

Melbourne Planning Scheme

Amendment C376melb

Explanatory Report

Overview

Amendment C376melb introduces changes to the planning rules to ensure future development achieves best practice in environmentally sustainable design, including increased energy efficiency and greening of buildings.

The Amendment does this by:

- Amending local policy to guide development to achieve best practice environmentally sustainable design.
- Applying Schedule 73 to Clause 43.02 Design and Development Overlay Sustainable Building Design to most of the land in the municipality to establish requirements for overarching environmentally sustainable design, energy efficiency and renewables, waste and resource recovery, urban ecology, urban heat island response and integrated water management.
- Amending Schedules 1, 2, 3, 5 and 7 to Clause 37.04 Capital City Zone and Schedules 1, 2, 3, 4, 5 and 6 to Clause 37.05 Docklands Zone to include provisions for bicycle, motorcycle and carshare parking, electric vehicle infrastructure, the design of car parking and the retention of car parking spaces as common property.
- Amending Schedule to Clause 72.04 Incorporated Documents to include the Guidelines for Waste Management Plans and amending Schedule to Clause 72.08 Background Documents to include new background documents.

Where you may inspect this amendment

The amendment can be inspected free of charge at:

- The City of Melbourne Participate Melbourne website at: <http://www.participate.melbourne.vic.gov.au/amendment-c376>
- During office hours at the City of Melbourne Customer Service Counter, Ground Floor, Melbourne Town Hall, 120 Swanston Street, Melbourne.

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the City of Melbourne which is the planning authority for this amendment.

Land affected by the amendment

The amendment applies to all land in the municipality.

Schedule 73 to Clause 43.02 Design and Development Overlay applies to most land in the municipality, excluding land in the Transport Zone, the Fishermans Bend Urban Renewal Area, Commonwealth Land and land subject to the Port of Melbourne Planning Scheme, as shown on the maps.

What the amendment does

The amendment implements sustainability and green infrastructure provisions into the Melbourne Planning Scheme, including new local policy and requirements. This will improve the environmental performance of buildings.

The amendment will:

- Reduce the emissions of buildings.
- Improve the liveability of the city by cooling buildings and streets with greenery.
- Bolster resilience to droughts and storm events.
- Replace policy dating from over a decade ago with new provisions designed for the City of Melbourne.
- Ensure clearer and more consistent planning scheme requirements about how permit applicants should address sustainability.

The amendment makes the following changes:

Planning scheme ordinance

- Amends Clause 02.03 Strategic Directions to ensure alignment between the Municipal Planning Strategy and the purpose of the Amendment to achieve best practice environmentally sustainable design.
- Amends Clause 11.03-6L-01 Arden Precinct, Clause 15.01-2L-01 Energy and Resource Efficiency and Clause 19.03-3L Stormwater Management (Water sensitive urban design) to guide development to achieve best practice environmentally sustainable design.
- Inserts Schedule 73 to Clause 43.02 Design and Development Overlay to establish requirements for overarching environmentally sustainable design, energy efficiency and renewables, waste and resource recovery, urban ecology, urban heat island response and integrated water management.

- Amends Schedules 1, 2, 3, 5 and 7 to Clause 37.04 Capital City Zone to include provisions for bicycle, motorcycle and carshare parking, electric vehicle infrastructure, the design of car parking and the retention of car parking spaces as common property.
- Amends Schedules 1, 2, 3, 4, 5 and 6 to Clause 37.05 Docklands Zone to include provisions for bicycle, motorcycle and carshare parking, electric vehicle infrastructure, the design of car parking and the retention of car parking spaces as common property.
- Amends the Schedule to Clause 72.03 to include the new planning scheme maps for Schedule 73 to Clause 43.02 Design and Development Overlay.
- Amends the Schedule to Clause 72.04 Incorporated Documents to include the Guidelines for Waste Management Plans (City of Melbourne, June 2021).
- Amends the Schedule to Clause 72.08 Background Documents to include the following new background documents:
 - Climate Change Adaptation Strategy Refresh (City of Melbourne, 2017)
 - Climate Change Mitigation Strategy to 2050 (City of Melbourne, 2018)
 - Climate Emergency Response (City of Melbourne, 2020)
 - Green Factor Tool Guidance Note (City of Melbourne, 2025)
 - Green Our City Strategic Action Plan 2017-2021 (City of Melbourne, 2017)
 - Green Our City Strategic Action Plan: Strategic Justification for regulatory requirements for sustainability (Arup, 2019)
 - Growing Green Guide (City of Melbourne, 2014)
 - Municipal Integrated Water Management Plan (City of Melbourne, 2017)
 - Sustainable Building Design: Planning Scheme Amendment C376 (Hansen, 2020)
 - Transport Strategy 2030 (City of Melbourne, 2019)
 - Waste and Resource Recovery Strategy 2030 (City of Melbourne, 2019)

Overlay maps

- Inserts Planning Scheme Map Nos 1DDOPT4, 2DDOPT4, 3DDOPT4, 4DDOPT4, 5DDOPT4, 6DDOPT4, 7DDOPT4, 8DDOPT4, 9DDOPT4, 10DDOPT4 and 11DDOPT4 to apply the Design and Development Overlay Schedule 73 (DDO73) to most land in the municipality, excluding land in the Transport Zone, the Fishermans Bend Urban Renewal Area, Commonwealth Land and land subject to the Port of Melbourne Planning Scheme.

Strategic assessment of the amendment

Why is the amendment required?

Climate change is happening now.

Melbourne is already dealing with a hotter climate, and our climate in Victoria has already warmed by 1°C. Our city currently averages 11 days greater than 35 degrees. By 2050 we will experience an average 16 days greater than 35 degrees (Department of Environment, Land, Water and Planning, 2019).

Victoria has had longer fire seasons since the mid-1990s and fire days are projected to increase by 42 per cent per year in Melbourne by 2050. The deadly bushfires of 2019-2020 across Australia destroyed more than 10 million hectares (Rumpf, Legge, van Leeuwen, Wintle & Woinarski, 2023), damaging thousands of homes and properties and killing at least 34 people. Professor Dickman estimated one billion animals were killed (University of Sydney, 2020), and many more bats and insects are likely to die as a result of lost habitat and food sources.

By 2050, there will be 20 per cent less spring rainfall. We are also facing far more severe rainfall events, flooding and storm surges. The 2016 thunderstorm asthma events in Melbourne resulted in serious health impacts for thousands and some fatalities. The Victorian Government estimates that by 2050 sea levels will rise by 24 cm on 1990s levels (DELWP, 2019).

Temperature increases mean we could lose 35 per cent of the city's trees in the next 20 years (Kendal & Baumann, 2016). Elms and some species of indigenous eucalypts won't survive. Melbourne is home to many threatened species including the powerful owl, grey-headed flying fox and the swift parrot.

Climate change could cost our local economy \$12.6 billion by 2050 (City of Melbourne, 2018), impacting agriculture, tourism, insurance and finance.

The Intergovernmental Panel on Climate Change (IPCC) 2022 report found that even more urgent action to adapt to climate change and to cut greenhouse gas emissions is required - including by amending planning regulations to stop dangerous development. The IPCC also found that if emissions remain high, deaths caused by climate change related heat are estimated at 600 people each year in Melbourne, Sydney and Brisbane between 2031 and 2080, totalling 30,000 people over 50 years.

On 16 July 2019, the City of Melbourne declared a climate and biodiversity emergency, recognising that a temperature rise above 1.5°C would cause major and irreversible damage to the City and its ecosystem. On 18 February 2020, the City of Melbourne endorsed the acceleration of the ten priority actions to respond to the climate and biodiversity emergency including mandating greening and zero emission buildings through the Planning Scheme.

Currently the Melbourne Planning Scheme encourages sustainable development at clause 02.03-4 Built Environment and Heritage and clause 15.01-2L-01 Energy and Resource Efficiency. While sustainability outcomes are being negotiated through the development application process, the current planning framework requires updating to achieve the baseline needed for Council to reach its target of zero net emissions

by 2040, to improve biodiversity, to reduce the urban heat island effect, to manage water effectively, and to reduce the amount of waste going to landfill.

The amendment is required to introduce new sustainable building design standards into the Planning Scheme and will apply to new buildings as well as substantial alterations and additions that meet a specified size threshold. The standards address environmentally sustainable design, energy efficiency and renewables, waste and resource recovery, urban heat island response, urban ecology, integrated water management and for the Central City and Docklands, sustainable transport. The standards draw on established and industry accepted rating tools (Green Star, NatHERS, NABERS and BESS) as well as the Green Factor Tool which has been developed by the City of Melbourne.

The amendment will introduce requirements which provide clear outcomes and flexibility about how to achieve them, consistent with the performance-based planning system. The outcomes align with Council's sustainability, greening and emissions goals.

Sustainable building design requires current generations to choose how they meet their needs without compromising the ability of future generations to be able to do the same. The City of Melbourne owns and controls less than one third of the municipality's land area, with the majority of the land in private ownership or other government ownership.

In terms of built form, City of Melbourne owns less than 2 per cent of the buildings in the municipality. Private development is therefore a critical contributor to any overarching municipal goals or targets. While the City, in partnership with other public entities, can drive change on public land, the planning system remains a key tool in facilitating changed practices on private land for public benefit.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives in section 4 of the *Planning and Environment Act 1987 (the Act)*, in particular:

- (a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- (b) to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;
- (c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- (f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and
- (g) to balance the present and future interests of all Victorians.

The amendment implements these objectives by introducing policy, standards and requirements for sustainable building design into the Melbourne Planning Scheme.

How does the amendment address any environmental, social and economic effects?

Environmental effects

The amendment is a direct and necessary response to the declared climate and biodiversity emergency and Council's commitment to zero carbon emissions by 2040, which is broadly in line with global targets ratified through the Paris Agreement to limit global heating to 1.5 degrees.

The City of Melbourne's Climate Change Mitigation Strategy to 2050 (2018) details how Greater Melbourne's emissions per capita in 2017 of 13.89 tonnes per person are very high by international comparison. In contrast, Melbourne's fellow members of C40, a global network of cities collaborating to reduce emissions, averaged 5.1 tonnes per person in 2015. The emissions per capita of the City of Melbourne are even greater at 31 tonnes per person – one of the highest in the world. The City of Melbourne performs particularly poorly on a per capita basis because of the high number and large size of its buildings. As a result, buildings account for approximately two-thirds of municipal emissions. To reduce emissions in line with the goals of both the City of Melbourne and the Victorian Government, efforts in the City of Melbourne need to focus particularly on designing and constructing buildings to be more sustainable. As noted above, the vast majority of these buildings are in private ownership.

The amendment will have positive environmental effects in promoting energy efficiency and renewables, waste limitation and resource recovery, reducing the urban heat island effect, enhancement of urban ecology, water efficiency, stormwater management and use of sustainable transport.

Social effects

Ensuring that the planning system delivers climate responsive policy is critical to the City of Melbourne's social future. The Green Building Council Australia (GBCA) has received overwhelmingly positive feedback on the occupant health and wellbeing benefits of Green Star certified buildings (Green Star Annual Report 2019, Green Building Council Australia).

Economic effects

The economic benefits and costs of the amendment have been assessed and it will support net community benefit and sustainable development.

Ensuring that the planning system delivers climate responsive policy is critical to the City of Melbourne's economic future. Green Star has received overwhelmingly positive feedback on participation and certification through its program. Members have advised the GBCA of their ability to create a better performing building with lower operating costs (energy costs and total lifecycle costs). In 2019, 60% of members estimated the payback period for Green Star is 5 years or less (GBCA, 2019).

Potential economic benefits of mitigating and adapting to climate change include:

- Reduced cost of responding to climate change.
- Reduced monetary costs associated with flooding.
- Reduced cost to the community due to hot weather.

Delaying action leaves the risk of locking in emissions intensive buildings rather than transitioning the City to energy efficient designs and operating models through the course of ordinary development.

Does the amendment address relevant bushfire risk?

The amendment affects land within inner metropolitan Melbourne which is not in a designated bushfire prone area.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

Direction s7(5) – The Form and Content of Planning Schemes

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes as identified at Section 7 (5) of the Planning and Environment Act 1987.

Direction No.9 – Metropolitan Strategy

The amendment supports Ministerial Direction No.9 – Metropolitan Strategy which requires a Planning Authority to have regard to the Metropolitan Strategy (Plan Melbourne 2017-2050). The amendment is consistent with the following directions of Plan Melbourne:

- Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 5.4 Deliver local parks and green neighbourhoods in collaboration with communities
- Direction 6.1 Transition to a low-carbon city to enable Victoria to achieve its target of zero greenhouse gas emissions by 2050
- Direction 6.2 Reduce the likelihood and consequences of natural hazard events and adapt to climate change
- Direction 6.3 Integrate urban development and water cycle management to support a resilient and liveable city
- Direction 6.4 Make Melbourne cooler and greener
- Direction 6.5 Protect and restore natural habitats
- Direction 6.6 Improve air quality and reduce the impact of excessive noise

- Direction 6.7 Reduce waste and improve waste management and resource recovery

Direction No.11 – Strategic Assessment of Amendments

The amendment complies with *Ministerial Direction No. 11 (Strategic Assessment of Amendments)* under section 12 of the *Planning and Environment Act 1987*. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports and implements the purpose of the planning scheme and the following clauses of the Planning Policy Framework (PPF):

01 Purposes of this Planning Scheme

- To support responses to climate change

11 Settlement

- Planning is to recognise the need for, and as far as practicable contribute towards:
 - A high standard of environmental sustainability, urban design and amenity
 - Climate change adaptation and mitigation
 - Protecting, conserving and improving biodiversity, waterways and other natural resources
 - Waste minimisation and resource recovery

11.01-1S Victoria – Settlement

- To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements
- Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:
 - Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.
 - Minimising exposure to natural hazards, including increased risks due to climate change.
 - Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.
- Encourage a form and density of settlements that supports healthy, active and sustainable transport.
- Support metropolitan and regional climate changes adaptation and mitigation

measures

12.01-1S Protection of Biodiversity

- To protect and enhance Victoria's biodiversity.

13.01-1S Natural Hazards and Climate Change

- To minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- Respond to the risks associated with climate change in planning and management decisions
- Ensure planning controls allow for risk mitigation and climate change adaptation strategies to be implemented

13.03-1S Floodplain Management

- To assist in the protection of Life, property and community infrastructure from flood hazard, including coastal inundation, riverine and overland flows.

13.06-1S Air Quality Management

- To assist in the protection and improvement of air quality.
- Ensure that land use planning and transport infrastructure provision contribute to improved air quality by: Providing infrastructure for walking, cycling and public transport.

15 Built Environment and Heritage

- Planning should promote development that is environmentally sustainable and minimise detrimental impacts on the built and natural environment.
- Planning should facilitate development that:
 - Is adapted and resilient to climate related hazards.
 - Supports the transition to net zero greenhouse gas emissions.
 - Minimises waste generation and supports resource recovery.
 - Conserves potable water.
 - Supports the use of, and access to, low emission forms of transport.
 - Protects and enhances natural values.
 - Minimises off-site detrimental impacts on people and the environment

15.01-1S Urban Design

- To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

15.01-1R Urban Design – Metropolitan Melbourne

- To create a distinctive and liveable city with quality design and amenity.

15.01-2S Building Design

- To achieve building design and siting outcomes that contribute positively to the local context enhance the public realm and support environmentally

sustainable development.

- Improve the energy performance of buildings through siting and design measures that encourage:
 - Passive design responses that minimise the need for heating, cooling and lighting.
 - On-site renewable energy generation and storage technology.
 - Use of low embodied energy materials.
- Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.
- Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.
- Encourage water efficiency and the use of rainwater, storm water and recycled water.
- Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.
- Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.
- Encourage development to retain existing vegetation.
- Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

15.01-4S Healthy Neighbourhoods

- To achieve neighbourhoods that foster healthy and active living and community wellbeing.

18 Transport

- Planning should ensure a safe, integrated and sustainable transport system that:
 - Actively contributes to environmental sustainability.
 - Supports health and wellbeing

18.01-1L Land Use and Transport Planning

- Support development that encourages other transport modes and discourages the use of private motor vehicles.
- Support off street parking for small and micro cars, motor scooters and motorbikes.
- Encourage re-charging facilities powered by renewable sources of energy for electric powered vehicles.
- Encourage the co-location and sharing of car parking facilities.

18.01-3S Sustainable and Safe Transport

- To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.
- Plan and develop the transport system to:
 - Prepare for and adapt to climate change impacts
 - Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
 - Avoid, minimise and offset harm to the environment by:
 - Protecting biodiversity.
 - Reducing transport-related greenhouse gas emissions.
- Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.
- Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

18.02-2S Cycling

- To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling
- Support increased cycling by providing:
 - Cycling routes and cycling infrastructure early in new developments and in all major transport projects.
 - Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.

19.01-2S Renewable Energy

- To support the provision and use of renewable energy in a manner that ensures appropriate siting and design considerations are met.

19.03-3S Integrated Water Management

- To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

19.03-5S Waste and Resource Recovery

- To reduce waste and maximise resource recovery, to reduce reliance on landfills and minimise environmental, amenity and public health impacts.
- Encourage development that facilitate sustainable waste and resource recovery, including facilities for Victoria's container deposit scheme.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

This strategic consideration only applies if the planning scheme includes an LPPF at Clause 20. The Melbourne Planning Scheme does not include an LPPF at Clause 20 and so this strategic consideration is not relevant to the amendment.

How does the amendment support or implement the Municipal Planning Strategy?

This strategic consideration only applies if the planning scheme includes an MPS at Clause 02.

The amendment proposes to update the existing Clauses: 02.03-2 Environmental and landscape values – Biodiversity and waterways; 02.03-4 Built environment and heritage – Sustainable Development; and 02.03-7 Transport, in order to ensure that all development in the municipality has consideration for environmentally sustainable development, water sensitive urban design and sustainable transport.

The amendment supports and implements the following existing clauses of the MPS:

02.03-3 Environmental risks and amenity – Climate change:

- Encourage development that is resilient to heatwaves, water shortages, extreme storm events and sea level rise.

02.03-8 Infrastructure – Integrated water management:

- Encourage stormwater management, including water sensitive urban design, to minimise the impact of development on waterways.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions (VPP) by amending the Capital City Zone and Docklands Zone schedules to introduce sustainable transport requirements, and updating the relevant local policy provisions to ensure alignment between the Municipal Planning Strategy, Planning Policy Framework and the purpose of the Amendment.

The amendment applies a new schedule to the Design and Development Overlay to require high quality environmentally sustainable buildings across most of the City of Melbourne primarily because such a schedule is the best mechanism of the VPP to enable the application of near municipal-wide requirements.

How does the amendment address the views of any relevant agency?

Relevant agencies were notified during the exhibition.

The Fishermans Bend Taskforce (now DTP Precincts) made a submission during exhibition which commends the City of Melbourne for developing the amendment. However, both the Fishermans Bend Taskforce and South East Water raised

concern with implementing the requirements in the Fishermans Bend Urban Renewal Area, partly due to the difficulty of integrating with the existing controls introduced with GC81. This issue is resolved by changing the amendment at the adoption stage to no longer apply the requirements to Fishermans Bend.

Development Victoria made a submission during exhibition which recognises the importance of sustainable development and the need for strong policy which responds to the changing environment. Development Victoria supports raising the minimum sustainability requirements for private development within the City and further aligning planning policy and requirements with Development Victoria's best practice standards. No change was made in response to this submission.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The City of Melbourne is an interface body under the Transport Integration Act 2010. It is required to have regard to transport system objectives and decision-making principles when making decisions that have a significant impact on the transport system.

The amendment introduces sustainable transport provisions into several Capital City Zone and Docklands Zone schedules to require: bicycle, motorcycle and car share parking; electric vehicle infrastructure; and provisions relating to the design of car parking facilities and the retention of car parking spaces as common property

The design and provision of sustainable transport related infrastructure within individual buildings in accordance with the provisions of the amendment will create significant opportunities for sustainable transport choices.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment may contribute to a minor increase in the number of planning permit applications on an annual basis. This increase can be accommodated within the existing resources.

Melbourne Planning Scheme

Amendment C376melb

Instruction sheet

The planning authority for this amendment is the Melbourne City Council.

The Melbourne Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 11 attached map sheets.

Overlay Maps

1. Insert new Planning Scheme Map Nos DDOPT4 in the manner shown on the 11 attached maps marked “Melbourne Planning Scheme – Local Provision Amendment C376melb”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Purpose and Vision** – insert Clause 02.03 in the form of the attached document.
3. In **Planning Policy Framework**- replace Clause 11.03-6L-01 with a new Clause 11.03-6L-01 in the form of the attached document.
4. In **Planning Policy Framework**- replace Clause 15.01-2L with a new Clause 15.01-2L in the form of the attached document.
5. In **Planning Policy Framework**- replace Clause 19.03-3L with a new Clause 19.03-3L in the form of the attached document.
6. In **Zones** – Clause 37.04, replace Schedule 1, 2, 3, 5 and 7 with a new Schedule 1, 2, 3, 5 and 7 in the form of the attached document.
7. In **Zones** – Clause 37.05, replace Schedule 1, 2, 3, 4, 5 and 6 with a new Schedule 1, 2, 3, 4, 5 and 6 in the form of the attached document.
8. In **Overlays** – Clause 43.02, insert a new Schedule 73 in the form of the attached document.

9. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.
10. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.
11. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document.

End of document

02.0321/09/2022
C409melb**02.03-1**21/09/2022
C409melb**STRATEGIC DIRECTIONS****Settlement**

To accommodate the City's growth over the coming 30 years and preserve established residential areas, various settlement areas have been established, each with a different role.

The City contains five types of settlement areas, identified on the Growth Area Framework Plan (at Clause 02.04-1).

The original city centre

The Hoddle Grid is known for its orderly grid and hierarchy of streets, lanes and arcades and is the main retail and office area in the state. Key functions are located in the Hoddle Grid, including government and public buildings, offices, cafes, education, retail and residential. A strong emphasis is placed on a quality public realm and good pedestrian amenity and connectivity.

Existing urban renewal areas

Existing urban renewal areas provide a new mix of uses and higher density of development complemented by excellent provision for walking, cycling and public transport services.

Arden is a Major urban renewal precinct. Arden will evolve as a thriving inner-city neighbourhood showcasing quality and affordable housing, a thriving network of open spaces, active transport links, and adaptable community facilities, schools and workspaces. The delivery of Arden Station in the heart of the precinct will connect the digital technologies, life sciences, health and education sectors. It will provide for 34,000 jobs and a range of well serviced, diverse housing options for 15,000 people by 2051.

The vision for Arden is for the precinct to be at the forefront of sustainable development, embracing new ways to live, learn, work and travel in an energy efficient district. Arden is striving for a 6 Star Green Star rating.

Southbank is home to the State's internationally recognised Arts Precinct. Southbank includes the Southbank Promenade, Melbourne Convention and Exhibition Centre and together with the South Wharf complex it provides an extension of the Hoddle Grid.

Docklands is a residential, commercial and visitor destination providing housing, office, industry, research, institutional, business, education, entertainment/leisure, marina and sporting uses and public spaces. As an extension to the Hoddle Grid, Docklands has become a vital urban redevelopment and activity hub.

Fishermans Bend Urban Renewal Area is a declared project of State significance and is a priority urban renewal area. The urban renewal area includes the Lorimer precinct in the City of Melbourne and Montague, Sandridge and Wirraway precincts in the City of Port Phillip.

The vision for the Fishermans Bend Urban Renewal Area is to deliver a thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation that will by 2050, accommodate 80,000 residents, 40,000 jobs and be Australia's largest Green Star Community. Fishermans Bend is striving for a 6 Star Green Star Community rating.

The Lorimer precinct is planned to accommodate approximately 12,000 residents and provide 6,000 jobs. The precinct will provide a mix of residential, retail, commercial, entertainment and employment land uses that complement the functions and built form of the Central City.

City North is a specialised activity area and an area in transition. The University of Melbourne, RMIT University, hospitals and research institutions are expanding their facilities and the

redevelopment of the former Carlton United Brewery site is underway. Further potential for urban renewal exists between the existing Central City and the knowledge precinct in the south area of Parkville. It contains the Parkville Station as part of the Melbourne Metro project and is an extension of the Central City.

Macaulay is an area in transition. Historically, an industrial area supporting the city's economy through manufacturing and production, the profile of business activity in the area has been changing. The Melbourne Metro station project and the proposed North Melbourne Station will lead to major change and urban renewal of the precinct. Important issues include the interface between on-going industrial and residential areas, and the interface between new development and existing residential areas. Sensitive use buffers will play an important role in protecting these uses.

Proposed urban renewal areas

Proposed urban renewal areas will provide for the next generation of urban renewal. Until structure plans are implemented, local policies for the areas apply.

E-Gate comprises mostly railway reserve in State Government ownership which adjoins the Docklands and Arden Macaulay urban renewal areas. The State Government is developing plans for the urban renewal of the area.

Potential urban renewal areas

Potential urban renewal areas present long term options for future urban renewal that are dependent on the resolution of infrastructure planning.

Dynon accommodates mainly freight and some industrial activities. The rationalisation and modernisation of freight functions will open up the potential for the renewal of the northern section of this area. Any urban renewal should not constrain the operations of the port freight terminal to the south.

The **Jolimont Rail Corridor** runs through the middle of the Sports and Entertainment Precinct. The potential exists for development over the transport corridor which will become increasingly attractive not only for the development space they can yield but also for the opportunity to connect parts of the city.

The **Racecourse Rail Corridor** between the Flemington Racecourse and the Showgrounds has potential similar to the Jolimont Rail Corridor but will depend on future rail service options.

The **Sports and Entertainment Precinct** includes some of Melbourne's major sporting and entertainment venues as well as large areas of parkland along the Yarra River corridor. It provides recreational, cultural and entertainment opportunities including Birrarung Marr, the Shrine of Remembrance, Government House, Sidney Myer Music Bowl and the Royal Botanic Gardens.

Stable residential areas

These residential areas are valued for their existing character. Limited change, such as in-fill development and alterations and additions, that respects existing character, can occur.

As **South Yarra** is an area with minimal potential for new development, residential amenity and the area's historic character and features will be preserved.

The **East Melbourne and Jolimont** area accommodates Government facilities, institutions and businesses in the Treasury and Parliament precinct. It has an important role in providing hospital and medical services and supporting Central City edge business uses while maintaining residential amenity through limited development of residential areas.

Carlton, a dynamic and diverse local area, accommodates housing, retailing, entertainment, educational, institutional, leisure and cultural activities. Lygon /Elgin Street is an important local shopping centre that also has a regional tourist role based on its restaurants. The tourism, residential and retailing functions of Lygon and Elgin Streets and their surrounds need to be balanced.

Parkville contains the extensive parklands of Royal Park and Princes Park which provide both local and regional open space. It has small established residential neighbourhoods, defined by their park context and a high integrity of heritage buildings. Preservation of heritage and parkland values and maintenance of residential amenity are key priorities.

North Melbourne has a strong residential base as well as commercial and industrial uses. Many of the area's streetscapes and buildings have been recognised for their heritage significance. Flemington Road is a key tree-lined boulevard entry into the City.

West Melbourne accommodates a mix of residential, commercial and industrial uses, along with the major regional open space of Flagstaff Gardens and North Melbourne Station - a major interchange station connecting six train lines to the north-west of Melbourne. The projected population of West Melbourne is around 19,000 by 2036 and around 21,500 by 2041. It is predicted that there will be the need for around 10,000 jobs in total (4,500 to 6,500 additional jobs) in West Melbourne by 2036.

West Melbourne will retain its unique identity, varied areas of character and mix of uses as it evolves into one of Melbourne's distinct inner urban neighbourhoods. The area will remain distinct from the central city. Retention and adaptive reuse of its heritage and other characterful buildings will be encouraged. New mixed-use development of the highest design quality will bring high amenity for residents, workers and visitors. Its wide green streets will provide excellent connections and a network of local spaces to rest and play. Spencer Street between Dudley and Hawke Streets will become a vibrant local activity centre creating an economic centre for West Melbourne.

Flemington and Kensington (west) are areas where maintaining and enhancing residential amenity and the heritage characteristics are a priority.

The ongoing operation and growth of Flemington Racecourse and the Royal Agricultural Showgrounds is supported along with the expansion of the recreational role of the Maribyrnong River and its enhancement as part of the open space network.

Other areas

St Kilda Road is a premier boulevard containing high density office and residential development. The continued development of the area has necessitated the introduction of a wide range of uses and services to support residents, workers and businesses.

The **Fishermans Bend Employment Precinct** is nominated as a National Employment and Innovation Cluster (NEIC). It is strategically located to the west of the Melbourne CBD and adjacent to the Port of Melbourne, Australia's largest container and general cargo port.

The vision for the precinct is to become Australia's leading design, engineering and advanced manufacturing precinct. The precinct will provide development densities that facilitate primary manufacturing functions in the engineering sectors of aerospace, transport and defence, as well as encouraging clean and creative technology and tertiary education. This will enable the area to transition towards an advanced manufacturing, engineering and design innovation economy that supports approximately 40,000 jobs and 20,000 tertiary students.

The provision of proposed improvements to public transport and urban amenities, combined with the redevelopment of the Victorian Government owned former General Motors Holden site will provide the early catalyst for the delivery of the vision for the Precinct and drive investment attraction. Westgate Park will continue to perform an important ecological and recreational role as extensive parkland in an urban setting for existing and future residents, workers and students. In planning for settlement, the Council will:

- Direct urban growth and development into specific areas of the City shown on the Growth area framework plan at Clause 02.04-1.
- Expand the footprint of intensive growth areas beyond the Central City (Hoddle Grid, Docklands and Southbank) into designated new urban renewal areas.
- Retain the Hoddle Grid area as the core of the Central City and plan for its ongoing change and growth.
 - Direct new urban growth into the Docklands and Southbank Existing Urban Renewal Areas.
 - Support ongoing urban renewal and Central City expansion in the Existing Urban Renewal Areas.
- Develop the Potential Urban Renewal areas, dependant on the resolution of related infrastructure planning.
- Ensure development in Urban Renewal Areas does not compromise the preferred future renewal of those areas.
- Support the ongoing use of the Dynon Precinct for a range of transport, manufacturing, wholesale and distribution industries.
- Support advanced manufacturing, service industries, and port/rail use compatible with the Port of Melbourne and industries along the Maribyrnong River while ensuring that the amenity of the river is enhanced.
- Enable ongoing but incremental growth and development in those parts of the City needing renewal.
- Maintain a clear distinction in scale from the Central City with higher scales of development expected located at the Central city fringe, around the North Melbourne railway station and along Flemington Road
- In the Fishermans Bend Urban Renewal Area:
 - Create thriving, lively, mixed-use neighbourhoods and a place of design excellence with highest densities of employment opportunities close to existing and planned public transport.
 - Provide housing opportunities for a diverse community including at least six per cent of dwellings as Affordable Housing, with additional Social Housing dwellings provided as part of a Social Housing uplift scheme.
 - Create a benchmark for sustainable and resilient urban transformation that supports the creation of a climate adept, water sensitive, low carbon, low waste community, addresses potential flood impacts with measures which maintain activity at ground level, and is designed to provide best practice waste and resource recovery management.
 - Create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use and supports 80 per cent of movements via active and public transport.

• In the Arden Precinct:

- Create a place of design excellence that supports innovative design, with the highest densities of employment opportunities close to existing and planned public transport, and creative and innovative land uses within appropriate precincts.
- Deliver housing opportunities for a diverse community, including Affordable Housing.
- Create a benchmark for sustainable and resilient urban transformation that supports the creation of a climate adept, water sensitive, low carbon, low waste community and is designed to provide best practice waste and resource recovery management.
- Create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use.
- Support the continued operation of strategically important existing uses including those that provide services or materials to the construction industry or support the urban renewal of the precinct.

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Environmental and landscape values

Biodiversity and waterways

The City's parks, gardens and aquatic environments have several sites with important indigenous flora and fauna habitat.

Land use and development activities can undermine the health and biodiversity of its flora and fauna ecologies. It is important to protect the open spaces and waterways that support those systems.

The quality of the City's open spaces and waterways are important to the municipality's recreational attractiveness and the health of the ecological systems and the biodiversity they support.

Private land within the City of Melbourne makes a contribution to the City's biodiversity and the health of its waterways. The protection of the biodiversity values of private land is important for the City.

In managing biodiversity and waterways, the Council will:

- Protect and enhance the habitat of the city's parklands, the Yarra and Maribyrnong Rivers and the Moonee Ponds Creek.
- Ensure open space links along waterways provide for environmental and recreational functions.
- Support design treatments that enhance or restore natural systems.
- Maintain the Yarra River Corridor as a continuous, high pedestrian amenity focus for the City.
- Promote active land uses such as cafes, restaurants and leisure venues in buildings along the Yarra River, particularly those with a northern orientation.
- Encourage the retention of native and mature canopy vegetation in the development of sites and enhance indigenous and remnant vegetation.
- Encourage the use of indigenous vegetation in the delivery of open spaces and ~~roof-top~~ greening green cover for buildings, while also recognising the contribution of native, productive and exotic plants for indigenous fauna habitat within the private realm.

- Minimise the impacts of introduced flora and fauna on indigenous vegetation.
- Create and enhance ~~bio-links for~~ vegetation links to increase the resilience of native flora and fauna.
- Adopt an integrated water management approach to the delivery of water to support green cover for buildings and reduce stormwater impacts on waterways.
- Ensure residential, commercial and industrial development adopts a best practice approach to stormwater treatment and management.
- Consider future climate conditions when determining appropriate vegetation species.
- Ensure green cover for buildings supports the creation of complex and biodiverse ecosystems and provides a layered approach, incorporating both understorey and canopy planting.

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Environmental risks and amenity

Climate change

The City is one of the most compact, dense and mixed use parts of the metropolitan area with the richest network of public transport services and generous open space reservations. These characteristics have intrinsic characteristics that offer significant potential to drive down energy use, to make the City robust against the predicted impacts of climate change, particularly water scarcity and heatwaves.

Climate change will deliver reduced rainfall, rising sea level, more extreme flooding, intense storms, and heatwaves. The built environment must be designed to moderate and provide protection from these impacts.

In planning for climate change, the Council will:

- Encourage development that is resilient to heatwaves, water shortages, extreme storm events and sea level rise.

Amenity, safety and noise

Industries can affect the amenity of nearby sensitive land uses such as residential. It is important to manage this tension between industrial operations and the amenity of adjacent residential areas.

Some non-residential uses in residential areas make important contributions to local neighbourhoods, such as educational, recreational, religious and a limited range of other uses that serve local needs.

The City has licensed premises that provide opportunities for social interaction and a vital night-time economy providing music, food and entertainment. Well managed licensed premises contribute positively to the activity, character and image of the City. Small licensed premises are particularly important to the vitality of the Central City as a 24 hour city.

Amusement parlours provide another entertainment option, particularly for young people. However, when allowed to agglomerate, they may create adverse impacts in terms of amenity, character, image and perceived safety of an area. Sexually explicit adult establishments can have similar adverse impacts.

Gaming premises are located throughout the Central City and in nearby Commercial Zones.

In managing amenity, safety and noise, the Council will:

- Restrict the encroachment of incompatible non-residential uses in the Neighbourhood Residential Zone and General Residential Zone.
- Encourage dwellings and non-residential uses in residential areas to be located and designed to protect residents from off-site amenity impacts.
- Protect amenity by discouraging the concentration of sexually explicit adult entertainment, amusement parlours and gaming venues in the Central City.
- Ensure that gaming premises do not form concentrations in particular areas and are discouraged in residential areas.

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Built environment and heritage

Built environment

Melbourne's character is defined by its distinctive urban structure, historic street pattern, boulevards and parks, heritage precincts, laneways and individually significant heritage buildings. The City's buildings, streets, open spaces and landscape features combine to give the municipality its unique appearance and feeling.

Where the built form character of an area is valued, new development must respect this character and add to the overall quality of the urban environment. In areas where built form change is more substantial, a new and equally attractive environment must be created.

An important element of the City's built form is lanes, which provide important public spaces and an environment for social interaction and activities. They also support a lower built form and intimate environment that assists in providing favourable amenity and climatic conditions to support pedestrian activity.

In the built environment, inappropriate signs or a proliferation of signs may detract from the character and amenity of the place and create visual clutter.

A fundamental feature of the City's built environment is the ability to offer sunlight to its streets and public spaces at times of the year when the intensity of pedestrian activity is highest to provide high amenity public space, aid public health and support vegetation.

In managing the built environment, the Council will:

- Protect and enhance the City's distinctive physical character and heritage, maintain the importance of:
 - identified places and precincts of heritage significance
 - the World Heritage Listed Royal Exhibition Building and Carlton Gardens
 - the Shrine of Remembrance
 - the Hoddle Grid
 - the Yarra River Corridor, Victoria Harbour and waterways
 - the network of parks and gardens the Hoddle Grid's retail core
 - the network of lanes and arcades Boulevards
 - the sense of place and identity in different areas of Melbourne.
- Ensure design, height and scale of development responds to the identified preferred built form character of an area.

- Ensure a strong distinction between the built form scale of the Central City with that of surrounding areas.
- Improve public realm permeability, legibility and flexibility.
- Ensure that development in the Capital City, Docklands, Commercial and mixed use zoned areas provide active street frontages and minimise pedestrian disruption from car access.
- Design public and private open spaces to support wellbeing including physical movement, communal exercising, social interaction, quiet enjoyment and connections to the natural environment.
- In all Urban Renewal Areas:
 - Provide a complementary transitional scale to adjoining areas where the built form character is to be maintained.
 - Encourage a development pattern that is permeable and fine-grained.
- Enhance the role of the Boulevards and Principal Streets as entrances to the Central City through development that maintains landscape character.

Heritage

One of the great Victorian-era cities in the world, the City contains many precincts, intact streetscapes, Aboriginal archaeological sites and buildings recognised for their cultural heritage significance. They contribute to the significance of Melbourne as the cultural, administrative, educational and economic centre of the State and a significant part of Melbourne's attraction as a place in which to live, visit, do business and invest. It is also important for cultural and sociological reasons, providing a distinctive historical character and a sense of continuity.

The management of heritage places in the Capital City Zone (CCZ) and Docklands Zone (DZ) faces the challenge of intense development and the different built form outcomes that result from development.

The World Heritage Environs Area provides a buffer zone to protect the World Heritage Listed Royal Exhibition Building and Carlton Gardens.

In protecting heritage values, the Council will:

- Conserve and enhance places of identified cultural heritage significance, including views to heritage places.
- Maintain the visual prominence of heritage buildings and landmarks including the Shrine of Remembrance, Parliament House and the World Heritage Listed Royal Exhibition Building and Carlton Gardens.
- Protect the significant landscape and cultural heritage features of parks, gardens, waterways and other open spaces.

Sustainable development

The City of Melbourne has declared a 'climate emergency' and has adopted a target of zero greenhouse gas emissions for the municipality by 2040. The built environment has an important role to play in mitigating greenhouse gas emissions. The City will plan and design to become an environmentally sustainable city that is energy, water and waste efficient, and adapted to predicted climate change.

In promoting sustainable development, the Council will:

- ~~Ensure an environmentally sustainable urban environment and building design that facilitates reduced greenhouse emissions, integrated water management, and efficient resource use and waste reduction.~~
- ~~Ensure~~Require mitigation measures through increased energy efficiency in the built environment resilient to heatwaves, water shortages, extreme storm events and sea level rise and the delivery of zero emissions buildings.
- Support increased delivery and use of renewable energy.
- Support the transition to more sustainable forms of transport.
- Increase the resilience of the natural and built environment by increasing greening and green infrastructure.
- Support community resilience by requiring development to respond to the urban heat island effect.
- Adopt integrated water management principles and approaches.
- ~~Encourage environmentally sustainable building design innovation~~Support efficient waste management and resource recovery practices.
- Encourage ~~the connection of buildings to district~~precinct based responses to energy, water and waste systems through a precinct wide approachin recognition of the increased opportunities in urban renewal areas.

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Housing

Housing diversity

Providing housing to accommodate the expected significant population growth in an already densely developed city is a key challenge for the municipality. New housing needs to be diverse, affordable and provide a good standard of building design.

Most of the increased population is planned to be accommodated in the City's areas of urban renewal, planned urban renewal and the Hoddle Grid.

Outside these areas, population growth will be modest and in some established areas such as South Yarra, parts of Parkville, North Melbourne, Kensington, Carlton, East Melbourne and Jolimont, there will be minimal change.

High standards of on-site amenity should be provided in all residential development, including good access to sunlight, daylight and privacy as well as protection from effects such as noise and light spill.

In providing housing, the Council will:

- Preserve the valued characteristics of the stable residential areas and in areas outside the Central City and Urban Renewal Areas, increase housing quantity and density consistent with existing character.
- Encourage the most significant housing and population growth to the Central City and urban renewal areas.
- Ensure that new residential development achieves high standards of amenity including access to sunlight and daylight and protection from overlooking.

Ensure social and physical infrastructure provision as part of residential development.

- Support a range of housing types and tenures to meet the diverse of housing needs.

Affordable housing

There is a need to increase the proportion of lower cost accommodation, social housing and housing to meet a diverse range of needs.

In providing affordable housing, the Council will:

- Support lower cost housing, social housing and housing designed for people with disabilities.

Student housing

The many tertiary educational institutions of Melbourne cater for a large number of students from overseas, interstate and from regional Victoria. The demand for student accommodation is projected to be ongoing, recognising that it has specific requirements compared to other types of dwellings.

In providing student housing, the Council will:

- Support purpose-built student housing that encourages social interaction.

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Economic development

Employment and innovation

The City makes an important contribution to the economic prosperity of the state through the provision of its local, corporate and global businesses, its strong retail, major cultural, sporting and tourism industry, and its significant industrial uses.

In 2011 there were over 461,000 people employed in the municipality. Employment has grown at 3.5 per cent per year since 2002, faster than the state average of 2.4 per cent (SGS 2011, Employment Forecasts).

Innovation in business is central to the City's economic vitality and its role as a globally competitive capital city. The municipality is a dense centre of world standard service and research activity particularly in the financial, engineering, biotechnology and design sectors.

The universities and TAFE institutes are able to link locally with industry, business, hospitals and research institutes in the Parkville, Alfred Hospital and St Vincent's Hospital precincts.

The Central City is the prime location for commerce in metropolitan Melbourne, and along with the St Kilda Road commercial area, is of state significance. Areas zoned mixed use and commercial around the Central City are under increased pressure for housing, and it is important to ensure their ongoing functioning and viability as business areas.

The Hoddle Grid will remain the State's pre-eminent retail centre.

The City has a traditional manufacturing and industry base but in recent times, many manufacturing uses have relocated to the periphery of Melbourne or offshore. The City, however, offers unique locational and access advantages, particularly for advanced manufacturing industries.

The Fishermans Bend Employment Precinct is one of Victoria's National Employment and Innovation Clusters (NEIC) and contains a vibrant industrial area with head offices and important clusters in aviation, aerospace and defence.

In supporting employment and innovation, the Council will:

- Support development that reinforces the City's role as Victoria's principal centre for commerce.
- Support the Central City Retail Core and local retail uses.

Ensure a proliferation of eating and entertainment uses do not undermine the character and range of services offered in local retail centres.

- Support the development of Docklands and Southbank as vibrant business and retail areas.
- Support St Kilda Road as a vibrant office and high density residential district.
- Encourage development that supports the City's role as an Australian and Asia Pacific gateway for health services, financial and business services, education and biotechnology.
- Encourage a mix of commercial and business services that provide employment opportunities for local residents, appropriate to the location with off-site impacts managed consistent with the local amenity.

Improve the long term viability and security of the City's industries.

- Support the 24 hour function of the Port of Melbourne and associated industries, as Australia's leading container port.
- Encourage industries to adopt the highest standards of environmental management practice.
- Encourage a dense co-location of business, education, medical and research centres.
- Encourage uses that include research and development activities.
- Support the development of Fishermans Bend Employment Precinct as a National Employment and Innovation Cluster and as the City's primary industrial area and the preferred location for clean, advanced manufacturing, research and development, and ancillary services.
- Ensure the development of commercial and retail uses in the Fishermans Bend Employment Precinct supports the vision for the precinct as Australia's leading design, engineering and advanced manufacturing precinct.

Tourism

The City is a national and international tourist destination and the State's entertainment and celebration capital. The numerous large sports and entertainment venues, convention facilities and cultural facilities draw visitors to the city.

In promoting tourism, the Council will:

- Encourage development that supports tourism at sports and entertainment venues, convention and cultural facilities.
- Support development that promotes the Docklands waterfront as a tourism and leisure destination of State significance.

Creative industries

The City is a national and international leader in creative endeavours such as music, performing and visual arts; film, television and radio; writing, publishing and print media; design and architecture; software and electronic gaming, web and multimedia development; and advertising and marketing.

Along the Sturt Street spine there is a cluster of many of Australia's premier cultural institutions extending from Federation Square to the Arts Centre to the Malthouse Theatre.

In encouraging creative industries, the Council will:

Encourage the growth and clustering of cultural institutions.

- Provide a diverse range of leisure, arts, cultural and entertainment uses.
- Locate entertainment, music and cultural attractions in Commercial and Mixed Use Zones, where consistent with the local amenity.
- Encourage the growth of a cultural environment in the Hoddle Grid, Southbank and Docklands by supporting entertainment uses, music and the arts.

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Transport

Integrated transport

Effective and efficient mobility is essential for the liveability, creativity, prosperity, innovation and environmental sustainability of the City.

The City's transport infrastructure must meet the demands of the growing intensity and diversity of land uses and major events.

In integrating transport, the Council will:

- Integrate transport and urban growth.
- Encourage water transport for recreational and commuter use consistent with maintaining safe and efficient Port operations.
- Locate major entertainment, recreation, retail, education and employment areas where they are accessible by public transport and walking.
- Reduce the negative impacts of traffic and parking, particularly on residential areas and parklands.

Sustainable transport

Melbourne is the centre of the state's transport network. It is the part of our state where the demand for travel is greatest and where walking, cycling and public transport are the dominant modes of transport. In order to move more people in the same amount of street space, the City needs to make the existing transport infrastructure work harder. There is significant potential to boost the contribution of each of these sustainable modes.

~~A priority for the City is maximising the use of sustainable modes of transport. Private motor vehicles will continue to be an important part of the mix of modes but their use will become increasingly complementary to the other transport modes.~~

The City of Melbourne aims to transition to 70% mode share for public transport, walking and cycling. Public transport is the most economic and efficient mode for mass travel to and from the City. Walking accounts for the greatest proportion of trips within the City. An excellent walking network is necessary for the functioning of all the other modes.

~~Bicycles and motorised bikes/scooters are gaining popularity. They are efficient users of road space and are time competitive with cars. There are good opportunities to increase cycling take-up.~~

In encouraging sustainable transport, the Council will:

- ~~Develop and maintain~~ Ensure a comprehensive streets and laneways are safe, comfortable and convenient for walking pedestrian and cycling network.
- Provide a well-connected network of safe and protected bicycle lanes and high-quality bicycle parking facilities.
- ~~Protect and enhance the~~ Support the laneways as a significant element of the pedestrian network and public realm.
- Enhance the stations as international gateways to the City.
- ~~Support the provision of~~ Ensure public bike hire and micro-mobility stations are convenient to pedestrians and public transport.
- ~~Maximise the use of~~ Support public transport that through an efficient urban structure is safe, accessible, fast and frequent.
- Support private vehicle access to the city for deliveries, servicing and for people who need to use a car ~~Encourage public transport as the primary mode of access to the Central City by planning for the network and encouraging integrated development.~~
- Support micro-mobility that delivers net public benefit.

Freight and ports

Melbourne is Australia's international freight hub and gateway. The Port of Melbourne is the largest container port in Australia, handling 36 per cent of the nation's container trade. The Port and the City's industrial areas rely on efficient road and rail links for freight movement.

In planning for freight and ports, the Council will:

- Enhance Melbourne's role as Australia's freight hub and gateway.
- Support development of the Melbourne International Freight Terminal in the Dynon Precinct.
- Support freight uses in the West Melbourne Industrial Precinct.
- Improve links to the Port, including the integration of Port operations with the Melbourne International Freight Terminal and the Fishermans Bend Employment Precinct.
- Support reduced amenity and environmental impacts from road based freight vehicles.

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Infrastructure

Community infrastructure

The expansion and upgrading of utilities, community facilities and public open space will be required to service the growth of resident, worker and visitor populations. Key to this is an efficient use of existing infrastructure and forward planning for future needs.

In supporting community facilities, the Council will:

- Facilitate upgrading of utilities, community facilities and public open space that meet the needs of the public.
- Integrate new community facilities with residential development.
- Encourage co-location of complementary community facilities and encourage multipurpose uses.

Education and health facilities

Melbourne is one of the world's leading student cities. The City is home to the University of Melbourne and RMIT University, the city campuses of four other universities, TAFE institutes and colleges as well as many private institutions. It hosts leading research institutions in

Bioscience and benefits from the co-location of key education, hospitals, research institutes and industry.

In promoting education and health facilities, the Council will:

Support use and development for primary, secondary and tertiary education.

- Support the clustering of hospitals and their continued development.

Integrated water management

Increased development can result in changes to the volume, velocity and quality of stormwater drainage into natural waterways. Achieving improved stormwater quality is a key objective in reducing the environmental impact of urban development. Waterways are an important environmental asset and measures that protect, or improve, water quality will be of significant benefit.

In practicing integrated water management, the Council will:

- Encourage stormwater management, including water sensitive urban design, to minimise the impact of development on waterways.

Telecommunications

Supporting telecommunications facilities, whilst managing their visual impact, is an important issue for the City.

In managing telecommunications facilities, the Council will:

Ensure infrastructure to meet anticipated information, communication and technology needs.

- Minimise the visual impact of telecommunications and utilities infrastructure.

Public open space

Public open space is highly valued within the City particularly due to the intensity of development and the limited availability of private open space.

In planning for public open space, the Council will:

- Maintain Enhance and increase Melbourne's public open space network and promote greening of the City.
- Ensure parks, gardens, waterways and open spaces remain a prominent element of the City's structure and character.

Ensure there is no net loss in public open space.

- Ensure that development in and surrounding the City's parks and gardens does not adversely impact on the solar access, recreational, cultural heritage, environmental and aesthetic values, or amenity of the open space.
- Maintain and grow major sports facilities and parks given their national significance.

MELBOURNE PLANNING SCHEME

11.03-6L-01 Arden Precinct

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This policy applies to use and development of all land within the Arden Precinct affected by the Special Use Zone Schedule 7 and as shown on the 'Arden Precinct Plan' to this policy.

General objectives

To deliver a highly liveable, mixed-use precinct accommodating approximately 34,000 jobs and around 15,000 residents.

To support the urban renewal of Arden as an innovative mixed use precinct, while ensuring new sensitive land uses and development manages potential amenity impacts from industrial uses during the renewal of the precinct.

To ensure buildings in Arden achieve high environmental performance standards at the design, construction and operation phases to support net zero emissions by 2040.

To encourage Affordable Housing and the provision of community infrastructure, open space and housing diversity to support a diverse and inclusive community.

To encourage distinct built form outcomes and site responsive design in the Arden Central – Innovation, Arden Central – Mixed-Use, Arden North and Laurens Street sub-precincts.

To create a new urban structure for Arden that incorporates a high-quality network of connected streets and open spaces that help support a varied and walkable block structure.

To encourage buildings to remain adaptable as uses change over time.

To provide well-designed and accessible community infrastructure and open space that meet the needs of existing and future residents, workers and visitors.

To provide access to high-quality alternative water to be used in buildings and to irrigate open spaces.

Land use objective

To support innovative and diverse employment opportunities across all precincts that build on proximity to Arden Railway Station.

Land use strategies

In the Arden Central – Innovation sub precinct, encourage:

- Large anchor tenants, institutions and small businesses to showcase the precinct as a globally competitive location.
- A major health institution embedded in the precinct to foster innovation.
- An activity centre for Arden around the station and major intersections of Queensberry Street, Fogarty Street and Laurens Street.
- A retail focus at Barwise Street.
- Residential development at upper levels through the sub-precinct.

In the Arden Central – Mixed-use precinct, encourage:

- A civic heart including open space, public transport, public institutions and a proposed government primary school, framed by mixed-use development.
- Residential development combined with commercial uses including offices, function centres, medical centres and research centres and uses that support the daily needs of people living in Arden.

In the Arden North sub-precinct, encourage:

- A mix of businesses of various scales, a new community hub and creative industries such as music, media, performing arts, manufacturing and design. These uses will be supplemented by restaurants, bars, offices, retail and residential.
- Continuous open space that extends to the North Melbourne Recreation Reserve providing green space for a new community sports field, community amenities, stormwater management and indigenous landscaping.

In the Laurens Street sub-precinct, encourage:

- A mix of established residential, small-scale businesses including offices, home based businesses, retail premises and creative enterprise uses.

Aboriginal heritage objective

To celebrate, protect and interpret Aboriginal cultural values and heritage in the planning, design and curation of Arden.

Aboriginal heritage strategy

Support development that celebrates, protects and interprets Aboriginal cultural values and heritage.

Aboriginal heritage policy guideline

Consider as relevant:

- Consultation and collaboration with Traditional Owners.

Innovative, creative and anchor enterprises objective

To support life-sciences, education, health and digital technology sectors and foster interaction, collaboration and knowledge sharing between enterprise, government, and education.

Innovative, creative and anchor enterprises strategies

Facilitate innovative land uses including health and associated uses, research centres, and other innovative industries, particularly in Arden Central – Innovation sub-precinct.

Support the establishment of anchor health, tertiary and research institutions.

Prioritise the provision of employment generating floor space within lower levels in Arden Central – Innovation and Arden North sub-precincts.

MELBOURNE PLANNING SCHEME

Innovative, creative and anchor enterprise policy guideline

Consider as relevant:

- Providing employment floorspace as part of development that contributes to the 34,000 jobs target.

Design excellence objectives

To ensure design excellence within Arden.

Design excellence strategies

Encourage varied built form typologies.

Ensure buildings that contribute to a high quality public realm and fine grain, pedestrian scale environment.

Encourage developments to deliver spaces, including open spaces, for people to meet, gather, socialise, exercise and relax.

Ensure developments deliver variation in massing, building height, and roof forms and staggering or offsetting of tower footprints.

Design excellence policy guidelines

Consider as relevant:

- The achievement of design excellence through:
 - High quality architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
 - High quality public realm outcomes, particularly regard to wind amelioration and solar protection of key open spaces.

Environmentally sustainable design objectives

To support sustainable and resilient urban transformation and creation of a climate adept, water sensitive, low carbon, low waste community.

To minimise waste production, optimise reuse and recycling and encourage a circular economy in Arden.

Environmentally sustainable design strategies

Support landscaping and built form materials that reduce the impact of the urban heat island effect.

Ensure development has regard to any future precinct-scale waste infrastructure and centralised waste facilities identified in any precinct wide waste management plan in the long term.

Encourage the use of recycled materials or materials that can be composted, recycled and reused.

Environmentally sustainable design policy guidelines

Consider as relevant:

- [Unless a permit is required under Schedule 73 to Clause 43.02 Design and Development Overlay:](#)
 - For a new building of more than 5000 square meters gross floor area and buildings and works which result in more than 5000 square meters of additional gross floor area, whether the building is capable of being:
 - Designed to achieve certification to the 6 Star Green Star rating;
 - Constructed be able to be certified to the 6 Star Green Star rating; and
 - Certified as achieving the 6 Star Green Star rating within 12 months of occupation of the building.
 - For all new buildings, providing the equivalent of at least 75 per cent of the development's total site area as building or landscape elements that reduce the impact of the urban heat island effect. These elements should:
 - Include green infrastructure.
 - Include roof or facade materials with a high solar reflectivity.
 - Include solar panels or shading structures.
 - Include hardscaping materials with a high solar reflectivity.
 - Ensure non-glazed facade materials exposed to summer sun have a high solar reflectivity.
 - Use passive cooling and heating techniques to reduce reliance on artificial heating and cooling.
 - Use paving treatments which assist in cooling, such as permeable paving or light coloured aggregates, where applicable.
 - For all new buildings, providing at least 40% of the total site area as green cover, including by satisfying the following elements:
 - Species selection and associated planting scheme of native species which provides habitat for native fauna.
 - Green cover which is located to provide maximum benefit in relation of cooling of the adjoining public realm.
 - Green walls or facades which abut the public realm and be on the lower levels of the building.
 - Green facades, rooftop, podium or terrace planting that are water efficient, located and designed to be sustainable, viable and resilient.
 - The use of glazing and materials with a high solar reflectivity index.

Sustainable transport objectives

To provide space for high-capacity public transport capable options and improving transport links connecting Arden into the expanding central city.

To provide safe, direct and connected protected cycling routes through and to the precinct.

To minimise the impact of car parking and associated vehicular movements through Arden.

To ensure new and existing streets will be pedestrian friendly and provide green links between open spaces and public transport routes and enhance the quality of the public realm.

Sustainable transport strategies

Limit new vehicle access points on pedestrian, public transport and bicycle priority routes.

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Design street based connections to give priority to bicycle and pedestrian movements.

Provide high levels of and easy access to bicycle parking and end of trip facilities including change rooms, showers and lockers.

Encourage developments to minimise the provision of on-site car parking.

Encourage developments to provide for future conversion of car parking areas to alternative uses.

Encourage provision of consolidated car parking facilities that are publicly accessible, open 24 hours and centrally located that reduce demand for provision of on-site car parking.

Ensure that public bicycle parking facilities are provided for in and around Arden Railway Station.

Sustainable transport policy guidelines

Consider as relevant:

- Providing equal or less than the preferred maximum number of car spaces identified in the Parking Overlay.
- Providing car parking that serves a broad catchment within the precinct as a consolidated parking facility.
- Providing consolidated parking facilities that:
 - Are publicly accessible and open 24 hours.
 - Are centrally located and serve a broader catchment within the precinct.
 - Minimise strata subdivision to allow for shared access and adaptable re-use.
- Encouraging consolidated parking facilities on government land.
- Providing public bicycle parking and other infrastructure to promote the use of sustainable transport.

Affordable Housing objective

To facilitate inclusive, well-designed, sustainable and accessible housing, with at least six per cent of all new housing in the precinct being affordable for very low to moderate income households and delivered as social and Affordable Housing or shared equity.

Affordable Housing strategy

Encourage the provision of Affordable Housing within a range of built form typologies.

Affordable Housing policy guidelines

Consider as relevant:

- Providing a minimum 6 per cent of dwellings at 50 per cent discount (or alternative mix of contribution and discount of an equivalent value) as Affordable Housing, delivered by one of the following options:
 - Transferred to an agency, a body or a person which provides Affordable Housing, including but not limited to Registered Housing Agencies, Rental Housing Agencies and other bodies established or recognised under the Housing Act 1983; or
 - Held in an Affordable Housing trust and managed for the sole purpose of Affordable Housing; or
 - Any other model that provides for Affordable Housing, subject to the approval of the Responsible Authority.

If in calculating the number of Affordable Housing dwellings to be delivered is not a whole number, the number is to be rounded up to the nearest whole number.

- Affordable Housing should be designed so that it:
 - Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
 - Has internal layouts identical to other comparable dwellings in the building.
 - Is externally indistinguishable from other dwellings.

Community and diversity strategies

Encourage a diversity of dwelling typologies and sizes within individual development sites.

Encourage communal open spaces within residential development to include a range of facilities, garden and recreation areas, with consideration given to opportunities for a range of users.

Encourage the early delivery of community infrastructure.

Community and diversity policy guidelines

Consider as relevant:

- For a development of 20 or more dwellings, providing at least 5 per cent of all dwellings are universally accessible.
- Whether a development proposes to provide any community infrastructure identified in the *Arden Precinct Development Contributions Plan, July 2022*, as works-in-kind.

Industrial land use transition objective

To make Arden adaptable to change while managing the impacts of existing uses that need to transition from the precinct.

Industrial and land use transition strategies

Ensure new uses and the expansion of existing uses with potential adverse amenity impacts do not prejudice the urban renewal of Arden.

Support the continued operation of strategically important existing uses and existing industrial uses that provide services to the construction industry and support urban renewal.

Ensure new development includes measures to mitigate potential amenity impacts from existing industrial uses.

Industrial land use transition policy guidelines

Consider as relevant:

- Any amenity impact mitigation measures proposed.
 - The reasonable ongoing needs of existing industrial land uses.
-

MELBOURNE PLANNING SCHEME

- The compliance of existing uses with any operational conditions.

Site layout and building massing strategy

Encourage buildings to be built to the street frontage at ground level, unless the design response includes a purposeful setback such as publicly accessible open space or a response to building transition to raised finished floor levels.

Site layout and building massing policy guidelines

Consider as relevant:

- Whether the layout of development responds to the function and character of adjoining streets and laneways.
- Maintaining a consistent building alignment to the street edge.
- Providing opportunities for stationary activity in well designed and oriented publicly accessible exterior spaces.
- Responding to anticipated pedestrian volumes within the adjacent public realm.
- Adopting a diversity of forms, typologies and architectural styles, where a development comprises multiple buildings over a large site.
- Break up buildings with a wide street frontage into smaller vertical sections, with a range of parapet heights and setbacks of sufficient depth to provide variation into the street façade.

Building program strategies

Encourage staging of development and siting of land use that activates the public realm early in the renewal of Arden.

Ensure that the internal layout including the layout of uses within a building integrate with the public realm.

Building program policy guideline

Consider as relevant:

- Providing smaller tenancies at ground level at a boundary to a street, laneway or pedestrian connection to conceal large floorplate tenancies.

Flooding mitigation objectives

To ensure the individual and combined impacts of sea level rise and flooding from storm events is managed through a combination of precinct wide and property specific management measures and physical infrastructure.

To safely manage the risk of flooding to future development of Arden through innovative and creative flood management solutions in the natural landscape and built environment.

Flood mitigation strategies

Ensure the redevelopment potential of the precinct through the delivery of, and development contributions towards, precinct-wide drainage and flood mitigation infrastructure to address flooding.

Integrate water sensitive urban design into streets and green links including along the Fogarty Street and Queensberry Street urban boulevards and Arden Street.

Ensure development responds to flooding ahead of the delivery of the precinct-wide flood management strategy and associated infrastructure being delivered.

Ensure development manages the risk of flooding through innovative and creative flood management solutions in the natural landscape and built environment.

Flood mitigation policy guidelines

Consider as relevant:

- Whether water sensitive urban design infrastructure is proposed within the street or on site and the associated management of that infrastructure.
- Locating new public streets, laneways or footpaths in flood affected areas outside of the flood area or be raised above the flood level.
- Providing a visual connection between the public realm and vertical, internal and external transitions of development in flood affected areas.
- Providing safe access and egress including for emergency services in flood affected areas.

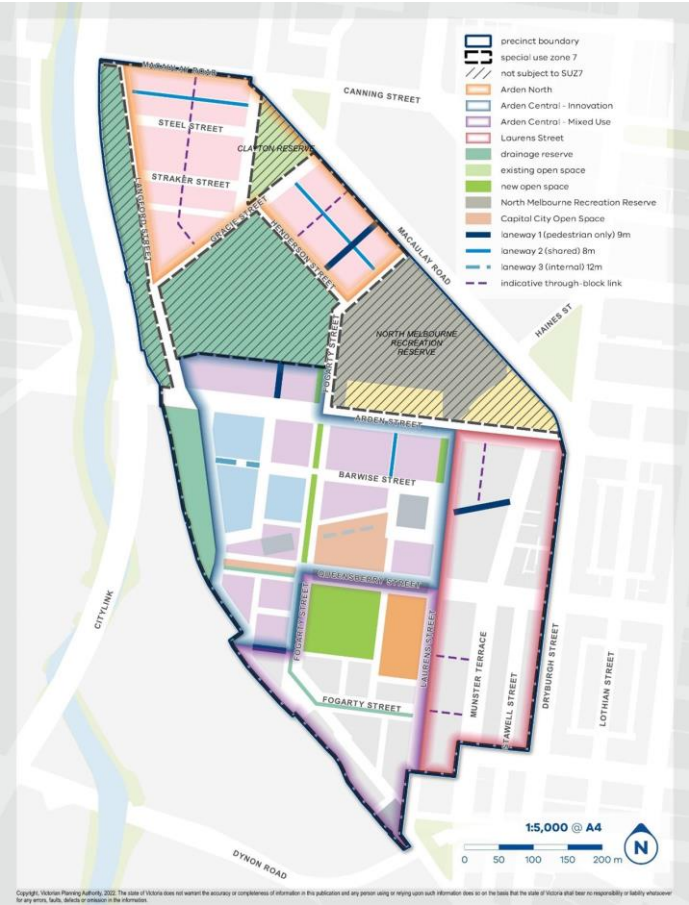
Policy documents

Consider as relevant:

- *Arden Structure Plan* (Victorian Planning Authority, July 2022)
 - *Arden Precinct Flood Management Policy* (Melbourne Water, June 2022)
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MELBOURNE PLANNING SCHEME

Arden Precinct Plan



15.01

31/07/2018
VC148

BUILT ENVIRONMENT

15.01-1S31/07/2018
VC148**Urban design****Objective**

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

15.01-1R

31/07/2018
VC148

Urban design - Metropolitan Melbourne

Objective

To create a distinctive and liveable city with quality design and amenity.

Strategies

Support the creation of well-designed places that are memorable, distinctive and liveable.

Integrate place making practices into road space management.

Strengthen Melbourne's network of boulevards.

Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.

Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

15.01-1L-01 CBD Lanes21/09/2022
C409melb**Policy application**

This policy applies to applications for works within laneways and development on land with a boundary to a laneway in the Central Business District bounded by Flinders Street, Spring Street, Victoria Street, Peel Street, La Trobe Street and Spencer Street, excluding the RMIT University.

Objectives

To maintain and enhance the valued character and function of Melbourne's laneways.

To maintain and improve the city's lane way network and encourage the creation of new lanes and connections.

To enhance the climatic conditions and amenity of laneways and encourage more pedestrian use and social activity.

To encourage activity and interaction between public laneways and adjacent private uses.

To recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely effect or impede the operation of these functions.

Strategies

Protect and create views along lanes that provide a visual link to other streets and lanes in the pedestrian network, or which terminate at notable buildings or landmarks.

Manage future development in and adjacent to Class 1 lanes to protect their character and function.

Manage development in and adjacent to Class 2 and Class 3 lanes to encourage these lanes to show signs of Class 1 lanes through improvements in:

- Connectivity – physical connection through a city block.
- Active frontages –visual and physical interaction between the lane and the ground floors of the buildings.
- Elevational articulation – the architectural character of the buildings adjoining the lane and the degree to which this provides aesthetic and spatial interest to the public realm.

Retain all Class 1 and 2 lanes and strongly discourage the closure or partial closure of Class 3 lanes unless it will:

- Not obstruct service and access arrangements.
- Result in a replacement lane that improves pedestrian amenity and advances the objectives and strategies of this policy.

Provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the city.

Encourage new lanes and retail arcades that respect the traditional street pattern.

Retain bluestone laneways, kerbs and guttering within heritage precincts.

Promote the inclusion of art, landscaping, street furniture and activity spaces.

Improve the pedestrian amenity of lanes that are primarily used for servicing and car parking through the use of materials, lighting and designated areas for pedestrians and vehicles.

Maintain and enhance the intimate environment of lanes by ensuring that higher tower forms are set back from the predominate parapet height along the laneway to ensure a sense of openness that reinforces a human scale.

Encourage development to respond to the fine grain pattern, vertical articulation and division of building frontages where this forms part of the established laneway character.

Encourage development that provides highly articulated and well detailed facades that create visual interest, particularly at the lower levels.

Encourage development to orientate windows and balconies to overlook lane ways.

Encourage development along lanes to minimise microclimate effects through weather protection, shading, and building placement.

Encourage small scale tenancies and spaces at ground level to promote retail, service and community goods and services that contribute to the enjoyment of laneways.

Discourage development extending over lanes.

Discourage developments locating primary access and loading facilities on Class 1 and Class 2 lane ways.

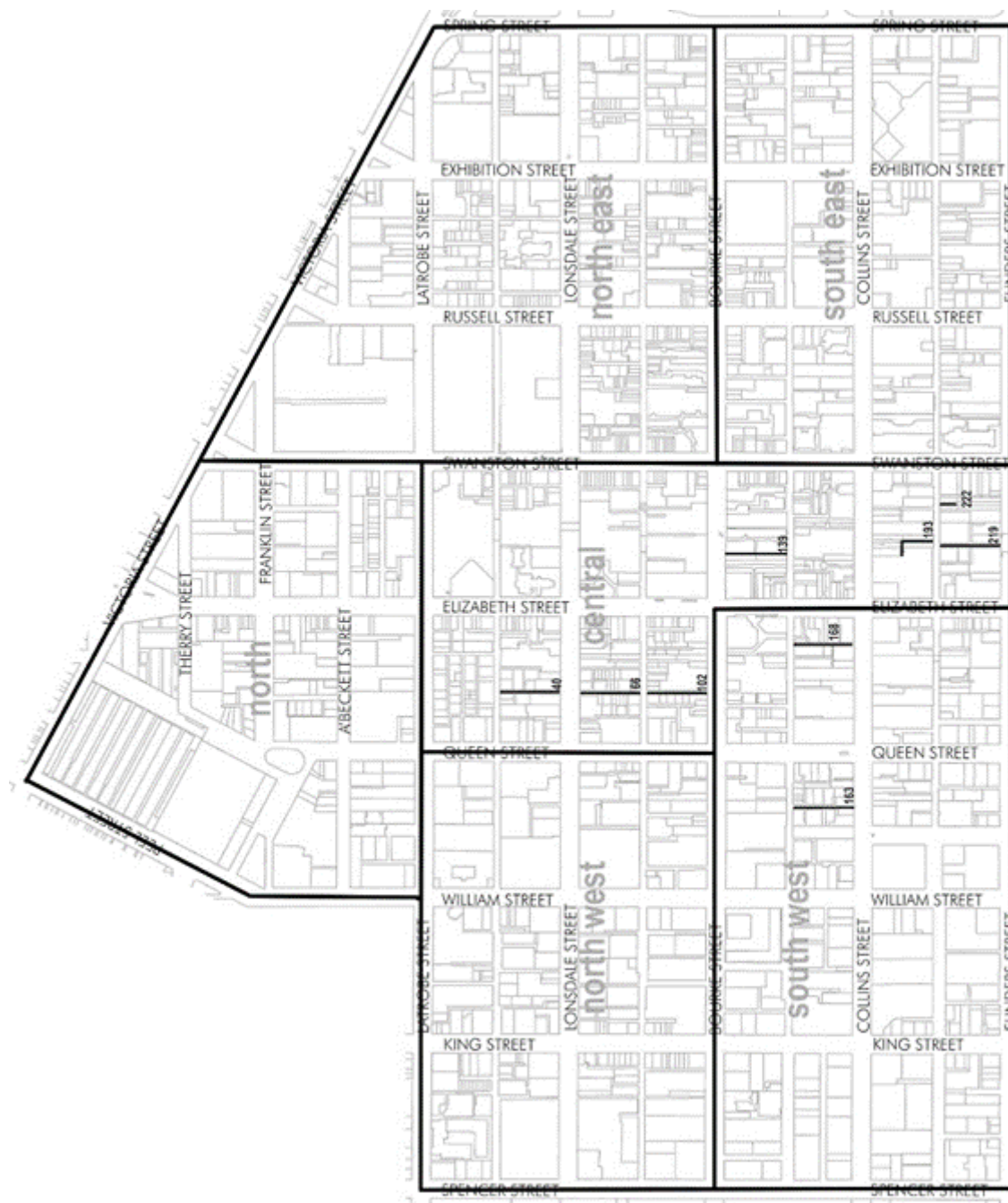
Design and manage access and loading areas along Class 3 Lanes.

Policy documents

Consider as relevant:

- *CBD Lanes Built Form Review ID Sheets* (Hansen Partnership Ltd, 2005)
- *Grids and Greenery – The Character of Inner Melbourne* (City of Melbourne, 1987)
- *Places for People* (City of Melbourne, 1994)
- *Central City Planning and Design Guidelines* (City of Melbourne, 1991)
- *A Strategy for a Safe City 2000-2002* (City of Melbourne, 2000)

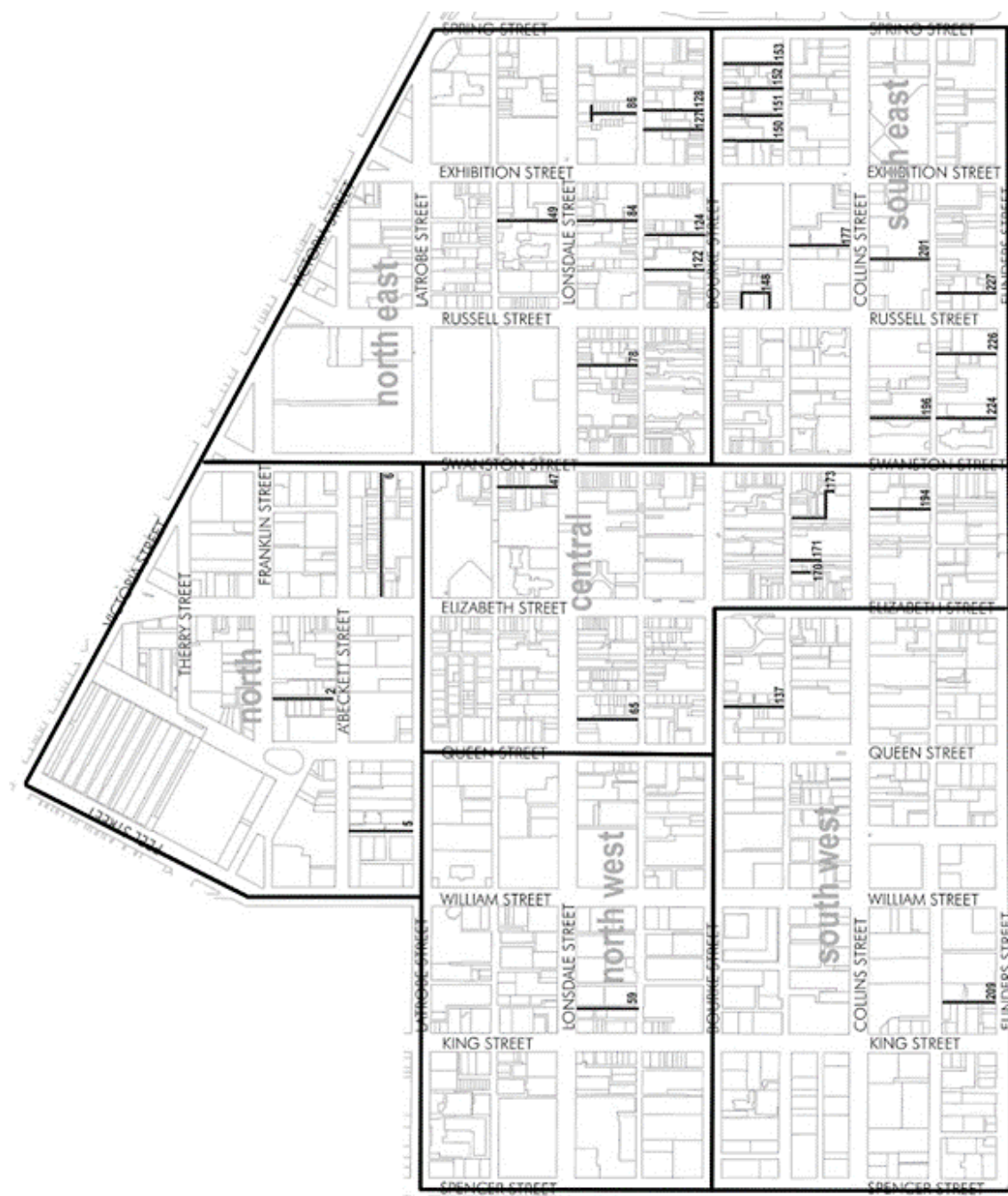
Map 1: Class 1 lanes



The character and/or function of Class 1 lanes are significant and require protection.

40.	Hardware Street	168.	Equitable Place
66.	Hardware Lane North	193.	Centre Place
102.	Hardware Lane South	219.	Degraves Street
139.	The Causeway	222.	Scott Alley
163.	Bank Place		

Map 2: Class 2 lanes



The character and/or function of Class 2 lanes are significant and require protection.

2.	Anthony Street	150.	Westwood Place
5.	Wills Street	151.	McIlwraith Place
6.	Little LaTrobe Street	152.	Meyers Place
47.	Drewery Lane	153.	Windsor Place
49.	Jones Lane	170.	Block Place
59.	Merritts Place	171.	Brown Alley
65.	Goldie Place	173.	Howey Place

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78.	Heffernan Lane	177.	Alfred Place
84.	Cohen Place	194.	Manchester Lane
86.	Punch Lane	196.	Regent Place
122.	Brien Lane	201.	George Parade
124.	Market Lane	209.	Highlander Lane
127.	Crossley Street	224.	Chapter House Lane
128.	Liverpool Street	226.	Hosier Lane
137.	McKillop Street	227.	Oliver Lane
148.	Melbourne Place		

Map 3: Class 3 lanes



Class 3 lanes may benefit from upgrading and enhancement to realise their full potential with regard to pedestrian amenity and urban design. These lanes generally provide vehicular access to the rear of buildings for loading and service requirements or access to car parking areas.

1.	Electric Place	46.	Sniders Lane	95.	Little William Street
3.	Stewart Street	48.	Hayward Lane South	96.	Thomson Street
4.	Singers Lane	50.	Little Leichhardt Street	97.	Little Queen Street
7.	Grange Place	51.	Gorman Alley	98.	St Patrick Alley
8.	Bell Place	52.	Casselden Place	99.	Merlin Alley
9.	Grant Lane	53.	Griffen Lane	100.	Benjamin Lane

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10.	Warner Lane	54.	Cleve Lane	101.	Kirks Lane
11.	Nicholson Place	55.	Rose Alley	102.	Platypus Alley
12.	Eagle Alley	56.	Pender Alley	104.	Racing Club Lane
13.	Park Street	57.	Uniacke Court	105.	Warburton Lane
14.	Brights Place	58.	Brown Alley	106.	Rankins Lane
15.	Alsop Lane	60.	Crombie Lane	107.	Somerset Place
16.	Sampson Lane	61.	Guests Lane	108.	Angelo Lane
17.	Flanigan Lane	62.	St Johns Lane	109.	Staughton Place
18.	Guilford Lane	63.	Barry Lane	110.	Buckley Place
19.	McLean Alley	64.	Crown Place	111.	Albion Alley
20.	Sutherland Street	67.	Niagara Lane	112.	Louden Place
21.	Zevenboom Lane	68.	Warburton Alley	113.	Turner Alley
22.	McIntyre Alley	69.	White Hart Lane	114.	Star Alley
23.	Knox Lane	70.	Driver Lane	115.	LaTrobe Place
24.	Knox Place	71.	Lynch Place	116.	Hughs Alley
25.	Hayward Lane Nth	72.	Arcade Alley	117.	Dean Alley
26.	Davisons Place	73.	Caledonian Lane	118.	Bullens Alley
27.	Bennetts Lane	74.	Stevenson Lane	119.	Golden Fleece Alley
28.	Exploration Lane	75.	Globe Alley	120.	Coverlid Place
29.	Evans Lane	76.	Tattersalls Lane	121.	Paynes Place
30.	Merriman Lane	77.	Celestial Avenue	122.	Brien Lane
31.	Elliot Lane	79.	Waratah Place	123.	Croft Alley
32.	Altson Lane	80.	Belman Pace	125.	Lees Place
33.	Gough Alley	81.	Corrs Lane	126.	Mornane Place
34.	Manton Lane	82.	Pender Place	129.	Harwood Place
35.	Healeys Lane	83.	Lacey Place	130.	Turnbull Alley
36.	Chisholm Place	85.	Smythe Lane	131.	Godfrey Street
37.	Wicklow Lane	87.	Little Bourke Pl	132.	Gallaghers Place
38.	Lonsdale Lane	88.	Gordon Place	133.	Church Street
39.	Finlay Alley	89.	Langs Lane	134.	Kitz Lane
41.	Timothy Lane	90.	Cosgrave Lane	135.	Michael Lane
42.	Heape Court	91.	Gresham Street	136.	Penfold Place

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43.	Mitchell Lane	92.	Ramsay Lane	138.	Gills Alley
44.	Drewery Alley	93.	Goldsborough Lane	140.	Union Lane
45.	Drewery Place	94.	Grice Alley	141.	Sugden Place
142.	Masons Lane	197.	Watson Place		
143.	Rainbow Alley	198.	Lush Lane		
144.	Royal Lane	199.	Ramsden Place		
145.	Russell Place	200.	Beaney Lane		
146.	Donaldson Lane	202.	Chester Lane		
147.	Portland Lane	203.	Strachan Lane		
149.	Coromandel Place	204.	Howitt Lane		
150.	Francis Street	205.	Downie Street		
154.	McCrackers Lane	206.	Katherine Place		
155.	Church Lane	207.	Hay Place		
156.	Henty Lane	208.	Mercantile Place		
157.	St James Lane	210.	Custom House Lane		
158.	Gurners Lane	211.	Foxtan Lane		
159.	Temple Court Place	212.	Tavistock Place		
161.	Roeszler Lane	213.	Bond Street		
162.	Mitre Lane	214.	Commerce Way		
164.	Austral Lane	215.	Mill Place		
165.	Briscoe Lane	216.	Flinders Court		
166.	Collins way	217.	Rothsay Lane		
167.	Fleming Place	218.	Lingham Lane		
169.	Balcombe Place	220.	Degraves Places		
172.	Carson Place	221.	Royston Place		
174.	Presgrave Place	223.	Cocker Alley		
175.	Athenaeum Place	225.	Rutledge Lane		
176.	Baptist Place	228.	Higson Lane		
178.	Pink Alley	229.	AcDc Lane		
179.	Benson Lane	230.	Duckboard Place		
180.	McGraths Lane	231.	Malthouse Lane		
181.	Club Lane	232.	Spark Lane		

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182.	Ridgeway Place	233.	Throssell
183.	Coates Lane East		
184.	Ulster Lane		
185.	Geddes Lane		
186.	Harper Lane		
187.	Moylands Lane		
188.	Samuel Lane		
189.	Ryrie Lane		
190.	Fulham Place		
191.	Bligh Place		
192.	Staughton Alley		
195.	Monaghan Lane		

15.01-1L-02 Signs21/09/2022
C409melb**Policy application**

This policy applies to applications for signs.

General objectives

To allow for the reasonable identification and marketing of institutions, businesses and buildings and communication of messages.

To protect the characteristics of significant buildings, streetscapes, residential areas.

To protect the appearance and character of residential areas and other high amenity areas.

To protect important vistas from obtrusive and insensitive signs.

To encourage where appropriate, signs that make a positive contribution to the character of an area.

General strategies

Discourage signs that obscure architectural features of buildings, including windows.

Design signs to integrate with the:

- Surrounds, including responding to views of the sign from all angles.
- Architectural form and design of the subject building.
- Supporting structure, including hiding cabling.

Encourage wall or fascia signs that are applied directly to the building or on a flush mounted panel with minimum projection.

Encourage signs that adopt an integrated approach to the provision of signage on buildings with more than one occupancy.

Ensure signs do not interrupt important views and vistas along roads leading to and out of the Central City.

Discourage promotion, panel and sky signs.

Encourage signs where illumination is concealed within, or integral to the sign through use of neon or an internally lit box or by sensitively designed external spot-lighting.

Encourage signs (including their support structure) to allow adequate clearance for the servicing requirements of streets and lanes.

Encourage the retention of signs that are attached to or form part of a building (including painted signs) and that contribute to the cultural heritage significance of a place.

Ensure signs that advertise gaming in the Mixed Use Zone, Public Use Zone, Public Park and Recreational Zone, Commercial Zones, Industrial Zones, Docklands Zone and Schedule 5 to the Capital City Zone are not the dominant feature of any building where a gaming venue is located.

Zone strategies***Residential zones***

Encourage signs in the residential zones that are:

- Sensitive to the residential character and amenity of the area.
- Small in scale.

Commercial and industrial zones

Encourage signs located at ground floor level in a Commercial 1 Zone.

Sky signs and promotion signs are not supported unless part of an established signage pattern.

Public Park and Recreation Zone

Signs should be sympathetic to the heritage and landscape character of the area.

Signs should be designed and located to minimise their impact on their immediate surrounds.

Signs on sports stadiums/grandstands should be limited to that required for building identification purposes.

Road zones

Encourage signs abutting road zones that:

- Respect the boulevard quality of St Kilda Road, Victoria Parade, Royal Parade, Flemington Road, Elizabeth Street and Footscray Road.
- Are not located in a landscaped area or freeway buffer zone.
- Are limited in number and their size and height to complement the dominant built form or landscape.

Precincts

Bourke Hill Precinct

Objectives

To enhance the tourism and residential functions.

To improve pedestrian amenity and interest.

To retain the small scale character.

Strategies

Encourage signs in Bourke Hill (the area bound by Little Bourke Street, Spring, Little Collins Street and, Exhibition Street) to be:

- Small scale and at ground floor level.
- Individually crafted with a high degree of detail.
- Illuminated to minimise detriment to the amenity of surrounding residences.
- Limited in number, and to not include promotional advertising.

Chinatown Precinct

Objective

To enhance the area's role as part of the entertainment area, its attraction for visitors, and its traditional role as a focus for the Asian community.

Strategies

Encourage signs in Chinatown (the area bound by Lonsdale, Exhibition, Bourke and Swanston Streets) to be:

- Vertically proportioned, whilst discouraging horizontal projecting signs.
- Small to medium scale to reflect the scale and character of the buildings and the streetscape.
- Bright and animated.
- Inclusive of Chinese characters where consistent with the tenancy of the building.

- Inclusive of traditional Chinese colours - red, green, black and gold.
- Made of tubular neon.

Greek Precinct

Objective

To enhance the area's attraction for visitors, and its role as a focus for the Greek community.

Strategies

Encourage signs in the Greek Precinct (the area on the south side of Lonsdale Street, between Russell and Swanston Streets, and includes the east side of Russell Street, between Lonsdale and Little Lonsdale Streets) to be:

- Horizontally projecting.
- Small scale to reflect the scale and character of the buildings.
- Reflective of the Greek character.
- Compatible with post-supported verandahs and discourage fascia signs.
- Internally illuminated.

Swanston Street and Shrine of Remembrance

Objectives

To emphasise the area's civic role, maintain the prominence of the public buildings and protect vistas along the street.

To ensure that signs interfacing with or visible from the Shrine of Remembrance be respectfully designed to preserve the cultural significance of the Shrine of Remembrance as a place of reverence and contemplation.

Strategies

Encourage signs in the Swanston Street and Shrine of Remembrance environs (the area along Swanston Street between Victoria Street and the Yarra River and the area west of the Shrine of Remembrance between Coventry Street and Dorcas Street) to be at ground level, usually under the verandah.

Discourage panel, promotion, pole, sky and high wall signs visible from within the Shrine of Remembrance forecourt.

Yarra River Environs

Objective

To enhance the area's attraction for visitors by preserving the visual characteristics and high amenity of public spaces along the Yarra River corridor, the varied and interesting built form and the intensively used promenades.

Strategies

Encourage signs in the Yarra River Environs (Yarra River between Charles Grimes Bridge and Punt Road) to be:

- Limited to that required for business identification purposes.
- Responsive to the particular sensitivity of parkland and promenade areas through size, design and location.
- Unobtrusive and complementary to the scale and character of buildings and landscaped areas.

Discourage panel, promotion, pole, sky and high wall signs on buildings visible within the Yarra River corridor.

Docklands Zone

Objectives

Promote a thriving and vibrant mixed use inner city environment that includes major sporting and entertainment, leisure and recreation facilities.

Provide for a range of residential development that complements the other functions of Docklands.

Encourage leisure and recreational activities to be located around the waterfront to ensure waterfront access and exposure are maximised.

Strategies

Encourage signs in the Docklands Zone to be:

- Integrated and reinforce the contemporary character of Docklands.
- Designed to enhance and complement the surrounding environment and architecture.
- Durable and made of high quality materials.

Policy guideline

Consider as relevant:

- Encouraging signs within the Capital City Zone that meet the guidelines set out in the table to this policy:

Sign type	Recommended design	Special conditions
Horizontal projection - Ground level	Height: 0.5m max. Width: 2.5m max. Depth: 0.3m max. Dimensions: 1.5 sq m max. Clearance (vertical) to pavement: 2.7m min. Location: Under verandah.	Clearance (vertical) to roadway: If within 0.75m of kerb, 5m min. clearance to roadway.
Façade mounted - Ground level	Height: 0.6 max. Width: 0.84 max. Depth: 0.3 max. Clearance (vertical) to pavement: 2.7m to 3.5m Location: Projecting from walls, with no verandah.	Clearance (vertical) to roadway: If within 0.75m of kerb, 5m min. clearance to roadway. Should not project in total more than 1m from building.
Wall mounted projecting - First floor level to 40m	Height: to be compatible with building but no more than 2 floors Width: 0.6 max. Depth: 0.3 max.	Variations may be permitted in individual circumstances where upper-floor tenancies rely on passing trade, subject to urban design and amenity considerations.

Sign type	Recommended design	Special conditions
	Location: Between first floor and facade parapet. Lower levels preferred. Should not be mounted on roof of verandah, canopy or awning. Quantity: Maximum 1 per façade	Should not project in total more than 1m from building.
Wall sign - First floor level to 40m	Quantity: Maximum 1 per façade	Variations may be permitted in individual circumstances subject to urban design and amenity considerations. To be compatible with scale of building and streetscape. To cover a minor proportion of the building facade. Should not be detrimental to the architecture of the host building.
Sky sign - First floor level up to 40m height		In exceptional cases where a sky sign may be suitable, the sign should not be detrimental to the city skyline, street parapet line or architecture of the supporting or adjacent building and the sign should: ▪ Be compatible with scale of supporting building/s and the streetscape. ▪ Cover a minor proportion of the supporting building facade. ▪ Be designed to avoid the rear of the sign and any support structure detracting from views and skylines. ▪ Not project above planning scheme height controls.
Wall sign and Sky sign - Over 40m height	Location: On building parapet. Painted or fixed directly to building. Quantity: Wall sign – 1 per building facade, max. of 4.	Logos of corporate bodies with naming rights, or major tenants, or name of building are supported in this location. Sign to be preferably painted on the wall. Signs must be compatible with the architecture of the building and avoid detracting from the city skyline.

Sign type	Recommended design	Special conditions
		Animated signs are discouraged. Sky signs are discouraged. In exceptional circumstances where such a sign is suitable, the above guidelines contained in this table for sky signs apply.
Free-standing on building forecourt, plazas or vacant sites - Open site	Height: 1.2m max. Dimensions: 3sq m max. per face. Location: Min. 3m from any wall; if closer, should be mounted on wall to reduce clutter. Quantity: 1 per site max.	Signs should maintain a low profile and be incorporated in landscape design. Where possible, these signs should be avoided by having signs fixed to buildings rather than freestanding. Information should relate to the use of buildings on the subject land - (directory). Promotional advertising is discouraged.

Policy documents

Consider as relevant:

- *Central City Planning and Design Guidelines* (City of Melbourne, 1991)
- *Swanston Street Walk – Precinct Amenity Planning Report* (Department of Planning and Housing, City of Melbourne, 1992)
- *Yarra River: Use and Development Guidelines* (R.G. Harvey Pty. Ltd., 1991)
- *Melbourne Docklands Outdoor Signage Guidelines* (City of Melbourne, 2004)
- *The Shrine of Remembrance, Managing the significance of the Shrine* (Message Consultants Australia Pty Ltd, 2013)

15.01-1L-03 Sunlight to public spaces21/09/2022
C409melb**Policy application**

This policy applies to the following public places:

- Public spaces throughout the municipality including parks and gardens, squares, streets and lanes.
- Privately owned publicly accessible spaces within developments, including building forecourts, atria and plazas.

It does not apply to land within the Docklands Zone and Schedule 5 to the Capital City Zone (City North).

Objectives

To protect, and where possible, increase the level of sunlight to public spaces during the times of the year when the intensity of use is at its highest.

To ensure that overshadowing from development does not result in significant loss of sunlight and diminish the enjoyment of public spaces for pedestrians.

To create and enhance public spaces to provide sanctuary, visual pleasure and a range of recreation and leisure opportunities.

Strategies

Development should not unreasonably reduce sunlight on public spaces.

Development must not cast additional shadow across the Yarra River corridor at key times and dates identified in the planning scheme. The Yarra River corridor, including 15 metres from the edge of the north bank (the south edge of the existing physical bordering the north side) of the river to the south bank (the north edge of the existing physical boundary bordering the south side) of the river.

Development should not unreasonably reduce the amenity of public spaces by casting additional shadows on any public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, open spaces associated with a place of worship and privately owned plazas accessible to the public between 11.00 am and 2.00 pm on 22 September.

Policy guidelines

Consider as relevant:

- Discouraging development that casts additional shadows on public spaces between 11.00am and 2.00pm on 22 September.
- Whether the area of additional overshadowing is acceptable relative to the area of remaining sunlit space in the public space.
- Whether additional shadows on other public spaces such as streets and lanes, is reasonable having regard to their orientation and shadows cast by adjacent buildings.

Discourage development that causes excess overshadowing with adverse impacts on a public space by way of its:

- Cultural or social significance.
- Natural landscaping, including trees and lawn or turf surfaces.
- Existing and future use quality and amenity.

Policy documents

Consider as relevant:

- *Places for People* (City of Melbourne, 1994)
- *Bourke Hill Heritage, Planning and Urban Design Review* (Department of Transport, Planning and Local Infrastructure, September 2014)
- *Central City Built Form Review Synthesis Report, Department of Environment, Land, Water and Planning* (Hodyl & Co, April 2016)
- *Central City Built Form Review Overshadowing Technical Report* (Department of Environment, Land, Water and Planning, April 2016)

15.01-1L-04 Urban design

21/09/2022
C409melb

Strategies

Protect iconic views, through building siting, setbacks and responsive design, to the:

- Shrine of Remembrance along Swanston Street from the State Library.
- Parliament House along Bourke Street.
- The Old Treasury Building along Collins Street.
- Flinders Street Station clock tower along Elizabeth Street.
- Victoria Harbour along La Trobe Street.
- Royal Exhibition Building drum, dome, lantern and flagpole from along Spring Street and Queensberry Street.
- Yarra River from the Hoddle Grid, along the Bourke, Collins and Latrobe Street corridors from Docklands.
- The Arts Centre Spire along Sturt Street.

Encourage public art in new development.

Support the use of materials resistant to vandalism and graffiti, subject to them being respectful of the preferred built form character.

Support development of towers that are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise overlooking between habitable room windows.

15.01-1L-05 Urban design outside the Capital City Zone21/09/2022
C409melb**Policy application**

This policy applies to all land excluding the Capital City Zone, Docklands Zone and Special Use Zone Schedule 7.

Objectives

To ensure that the scale, siting, massing and bulk of development complements the adjoining and nearby built form, and relates to the prevailing patterns of height and scale of existing development in the surrounding area.

To ensure that buildings on prominent sites are designed to achieve a high standard of design that reflects the importance of their location and extent of their visibility.

To ensure that building design at the ground floor frontages creates and improves pedestrian interest and engagement.

To prioritise pedestrian movement and amenity and strengthen networks of pedestrian pathways.

To minimise the adverse impacts of wind in surrounding public spaces and provide weather protection.

Strategies**Building form**

Encourage development that responds to the scale of:

- Surrounding development both in terms of its overall dimensions and the size of its individual architectural elements.
- The emerging preferred built form, where built form change has been identified.

In areas where the desire for built form change has been identified, new buildings and works should consider the potential for other development to occur in the immediate environment and respect the ability for surrounding sites to be at least equally developed.

Design a building's form and surface treatment to moderate the apparent bulk through:

- Creating contrast between recessive and projecting elements of a building's various frontages.
- The apparent subdivision of its street frontages to reflect neighbouring frontage subdivision patterns.
- The break-up of a building's overall volume into a number of sub-volumes to modify its perceived size.
- Setbacks and reshaping of the building form.

Encourage development in prominent locations to use building design to complement the location, including through variation in building elements, scale and contrast.

Ensure development of towers in Urban Renewal areas are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise overlooking between habitable room windows.

Street level frontage activation

Design street frontages to directly engage with the street and be visually evident, when located in a commercial or mixed use areas, or where the immediate potential for active use is limited, make provision for the ultimate conversion of ground floor frontages to active uses.

Avoid solid roller shutters on shopfronts and preference open mesh security or transparent grills.

Encourage development to give prominence to the principal street entrance and frontage of a building.

Encourage building design to respects local access patterns when locating front and rear entrances and associated activities.

Building articulation

Encourage development that articulates all visible building frontages.

Discourage blank building walls along street frontages or where visible from streets and other public spaces.

Service areas

Encourage the design of service areas and utilities to be integrated as part of the overall design and fully screened from public areas.

Building projections

Discourage enclosed floor spaces overhanging the public space.

Discourage open balconies/canopies, projecting cornices and other similar building elements that overhang public space except if they:

- Follow a local pattern.
- Contribute positively to the design outcome.
- Facilitate the safety of public spaces.
- Are discreet elements.
- Provide evidence of the building's occupation.

Encourage the design of plant equipment, lift over-runs and other rooftop building services to be absorbed within the building form or roof design.

Visibility and safety

Encourage access, lighting, visibility, and surface detailing to ensure a safe and interesting pedestrian environment, while discouraging alcoves.

Support buildings where lighting design is integrated with the building and contributes to the public amenity.

Weather protection

Ensure development minimises the adverse effects of wind and provides wind protection to public open spaces.

Encourage weather protection where there is an established pattern of continuous weather protection along a street.

Discourage weather protection that detracts from the character of heritage buildings.

Landscape

Respect and maintain the garden or landscape character of an area where this is a dominant feature of the neighbourhood.

Retain existing mature trees and provide opportunities for landscape plantings.

Pedestrian connection and vehicle access

Encourage a subdivision pattern of publicly accessible streets, pedestrian links (including through block links), laneways and public spaces.

Design vehicular networks to minimise traffic conflicts with pedestrians.

Minimise vehicle crossings to pedestrian footpaths and avoid the aggregation of crossings.

Discourage vehicle crossings in heritage streetscapes.

Policy guideline

Consider as relevant:

- Avoiding building projections at first floor level or at a clearance height less than 5 metres from any public space.

15.01-2S10/06/2022
VC216**Building design****Objective**

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)

15.01-2L-01 ~~Energy and resource efficiency~~ Environmentally sustainable building design

21/09/2022
C409melb

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Proposed C376melb

Policy application

The policy applies to applications for a building (including alterations and additions) ~~for the purposes of office, retail, education centre and accommodation (except for Dependant Person's Unit, Camping & Caravan Park, Corrective Institution, Host Farm) uses.~~

~~Objective~~ Urban design objectives

To ensure development and the City's built environment mitigates and adapts to climate change, is resilient to heatwaves, water shortages, extreme storm events and sea level rise, and aligns with City of Melbourne's zero emissions target for emissions reduction.

Building design objectives

To ensure that building design supports mitigation and adaptation to climate change.

To promote building design that supports the amenity of occupants.

~~To ensure buildings achieve high environmental performance standards at the design, construction and operation phases~~ encourage the connection of buildings to district energy, water and waste systems in urban renewal areas through a precinct-wide approach.

Strategies

~~Maximise the use of passive systems to achieve comfortable indoor conditions~~ To encourage buildings to be designed to support efficient resource use and waste reduction in the City.

Sustainable transport objectives

To ensure development contributes to sustainable transport outcomes.

Urban design strategies

~~Support new developments that minimise their embodied energy by their use of materials, construction and retention of reusable building fabric.~~

- Ensure that new buildings and new public spaces are environmentally sustainable.
- Require development to meet or exceed minimum standards in environmentally sustainable design and energy efficiency.
- Ensure the built environment, streets and public open spaces are designed to minimise their contribution to the urban heat island effect and to contribute to urban cooling.
- Ensure the private realm makes a proportionate contribution to the delivery of green infrastructure and the development of the City's urban forest.
- Ensure that flood risk by stormwater surges, waterway flooding and sea level rise is mitigated and managed, and integrated water management is adopted in all development to increase resilience to climate change impacts.
- Encourage the inclusion of renewable energy generation in developments.
- Encourage a transition to renewable energy sources.

Building design strategies

~~Support on-site renewable and low-emission energy generation, such as solar hot water, photovoltaic cells, wind-powered turbines or combined heat and power generation systems in new developments.~~

- Ensure that buildings are designed to reduce greenhouse emissions and contribute to the City of Melbourne's zero emissions target.
- Ensure building design integrates green infrastructure (vegetation and soil) to provide the following ecosystem services:
 - Urban temperature regulation (cooling).
 - Habitat for biodiversity.
 - Runoff mitigation.
 - Food supply.
 - Recreation.
 - Place values and social cohesion.
 - Aesthetic benefits.
- Require building design to adopt integrated water management.
- Ensure that new development incorporates water sensitive urban design features including stormwater harvesting and flow attenuation, and water recycling and reuse.
- Support precinct scale infrastructure which improves water efficiency.
- Require development meet or exceed minimum standards in water efficiency.
- Encourage the appropriate use of alternative non-potable water sources including rainwater, stormwater, grey water and black water.
- Support opportunities for precinct scale efficiencies to minimise waste and maximise resource recovery.
- Encourage the retention of buildings or parts of buildings that have efficient recycling potential and can be adapted to a variety of uses.
- Encourage provision of purpose built storage for all waste, including recyclable waste, in all development.
- Ensure that spatial requirements to support sustainable waste management are considered in the design of buildings.
- Support precinct scale approaches to renewable energy generation.
- Encourage buildings to be planned and designed to facilitate carbon neutral or carbon positive outcomes across development and operational stages.
- Encourage the use of passive design elements to deliver energy efficient outcomes and achieve comfortable indoor conditions.
- Encourage increased delivery of local renewable energy generation, such as solar hot water, photovoltaic cells (for which the sustainability benefits of low-emission energy production outweigh the impact on the urban heat island effect), or wind powered turbines in new developments.
- Support the consideration of whole-of-lifecycle impacts in building design, construction and operation.
- Encourage private open spaces that are designed to support a range of uses.
- Ensure development in Urban Renewal Areas:
 - Is capable of connecting to available and planned alternative district water supply, energy

supply, waste collection and treatment systems.

- Includes alternative district water supply, energy supply, waste collection and waste treatment systems.

~~Encourage use and development to minimise waste.~~

Sustainable transport strategies

- Encourage car parking areas to be designed to allow for future adaptation to other uses.
- Support the delivery of increased numbers of bicycle parking and associated facilities to support sustainable transport choices.
- Encourage development to ready for increased use of electric vehicles.
- Support the inclusion of car share spaces in private development.
- Require a Green Travel Plan for a building of more than 5000sqm gross floor area or an addition which results in more than 5000sqm additional gross floor area.
- Encourage the integration of infrastructure which supports sustainable transport choice in all development.

Policy guidelines

~~Consider as relevant:—~~

- ~~All applications must be accompanied by a Waste Management Plan prepared in accordance with the Guidelines for Preparing a Waste Management Plan (City of Melbourne, 2017).~~
- ~~All applications must be accompanied by an Environmentally Sustainable Design Statement which demonstrates how the development meets the policy objectives of this clause and includes the following, where applicable:—~~
 - ~~Applications for buildings over 2,000 square metres in gross floor area, a statement from a suitably qualified professional verifying that the building has the preliminary design potential to achieve the relevant required Performance Measures set out in the table to this clause.—~~
 - ~~Applications for buildings under 2,000 square metres in gross floor area, a statement demonstrating that the building has the preliminary design potential to achieve the relevant required Performance Measures set out in the table to this clause.~~
- ~~It is policy to assess proposals against the following performance measures:—~~

Table 1 – Performance measures

Type of Building		Performance Measure	
		Energy Efficiency	Water Efficiency
Office	Up to 2,000 square metres gross floor area	Compliance with the energy efficiency requirements of the Sustainable Design Scorecard or equivalent.	3 points for Wat 1 credit under the Green Star –Office rating tool or equivalent.—
	Between 2,000–5000 square metres gross floor area	NABERS Office – Energy 5 Stars or equivalent.—	3 points for Wat-1 credit under the Green Star –Office rating tool or equivalent.—

MELBOURNE PLANNING SCHEME

	Over 5,000-square metres gross floor area	Same minimum energy and water requirements as buildings over 2,000 square metres plus a 5 star rating under the Green Star – Office rating tool or equivalent.	
Retail premises	Up to 5,000-square metres gross floor area	N/A (sufficiently covered by the Building Code of Australia)	5 points for Wat-1 credit under the Green Star – Retail rating tool or equivalent.
	Over 5,000-square metres gross floor area	Same minimum energy and, water requirements as buildings over 2,000 square metres plus a 5 star rating under the Green Star – Retail Centre rating tool or equivalent.	
Education centre	Up to 2,000-square metres gross floor area	Compliance with the energy efficiency requirements of the Sustainable Design Scorecard or equivalent.	3 points for Wat-1 credit the Green Star – Education rating tool or equivalent.

Type of Building		Performance Measure	
		Energy Efficiency	Water Efficiency
	Between 2,000–5000 square metres gross floor area	5 points for Ene-1 credit under a current version of the Green Building Council of Australia's Green Star – Education rating tool or equivalent.	3 points for Wat-1 credit the Green Star – Education rating tool or equivalent.
	Over 5,000-square metres gross floor area	Same minimum energy and water requirements as buildings over 2,000 square metres plus 5 star rating under the Green Star – Education rating tool or equivalent.	
Accommodation (except for Dependant Person's Unit, Camping & Caravan Park, Corrective Institution, Host Farm)	Up to 5,000-square metres gross floor area	N/A (sufficiently covered by the Building Code of Australia)	1 point for Wat-1 credit the Green Star – Multi Unit Residential rating tool or equivalent.
	Over 5,000-square metres gross floor area	Same minimum energy and water requirements as buildings up to 5,000 square metres plus a 5 star rating under a the Green Star – Multi Unit Residential rating tool or equivalent.	

Policy documents

Consider as relevant:

- *Future Melbourne Community Plan* (City of Melbourne, September 2008)
- *City of Melbourne: Energy, Water and Waste Review* (City of Melbourne, 2011)
- *City of Melbourne, Zero Net Emissions by 2020* (City of Melbourne, 2002)
- *City of Melbourne, Zero Net Emissions by 2020 – Update* (City of Melbourne, 2008)

- ~~City of Melbourne, Total Watermark—City as a Catchment (City of Melbourne, 2009) City of Melbourne. Waste Management Strategy (City of Melbourne, 2005)~~
- ~~City of Melbourne. Waste Management Strategy—Summary Report (City of Melbourne, 2009)~~
- ~~Guidelines for Preparing a Waste Management Plan (City of Melbourne, 2012)~~
- ~~Green Star Rating Tools (Green Building Council of Australia)~~
- ~~National Australian Built Environment Rating System ‘NABERS’~~
- ~~City of Port Phillip and City of Moreland, Sustainable Design Scorecard (City of Port Phillip and City of Moreland)~~

15.01-2L-02 Floor area uplift and delivery of public benefits21/09/2022
C409melb**Policy application**

This policy applies to land within Schedules 1, 2 and 3 of the Capital City Zone that is also subject to Schedule 10 to the Design and Development Overlay.

Objective

To ensure that a development delivers a commensurate public benefit when Floor Area Uplift (the part of the building(s) containing the uppermost floor area of the building, without which the building(s) would not exceed a floor area ratio of 18:1) is sought.

Strategies

When a Floor Area Uplift requires the delivery of a public benefit:

- Ensure the appropriateness and value of the public benefit(s); and
- Ensure the management and maintenance of the public benefit(s); and
- Ensure the complete and timely delivery of the public benefit(s).

Policy guidelines

Consider as relevant:

- In consultation with the receiving agency of the proposed public benefit(s), whether the Floor Area uplift is appropriately matched by the public benefit(s) to be provided, by considering the following:
 - The public benefit(s) is consistent with state and local policy, strategic initiatives and relevant guidelines.
 - The quantity and value of the floor area uplift being appropriately calculated and the proposed public benefit(s) being of a matching value.
 - The proposed public benefit(s) being realistically capable of being delivered and secured by a suitable legal agreement.
 - The proposed public benefit being supported by the proposed receiving agency and capable of being maintained for a reasonable period of time.

Policy documents

Consider as relevant:

Central City Built Form Review Synthesis Report (Department of Environment, Land, Water and Planning, 2016)

How to Calculate Floor Area Uplifts and Public Benefits (Department of Environment, Land, Water and Planning, 2016)

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15.01-3S10/06/2022
VC216**Subdivision design****Objective**

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Strategies

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
 - Convenient and safe public transport.
 - Safe and attractive spaces and networks for walking and cycling.
 - Subdivision layouts that allow easy movement within and between neighbourhoods.
 - A convenient and safe road network.
- Minimising exposure of sensitive uses to air and noise pollution from the transport system.
- Being accessible to people with disabilities.
- Creating an urban structure that:
 - Responds to climate related hazards.
 - Incorporates integrated water management, including sustainable irrigation of open space.
 - Minimises peak demand on the electricity network.
 - Supports energy efficiency and solar energy generation through urban layout and lot orientation.
 - Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

15.01-4S31/07/2018
VC148**Healthy neighbourhoods****Objective**

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Strategies

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

15.01-4R

31/07/2018
VC148

Healthy neighbourhoods - Metropolitan Melbourne

Strategy

Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

15.01-5S09/10/2020
VC169**Neighbourhood character****Objective**

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

15.01-6S

31/07/2018
VC148

Design for rural areas

Objective

To ensure development respects valued areas of rural character.

Strategies

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

19.03
31/07/2018
VC148

DEVELOPMENT INFRASTRUCTURE

19.03-1S

24/01/2020

VC160

Development and infrastructure contributions plans**Objective**

To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

Strategies

Prepare development contributions plans and infrastructure contributions plans, under the *Planning and Environment Act 1987*, to manage contributions towards infrastructure.

Collect development contributions on the basis of approved development and infrastructure contributions plans.

Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure.

Policy documents

Consider as relevant:

- *Development Contributions Guidelines* (Department of Sustainability and Environment, 2003 - as amended 2007)
- *Infrastructure Contributions Plan Guidelines* (Department of Environment, Land, Water and Planning, November 2019)
- *Ministerial Direction on the Preparation and Content of Development Contribution Plans and Reporting Requirements for Development Contributions Plans*
- *Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans and Reporting Requirements for Infrastructure Contributions Plans*

19.03-2S

09/10/2020

VC169

Infrastructure design and provision

Objective

To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

Strategies

Provide an integrated approach to the planning and engineering design of new subdivision and development.

Integrate developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.

19.03-3S

10/06/2022

VC216

Integrated water management**Objective**

To sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach.

Strategies

Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:

- Take into account the catchment context.
- Protect downstream environments, waterways and bays.
- Manage and use potable water efficiently.
- Reduce pressure on Victoria's drinking water supplies.
- Minimise drainage, water or wastewater infrastructure and operational costs.
- Minimise flood risks.

Provide urban environments that are more resilient to the effects of climate change.

Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.

Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.

Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:

- Minimising stormwater quality and quantity related impacts.
- Filtering sediment and waste from stormwater prior to discharge from a site.
- Managing industrial and commercial toxicants in an appropriate way.
- Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.

Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.

Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.

Ensure land is set aside for water management infrastructure at the subdivision design stage.

Minimise the potential impacts of water, sewerage and drainage assets on the environment.

Protect significant water, sewerage and drainage assets from encroaching sensitive and incompatible uses.

Protect areas with potential to recycle water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality.

Ensure that the use and development of land identifies and appropriately responds to potential environmental risks, and contributes to maintaining or improving the environmental quality of water and groundwater.

Policy guidelines

Consider as relevant:

- Any applicable Sustainable Water Strategy endorsed under Division 1B of Part 3 of the *Water Act 1989*.

Policy documents

Consider as relevant:

- *Water for Victoria - Water Plan* (Victorian Government, 2016)
- *Environment Reference Standard* (Gazette No. S 245, 26 May 2021)
- *UrbanStormwater-BestPracticeEnvironmentalManagementGuidelines* (Victorian Stormwater Committee, 1999)
- *Planning Permit Applications in Open, Potable Water Supply Catchment Areas* (Department of Sustainability and Environment, 2012)
- *Victorian guideline for water recycling* (Publication 1910, Environment Protection Authority, March 2021)
- *Technical information for the Victorian guideline for water recycling* (Publication 1911, Environment Protection Authority, March 2021)

19.03-3L**Stormwater management (Water sensitive urban design)****Policy application**

21/09/2022

G400melb

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Proposed C376melb

This policy applies to applications for:

- New buildings.
- Extensions to existing buildings that are 50 square metres in floor area or greater.
- Subdivision in a commercial zone.

Objectives

To improve the quality of stormwater and reduce the flow of water discharge to waterways and the bay through Water Sensitive Urban Design.

Strategies

~~To achieve the best practice performance objectives for suspended solids, total phosphorus and total nitrogen,~~ Ensure residential, commercial and industrial development adopts a best practice approach to stormwater treatment and management by achieving the best practice water quality performance objectives as set out in the *Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999* (or as amended) *Urban Stormwater Best Practice Environmental Guidelines (CSIRO, 1999)* with compliance determined using tools including Melbourne Water's STORM Calculator and the Model for Urban Stormwater Improvement Conceptualisation (MUSIC).

~~To promote the use of water sensitive urban design.~~

~~To mitigate the detrimental effect of development on downstream waterways.~~

~~To minimise peak stormwater flows and stormwater pollutants for the improved health of water bodies, including creeks, rivers and bays.~~

~~To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing.~~

Strategies

~~Improve the quality of stormwater and reduce the flow of water discharged to waterways, including through~~ Encourage new developments to:

- ~~Collection~~ Collect and reuse ~~of~~ rainwater and stormwater on site.
- ~~Vegetated~~ Use vegetated swales and buffer strips.
- ~~Rain gardens.~~
- ~~Installation of~~ Install rain gardens and water recycling systems.
- ~~Multiple uses of water within a single manufacturing site.~~
- ~~Directing~~ Direct the flow from impervious ground surfaces to landscaped areas.

Encourage development for the purpose of industry to have multiple uses for water within a single site.

Encourage measures to prevent litter being carried off-site in stormwater flows, including: [litter traps](#) and appropriately designed waste enclosures and storage bins.

- ~~Appropriately designed waste enclosures and storage bins.~~
- ~~Litter traps for developments with the potential to generate significant amounts of litter.~~

Encourage the ~~use of vegetation, where practicable, (to be irrigated with rainwater/stormwater)~~ to incorporation of vegetation on buildings to manage the quality and quantity of stormwater.

Policy guidelines

Consider as relevant:

- ~~The use of the following tools in determining compliance with best practice stormwater management:~~
 - ~~— Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999).~~
 - ~~— Stormwater Treatment Objective—Relative Measure (Melbourne Water)—‘STORM’ Calculator.~~
 - ~~— Model for Urban Stormwater Improvement Conceptualisation (Melbourne Water)—MUSIC.~~
- ~~Measures to achieve and maintain the desired stormwater quality during the construction phase of development, such as silt traps.~~

Maintain the desired stormwater quality measures during the construction phase to prevent a loss of stormwater quality as a result of building activities.

Policy documents

Consider as relevant:

- ~~City of Melbourne Water Sensitive Urban Design Guidelines (City of Melbourne, 2009)~~
- ~~State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority,~~
- ~~2003)~~
- State Environment Protection Policy (Waters of Victoria) (Environment Protection Authority, 2003)
- ~~Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999)~~
- ~~Water Sensitive Urban Design – Engineering Procedures: Stormwater (Melbourne Water, 2005)~~

Expiry

~~This policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first.~~

19.03-4S

04/11/2022
VC226

Telecommunications

Objective

To facilitate the orderly development, extension and maintenance of telecommunications infrastructure.

Strategies

Facilitate the upgrading and maintenance of telecommunications facilities.

Ensure that modern telecommunications facilities are widely accessible and that the telecommunications needs of business, domestic, entertainment and community services are met.

Encourage the continued deployment of telecommunications facilities that are easily accessible by:

- Increasing and improving access for all sectors of the community to the telecommunications network.
- Supporting access to transport and other public corridors for the deployment of telecommunications networks in order to encourage infrastructure investment and reduce investor risk.

Ensure a balance between the provision of telecommunications facilities and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Co-locate telecommunications facilities wherever practical.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

19.03-4R

26/10/2018

VC154

Telecommunications - Metropolitan Melbourne

Strategy

Support the provision of high-quality telecommunications infrastructure in Melbourne's employment, urban renewal and growth areas through early planning for fibre-ready facilities and wireless infrastructure.

19.03-5S14/11/2022
VC227**Waste and resource recovery****Objective**

To reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, amenity and public health impacts.

Strategies

Ensure future waste and resource recovery infrastructure needs are identified and planned for to safely and sustainably manage all waste streams and maximise opportunities for resource recovery.

Ensure the long-term viability of waste and resource recovery infrastructure (including state and regional waste and resource recovery hubs) is secured through the use of defined buffer areas that protect against encroachment from incompatible land uses.

Ensure waste and resource recovery facilities are sited, designed, built and operated so as to minimise impacts on surrounding communities and the environment.

Enable waste and resource recovery facilities to be located in proximity to other related facilities and to materials' end-market destinations, to reduce the impacts of waste transportation and improve the economic viability of resource recovery.

Site, design, manage and rehabilitate waste disposal facilities to prevent or minimise contamination of groundwater and surface waters, litter, odour, dust and noise.

Integrate waste and resource recovery infrastructure planning with land use and transport planning.

Encourage technologies that increase recovery and treatment of resources to produce high value, marketable end products.

Encourage development that facilitates sustainable waste and resource recovery, including facilities for Victoria's container deposit scheme.

Policy guidelines

Consider as relevant:

- Any applicable Regional Waste and Resource Recovery Implementation Plan.

Policy documents

Consider as relevant:

- *Statewide Waste and Resource Recovery Infrastructure Plan* (Sustainability Victoria, 2018)
- *Management and storage of combustible recyclable and waste materials - guideline* (Publication 1667, Environment Protection Authority, October 2018)
- *Best Practice Environmental Management Guideline (Siting, Design, Operation and Rehabilitation of Landfills)* (Environment Protection Authority, 2015)
- *Designing, Constructing and Operating Composting Facilities* (Publication 1588, Environment Protection Authority, June 2015)
- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013)

MELBOURNE PLANNING SCHEME

- *Waste Management and Recycling in Multi-unit Developments. Better Practice Guide* (Sustainability Victoria, 2019)
- *Recycling Victoria A New Economy* (DELWP, February 2020)

13/07/2017
C311

Proposed C376melb

SCHEDULE 1 TO CLAUSE 37.04 CAPITAL CITY ZONE

Shown on the planning scheme map as **CCZ1**.

OUTSIDE THE RETAIL CORE

Purpose

To provide for a range of financial, legal, administrative, cultural, recreational, tourist, entertainment and other uses that complement the capital city function of the locality.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Corrective institution)	
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Education centre	
Home occupation	
Informal outdoor recreation	
Mineral exploration	
Mining	Must meet the requirements of Clause 52.08-2.
Minor sport and recreation facility	Must occur on the Yarra River or on land abutting the Yarra River which is managed by Melbourne Parks and Waterways or Parks Victoria. Must be licensed by Parks Victoria.
Minor utility installation	
Office	
Place of assembly (other than Amusement parlour and Nightclub)	

1.0
14/11/2022
VC227

MELBOURNE PLANNING SCHEME

Pleasure boat facility	Must occur on the Yarra River or on land abutting the Yarra River which is managed by Melbourne Parks and Waterways or Parks Victoria.
Use	Condition
	Must be licensed by Parks Victoria.
Railway	
Railway station	
Retail premises (other than Adult sex bookshop, Department store, Hotel, Supermarket, and Tavern)	
Road	
Search for stone	Must not be costeaning or bulk sampling.
Tramway	
Any other use not in Section 3	A use conducted by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.

Section 2 - Permit required

Use	Condition
Adult sex bookshop	
Amusement parlour	
Car park	Must meet the requirements of Clause 52.06. Must not be an open lot car park.
Corrective institution	
Department store	
Hotel	
Industry (other than Automated collection point)	Must not be a purpose listed in the table to Clause 52.10 (other than Materials Recycling)

Leisure and recreation (other than Informal outdoor recreation)

Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)

Nightclub

Supermarket

Tavern

Utility installation (other than Minor utility installation)

Warehouse (other than Freezing and cool storage, and Liquid fuel depot)

Any other use not in Section 1 or 3

Section 3 - Prohibited

Use

Cold store

Extractive industry

Freezing and cool storage

Liquid fuel depot

2.0

23/11/2016
G270
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Proposed C376melb

Subdivision

Requirements

Car parking areas should be retained in a single or a consolidated title as common property.

Application Requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Decision Guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

3.0

13/07/2017

C311

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Proposed C376melb

Buildings and works**Prohibitions**

The construction of footbridges, pedestrian ways, vehicle bridges and links across the above ground level of Bourke Street, Collins Street, Swanston Street and Elizabeth Street, Melbourne is prohibited.

Permit Requirement

A permit is required:

- To construct a building or construct or carry out works.
- To construct a building which does not extend to the road boundary of the site.
- To construct a building providing fewer than one bicycle parking space per 500 square metres of gross floor area in the case of a new building without on site car parking.
- To construct a building providing fewer than one bicycle parking space for every 100 car parking spaces in the case of a new building with on-site car parking.

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which schedule 10 to the Design and Development Overlay applies unless:

- a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided; and
- the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the *Planning and Environment Act 1987*.

For the purpose of this schedule the floor area ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

No Permit Required

A permit is not required for:

- Buildings or works carried out by or on behalf of Melbourne Parks and Waterways or Park Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.
- Alterations to a building authorised under the Heritage Act, provided the works do not alter the existing building envelope or floor area.
- Footpath vehicle crossovers provided they are constructed to the satisfaction of the responsible authority.

- Bus and tram shelters required for public purposes by or for the Crown or a public authority in accordance with plans and siting to the satisfaction of the responsible authority.
- Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Street furniture.
- A work of art, statue, fountain or similar civic works required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Buildings or works or uses on public land for which a current permit exists under a City of Melbourne local law.
- The erection of information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Traffic control works required by or for the Crown, a public authority or the City of Melbourne.
- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A flagpole.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to</u>

<u>facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
Motorcycle parking		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
Car share parking		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.

- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Application Requirements

An application for a permit must be accompanied by a written urban context report documenting the key planning influences on the development and how it relates to its surroundings. The urban context report must identify the development opportunities and constraints, and document the effect of the development, as appropriate, in terms of:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces.
- Energy efficiency and waste management.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.
- Vistas.

An application to construct a building or to construct or carry out works must include, as appropriate, upgrading of adjacent footpaths or laneways to the satisfaction of the responsible authority.

An application for a permit to construct or carry out works for development of a building listed in the Heritage Overlay must be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter) to the satisfaction of the responsible authority.

An application to construct a building or to construct or carry out works for a residential use must be accompanied by an Acoustic Assessment which must show how the proposal meets the following requirements:

- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB in accordance with relevant Australian Standards for acoustic control.

An application to construct a building or construct or carry out works on land to which schedule 10 to the Design and Development Overlay applies must:

- be accompanied by an assessment and report of the proposed floor area ratio from an independent quantity surveyor; and
- if the proposed floor area ratio exceeds 18:1, include details of the public benefit to be provided

An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

An application to construct a building or construct or carry out works for a use in Section 1 of Clause 37.04-1 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Decision guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The comments and requirements of relevant authorities.
- The size and shape of the parcel of land to which the application relates, the siting of the proposed development and the area to be occupied by the development in relation to the size and shape of the land, adjoining land and adjoining development.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking, loading of vehicles and access to parking spaces and loading bays.
- The adequacy of entrance to and egress from the site.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.

- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.
- The streetscape, the scale and height of the neighbouring buildings and the proposed development, the proximity to heritage places, the design of verandahs, access from street frontages, the protection of active frontages to pedestrian areas, the treatment of the front and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.
- The existing and future use and amenity of the land and the locality.
- The location, area, dimensions and suitability of use of land proposed for public use.
- The provision of landscaping.
- The responsibility for the maintenance of buildings, landscaping and paved areas.
- The impact on the amenity of any existing dwellings on adjacent sites.
- Where new buildings incorporate dwellings, that the design respects and anticipates the development potential of adjacent sites, to ensure that the future development of the adjacent site does not cause a significant loss of amenity to the subject site.
- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45 dB in accordance with relevant Australian Standards for acoustic control.
- The design of buildings to provide for solar access, energy efficiency and waste management.
- The impact on amenity of existing or proposed sensitive land uses susceptible to the off-site effects of industry.
- Whether the development would compromise the function, form and capacity of public spaces and public infrastructure.
- If the floor area ratio of the proposal exceeds 18:1, the extent to which it will deliver a commensurate public benefit.
- Securing the floor area ratio across a site where a site is developed in part to ensure:
 - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
 - that a heritage building being retained that an agreement be entered into to conserve the heritage building in perpetuity;

- that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.

Decision Guidelines – Bicycle Parking

~~Before deciding on an application involving bicycle parking facilities, the responsible authority must consider, as appropriate:~~

- ~~▪ The design and location, accessibility and security (ie. suitable lighting, locking devices) of the facilities.~~
- ~~▪ The City of Melbourne Bike Plan 1997.~~
- ~~▪ Local Planning Policy Framework.~~

4.0

23/11/2016
C270

Demolition or Removal of Buildings

A permit and prior approval for the redevelopment of the site are required to demolish or remove a building or works.

This does not include:

- Demolition or removal of temporary structures.
- Demolition ordered or undertaken by the responsible authority in accordance with the relevant legislation and/or local law.

Before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority requiring, as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.
- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Temporary works must be constructed to the satisfaction of the responsible authority. Temporary works may include:

- The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage.
- Landscaping of the site for the purpose of public recreation and open space.

Exemption from notice and review

An application to demolish or remove a building or works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

5.0

23/11/2016
C270

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05.4.
- An under-verandah business sign if:

- It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
- It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
- It does not contain any animation or intermittent lighting.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and review

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

6.0

Referral of applications

07/12/2020
C370melb

An application that includes the creation or alteration of access to the arterial road – Wurundjeri Way must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to clause 66.04.

An application for development with a gross floor area exceeding 25,000 square metres must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to clause 66.04.

An application for buildings and works on Treasury Square – 295-357 Wellington Parade South, Melbourne must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to clause 66.04.

7.0

Transitional arrangements

23/11/2016
C270
-/-/-/
Proposed C376melb

The requirement of Clause 2.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications,

the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

- an application (including an application to amend a permit) made before the commencement of Amendment C262 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C262, continue to apply.
- an application (including an application to amend a permit) made after the commencement of Amendment C262 but before the commencement of Amendment C270 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C270, continue to apply.

13/07/2017
C311

Proposed
C376melb

SCHEDULE 2 TO CLAUSE 37.04 CAPITAL CITY ZONE

Shown on the planning scheme map as **CCZ2**.

RETAIL CORE

Purpose

To provide for the intensification of retail and other complementary commercial, community and entertainment uses within the established retail core.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

1.0

14/11/2022
VC227

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Corrective institution)	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Education centre	
Home occupation	
Informal outdoor recreation	
Mineral exploration	
Mining	Must meet the requirements of Clause 52.08-2.
Minor utility installation	
Office (other than Bank)	
Place of assembly (other than Amusement parlour, Cinema, and Nightclub)	
Railway	
Retail premises (other than Adult sex bookshop, Hotel, and Tavern)	
Road	
Search for stone	Must not be costeaning or bulk sampling.

Tramway

Section 2 - Permit required

Use	Condition
Adult sex bookshop	
Amusement parlour	
Bank	
Car park	Must meet the requirements of Clause 52.06. Must not be an open lot car park.
Corrective institution	
Hotel	
Industry (other than Automated collection point)	Must not be a purpose listed in the table to Clause 52.10 (other than Materials Recycling)
Leisure and recreation (other than Informal outdoor recreation)	
Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone)	
Nightclub	
Tavern	
Utility installation (other than Minor utility installation)	
Warehouse (other than Freezing and cool storage, and Liquid fuel depot)	
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

Cold store

Extractive industry

Freezing and cool storage

Liquid fuel depot

2.0

Subdivision

23/06/2016
C270

Proposed
C376melb

Requirements

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Decision guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

3.0

Buildings and works

13/07/2017
C311

Proposed
C376melb

Prohibitions

The construction of footbridges, pedestrian ways, vehicle bridges and links across the above ground level of Bourke Street, Collins Street, Swanston Street and Elizabeth Street, Melbourne is prohibited.

Permit Requirement

A permit is required:

- To construct a building which does not extend to the road boundary of the site.
- To construct a building providing fewer than one bicycle parking space per 500 metres of gross floor area in the case of a new building without on site car parking.
- To construct a building providing fewer than one bicycle parking space for every 100 car parking spaces in the case of a new building with on-site car parking.

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which schedule 10 to the Design and Development Overlay applies unless:

- a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided; and
- the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the *Planning and Environment Act 1987*.

For the purpose of this schedule the floor area ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

No Permit Required

A permit is not required for:

- Buildings or works carried out by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.
- Alterations to a building authorised under the Heritage Act, provided the works do not alter the existing building envelope or floor area.
- Footpath vehicle crossovers provided they are constructed to the satisfaction of the responsible authority.
- Bus and tram shelters required for public purposes by or for the Crown or a public authority in accordance with plans and siting to the satisfaction of the responsible authority.
- Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Street furniture.
- A work of art, statue, fountain or similar civic works required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Buildings or works or uses on public land for which a current permit exists under a City of Melbourne local law.
- The erection of information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Traffic control works required by or for the Crown, a public authority or the City of Melbourne.
- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.

- A flagpole.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	

<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:

- EV ready parking bays for a minimum of 5% non-shared parking spaces.
- Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
- EV charging points at all allocated shared car spaces.

Application Requirements

An application for a permit must be accompanied by a written urban context report documenting the key planning influences on the development and how it relates to its surroundings. The urban context report must identify the development opportunities and constraints, and document the effect of the development, as appropriate, in terms of:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces.
- Energy efficiency and waste management.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.
- Vistas.

An application to construct a building or to construct or carry out works must include, as appropriate, upgrading of adjacent footpaths or laneways to the satisfaction of the responsible authority.

An application for a permit to construct or carry out works for development of a building listed in the Heritage Overlay must be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter) to the satisfaction of the responsible authority.

An application to construct a building or to construct or carry out works for a residential use must be accompanied by an Acoustic Assessment which must show how the proposal meets the following requirements:

- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB in accordance with relevant Australian Standards for acoustic control.

An application to construct a building or to construct or carry out works to which schedule 10 to the Design and Development Overlay must:

- be accompanied by an assessment and report of the proposed floor area ratio from an independent quantity surveyor; and
- if the proposed floor area ratio exceeds 18:1, include details of the public benefit to be provided.

An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

An application to construct a building or construct or carry out works for a use in Section 1 of Clause 37.04-1 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Referral of applications

An application for development with a gross floor area exceeding 25,000 square metres must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to clause 66.04.

Decision guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The comments and requirements of relevant authorities.
- The size and shape of the parcel of land to which the application relates, the siting of the proposed development and the area to be occupied by the development in relation to the size and shape of the land, adjoining land and adjoining development.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking, loading of vehicles and access to parking spaces and loading bays.
- The adequacy of entrance to and egress from the site.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.

- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.
- The streetscape, the scale and height of the neighbouring buildings and the proposed development, the proximity to heritage places, the design of verandahs, access from street frontages, the protection of active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.
- The existing and future use and amenity of the land and the locality.
- The location, area, dimensions and suitability of use of land proposed for public use.
- The provision of landscaping.
- The responsibility for the maintenance of buildings, landscaping and paved areas.
- The impact on the amenity of any existing dwellings on adjacent sites.
- Where new buildings incorporate dwellings, that the design respects and anticipates the development potential of adjacent sites, to ensure that the future development of the adjacent site does not cause a significant loss of amenity to the subject site.
- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45 dB in accordance with relevant Australian Standards for acoustic control.
- The design of buildings to provide for solar access, energy efficiency and waste management.
- The impact on amenity of existing or proposed sensitive land uses susceptible to the off-site effects of industry.
- Whether the development would compromise the function, form and capacity of public spaces and public infrastructure.
- If the floor area ratio of the proposal exceeds 18:1, the extent to which it will deliver a commensurate public benefit.
- Securing the floor area ratio across a site where a site is developed in part to ensure:
 - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
 - that a heritage building being retained that an agreement be entered into to conserve the heritage building in perpetuity;
 - that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.

Decision Guidelines — Bicycle Parking

~~Before deciding on an application involving bicycle parking facilities, the responsible authority must consider, as appropriate:~~

- ~~▪ The design and location, accessibility and security (ie. suitable lighting, locking devices) of the facilities.~~
- ~~▪ The City of Melbourne Bike Plan 1997.~~
- ~~▪ Local Planning Policy Framework.~~

4.0

Demolition or Removal of Buildings

23/11/2016
C270

A permit and prior approval for the redevelopment of the site are required to demolish or remove a building or works.

This does not include:

- Demolition or removal of temporary structures.
- Demolition ordered or undertaken by the responsible authority in accordance with the relevant legislation and/or local law.

Before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority requiring, as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.
- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Temporary works must be constructed to the satisfaction of the responsible authority. Temporary works may include:

- The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage.
- Landscaping of the site for the purpose of public recreation and open space.

Exemption from notice and review

An application to demolish or remove a building or works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

5.0

Advertising signs

23/11/2016
C270

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05.4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and

- It does not contain any animation or intermittent lighting.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and review

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

6.0

23/11/2016
C270

Proposed
C376melb

Transitional arrangements

The requirement of Clause 2.0 of this schedule that an application to subdivide land should ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.
- an application (including an application to amend a permit) made before the commencement of Amendment C262 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C262, continue to apply.
- an application (including an application to amend a permit) made after the commencement of Amendment C262 but before the commencement of Amendment C270 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C270, continue to apply.

13/07/2017
C311

Proposed
C376melb

SCHEDULE 3 TO CLAUSE 37.04 CAPITAL CITY ZONE

Shown on the planning scheme map as **CCZ3**.

SOUTHBANK

Purpose

- To develop Southbank as an extension of the central city, providing for a mix of commercial and residential land uses that complement the capital city function of the locality.
- To comfortably accommodate a residential and worker population in a pleasant neighbourhood where all public spaces are comfortable, bright and safe.
- To maintain and enhance the role of Southbank as a cultural and arts precinct.
- To develop Sturt Street as an arts and performance precinct with services and activities for local residents and visitors.
- To support art facilities and creative industry businesses along Sturt Street.
- To deliver local services and facilities within an approximate 400m walk from all residences.
- To provide uses at ground floor and upper podium floors to promote a visual link with, and facilitate the passive surveillance of, the public realm.
- To support commercial, retail and community uses along pedestrian corridors.
- To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

1.0

14/11/2022
VC227

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Corrective institution)	The ground floor of the building has a floor to ceiling height of at least 4 metres.
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Child care centre	
Education centre	
Home occupation	
Informal outdoor recreation	
Mineral exploration	

MELBOURNE PLANNING SCHEME

Mining	Must meet the requirements of Clause 52.08-2.
	Must occur on the Yarra River or on land abutting the Yarra River which is managed by Melbourne Parks and Waterways or Parks Victoria. Must be licensed by Parks Victoria.
Use	Condition
Minor utility installation Office Place of assembly (other than Amusement parlour and Nightclub)	
Pleasure boat facility	Must occur on the Yarra River or on land abutting the Yarra River which is managed by Melbourne Parks and Waterways or Parks Victoria. Must be licensed by Parks Victoria.
Railway Railway station Retail premises (other than Adult sex bookshop, Department store, Hotel, and Tavern) Road	
Search for stone	Must not be costeaning or bulk sampling.
Tramway	
Any other use not in Section 3	A use conducted by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.

Section 2 - Permit required

Use	Condition
Adult sex bookshop Amusement parlour	
Car park Commercial Car Park	Must meet the requirements of Clause 52.06.
Corrective institution Department store Hotel	
Industry (other than Automated collection point)	Must not be a purpose listed in the table to Clause 52.10.

Leisure and recreation (other than Informal outdoor recreation) Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Search for stone) Nightclub Tavern Utility installation (other than Minor utility installation) Warehouse (other than Freezing and cool storage, and Liquid fuel depot)	
Any other use not in Section 1 or 3	

Section 3 - Prohibited**Use**

Cold store

Use

Extractive industry

Freezing and cool storage

Liquid fuel depot

2.0

23/11/2016
C270
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Proposed
C376melb

Subdivision**Requirements**

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Decision Guidelines

Before deciding on a permit application under this schedule, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of the proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

3.0

13/07/2017
C311

Proposed
C376melb

Buildings and works

Permit Requirement

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 18:1 on land to which schedule 10 to the Design and Development Overlay applies unless:

- a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided; and
- the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the *Planning and Environment Act 1987*.

For the purpose of this schedule the floor area ratio is the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

No Permit Required

A permit is not required for:

- Buildings or works carried out by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.
- Alterations to a building authorised under the Heritage Act, provided the works do not alter the existing building envelope or floor area.
- Footpath vehicle crossovers provided they are constructed to the satisfaction of the responsible authority.
- Bus and tram shelters required for public purposes by or for the Crown or a public authority in accordance with plans and siting to the satisfaction of the responsible authority.
- Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Street furniture.
- A work of art, statue, fountain or similar civic works required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Buildings or works or uses on public land for which a current permit exists under a City of Melbourne local law.
- The erection of information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Traffic control works required by or for the Crown, a public authority or the City of Melbourne.

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A flagpole.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u>	

<u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Application requirements

An application for a permit must be accompanied by a written urban context report documenting the key planning influences on the development and how it relates to its surroundings. The urban context report must identify the development opportunities and constraints, and document the effect of the development, as appropriate, in terms of:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces.
- Energy efficiency and waste management.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.
- Vistas.

An application to construct a building or to construct or carry out works must include, as appropriate, upgrading of adjacent footpaths or laneways to the satisfaction of the responsible authority.

An application for a permit to construct or carry out works for development of a building listed in the Heritage Overlay must be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter) to the satisfaction of the responsible authority.

An application to construct a building or to construct or carry out works for a residential use must be accompanied by an Acoustic Assessment which must show how the proposal meets the following requirements:

- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB in accordance with relevant Australian Standards for acoustic control.

An application to construct a building or to construct or carry out works on land which schedule 10 to the Design and Development Overlay applies must:

- be accompanied by an assessment and report of the proposed floor area ratio from an independent quantity surveyor; and
- if the proposed floor area ratio exceeds 18:1, includes details of the public benefits to be provided.

An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

An application to construct a building or construct or carry out works for a use in Section 1 of Clause 37.04-1 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Referral Requirement

An application for development with a gross floor area exceeding 25,000 square metres must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to clause 66.04.

Decision guidelines

Before deciding on a permit application under this schedule, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The comments and requirements of relevant authorities.
- The ability for pedestrians, bicycles and vehicles to move within and through the area.
- The adequacy of car parking provision and loading bays.
- The adequacy of vehicle entry and egress.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.

- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.
- The impact the proposal will have on the amenity of existing and future development in the locality.
- The suitability of land proposed for public use.
- The provision of landscaping.
- Whether the building design at street level provides for active street frontages, pedestrian engagement and weather protection.
- The impact on the amenity of any dwellings on adjacent sites.
- The development potential of adjacent sites, and whether this will cause an unreasonable loss of amenity to the subject site.
- Waste management.
- The ability to establish a visual relationship between occupants of upper floors and pedestrians, and better surveillance of the street by developing the first five levels of buildings with a “casing” of dwellings or offices or other design mechanisms.
- The impact the proposal will have on street amenity if buildings are not constructed to the street boundary at ground level.
- The impact the proposal will have on street amenity if on-site parking occupies more than 20% of the length of the street frontages at ground level and in the first five levels of the building.
- Whether the development would compromise the function, form and capacity of public spaces and public infrastructure.
- If the floor area ratio of the proposal exceeds 18:1, the extent to which it will deliver a commensurate public benefit.
- Securing the floor area ratio across a site where a site is developed in part to ensure:
 - that an agreement be entered into to acknowledge that the remaining site cannot be later developed;
 - that a heritage building being retained that an agreement be entered into to conserve the heritage building in perpetuity;
 - that the proposed building is sited so that adequate setbacks are maintained in the event that the land is subdivided or separate land holdings are administratively effected to create a future development site.

A permit and prior approval for the redevelopment of the site are required to demolish or remove a building or works.

4.0 Demolition or Removal of Buildings

A permit is required to demolish or remove a building or works. This does not include:

- Demolition or removal of temporary structures.
- Demolition ordered or undertaken by the responsible authority in accordance with the relevant legislation and/or local law.

Before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority requiring, as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.
- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Temporary works must be constructed to the satisfaction of the responsible authority.

Temporary works may include:

- The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage.
- Landscaping of the site for the purpose of public recreation and open space.

Exemption from notice and review

An application to demolish or remove a building or works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act

Decision Guidelines

Before deciding on a permit application for demolition or removal of buildings, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- Whether the demolition or removal of buildings gives effect to a permit or prior approval for the redevelopment of land.
- Whether the demolition or removal of buildings is required for environmental remediation of contaminated land.
- The provision of temporary works or landscaping to avoid vacant sites in perpetuity.

5.0

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.

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C270

- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and review

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

6.0

Transitional arrangements

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C270

Proposed
C376melb

The requirement of Clause 2.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.
- an application (including an application to amend a permit) made before the commencement of Amendment C262 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C262, continue to apply.
- an application (including an application to amend a permit) made after the commencement of Amendment C262 but before the commencement of Amendment C270 to this planning scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C270, continue to apply.

30/06/2016
C293
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Proposed
C376melb

SCHEDULE 5 TO THE CAPITAL CITY ZONE

Shown on the planning scheme map as **CCZ5**.

CITY NORTH

Purpose

To develop City North as a mixed use extension of the Central City.

To provide for a range of educational, research and medical uses as part of an internationally renowned knowledge district.

To encourage a range of uses that complement the capital city function of the locality and serves the needs of residents, workers, students and visitors.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Corrective institution)	Along the street frontages as shown at Map 1 of Clause 43.02 Schedule 61, any frontage at ground floor level must not exceed 4 metres
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forests Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Education centre	
Home occupation	
Informal outdoor recreation	
Mineral exploration	
Mining	Must meet the requirements of Clause 52.08-2.
Minor utility installation	
Office	

1.0

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Place of assembly (other than Amusement parlour, Function Centre and Nightclub)

Railway

Use	Condition
Railway station	
Retail premises (other than Adult sex bookshop, Hotel, and Tavern)	
Road	
Stone exploration	Must not be costeaning or bulk sampling.
Tramway	

Section 2 - Permit required

Use	Condition
Adult sex bookshop	
Amusement parlour	
Car park (other than Commercial car park or an open lot car park)	Must meet the requirements of Clause 52.06.
Corrective institution	
Function Centre	
Hotel	
Industry (other than Automated collection point)	Must not be a purpose listed in the table to Clause 52.10.
Leisure and Recreation (other than Minor sports and recreation facility and informal outdoor recreation).	
Mineral, stone, or soil extraction (other than Extractive industry, Mineral exploration, Mining, and Stone exploration)	
Nightclub	
Tavern	
Utility installation (other than Minor utility installation)	
Warehouse (other than Freezing and cool storage, and Liquid fuel depot)	
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

Commercial car park or an open lot car park

Cold store

Extractive industry

Freezing and cool storage

Liquid fuel depot

Use of land

Exemption from notice and review

An application to use land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

This exemption does not apply to an application to use land for a Function centre, Nightclub, Tavern, Brothel, Adult sex bookshop, Amusement parlour or Hotel.

Decision Guidelines

Before deciding on a permit application under this schedule the responsible authority must consider as appropriate:

- The comments and requirements of relevant authorities.
- The existing and future use and amenity of the land and the locality.
- The impact the use will have on the amenity of existing dwellings and adjacent and nearby sites including noise emissions and how this impact is to be minimised.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.
- The effect that existing uses may have on the proposed use.

Subdivision

Requirements

Car parking areas should be retained in a single or a consolidated title as common property.

Application Requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

2.0

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C196

3.0

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C196

Proposed
C376melb

Decision guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of the proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

Buildings and works

Permit Requirement

A permit is required to construct a building or carry out works.

This does not apply to:

- Alterations to a building authorised under the Heritage Act, provided the works do not alter the existing building envelope or floor area.
- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are not visible from any street, lane or public place.
- Changes to glazing of existing windows with not more than 15% reflectivity.
- External works to provide disabled access that complies with all legislative requirements.
- Buildings or works carried out by or on behalf of Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act 1988, the Port Management Act 1995, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.

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Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

<u>premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>		
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Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Application Requirements

An application for permit must be accompanied by a written urban context report documenting the key planning influences on the development and how it relates to its surroundings. The urban context report must identify the development opportunities and constraints, and document the effect of the development, as appropriate, in terms of:

- State Planning Policy Framework and the Local Planning Policy Framework, zone and overlay objectives.
- Built form and character of adjacent and nearby buildings.

- Heritage character of adjacent and nearby heritage places.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces.
- Energy efficiency and waste management.

Public infrastructure, including reticulated services, traffic and car parking impact.

An application to construct a building or to construct or carry out works must include, as appropriate, upgrading of adjacent footpaths or laneways to the satisfaction of the responsible authority.

An application for a permit to construct or carry out works for development of a building listed in the Heritage Overlay must be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter) to the satisfaction of the responsible authority.

An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

An application to construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on a permit application under this schedule the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The comments and requirements of relevant authorities.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The provision of car parking, loading of vehicles and access to parking spaces and loading bays.
- The adequacy of entrance to and egress from the site.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.

- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.
- The existing and future use and amenity of the land and the locality.
- The location, area, dimensions and suitability of use of land proposed for public use.
- The provision of landscaping.
- The effect of the proposed works on solar access to existing open spaces and public places.
- The provision of solar access to private open space areas in residential development.
- The responsibility for the maintenance of buildings, landscaping and paved areas.
- The impact a new development will have on the amenity of existing dwellings on adjacent sites and how this impact has been minimised.
- The incorporation of design measures to attenuate against noise associated with the operation of other businesses and activities, including limiting internal noise levels of new habitable rooms to a maximum of 45 dB in accordance with relevant Australian Standards for acoustic control, for new and refurbished residential developments and other sensitive uses.
- Whether the provision of storage for refuse and recyclable material provided off-street is fully screened from public areas.
- Whether the first five levels of buildings are developed with a “casing” of dwellings or offices or other active uses so that a visual relationship between occupants of upper floors and pedestrians is able to be established and better surveillance of the street is achieved.

5.0 Demolition or Removal of Buildings

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A permit and prior approval for the redevelopment of the site are required to demolish or remove a building or works.

This does not include:

- Demolition or removal of temporary structures.
- Demolition ordered or undertaken by the responsible authority in accordance with the relevant legislation and/or local law.

Before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority requiring, as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.

- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Temporary works must be constructed to the satisfaction of the responsible authority.

Temporary works may include:

- The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage.
- Landscaping of the site for the purpose of public recreation and open space.

Exemption from notice and review

An application to demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

6.0

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and review

An application to erect or construct or carry out works for an advertising sign is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0

Transitional arrangements

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

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- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

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C323melb

Proposed
C376melb

SCHEDULE 7 TO CLAUSE 37.04 CAPITAL CITY ZONE

Shown on the planning scheme map as CCZ7.

MELBOURNE ARTS PRECINCT

Purpose

To strengthen the Melbourne Arts Precinct as an arts cultural and creative industry precinct of State significance.

To support the growth of arts, cultural and creative industry uses such as media, digital screen, design, writing and publishing, literature, fashion, performing arts, digital games development, broadcasting, music, cultural heritage and arts education and craft.

To facilitate arts, cultural and creative uses within the first four storeys of a building by providing appropriate spaces such as performance space, rehearsal space, galleries, workshops, event spaces and studios.

To ensure that the design of buildings delivers street frontage activation, design excellence ~~and~~, contributes to the legibility of the Melbourne Arts Precinct, and promotes sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

To provide for commercial and residential uses above the first four storeys of a buildings.

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation(other than Corrective institution)	Must not be located within the first four storeys of a building, except for part of a building which provides access such as a lobby or entrance. Any frontage at ground floor level must not exceed 2 metres.
Art and craft centre	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Dance studio	
Education centre	
Home based business	
Informal outdoor recreation	
Market	
Food and drink premises (other than Hotel and Bar)	The leasable floor area must not exceed 250 square metres.

1.0
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Office	Associated with arts, cultural or creative use. Office use not associated with arts, cultural or creative industry uses must not be located within the first four storeys of a building. Any frontage at ground floor level to the tenancy must not exceed 2 metres.
Use	Condition
Place of assembly (other than Amusement parlour, Nightclub and Restricted place of assembly)	
Place of worship	The gross floor area of buildings must not exceed 250 square metres
Postal agency	
Railway station	
Tramway	
Shop (other than Adult sex bookshop, Department Store and Restricted retail premises)	The leasable floor area of buildings must not exceed 250 square metres
Any other use not in Section 3	Must be conducted by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01

Section 2 - Permit required

Use	Condition
Adult sex product shop	
Amusement parlour	
Car park	Must meet the requirements of Clause 52.06.
Corrective institution	
Department store	
Hotel	

Industry (other than Automated collection point)	Must not be a purpose listed in the table to Clause 53.10.
Leisure and recreation (other than Dance Studio and Informal outdoor recreation)	
Nightclub	
Restricted place of assembly	
Bar	
Utility installation	
Warehouse (other than Freezing and cool storage, and Liquid fuel depot)	
Any other use not in Section 1 or 3	
Section 3 - Prohibited	
Use	
Freezing and cool storage	
Liquid fuel depot	

2.0

24/12/2021
C323melb

Use of land

Application requirements

The following application requirements apply to an application for a permit under Clause 37.04, in addition to those specified in Clause 37.04 and elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- The description of the proposed use and the types of activities which will be carried out.
- The compatibility of the proposed use with the purpose of the zone.
- Attempts made to engage with the creative and cultural sector to identify potential occupiers
- The likely effects, if any, on nearby uses and residential amenity including noise levels, traffic, parking, the hours of delivery and dispatch of goods and material, hours of operation, light spill, solar and glare.
- An application for a residential use must be accompanied by an acoustic assessment to the satisfaction of the responsible authority, which addresses:
 - A description and identification of the location and characteristics of nearby land uses with the potential to generate noise that may impact the development.
 - Relevant standards that apply to the emission or control of noise sources identified above.
 - Measures required to attenuate noise impacts, including how the proposal will meet the following requirements:

Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB LAeq, in accordance with the relevant Australian Standards for acoustic control.

Exemption from notice and review

An application for the use of land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Referral of applications

An application for use of the first four storeys of a building must be referred in accordance with sections 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.04, in addition to those specified in Clause 37.04 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The compatibility of the proposed use with the purpose of this schedule.
- The compatibility of the proposed use with any existing uses within the same building or on adjoining and nearby land.
- The extent to which the proposal serves or supports arts, cultural and creative uses.
- The extent of floor space for arts, cultural and creative industry or use relative to the height and overall floor space of the building.

3.0

Subdivision

Requirements

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Decision Guidelines

The following decision guidelines apply to an application for a permit, in addition to those specified in Clause 37.04 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

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4.0

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Buildings and works

Permit Requirement

No permit is required to construct a building or construct or carry out works for the following:

- Buildings or works carried out by or on behalf of Melbourne Parks and Waterways or Parks Victoria under the Water Industry Act 1994, the Water Act 1989, the Marine Act, the Port of Melbourne Authority Act 1958, the Parks Victoria Act 1998 or the Crown Land (Reserves) Act 1978.
- Buildings or works for Railway purposes.
- Alterations to a building authorised under the Heritage Act, provided the works do not alter the existing building envelope or floor area.
- Footpath vehicle crossovers provided they are constructed to the satisfaction of the responsible authority.
- Bus and tram shelters required for public purposes by or for the Crown or a public authority in accordance with plans and siting to the satisfaction of the responsible authority.
- Decorations, gardens and planting required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- A work of art, statue, fountain or similar civic works required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Buildings or works or uses on public land for which a current permit exists under a City of Melbourne local law.
- The erection of information booths and kiosks required for public purposes by or for the Crown, a public authority or the City of Melbourne.
- Traffic control works required by or for the Crown, a public authority or the City of Melbourne.
- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

A permit is required to demolish or remove a building or works. This does not apply to:

- Demolition or removal of temporary structures.

- Demolition ordered or undertaken by the responsible authority in accordance with the relevant legislation and/or local law.

Before deciding on an application to demolish or remove a building, the responsible authority may require an agreement pursuant to Section 173 of the Planning and Environment Act 1987 between the landowner and the responsible authority requiring, as appropriate:

- Temporary works on the vacant site should it remain vacant for 6 months after completion of the demolition.
- Temporary works on the vacant site where demolition or construction activity has ceased for 6 months, or an aggregate of 6 months, after commencement of the construction.

Temporary works must be constructed to the satisfaction of the responsible authority.

Temporary works may include:

- The construction of temporary buildings for short-term retail or commercial use. Such structures shall include the provision of an active street frontage.

Landscaping of the site for the purpose of public recreation and open space.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u>	

<u>than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.

- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Application Requirements

The following application requirements apply to an application for a permit under Clause 37.04, in addition to those specified in Clause 37.04, and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

An application for a permit must be accompanied by a written urban context report documenting the key planning influences on the development and how it relates to its surroundings. The urban context report must identify the development opportunities and constraints, and document the effect of the development, as appropriate, in terms of:

- The compatibility of the proposed development with the purpose of this schedule.
- Built form and character of adjacent and nearby buildings.
- Heritage character of adjacent and nearby heritage places.
- Microclimate, including sunlight, daylight and wind effects on streets and other public spaces.
- Energy efficiency and waste management.
- Ground floor street frontages, including visual impacts and pedestrian safety.
- Public infrastructure, including reticulated services, traffic and car parking impact.
- Vistas
- Potential arts, cultural or creative use, including the floor area and specifications or an outline of building features to ensure adaptability for such uses.

An application to construct a building or to construct or carry out works must include as appropriate, upgrading of adjacent footpaths or laneways to the satisfaction of the responsible authority.

An application for a permit to construct or carry out works for development of a building listed in the Heritage Overlay must be accompanied by a conservation analysis and management plan in accordance with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 1992 (The Burra Charter) to the satisfaction of the responsible authority.

An application to construct a building or construct or carry out works for a residential or other noise sensitive use, must be accompanied by an acoustic assessment to the satisfaction of the responsible authority, which addresses:

- A description and identification of the location and characteristics of nearby land uses with the potential to generate noise that may impact the development.
- Relevant standards that apply to the emission or control of noise sources identified above.
- The necessary measures to attenuate these noise impacts, including how the proposal will meet the following requirement:
- Habitable rooms of new dwellings adjacent to high levels of external noise should be designed to limit internal noise levels to a maximum of 45dB LAeq, in accordance with the relevant Australian Standards for acoustic control.

An application to construct podium carparking must:

- Locate car parking on the first floor or above.

- Sleeve car parking at street frontages with suitably designed floor space including sufficient depth for the nominated arts, cultural and creative industry or use.

An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

An application to construct a building or construct or carry out works for a use in Section 1 of Clause 37.04-1 is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

An application to demolish or remove a building or works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Referral Requirement

An application for development with a gross floor area exceeding 25,000 square metres must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

An application for development of the first four storeys of a building must be referred in accordance with section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.04, in addition to those specified in Clause 37.04 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The purpose of this schedule.
- The views of the Office of the Victorian Government Architect as appropriate, as to the architectural expression and materiality of the proposal having regard to the purpose of this schedule.
- The extent of floor space for arts, cultural and creative industry or use relative to the height and overall floor space of the building.
- Direct or convenient access through the precinct for pedestrians, bicycles and vehicles.
- The impact the proposal will have on street amenity if on-site car parking occupies any of the first four floors of a building and whether any above ground car parking is sleeved by arts, cultural and creative industry or other active uses.
- The adequacy of car parking provision and loading bays.
- The safety and efficiency of vehicle entry and egress.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.

- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.
- Whether the building is designed to accommodate arts, cultural and creative industry uses as part of the overall development and over time.
- Whether the development provides adequate space and floor to ceiling heights so that it could be adapted for arts cultural and creative industry uses in the future.
- The interface between the development and the public realm including:
 - Whether the development contributes to the legibility of the Melbourne Arts Precinct as an arts precinct.
 - Whether the building design at street level provides for active street frontages, pedestrian engagement and weather protection.
 - The opportunities for passive surveillance of the public realm from occupants of upper storeys of the development.
 - The impact the proposal will have on street amenity if buildings are not constructed to the street boundary at ground level.
 - Whether the development would compromise the function, form and capacity of public spaces and public infrastructure.
 - The impact on the amenity of any dwellings on adjacent sites.
 - Whether the development provides acceptable internal noise levels within habitable rooms of new dwellings taking into account existing or reasonably anticipated future noise sources.
 - Whether the development includes appropriate measures to attenuate against noise associated with the operation of other businesses and activities, including limiting internal noise levels of new habitable rooms.
 - The adequacy and accessibility of waste and recycling facilities.

- Whether the demolition or removal of buildings gives effect to a permit or prior approval for the redevelopment of land.
- Whether the demolition or removal of buildings is required for environmental remediation of contaminated land.
- The provision of temporary buildings and works or landscaping to avoid vacant sites for excessive periods.

5.0 Signs

24/12/2021
C323melb

A permit is required to construct and display a sign except for:

- Advertising signs exempted by Clause 52.05-4
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and review

An application to construct or display a sign, is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

6.0 Transitional arrangements

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Proposed
C376melb

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

05/06/2014

GG6

Proposed C376melb

SCHEDULE 1 TO THE DOCKLANDS ZONEShown on the planning scheme map as **DZ1**.**YARRA'S EDGE PRECINCT****Purpose**

To provide for a range of residential, commercial, recreational, business and leisure uses within a mixed use environment.

To provide for medium to high residential density and a variety of dwelling types that acknowledge the location adjoining the Yarra River.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

1.014/11/2022
VC227**Table of uses****Section 1 - Permit not required**

Use	Condition
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958. Art gallery	
Dwelling Food & drink premises (other than Convenience restaurant, Hotel and Tavern) Home occupation Informal outdoor recreation	
Marina	The use must be associated with and abut an approved water based marina. The use must not impede access to or use of the public promenade, along the waterfront.
Minor sports and recreation facility	
Office	If located east of Point Park the use must not be located on the ground floor with a frontage to the Yarra River, with the exception of an entrance way or lobby.
Place of assembly (other than Nightclub) Research and development centre Residential hotel	
Shop (other than Adult sex bookshop, Department store, Restricted retail premises, and Supermarket exceeding 2,500 square metres of GFA)	Must be located at ground level.

Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01.

Section 2 - Permit required

Use	Condition
Amusement parlour	
Car park	
Child care centre	
Cinema	
Education centre	
Motor vehicle, boat or caravan sales	Motor vehicles, boats or caravans must not be displayed on the land included in the waterfront promenade. The portion of any motor vehicle, boat and caravan sales or hire activity within the zone must be predominantly within a building. The main frontage of a motor vehicle and caravan sales or hire activity must be to Lorimer Street. The frontage of boat sales or hire tenancies to the promenade must be predominantly glass (or another transparent material) and provide a view into a reception, display or similar area.
Nightclub	
Outdoor recreation facility	
Any use not in Sections 1 or 3	

Section 3 - Prohibited

Use
Adult sex bookshop
Animal husbandry
Brothel
Fuel depot
Industry (other than Automated collection point, Car wash, Dry cleaner, Laundromat and Research and development centre)
Manufacturing sales

2.0
07/04/2008
C92

Use of land**Exemption from notice and appeal**

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.

3.0

07/04/2008
C92
--/--/---
Proposed
C376melb

Subdivision

Requirements

A permit is required to subdivide land.

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

07/04/2008
C92
--/--/---
Proposed
C376melb

Buildings and works

Permit requirement

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the responsible authority.

External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office,</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

<u>Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises.</u> <u>Office, Place of assembly or Education centre.</u>		
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Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Exemption from notice and appeal

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.

- The provision of site landscaping in the context of adjacent areas.
- The effect on the visual amenity, landscape and streetscape of the area.
- Impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.0

07/04/2008
C92

Referral of applications

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.0

02/06/2011
C167

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;

- It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
- It does not contain any animation or intermittent lighting; and
- It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0

Transitional arrangements

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Proposed
C376melb

The requirement of Clause 3.0 of this schedule that an application to subdivide land should ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

06/02/2011
C167
--/--/--
Proposed
C376melb

SCHEDULE 2 TO THE DOCKLANDS ZONE

Shown on the planning scheme map as **DZ2**.

VICTORIA HARBOUR PRECINCT

Purpose

To provide for a range of commercial, residential, recreational, educational, technology, business and leisure uses within a mixed use environment.

To provide a promenade environment for urban art and waterfront events and festivals.

To provide a retail focus for Docklands that complements retailing in the Central City.

To encourage the refurbishment of existing wharves for commercial, institutional and public uses.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses

Section 1 - Permit not required

Use	Condition
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Aquarium	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Beauty salon	
Bottle shop	
Commercial display area	
Convenience shop	
Department store	Must be located within the land bounded by Bourke Street, Collins Street and Investigator Drive.
Dwelling	Must not be located on Central Pier.

1.0

14/11/2022
VC227

MELBOURNE PLANNING SCHEME

Education centre	
Food & drink premises	
Hairdresser	
Home occupation	
Hotel	
Informal outdoor recreation	
Market	Must be located on Central Pier.
Mineral exploration	
Mining	Must meet the requirements of 52.08-2.
Office	
Use	Condition
Place of assembly	
Research centre	
Research and development centre	
Residential hotel	
Road	
Search for stone	Must not be costeaning or bulk sampling.
Restricted retail premises	Must be located within the Central Precinct area.
Supermarket	Must be located within the Central Precinct area.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	
Wharf	

Section 2 - Permit required

Use	Condition
Car park	Must be associated with a marina use or development in the surrounding area, or a Section 1 or 2 use.
Any use not in Section 1 or 3.	

Section 3 - Prohibited

Use
Adult sex bookshop
Animal husbandry
Brothel

Fuel depot

Industry (other than Automated collection point, Car wash, Dry cleaner, Laundromat, Motor repairs and Research and development centre)

Panel beating

2.0

07/04/2008
C92

Use of land

Exemption from notice and appeal

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.

3.0

07/04/2008
C92
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Proposed
C376melb

Subdivision

Requirements

A permit is required to subdivide land.

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

Buildings and works

07/04/2008
C92
-/-/-/-
Proposed
C376melb

Prohibitions

The construction of buildings and works which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June is prohibited, excluding mooring poles, marinas and gangways.

Permit requirement

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the Responsible Authority.

External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements - bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be</u>

<u>recreation facility, or Education centre.</u>		<u>provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
Motorcycle parking		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
Car share parking		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Exemption from notice and review

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.
- The provision of site landscaping in the context of adjacent areas.
- The effect on the visual amenity, landscape and streetscape of the area.
- The impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.

- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.0

07/04/2008
C92

Referral of applications

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.0

02/06/2011
C167

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade; and
 - It does not contain any animation or intermittent lighting.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0**Transitional arrangements**

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Proposed
C376melb

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

08/09/2011
C183

Proposed C376melb

SCHEDULE 3 TO THE DOCKLANDS ZONE

Shown on the planning scheme map as **DZ3**.

BATMAN'S HILL PRECINCT

Purpose

To provide for a range of commercial, residential, recreational, educational, technology, business and leisure uses within a mixed use environment.

To provide for the development of a landmark mixed use tower development of a scale of international significance.

To ensure that the overall development of land will include public open spaces linking the southern Cross Station area, Harbour Esplanade and along the north bank of the Yarra River.

To acknowledge the importance of Wurundjeri Way as an arterial road.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses

Section 1 - Permit not required

Use	Condition
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Aquarium	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Car park	Must be no more than 1,800 car spaces and made available for use by patrons of the Major Sports and Recreation Facility. Must not be an open lot carpark.
Commercial display area	
Dwelling	
Education centre	
Greenhouse gas sequestration	Must meet the requirements of Clause 52.08-6. Must be within the confines of the arterial road Wurundjeri Way.
Greenhouse gas sequestration exploration	Must be within the confines of the arterial road Wurundjeri Way.

1.0

14/11/2022
VC227

MELBOURNE PLANNING SCHEME

Home occupation	
Hotel	Must be located south of Bourke Street and east of Waterview Walk and Batman's Hill Drive.
Informal outdoor recreation	
Market	Must be located within Goods Shed No. 2.
Use	Condition
Mineral exploration	
Mining	Must meet the requirements of 52.08-2.
Minor utility installation Natural systems Railway	Must be within the confines of the arterial road Wurundjeri Way.
Railway station	The total leasable floor area for the selling of food, drink and other convenience goods and services must not exceed 50 square metres.
Office Place of assembly Research centre Research and development centre Residential hotel Restaurant Road	
Search for stone	Must not be costeaning or bulk sampling.
Shop (other than Adult sex bookshop, Department store, Restricted retail premises, and Supermarket exceeding 2,500 square metres of GFA) Take away food premises Tavern	Must be located at ground level.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	

Section 2 - Permit required

Use	Condition
Car park	Must be associated with a development in the surrounding area, or a Section 1 or 2 use.
Adult sex bookshop	Must be within the confines of the arterial road - Wurundjeri Way.

Animal husbandry	Must be within the confines of the arterial road - Wurundjeri Way.
Brothel	Must be within the confines of the arterial road - Wurundjeri Way.
Fuel depot	Must be within the confines of the arterial road - Wurundjeri Way.
Industry (other than Automated collection point, Carwash, Drycleaner, Laundromat, Motor repairs and Research and development centre)	Must be within the confines of the arterial road - Wurundjeri Way.
Use	Condition
Panel beating	Must be within the confines of the arterial road - Wurundjeri Way.
Any use not in Section 1 or 3.	

Section 3 - Prohibited

Use
Nil

Use of land

Exemption from notice and appeal

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.
- The views of the relevant road authority if within the confines of the arterial road - Wurundjeri Way.
- The effect of the proposal on the operation of the road and on public safety if within the confines of the arterial road - Wurundjeri Way.

Subdivision

.....Requirements

A permit is required to subdivide land.

2.0
08/09/2011
C183

07/04/2008
C92
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Proposed
C376melb

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

07/04/2008
C92

Proposed
C376melb

Buildings and works

Prohibitions

The construction of buildings and works which would cast a shadow across the south bank of the Yarra River between 11.00 am and 2.00 pm on 22 June is prohibited.

This does not apply to buildings and works on land between Flinders Street, Collins Street, Aurora Lane, and the Rail Reserve.

Permit requirement

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the Responsible Authority.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.
- Buildings or works for Railway purposes or carried out on behalf of the transport public land manager within the confines of the railway reserve.
-

Buildings or works for road purposes or carried out on behalf of the roads authority and within the confines of the arterial road - Wurundjeri Way.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car</u>	<u>None specified.</u>

<u>purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>share spaces for use by car share vehicles.</u>	
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Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Exemption from notice and appeal

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.

- Provision of site landscaping in the context of adjacent areas.
- Effect on the visual amenity, landscape and streetscape of the area.
- Impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level
- Any overshadowing on the south bank of the Yarra from a building built between Flinders Street, Collins Street, Aurora Lane, and the Rail Reserve. Any new building should minimise as much as practical the effect on the amenity of the Yarra River corridor.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.0

07/04/2008
C92

Referral of applications

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.0

08/09/2011
C183

Advertising signs

Advertising Signs within the confines of the arterial road - Wurundjeri Way.

Advertising sign controls are at Clause 52.05. A permit is required to display a sign over the road formation or over land within 600 millimetres of the road formation. For other land in this zone,

the category of advertising control which applies is the category which applies to the adjoining zone nearest to the land. If land is equidistant from two or more adjoining zones, the least restrictive category applies.

Advertising signs for all other areas

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0

Transitional arrangements

Proposed
C376melb

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

SCHEDULE 4 TO THE DOCKLANDS ZONE

Shown on the planning scheme map as **DZ4**.

02/06/2011
C167
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Proposed
C376melb

STADIUM PRECINCT**Purpose**

To provide for a range of commercial, residential, recreational, educational, technology, business and leisure uses within a mixed use environment.

To encourage integrated and compatible land use and development within the area surrounding the stadium facility.

To ensure that the Major Sports and Recreation Facility includes the opportunity to cater for a wide range of sporting events, as well as a range of entertainment and leisure activities.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses**Section 1 - Permit not required**

Use	Condition
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Aquarium	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Car park	Must be; No more than 3,600 car spaces which are a component of or used in association with the Major Sports and Recreation Facility. No more than 500 spaces to the north west of the Major Sports and Recreation facility. Must not be an open lot car park.
Commercial display area	
Dwelling	Must be located to the south of the Major Sports and Recreation facility.
Education centre	
Exhibition Centre	If located within the Major Sports and Recreation Facility.
Home occupation	
Hotel	Must not be located to the north east of the major sports and recreation facility.
Informal outdoor recreation	

1.0

14/11/2022
VC227

MELBOURNE PLANNING SCHEME

Major sports and recreation facility	
Use	Condition
Mineral exploration	
Mining	Must meet the requirements of 52.08-2.
Museum Office Place of assembly Research centre Research and development centre Residential hotel Restaurant Road	
Search for stone	Must not be costeaning or bulk sampling.
Shop (other than Adult Sex bookshop Department store, a Supermarket exceeding 2,500 sqm of GFA and Restricted retail premises)	If located in the Major Sports and Recreation Facility must be located within the building. Must not be located at ground floor.
Take away food premises Tavern	
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Television studio Tramway	

Section 2 - Permit required

Use	Condition
Car park	Must be associated with a development in the surrounding area, or a Section 1 or 2 use.
Any use not in Section 1 or 3.	

Section 3 - Prohibited

Use
Adult sex bookshop
Animal husbandry
Brothel
Fuel depot
Industry (other than Automated collection point, Car wash, Dry cleaner, Laundromat, Motor repairs and Research and development centre

2.007/04/2008
C92**Use of land****Exemption from notice and appeal**

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.

3.007/04/2008
C92
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Proposed
C376melb**Subdivision****Requirements**

A permit is required to subdivide land.

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.007/04/2008
C92
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Proposed C376melb**Buildings and works****Permit requirement**

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.

- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the Responsible Authority.

External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		
<u>New building for the purpose of Dwelling.</u>	<u>Where car parking is proposed a minimum</u>	<u>None specified.</u>

<u>Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>of one motorcycle space per 40 car parking spaces.</u>	
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Exemption from notice and appeal

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.
- Provision of site landscaping in the context of adjacent areas.
- Effect on the visual amenity, landscape and streetscape of the area.
- Impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.007/04/2008
C92**Referral of applications**

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.002/06/2011
C167**Advertising signs**

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0--/--/--
Proposed
C376melb**Transitional arrangements**

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications, the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

17/01/2013

C169

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Proposed C376melb

SCHEDULE 5 TO THE DOCKLANDS ZONEShown on the planning scheme map as **DZ5**.**DIGITAL HARBOUR PRECINCT****Purpose**

To provide for a range of commercial, residential, recreational, educational, technology, business and leisure uses within a mixed use environment.

To provide for high technology industries and institutions in a campus-style development supported by residential and other related development.

To provide a distinctive entry to Melbourne Docklands from the northern edge of the city.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses**Section 1 - Permit not required**

Use	Condition
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Aquarium	
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Car park	At least 600 car spaces in the Digital Harbour Precinct must be available for use in association with the Major Sports and Recreation Facility. Must not be an open lot car park.
Commercial display area	
Dwelling	
Education centre	
Home occupation	
Hotel	
Informal outdoor recreation	
Mineral exploration	
Mining	Must meet the requirements of 52.08-2.
Office	

1.0

14/11/2022

VC227

Place of assembly (other than, Amusement parlour, Cinema, Drive-in theatre and Nightclub)	
Research centre	
Research and development centre	
Residential hotel	
Restaurant	
Road	
Use	Condition
Search for stone	Must not be costeaning or bulk sampling.
Shop (other than Adult Sex bookshop Department store, a Supermarket exceeding 2,500 sqm of GFA and Restricted retail premises)	Must not be located at ground floor.
Take away food premises	
Tavern	
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	

Section 2 - Permit required

Use	Condition
Car park	Must be associated with a development in the surrounding area, or a Section 1 or 2 use.
Any use not in Section 1 or 3.	

Section 3 - Prohibited

Use
Adult sex bookshop
Animal husbandry
Brothel
Fuel depot
Industry (other than Automated collection point, Car wash, Dry cleaner, Laundromat, Motor repairs and Research and development centre.
Panel beating

Use of land**Exemption from notice and appeal**

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.

3.0

07/04/2008
C92

Proposed C376melb

Subdivision

Requirements

A permit is required to subdivide land.

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

07/04/2004
C92

Proposed C376melb

Buildings and works

Permit requirement

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.

- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building.
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the Responsible Authority.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 500sqm of net floor area.</u>	
<u>Motorcycle parking</u>		

<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
<u>Car share parking</u>		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.
 - Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
 - EV charging points at all allocated shared car spaces.

Exemption from notice and appeal

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.
- Provision of site landscaping in the context of adjacent areas.
- Effect on the visual amenity, landscape and streetscape of the area.
- Impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.
- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.007/04/2008
C92**Referral of applications**

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.002/06/2011
C167**Advertising signs**

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under-verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0---
Proposed C376melb**Transitional arrangements**

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications,

the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

02/06/2011
C167
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Proposed
C376melb

SCHEDULE 6 TO THE DOCKLANDS ZONE

Shown on the planning scheme map as **DZ6**.

BUSINESS PARK PRECINCT

Purpose

To provide for a range of commercial, residential, recreational, educational, technology and business and leisure uses within a mixed use environment.

To provide for a range of active and people orientated uses at the lower levels of buildings that are complementary of residential uses.

To acknowledge the retention of port related activities west of Bolte Bridge.

To promote sustainable transport patterns and a less car dependent community and built form that ensures opportunities to adapt and repurpose car parks.

Table of uses

Section 1 - Permit not required

Use	Condition
Any use permitted under the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975 or the Forest Act 1958.	
Apiculture	Must meet the requirements of the Apiary Code of Practice, May 1997.
Automated collection point	Must meet the requirements of Clause 52.13-3 and 52.13-5. The gross floor area of all buildings must not exceed 50 square metres.
Cinema based entertainment facility	
Dwelling (other than a Caretaker's house)	Must not be located on land fronting Docklands Drive, east of Waterfront City area.
Education centre	
Film studio	Must not have a frontage to the Victoria Dock promenade.
Home occupation Hotel Informal outdoor recreation	
Marina	Must be associated with and abut an approved water based marina and must not impede access to or use of the public promenade, along the waterfront.
Market	Must be located within Waterfront City.
Mineral exploration	
Mining	Must meet the requirements of 52.08-2.

1.0

14/11/2022
VC227

MELBOURNE PLANNING SCHEME

Minor sports and recreation facility (other than Paint ball games facility)	Must not be located south of Docklands Drive.
Office Place of assembly Research centre	
Use	Condition
Research and development centre Residential hotel Restaurant Restricted retail premises Road	
Search for stone	Must not be costeaning or bulk sampling.
Service station	Must only be one within the Business Park Precinct. Must not be located within 100 metres of Dudley Street. Access to Footscray Road must be via a service road.
Shop (other than Adult sex bookshop, Department store, a Supermarket exceeding 2,500 sqm of GFA.	Must not be located within Docklands Studios area.
Take away food premises	
Tavern	Must only be three within the Business Park Precinct except where located within the Waterfront City area.
Pleasure Park	Must not have a frontage to Victoria Dock promenade. Must meet the requirements of the Business Park Precinct Noise Management Regime 1998 and the Melbourne Docklands Lighting Regime for the Business Park Precinct 1999.
Telecommunications facility	Buildings and works must meet the requirements of Clause 52.19
Tramway	
Warehouse (other than Commercial display area, Fuel depot)	Must not be located on a waterfront property.

Section 2 – Permit required

Use
Car park
Caretaker's house
Industry (other than Automated collection point and Panel beating)
Any use not in Section 1 or 3.

Section 3 - Prohibited**Use****Adult sex bookshop****Animal husbandry****Brothel****Fuel depot****Panel beating****2.0**

07/04/2008

C92

Use of land**Exemption from notice and appeal**

An application for use is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The existing and future use and amenity of the land and the locality.
- The provision of physical infrastructure and community services sufficient to meet the needs of the proposed use.

3.0**Subdivision**

07/04/2008

C92

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Proposed
C376melb**Requirements**

A permit is required to subdivide land.

Car parking areas should be retained in a single or a consolidated title as common property.

Application requirements

An application for subdivision must be accompanied by, as relevant, information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternate uses over time.

Exemption from notice and appeal

An application to subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking areas.
- Whether the subdivision promotes the efficient use of car parking spaces.

4.0

Buildings and works

07/04/2008
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Proposed
C376melb

Permit requirement

A permit is not required for the following:

- The construction, or modification, of a waste pipe, flue, vent, duct, exhaust fan, air conditioning plant, lift motor room, skylight, security camera, street heater or similar minor works provided they are to the satisfaction of the responsible authority.
- A modification to the shop front window or entranceway of a building to the satisfaction of the responsible authority having regard to the architectural character of the building
- An addition or modification to a verandah, awning, sunblind or canopy of a building to the satisfaction of the responsible authority.
- The painting, plastering and external finishing of a building or works to the satisfaction of the responsible authority.
- Changes to glazing of existing windows to not more than 15% reflectivity or to the satisfaction of the Responsible Authority.
- External works to provide disabled access that complies with all legislative requirements to the satisfaction of the responsible authority.

Requirements – bicycle, motorcycle and car share parking

Developments should provide bicycle, motorcycle and car share parking spaces and associated facilities in accordance with the table below.

<u>Type of development</u>	<u>Rate Requirement</u>	<u>Facility Requirement</u>
<u>Bicycle parking</u>		
<u>New Dwelling.</u>	<u>A minimum of one bicycle space per Dwelling.</u> <u>A minimum of one visitor bicycle space per 5 Dwellings.</u>	<u>None specified.</u>
<u>New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre.</u>	<u>A minimum of one employee bicycle space per 200sqm of net floor area.</u> <u>A minimum of one bicycle visitor space per 200sqm of net floor area.</u>	<u>If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.</u> <u>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</u> <u>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</u> <u>If more than 30 bicycle spaces are required then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</u>
<u>New building for the purpose of Office.</u> <u>Buildings and works which result in more than 1000sqm</u>	<u>A minimum of one employee bicycle space per 100sqm of net floor area.</u> <u>A minimum of one bicycle visitor space</u>	

<u>additional gross floor area for the purpose of Office.</u>	<u>per 500sqm of net floor area.</u>	
Motorcycle parking		
<u>New building for the purpose of Dwelling, Retail premises, Office, Place of assembly, Minor sports and recreation facility or Education centre.</u>	<u>Where car parking is proposed a minimum of one motorcycle space per 40 car parking spaces.</u>	<u>None specified.</u>
Car share parking		
<u>Developments of more than 50 dwellings.</u> <u>New buildings for the purpose of Retail premises, Office, Place of assembly or Education centre.</u> <u>Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Office, Place of assembly or Education centre.</u>	<u>A minimum of 5% of all car parking spaces is to be provided as car share spaces for use by car share vehicles.</u>	<u>None specified.</u>

Requirements – design of car parking facilities

Where car parking facilities are provided as part of an application they should:

- Be designed to facilitate the future adaptation to support alternate uses in the short and long term.
- Include design features, including electric vehicle charging points, which support more sustainable forms of private car usage.

The location and design of car share parking spaces should be:

- Publicly accessible.
- In the most accessible level of a multi-storey car park.
- Well-lit and a short distance from an entry point, lift or staircase.
- In a location with a minimum height clearance to allow access by a cleaning van.

Car parking facilities should be designed in accordance with the following Design Standards:

- Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
- Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV ready parking bays for a minimum of 5% non-shared parking spaces.

- Sufficient infrastructure capacity to accommodate EV charging for 20% of parking spaces.
- EV charging points at all allocated shared car spaces.

Exemption from notice and appeal

An application to construct a building or construct or carry out works or demolish or remove a building or works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The siting and design quality of all buildings and works and their suitability for the use proposed in the context of the adjacent area.
- Provision of site landscaping in the context of adjacent areas.
- Effect on the visual amenity, landscape and streetscape of the area.
- Impact on the importance, character and appearance of any building, area or place of scientific, aesthetic, architectural, or historical importance.
- Where new buildings incorporate dwellings, the design should respect and anticipate the development potential of adjacent sites, to ensure that the future development of the adjacent sites does not cause a significant loss of amenity to the subject site.
- For residential development, ensure appropriate noise attenuation measures are adopted to limit internal and external noise to appropriate levels.
- The design and treatment of the public realm including the solar access to existing open spaces.
- The wind effects of the proposed development at ground level
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.
- How the development supports the transition to a 70% mode share for public transport, walking and cycling.
- The contribution the development makes to increasing the provision of car share facilities.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether the design, location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance.

- The security (including suitable lighting, surveillance and locking devices) of bicycle facilities.

5.0

07/04/2008
C92

Referral of applications

An application to use land or to construct a building or carry out works must be referred in accordance with Section 55 of the Act to the referral authority specified in the schedule to Clause 66.04.

6.0

02/06/2011
C167

Advertising signs

A permit is required to erect an advertising sign, except for:

- Advertising signs exempted by Clause 52.05-4.
- An under verandah business sign if:
 - It does not exceed 2.5 metres measured horizontally, 0.5 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building façade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A ground floor business sign cantilevered from a building if:
 - It does not exceed 0.84 metres measured horizontally, 0.61 metres vertically and 0.3 metres between the faces of the sign;
 - It is located between 2.7 metres and 3.5 metres above ground level and perpendicular to the building facade;
 - It does not contain any animation or intermittent lighting; and
 - It meets the Docklands Signage Guidelines to the satisfaction of the responsible authority.
- A window display.
- A non-illuminated sign on a verandah fascia, provided no part of the sign protrudes above or below the fascia.
- Renewal or replacement of an existing internally illuminated business identification sign.

Exemption from notice and appeal

An application to erect or construct or carry out works for an advertising sign, is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

7.0

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Proposed
C376melb

Transitional arrangements

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C376melb to this planning scheme.

The requirements of this schedule do not apply to:

- an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this planning Scheme. For such applications,

the requirements of this schedule, as they were in force immediately before the commencement of Amendment C376melb, continue to apply.

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Proposed C376melb

SCHEDULE 73 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO73**.

SUSTAINABLE BUILDING DESIGN

1.0

Design objectives

--/--/---
Proposed C376melb

- To ensure buildings are energy efficient and align with the City of Melbourne's target of net zero emissions by 2040.
- To increase the quantity, quality and distribution of green cover to improve urban cooling and biodiversity outcomes.
- To support opportunities for precinct scale environmentally sustainable design outcomes, including the transition to a circular economy.
- To ensure the design, construction and operation of buildings addresses climate change impacts, including water shortages and the urban heat island effect, and minimises impacts on the local environment, including through waste management and resource recovery.

2.0

Buildings and works

--/--/---
Proposed C376melb

2.1 Definitions

For the purpose of this schedule:

- **Green cover** includes trees, shrubs, grasses, climbers, living green roofs and walls, other vegetation and lawn, and excludes non-plantable surfaces (hard non-permeable and permeable).
- **Green Factor Tool** refers to the City of Melbourne's tool for measuring the green infrastructure credentials of a development (as amended from time to time except if the amendments impact the scoring regime under the tool).
- **Green Factor Scorecard** means the document output from a completed Green Factor Tool assessment which provides relevant project information including the overall Green Factor score, area calculations and ecosystem outcomes.
- **Equivalent to the identified tool** means an assessment method developed by a reputable organisation which provides an evidence-based framework for assessing compliance with the relevant standard in this schedule. The assessment methodology must be comparable or better than the relevant tool identified in this schedule with the results able to be easily reviewed and assessed as accurate by the responsible authority.
- **Hardscaping** means landscape elements (including paving and roads) other than green cover, and excludes any area on a roof or wall.

2.2 Buildings and works for which no permit is required

A permit is not required to construct a building or construct or carry out works, other than:

- The construction of a new building for the purposes of Accommodation, Retail premises, Office, Education centre, Research and development centre or Place of assembly.
- Buildings and works associated with an existing building which result in more than 1000 sqm additional gross floor area for the purposes listed above.

2.3 Requirements

An application to construct a building or to construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

Where this schedule refers to the use of a specific tool external to this scheme:

- Applicants should use the most current version of the specified tool.
- Applicants may use an alternative tool, provided it is demonstrated to be equivalent to the identified tool and results in equivalent or better outcomes, to the satisfaction of the responsible authority.

Environmentally sustainable design

Development should meet the standard in **Table 1** to this schedule.

Meeting the standard means:

- In relation to the Green Star Buildings standards:
 - The development is designed to achieve certification to the applicable rating.
 - The development is constructed so as to be certified to the applicable rating.
 - Within 24 months of occupation of the building, or as otherwise agreed with the responsible authority, the development is certified as achieving the applicable rating.
- In relation to the Built Environment Sustainability Scorecard (BESS) standards:
 - The development is designed to achieve the applicable score.
 - The development is constructed to achieve the applicable score.

Table 1

Type of development	Standard
New buildings of more than 5000 sqm gross floor area	5 Star Green Star Buildings
Buildings and works associated with an existing building which result in more than 5000 sqm additional gross floor area	
New buildings of equal to or less than 5000 sqm gross floor area	A minimum 50% BESS score
Buildings and works associated with an existing building which result in between 1000 and 5000 sqm additional gross floor area	

Energy efficiency and renewables

Development should meet the standard in **Table 2** to this schedule.

Meeting the standard means:

- In relation to the Nationwide House Energy Rating Scheme (NatHERS) standards:
 - The development is designed to achieve certification to the applicable rating.
 - The development is constructed to achieve the applicable rating.
- In relation to the National Australian Built Environment Rating System

(NABERS) standards:

- The development is designed to achieve the applicable rating.
- Within 24 months of occupation of the building, or as otherwise agreed with the responsible authority, the development is certified as achieving the applicable rating.
- In relation to the BESS standards:
 - The development is designed to be able to achieve the applicable score.
 - The development is constructed to achieve the applicable score.

Table 2

Type of development	Standard
New buildings of more than 5000 sqm gross floor area Buildings and works associated with an existing building which result in more than 5000 sqm additional gross floor area	For a Dwelling in an apartment development (including in a mixed use building) - An average of at least 7.5 star NatHERS rating across multiple Dwellings, and a minimum of a 6.5 star NatHERS rating for each Dwelling. For all uses other than a Dwelling, the NABERS Energy rating for the relevant building class specified for Credit Achievement in Credit 22 Energy Use NABERS Commitment Agreement Pathway (Green Star Buildings). This standard does not apply if a NABERS Energy rating for the building is not available.
New buildings of equal to or less than 5000 sqm gross floor area Buildings and works associated with an existing building which result in between 1000 and 5000 sqm additional gross floor area	For all, including a Dwelling - A minimum 60% score in the BESS Energy category For a Dwelling in an apartment development (including in a mixed use building) - An average of at least 7.5 star NatHERS rating across multiple Dwellings, and a minimum of 6.5 star NatHERS rating for each Dwelling.

Table 3

Type of development	Requirement
All development	Should incorporate on-site renewable energy generation.
All development (except construction of a new Dwelling or a new apartment development).	Should not incorporate connections to reticulated gas or other non-renewable energy services except for electricity.

Waste and resource recovery

Table 4

Type of development	Standard
All development	Should provide waste and resource recovery facilities that meet the requirements of the City of Melbourne's <i>Guidelines for Waste Management Plans</i>. Should meet the requirements of a precinct waste management plan, if there is one in place. Should manage construction waste to minimise landfill and maximise resource recovery.

Urban ecology

Table 5

Type of development	Standard
New buildings	Should be designed and constructed to achieve a minimum Green Factor score of 0.55 using City of Melbourne's <i>Green Factor Tool</i> .
Buildings and works associated with an existing building which result in more than 1000 sqm additional gross floor area	Should be designed and constructed to achieve a minimum Green Factor score of 0.55 using City of Melbourne's <i>Green Factor Tool</i> .
All development	Should ensure green cover proposed: ▪ Supports the creation of complex and biodiverse ecosystems. ▪ Provides a layered approach, incorporating both understorey and canopy planting. ▪ Provides native, indigenous, productive or climate change resilient exotic plants that provide resources for native fauna. ▪ Supports the creation of vegetation links between areas of high biodiversity through planting selection and design where applicable. ▪ Retains existing mature canopy trees or vegetation which contributes to habitat for native fauna.

Urban heat island response

Table 6

Type of development	Standard
All development	▪ Should provide the equivalent of at least 75% of the development's total site area as solar panels and building and landscape elements that reduce the impact of the urban heat island effect. These elements include: – Green cover. – Roof materials, including to shading structures, with a minimum Solar Reflectance Index (SRI) of 64 for a roof pitched below 15 degrees, or a minimum SRI of 34 for a roof pitched above 15 degrees. – Façade materials with a minimum SRI of 34. – Permeable paving. – Waterways, wetlands and stormwater and rainwater harvesting. – Hardscaping materials with a minimum SRI of 34. ▪ This standard does not apply if the development achieves a Green Star Buildings rating with at least the Credit Achievement for Credit 19: Heat Resilience of Green Star Buildings. ▪ Should use passive cooling and heating techniques to reduce reliance on artificial heating and cooling.

Integrated water management

Table 7

Type of development	Standard
All development.	Should achieve the best practice water quality performance objectives set out in the <i>Urban Stormwater Best Practice Environmental Management Guidelines</i>, CSIRO, 1999 (or as amended). Should use alternative water for all non-potable uses on-site, including toilet flush.
New buildings of equal to or less than 5000 sqm gross floor area.	Should connect to a precinct scale recycled water source if available. Unless connected to a recycled water source, should install a rainwater tank to support on-site green cover.
New buildings of more than 5000 sqm gross floor area.	Should connect to a precinct scale recycled water source if available.
Buildings and works associated with an existing building which	Unless connected to a recycled water source,

result in more than 5000 sqm additional gross floor area.	should install a rainwater tank to support on-site green cover. Should achieve a Green Star Buildings rating with at least the Minimum Expectation for the Reducing Water Use criteria of Credit 25: Water Use of Green Star Buildings.
Buildings and works associated with an existing building which result in between 1000 sqm and 5000 sqm additional gross floor area.	Should connect to a precinct scale recycled water source if available. Unless connected to a recycled water source, should install a rainwater tank to support on-site green cover.

3.0 Subdivision

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Proposed C376melb

A permit is not required to subdivide land.

4.0 Signs

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Proposed C376melb

None specified.

5.0 Application requirements

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Proposed C376melb

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A response to the Decision Guidelines outlined at Section 6.0 where not addressed by other application requirements.
- Documentation of how relevant requirements and standards will be delivered as identified in **Table 8** below.

Table 8

Type of development	Requirement
New buildings of more than 5000 sqm gross floor area Buildings and works associated with an existing building which result in more than 5000 sqm additional gross floor area	Evidence that demonstrates the project has been registered to seek the applicable Green Star Buildings rating with the Green Building Council of Australia. A completed NABERS Energy Commitment Agreement, or evidence that a Commitment Agreement is unavailable. A Sustainability Management Plan (SMP) that is prepared by a suitably qualified person, contains a detailed assessment of the development and includes: ▪ Details of how the development meets each of the applicable requirements and standards in this schedule. ▪ In relation to the standards in Table 1 and Table 2: – An assessment that demonstrates that the development meets (or, where relating to construction or occupation, has the potential to meet) the applicable standards. – The steps that will be taken to

	ensure that the development is constructed to achieve the relevant standards, including by obtaining certification under the relevant ratings tool (if applicable). Plans submitted with the application must detail the content of the SMP where relevant.
New buildings equal to or less than 5000 sqm gross floor area Buildings and works associated with an existing building which result in between 1000 sqm and 5000 sqm additional gross floor area	A Sustainable Design Assessment (SDA) that includes: ▪ Details of how the development meets each of the applicable requirements and standards in this schedule. ▪ In relation to the standards in Table 1 and Table 2: – An assessment from a suitably qualified person or a report created using the relevant ratings tool (as applicable), which demonstrates that the development meets (or, where relating to construction or occupation, has the potential to meet) the standards. – The steps that will be taken to ensure that the development as constructed achieves the relevant standard, including by obtaining certification under the relevant ratings tool (if applicable). Plans submitted with the application must detail the content of the SDA where relevant.
All developments (other than single dwellings)	A landscape package comprising a landscape maintenance plan, Green Factor Scorecard (if applicable) and associated landscape plan/s, including species lists and construction details (if relevant).
Single dwellings	A Green Factor Scorecard and landscape plan, as applicable.
All development	A Waste Management Plan prepared in accordance with the City of Melbourne's <i>Guidelines for Waste Management Plans</i> .

6.0

Decision guidelines

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Proposed C376melb

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the following matters impede achieving a requirement or standard:
 - Site context and constraints.
 - Technical impediments.
 - Economic impacts.
- How the development aligns with the City of Melbourne's target for net zero carbon emissions by 2040.
- The merits of providing on-site renewable energy infrastructure having regard to

the contribution the energy generated would make to reducing greenhouse gas emissions.

- The contribution the development makes to mitigation of the urban heat island effect.
- The quantity of green cover and tree canopy provided.
- Where buildings and works associated with an existing building are proposed, whether the retention of an existing building (including part of a building) or any easement or restriction impedes the achievement of a Green Factor score of 0.55.
- The maintenance plan for the proposed green cover.
- Whether the proposed reticulated gas service or other non-renewable energy connection is required for the purpose of education, research or industry.
- The ability of the integrated water management approach to reintegrate stormwater into the landscape.
- How additional water requirements to support on-site green cover are aligned with integrated water management on the site.
- The impact of the removal of any mature canopy trees or vegetation which contribute to the City's natural ecosystems, and the measures proposed to mitigate these impacts.

7.0

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Proposed C376melb

Transitional arrangements

A permit is not required to construct a building or construct or carry out works for an application (including an application to amend a permit) made before the commencement of Amendment C376melb to this scheme.

MELBOURNE PLANNING SCHEME

30/04/2021
C378melb

SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF

1.0

Maps comprising part of this planning scheme:

16/12/2022
VC201

Proposed
C376melb

- 1, 1DDOPT4, 1HO, 1SBO, 1PO.
- 2, 2CLPO, 2DDOPT3, 2DDOPT4, 2 ESO, 2HO, 2SBO, 2PAO, 2SCO, 2SLO
- 3, 3DDOPT4, 3HO, 3LSIO, 3PAO, 3PO, 3ESO, 3SLO
- 4, 4BAO, 4CLPO, 4DCPO, 4DDOPT1, 4DDOPT3, 4DDOPT4, 4DPO, 4EAO, 4ESO, 4HO, 4IPO, 4LSIO, 4PAO, 4SBO, 4PO, 4SCO, 4SLO
- 5, 5DDOPT1, 5DDOPT3, 5DDOPT4, 5EAO, 5ESO, 5HO, 5IPO, 5PAO, 5RXO, 5SBO, 5SCO, 5DPO, 5PO.
- 6, 6DDOPT1, 6DDOPT4, 6ESO, 6LSIO, 6SLO
- 7, 7CLPO, 7DDOPT1, 7DDOPT3, 7DDOPT4, 7DPO, 7EAO, 7ESO, 7HO, 7ICO, 7LSIO, 7PAO, 7SBO, 7SCO, 7PO, 7SLO
- 8, 8CLPO, 8DDO1, 8DDO2_14_62, 8DDO5, 8DDO6, 8DDOPT1, 8DDOPT2, 8DDOPT3, 8DDOPT4, 8DDOPT7, 8DDOPT8, 8DDO10, 8DPO, 8EAO, 8ESO, 8HO, 8HO1, 8HO2, 8IPO,
- 8LSIO, 8PAO, 8RXO, 8SBO, 8SCO, 8PO
- 9, 9CLPO, 9DDOPT1, 9DDOPT4, 9ESO, 9HO, 9LSIO, 9PAO, 9SBO, 9PO, 9SCO
- 10, 10DDOPT1, 10DDOPT4, 10ESO.
- 11, 11DDO1, 11DDOPT1, 11DDOPT2, 11DDOPT3, 11DDOPT4, 11DDOPT7, 11EAO, 11ESO, 11HO, 11LSIO, 11SCO, 11RXO, 11PO.

27/10/2020
C399melb**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS
PLANNING SCHEME****1.0****Incorporated documents**22/12/2022
C422melb

Proposed
C376melb

Name of document	Introduced by:
86-96 Stubbs Street, Kensington - August 2022	C436melb
2 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
12 Riverside Quay, Southbank, November 2020	C391melb
19 Gower Street, Kensington Statement of Significance, March 2022	C396melb
17 Westbourne Road, Kensington Statement of Significance, March 2022	C396melb
17-19 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
29-31 Rathdowne Street, Carlton Statement of Significance, March 2022	C396melb
47-55, 59 & 69 Westbourne Road Precinct, Kensington Statement of Significance, March 2022	C396melb
53-57 Lonsdale Street, Melbourne Statement of Significance, April 2022	C387melb
59 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
72-74 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
73-77 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
83 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
86 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
90-92 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
111 Lorimer Street, Docklands, Incorporated Document, November 2022	C364melb
150 Lonsdale Street, Melbourne - Australian Federal Police, Melbourne State Office, May 2020	C375melb
166 Russell Street, Melbourne Statement of Significance, April 2022	C387melb
21-35 Power Street & 38 Freshwater Place, Southbank, July 2021	C398melb
271 Spring Street, Melbourne, Transitional Arrangements, May 2016	C287
285 Walsh Street, South Yarra Statement of Significance, March 2022	C396melb
55 Southbank Boulevard, Southbank, February 2017	C288
310-316 Walsh Street, South Yarra Statement of Significance, March 2022	C396melb
346-376 Queen Street, 334-346 La Trobe Street and 142-171 A'Beckett Street Open Lot Car Park, Melbourne	NPS1
447 Collins Street, Melbourne, Transitional Arrangements, May 2016	C289
70 Southbank Blvd, June 2014	C239
80 Collins Street Melbourne Development, May 2013	C219
87-127 Queens Bridge Street, Southbank, July 2018 (Amended August 2020)	C386melb
850-858 Lorimer Street, Port Melbourne, Incorporated Document, March 2022	C361melb
ABC Melbourne New Office and Studio Accommodation Project (Southbank), December 2013	C226
Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank	C103

MELBOURNE PLANNING SCHEME

Name of document	Introduced by:
AMP Tower and St James Building Complex Statement of Significance (527-555 Bourke Street, Melbourne), April 2022	C387melb
Apartment Building Statement of Significance (13-15 Collins Street, Melbourne), April 2022	C387melb
Arden Macaulay Heritage Review 2012: Statements of Significance June 2016	C207
Arden Parking Precinct Plan, August 2021	C407melb
Arden Precinct Cross Sections, July 2022	C407melb
Arden Precinct Development Contributions Plan, July 2022	C407melb
Australia-Netherlands House Statement of Significance (468-478 Collins Street, Melbourne), April 2022	C387melb
Big Day Out Music Festival, January 2006	C112
Building Envelope Plan – Replacement Plan No.1, DDO 20 Area 45	NPS1
Carlton Brewery Comprehensive Development Plan October 2007	C126
Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013	C186(Part 1)
Carlton Connect Initiative Incorporated Document, March 2018	C313
Carlton Recreation Ground Incorporated Document, September 2020	C377melb
Charles Grimes Bridge Underpass, December 2011	C191
City North Heritage Review 2013: Statements of Significance (Revised June 2015)	C198
Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999	C6
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	C349melb
Coates Building Statement of Significance (18-22 Collins Street, Melbourne), April 2022	C387melb
Collins Gate Statement of Significance (377-379 Little Collins Street, Melbourne), April 2022	C387melb
Commercial building Statement of Significance (480 Bourke Street, Melbourne), April 2022	C387melb
Commercial building Statement of Significance (582-584 Little Collins Street, Melbourne), April 2022	C387melb
Crown Casino Third Hotel, September 2007	C136
David Jones Melbourne City Store Redevelopment, May 2008	C139
Downs House Statement of Significance (441-443 Little Bourke Street, Melbourne), April 2022	C387melb

MELBOURNE PLANNING SCHEME

Dreman Building Statement of Significance (96-98 Flinders Street, Melbourne), April 2022	C387melb
Drewery Lane Precinct Statement of Significance, April 2022	C387melb
Dynon Port Rail Link Project	C113
Electricity Substation Statement of Significance (224-236 Salmon Street, Port Melbourne), May 2022	C394melb
Emporium Melbourne Development, July 2009	C148
Epstein House Statement of Significance (134-136 Flinders Street, Melbourne), April 2022	C387melb

Name of document	Introduced by:
Equitable House Statement of Significance (335-349 Little Collins Street, Melbourne), April 2022	C387melb
Federation Arch and Sports and Entertainment Precinct Signs, April 2002	C66
Flinders Gate car park, Melbourne, July 1999	C6
Flinders Lane East Precinct Statement of Significance, April 2022	C387melb
Flinders Street Railway Viaduct Statement of Significance (Flinders Street, Melbourne), April 2022	C387melb
Former Ajax House Statement of Significance (103-105 Queen Street, Melbourne), April 2022	C387melb
Former Allans Building Statement of Significance (276-278 Collins Street, Melbourne), April 2022	C387melb
Former AMP Building Statement of Significance (344-350 Collins Street, Melbourne), April 2022	C387melb
Former AMP Building Statement of Significance (402-408 Lonsdale Street, Melbourne), April 2022	C387melb
Former Atlas Assurance Building Statement of Significance (404-406 Collins Street, Melbourne), April 2022	C387melb
Former Australia Pacific House Statement of Significance (136-144 Exhibition Street, Melbourne), April 2022	C387melb
Former Bank of Adelaide Building Statement of Significance (265-269 Collins Street, Melbourne), April 2022	C387melb
Former Bank of Australasia Statement of Significance (152-156 Swanston Street, Melbourne), April 2022	C387melb
Former Bank of New South Wales Statement of Significance (137-139 Flinders Lane, Melbourne), April 2022	C387melb
Former Batman Automatic Telephone Exchange Statement of Significance (376-382 Flinders Lane, Melbourne), April 2022	C387melb

MELBOURNE PLANNING SCHEME

Former Bryson Centre Statement of Significance (174-192 Exhibition Street, Melbourne), April 2022	C387melb
Former Cassells Tailors Pty Ltd Statement of Significance (341-345 Elizabeth Street, Melbourne), April 2022	C387melb
Former Coles and Garrard Building Statement of Significance (376-378 Bourke Street, Melbourne), April 2022	C387melb
Former Colonial Mutual Life Assurance Building and Plaza with 'Children's Tree' Sculpture Statement of Significance (308-336 Collins Street, Melbourne), April 2022	C387melb
Former Commercial Banking Company of Sydney Building Statement of Significance (251-257 Collins Street, Melbourne), April 2022	C387melb
Former Commonwealth Banking Corporation Building Statement of Significance (359-373 Collins Street, Melbourne), April 2022	C387melb
Former Craig, Williamson Pty Ltd complex Statement of Significance (57-67 Little Collins Street, Melbourne), April 2022	C387melb
Former Dalgety House Statement of Significance (457-471 Bourke Street, Melbourne), April 2022	C387melb
Former Dillingham Estates House Statement of Significance (114-128 William Street, Melbourne), April 2022	C387melb
Former Excelsior Chambers Statement of Significance (17-19 Elizabeth Street, Melbourne), April 2022	C387melb

Name of document	Introduced by:
Former Exhibition Towers Statement of Significance (287-293 Exhibition Street, Melbourne), April 2022	C387melb
Former Factory Statement of Significance (203-207 King Street, Melbourne), April 2022	C387melb
Former Fishmarket Site, Flinders Street Melbourne, September 2002	C68
Former Gilbert Court Statement of Significance (100-104 Collins Street, Melbourne), April 2022	C387melb
Former Godfrey's Building Statement of Significance (188-194 Little Collins Street, Melbourne), April 2022	C387melb
Former Gordon Buildings Statement of Significance (384-386 Flinders Lane, Melbourne), April 2022	C387melb
Former Gothic Chambers and warehouse Statement of Significance (418-420 Bourke Street and 3 Kirks Lane, Melbourne), April 2022	C387melb
Former Guardian Building Statement of Significance (454-456 Collins Street, Melbourne), April 2022	C387melb
Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002	C69

MELBOURNE PLANNING SCHEME

Former Hosie's Hotel Statement of Significance (1-5 Elizabeth Street, Melbourne), April 2022	C387melb
Former John Danks & Son Statement of Significance (Part 393-403 Bourke Street, Melbourne), April 2022	C387melb
Former Kantay House Statement of Significance (12-18 Meyers Place, Melbourne), April 2022	C387melb
Former Kraft Vegemite Factory Statement of Significance (1 Vegemite Way, Port Melbourne), July 2022	C394melb
Former Law institute House (382 Little Collins Street, Melbourne), April 2022	C387melb
Former Law Department's Building Statement of Significance (221-231 Queen Street, Melbourne), April 2022	C387melb
Former Legal and General House Statement of Significance (375-383 Collins Street, Melbourne), April 2022	C387melb
Former London Assurance House Statement of Significance (Part 468-470 Bourke Street, Melbourne), April 2022	C387melb
Former Malcolm Reid & Co Department Store Statement of Significance (151-163 Bourke Street, Melbourne), April 2022	C387melb
Former Manchester Unity Oddfellows Building Statement of Significance (335-347 Swanston Street, Melbourne), April 2022	C387melb
Former Markillie's Prince of Wales Hotel Statement of Significance (562-564 Flinders Street and rear in Downie Street, Melbourne), April 2022	C387melb
Former Melbourne and Metropolitan Tramways Board Building Statement of Significance (616-622 Little Collins Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Power Station Statement of Significance (617-639 (part) and 651-669 Lonsdale Street, 602-606 and 620-648 Little Bourke Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Substation Statement of Significance (23-25 George Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Substation Statement of Significance (10-14 Park Street, Melbourne), April 2022	C387melb

Name of document		Introduced by:
Former Melbourne City Council Substation Statement of Significance (11-27 Tavistock Place, Melbourne), April 2022		C387melb
Former Melbourne Shipping Exchange Statement of Significance (25 King Street, Melbourne), April 2022		C387melb
Former National Bank of Australasia Stock Exchange Branch Statement of Significance (85-91 Queen Street, Melbourne), April 2022		C387melb
Former Olympic Swimming Stadium, Collingwood Football Club signage, April 2004		C91

MELBOURNE PLANNING SCHEME

Former Palmer's Emporium Statement of Significance (220 Bourke Street, Melbourne), April 2022	C387melb
Former Patersons Pty Ltd Statement of Significance (Part 152-158 Bourke Street, Melbourne), April 2022	C387melb
Former Paramount House Statement of Significance (256-260 King Street, Melbourne), April 2022	C387melb
Former Printcraft House Statement of Significance (428-432 Little Bourke Street, Melbourne), April 2022	C387melb
Former Queen Victoria Hospital Site - Open Lot Car Park, Melbourne	NPS1
Former Princes Bridge Lecture Room Statement of Significance (Princes Walk, Birrarung Marr, Melbourne), April 2022	C387melb
Former Ridgway Terrace Statement of Significance (20 Ridgway Place, Melbourne), April 2022	C387melb
Former Rockman's Showrooms Pty Ltd Statement of Significance (188 Bourke Street, Melbourne), April 2022	C387melb
Former Royal Automobile Club of Victoria Statement of Significance (111-129 Queen Street, Melbourne), April 2022	C387melb
Former Russell Street Automatic Telephone Exchange and Postal Building Statement of Significance (114-120 Russell Street, Melbourne), April 2022	C387melb
Former Sharpe Bros Pty Ltd Statement of Significance (202-204 Bourke Street Melbourne), April 2022	C387melb
Former Sleigh Buildings Statement of Significance (158-172 Queen Street, Melbourne), April 2022	C387melb
Former South British Insurance Company Ltd Building Statement of Significance (155-161 Queen Street, Melbourne), April 2022	C387melb
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Former State Savings Bank of Victoria Statement of Significance (233-243 Queen Street, Melbourne), April 2022	C387melb
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Former Wenley Motor Garage Statement of Significance (39-41 Little Collins Street, Melbourne), April 2022	C387melb
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Great Western Hotel Statement of Significance (204-208 King Street, Melbourne), April 2022	C387melb
<u>Guidelines for Waste Management Plans (City of Melbourne, 2021)</u>	<u>C376melb</u>
Guildford and Hardware Laneways Heritage Study May 2017: Heritage Inventory, November 2018 (Amended April 2022)	C387melb
Guildford and Hardware Laneways Heritage Study May 2017: Statements of Significance, November 2018 (Amended April 2022)	C387melb
Hamer Hall Redevelopment July 2010	C166
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Heritage Places Inventory March 2022 (Amended November 2022)	C404melb
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Heritage Precincts Statements of Significance February 2020 (Amended April 2022)	C387melb
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Hilton on the Park Complex Redevelopment, December 2004	C101
Hobsons Road Precinct Incorporated Plan, March 2008	C124
Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017	GC49
Hotham Estate	C134
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Kensington Heritage Review Statements of Significance, March 2018	C324
Laurens House Statement of Significance (414-416 Lonsdale Street, Melbourne), April 2022	C387melb
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Lonsdale Exchange Building Statement of Significance (447-453 Lonsdale Street, Melbourne), April 2022	C387melb
Lyceum Club Statement of Significance (2-18 Ridgway Place, Melbourne), April 2022	C387melb
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Major Promotion Signs, December 2008	C147

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Melbourne Aquarium Signs, July 2001	C11
Melbourne Arts Precinct Transformation Project, Phase One, January 2022	C356melb
Melbourne Assessment Prison (MAP) 317-353 Spencer Street, West Melbourne, February 2020	C258
Melbourne Central redevelopment, March 2002 (Amended October 2019)	C344melb
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44
Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	C22
Melbourne Grammar School Master Plan - Volume One, Senior School South Yarra Campus, Issue Date 14 October 2003.	C90
Melbourne House Statement of Significance (354-360 Little Bourke Street, Melbourne), April 2022	C387melb
Melbourne Metro Rail Project Incorporated Document, May 2018	GC82
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Park Redevelopment February 2014	C229
Melbourne Planning Scheme Incorporated Plan, June 2016, Melbourne Water Permit Exemptions to the Schedule to Clause 43.01 for the Moonee Ponds Creek (HO1092)	C207
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Mental Health Beds Expansion Program Incorporated Document, November 2020	GC176
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Metropolitan Hotel Statement of Significance (263-267 William Street, Melbourne), April 2022	C387melb
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Offices Statement of Significance (422-424 Bourke Street, Melbourne), April 2022	C387melb
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Park Tower Statement of Significance (199-207 Spring Street, Melbourne), April 2022	C387melb

Name of document	Introduced by:
Peter Hall Building (formerly known as the Richard Berry Building) Statement of Significance (The University of Melbourne, Parkville), March 2022	C396melb
PMG Postal Workshops, Garages & Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020	C305melb
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Punt Road Oval Redevelopment – Part Crown Allotment 2114 at East Melbourne City of Melbourne Parish of Melbourne North, June 2022	C421melb
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Regional Rail Link Project Section 1 Incorporated Document, March 2015	GC26
Residences Statement of Significance (120-122 Little Lonsdale Street, Melbourne), April 2022	C387melb
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Rialto South Tower Communications Facility Melbourne, November 2020	C57
Royal Insurance Group building Statement of Significance (430 - 442 Collins Street, Melbourne), April 2022	C387melb
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Name of document	Introduced by:
Shop Statement of Significance (171 Bourke Street, Melbourne), April 2022	C387melb
Shop Statement of Significance (37 Little Collins Street, Melbourne), April 2022	C387melb
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Southbank Statements of Significance, December 2020	C305melb
Southgate Redevelopment Project, 3 Southgate Avenue, Southbank, September 2021	C390melb
Spencer Street Station redevelopment, June 2013	C218
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Swanston Street North Precinct Statement of Significance, April 2022	C387melb
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Swiss Club of Victoria Statement of Significance (87-89 Flinders Lane, Melbourne), April 2022	C387melb
The Former Houston Building Statement of Significance (184-192 Queen Street, Melbourne), April 2022	C387melb
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The University of Melbourne Fishermans Bend Campus, August 2020	C371melb
The Waiters Restaurant Statement of Significance (20 Meyers Place, Melbourne), April 2022	C387melb
Tram Route 109 Disability Discrimination Act compliant Platform Tram Stops, August 2007	C130
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Treasury Gate Statement of Significance (93-101 Spring Street, Melbourne), April 2022	C387melb
Turnverein Hall Statement of Significance (30-34 La Trobe Street, Melbourne), April 2022	C387melb
University of Melbourne Bio 21 Project Parkville, November 2018	C342melb
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Veterinary and Agricultural Sciences Building Statement of Significance (The University of Melbourne, Parkville), March 2022	C396melb
Victoria Club Building Statement of Significance (131-141 Queen Street, Melbourne), April 2022	C387melb
Victoria Police Precinct, Sky Bridges 263 – 283 Spencer Street and 313 Spencer Street, Docklands Incorporated Document June 2018	C317
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Wales Corner Statement of Significance (221-231 Collins Street, Melbourne), April 2022	C387melb
Warehouse Statement of significance (1-5 Coverlid Place, Melbourne), April 2022	C387melb
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Warehouse Statement of Significance (353 Exhibition Street, Melbourne), April 2022	C387melb
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Warehouse Statement of Significance (34-36 Little La Trobe Street, Melbourne), April 2022	C387melb
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Warehouse Statement of Significance (577-583 Little Collins Street, Melbourne), April 2022	C387melb
West Gate Tunnel Project Incorporated Document, December 2017	GC93
West Melbourne Heritage Review 2016: Statements of Significance February 2020 (Amended March 2022)	C396melb
Yarra Park Master Plan Implementation September 2010	C158
Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999	C6

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

19/10/2022
C394melb

Proposed
C376melb

Background documents

Name of background document	Amendment number - clause reference
<i>A Strategy for a Safe City 2000-2002</i> (City of Melbourne, 2000)	C162 Clause 13.07-1L Clause 15.01-1L
<i>Amendment C396 Heritage Category Conversion Review</i> (Lovell Chen and Anita Brady Heritage, July 2021)	C396melb Clause 15.03-1L
<i>Arden Macaulay Heritage Review</i> (Graeme Butler & Associates, 2012)	C258 Clause 15.03-1L
<i>Arden Precinct Flood Management Policy</i> (Melbourne Water, June 2022)	C407melb Clause 11.03-6L
<i>Arden Structure Plan</i> (Victorian Planning Authority, July 2022)	C407melb Clause 11.03-6L
~~<i>Bike Plan 2002—2007—A Transportation Strategy</i> (City of Melbourne, 2002)~~	~~C162~~
<i>Bourke Hill Heritage, Planning and Urban Design Review</i> (Department of Transport, Planning and Local Infrastructure, 2014)	C240 Clause 15.01-1L
<i>Bourke Hill Precinct Heritage Review Amendment C240</i> (Trethowan, 2015)	C258 Clause 15.03-1L
<i>The Burra Charter: the Australia ICOMOS charter for Places of Cultural Significance</i> (Australia ICOMOS, 2013)	C258 Clause 15.03-1L
<i>Carlton Access and Parking Strategy</i> (City of Melbourne, 2004)	C162
<i>Carlton Brewery Masterplan</i> (City of Melbourne, 2007)	C126
<i>Carlton Gardens Master Plan</i> (City of Melbourne, 1991)	C162
<i>Carlton Integrated Local Area Plan—A Vision to 2010</i> (City of Melbourne, 2000)	C162
<i>Carlton, North Carlton and Princes Hill Conservation Study</i> (Nigel Lewis and Associates, 1994 & 1985)	C258 Clause 15.03-1L
<i>City North Heritage Review</i> , RBA Architects (RBA Architects, 2013)	C258 Clause 15.03-1L
<i>Central Activities District Conservation Study</i> (Graeme Butler, 1985)	C258 Clause 15.03-1L
<i>Central City Built Form Review Synthesis Report</i> (Department of Environment, Land, Water and Planning, 2016)	C270 Clause 15.01-1L Clause 15.01-2L
<i>Central City Built Form Review Overshadowing Technical Report</i> (Department of Environment, Land, Water and Planning, April 2016)	C270 Clause 15.01-1L
<i>Central City (Hoddle Grid) Heritage Review</i> (Graeme Butler, 2011)	C258 Clause 15.03-1L

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Name of background document	Amendment number - clause reference
<i>Central City Planning and Design Guidelines</i> (City of Melbourne, 1991)	C105 Clause 15.01-1L
<i>Central Melbourne Design Guide</i> (City of Melbourne, 2019)	C308melb Schedule 1 to Clause 43.02
<i>City Plan 2010</i> (City of Melbourne, 2001)	C162
~~<i>Climate Change Adaptation Strategy Refresh</i> (City of Melbourne, 2017)~~	~~C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Clause 19.03-3L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05 and Schedule 73 to Clause 43.02.~~
~~<i>City of Melbourne: Energy, Water and Waste Review</i>~~ ~~<i>Climate Change Mitigation Strategy to 2050</i>~~ (City of Melbourne, ~~2011~~ 2018)	~~C187~~ C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Clause 19.03-3L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05 and Schedule 73 to Clause 43.02.
~~<i>Climate Emergency Response</i> (City of Melbourne, 2020)~~	~~C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Clause 19.03-3L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05 and Schedule 73 to Clause 43.02.~~
<i>City of Melbourne Open Space Strategy</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209 Clause 19.02-6L
<i>City of Melbourne Open Space Strategy, Technical Report</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209 Clause 19.02-6L
<i>City of Melbourne Open Space Strategy, Open Space Contributions Framework</i> (Environment & Land Management and Thompson Berrill Landscape Design, 2012)	C209 Clause 19.02-6L
~~<i>City of Melbourne, Zero, Net Emissions by 2020</i> (City of Melbourne, 2002)~~	~~C187 Clause 15.01-2L~~
~~<i>City of Melbourne, Zero Net Emissions by 2020 Update 2008</i> (City of Melbourne, 2008)~~	~~C187 Clause 15.01-2L~~
<i>CBD Lanes Built Form Review ID Sheets</i> (Hansen Partnership Ltd, 2005)	C105 Clause 15.01-1L
~~<i>City of Melbourne, Total Watermark—City as a Catchment</i> (City of Melbourne, 2009)~~	~~C187 Clause 15.01-2L~~
~~<i>City of Melbourne Waste Management Strategy</i> (City of Melbourne, 2005)~~	~~C187 Clause 15.01-2L~~
~~<i>City of Melbourne Water Sensitive Urban Design Guidelines</i> (City of Melbourne, 2009)~~	~~C142 Clause 19.03-3L~~

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Name of background document	Amendment number - clause reference
<i>Guidelines for Preparing a Waste Management Plan (City of Melbourne, 2021)</i>	~~C187~~ ~~Clause 15.01-2L~~
<i>City of Melbourne Social Planning Framework (City of Melbourne, 2002)</i>	C162
<i>City of Melbourne Stormwater Management Plan (City of Melbourne, 2000)</i>	~~C162~~
<i>City North Heritage Review, RBA Architects (RBA Architects, 2013)</i>	C198 Clause 15.03-1L
<i>City of Port Phillip and City of Moreland, Sustainable Design Scorecard (City of Port Phillip and City of Moreland)</i>	~~C187~~ ~~Clause 15.01-2L~~
<i>City West Plan, 2002 (City of Melbourne, 2002)</i>	C162
<i>Disability Action Plan 2001—2004 (City of Melbourne, 2001)</i>	C162
<i>Docklands Community Development Plan 2001-2016 (City of Melbourne, 2002)</i>	C162 Clause 11.03-6L
<i>Drugs Action Plan 2001-2003 (City of Melbourne, 2001)</i>	C162
<i>East Melbourne & Jolimont Conservation Study (Meredith Gould, 1985)</i>	C258 Clause 15.03-1L
<i>Extract from Fishermans Bend In-Depth Heritage Review and Stakeholder Engagement Summary Report (HLCD, 2022)</i>	C394melb Clause 02.03-4 and Clause 15.03-1L
<i>Fitzroy and Treasury Gardens Management Plan (City of Melbourne, 1996)</i>	C162
<i>Fishermans Bend Vision (DELWP, 2016)</i>	C162 Clause 11.03-6L
<i>Fishermans Bend Framework (DELWP, 2018)</i>	C162 Clause 11.03-6L
<i>Fishermans Bend Community Infrastructure Plan (DELWP, 2017)</i>	C162
<i>Fishermans Bend Urban Design Strategy (Hodyl and Co, 2017)</i>	C162
<i>Fishermans Bend Public Space Strategy (Planisphere, 2017)</i>	C162
<i>Fishermans Bend Integrated Transport Plan (DEDJTR, 2017)</i>	C162
<i>Fishermans Bend Sustainability Strategy (DELWP, 2017)</i>	C162
<i>Flagstaff Gardens Master Plan (City of Melbourne, 2000)</i>	C162
<i>Flemington & Kensington Conservation Study (Graeme Butler & Associates, 1985)</i>	C258 Clause 15.03-1L
<i>Future Melbourne Community Plan (City of Melbourne, September 2008)</i>	C187 Clause 15.01-2L
<i>Green Factor Tool Guidance Note (City of Melbourne, 2025)</i>	C376melb Schedule 73 to Clause 43.02.

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Name of background document	Amendment number - clause reference
<i>Green Our City Strategic Action Plan 2017-2021 (City of Melbourne, 2017)</i>	C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Schedule 73 to Clause 43.02.
<i>Green Our City Strategic Action Plan: Strategic justification for regulatory requirements for sustainability (Arup, 2019)</i>	C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Clause 19.03-3L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05 and Schedule 73 to Clause 43.02.
<i>Grids and Greenery: The Character of Inner Melbourne (City of Melbourne, 1987)</i>	C162 Clause 15.01-1L
<i>Growing Green Guide (City of Melbourne, 2003/2014)</i>	~~C162~~ C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Schedule 73 to Clause 43.02.
<i>Green Star Rating Tools (Green Building Council of Australia)</i>	~~C187~~ ~~Clause 15.01-2L~~
<i>Guildford and Hardware Laneways Heritage Study (Lovell Chen, 2017) (Updated October 2018)</i>	C387melb Clause 15.03-1L
<i>Harbour, Railway, Industrial Conservation Study (Meredith Gould Architects, 1985)</i>	C258 Clause 15.03-1L
<i>Hoddle Grid Heritage Review (GML and GJM, July 2020) (Updated March 2022)</i>	C387melb Clause 15.03-1L
<i>How to Calculate Floor Area Uplifts and Public Benefits (DELWP, 2016)</i>	C270 Clause 15.01-2L
<i>Integration and Design Excellence, Melbourne Docklands (Docklands Authority, July 2000)</i>	C162 Clause 11.03-6L
<i>JJ Holland Park Concept Plan (City of Melbourne, 1998)</i>	C162
<i>Kensington Heritage Review (Graeme Butler & Associates, 2013)</i>	C215 Clause 15.03-1L
<i>Linking People, Homes and Communities - A Social Housing Strategy 2001—2004 (City of Melbourne, 2001)</i>	C162
<i>Lygon Street Action Plan (Melbourne Metropolitan Board of Works and City of Melbourne, 1984)</i>	C59 Clause 17.02-1L
<i>Melbourne BioAgenda (City of Melbourne, 2002)</i>	C162
<i>Melbourne Docklands Bicycle Strategy (EDAW in association with SKM, 2000)</i>	C92 Clause 11.03-6L
<i>Melbourne Docklands Community Development Plan 2001-2016 (Docklands Authority, 2001)</i>	C92 Clause 11.03-6L
<i>Melbourne Docklands ESD Guide (Docklands Authority, 2002)</i>	~~C92~~ ~~Clause 11.03-6L~~
<i>Melbourne Docklands Outdoor Signage Guidelines (VicUrban, 2004)</i>	C162

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Name of background document	Amendment number - clause reference
	Clause 11.03-6L Clause 15.01-1L
~~Melbourne's Greenhouse Action Plan 2001-2003 (City of Melbourne, 2001)~~	~~C162~~
~~Melbourne Sustainable Energy and Greenhouse Strategy (City of Melbourne, 2000)~~	~~C162~~
Melbourne Docklands Water Plan (Docklands Authority, June 2001)	C92 Clause 11.03-6L
~~Moving Melbourne into the Next Century Transport Strategy~~ ~~Municipal Integrated Water Management Plan~~ (City of Melbourne, ~~1997~~ 2017)	~~C162~~ ~~C376~~ ~~melb~~ Clause 02.03-2, Clause 02.03-4, Clause 19.03-3L and Schedule 73 to Clause 43.
~~National Australian Built Environment Rating System 'NABERS'~~	~~C187~~ ~~Clause 15.01-2L~~
North and West Melbourne Conservation Study (Graeme Butler 1985 & 1994)	C258 Clause 15.03-1L
North West 2010 Local Plan (City of Melbourne, 1999)	C162
Parks Policy (City of Melbourne, 1997)	C162
Parkville Conservation Study (City of Melbourne, 1985)	C258 Clause 15.03-1L
Places for People (City of Melbourne and Jan Gehl, 1994)	C60 (part1A) Clause 15.01-1L
Places for Everyone – A Strategy for Creating and Linking Public Open Spaces at Melbourne Docklands (Melbourne Docklands, 2002)	C92 Clause 11.03-6L
Port of Melbourne Land Use Plan (Maunsell McIntyre Pty Ltd., 2002)	C162
Port Melbourne Structure Plan (City of Melbourne, 1999)	C162
Princes Park Ten Year Plan (City of Melbourne, 1998)	C162
Queen Victoria Market Precinct Renewal Built Form Review & Recommendations (Jones and Whitehead Pty Ltd, 2015)	C245
Queen Victoria Market Precinct Renewal Master Plan (City of Melbourne, 2015)	C245
Retail Core Development Strategy (City of Melbourne, 2001)	C162
Review of Heritage Buildings in Kensington: Percy Street Area (Graeme Butler, 2013)	C215 Clause 15.03-1L
Royal Park Master Plan (City of Melbourne, 1998)	C162
Southbank Heritage Review (Biosis and Graeme Butler, 2017) (updated November 2020)	C305 Clause 15.03-1L
Southbank Structure Plan 2010 (AECOM, 2010)	C162
South Melbourne Urban Conservation Study(Allom Lovell Sanderson Pty Ltd , 1987)	C258 Clause 15.03-1L

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Name of background document	Amendment number - clause reference
<i>State Environment Protection Policy (Waters of Victoria), (Environment Protection Authority, 2003)</i>	C142 Clause 19.03-3L
<i>South Melbourne Conservation Study</i> (Bryce Raworth Pty Ltd, 1985 & 1998)	C258 Clause 15.03-1L
<i>South Yarra Conservation Study</i> (Meredith Gould, 1985)	C258 Clause 15.03-1L
<i>Sustainable Building Design: Planning Scheme Amendment C376</i> (Hansen, 2020)	C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Clause 19.03-3L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05 and Schedule 73 to Clause 43.02
<i>Swanston Street, Carlton- Urban Design Guidelines</i> (City of Melbourne, 1999)	C162
<i>Swanston Street Walk – Precinct Amenity Planning Report</i> (Department of Planning and Housing, City of Melbourne, 1992)	C60 Clause 15.01-1L
<i>The Docklands Authority Environmental Management Plan</i> (EMP, 2000)	C92 Clause 11.03-6L
<i>The Shrine of Remembrance: Managing the significance of the Shrine</i> (Message Consultants Australia, 2013)	C162 Clause 15.01-1L
<i>The Bourke Russell Street Area Development Strategy</i> (City of Melbourne, 1999)	C60 Clause 13.07-1L
<i>Total Watermark 2004</i> (City of Melbourne, 2004)	~~C162~~
<i>Towards a Knowledge City Strategy</i> (SGS Economics & Planning and The Eureka Project for City of Melbourne , 2002)	C162
<i>Transport ~~Program 2003-2006~~ Strategy 2030</i> (City of Melbourne 2003, 2019)	~~C162~~ C376melb Clause 02.03-7, Clause 15.01-2L, Schedules 1, 2, 3, 4, 5 & 7 to Clause 37.04, Schedules 1, 2, 3, 4, 5 & 6 to Clause 37.05
<i>Urban Stormwater Best Practice Environmental Management Guidelines</i> (CSIRO, 1999)	~~C187~~ C376melb Clause 02.03-2, Clause 02.03-4, Clause 19.03-3L and Schedule 73 to Clause 43.02
<i>Victoria Harbour Development Plan</i> (Lend Lease, 2010)	C92 Clause 11.03-6L
<i>Waste and Resource Recovery Strategy 2030</i> (City of Melbourne, 2019)	C376melb Clause 02.03-2, Clause 02.03-4, Clause 15.01-2L and Schedule 73 to Clause 43.02
<i>Water Sensitive Urban Design – Engineering Procedures: Stormwater</i> (Melbourne Water, 2005)	~~C142~~ C376melb Clause 02.03-2, Clause 02.03-4, Clause 19.03-3L and Schedule 73 to Clause 43.02

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Name of background document	Amendment number - clause reference
<i>West Melbourne Heritage Review</i> (Graeme Butler & Associates, 2016)	C258 Clause 15.03-1L
<i>West Melbourne Structure Plan</i> (City of Melbourne, 2018)	C385melb
<i>World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens</i> (Lovell Chen, 2009)	C154 Clause 15.03-1L
<i>Yarra River: Use and Development Guidelines</i> (R.G. Harvey Pty. Ltd., 1991)	C60 Clause 15.01-1L
~~<i>Zero Net Emissions by 2020—A Roadmap to a Climate Neutral City</i> (City of Melbourne, 2003)~~	~~C162~~

APRIL 2025

GUIDANCE NOTE GREEN FACTOR TOOL



CITY OF MELBOURNE

Acknowledgement of Traditional Owners

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin and pays respect to their Elders past, present and emerging.

We acknowledge and honour the unbroken spiritual, cultural and political connection the Wurundjeri, Bunurong, Dja Dja Wurrung, Taungurung and Wadawurrung peoples of the Eastern Kulin have to this unique place for more than 2000 generations.

We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

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29 April 2025

Disclaimer

This report is provided for information and it does not purport to be complete. While care has been taken to ensure the content in the report is accurate, we cannot guarantee it is without flaw of any kind. There may be errors and omissions or it may not be wholly appropriate for your particular purposes. In addition, the publication is a snapshot in time based on historic information which is liable to change. The City of Melbourne accepts no responsibility and disclaims all liability for any error, loss or other consequence which may arise from you relying on any information contained in this report.

INTRODUCTION

Purpose of this Document

The Green Factor Tool Guidance Note has been prepared by the City of Melbourne to explain how the Green Factor tool works.

The Guidance Note provides:

- An overview of green infrastructure and its key concepts.
- A detailed explanation of the Green Factor tool.
- An explanation of how the parameters, weightings and workings of the Green Factor tool scoring regime achieve a final Green Factor score.

The Guidance Note will support the use of the Green Factor tool in accordance with the Melbourne Planning Scheme.

The audience of the Guidance Note comprises planners, landscape architects, designers and Environmentally Sustainable Design consultants.

The City of Melbourne encourages applicants to discuss their use of the Green Factor tool during pre-application meetings.

How to Use this Document

The **Green Infrastructure Matters** section provides a simple explanation of the key concepts of green infrastructure fundamental to the Green Factor tool.

The **Green Factor Tool** section explains the purpose of the Green Factor tool, how it was developed and how it is used.

The following two sections are intended for users of the Green Factor tool. These sections step out the inputs required and explain how they relate to the scoring regime:

- **Basic Inputs** steps through the inputs on the About Your Site page.
- **How Scoring Works** provides an explanation of how the Green Factor score is calculated with reference to a simple example.

GREEN INFRASTRUCTURE MATTERS

Green Infrastructure

As Melbourne becomes a denser city, green infrastructure such as green roofs, walls and facades can provide greening where space is constrained.

Green infrastructure comprises the vegetation, soil and irrigation elements of a development.

This can include trees, plants, soil and raingardens for drainage.

Green infrastructure is an important component of the City of Melbourne's response to climate change because it cools buildings and public spaces, reduces the risks of flooding and provides habitat for animals.

Green infrastructure also supports the economy by providing attractive and memorable places for people – boosting local business, attracting visitors and improving liveability for residents.

The greening of cities is a pressing concern in Australia and worldwide. Despite growing evidence for the need for urban nature globally, urban flora and green coverage in cities are declining (Bush 2021). While local governments can engage in the management of parks, gardens, streets and other public spaces, much of the loss of urban greenery has occurred in the private realm. Two-thirds of land within the City of Melbourne is privately owned.

To achieve goals of increasing biodiversity, habitats and ecosystem health, it is necessary for nature to be continuous over both private and public land. This continuity creates greater ecosystem function benefits than fragmented elements. To improve urban greenery on private land, several cities have created green infrastructure assessment tools for use in the planning and design of new buildings and developments.

Bush, J, et al 'Integrating Green Infrastructure into Urban Planning: Developing Melbourne's Green Factor Tool' in Urban Planning, Vol 6, Issue 1, pp. 20-25. (2021)

Ecosystem Functions

Research into green infrastructure has categorised its benefits into the following ecosystem functions:



Urban temperature regulation

Vegetation can reduce urban heat and contribute to human thermal comfort



Place values and social cohesion

Vegetation and green space can contribute to the 'sense of place' and facilitate social connections



Habitat for biodiversity

Vegetation provides habitat for biodiversity



Aesthetic benefits

Vegetation and green space can contribute to the aesthetics and beauty of a place



Stormwater runoff mitigation

Vegetation and soil can reduce the quantity of stormwater runoff



Food supply

Vegetation can produce food



Recreation

Vegetation and green space can provide opportunities for recreation



Image 1: Australia 108

THE GREEN FACTOR TOOL

What is the Green Factor Tool?

The Green Factor tool allows designers to quantify and benchmark the quality of greening on a building.

The Green Factor tool provides a score which represents the quantity and quality of the green infrastructure of a development, in proportion to the site area. The weighted scoring system allows for the comparison and assessment of projects with a varying design features.

Green infrastructure elements are rated according to their ability to achieve the City of Melbourne's policy objectives which span sustainable building performance, urban ecology and biodiversity, and social health and wellbeing.

The tool's scoring regime is the culmination of research by a team of ecologists, landscape architects and urban forestry experts from the City of Melbourne, the University of Melbourne and expert consultants. The research drew upon international best practice and local data. The capacity for vegetation elements to achieve outcomes in line with City of Melbourne objectives was defined by the ecosystem functions they provide. The tool is non-prescriptive and allows flexibility for designers across different projects.



Image 2: narm ngarrgu library rooftop

How Was the Tool Designed?

The Green Factor tool was designed in collaboration with Hip V. Hype environmental sustainability consultants, with tool and website design by Little Sketches, and input from University of Melbourne and University of Helsinki researchers.

The research process undertook six key steps, as detailed in (Bush, 2021).

1. Identifying key infrastructure functions and types

Vegetation was identified in terms of the ecosystem functions that it provides and by the following types:

- large tree
- medium tree
- small tree
- large shrub
- small shrub
- ground cover
- lawn or turf.

2. Prioritising functions

Researchers held workshops with City of Melbourne staff to identify the role of urban greening alongside existing priorities and objectives, and how to incorporate greening objectives into developments.

3. Researching the evidence base

The researchers created an evidence base for the scores from existing data. Evidence gathered from Melbourne and South East Australia was given a higher weighting to create a context specific dataset.

Rating the vegetation elements for relative delivery of functions

Vegetation was rated from zero (no contribution) to three (major contribution) in terms of its ability to provide functions in the local context. Higher rated vegetation provides higher levels of amenity relative to its size than lower rated vegetation. Examples of relevant factors include being indigenous, providing shade, or providing habitat to fauna.

5. Peer review

The outputs of the research were refined through several workshops with landscape architects, urban ecology researchers, and City of Melbourne staff from landscape and planning teams.

6. Finalisation of tool design and piloting

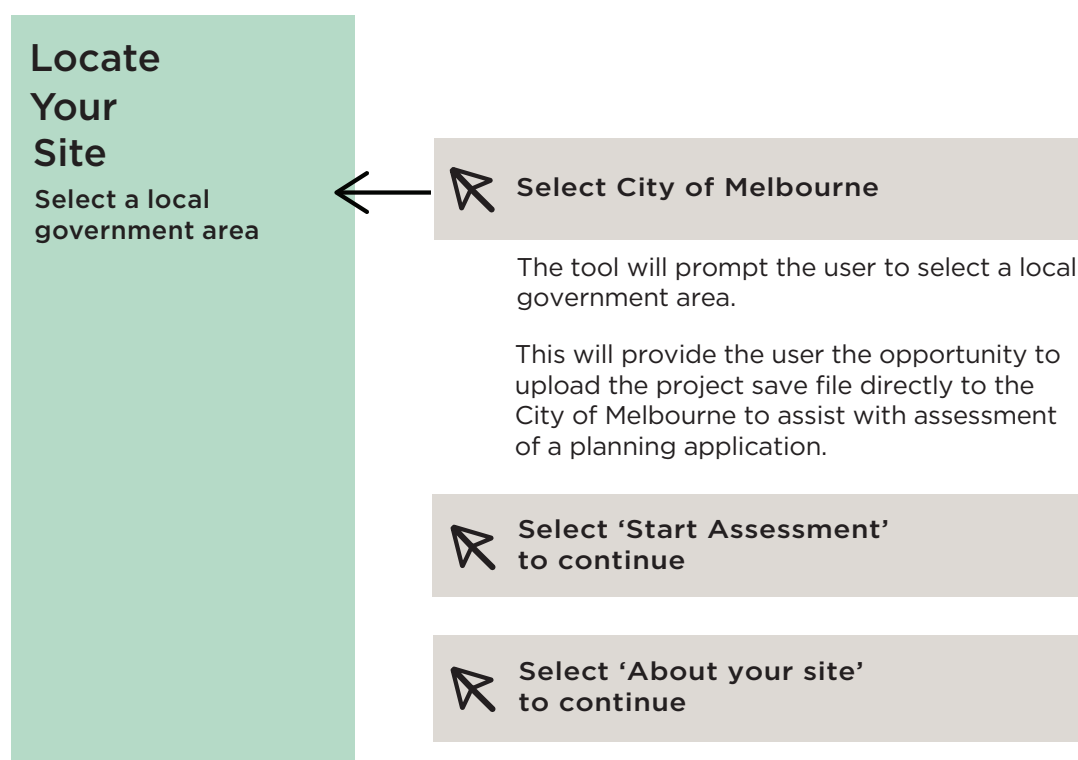
The tool was released in 2020 ahead of the finalisation of Planning Scheme Amendment C376: Sustainable Building Design to the Melbourne Planning Scheme. At the time of release, the use of the tool was voluntary.

BASIC INPUTS

This section steps out the basic inputs prompted by the Green Factor tool about the site and the project. The inputs relating to the green infrastructure elements are covered in the following section.

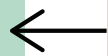
Before entering the basic inputs, the user should:

- Understand the exact site area and location. If the project is associated with a planning application, it must be the same site area as the planning application.
- Have a draft landscape plan including a schedule of green infrastructure elements, with the following information:
 - Quantity
 - Area
 - Location on the site
 - Species type (indigenous, native, exotic or productive)
 - Canopy width of trees
 - Height of shrubs
 - Depth of soil or substrate.



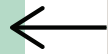
About Your Site

Address or block / lot ID (description of site)



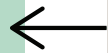
Enter the site. This should be the same site as the planning application

Suburb in City of Melbourne



Select the suburb the site is located in

Site area (in square metres)



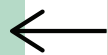
Enter the site area (see following page)

Land use and building typology



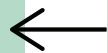
Select the typology

Planning application number



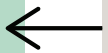
Enter if known. This may be left blank if the planning application has not been lodged

Urban forest fund application number



Enter if known

Description



Describe the proposal. This description should match the proposal of the planning application.

Entering the Site Area

Depending on the situation, your site area will be the site area of the planning application, the area of the planning unit or the project area.

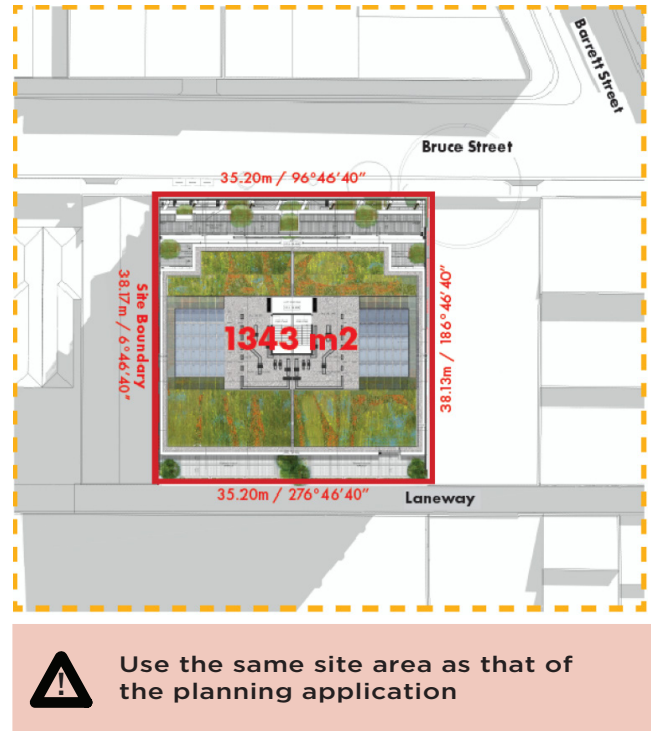
Planning permit application

If the project is associated with a planning permit application, use the site area of the planning application. If the site area is not provided with the certificate of title, then calculations showing site boundary lengths (in metres) and calculated site area (in square metres) should be provided with the application.

If the planning application applies to a smaller area of a larger site then the planning unit should be used and the area (in square metres) should be provided with the application.

Not associated with a planning permit

If the project is not associated with a planning permit application, use the area of the project. If the project area is not the same as the site area on the certificate of title, provide adequate information including the length of project boundaries (in metres), calculated project area (in square metres) and a justification in the 'Description' text box that explains why the project is not using the same site area as on the certificate of title.



Project
information

☐ No ☒ Yes Select yes or no to answer questions
about the project

The information assists the City of Melbourne's
understanding of the application.

User details



Enter the contact details of the user
of the Green Factor tool on this page,
rather than the applicant of the
associated planning application



Select 'Assessment Menu' to continue

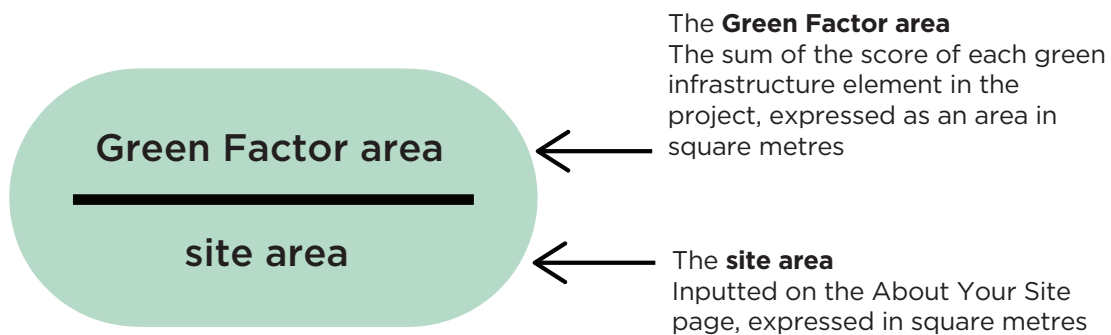


Image 3: Bruce St, Kensington

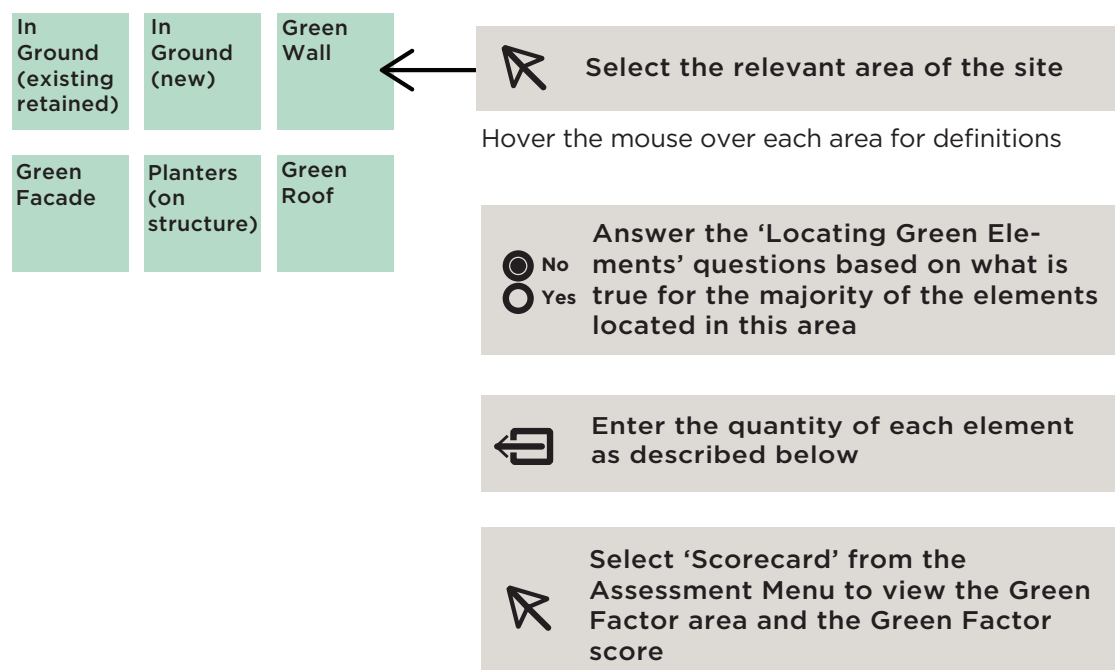
HOW SCORING WORKS

The Green Factor Score

The Green Factor score is a fraction as shown below. The minimum score required is 0.55.



Specifying Green Infrastructure Elements (vegetation and soil)



Specify a vegetation element by its species type:

- Enter trees by unit (i.e. per tree)
- Enter other vegetation elements by area (square metres)

Specify a soil or substrate element by its depth and area (in square metres).

The section below explains the process by which the green infrastructure elements are scored and the Green Factor area is calculated.

How Each Green Infrastructure Element is Scored

The tool assesses each green infrastructure element (vegetation and soil) and assigns the element seven raw scores for its ability to perform each of the seven ecosystem functions.

The tool derives the raw scores from the base scores of each element and modifies them by further parameters based on their impact on the delivery of ecosystem functions.

Base Scores

Base scores are inherent to the vegetation element itself - i.e. large tree or small shrub (Table 1).

In the case of soil or substrate, a base score is provided only for the stormwater runoff mitigation function (Table 2). No score is assigned for any other ecosystem function for soil or substrate.

ECOSYSTEM FUNCTION	LARGE TREE - CANOPY >10M	MEDIUM TREE - CANOPY 6M-10M	SMALL TREE - CANOPY 3M-6M	CLIMBERS	LARGE SHRUB - HEIGHT >1.5M	SMALL SHRUB - HEIGHT <1.5M	GROUND COVER	LAWN AND TURF
Urban temperature regulation	3	3	2.5	2.5	2	2	1.5	1.5
Habitat for biodiversity	3	3	2.5	2.5	2	2	1.5	0.5
Stormwater runoff mitigation	1	1	1	0.5	0.5	0.5	0.5	0.5
Recreation	3	3	2.5	2.5	1	1	1	2
Place values and social cohesion	3	3	3	3	2	2	2	1
Aesthetic benefits	3	3	3	3	2	2	2	2
Food supply*	2	2	2	2	2	2	3	N/A
*Food supply scores only apply if the user selects "Productive" species type								

Table 1: Vegetation element base scores for each ecosystem function

SOIL ELEMENT	BASE SCORE FOR STORMWATER MITIGATION FUNCTION
Raingarden	3
Soil or substrate (over 200mm depth)	2
Soil or substrate (under 200mm depth)	0.5

Table 2: Soil or substrate base scores for the stormwater mitigation function

Further Parameters

Further parameters influence the delivery of each ecosystem function by the user:

- Selecting the vegetation species type - i.e. indigenous or exotic (Table 3)
 - Answering the 'Visibility and accessibility' questions (Table 4)
 - Selecting the height of the element (Table 5).
- Answering whether a vegetation element on a green wall or green façade is part of a shading strategy (Table 6). Green elements are considered part of the shading strategy if 25% or more of the window area is shaded by greenery.

ECOSYSTEM FUNCTION	VEGETATION SPECIES TYPE	SCORING IMPACT ON BASE SCORE
Urban temperature regulation	Any	None
Habitat for biodiversity	Indigenous	None
	Native	Reduces score by 0.5
	Exotic	Reduces score by 1
	Productive	Reduces score by 0.5
Stormwater runoff mitigation	Non productive	None
	Productive	Increases climber score by 0.5 None for all other elements
Recreation	Any	None
Place values and social cohesion	Indigenous	None
	Native	None
	Exotic	Reduces tree and climber scores by 1.5
		Reduces ground cover score by 1
		Reduces a shrub score by 1
		None for lawn and turf
	Productive	Reduces tree and climber score by 1
		Increases ground cover score by 0.5
		None for all other elements
Aesthetic benefits	Any	None
Food supply	Any except productive	Score of zero for all elements
	Productive	Enables food supply score as per Table 1

Table 3: Score impact of selecting vegetation species type

ECOSYSTEM FUNCTION	VISIBILITY AND ACCESSIBILITY	SCORING IMPACT ON BASE SCORE
Recreation	Available for occupant use?	If yes, enables the recreation score in Table 1. If no, the recreation score is zero
Place values and social cohesion	Available for general public use?	If yes, enables the place values and social cohesion score in Table 1 If no, the place values and social cohesion score is zero
Aesthetic benefits	Visible to the general public?	If yes, enables the aesthetics score in Table 1. If no, the aesthetics score is zero

Table 4: Scoring impact of the locating green elements question

ECOSYSTEM FUNCTION	HEIGHT OF THE ELEMENT	SCORING IMPACT ON BASE SCORE
Urban temperature regulation	Ground level or low rise	None
	High rise	Reduces score by 0.5
Habitat for biodiversity	Ground level or low rise	None
	High rise	Reduces score by 0.5

Table 5: Scoring impact of the height of the element selection

ECOSYSTEM FUNCTION	PART OF A SHADING STRATEGY QUESTION	SCORING IMPACT ON BASE SCORE
Urban temperature regulation	No	None
	Yes	For climbers and ground cover, increases score by 1 For small shrubs, increases score by 0.5

Table 6: Scoring impact of shading strategy question



Image 4: St Patricks Cathedral

Example

A single new tree is inputted by the user as:

- Located in ground (new) area
- That area is
 - Available for occupant use
 - Visible to the general public
 - Available for use by the general public
- The element is a large tree (canopy width > 10 m)
- Indigenous
- One tree

For the purpose of this simple example, no soil or substrate data is entered. However, the type and depth of the soil or substrate should also be selected and its area entered. This will contribute to the stormwater runoff mitigation score as per Table 2. A prompt will notify the user if soil or substrate has not been entered in the area.

The raw scores for this indigenous tree example are shown in Table 7.

Weighting of Ecosystem Functions

The tool multiplies each raw score by the weighting of each respective ecosystem function. These weightings are listed in Table 8.

The tool adds each of the weighted ecosystem function scores together to form a single 'weight'.

For the tree example, applying the weightings shown in Table 8 to the raw scores (Table 7) results in the weighted scores shown in Table 9.

In this case, the weight totals 2.3.

FOOD SUPPLY	URBAN TEMPERATURE REGULATION (COOLING)	RECREATION	AESTHETIC BENEFITS	PLACE VALUES AND SOCIAL COHESION	HABITAT FOR BIODIVERSITY	STORMWATER RUNOFF (QUANTITY)
0	3	3	3	3	3	1

Table 7: Raw scores for ecosystem functions for the tree example

ECOSYSTEM SERVICE	WEIGHTING
Urban temp regulation (cooling)	25%
Habitat for biodiversity	20%
Stormwater runoff (quantity)	20%
Food supply	10%
Recreation	10%
Place values and social cohesion	10%
Aesthetic benefits	5%
Total	100%

Table 8: Weighting of ecosystem functions

FOOD SUPPLY	URBAN TEMPERATURE REGULATION (COOLING)	RECREATION	AESTHETIC BENEFITS	PLACE VALUES AND SOCIAL COHESION	HABITAT FOR BIODIVERSITY	STORMWATER RUNOFF (QUANTITY)
0	0.75	0.3	0.15	0.3	0.6	0.2

Table 9: Weighting of ecosystem functions for example tree

Green Factor Area

The tool provides a Green Factor area score by multiplying the weight by the area of the element.

The tool assumes trees have the canopy areas as shown in Table 10. The assumed canopy sizes cannot be altered by the user. For all elements other than trees, the area is entered by the user.

For climbers located in ground (existing retained) or on a green facade, the Green Factor area score is multiplied by 0.4 to reflect the lower benefit of climber vegetation in these areas. No reduction is applied to a climber on a green wall.

AREA	TREE SIZE	ASSUMED CANOPY AREA
In ground (existing retained)	Small Tree	12sqm
	Medium Tree	24sqm
	Large tree	40sqm
In ground (new)	Small tree	6sqm
Planters (on structure)*	Medium tree	10sqm
	Large tree	15sqm
	*Only small trees and medium trees may be selected in the planters (on structure) area	

Table 10: Weighting of ecosystem functions for example tree



Image 5: Skypark

How the Green Factor Score is Calculated

The total Green Factor score is the sum of the Green Factor area scores for each element, divided by the total site area, rounded to the nearest two decimal places. It is expressed as a decimal.

See the following calculations for how the inputs for a single indigenous large tree achieve a Green Factor score.

Inputs

The user inputs the information below about the single indigenous large tree.

Site Information

100 square metre site area

Locating Green Elements

In Ground (New)

- Available for occupants use
- Visible to the public
- Available for use by the general public

Specify Green Infrastructure Elements

Large Tree (15sqm)

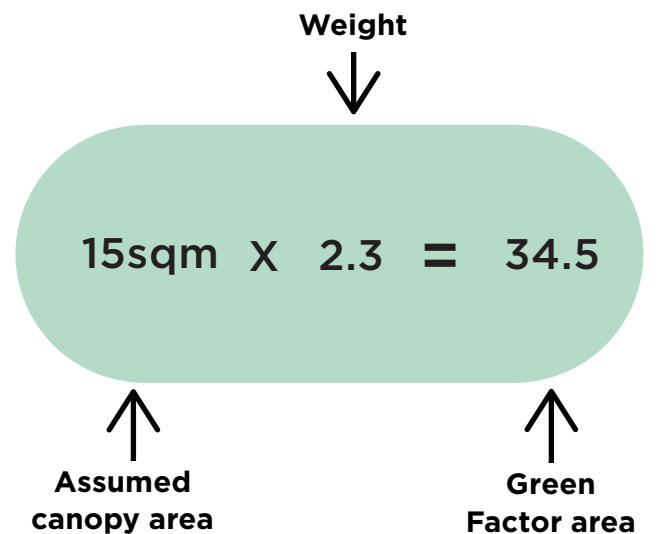
- Indigenous
- One piece

Scoring

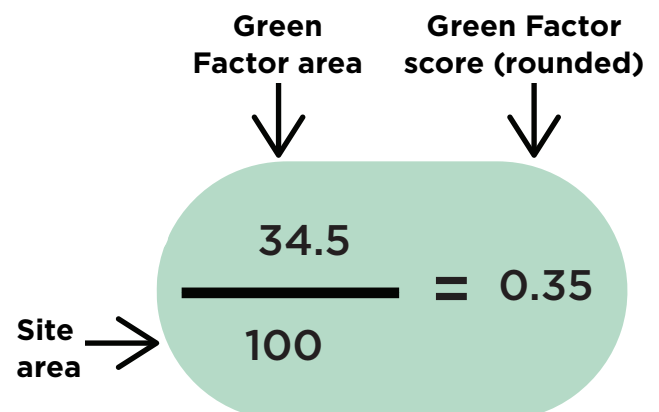
This table shows the raw scores for each ecosystem function of the tree in the first row, and the weighted raw scores in the second row. The sum of the weighted raw scores forms the weight.

	FOOD SUPPLY	URBAN TEMPERATURE REGULATION (COOLING)	RECREATION	AESTHETIC BENEFITS	PLACE VALUES AND SOCIAL COHESION	HABITAT FOR BIODIVERSITY	STORMWATER RUNOFF (QUANTITY)	TOTAL
RAW SCORE	0	3	3	3	3	3	1	16
WEIGHTED SCORE	0	0.75	0.3	0.15	0.3	0.6	0.2	Weight: 2.3

The weight is multiplied by the area of the element to form the Green Factor area. In this case, the area is the assumed canopy size of a large tree, 15sqm.



The Green Factor score is formed by the total of the Green Factor area scores of all elements (in this case, just the one tree) divided by the site area.



How to contact us

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City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Australia



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CITY OF MELBOURNE



MARIBYRNONG
CITY

MOONEE
VALLEY CITY

DDO73

GRAND
BOULEVARD

LEGEND
DDO - Design and Development Overlay

Existing Port of Melb Boundary
Municipal Boundary

0 310 620
Meters
Australian Map Grid Zone 55

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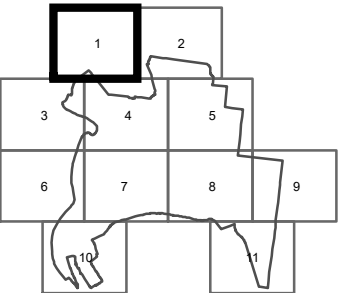


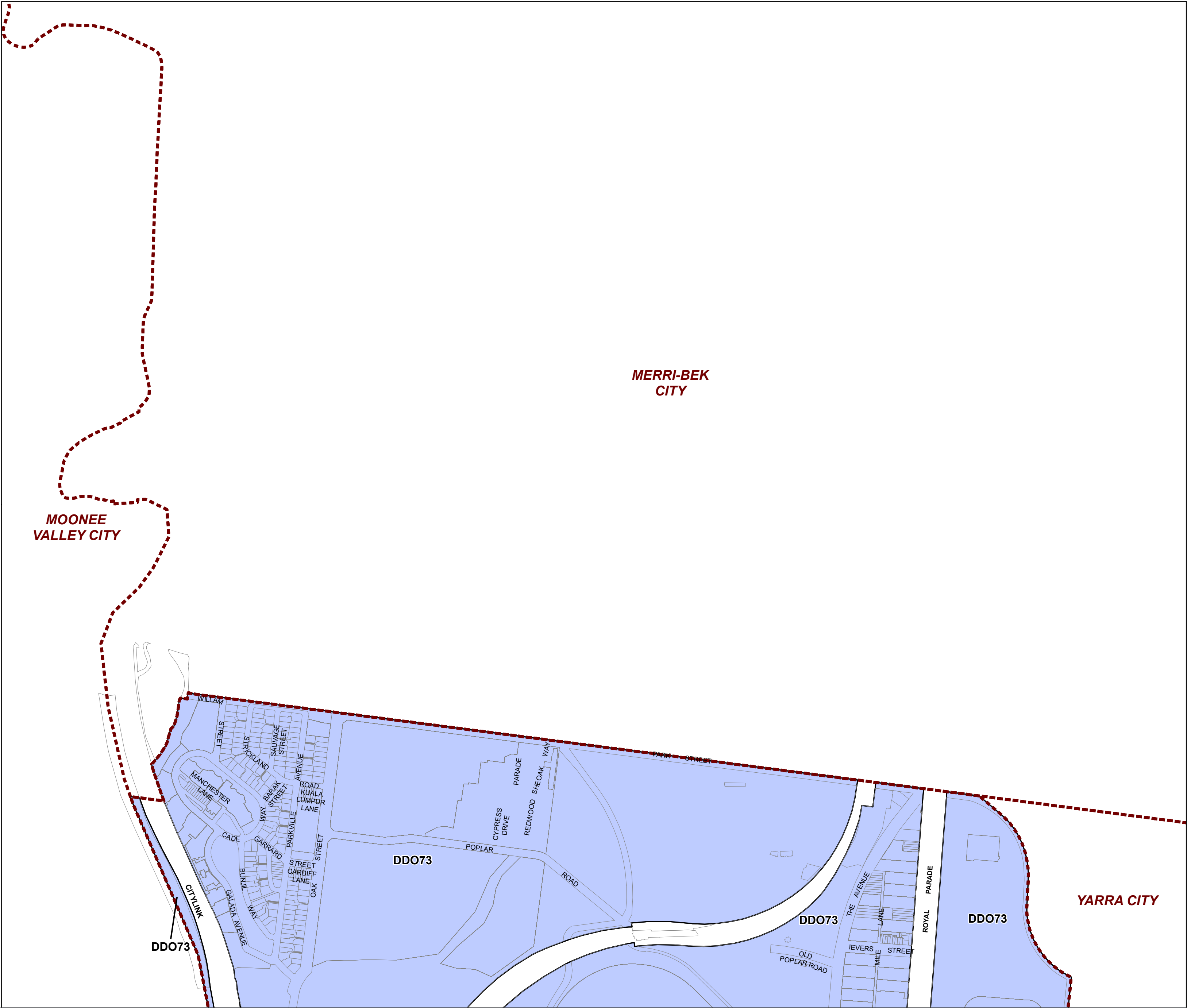
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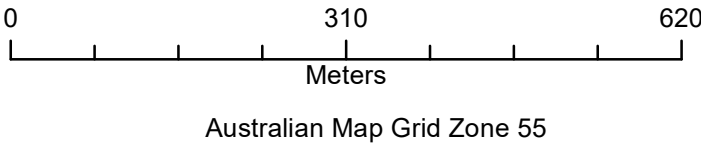
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Existing Port of Melb Boundary
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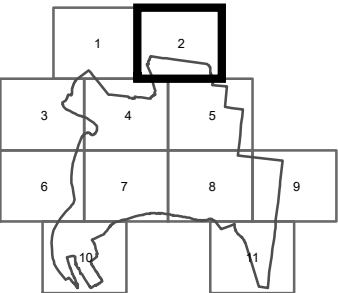


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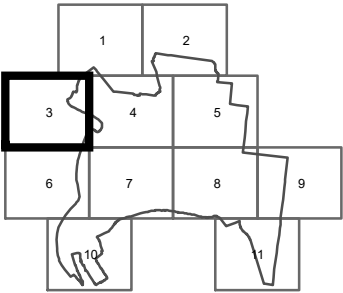
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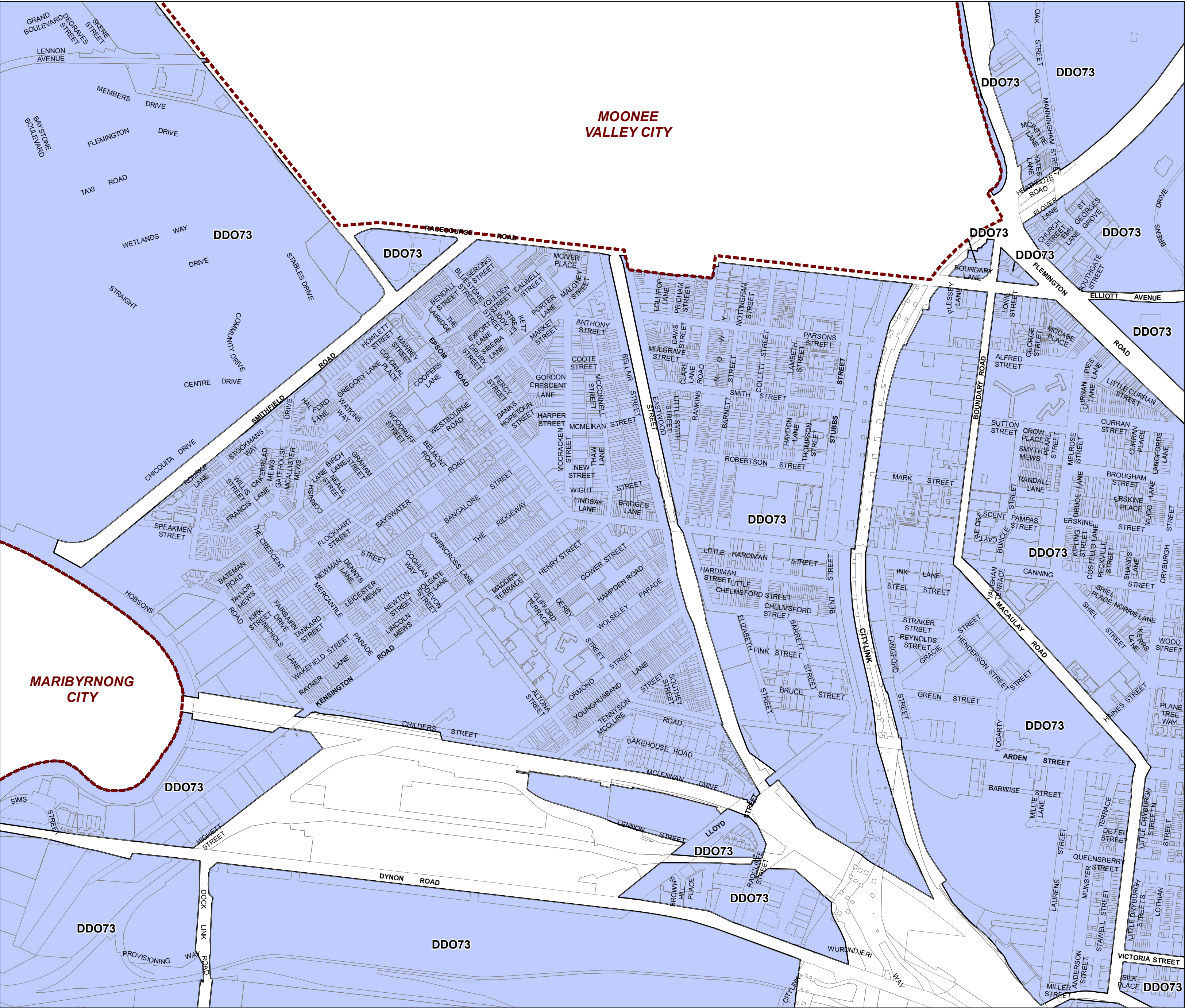
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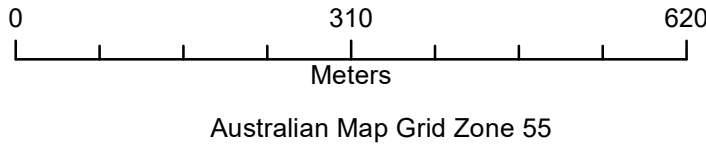


MELBOURNE PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C376melb



LEGEND
DDO - Design and Development Overlay

Existing Port of Melb Boundary
Municipal Boundary



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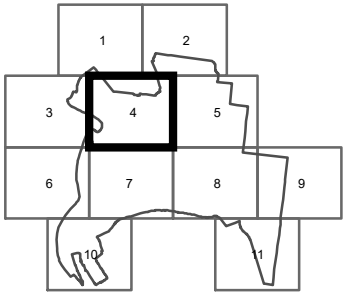


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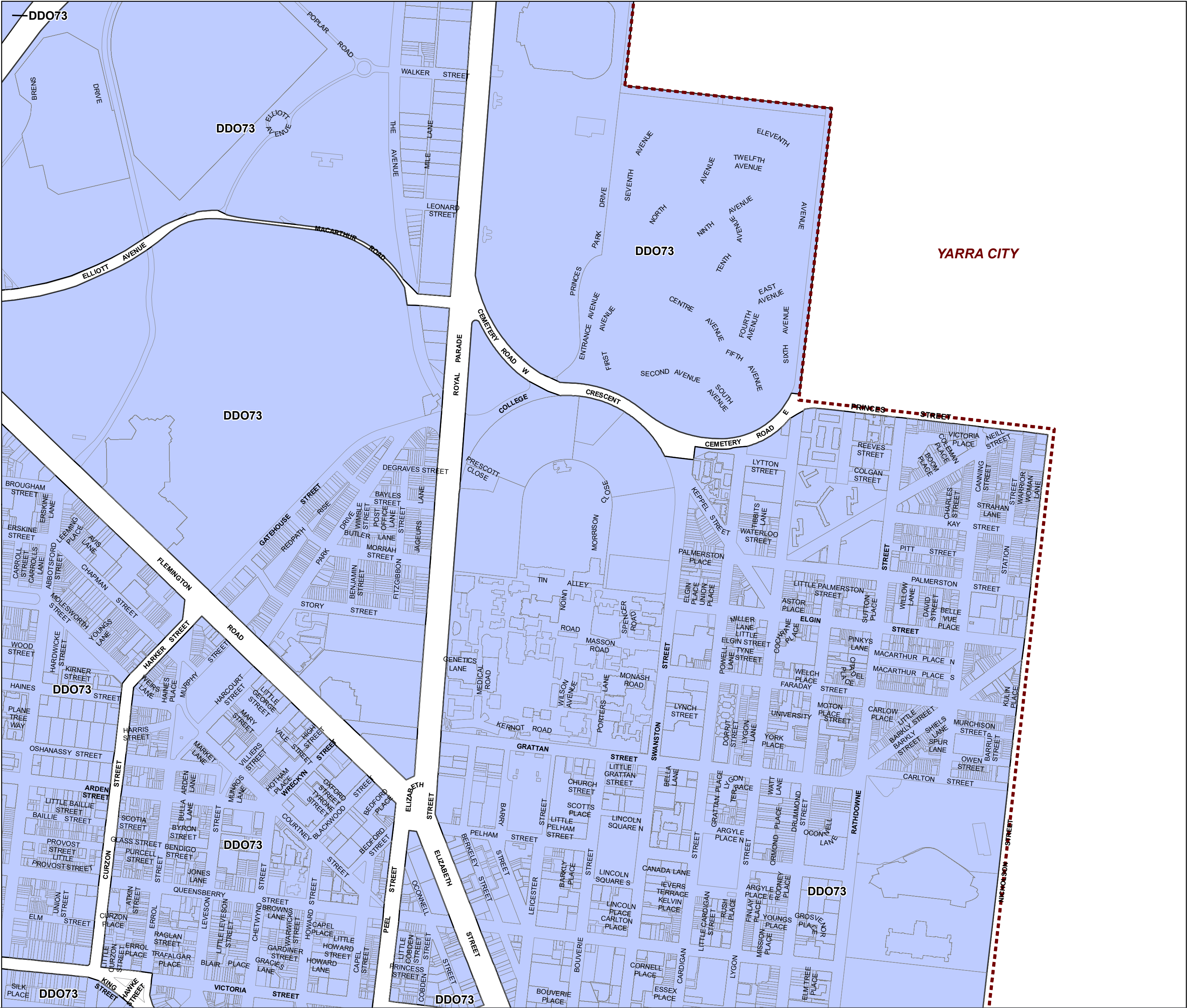


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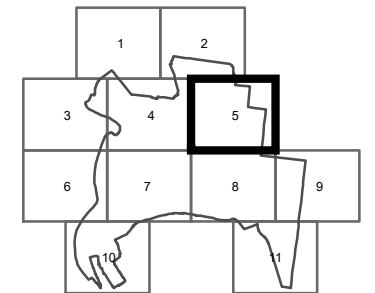
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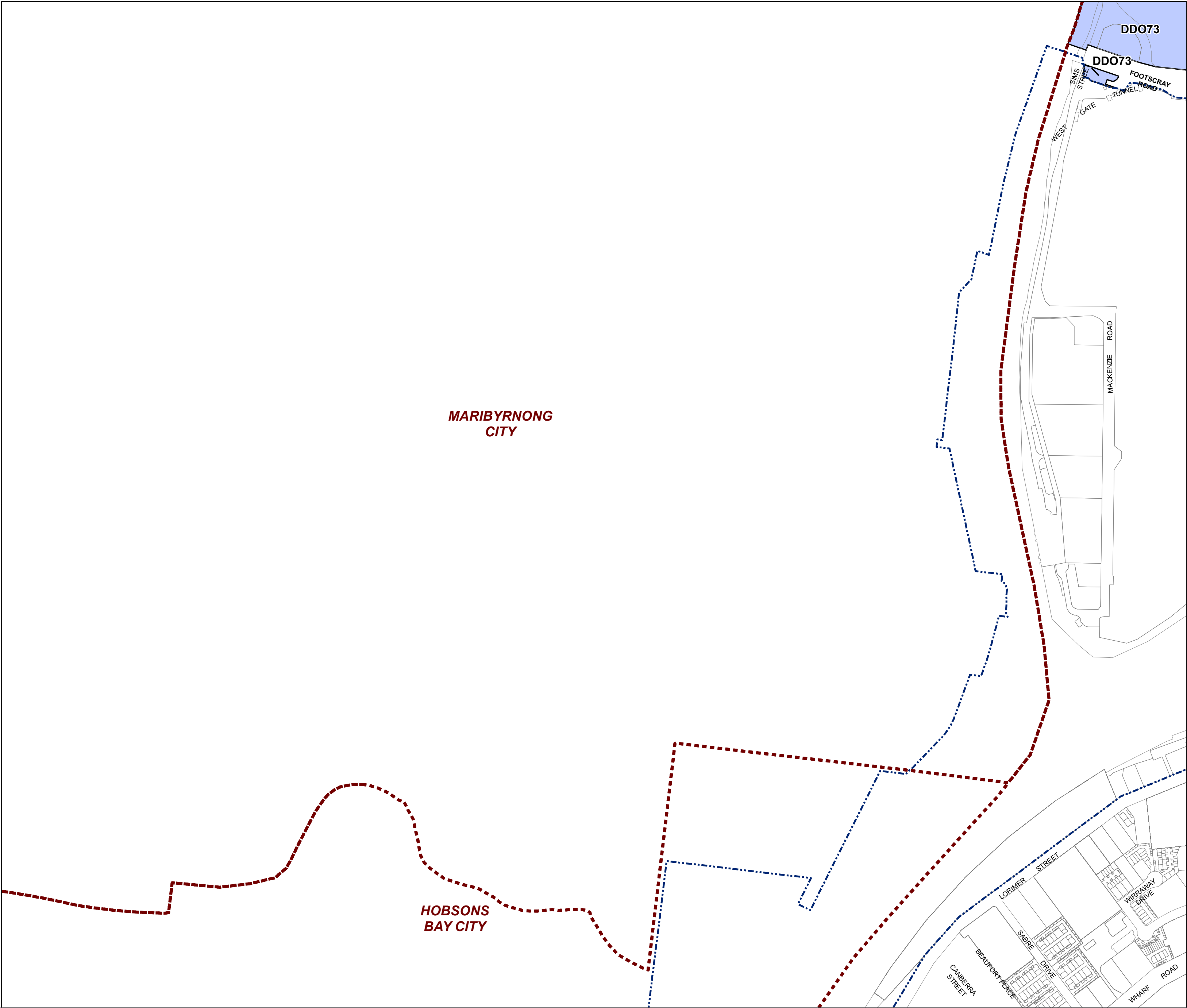


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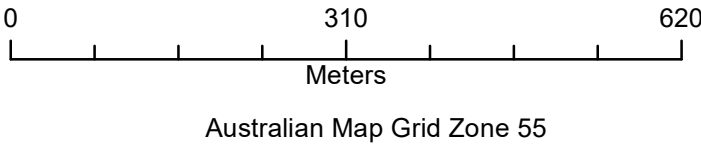
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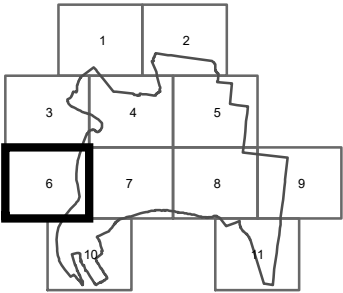


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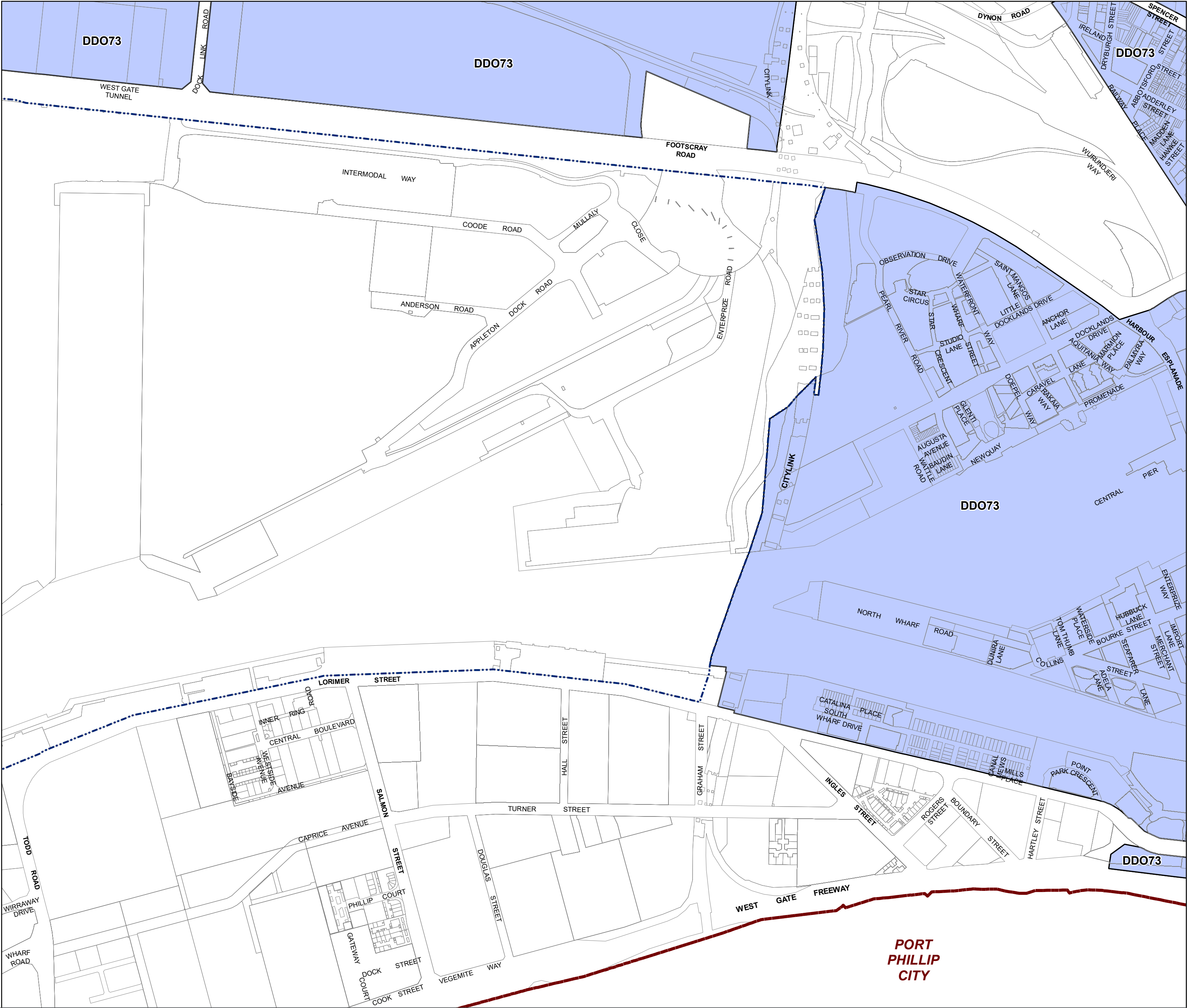


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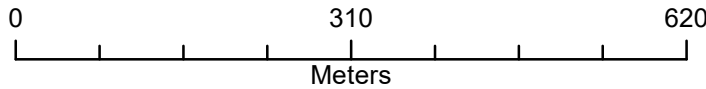


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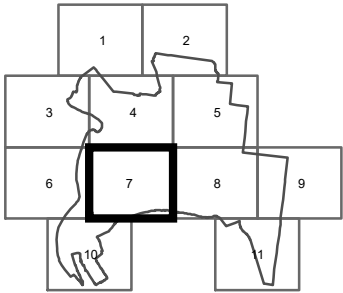


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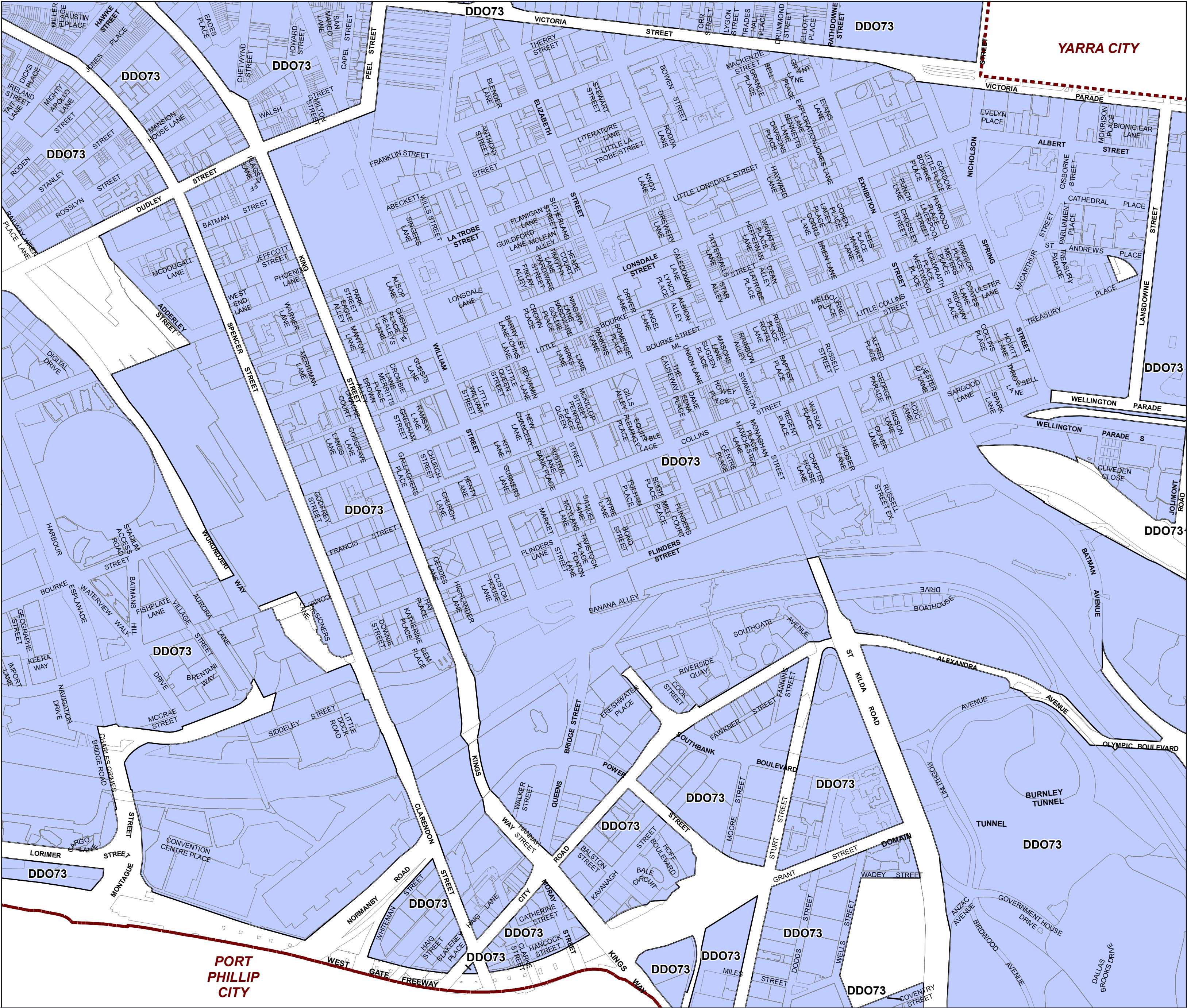


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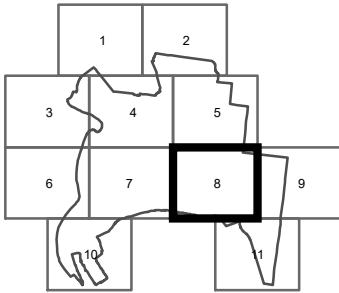


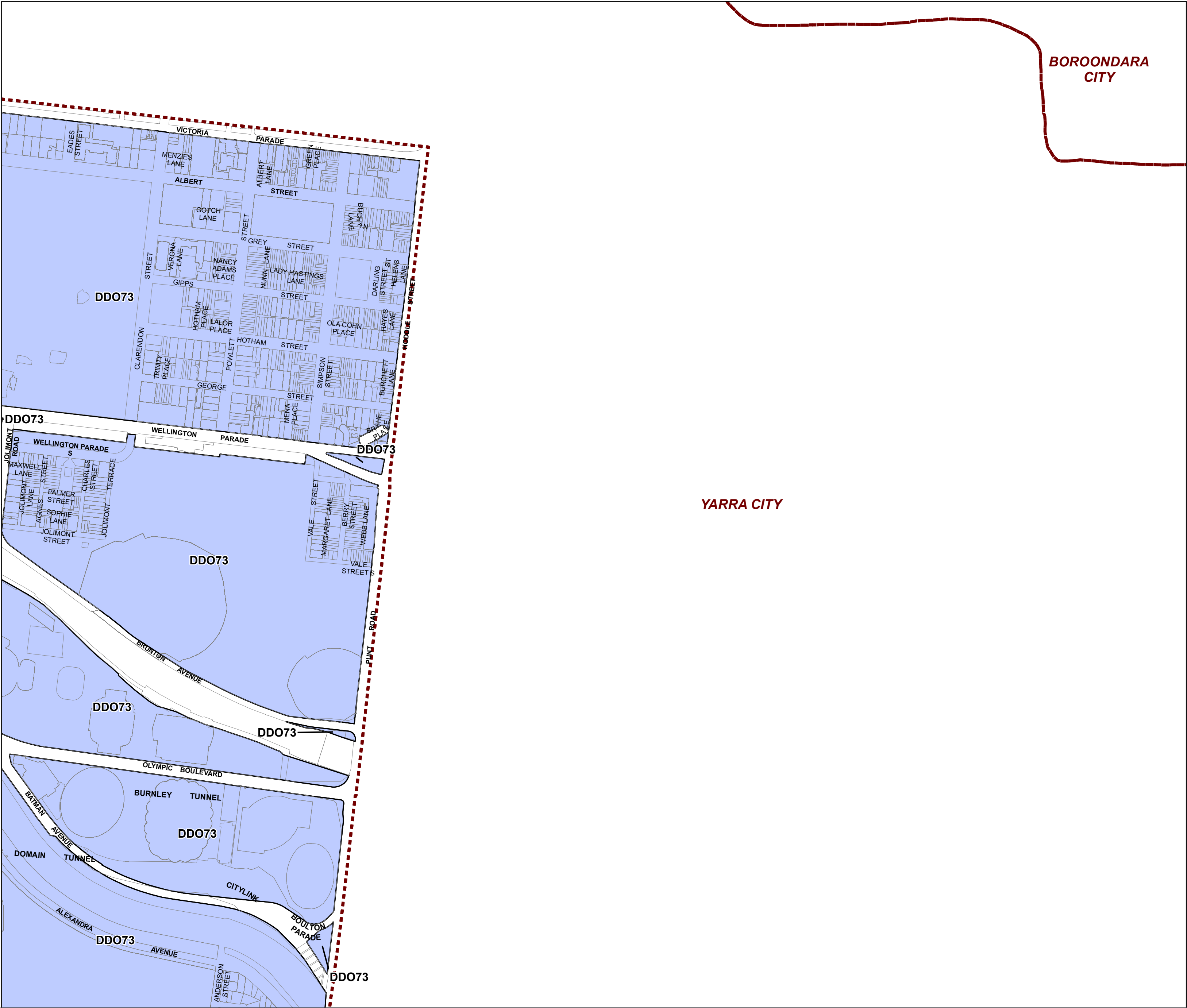
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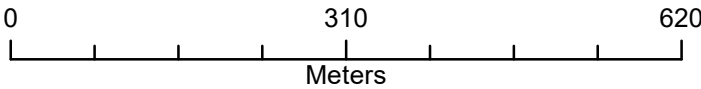


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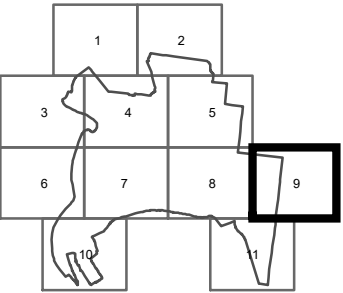


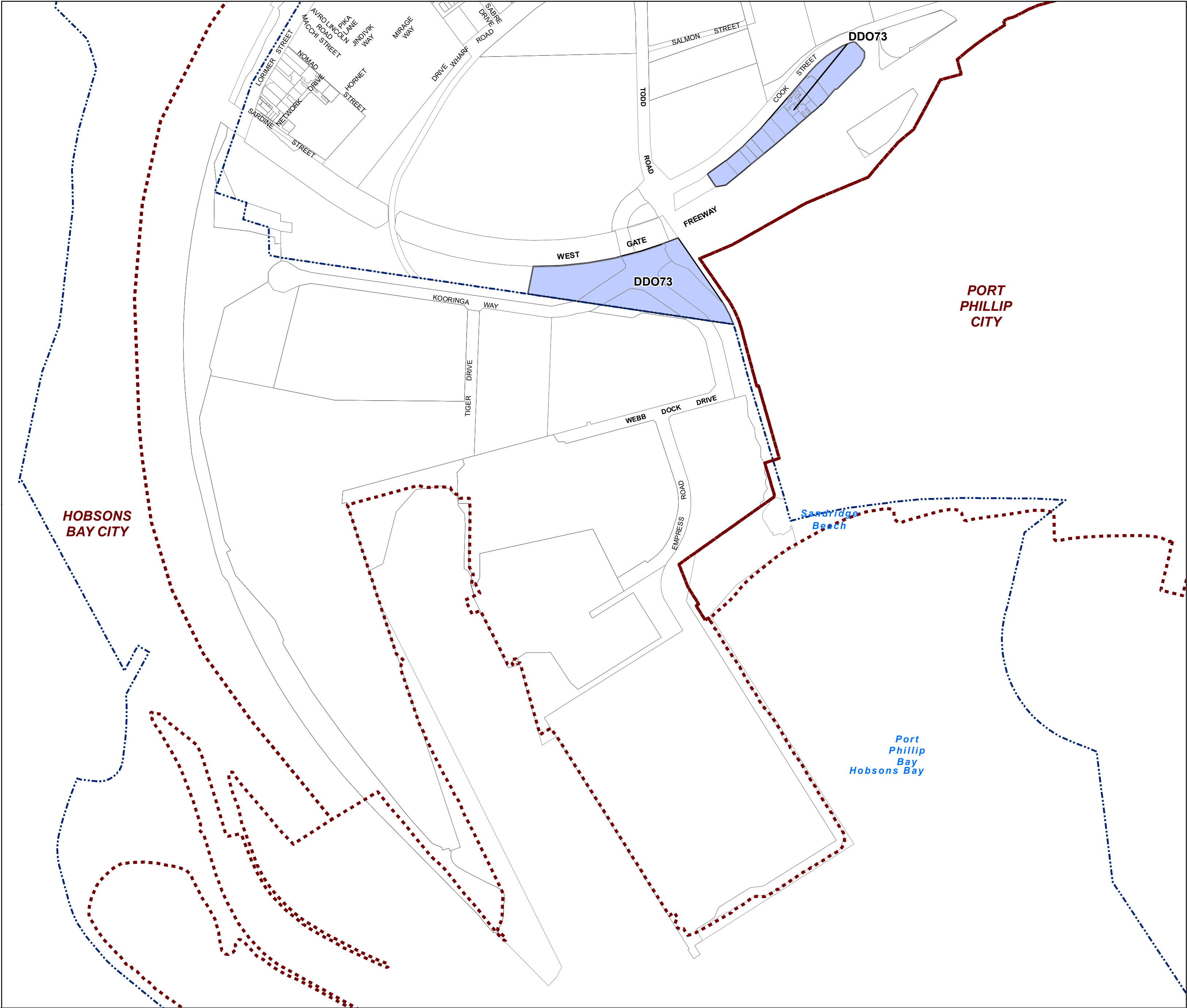
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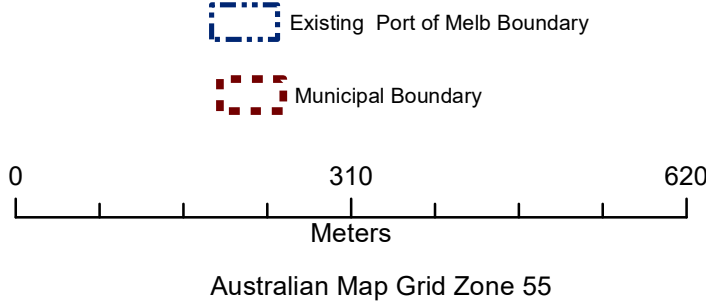
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