed to minimise visual detriment from these necessary service areas, and protect the future residential interface to its east. No footpath is proposed on the west side of Cheviot Terrace, where it abuts proposed anchor tenancies (and subject to detailed design), to deter any delivery trucks and pedestrian conflict. (See Figure 18 below)

Elevations, including acoustically-treated fencing, shall be articulated (with the opportunity of presenting as 'urban art'), or designed to incorporate living walls to soften built form. Elevations/fencing shall be set back at least 2m from the Cheviot Terrace Road reserve, to enable the planting of meaningful trees/shrubs to soften this secondary pedestrian route in the public realm. See Figure 18 and Sections G-G and H-H.

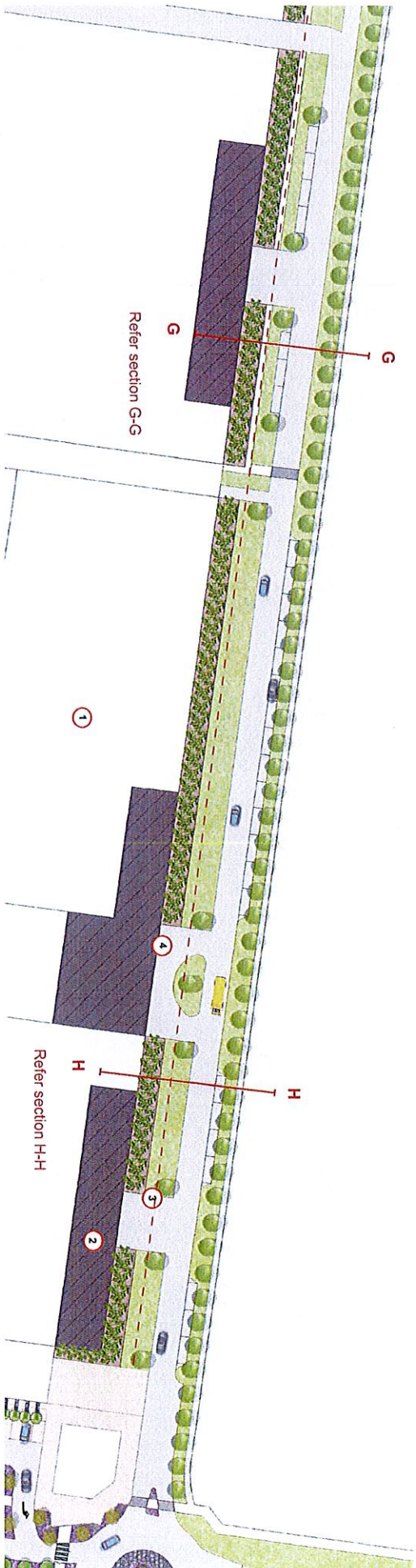
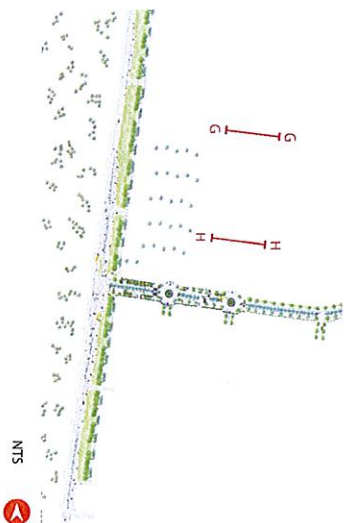


Figure 18 - Indicative Cheviot Terrace Landscape Concept Plan

N.B. Detailed design of Cheviot Terrace subject to conditions/ planning permit assessment.

- LEGEND**
- ① Indicative building footprint
 - ② Loading docks/servicing areas embedded in larger bulk forms
 - ③ Title boundary
 - ④ Retractable gate (potential feature screening)



building footprint / green wall
within title boundary

2.00
footpath

3.00
nature strip

2.30
parking

3.25
traffic

3.25
traffic

4.20
nature strip

2.00
footpath

Indicative Section G-G
Cheviot Terrace
20m Access Street

building footprint / green wall
within title boundary

6.20
nature strip

3.25
traffic

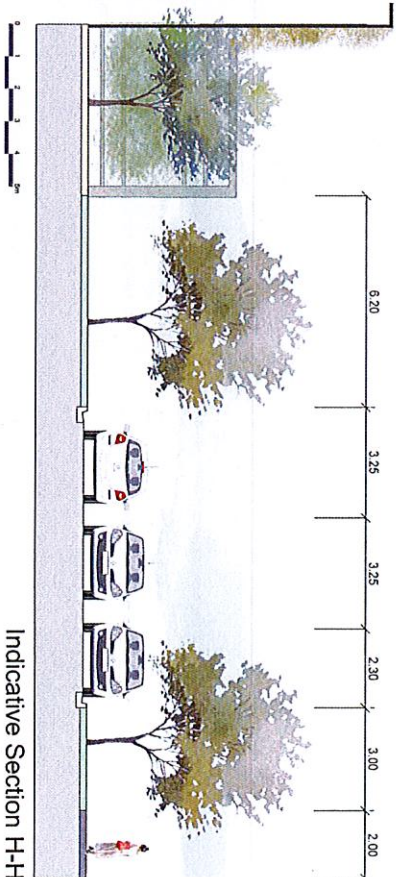
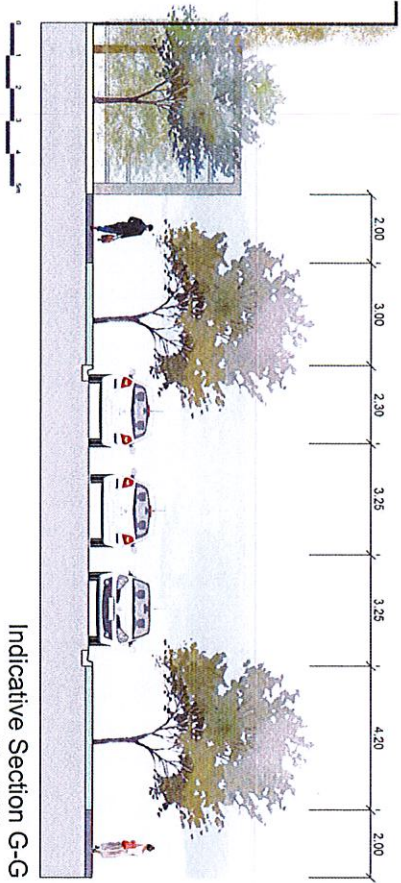
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traffic

2.30
parking

3.00
nature strip

2.00
footpath

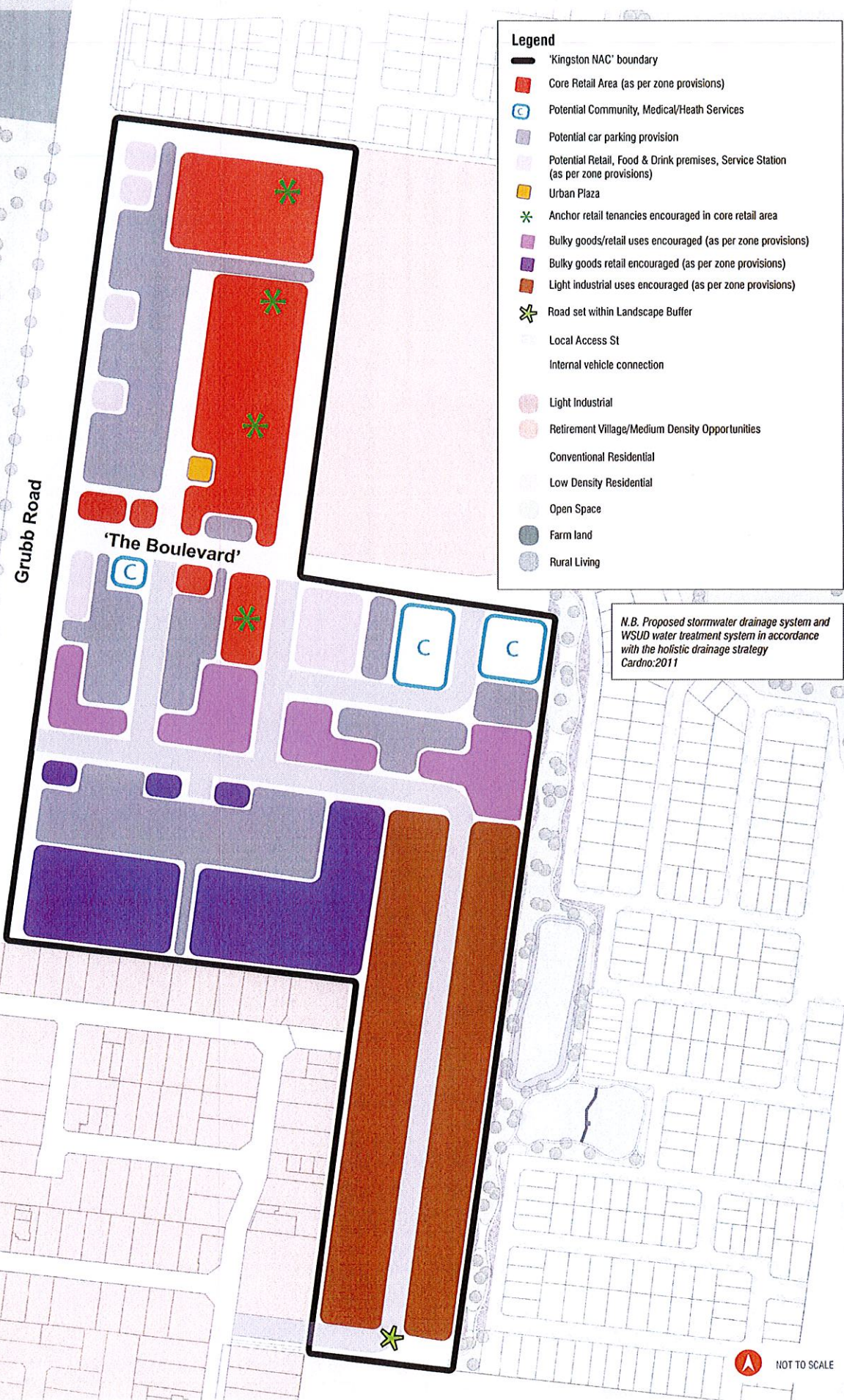
Indicative Section H-H
Cheviot Terrace
20m Access Street



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Key Design Considerations

Kingston NAC Development Master Plan



- Legend**
- 'Kingston NAC' boundary
 - Core Retail Area (as per zone provisions)
 - Potential Community, Medical/Health Services
 - Potential car parking provision
 - Potential Retail, Food & Drink premises, Service Station (as per zone provisions)
 - Urban Plaza
 - Anchor retail tenancies encouraged in core retail area
 - Bulky goods/retail uses encouraged (as per zone provisions)
 - Bulky goods retail encouraged (as per zone provisions)
 - Light industrial uses encouraged (as per zone provisions)
 - Road set within Landscape Buffer
 - Local Access St
 - Internal vehicle connection
 - Light Industrial
 - Retirement Village/Medium Density Opportunities
 - Conventional Residential
 - Low Density Residential
 - Open Space
 - Farm land
 - Rural Living

N.B. Proposed stormwater drainage system and WSUD water treatment system in accordance with the holistic drainage strategy Cardno:2011

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2.5 Environmental Management Plan

The land can be developed in accordance with the conclusions identified in the Detailed Site Investigation prepared by Servensa (2011), which forms part of the endorsed Kingston (Downs) Estate Development Plan (2011).

Development will be managed to ensure no adverse impacts occur to environmental features or assets either on-site or within the surrounding area, in accordance with the Site Environmental Management Plan – Overall Plan and Risk Assessment prepared by Cardno, again forming part of the endorsed Kingston (Downs) Estate Development Plan (2011).

The overarching drainage strategy (Cardno Grogan Richards, 2011) will continue to be implemented, designed for integrated best practice stormwater treatment, water conservation and stormwater reuse – see endorsed Kingston (Downs) Estate Development Plan (2011).

Water sensitive urban design initiatives will be implemented for collection and reuse of rainwater runoff to support the public landscape within the stages of development of the Kingston MAC, including the use of swales/gross pollutant traps for Kingston MAC. Stormwater harvesting systems are to be implemented for individual elements within the Kingston MAC activity centre as part of subsequent planning permit application appraisals/conditions.

The drainage strategy incorporates measures designed to provide a position of 'zero adverse impact' to the surrounding area, reducing the quantity of runoff and offset potable water requirements.

Construction techniques will accord with EPA Guidelines (EPA Publication 960).

Aboriginal heritage assessment (Terra Culture, 2002) located artefacts outside the Kingston MAC land.

2.6 Staging

The Staging Plan enables the Activity Centre to integrate with Kingston Downs Estate. See Figure 19.

Stage A provides for the Core Retail Area, straddling 'The Boulevard' road.

It will provide for the construction of the interim signalised intersection on Grubb Road, enabling vehicular and pedestrian-oriented movements and relieve connections through to the existing residential land to the east.

Later stages will expand on the established urban design and connectivity principles.

The sequencing of development many change to respond to market conditions.

Staging is not dependent on the sequencing of service provision.

This staging plan does not relate to timing associated with the implementation of Grubb Road's ultimate widening.

Key Design Considerations

Staging Plan

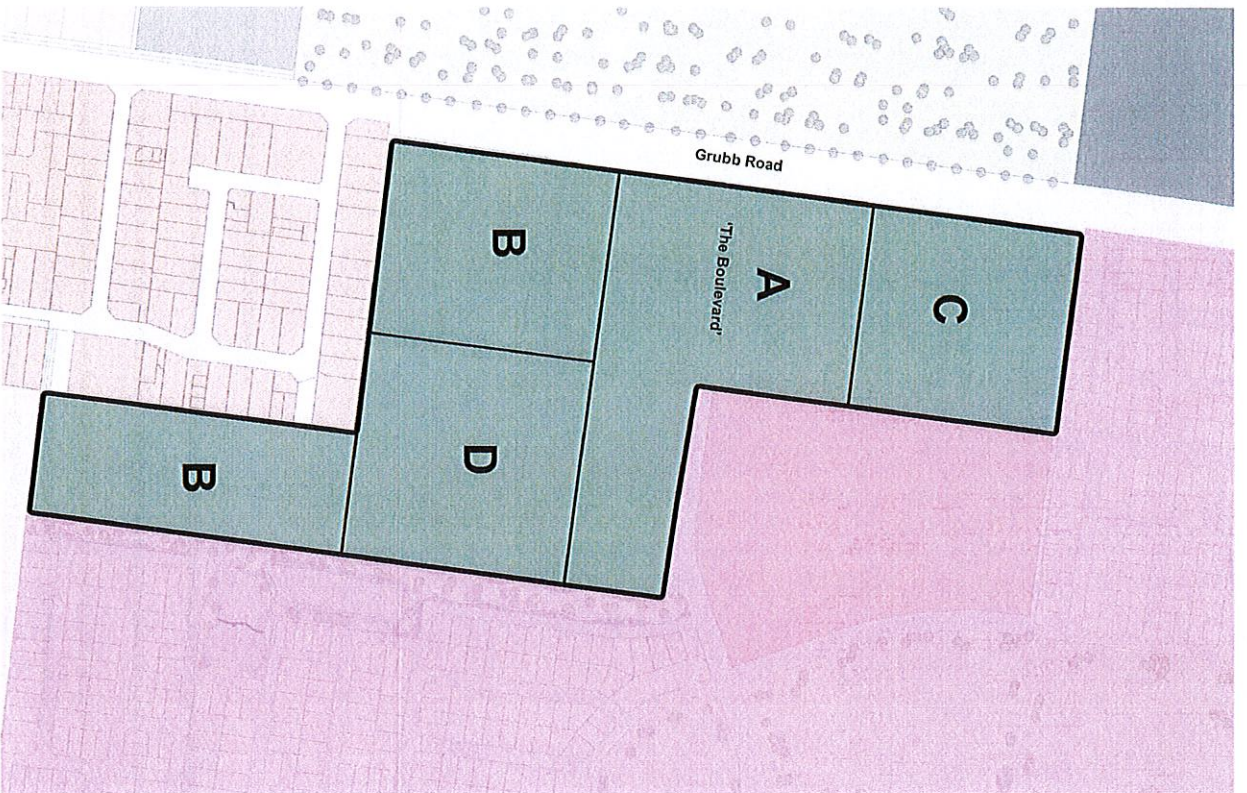


Figure 20 - Staging Plan

- Legend**
- 'Kingston MAC' boundary
 - Anticipated staging (2016 commencement)
 - Existing and Future Residential
 - Light Industrial
 - Low Density Residential
 - Ocean Grove Nature Reserve
 - Farm land
 - Rural Living
 - NOT TO SCALE

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3 Conclusion

This Development Plan sets in place a framework and provides an integrated vision for the Kingston MAC.

The Plan facilitates a basis for consideration of planning permit applications for the physical development of these areas.

The Plan will facilitate the development of the Kingston MAC with complementary community facilities, employment and open space opportunities.

It creates a walkable community, and excellent bicycle connectivity, to encourage a reduction in the reliance on private vehicles for local trips.

It provides an integrated network of open spaces, ensuring appropriate stormwater management and water sensitive urban design for the broader area.

The Plan demonstrates an integrated approach to development.

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