

11.03

31/07/2018
VC148

PLANNING FOR PLACES

11.03-1S03/02/2022
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

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)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

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Activity centres - Metropolitan Melbourne

Strategies

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

11.03-2S04/05/2022
VC210**Growth areas****Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.

- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

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Peri-urban areas

Objective

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

11.03-4S20/03/2023
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

11.03-5S30/04/2021
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

11.03-6S

31/07/2018
VC148

Regional and local places

Objective

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

11.03-6L-01 Hoddle Grid

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Proposed C432melb

Policy application

This policy applies to the area shown within the local area boundary on the Hoddle Grid plan to this clause.

Objectives

To support the Hoddle Grid, as the heart of Melbourne, to continue to grow and service Victoria as the economic and cultural capital.

To ensure a mix of contemporary and heritage buildings respects the Hoddle Grid's history to help create great streets and public spaces ensuring the city is a place for all to live, work and visit.

Housing strategies

Support a range of housing, including affordable housing, which accommodates a demographically diverse population.

Economic development strategies

Encourage a diverse range of retail, cultural and entertainment uses including bars, dining and live music venues.

Support the retention and enhancement of specialised retail and entertainment precincts, including Hardware Lane, Chinatown, and parts of Flinders Lane, Collins Street and Little Collins Street.

Support entertainment, bars, eating, and live music venues.

Support development of the Retail Core as a compact, high-density retail precinct that provides easy pedestrian access.

Support education uses.

Support the Queen Victoria Market as a retail and tourist facility, a heritage asset of State and National significance and a community hub.

Built environment and heritage strategies

Protect the regular grid layout, laneways and public open spaces.

Protect the scale of heritage precincts and areas that rely on a consistency of scale including the Retail Core, Chinatown, Hardware Lane, Flinders Lane, Bourke Hill, Parliament, the Melbourne Town Hall, and the churches on Flinders and Collins streets.

Enhance Swanston Street as part of an axis which runs from Princes Park to St Kilda Road and support its civic and ceremonial function.

Maintain low rise streetscapes in the Retail Core and along key views to ensure an intimate pedestrian scale and to maintain views to key buildings.

Ensure a distinct building scale transition between the taller built form of the Hoddle Grid and Southbank Capital City Zone and Docklands Zone and the lower form of the surrounding areas.

Ensure the design of tall buildings:

- Promotes a human-scale at street level (especially in narrow lanes).
- Respects the street pattern through building placement.
- Provides views to the sky from the public realm by delivering towers that are well-spaced.
- Respects heritage buildings through setbacks and height moderation.

Ensure development activates the public realm, creates interest and provides a human-scaled public interface.

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

Ensure towers that are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise overlooking between habitable rooms.

Encourage public art in new development, and the use of materials resistant to vandalism and graffiti.

Ensure a continuous building edge for development fronting streets.

Ensure the ground level design of shop fronts on Swanston Street contribute to its role as a pre-eminent avenue and entry axis to the Retail Core.

Ensure sunlight penetration in the middle of the day to key public spaces and streets.

Protect the Birrarung (Yarra River) and its south and north banks from overshadowing throughout the year.

Facilitate the development of the Bourke Street Mall as a pedestrian and retail space of high architectural quality.

Ensure development provides weather protection along key pedestrian routes, where this does not conflict with building or streetscape integrity.

Transport strategies

Ensure streets are safe, comfortable and connected for pedestrians, cyclists and other modes of active transport.

Ensure that pedestrian access is given priority.

Enhance pedestrian permeability and experience by delivering a network of through block links open to the sky.

Open space strategies

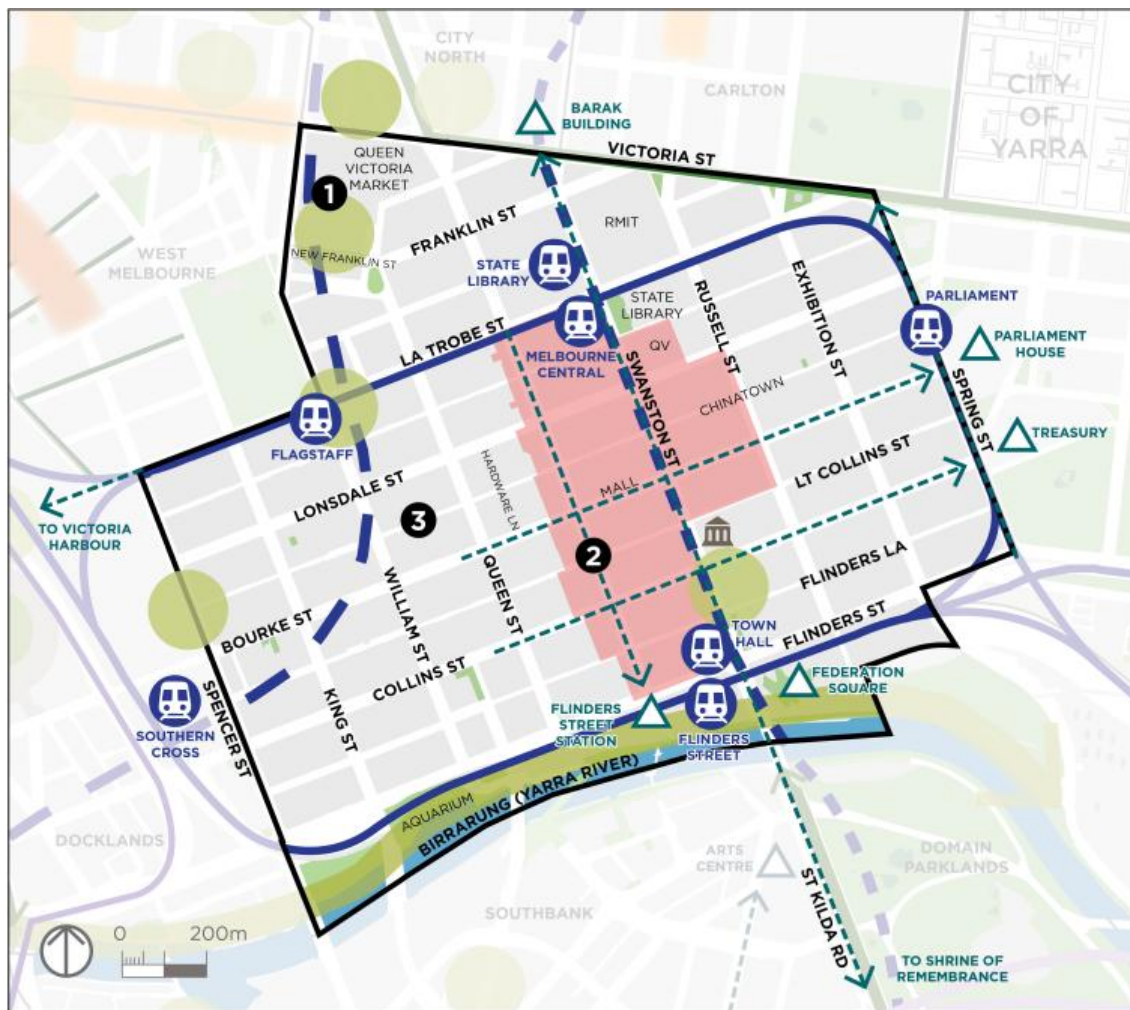
Enhance open space on the Northbank of the Birrarung (Yarra River) as part of the Greenline project to reinvigorate the public waterfront and re-establish its environment as an ecological corridor.

Increase opportunities for access to the Birrarung (Yarra River) and adjoining public spaces.

Encourage and explore opportunities for public open space on private and public land.

Ensure development contributes to a comfortable and accessible public realm including access to sunlight.

Hoddle Grid Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Melbourne Metro 2 - proposed
- Traffic bypass
- Traffic bypass tunnel

- Retail Core
- Existing local centre
- Future local centre
- Melbourne Town Hall
- Landmark and vista
- Boulevard
- Greenline Project
- New open space
- Opportunity for new open space in street

KEY MOVES

- 1** Queen Victoria Market Precinct Renewal
- 2** Street upgrades and public realm improvements
- 3** Laneway greening

11.03-6L-02 Southbank

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Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Southbank plan to this clause.

Objectives

To enhance Southbank's continued development as Melbourne's premier arts precinct and an extension of the central city, focused on the Birrarung (Yarra River).

To enhance Southbank as a walkable neighbourhood that provides a great environment for people.

Housing strategies

Encourage high density residential and commercial development in the Capital City Zone area.

Encourage medium scale residential development in the Mixed Use Zone of Southbank Village.

Economic development strategies

Encourage arts, entertainment, cultural and educational uses.

Support the Melbourne Arts Precinct Transformation subject to the delivery of a high amenity and high quality public realm and the achievement of design excellence.

Encourage arts related uses along Sturt Street.

Encourage public art in the public realm.

Support a mix of uses at ground floor, including retail and small-scale commercial uses to service the local community.

Built environment and heritage strategies

Maintain low scale development on the southern side of the Birrarung (Yarra River).

Maintain low scale development and support public realm enhancements along Dodds Street.

Encourage medium scale development in the areas to the east of Moore and Kavanagh Street and to the south of CityLink.

Encourage high scale development to the north of CityLink and west of Moore Street.

Ensure towers are appropriately spaced to maintain views to the sky from the public realm.

Support the physical integration and connection of the Victorian College of the Arts to the surrounding area through new access points and active frontages.

Ensure development maintains the visual dominance and protects views to the Arts Centre Spire and Shrine of Remembrance.

Ensure that the scale and design of buildings south of Coventry Street preserve the setting and significance of the Shrine of Remembrance.

Maintain the landscape character of St Kilda Road through landscaping and setbacks.

Improve the public realm by providing public spaces, improving pedestrian facilities and upgrading streetscapes.

Ensure development activates and makes a positive contribution to the public realm.

Encourage new civic and arts buildings to achieve design excellence.

Transport strategies

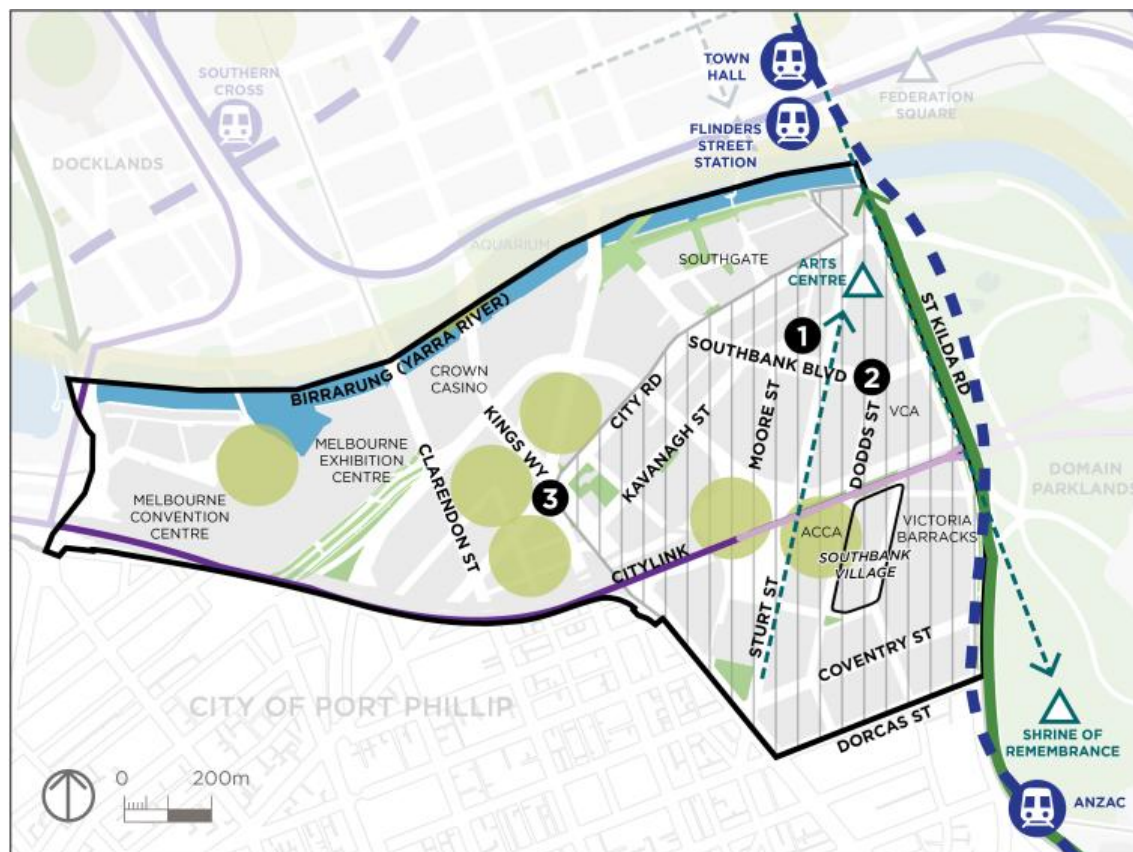
Encourage a network of through block links to increase permeability, amenity and safety throughout and to improve access to the Birrarung (Yarra River) and Arts Precinct.

Open space strategies

Encourage and identify opportunities for the provision of high-quality, accessible areas of public open space.

Increase opportunities for access to, and along, the Birrarung (Yarra River) and adjoining public spaces and increase the ecological and biodiversity function of this green corridor.

Southbank Plan



LEGEND

- | | | | |
|---|--|----|--------------------|
| ○ | Local area boundary | →△ | Landmark and vista |
| ○ | Melbourne Arts Precinct | → | Boulevard |
| ○ | Southbank Village | → | Greenline Project |
| ○ | Rail - existing | ● | New open space |
| ○ | Melbourne Metro 1 - under construction | | |
| ○ | Melbourne Metro 2 - proposed | | |
| — | Traffic bypass | | |
| — | Traffic bypass tunnel | | |

KEY MOVES

- 1 NGV Contemporary
- 2 Southbank Boulevard and Dodds Street upgrades
- 3 City Road Master Plan

11.03-6L-03 Docklands

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Proposed C432melb

Policy application

This policy applies to the area shown within the local area boundary on the Docklands plan to this clause.

Objectives

To encourage Docklands to be a distinct waterfront location evolve as for people to live, work and visit.

To support a diversity of uses, a high-quality and comfortable public realm and improved connections with surrounding areas.

Housing strategies

Encourage medium to high density residential development.

Support residential development that complements other uses in Docklands, including commercial, tourism and retail.

Economic development strategies

Ensure the development of Central Pier as a lively, interactive public hub at the centre of Docklands, and a major destination for residents, workers and visitors, does not undermine the amenity of surrounding uses or development.

Support mixed use development that does not undermine residential amenity in the Digital Harbour, Stadium, New Quay, Victoria Harbour, Yarra's Edge and Batman's Hill precincts.

Encourage active uses along the waterfront.

Facilitate Victoria Harbour waterfront and Waterfront City as the primary retail precincts.

Encourage water based uses such as recreational boating, and marinas.

Ensure sufficient space for maritime waterfront uses and activities, including active waterfront facilities.

Encourage new technology industries at Digital Harbour.

Support the consolidation of education, including TAFE facilities, and research clusters in Docklands especially in the Digital Harbour Precinct.

Allow waterfront promenades (the minimum distance from the wharf edge of a building fronting onto the waterfront) to accommodate small scale structures that contribute to the activity and interest of public spaces.

Encourage 24-hour waterfront uses and an attractive night waterscape.

Built environment and heritage strategies

Ensure Docklands is physically and visually linked with the Hoddle Grid.

Ensure buildings provide weather protection, an attractive built form and an active ground floor.

Encourage views to the water from the Hoddle Grid, particularly along the Collins, Bourke and Latrobe Street corridors.

Recognise the maritime heritage of the area by retaining heritage fabric and by ensuring that new development complements the heritage character of Victoria Harbour, former docks and sheds and other heritage places.

Urban design strategies

Ensure attractive, interesting and active building frontages which include rich architectural detailing and articulation and avoid blank walls.

Ensure development provides an active, engaging and human-scaled public realm.

Encourage a continuous building edge where retail and service uses (such as cafes and restaurants) abut the footpath to enable continuous awnings.

Ensure development provides protection from adverse wind conditions and creates comfortable conditions.

Encourage sleeving of parking structures with non-parking uses and visually interesting building facades.

Transport strategies

Strengthen public transport, pedestrian and cycling connections both within Docklands, and with surrounding areas.

Provide safe, wide and attractive pedestrian and cycle promenades along all waterfronts.

Provide coordinated access to marine vessels and small craft including water taxis and ferries.

Discourage open lot car parks.

Encourage strong urban and landscape design elements to enhance Footscray Road as the western boulevard entry into the central city.

Minimise the impacts of vehicle cross-overs and servicing on pedestrians and cyclists.

Encourage a network of pedestrian connections, including to the Birrarung (Yarra River) in Yarra's Edge.

Open space strategies

Retain all open spaces and support a network of high quality, accessible public spaces.

Encourage visual and physical connectivity through Yarra's Edge to join to Fishermans Bend and to the Birrarung (Yarra River).

Provide a range of open spaces, including water places, urban squares, promenades and open spaces, both public and private, to cater for diverse activities.

Ensure development maintains full public access to all waterfront and public areas.

Ensure new streets and open spaces provide physical and visual linkages to the waterfront.

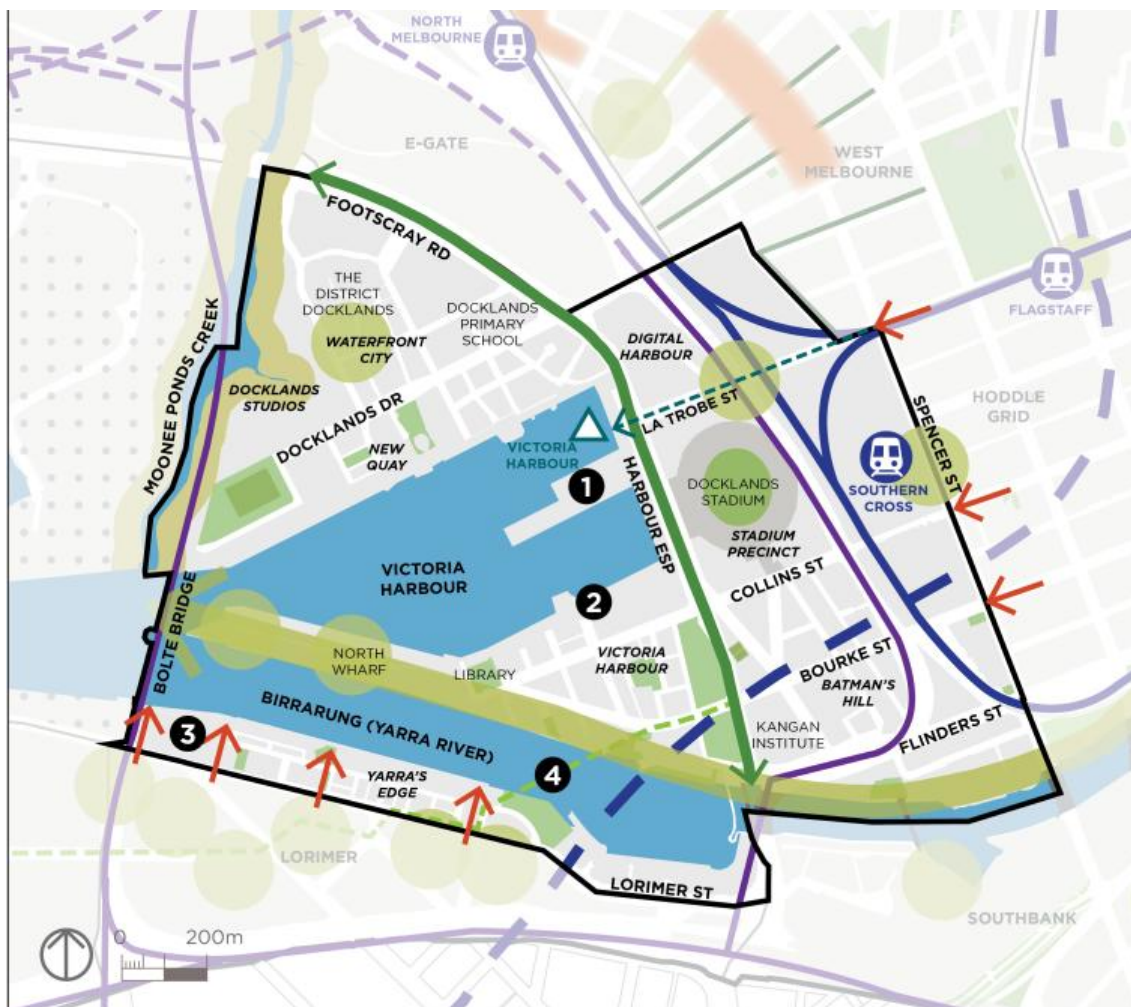
Enhance the cultural and biodiversity values of the Birrarung (Yarra River) and Moonee Ponds Creek.

Policy guidelines

Consider as relevant:

- Ground level frontages should provide active uses for a minimum of 50 per cent of the street frontage, or 80 per cent in key areas of pedestrian activity.
- Public spaces are generally free of significant overshadowing between 10am and 3pm on 21 June.

Docklands Plan



LEGEND

- Local area boundary
- Port of Melbourne
- Rail - existing
- Melbourne Metro 1 - under construction
- Melbourne Metro 2 - proposed
- Tram (proposed extension)
- Traffic bypass
- West Gate Tunnel Project

- Arena / Stadium
- Existing local centre
- Future local centre
- Landmark and vista
- Boulevard
- Greenline Project
- New open space
- Opportunity for new open space in street
- Encourage visual and physical links

KEY MOVES

- 1** Central Pier and surrounds redevelopment
- 2** Active waterfront promenades
- 3** Shed 21 community space
- 4** Collins Street tram extension

11.03-6L-04 Arden

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Proposed C432melb

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.

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:

- 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.

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.
- 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:

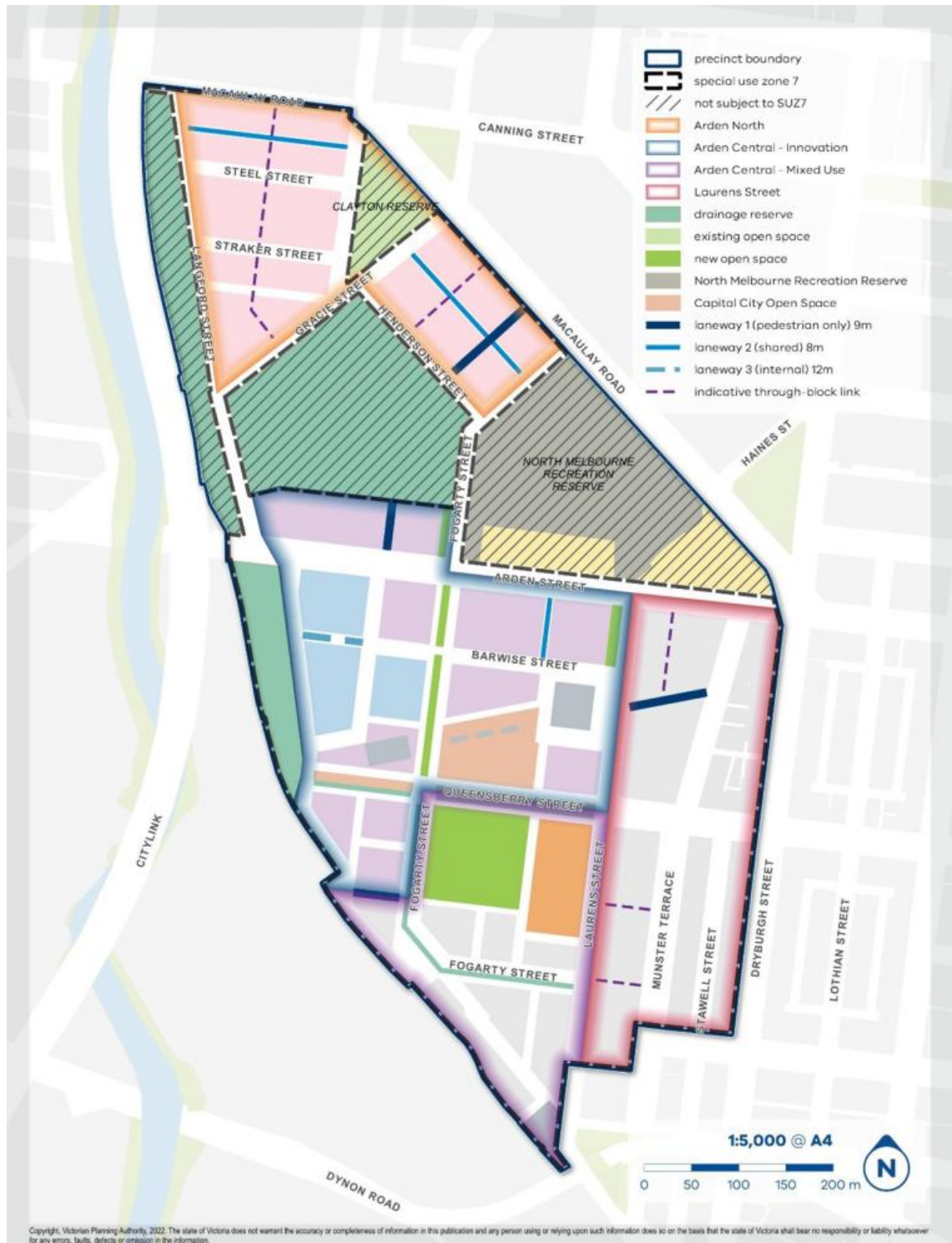
- Whether water sensitive urban design infrastructure is proposed within the street or on site and the associated management of that infrastructure.
- Locating new public streets, laneways or footpaths in flood affected areas outside of the flood area or be raised above the flood level.
- Providing a 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)
- *Arden Precinct Development Contributions Plan, July 2022*

Arden Precinct Plan



11.03-6L-05 Fishermans Bend Urban Renewal Area

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Proposed C432melb

Policy application

This policy applies to use and development of all land within Fishermans Bend affected by Schedule 4 to the Capital City Zone.

Employment floor area objective

To support diverse employment opportunities across all precincts that build on proximity to the Central City and Port of Melbourne.

Employment floor area strategies

Promote employment generating floor space that supports jobs growth including, but not limited to, the knowledge, creative, design, innovation, engineering, and service sectors.

Employment floor area policy guidelines

Consider as relevant:

- Providing floor area for employment generating uses as part of development in a Core area, as identified on the relevant Map in Schedule 4 to the Capital City Zone, consistent with the preferred minimum plot ratio set out in Table 1, unless any of the following apply:
 - The built form envelope available on the site makes it impractical to provide the minimum plot ratios.
 - The application is associated with the continued operation or expansion of an existing employment or residential use on site.
 - The buildings floor to floor heights, layout and design of the development will facilitate future conversion from residential to employment generating uses or from car parking areas to other employment generating uses.
 - The development contributes to the employment objectives and strategies of this policy while providing less than the minimum plot ratio.

Table 1: Minimum plot ratio not used for Dwelling

Precinct	Minimum plot ratio not used for Dwelling (Core Areas)
Lorimer	1.7:1

Community and diversity objective

To ensure housing diversity, and the provision of community infrastructure and an open space network that supports a diverse and inclusive community.

Community and diversity strategies

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

Facilitate Affordable Housing within a range of built form typologies.

Support development that delivers a range of housing types suitable for households with children through:

- The development of mid-rise housing with access to private open space.
- Living room sizes that exceed minimum requirements.
- Access to outdoor communal open green space including children's play spaces on ground level, podium levels or roof tops and locating some dwellings to achieve direct visual connection to those play spaces.

- Providing children's communal active indoor play or recreation space as part of indoor communal spaces.
- Locating sufficient storage areas in areas with easy access to dwellings.

Support the delivery of adaptable floor plates including the opportunity to combine one and two-bedroom units to form larger apartments.

Encourage the early delivery of community infrastructure hubs.

Community and diversity policy guidelines

Consider as relevant:

- Providing 20 per cent of three-bedroom dwellings for developments of more than 100 dwellings.

Affordable Housing including Social Housing objective

To encourage the provision of Affordable Housing including Social Housing.

Affordable housing strategies

Design Affordable Housing so that it:

- Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
- Provides internal layouts identical to other comparable dwellings in the building.
- Is externally indistinguishable from other dwellings.

Affordable housing policy guideline

Consider as relevant:

- Providing at least six per cent of dwellings permitted under the dwelling density requirements in the Capital City Zone (excluding any Social housing uplift dwellings) as Affordable housing, unless, any of the following apply:
 - The built form envelope available on the site makes it impractical to do so.
 - The development will contribute to the Affordable Housing objective of this policy while providing less than the minimum amount.
 - The Affordable housing objective of this policy would render the proposed development economically unviable.

Social housing strategy

Encourage development to provide a Social Housing uplift equivalent to eight additional private dwellings of equivalent size for each Social Housing dwelling, in addition to the provision of six per cent Affordable housing.

Social housing policy guideline

Consider as relevant:

- Providing a Social Housing uplift, where:
 - The proposed Social Housing can be realistically delivered and secured by suitable legal agreement.
 - The proposed Social Housing is agreed to be received and managed by a registered Social Housing provider in perpetuity.
 - The Social Housing uplift will have acceptable consequences, having regard to the preferred character of the area, and the level of public transport and other infrastructure available.

Design excellence objective

To create a place of design excellence, with a distinct identity and character.

Design excellence strategies

Encourage varied built form typologies that align with the preferred precinct character specified in Schedule 67 to the Design and Development Overlay.

Encourage fine grain, pedestrian scale environments.

Ensure buildings contribute to a high quality public realm.

Ensure developments 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 the staggering or offsetting of tower footprints.

Achieving a climate adept, water sensitive, low carbon, low waste community objectives

To achieve a climate adept, water sensitive, low carbon, low waste community.

To ensure ecologically sustainable development.

To build resilience against the impacts of sea level rise and flooding from storm events without compromising the urban form at the ground level.

To create a low waste community that is designed to provide best practice waste and resource recovery management.

Achieving a climate adept, water sensitive, low carbon, low waste community strategies

Design development to incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply.

Raise internal ground floor level above street level as a last resort, except where the implementation of other measures coupled with an evidence based approach to risk management reasonably necessitates raising internal floor levels above street level.

Where internal floor levels are raised, maintain a strong physical and visual connection between the street and internal floor levels through building design.

Where practicable, create opportunities to:

- Optimise waste storage and efficient collection methods.
- Combine commercial and residential waste storage.
- Share storage or collections with adjacent developments.
- Separate collection for recycling, hard waste, and food and green waste.

Achieving a climate adept, water sensitive, low carbon, low waste community policy guidelines

Consider as relevant:

- Applying a 20 per cent improvement on current National Construction Code energy efficiency standards, including energy efficiency standards for building envelopes and for lighting and building services.
- Applying an average 7 star Nationwide House Energy Rating Scheme (NatHERS) rating for residential development.
- At least 70 per cent of the total site area to comprise building or landscape elements that reduce the impact of the urban heat island effect, including:

- Vegetation, green roofs and water bodies.
- Roof materials, shade structures, solar panels or hard scaping materials with high solar reflectivity index.
- Non-glazed facade materials exposed to summer sun that have a low solar absorptance.
- Applying design elements and materials that are resilient to flooding, including water proof doors and windows, elevated power outlets and the like.
- Encouraging land uses at ground floor level that can easily recover from the impacts of temporary flooding.
- Integrating changes in floor levels between the street and internal ground floor into the design of the development.
- Locating essential services, such as power connections, switchboards and other critical services to avoid disruption in potential flooding events.
- Development and public realm layout and design should integrate best practice Water Sensitive Urban Design.

Communal spaces objective

To encourage residential development that includes private and communal spaces that cater for a range of users.

Communal spaces strategies

Create private and communal spaces within developments with a range of facilities, garden and recreation areas to supplement the public open space network.

Ensure development with an interface to existing or proposed open space avoids unreasonable impacts, including through vehicle movement to or from the development on the:

- Amenity or microclimate impacts to the open space.
- Function or useability of the open space.

Support internal and external communal spaces within the same development to connect to one another and be designed as multifunctional, adaptable spaces.

Support the provision of additional publicly accessible areas at ground level that contribute to the creation of a network of passive, formal and informal recreational spaces.

Ensure communal open space is designed to meet the needs of a range of potential users.

Ensure the location, design and layout of publicly accessible open space areas at ground level is integrated with adjoining areas of open space.

Landscaping objective

To ensure developments provide landscaping in all areas of open space including public open space, communal open space and private open space.

Landscaping strategies

Ensure landscape areas:

- Contribute to the creation of a sense of place and identity and the preferred character sought for the precinct.
- Incorporate innovative approaches to flood mitigation and stormwater run-off, and best practice Water Sensitive Urban Design.

- Incorporate opportunities for community gardens.
- Interpret and celebrate heritage and culture, including Aboriginal cultural heritage in public open space design.

Encourage plant selection to:

- Support the creation of complex and biodiverse habitat that includes indigenous flora and fauna.
- Balance the provision of native plants with exotic climate resilient plants that provide for biodiversity.
- Support the creation of vegetation links within Fishermans Bend to surrounding areas of biodiversity through plant selection and landscape design.
- Incorporate food plants.

Incorporate green facades, rooftop, podium or terrace planting into development that is water efficient, responds to micro-climate conditions and is located and designed to be sustainable and resilient.

Landscaping policy guidelines

Consider as relevant:

- Minimum deep soil areas with a minimum depth of 1.5 metres for canopy trees.

New streets, laneways and pedestrian connections objective

To create a network of new streets and laneways that provide permeability and accessibility through all precincts.

New streets, laneways and pedestrian connections strategies

Facilitate streets, laneways and pedestrian connections that provide direct access to existing or proposed public transport stations and routes, and existing or proposed public open space.

Prioritise pedestrian movement and safety in shared streets or shared laneways.

Design streets and laneways to:

- Enable views through the street block.
- Have active frontages in a core area.
- Be open to the sky.
- Allow for canopy tree planting.

Provide new streets, laneways or paths to create mid-block through links and define and separate buildings on sites of more than 3000 square metres.

New streets, laneways and pedestrian connections policy guidelines

Consider as relevant:

- Spacing streets, laneways and pedestrian connections not more than 50 to 70 metres apart in the preferred direction and 100 metres apart in the other direction in a block.
 - The preferred direction for new pedestrian connections and laneways north of the Lorimer Parkway is north–south to encourage better connections with the Yarra River.

Sustainable transport objective

To create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use.

Sustainable transport strategies

Ensure development does not compromise the delivery of future public transport including new tram, train and bus routes.

Reduce impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.

Design internal connections to give priority to pedestrian and bicycle movements. Provide easy access to bicycle parking facilities, including end of trip change rooms, showers and lockers.

Encourage developments to provide less than the preferred maximum number of car spaces.

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

Land use transition objective

To facilitate the transition from a primarily industrial area to a high-density mixed use area.

To support the continued operation of existing uses which are of strategic importance to the urban renewal of Fishermans Bend.

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 Fishermans Bend.

Ensure new development addresses the amenity impacts of nearby existing uses.

Policy documents

Consider as relevant:

- *Fishermans Bend Framework* (Department of Environment, Land, Water and Planning, September 2018)
- *Fishermans Bend Vision* (Department of Environment, Land, Water and Planning, September 2016)

11.03-6L-06 Fishermans Bend - Lorimer

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Proposed C432melb

Policy application

This policy applies to the use and development of land within Lorimer Precinct of the Fishermans Bend Urban Renewal Area shown on Map 1 to this clause.

Objective

To establish the Lorimer as vibrant mixed use precinct close to the Yarra River and connected to the Central City and Fishermans Bend Employment Precinct that supports investment and growth knowledge, creative, design, research, education, innovation, engineering, advanced manufacturing and service sectors.

Economic development strategies

Encourage mixed uses that create significant employment opportunities, particularly in aeronautical and automotive engineering and defence.

Support the ongoing operation of concrete batching plants located between Boundary and Rodgers Street and the West Gate Freeway in the transition of the precinct to a high density mixed used precinct, recognising their significance and role in urban renewal.

Encourage commercial uses within podium or lower levels of development.

Built environment strategies

Encourage visual and physical connectivity to the Yarra River through north-south laneways that will stitch the precinct across Lorimer Street through to the Yarra River.

Encourage a diversity of building types with high quality exterior finishes, materials and architectural detailing to form an attractive backdrop to the West Gate Freeway and to provide a buffer from the freeway.

Ensure towers are well spaced to provide for outlook and views through to the river.

Encourage higher street walls along the freeway interface, providing a buffer from freeway traffic.

Infrastructure strategies

Support the northern tram route along Turner Street and Lorimer Street, providing direct, high frequency public transport connection to Docklands and the Central City.

Support the creation of new or upgraded bridges over the Freeway at Ingles Street and Graham Street to provide public transport, bike and pedestrian access to Sandridge.

Facilitate the creation of a Lorimer Central Open Space located between Ingles and Boundary Street.

Support the Turner Street closure and widening to create Lorimer Parkway along the tram route, and an additional green link connecting to new open space at the intersection of Hartley and Lorimer Street.

Support a pop-up community hub adjacent to the Bolte Bridge, evolving into a Health and Well-Being Hub.

Support an Education and Community Hub (primary) in the north-eastern part of the precinct and an Art and Cultural Hub located in the south eastern part of the precinct.

Encourage a Sports and Recreation Hub (or part of cluster) to be delivered as part of mixed use development, located within the western part of the precinct.

Map 1: Sub-precincts within the Lorimer precinct



11.03-6L-07 Fishermans Bend - National Employment and Innovation Cluster (NEIC)

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Proposed C432melb

Policy application

This policy applies to land within the 'Employment Precinct Boundary' as shown on the Fishermans Bend National Employment and Innovation Cluster Plan to this clause.

Objective

To support the development of the Fishermans Bend National Employment and Innovation Cluster as Australia's leading design, engineering and manufacturing precinct.

Economic development strategies

Support the development of the area as a National Employment and Innovation Cluster (NEIC) to encourage advanced manufacturing, engineering and design industries that have, or have the potential to establish sustainable global competitiveness through advanced capabilities and characteristics, including utilising leading manufacturing technologies, techniques and data.

Support key industry sectors including:

- aerospace, transport and defence.
- clean technologies that reduce negative environmental impacts, including in renewable energy, waste and recycling technology and sustainable building materials and techniques.
- creative technologies that combine production with computing, design and art across broad interdisciplinary fields.

Support the development of world leading education and design institutions.

Use Government owned land to catalyse economic, cultural, environmental and place change across the precinct.

Encourage the greatest intensity of activity within 'core' sub-precinct as shown in Map 1.

Support a diversity of day and night time activities, including food and drink premises, retail premises and associated uses to promote a high amenity, creative and vibrant urban environment.

Discourage use and/or development that does not relate to advanced manufacturing, engineering, design, tertiary education or the above mentioned ancillary uses.

Support the attraction and retention of start-ups, scale-ups, entrepreneurs and medium enterprises that complement large industrial and institutional anchors.

Support the ongoing operations of the Port of Melbourne and the local construction industry and explore opportunities for industry innovation.

Discourage the location of sensitive uses that are not compatible with the operations of advanced manufacturing operations and the Port of Melbourne and other industrial activities.

Discourage sensitive uses at ground floor in flood affected areas.

Built environment and heritage strategies

Promote and celebrate identified Aboriginal and post-European heritage through retention, adaptive re-use, interpretation and the naming of places to strengthen the sense of identity.

Promote the development of a high-quality public realm and public spaces to encourage sociability, collaboration, activity and innovation (including through the delivery of advanced technology) across the precinct to make the area attractive for business.

Facilitate a high standard of visual amenity along Turner and Salmon Streets, and Sabre Drive by providing active ground floors that showcase internal activity.

Ensure that proposals for buildings and works within the precinct have regard to:

- flood mitigation.

- environmental features.
- the retention of native vegetation and other existing vegetation.

Ensure that signage does not detract from the character of the area or adversely impact adjoining sensitive land uses.

Integrate any level change required between street level and internal ground floor into the design of the building to maintain good physical and visual connection between the street and internal ground floor.

Other than sites within with the 'core' sub-precinct shown in Map 1, discourage the subdivision of large landholdings into smaller allotments (including strata title subdivision) and encourage the consolidation of land, to prioritise long term flexibility and maintain sites suitable for larger floorplate activities.

Environmental and landscape values strategies

Enhance the ecological, biodiversity and recreational values of Westgate Park.

Facilitate an open space network that supports a diversity of recreational uses, enhances connectivity, supports biodiversity and reduces flood risk.

Transport strategies

Support the extension of public transport services to the precinct, including bus and light and heavy rail services.

Facilitate the development of a people focused network of high amenity, attractive and active streets, with a particular focus on Turner and Salmon Streets, and Sabre Drive and a fine grain network of supporting streets and laneways.

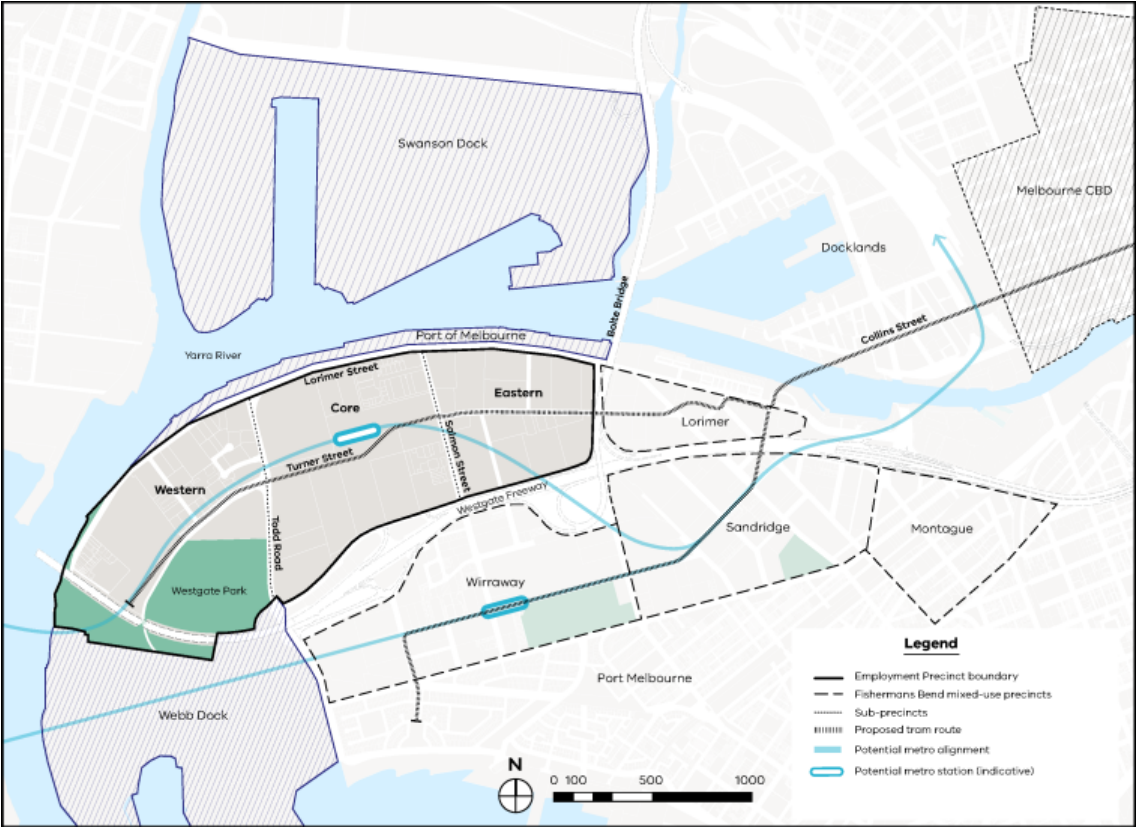
Strengthen pedestrian and cycle connections.

Support provision of open space and links through the area to the Port of Melbourne foreshore, the Hoddle Grid, Docklands and Westgate Park.

Strengthen the role of Lorimer Street, Todd Road and Cook Street to support road freight movements to the West Gate Freeway, Tullamarine Freeway and the Port of Melbourne.

Support rail freight connections between the Port of Melbourne and the broader Victorian freight rail network, including the extension of heavy rail to Webb Dock.

Fishermans Bend National Employment and Innovation Cluster Plan



11.03-6L-08 Dynon

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Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Dynon plan to this clause.

Objectives

To ensure Dynon supports the Port and freight network.

To support industrial and commercial use and development.

To encourage the canal and creeks as spaces for recreation, water management and habitat.

Economic development strategies

Support the ongoing function of Dynon, west of CityLink, for a range of transport, manufacturing, wholesale and distribution industries.

Facilitate the continued function of the Port of Melbourne and mitigate amenity impacts by consolidating Port related uses.

Encourage the consolidation of uses relating to the Port and freight and logistics south of Dynon Road.

Encourage greater utilisation of industrial land and the establishment and growth of more diverse industries.

Built environment and heritage strategies

Encourage development to provide appropriate acoustic and visual buffers to major transport infrastructure and industrial activity to achieve a high amenity environment.

Encourage the retention of industrial character.

Encourage development along the Maribyrnong River and Moonee Ponds Creek to be appropriately setback from the corridor.

Enhance biodiversity, open space, recreational and environmental services along the Dynon Road Tidal Canal, Maribyrnong River and Moonee Ponds Creek.

Transport strategies

Encourage high quality and connected active transport corridors and enhance active transport connections to adjoining areas including South Kensington Rail Station.

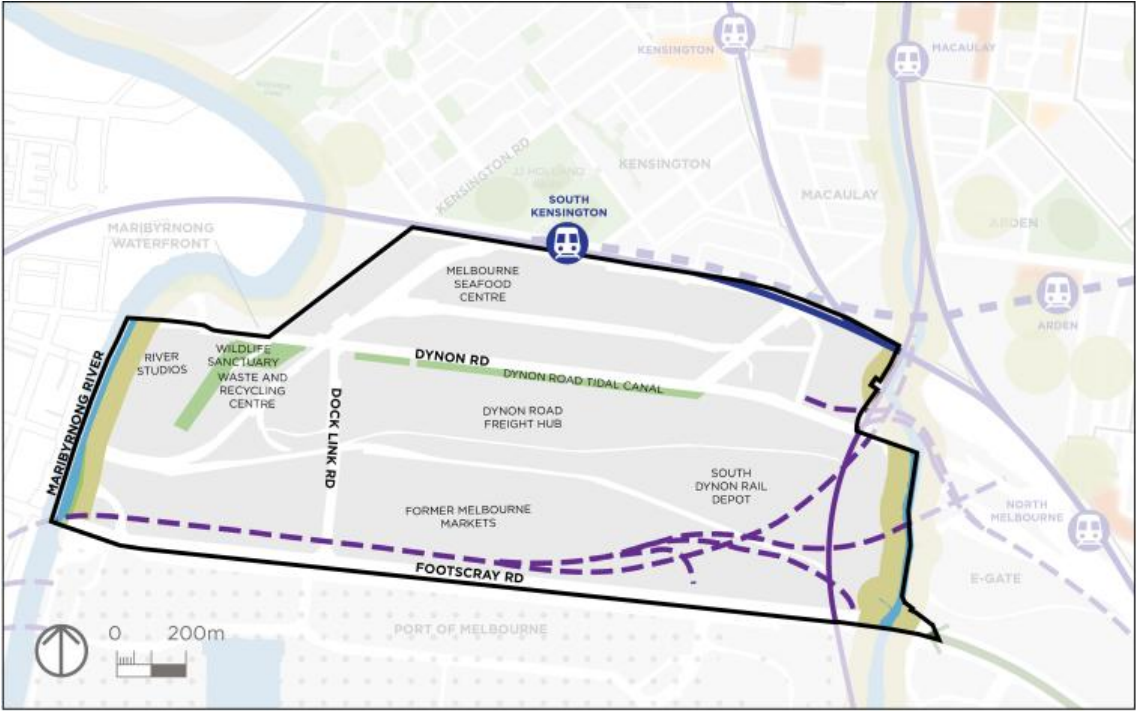
Enable the continued function of the precinct for Port, transport, and freight and logistics by providing transport connections, appropriate to the precincts inner city location.

Open space strategies

Encourage and enhance open space opportunities along the Dynon Road Tidal Canal, Maribyrnong River and Moonee Ponds Creek.

Ensure open space and the public realm achieve high levels of amenity.

Dynon Plan



- LEGEND**
- Local area boundary
 - Port of Melbourne
 - Rail - existing
 - Melbourne Metro 1 - under construction
 - Traffic bypass
 - West Gate Tunnel Project
 - Existing local centre
 - Boulevard

11.03-6L-09 E-Gate

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Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the E-Gate plan to this clause.

Objective

To support the potential long term renewal of E-Gate with connections to Docklands, Arden, West Melbourne and Dynon.

Economic strategies

Enable the ongoing railway and logistics function of E-Gate.

Built environment and heritage strategies

Encourage the delivery of water management infrastructure where it is required to enable a safe and high-quality built environment and public realm.

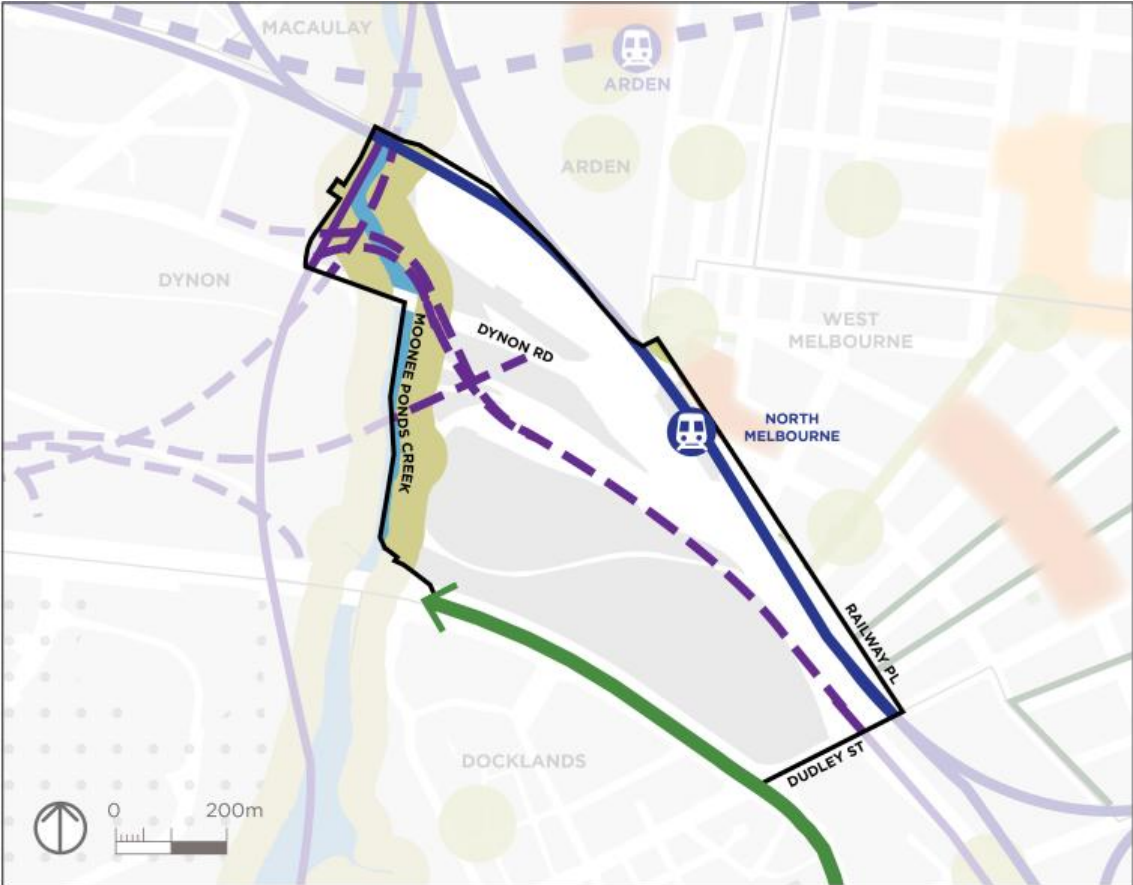
Ensure development provides appropriate acoustic and visual buffers to major transport infrastructure to achieve a high amenity environment.

Open space strategies

Enhance the Moonee Ponds Creek corridor by realising ecological, recreation, and open space opportunities.

Encourage the habitat and improve biodiversity connections between Victoria Harbour, the Birrarung (Yarra River) and Moonee Ponds Creek.

E-Gate Plan



LEGEND

- | | | | |
|---|--|---|--|
|  | Local area boundary |  | Boulevard |
|  | Port of Melbourne |  | Opportunity for new open space in street |
|  | Rail - existing | | |
|  | Melbourne Metro 1 - under construction | | |
|  | Traffic bypass | | |
|  | West Gate Tunnel Project | | |

11.03-6L-10 Maribyrnong Waterfront

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Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Maribyrnong Waterfront plan to this clause.

Objectives

To ensure that the development and design of the Maribyrnong Waterfront embeds cultural values and heritage of the Traditional Owners in the built environment and natural landscape and establishes a new high quality interface and good access to the Maribyrnong River.

To support the precinct to transition to a high quality, mixed-use development in the north, with employment opportunities in the south providing a transition from industrial activity in Dynon.

Housing strategies

Support exemplary mixed-use development in the north of the precinct.

Economic development strategies

Maintain the existing economic function of the area providing industrial employment.

Protect the operations of businesses from reverse amenity impacts.

Encourage affordable commercial spaces and creative industries to establish in the area.

Support ongoing industrial uses and development in the south of the area.

Support Kensington Road's emerging role as a local employment and activity centre.

Built environment and heritage strategies

Encourage active street frontages along Kensington Road.

Support the delivery of infrastructure that creates a high-quality and safe public realm and mitigates flooding.

Encourage emerging industrial building typologies and the retention and adaptive reuse of industrial buildings.

Encourage visually complementary buildings in the north which enhance the Maribyrnong River frontage and provide opportunities for connectivity and high-amenity riverside activity.

Encourage views and access to the Maribyrnong River from Kensington Road.

Ensure buildings do not visually dominate the waterfront and that buildings provide high-quality public realm outcomes.

Transport strategies

Encourage Kensington Road to be a mixed-use local centre with high quality walking and cycling connections.

Improve connections for pedestrians and cyclists along, and between the Maribyrnong River and Kensington Road and nearby areas.

Improve connectivity to South Kensington Station.

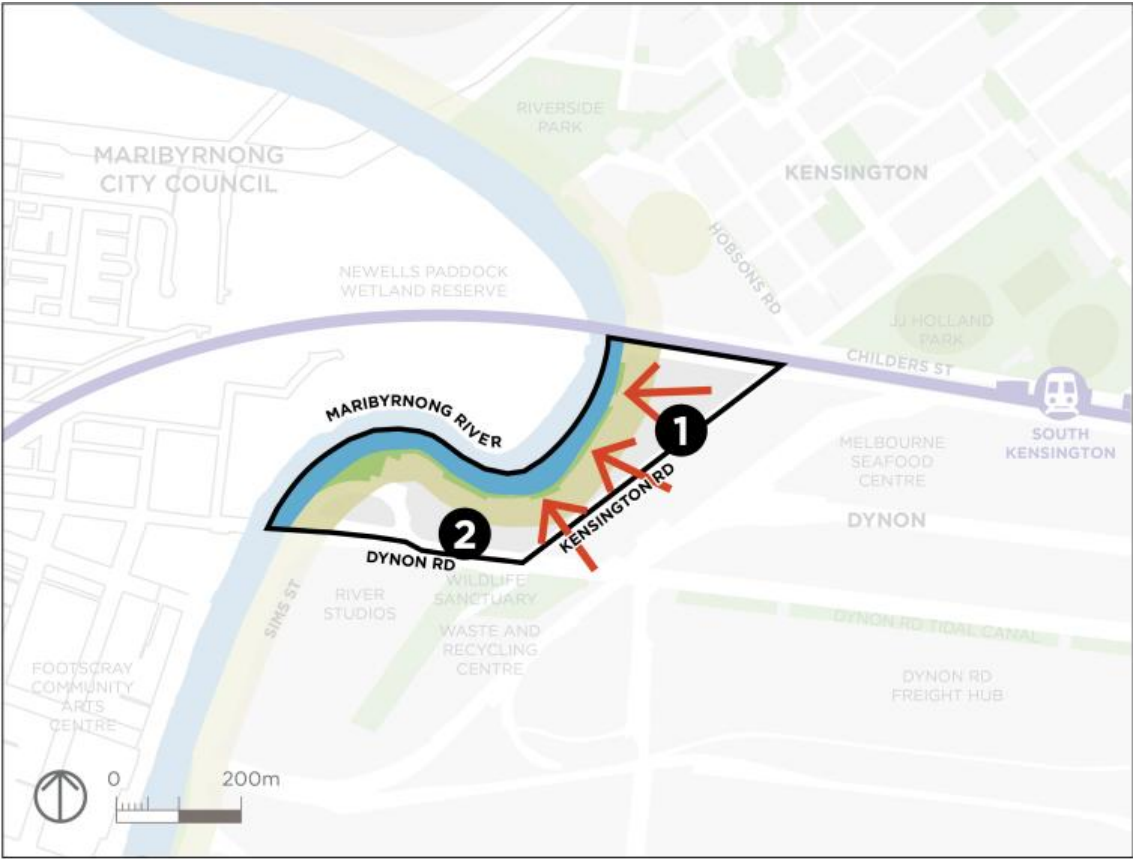
Open space strategies

Encourage the provision of open space along the Maribyrnong River interface.

Enhance the Maribyrnong River interface with open space and development that activates the river and responds to its flooding context.

Deliver integrated water management solutions that manage flooding risk and provide an open space, ecological and biodiversity asset along the Maribyrnong River and the Dynon Road Tidal Canal.

Maribyrnong Waterfront Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction

- New open space
- Encourage visual and physical links

KEY MOVES

- 1 Develop local employment and activity centre
- 2 Maintain light industrial buffer and uses

11.03-6L-11 City North

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Proposed C432melb

Policy application

This policy applies to the area shown within the local area boundary on the City North plan to this clause.

Objectives

To support City North to become a world class innovation district that supports and develops next-generation Melbourne.

To support a diverse range of innovation businesses and institutions.

To encourage a vibrant public realm to showcase innovation and provide the spaces for people to interact.

To enhance education, economic and social outcomes to build on the area's unique characteristics.

Housing strategies

Support the provision of well designed, high amenity housing including social and affordable housing.

Manage the provision of new housing, including student accommodation, to support the economic vision of the area.

Economic development strategies

Facilitate innovation and research and development.

Support the retention of adequate floor space for innovation uses.

Encourage accessible and affordable workspaces to support enterprises of all scales.

Built environment and heritage strategies

Deliver a public realm that improves connectivity between major institutions.

Ensure development respects the heritage value of existing buildings and streetscapes.

Ensure development along Royal Parade, Flemington Road, and Elizabeth Street respects its landscaped boulevard character including landscaped front setbacks and established street trees.

Encourage Parkville Metro Station to activate and enhance the surrounding public realm.

Encourage development around the Parkville Metro Station that respects the scale and heritage values of surrounding development and achieves design excellence.

Encourage building interfaces that showcase activity inside and integrate with, and activate, the public realm.

Transport strategies

Support improvements to Haymarket roundabout to optimise the public realm, prioritise movement for efficient modes of transport, and maintain freight connectivity.

Support Royal Parade, Flemington Road, and Elizabeth Street as premier boulevards serving as a key public transport, cycling and pedestrian corridors.

Facilitate improved pedestrian connectivity with the Hoddle Grid and adjoining areas.

Ensure the public realm and street network provide generous space for people to move and dwell.

Open space strategies

Strengthen the green corridor role of Pelham Street.

Protect the open space role of University Square and Lincoln Square.

Ensure that development does not adversely affect University Square and Lincoln Square including by minimising the visual impact of buildings and overshadowing of the parks.

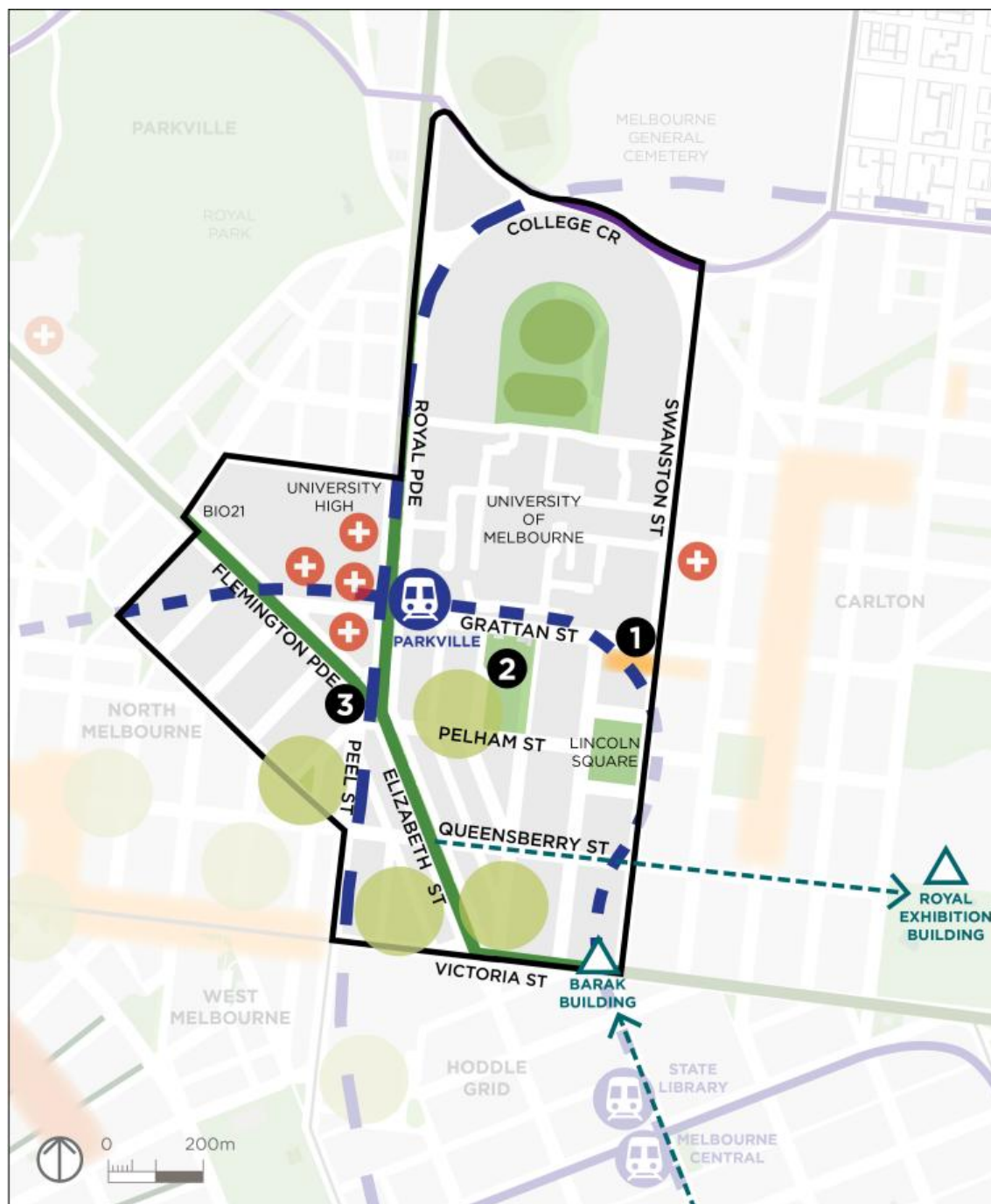
Provide new open space to support the local population.

Policy document

Consider as relevant:

- City North Structure Plan 2012 City of Melbourne

City North Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Melbourne Metro 2 - proposed
- Traffic bypass

- Existing local centre
- Future local centre
- Hospital
- Landmark and vista
- Boulevard
- New open space
- Opportunity for new open space in street

KEY MOVES

- 1** Grattan Street public realm upgrades
- 2** University Square Master Plan
- 3** Haymarket roundabout improvements

11.03-6L-12 West Melbourne

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the West Melbourne Plan to this clause.

Objectives

To accommodate a mix of residential, commercial and industrial uses in West Melbourne.

To support the development of West Melbourne as a predominantly mid-rise, human scaled neighbourhood as a counterpoint to the Central City with a diverse range of building types and some higher built form in specified locations.

To deliver approximately 6700 additional dwellings to meet the projected population growth.

To support the delivery of the projected 10,000 jobs (4,500 to 6,500 additional jobs) by 2036.

To retain West Melbourne's unique identity, varied areas of character and mix of uses including facilities to accommodate social needs and enhance community wellbeing.

To encourage the retention and adaptive reuse of heritage and identified characterful buildings.

To consolidate Spencer Street between Dudley and Hawke Streets as a vibrant local activity centre creating an economic centre for West Melbourne.

To improve access to, and the function usability and safety of existing open spaces.

Housing strategies

Encourage the provision of affordable housing in the Flagstaff, Spencer, and Station precincts.

Provide for residential development in appropriate locations in order to support West Melbourne as a mixed use area.

Housing policy guidelines

Consider as relevant:

For developments of 10 or more dwellings on land located in Schedule 6 to the Special Use Zone and in the Flagstaff, Spencer and Station Precincts, provide at least one in sixteen dwellings within the development (6 percent) as Affordable Housing, unless any of the following apply:

- Providing the Affordable Housing contribution would render the proposed development economically unviable.
- The scale of the project, the constraints of the site or the built form envelope available on the site makes it impractical to do so.

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

Affordable Housing dwellings should be provided as Social Housing, at no cost, and either:

- Transferred to an 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.

Economic development strategies

Retain existing employment and provide opportunities for the creation of new employment.

Support the development of Spencer Street into an economically thriving local activity centre.

Support mixed use development to facilitate a range of business and employment opportunities throughout West Melbourne.

Enhance the area around North Melbourne Railway Station with active uses to reinforce this area as key gateway into West Melbourne.

Built environment and heritage strategies

Ensure that new development is of the highest design quality, and is responsive to the local context, varied subdivision patterns and site sizes in West Melbourne.

Provide for a highly walkable neighbourhood with increased permeability and laneways through blocks.

Encourage the retention and adaptive re-use of existing buildings, particularly special character buildings and heritage buildings.

Encourage development that responds to the scale of the street hierarchy, and that delivers active frontages along streets and laneways and creates pedestrian friendly environments.

Provide streets that are sheltered and green at pedestrian level due to avenues of canopy trees.

In the Spencer Precinct, encourage:

- a vibrant, inner-city area with a mix of retail, commercial, residential, community and creative uses.
- a neighbourhood that is distinct from the central city and North Melbourne.
- the development of Spencer Street (between Dudley and Hawke Streets) as a vibrant local activity centre serving West Melbourne, where commercial and retail activity is concentrated.
- a mix of converted warehouses, contemporary developments, heritage corner pubs and Victorian shop fronts.
- the incorporation of existing heritage and special character buildings into new developments.
- well established and consistent tree planting throughout.
- the retention and enhancement of views towards Eades Park and St Mary's Cathedral.

In the Flagstaff Precinct encourage:

- a diverse area of mostly residential and commercial buildings that is well connected to Flagstaff Station and Flagstaff Gardens.
- a neighbourhood that is distinct from the central city, characterized by large historic brick buildings, contemporary developments and warehouse restorations.
- local streets that are home to small parks, recreation spaces and broad canopy trees.
- a variety of shops and services on Spencer, King and La Trobe Streets.

In the Adderley Precinct, encourage:

- an eclectic mix of uses, tucked away from busy thoroughfares of West Melbourne, with great views of the city and Docklands.
- the retention of a mix of heritage cottages and terraces, contemporary buildings and restored warehouses and factories.
- retention of the existing leafy streets, providing high quality pedestrian connections to a new linear park along Hawke Street.
- a new pedestrian and cycle route connecting to Docklands and excellent walking and cycling access to surrounding areas.

In the Historic Hilltop Precinct, retain and enhance:

- the valued heritage character, clustered around the shopping strips on Victoria and Peel Streets.

- the fine grained residential area with intact rows of workers' cottages, two storey terraces and Federation homes, and the retrofitted warehouses and larger institutional buildings.
- the wide green streets and open spaces.
- pedestrian amenity in the Hawke and King intersection and the Hawke Street linear park.
- regular avenues of street trees that reinforce the visual links to Flagstaff Gardens.
- views to the central city and access to Flagstaff Gardens and Queen Victoria Market.

In the Station Precinct, encourage:

- a thriving area of converted warehouse apartments and new mid-rise mixed use and commercial buildings.
- North Melbourne Railway Station to become the focal point of the precinct by providing green avenues that extend to the north and east of the Station and new pedestrian and cycling bridges to link to E-Gate and Docklands.
- a mix of retail, commercial and residential buildings for people to linger in the precinct rather than just pass through.

Transport strategies

Advocate for, and help deliver, public transport that meets the needs of the West Melbourne population, including the extension of tram services along Spencer Street to Arden.

Upgrade the public and private realm in the area around North Melbourne Railway Station including Railway Place, including through ensuring that new development is of the highest design quality.

Encourage high quality connections between West Melbourne and Docklands and E-Gate via pedestrian and cycling bridges.

Strengthen public open space and pedestrian and cycle connections through West Melbourne to neighbouring areas, including connections to the Moonee Ponds Creek and the Capital City trails.

Strengthen pedestrian, cycle and visual connections to Royal Park.

Open space strategies

Support the creation of linear parks through West Melbourne to enhance pedestrian connectivity with surrounding areas.

Deliver new open spaces in the Flagstaff, Spencer and Adderley Precincts to meet the needs of the growing community.

Infrastructure strategies

Support education uses in West Melbourne, in particular Primary Schools.

West Melbourne Plan



LEGEND

- Local area boundary
- Precinct
- 🚂 Rail - existing
- 🚂 Melbourne Metro 2 - proposed
- Traffic bypass
- - - West Gate Tunnel Project

- Existing local centre
- Future local centre
- ➡ Boulevard
- New open space
- Opportunity for new open space in street

KEY MOVES

- ① New walking and cycling connections
- ② Spencer Street Master Plan
- ③ Spencer Street tram extension

11.03-6L-13 Carlton

--/--/---
Proposed C432melb

Policy application

This policy applies to land identified within the local area boundary on the Carlton plan to this clause.

Objective

To encourage as a high amenity residential and mixed use area with well-preserved heritage residential streets.

To support a vibrant Lygon Street precinct.

To support a growing education and innovation sector.

Housing strategies

Encourage residential and mixed-use development along Swanston Street.

Encourage residential development above retail in the Lygon Street shopping strip, provided it does not affect the viability of commercial activities.

Support the retention and refurbishment of public housing estates and the increased provision of social and affordable housing.

Support development in established residential areas that maintains amenity and complements heritage buildings and streetscapes.

Economic development strategies

Encourage uses that support the regional tourism, cultural and entertainment role of Lygon Street, Melbourne Museum and the Royal Exhibition Building.

Encourage small scale office and commercial uses south of Grattan Street, including start-up businesses, consultancies, and creative enterprises, consistent with the local amenity.

Encourage development and uses that are complementary to the established tertiary institutions and that will support the area as a place of knowledge creation and innovation, south of Grattan Street and in the Public Use Zone, Mixed Use Zone and Capital City Zone along Swanston Street.

Built environment and heritage strategies

Ensure development is sensitively designed and maintains the generally low scale nature of heritage streetscapes and buildings.

Support infill residential development where it maintains the predominant low scale nature and respects the area's heritage context.

Maintain a strong contrast in scale between the built form of the Hoddle Grid and Carlton at the Victoria Street interface.

Maintain the predominantly low scale character of the areas around Carlton Gardens and Royal Exhibition Building, Lygon Street and residential areas included in a heritage overlay; and ensure sympathetic development that complements the architecture of the area.

Ensure any large sites provide a varied scale that respects and connects with the surrounding environment.

Transport strategies

Support safe cycling routes along Lygon Street, Grattan Street and Rathdowne Street.

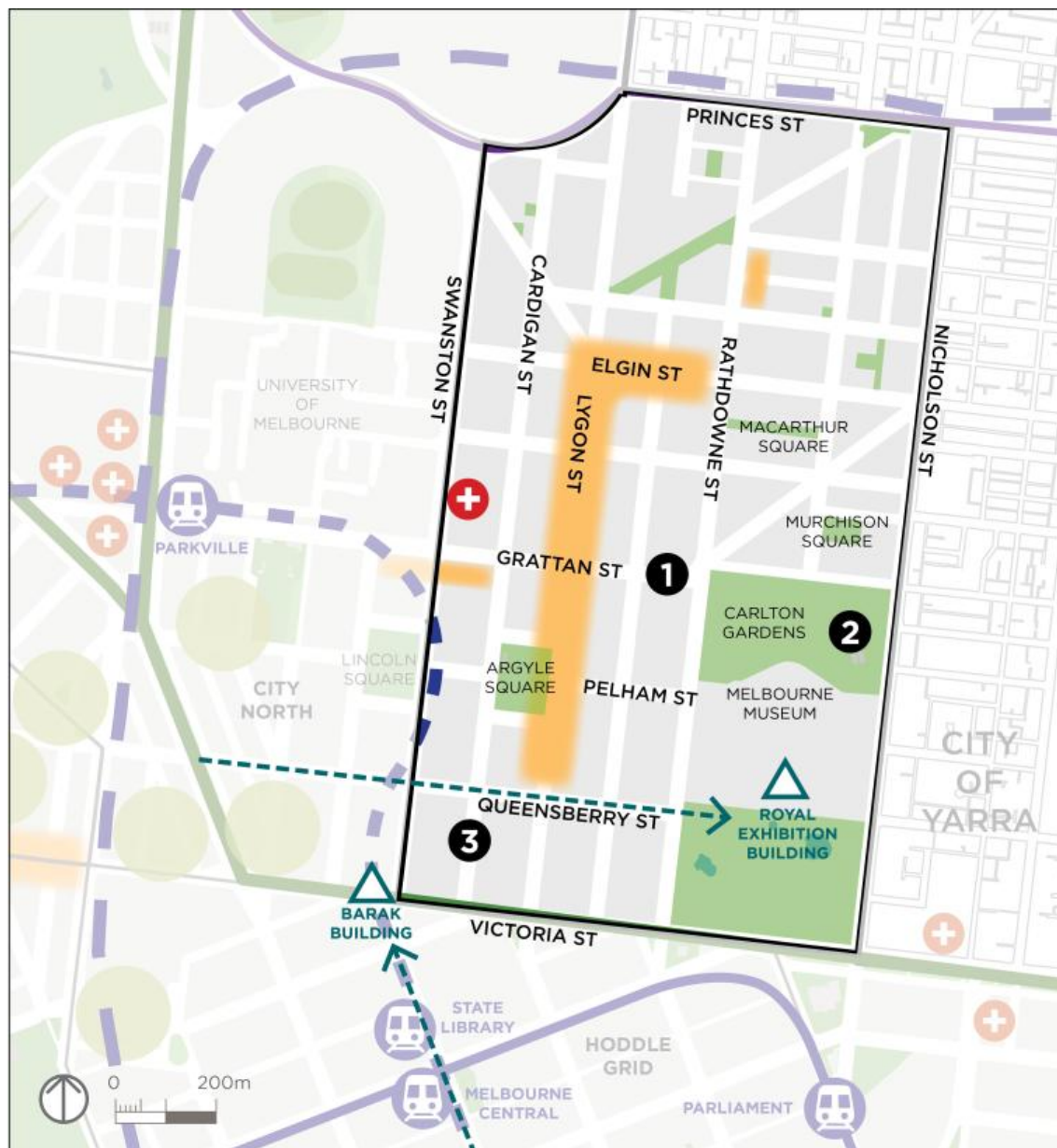
Support safe and direct pedestrian connections to Parkville and State Library Metro stations.

Open space strategies

Protect the amenity of Carlton Gardens, the Carlton squares (Macarthur, Murchison, and Argyle) and linear open spaces and protect from uses and development that would reduce their landscape character and recreational role.

Strengthen the green corridor role of Pelham Street.

Carlton Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Melbourne Metro 2 - proposed
- Traffic bypass

- Existing local centre
- Hospital
- Landmark and vista
- Boulevard
- New open space

KEY MOVES

- 1** Grattan Street public realm upgrades
- 2** Carlton Gardens Master Plan
- 3** Support the area as a place of knowledge creation and innovation

11.03-6L-14 East Melbourne and Jolimont

--/--/---
Proposed C432melb

Policy application

This policy applies to the area shown within the local area boundary on the East Melbourne and Jolimont Plan to this clause.

Objectives

To preserve and enhance East Melbourne as a residential and mixed use area with significant heritage buildings and gardens, heritage streetscapes, and government, medical and commercial uses that complement the central city.

Housing strategies

Ensure development in residential areas is sensitively designed so that it maintains the generally low scale of heritage streetscapes and buildings.

Support a mix of residential and office use and development in the commercial zones in Jolimont.

Economic development strategies

Encourage convenience retail to focus in the Wellington Parade local centre.

Support hospital, medical and medical research uses in East Melbourne in the Commercial and Public Use zones.

Discourage medical centres and other commercial uses in the Residential zones of East Melbourne where they cause adverse impacts on residential amenity.

Built environment and heritage strategies

Ensure infill development at the periphery of the precinct and ensure a sensitive response to local scale and character.

Ensure development respects the scale of the surrounding residential area, heritage buildings and Fitzroy Gardens.

Protect views to the World Heritage Listed Royal Exhibition Building drum, dome, lantern and flagpole from Spring and Nicholson streets.

Encourage sympathetic infill development that complements the architecture, scale and character of the area and protects view lines.

Maintain and enhance the landscape values of Victoria Parade.

Ensure buildings along Victoria Parade are designed to enhance its appearance as a major boulevard, and enhance Wellington Parade and Albert Street (west of Fitzroy Gardens) as key entrances to the Hoddle Grid through high quality architecture and urban design.

Ensure the scale of development in Jolimont and the Vale Street precinct steps down towards Yarra Park.

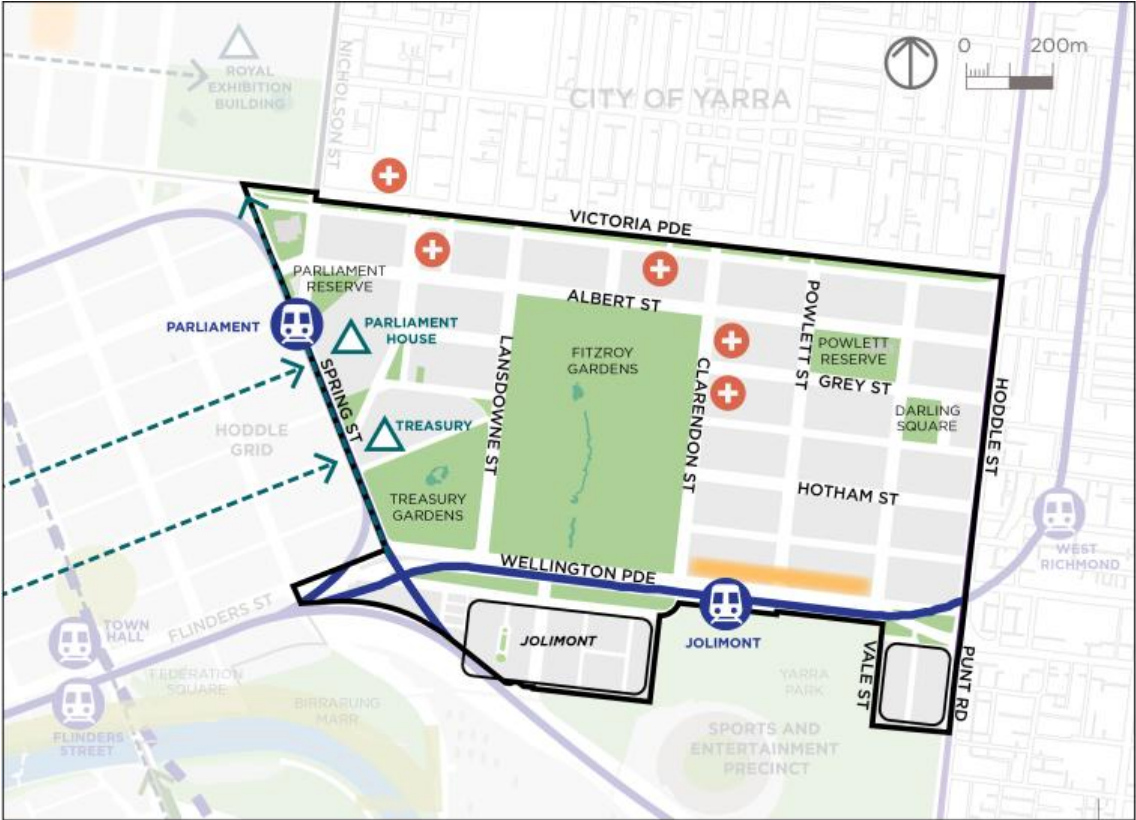
Ensure development in the Flinders Street to Richmond Station corridor is designed and built to the highest standards of sustainability and design excellence.

Support the preparation of a precinct master plan prior to any development along the Flinders Street to Richmond Station corridor.

Open space strategies

Ensure development does not adversely affect Fitzroy Gardens, Treasury Gardens, Powlett Reserve, Darling Square, Parliament Reserve or Yarra Park by minimising the visual impact of buildings and overshadowing of the parks.

East Melbourne and Jolimont Plan



LEGEND

- | | | | |
|--|--|--|-----------------------|
| | Local area boundary | | Existing local centre |
| | Jolimont and Vale Street areas | | Hospital |
| | Rail - existing | | Landmark and vista |
| | Melbourne Metro 1 - under construction | | Boulevard |
| | Traffic bypass | | Greenline project |

11.03-6L-15 Kensington

--/--/---
Proposed C432melb

Policy application

This policy applies to the area shown within the local area boundary on the Kensington plan to this clause.

Objectives

To enhance Kensington as a residential area which has areas of existing heritage character and streetscapes.

Housing strategies

Support housing above non-residential uses in the Mixed Use Zone along Racecourse Road.

Discourage the encroachment of new non-residential uses in Residential Zones.

Support the retention and refurbishment of public housing estates and the increased provision of social and affordable housing.

Economic development strategies

Encourage uses that activate and strengthen the role of Macaulay Road and Smithfield Road as local centres for convenience shopping, restaurants and take away food premises and facilities.

Protect existing industrial and commercial use in the south-east of the precinct.

Built environment and heritage strategies

Ensure new development adjoining Racecourse Road facilitates a safe, welcoming and accessible public realm, providing a hard edge to a future boulevard.

Ensure development in the residential zones maintains the low scale nature of streetscapes and buildings and complements the area's architecture, scale and valued heritage character.

Ensure infill development reflects the heritage and garden setting and provides an appropriate low scale and fine grain.

Ensure development at the interface between Kensington and adjoining renewal precincts is at a scale and form that protects the character and amenity of Kensington.

Ensure development on land along Hobsons Road is compatible with the built form of Kensington Banks and provides good access and a sensitive interface to the Maribyrnong River.

Ensure development along the Maribyrnong River is river focused and does not dominate in terms of height, scale and bulk.

Transport strategies

Ensure development strengthens pedestrian and cycle connections along the Maribyrnong River.

Encourage improved pedestrian and cyclist connections to South Kensington Station and along Kensington Road and Macaulay Road and to the Maribyrnong River.

Open space strategies

Strengthen the recreational role of JJ Holland Park and the Maribyrnong River.

Ensure development along the Maribyrnong River provides a high quality interface and good public access to the river and reflects its recreational and ecological role.

Kensington Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Traffic bypass
- West Gate Tunnel Project

- Existing local centre
- Future local centre
- Kensington Town Hall
- Boulevard
- New open space
- Encourage visual and physical links

KEY MOVES

- 1 Racecourse Road Master Plan
- 2 Kensington Community Recreation Centre redevelopment

11.03-6L-16 Parkville

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Parkville plan to this clause.

Objectives

To support residential development and a mix of medical, research and education uses. Parkville will be defined by its significant open spaces and key public assets, with clusters of heritage housing, residential development and a mix of medical, research and education uses.

To protect the significant residential heritage of the area which has a high level of intactness and integrity of its nineteenth and early twentieth century development.

To maintain and enhance Royal Park, Princes Park and other open spaces.

Housing strategies

Support residential buildings in the Commercial 1 Zone along Royal Parade.

Support new residential development in Parkville Gardens.

Economic development strategies

Support use and development of hospitals (including direct 24 hour emergency helicopter access) and research uses in the Public Use Zoned land along Flemington Road, which are consistent with the local amenity and character of the residential zones.

Support the delivery of Parkville National Employment and Innovation Cluster (NEIC).

Encourage uses in the Parkville North Public Use and Industrial Zoned land that support the Parkville NEIC specialisation in neuroscience and mental health.

Ensure any development of the Industrial Zoned land supports the Parkville NEIC and is consistent with the landscape character of Royal Park and amenity of its surrounds.

Discourage medical centres, institutional uses and commercial uses in the Residential Zones, except where they do not cause adverse amenity impacts.

Built environment and heritage strategies

Maintain the residential and low rise character of the Residential Zone areas of Parkville, except in the Parkville Gardens Estate, where more intensive development is supported.

Encourage development in the Public Use and Industrial Zone that improves permeability, amenity and activation and sensitively manages the interface with Royal Park.

Protect the landscape character and open skyline from inside Royal Park so it remains the defining feature of Parkville.

Respect and maintain the boulevard and landscape character of Royal Parade and Flemington Road.

Ensure that development along Royal Parade maintains the character of buildings in a landscaped setting with generous setbacks, and promote high-quality building design and a consistent building scale.

Ensure development respects the area's heritage and parkland values and does not dominate or visually intrude upon parkland, streetscapes or landscapes.

Ensure development around the perimeter of Royal Park does not significantly intrude into close range views from Royal Park.

Transport strategies

Deliver active and sustainable transport improvements that enhance connectivity, wayfinding and safety within Parkville and to Royal Park Station and the Parkville NEIC.

Open space strategies

Ensure no net loss of public open space.

Discourage institutional uses in parkland.

Protect Royal Park from uses and development that undermine its landscape character, passive and active recreational functions, native remnant vegetation and biodiversity functions, and reduce darkness at night.

Protect Princes Park from uses and development that reduce its landscape character, active recreational functions and biodiversity.

Ensure buildings and structures in Royal Park and Princes Park are sensitively designed and located to minimise their impact on the parks.

Support the on-going operation of the Royal Melbourne Zoological Gardens while ensuring that the landscape character of Royal Park is maintained.

Parkville Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Melbourne Metro 2 - proposed
- Traffic bypass

- Existing local centre
- Future local centre
- Hospital
- Landmark and vista
- Boulevard
- New open space

KEY MOVES

- 1 Royal Park Master Plan
- 2 Wayfinding, safety and connectivity improvements around Royal Park Station
- 3 Princes Park sports and recreation infrastructure upgrades

11.03-6L-17 North Melbourne

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the North Melbourne plan to this clause.

Objectives

To support North Melbourne as a high amenity inner urban neighbourhood with a strong heritage character.

To encourage a mix of residential and commercial uses, green local streets and be easily accessible by foot, bicycle or public transport.

Housing strategy

Support the retention and refurbishment of public housing estates and the increased provision of affordable and social housing.

Support development in established residential areas that maintains amenity and complements heritage buildings and streetscapes.

Economic development strategies

Encourage a mix of uses with retail and small scale business uses and some light industrial uses in the Mixed Use Zone in North Melbourne that capitalises on its mixed built form while minimising the impact on residential amenity.

Encourage uses that strengthen the role of the Errol Street, Victoria Street and Queensberry Street local centres for convenience shopping and neighbourhood facilities.

Encourage development that enhances the role of the North Melbourne Town Hall arts precinct, including the Metropolitan Meat Market.

Encourage the establishment of small scale creative and innovative uses, particularly in former industrial buildings.

Built environment and heritage strategies

Support infill residential development where it maintains the predominant scale of development and respects the area's heritage context.

Maintain the predominantly low scale nature of heritage buildings and streetscapes of the Residential and Mixed Use Zone areas in North Melbourne.

Maintain the character of the area and ensure development is sympathetic to the architecture, scale and heritage character.

Encourage the re-use of existing warehouse and industrial buildings where these contribute to the traditional mixed use character of the area.

Respect the existing scale and heritage of development in the Errol, Queensberry and Victoria Street local centres.

Maintain a clear distinction in scale and form between the Hoddle Grid, and North Melbourne, and the adjoining renewal precinct of Arden.

Promote active frontages on Arden and Queensberry streets.

Reinforce Flemington Road as a key tree lined boulevard entry to the Hoddle Grid including through building setbacks and landscaping.

Retain views to the landmark North Melbourne Town Hall roof and tower.

Transport strategies

Strengthen access to Flemington Bridge Station.

Strengthen pedestrian, cycle and visual connections to Royal Park, North Melbourne Recreation Reserve and new open spaces in Arden.

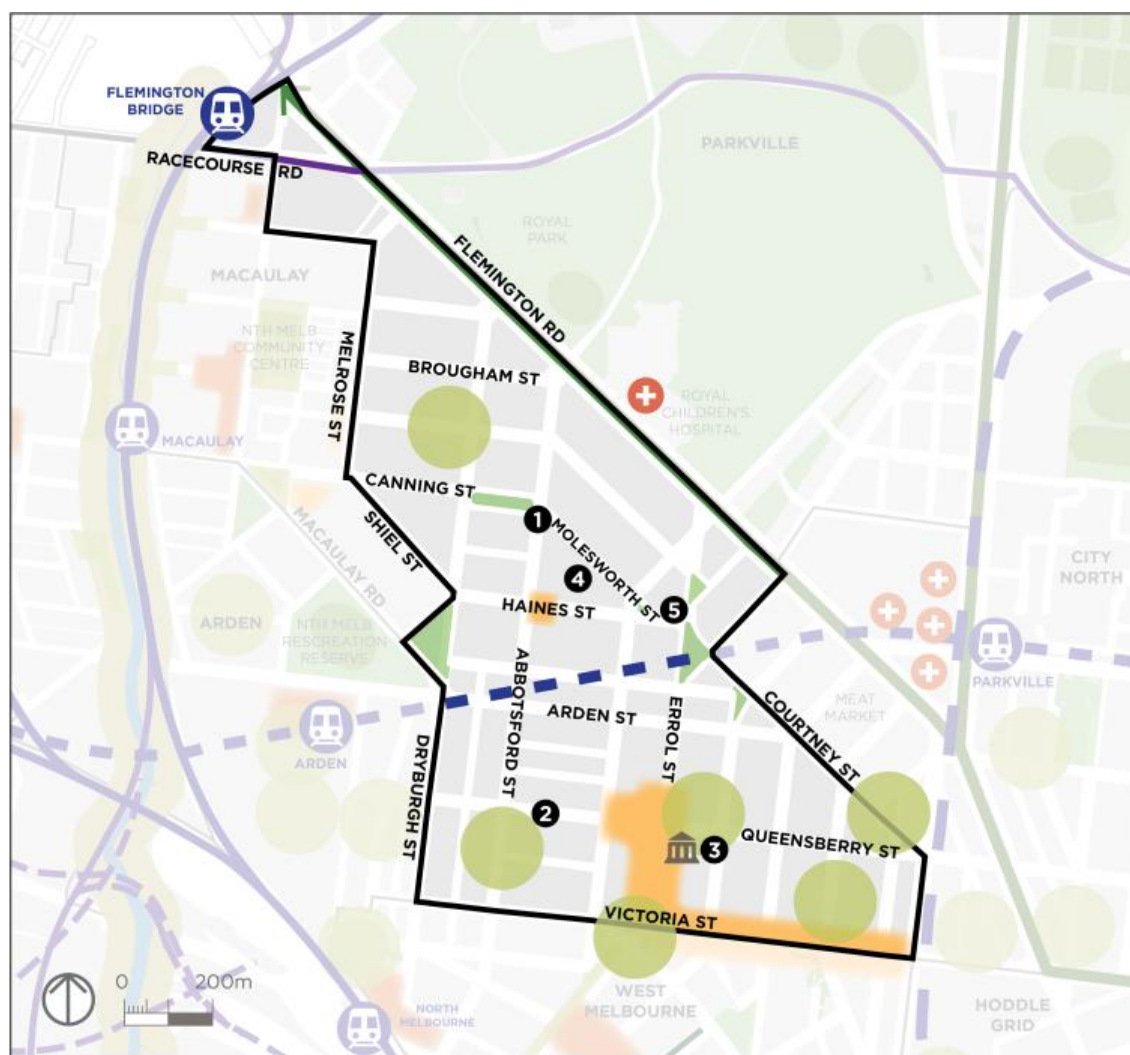
Strengthen Queensberry and Arden streets as active transport corridors.

Open space strategies

Enhance biodiversity corridor and open spaces along Canning, Molesworth and Courtney Streets.

Strengthen connections to the adjoining Royal Park, North Melbourne Recreation Reserve and new open spaces in Arden.

North Melbourne Plan



LEGEND

- | | | | |
|--|--|--|-----------------------|
| | Local area boundary | | Existing local centre |
| | Rail - existing | | Future local centre |
| | Melbourne Metro 1 - under construction | | Landmark and vista |
| | Melbourne Metro 2 - proposed | | Boulevard |
| | Traffic bypass | | New open space |
| | West Gate Tunnel Project | | |

KEY MOVES

- 1** Deliver integrated water management and greening solutions
- 2** Mitigate transport and amenity impacts of West Gate Tunnel Project
- 3** Support growth of the North Melbourne Arts Precinct
- 4** New primary school and public realm upgrades
- 5** Enhance biodiversity corridor and open spaces along Canning, Molesworth and Courtney streets

11.03-6L-18 South Yarra

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the South Yarra plan to this clause.

Objectives

To protect South Yarra's significant heritage character.

To enhance access to South Yarra, with the delivery of Anzac Station and associated public realm upgrades.

Housing strategies

Support development in established residential areas that maintains amenity and complements and preserves heritage buildings and streetscapes.

Encourage low scale infill development that emphasises the garden character.

Economic development strategies

Encourage ground floor uses such as convenience retailing and food and drink uses, to integrate with the public realm and activate St Kilda Road.

Encourage development that maintains Domain Road as a local centre providing convenience shopping and neighbourhood facilities.

Encourage the clustering of medical research and associated uses near the Alfred Hospital in the Public Use Zone.

Support the on-going operation of the State significant Alfred Hospital (including direct 24 hour emergency helicopter access) and other institutions on St Kilda Road.

Support residential and commercial development along St Kilda Road.

Built environment and heritage strategies

Ensure development:

- Maintains the low scale nature of heritage streetscapes and buildings.
- Complements the architecture and character of the residential areas.

Ensure development in St Kilda Road respects its landscaped boulevard character including generous landscaped front setbacks, the appearance of "buildings in grounds" and established street trees.

Ensure development along St Kilda Road maintains views to the Arts Centre Spire and Shrine of Remembrance.

Ensure development, including infill redevelopment and extensions, are designed to maintain and complement the architecture, scale and character of the residential areas.

Limit development height around the Royal Botanic Gardens.

Ensure development protects the visual amenity of Fawkner Park and avoids overshadowing Fawkner Park.

Transport strategies

Support St Kilda Road as a premier boulevard serving as a key public transport, cycling and pedestrian corridor.

Ensure the public realm around Anzac Station is a high-quality, people focussed transport interchange.

Open space strategies

Protect Fawknor Park (both inside and outside of the Park) from use and development which impacts on or reduces its landscape character and recreational role and values.

Strengthen the connections between Domain Parklands and Fawknor Park.

South Yarra Plan



LEGEND

- | | |
|--|-----------------------|
| Local area boundary | Existing local centre |
| Melbourne Metro 1 - under construction | Hospital |
| Traffic bypass | Landmark and vista |
| | Boulevard |

11.03-6L-19 Sports and Entertainment Precinct and Domain Parklands

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Sports and Entertainment Precinct and Domain Parklands plan to this clause.

Objectives

To enhance the Domain Parklands as a treasured green space at the heart of Melbourne.

To enhance the Sports and Entertainment Precinct as an unrivalled location for world class events, while providing more vibrant and diverse activities for the wider community.

Economic development strategies

Ensure commercial uses in the Royal Botanic Gardens and Domain Parklands do not detract from their open space role, landscape qualities and amenity.

Encourage the growth of sports and entertainment facilities in the Sports and Entertainment Precinct commensurate with their state and national role.

Built environment and heritage strategies

Protect key views to the Shrine of Remembrance and ensure that new buildings do not undermine its significance.

Ensure any development within the Domain Parklands supports the function of the significant open space and is respectful of its heritage and parklands context.

Ensure development in the Sports and Entertainment Precinct:

- Minimises the impact on the surrounding residential and commercial areas of Jolimont.
- Is integrated with and activates the public realm.
- Increases vibrancy and safety within the precinct.
- Respects its context including the Birrarung (Yarra River).

Ensure new development along the Flinders Street to Richmond Station corridor is designed and built to the highest standards of sustainability and design excellence

Support the preparation of a precinct master plan prior to any new development.

Transport strategies

Encourage sustainable and active transport connections to the Sports and Entertainment Precinct.

Develop and improve pedestrian links and connectivity:

- Between the entertainment and recreational attractions.
- Between Birrarung Marr across the Birrarung (Yarra River) to Alexandra Gardens and the Royal Botanic Gardens.
- From the Sports and Entertainment Precinct to the Birrarung (Yarra River) and areas to the north and east, especially Richmond Station and other public transport nodes.
- Within the Domain Parklands.

Minimise the impact of car parking on Yarra Park by reducing vehicle access and car parking.

Open space strategies

Protect the beauty, cultural values and functionality of the Royal Botanic Gardens and Domain Parklands.

Protect and enhance the large open spaces of Birrarung Marr and Yarra Park.

MELBOURNE PLANNING SCHEME

Protect the amenity of the Sports and Entertainment Precinct and Domain Parklands, including by ensuring winter sunlight.

Increase opportunities for access to and along the Birrarung (Yarra River) and adjoining public spaces.

Increase the ecological and biodiversity function of the Birrarung (Yarra River) corridor.

Enhance open space on the Northbank of the Birrarung (Yarra River) as part of the Greenline project to reinvigorate the public waterfront and re-establish its environment as an ecological corridor.

Sports and Entertainment Precinct and Domain Parklands Plan



LEGEND

- Local area boundary
- 🚂 Rail - existing
- 🚂 - - Melbourne Metro 1 - under construction
- Traffic bypass
- Traffic bypass tunnel

- ⬮ Arena / Stadium
- ➡ Landmark and vista
- ➡ Boulevard
- ➡ Greenline Project
- New open space

KEY MOVE

- ① Riverslide Skate Park Redevelopment

11.03-6L-20 Flemington Racecourse and Melbourne Showgrounds

--/--/---
Proposed C432melb

Policy application

This policy applies to land shown within the local area boundary on the Flemington Racecourse and Melbourne Showgrounds plan to this clause.

Objectives

To support Flemington Racecourse and Melbourne Showgrounds as a location for world class events while hosting more vibrant and diverse activities.

To support opportunities for increased access and improved permeability for the wider community.

Housing strategies

Discourage residential development until comprehensive strategic planning has concluded and public and active transport connections have been delivered.

Ensure development within the land at 428-514 and 516-550 Epsom Road provides a range of high quality dwellings, supported by a limited mix of complementary commercial and retail uses.

Economic development strategies

Enable the continued operation of Flemington Racecourse and Melbourne Showgrounds facilities consistent with their state and national roles.

Built environment and heritage strategies

Ensure new development and movement of people and vehicles respects its heritage and surrounding context, including the Maribyrnong River corridor.

Ensure development complements lower scale built form of the surrounding area and does not dominate the natural landscape.

Transport strategies

Encourage interconnection with the surrounding area by walking, cycling and sustainable transport.

Ensure development strengthens pedestrian and cycle connections.

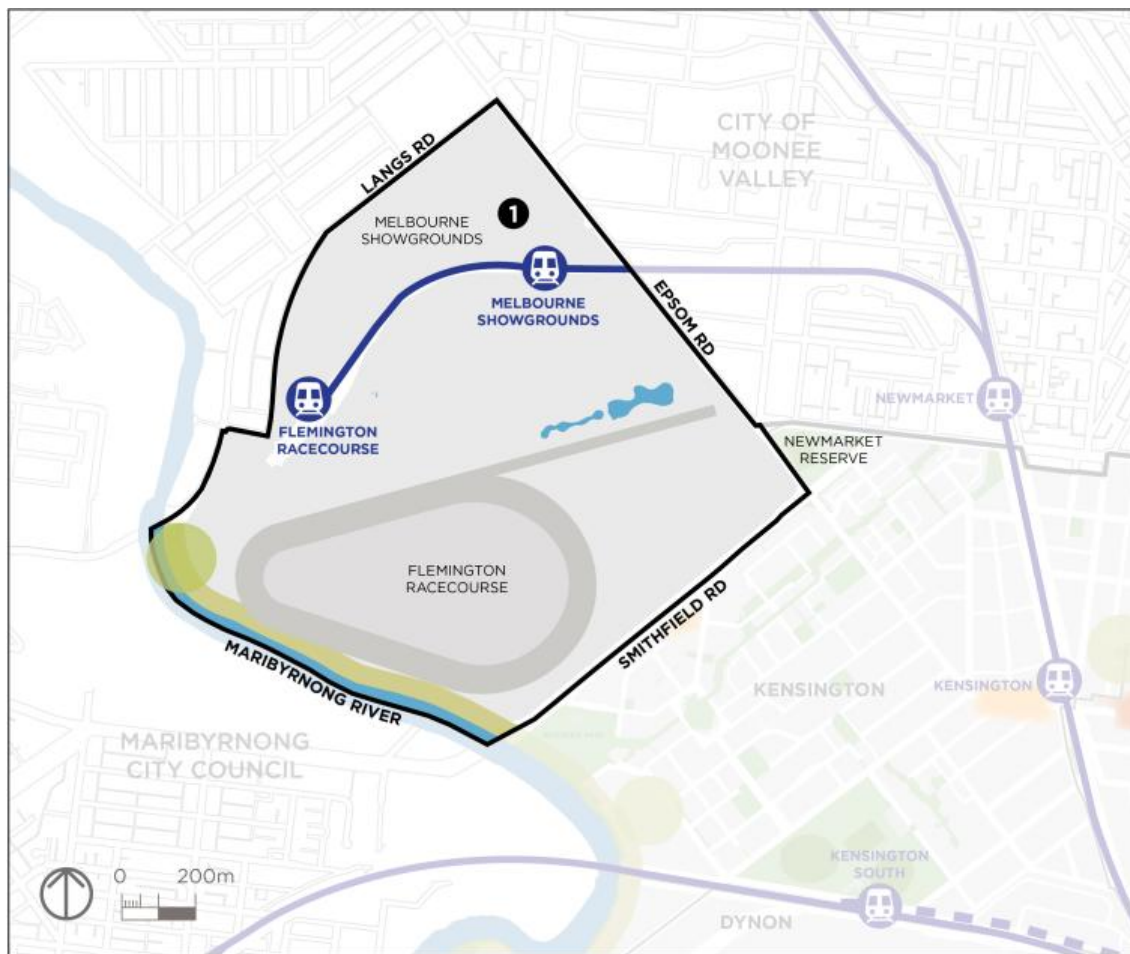
Support opportunities for improved rail connections.

Open space strategies

Protect and enhance the recreation, active transport and open space and biodiversity qualities of the Maribyrnong River corridor and its surrounding public realm.

Support the provision of public access and increased permeability to Flemington Racecourse and the Melbourne Showgrounds.

Flemington Racecourse and Melbourne Showgrounds Plan



LEGEND

- Local area boundary
- Rail - existing
- Melbourne Metro 1 - under construction
- Existing local centre
- Future local centre
- New open space

KEY MOVE

- Improve public access to open spaces