

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*

11.03-3S

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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 Arden Precinct21/09/2022
C409melb

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:

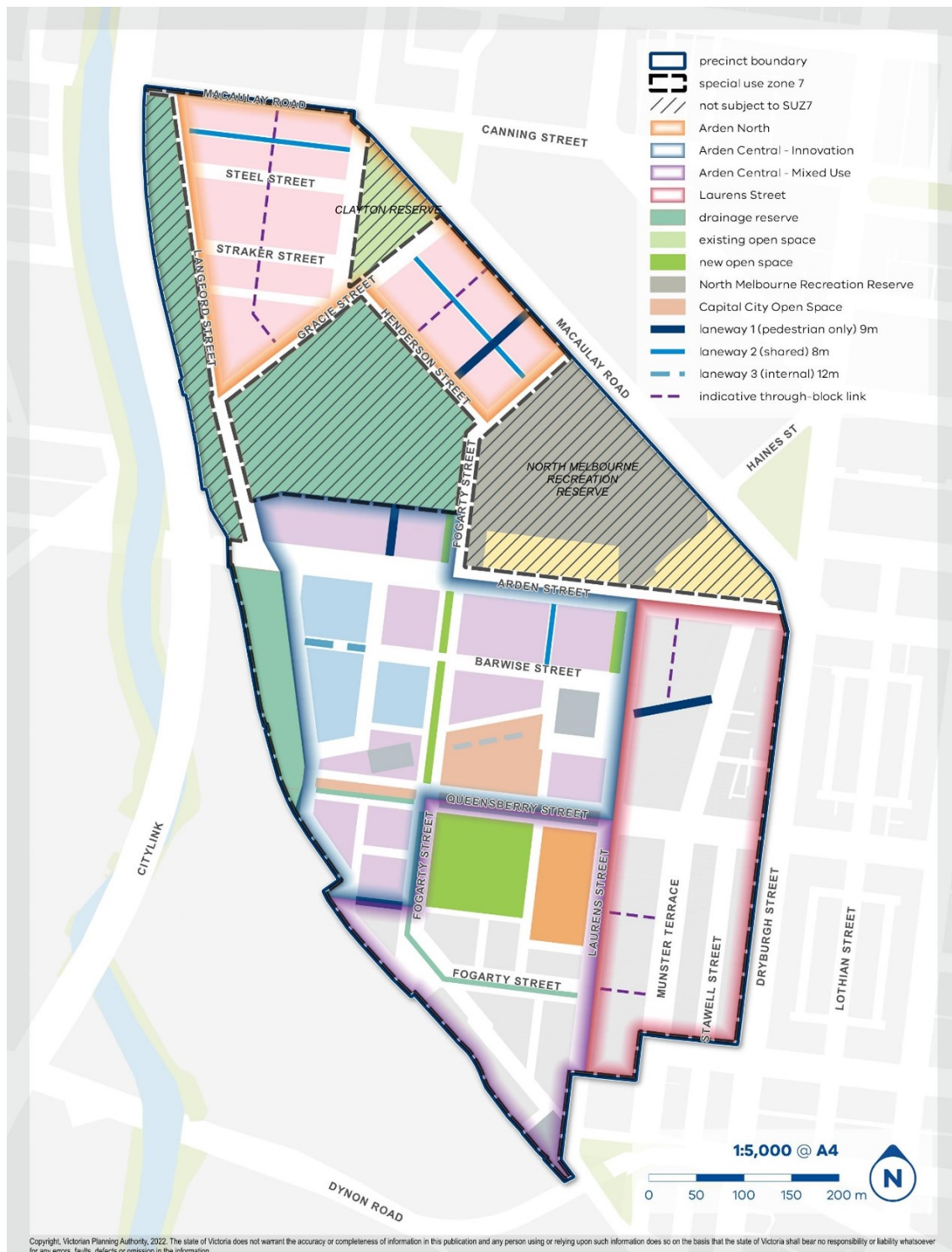
- Whether water sensitive urban design infrastructure is proposed within the street or on site and the associated management of that infrastructure.
- Locating new public streets, laneways or footpaths in flood affected areas outside of the flood area or be raised above the flood level.
- Providing a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



11.03-6L-02 Carlton21/09/2022
C409melb**Policy application**

This policy applies to land identified as 'Local Area Boundary' on the Carlton Plan to this clause.

Housing strategies

Support limited residential development north of Grattan Street.

Support residential development and a mix of land uses (including student accommodation) along Swanston Street (between Elgin and Victoria Streets) establishing a new built form character over time.

Support the use of College Square on Swanston Street and Lygon Street for high density student housing accommodation.

Support shop-top housing (residential above retail) in the Lygon Street shopping strip, provided it does not affect the viability of commercial activities.

Maintain existing levels of social housing in any redevelopment of the Rathdowne and Nicholson Street Public Housing Estates.

Support redevelopment of the Queen Elizabeth Hospital site for medium density housing and social housing.

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

Economic development strategies

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

Encourage uses that support the regional role of Lygon Street (south of Grattan Street) as a retail, restaurant and entertainment precinct.

Support convenience retail and associated uses servicing local residents and workers in Lygon Street (north of Grattan Street) while discouraging restaurants and entertainment uses.

Encourage a mix of retail, tourist and commercial uses around Argyle Square, compatible with the amenity of existing residences.

Support small scale office and commercial uses in South Carlton, including start-up businesses, consultancies, creative enterprises, consistent with the local amenity.

Built environment and heritage strategies

Ensure development north of Grattan Street is sensitively designed so that it maintains the generally low scale nature of heritage streetscapes and buildings.

Support infill residential development in south of Grattan Street where it maintains the predominant low scale nature of these areas 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.

Ensure the scale of development in Victoria Street, west of Carlton Gardens, to reinforce the contrast between medium rise development in Carlton, and higher rise development in the Hoddle Grid.

Ensure development in the block bounded by Victoria Parade, Drummond Street, Queensberry Street and Lygon Street, respects the heritage values of Trades Hall and other significant surrounding streetscapes.

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

Ensure development at College Square creates high pedestrian amenity along Swanston Street including through active frontages and weather protection; and respects the scale and form of heritage buildings on Faraday Street and Cardigan Street.

Open space strategies

Ensure the retention of all parkland and protect Carlton Gardens and the Carlton squares (Macarthur, Murchison and Argyle) from uses that would reduce their landscape character and recreational role.

Ensure any buildings or structures in parks and gardens are sensitively designed to minimise impacts on the landscape character and recreational values.

Carlton Plan



11.03-6L-03 Docklands21/09/2022
C409melb**Policy application**

This policy applies to land within the Docklands Zone.

Objectives

To provide a waterfront place of character and quality in which to live, work and visit.

To encourage innovative, viable development built to the highest design and environmental standards.

To strengthen Docklands relationship with the Hoddle Grid and the Yarra River Corridor.

Housing strategies

Encourage medium to high density residential development.

Support residential development that complements other functions of Docklands, such as commercial, tourism and retail uses.

Economic development strategies

Support mixed use development including office and commercial development in the Digital Harbour, Stadium, New Quay, Victoria Harbour, Yarra's Edge and Batman's Hill Precincts.

Encourage active uses fronting the waterfront to promote maximum activity.

Facilitate Victoria Harbour waterfront and Waterfront City as the primary retail precinct that complements retailing in the Hoddle Grid.

Encourage water based uses such as recreational boating, marinas, fish markets, and port services.

Encourage new technology industries at Digital Harbour and the installation of high technology infrastructure.

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

Built environment strategies

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

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

Encourage interim land uses, reuse of existing buildings, infrastructure and landscaping that is attractive and aesthetically pleasing.

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

Ensure buildings on landmark sites that terminate views or mark key focal points are designed to the highest quality.

Urban design strategies

Ensure attractive and interesting building facades including through the use of windows and doors opening onto activities, displays or rich architectural detailing and avoiding blank walls.

Encourage contemporary architectural character reflecting the varied land uses and providing activity and interest, particularly at street level.

Ensure pedestrian entries are visible from the public realm.

Encourage development that draws on Melbourne's distinct character to create a unique Melbourne Docklands, such as:

- A fine grained street pattern that extend the geometry and vistas of inner Melbourne.
- A hierarchy of boulevards, avenues, streets, lanes and arcades.
- Planting in public spaces that presents elegance and formality.

Support development that is constructed to the street boundary and creates continuous street frontages whilst allowing variations in individual buildings and uses.

Encourage continuous building edge where retail and service uses (such as cafes and restaurants) abut the footpath to enable continuous awnings, with arcades and/or colonnades where deeper setbacks occur.

Discourage open lot car parks on all principal frontages.

Encourage public art in new development.

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

Develop Docklands Park, Grand Plaza, Harbour Esplanade, Central Pier and Victoria Harbour to form the major open spaces.

Encourage landscaping that balances both the exotic landscape of the city, with its traditional parklands, avenues and boulevards and the native riverside plantings associated with surrounding waterways – Moonee Ponds Creek, the Yarra River and Maribyrnong River.

Co-locate public open space with community services and civic facilities.

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

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

Provide safe, wide and attractive public pedestrian and cycle promenades along the waterfront and waterways as part of development.

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.

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

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

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

Ensure development provides protection from adverse wind conditions and creates comfortable conditions without compromising architectural character, views or sight lines.

Support breezeways and cross-ventilation in residential and work spaces.

Maximise opportunities within the site to reinforce view corridors or terminate axes via buildings, structures or landscape treatments.

Transport strategies

Strengthen pedestrian and cycling connections within Docklands, and between Docklands, Port Melbourne, West Melbourne and Southern Cross Station.

Ensure new development provides on-street car parking, bus and taxi parking adjacent to key public spaces and land uses.

Develop Footscray Road as a western boulevard entry to the City, through the use of strong urban and landscape design elements.

Discourage parking structures that are not attractive or active to the street or where vehicles are visible from street level.

Minimise the impacts of vehicular access to parking and service areas on pedestrian movements.
Encourage water-based public transport network through the provision of shore-based infrastructure.
Support recreational facilities at Victoria Harbour, Harbour Esplanade and Docklands Park.

Policy guidelines

Consider as relevant:

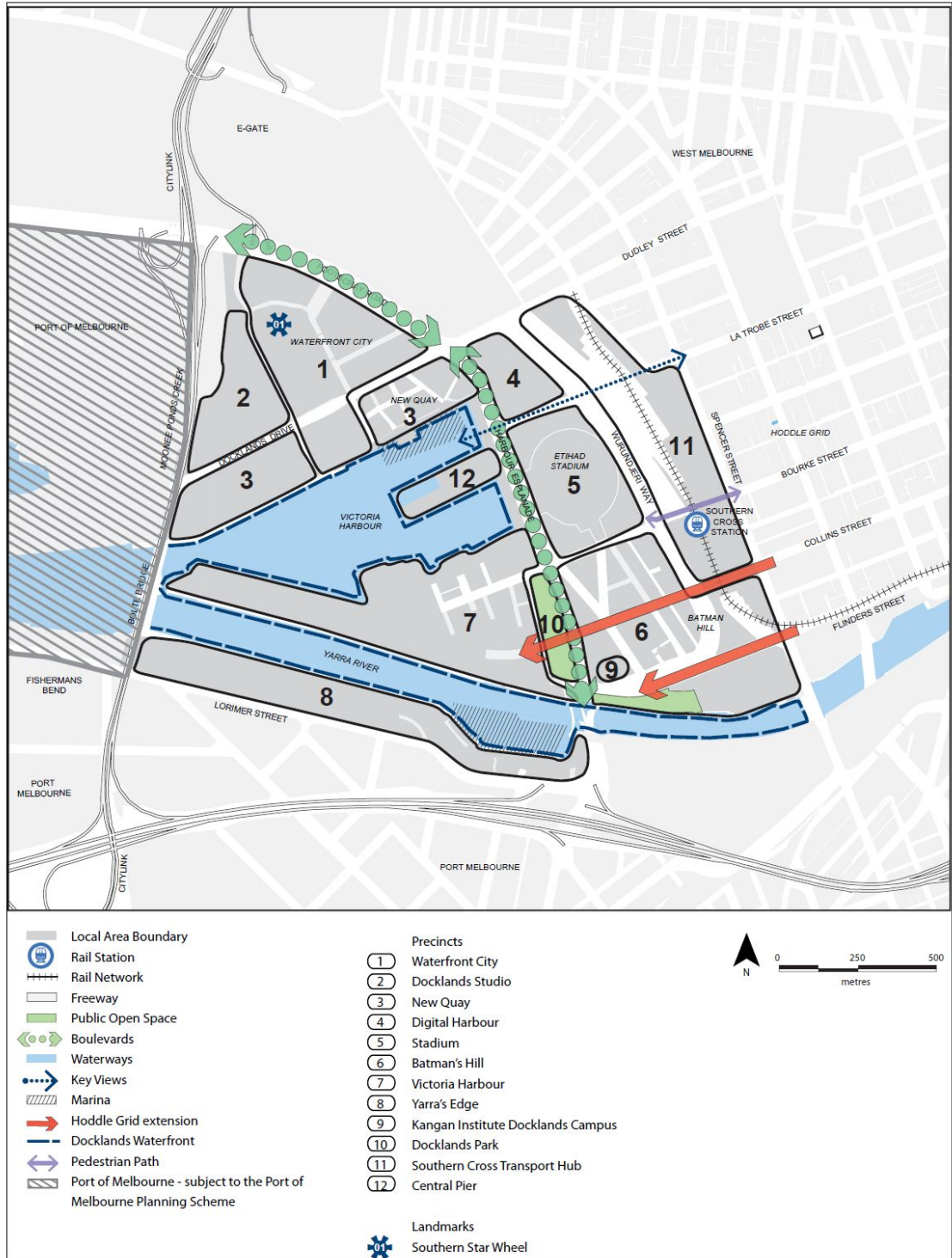
- Ground level frontages should provide active uses for a minimum of 50 per cent of the street frontage, or 80 per cent in key areas of pedestrian activity.
- Areas of intense pedestrian activity, such as shops, and restaurants, should be provided with a minimum width of 14 metres of hard surface for pedestrian movement.
- Waterfront promenades should include level changes or spatial differentiation, allowing 10 metres clear for pedestrian flow on any single level.
- Promenade activities should be supported by appropriate furnishings for public use, such as seating, sculpture, children's play areas, kiosks, picnic shelters, coffee stands, landscaped areas and small restaurants.
- Public spaces should generally be free of significant overshadowing between 11am and 3pm at the equinox (22 September / 20 March).
- Shadow diagrams which illustrate the shading effects of development on public and private spaces.

Policy documents

Consider as relevant:

- *Melbourne Docklands ESD Guide* (Docklands Authority, 2002)
- *The Docklands Authority Environmental Management Plan* (EMP, 2000)
- *Melbourne Docklands Community Development Plan 2001-2016* (Docklands Authority, 2001)
- *Melbourne Docklands Bicycle Strategy* (EDAW in association with SKM 2000)
- *Integration and Design Excellence* (Melbourne Docklands, 2000)
- *Places for Everyone – A Strategy for Creating and Linking Public Open Spaces at Melbourne Docklands* (Melbourne Docklands, 2002)
- *Melbourne Docklands Water Plan* (Docklands Authority, June 2001)
- *Victoria Harbour Development Plan* (Lend Lease, 2010)

Docklands Plan



11.03-6L-04 East Melbourne and Jolimont

21/09/2022
C409melb

Policy application

This policy applies to the area shown as 'Local Area Boundary' on the East Melbourne and Jolimont Plan to this clause.

Housing strategies

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

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

Economic development strategies

Discourage medical centres and other commercial uses in the residential zones of East Melbourne where they do not serve a local community function or cause adverse impacts on residential amenity.

Encourage convenience retail that have a local focus in the Wellington Parade shopping area.

Support hospital, medical and medical research uses in East Melbourne in the commercial and public use zones.

Built environment and heritage strategies

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.

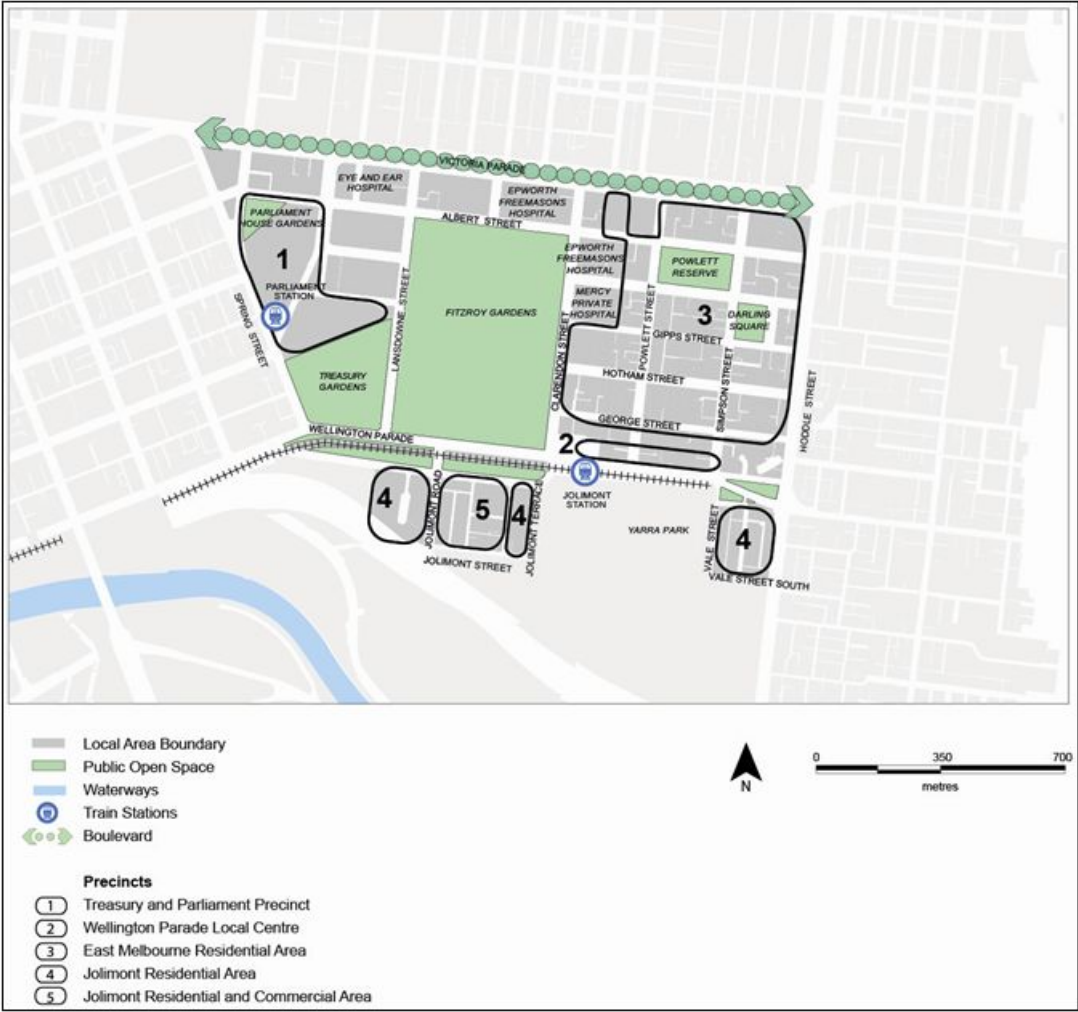
Encourage sympathetic infill development in low rise areas that complements the architecture, scale and character of the area.

Maintain and enhance the landscape values of Victoria Parade Boulevard.

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

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

East Melbourne and Jolimont Plan



11.03-6L-05 Fishermans Bend Employment Precinct21/09/2022
C409melb**Policy application**

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

Objective

To support the development of the Fishermans Bend Employment Precinct 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.

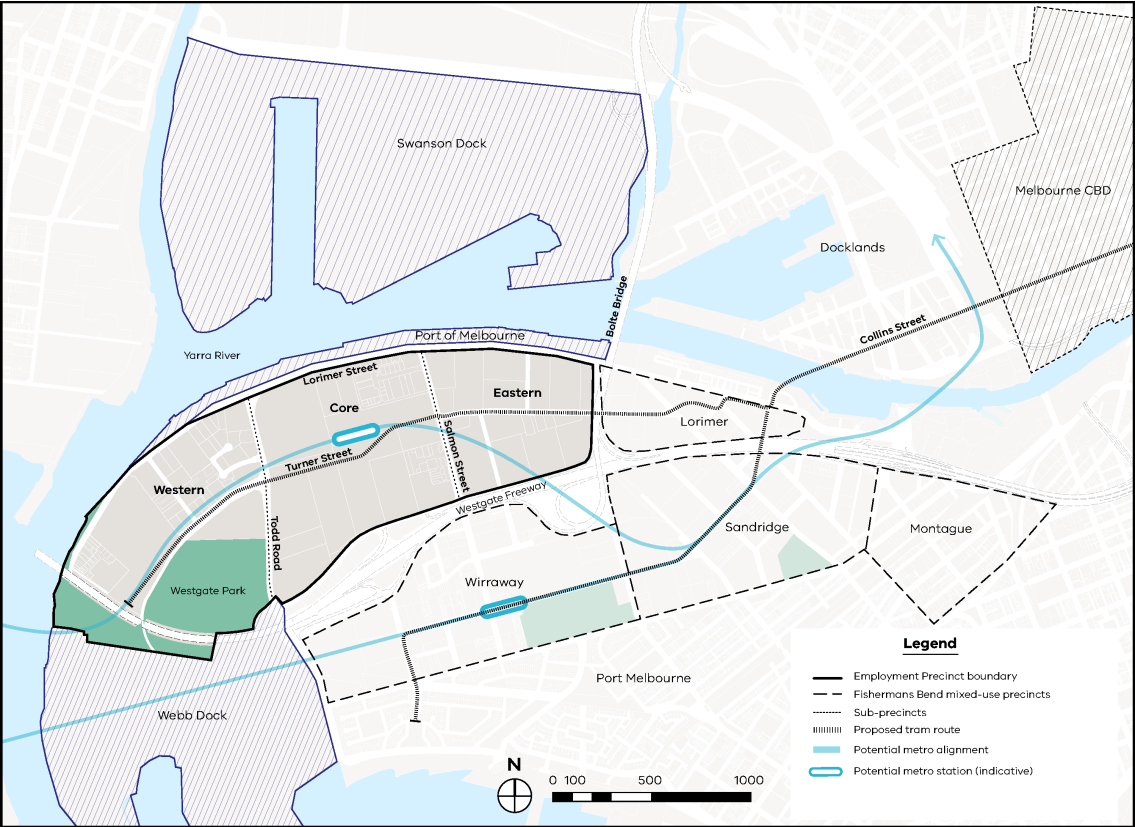
Strengthen pedestrian and cycle connections.

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 Employment Precinct Plan



11.03-6L-06 Fishermans Bend Urban Renewal Area21/09/2022
C409melb**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-07 Fishermans Bend Urban Renewal Area - Lorimer Precinct21/09/2022
C409melb**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.

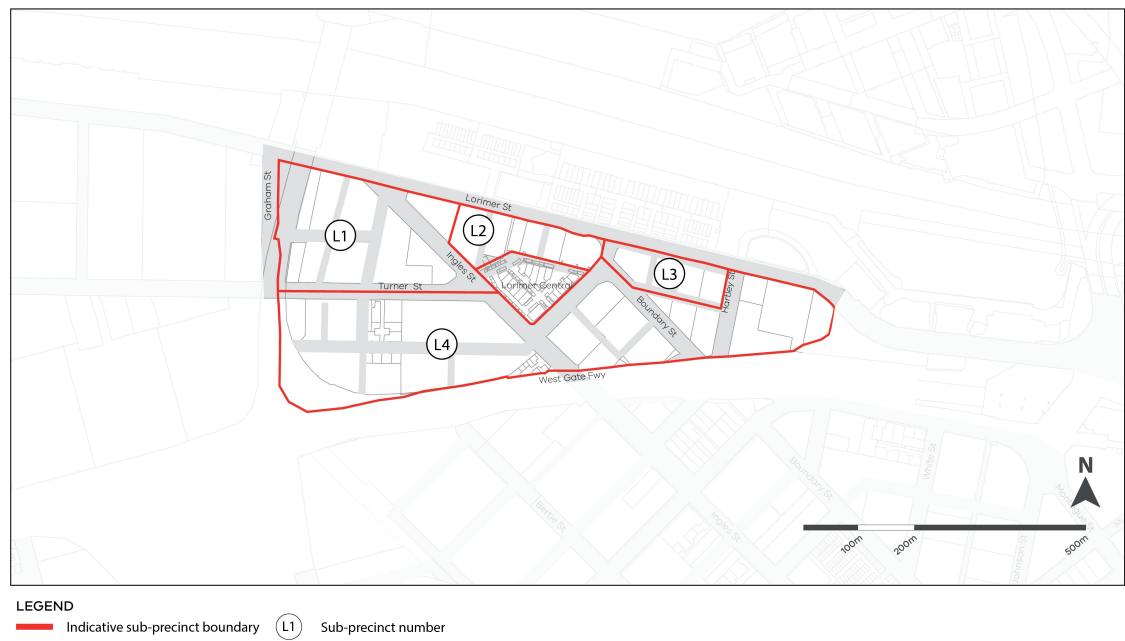
Support the Turner Street closure and widening to create Lorimer Parkway along the tram route, and an additional green link connecting to new open space at the intersection of Hartley and Lorimer Street.

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-08 Flemington and Kensington21/09/2022
C409melb**Policy application**

This policy applies to the area shown as ‘Local Area Boundary’ on the Flemington and Kensington Plan to this clause.

Housing strategies

Support the provision of a range of housing options including social housing in the Office of Housing Estate.

Support the conversion of industrial uses on land bounded by Hobsons Road, Kensington Road and the Maribyrnong River to a mix of residential, commercial and recreational uses.

Discourage the encroachment of non-residential uses associated with education and medical uses in residential zones.

Economic development strategies

Support the ongoing operation of Flemington Racecourse and the Melbourne Showgrounds, including ancillary activities.

Support the revitalisation of the Royal Agricultural Showgrounds as a recreation facility.

Minimise the impact of Flemington Racecourse and the Royal Agricultural Showgrounds, including traffic, noise and parking, on nearby residential and mixed use zones.

Encourage uses that strengthen the role of the Macaulay Road shopping area for convenience shopping and facilities with a neighbourhood focus.

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

Built environment and heritage strategies

Ensure development in residentially zoned areas that maintains the low scale nature of heritage streetscapes and buildings and complements the areas’ architecture, scale and character.

Ensure development on land along Hobsons Road that is compatible with the built form of Kensington Banks.

Ensure development along the Maribyrnong River facilitates public access to the river and reflects its recreational role.

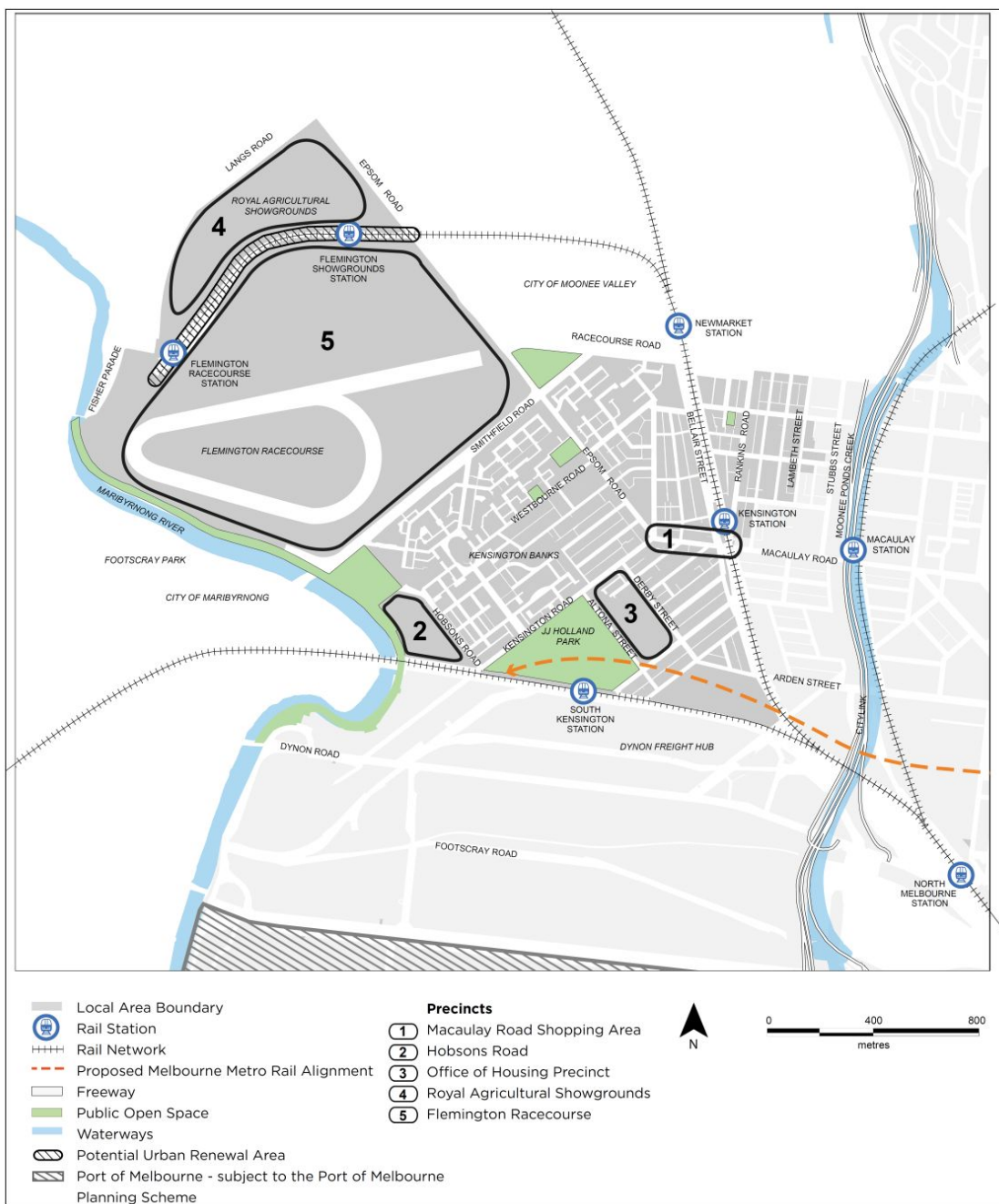
Ensure that development along the Maribyrnong River is river focused and does not dominate in terms of height, scale and bulk.

Transport strategies

Ensure development strengthen public space and pedestrian and cycle connections, including through building and open space placement:

- On both sides and across the Maribyrnong River and Moonee Ponds Creek.
- Between Flemington Racecourse and Footscray Park.

Flemington and Kensington Plan



11.03-6L-09 Hoddle Grid21/09/2022
C409melb**Policy application**

This policy applies to the area shown as 'Local Area Boundary' on the Hoddle Grid Plan to this clause.

Housing strategy

Support permanent and short term residential development that accommodates a demographically diverse population.

Economic development strategies

Encourage the development of complementary precincts within the Hoddle Grid that offer a diverse range of retail, cultural and entertainment uses.

Encourage the retention and enhancement of specialised retail and entertainment precincts, particularly Hardware Lane, Chinatown, Collins Street and Little Collins Street.

Support entertainment, bars, eating and other evening uses.

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

Support development of education clusters on the northern and western edges of the Hoddle Grid and in Flinders Street.

Increase open space on the Northbank of the Yarra River.

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

Ensure use and development around the Queen Victoria Market does not detract from its amenity or compromise its 24 hour function.

Built environment and heritage strategies

Protect the regular grid layout, laneways, tree-lined boulevards and significant public open spaces.

Protect the scale of heritage precincts, boulevards and other precincts that rely on a consistency of scale for their image, including the Retail Core, Chinatown, Hardware Lane, Flinders Lane, Bourke Hill, Parliament, the Melbourne Town Hall, and the churches on Flinders and Collins Streets.

Encourage development that supports the civic and ceremonial function of Swanston Street.

Enhance Swanston Street as part of a boulevard axis which runs from Princes Park to St Kilda Road.

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 clear building scale edge between the taller built form of the Capital City Zone and the Docklands Zone and the lower form of the surrounding areas.

Ensure a strong contrast in scale of development along Elizabeth Street from the lower scale areas to the north of Victoria Street and the higher scale of the Capital City Zone.

Ensure that development form and scale in the area south of the Queen Victoria Market Precinct achieves built form, urban design and public realm amenity outcomes consistent with those sought for the Hoddle Grid.

Ensure that the design of tall buildings in the Hoddle Grid:

- Promote a human scale at street level (especially in narrow lanes).
- Respects the street pattern through building placement.

- Adds architectural interest to the skyline through variation and building detail.
- Provides a context for heritage buildings through setbacks and height moderation.

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

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

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

Encourage development to link arcades and laneways.

Ensure a continuous building edge for development fronting streets.

Ensure that security treatments for shop fronts allow for views into the premises at night and positively contribute to the streetscape.

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.

Protect the Yarra River and its south bank 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.

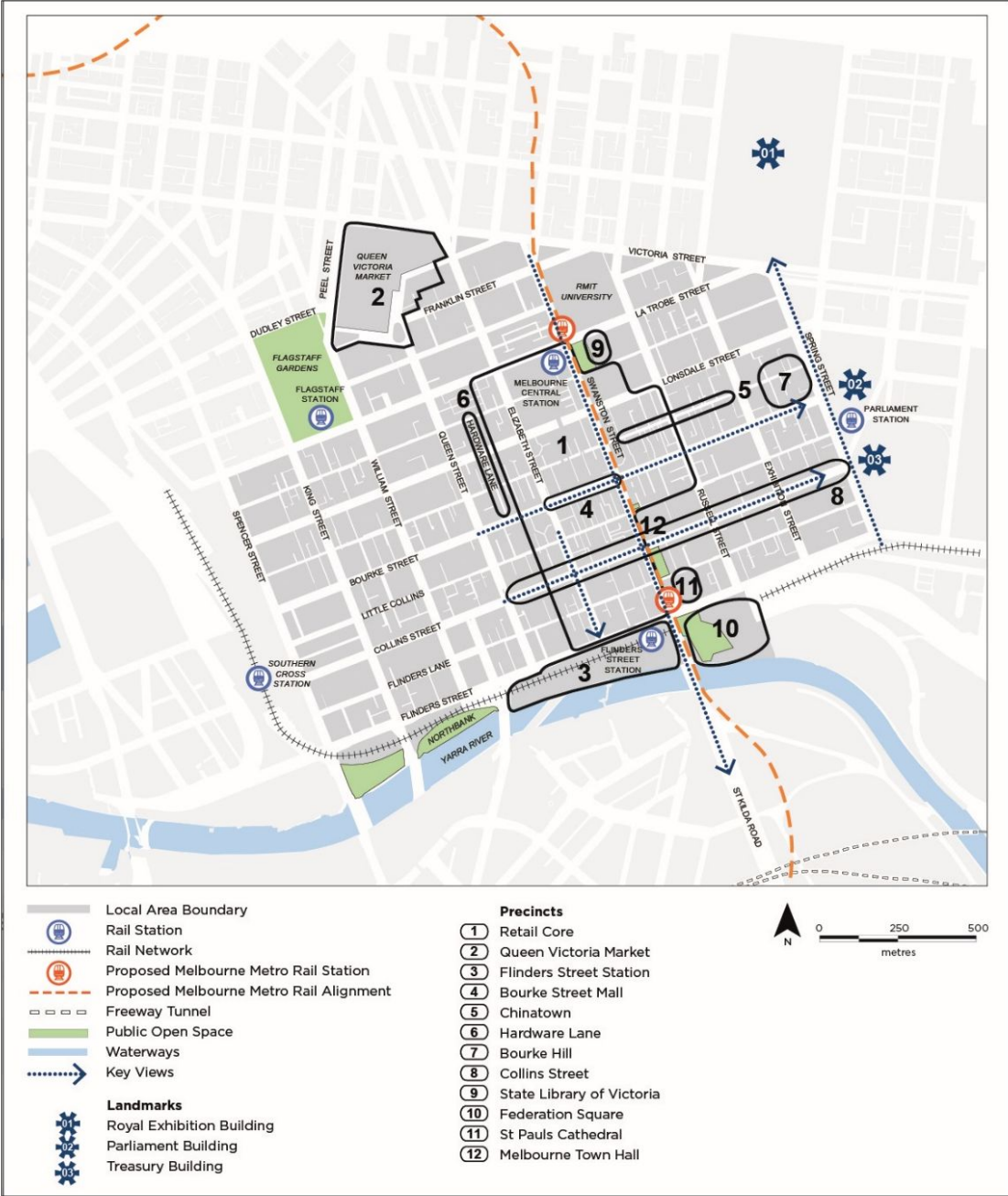
Transport strategies

Ensure streets and open spaces are physically and visually linked to the waterfront and Yarra River.

Develop improved links between the water side entertainment and recreational attractions across the Yarra River.

Ensure that pedestrian use is given priority in the Hoddle Grid.

Hoddle Grid Plan



11.03-6L-10 North Melbourne21/09/2022
C409melb**Policy application**

This policy applies to land shown as 'Local Area Boundary' on the North Melbourne Plan to this clause.

Housing strategies

Support residential development in the Hoddle Grid fringe that is balanced with the strategic role of this area in providing for small to medium enterprises that support the Hoddle Grid and Docklands.

Promote the retention and refurbishment of public housing estates.

Support limited residential development in the Stable Residential Areas (refer 02.04 Growth Area Framework Plan) that maintains the low scale nature of heritage buildings and streetscapes.

Economic development strategies

Support a mix of uses with retail and small scale business uses and some light industrial uses in the Mixed Use Zone in North Melbourne.

Support commercial development in the Hoddle Grid fringe (area adjacent to the Hoddle Grid).

Support uses that strengthen the role of the Errol Street and Victoria Street shopping area for convenience shopping and neighbourhood facilities.

Support small to medium enterprises and businesses that provide professional and business support services in the Mixed Use Zone adjacent to the Hoddle Grid.

Support a balance of residential and commercial uses that maintains an emphasis on local community.

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

Built environment and heritage strategies

Locate higher scales of development at the Hoddle Grid fringe, around the North Melbourne railway station and along Flemington Road.

Maintain the predominantly low scale of residential areas and the Mixed Use Zone in North Melbourne.

Maintain lower scale streetscapes in other parts of North Melbourne and ensure that development is sympathetic to the architecture, scale and heritage character.

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

Reinforce Flemington Road as a key tree lined boulevard entry to the Central City, such as through building setbacks and landscaping.

Built environment and heritage policy guideline

Consider as relevant:

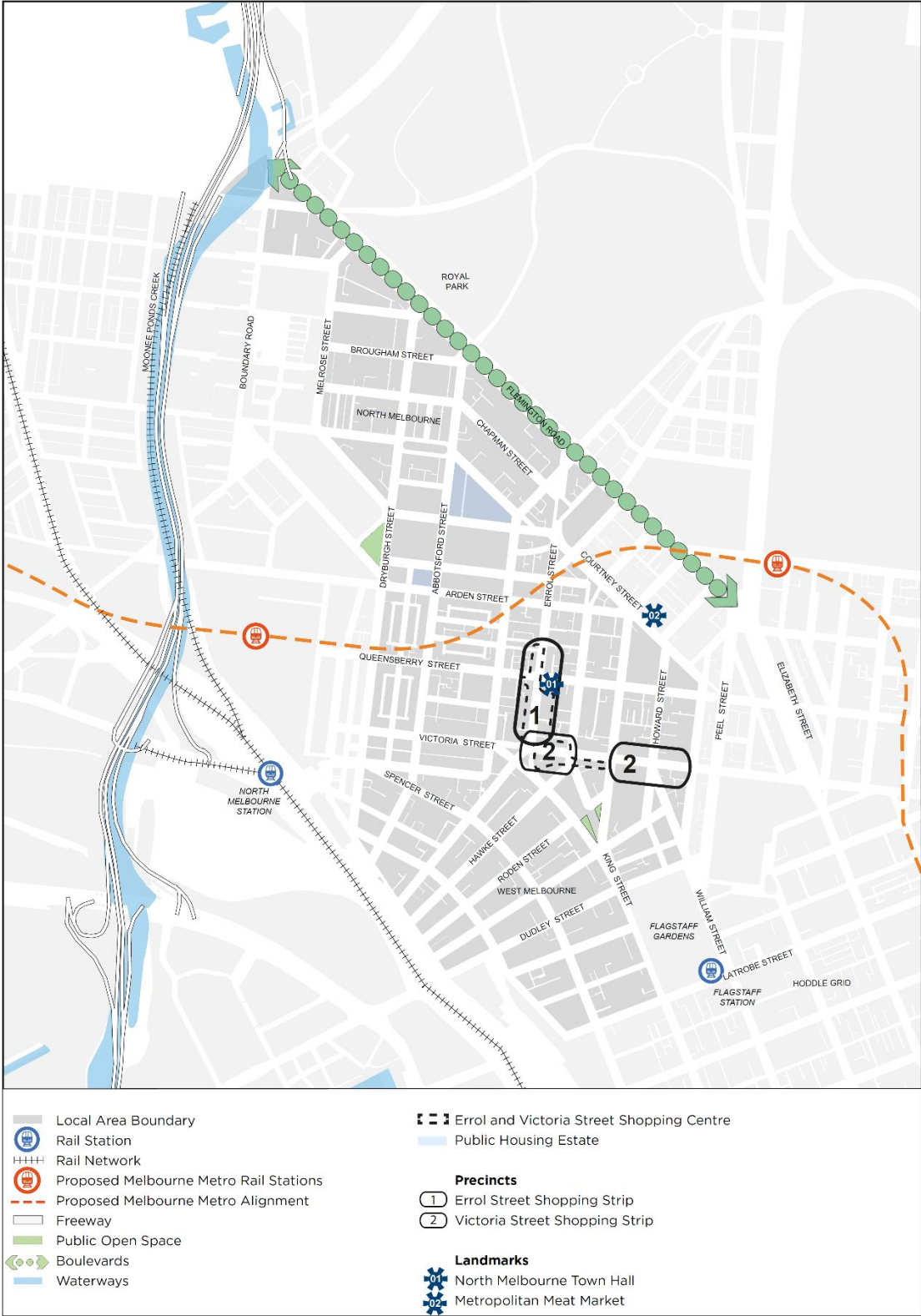
- Maintaining the existing two storey scale in the Errol and Victoria Street shopping precinct consistent with the area's heritage buildings.

Transport strategies

Strengthen pedestrian, cycle and visual connections to Royal Park.

Strengthen public open space and pedestrian and cycle connections in North Melbourne, across the Moonee Ponds Creek and with the Capital City trails, through new links, building and open space placement, and landscaping.

North Melbourne Plan



11.03-6L-11 Parkville21/09/2022
C409melb**Policy application**

This policy applies to land shown as “Local Area Boundary” on the Parkville Plan to this clause.

Housing strategies

Support residential buildings associated with the education and health institutions in the Commercial Zone along Royal Parade.

Discourage medical centres and other commercial uses in the residential zones, except where they serve a local community function and do not cause adverse amenity impacts.

Ensure low scale infill development in residential zoned areas of South Parkville, West Parkville and North Parkville, except in the Parkville Gardens Estate, where more intensive development is supported.

Built environment and heritage strategies

Maintain the residential and low rise character of the residential zoned areas of South Parkville, West Parkville and North Parkville.

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

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

Ensure that new development in North Parkville maintains the existing built form character of buildings in a landscaped setting with generous setbacks from the street and between buildings. At the same time, promote quality building design and a consistent building scale.

Ensure development respects the heritage and parkland values of the area and does not dominate or visually intrude upon parkland, streetscapes or lane-scapes.

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

Infrastructure 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 from Elizabeth Street to the Royal Childrens Hospital consistent with the local amenity of residential and mixed use zones.

Support research, education and development consistent with the local amenity of residential and mixed use zones:

- At the Commonwealth Serum Laboratory.
- In the commercial zones along Royal Parade in North Parkville.

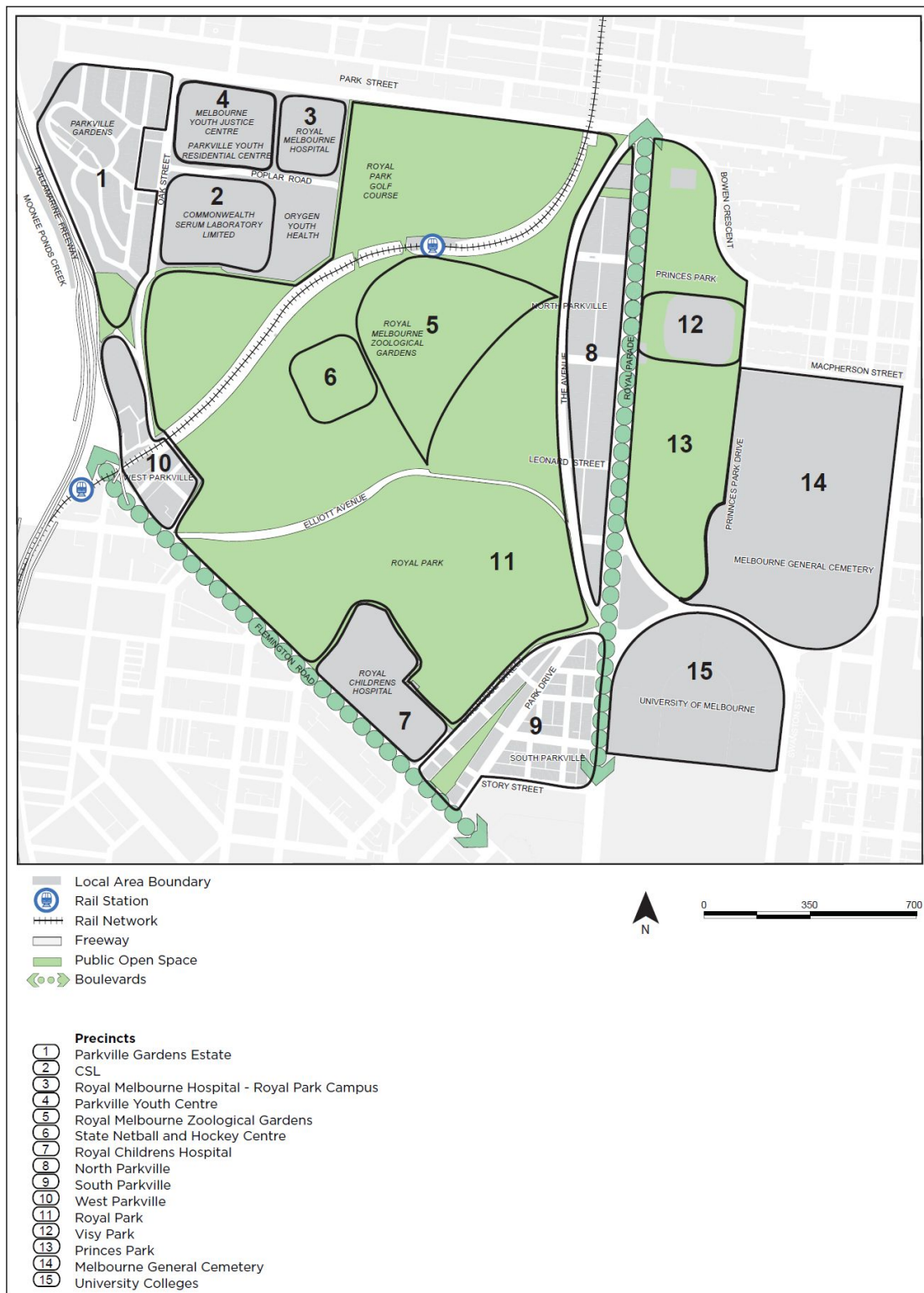
Discourage institutional uses in parkland and residential areas.

Retain parkland and protect it from uses that would reduce its landscape character and recreational role.

Ensure that buildings and other structures (e.g. communications infrastructure) in Royal Park and Princes Park are sensitively designed and located to minimise its impacts on the Park’s landscape character.

Support the on-going operation of the Royal Melbourne Zoological Gardens.

Parkville Plan



11.03-6L-12 Southbank21/09/2022
C409melb**Policy application**

This policy applies to land shown as ‘Local Area Boundary’ on the Southbank Plan to this clause.

Housing strategy

Support medium scale residential development in the residential zones of Southbank Village.

Economic development strategies

Support arts, entertainment, cultural, educational uses in Southbank, especially in the Arts Precinct.

Support Southbank’s development as an extension of the Central City, providing a mix of commercial and residential land uses.

Support a mix of uses, including residential development, with ground floor retail and small-scale business uses.

Support the ongoing operation and establishment of businesses that provide professional and business support services to the Capital City Zone and the Mixed Use Zones of Southbank.

Built environment and heritage strategies

Maintain low rise development on the northern and southern sides of the Yarra River and Arts Precinct to maintain the low scale river edge to protect key views to the Arts Centre Spire and prevent overshadowing of the south bank of the River.

Encourage high rise development to the north of City Link and west of Moore Street.

Encourage medium scale development in the Arts Precinct and the areas to the east of Moore Street and to the south of City Link.

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 that buildings along St Kilda Road and in Sturt Street maintain the visual dominance of the Arts Centre Spire.

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

Ensure that development maintains views to the 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.

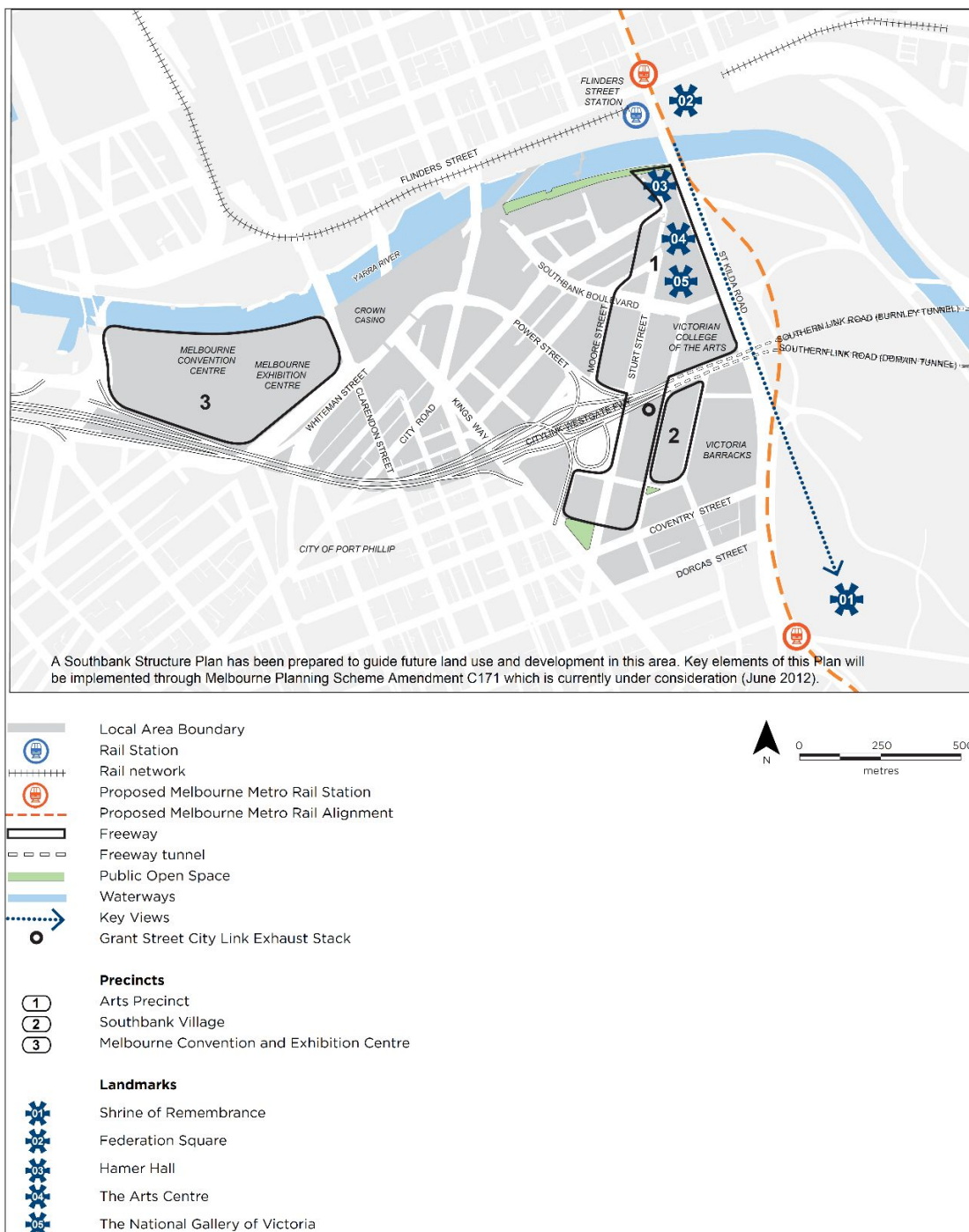
Promote high rise, high density development, south of the Crown Casino and the Melbourne Exhibition Centre.

Transport strategies

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

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

Southbank Plan



11.03-6L-13 Sports and Entertainment Precinct

21/09/2022
C409melb

Policy application

This policy applies to land shown as ‘Local Area Boundary’ in Sports and Entertainment Precinct Plan to this clause.

Economic development strategies

Ensure commercial uses in the Royal Botanic Gardens and Domain Parklands do not detract from the areas landscape qualities and amenity.

Support the growth of sports and entertainment facilities 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 preserve its significance.

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

Transport strategies

Develop and improve pedestrian links:

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

Support the extension of Spring Street to Brunton Avenue and the development of the triangle of land between this new link, Wellington Parade and west of Jolimont Road.

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

Sports and Entertainment Precinct Plan



11.03-6L-14 St Kilda Road and South Yarra21/09/2022
C409melb**Policy application**

This policy applies to land shown as ‘Local Area Boundary’ in the St Kilda Road and South Yarra Plan to this clause.

Housing

Support residential development on St Kilda Road within its context as a premier office and residential boulevard.

Economic development strategies

Encourage convenience retailing and food and drink uses at street level on St Kilda Road.

Ensure that the mix of uses does not prejudice the role of St Kilda Road as a premier office and residential boulevard.

Ensure development that maintains Domain Road shopping area’s role for convenience shopping and neighbourhood facilities.

Support offices and related commercial developments along St Kilda Road to complement its role as a premier office district.

Encourage educational, institutional and research uses.

Built environment and heritage strategies

Ensure development in South Yarra that:

- 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 which includes 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.

Encourage high rise residential and office developments along St Kilda Road.

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

Limit development height around the Royal Botanic Gardens.

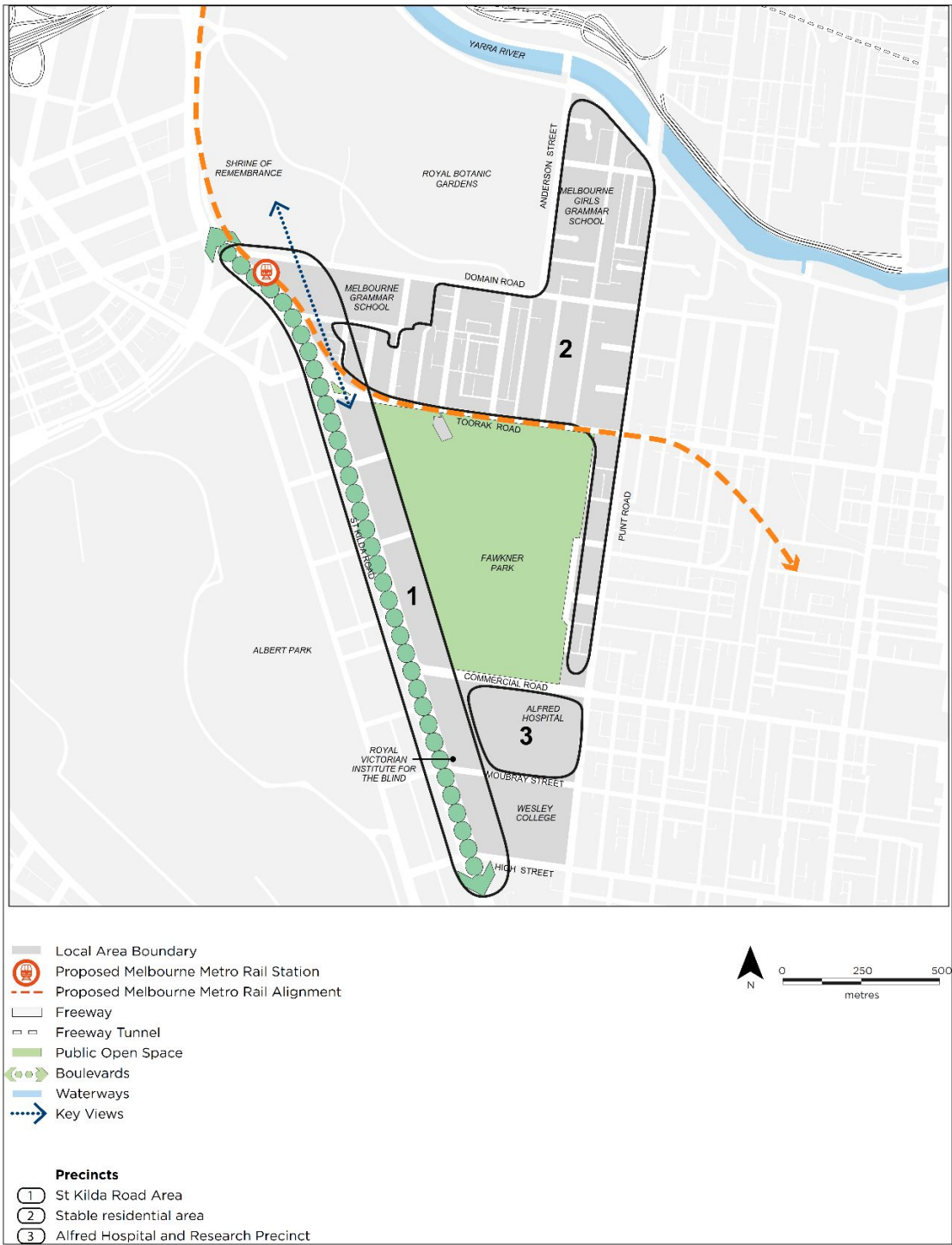
Ensure development around Fawkner Park protects the visual amenity of the park and avoids overshadowing.

Health facilities strategies

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.

St Kilda Road and South Yarra plan



11.03-6L-15 West Melbourne21/09/2022
C409melb**Policy application**

This policy applies to land shown as ‘Local Area Boundary’ on the West Melbourne Plan to this clause.

Housing objective

To deliver approximately 6700 additional dwellings, including Affordable Housing in West Melbourne to meet the projected population growth.

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, , providing 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.
- Providing Affordable Housing dwellings 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 objective

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

Economic development strategies

Retain existing and provide for new employment opportunities.

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 objective

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

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 with 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 grain 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

Encourage public transport improvements 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.

Connect West Melbourne with 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.

Infrastructure objective

To ensure good access to community and creative infrastructure within and around West Melbourne that helps people meet their social needs and enhances community wellbeing.

Infrastructure strategies

Support the functioning and growth of education uses in West Melbourne, in particular primary schools.

Open space objective

To improve access to, and the function, usability and safety of, new and existing open spaces in West Melbourne.

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.

West Melbourne Plan



- Local area boundary
- Public open space
- Train Stations
- Proposed Activity Centres
- Metro Tunnel and future North Melbourne Station (under construction)
- Future open space Priority Area
- Opportunity for new open space in streets
- Proposed linear park along Hawke Street
- Proposed walking and cycling bridge
- Proposed Spencer Street improvements and potential tram extension

Landmarks

- St Mary's Star of the Sea Church
- St James' Old Cathedral

11.03-6L**Macaulay**

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Proposed C417melb

Policy application

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

Objectives

To develop Macaulay as a mixed use, compact, mid rise, walkable neighbourhood which celebrates its built, environmental and cultural heritage.

To revitalise Moonee Ponds Creek as high quality biodiversity, movement and recreation corridor.

To facilitate inclusive, well-designed, sustainable and accessible housing including Affordable Housing, delivered alongside a mix of dwelling types.

Housing strategies

Encourage the provision of Affordable Housing.

Provide diverse housing that is inclusive, well designed, sustainable and accessible.

Affordable Housing policy guidelines

Consider as relevant:

- For developments located in Schedule 8 to the Special Use Zone, providing 6% of dwellings as Affordable Housing at nil consideration.
- Providing Affordable Housing through one or more of the following mechanisms:
 - Transferring dwellings at nil consideration to a Registered Housing Agency, Rental Housing Agency, or any other body established or recognised under the Housing Act 1983; or
 - Leasing dwellings under the management of a Registered Housing Agency or other Rental Housing Agency at a discount to market value, and for a duration of time, that is equivalent to the value of 6% of dwellings subject to the approval of the Responsible Authority; or
 - Any other model that contributes an equivalent value of Affordable Housing, subject to the approval of the Responsible Authority.
- 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 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.

Economic development strategies

Provide a vibrant mix of land uses including commercial, creative, education, entertainment and retail uses.

Encourage employment uses throughout the precinct to support local living.

Provide opportunities for low-cost space for small and medium sized enterprises and start-ups.

Encourage local businesses to establish in Macaulay Road (Kensington), Central Macaulay (Boundary Road) and Racecourse Road/Boundary Road (north) activity centres.

Support the retail offerings of Melrose Street shopping strip and Arden Gardens.

Built environment and heritage strategies

Ensure the past, present and continuing cultural values and heritage of the Traditional Owners, the Wurundjeri Woi Wurrung People, are identified and embedded in the design of Macaulay.

Ensure development is sensitive to its context adjacent to lower scale residential areas and the Moonee Ponds Creek.

Ensure development enhances Macaulay's industrial and streetscape character.

Ensure new development enhances the quality of the public realm.

Provide a high-quality network of connected streets and open spaces that support a varied and walkable block structure.

Encourage adaptable buildings.

Ensure high quality design throughout the precinct and encourage design excellence for key strategic sites.

Ensure site responsive, high quality building design in flood prone areas.

Support building design that includes a high standard of energy efficiency, embodied energy, water efficiency and integrated water management, green infrastructure, urban ecology, waste management and resource recovery.

Transport strategies

Provide a high amenity, permeable and connected street network to ensure streets are safe and comfortable for pedestrians and enhance the quality and connectivity of the public realm.

Provide high quality green links between open spaces, community facilities and public transport routes.

Support the expansion and upgrade of public transport services and infrastructure.

Open space strategies

Provide a high quality open space network through the improvement and expansion of existing open spaces at Buncle Street Reserve (North Melbourne Community Centre), Robertson Street Reserve, and Canning Street and Macaulay Road Reserve.

Facilitate the delivery of high amenity open spaces, including Macaulay Terraces, Stubbs North Reserve and Chelmsford Street Reserve as well as a network of new open spaces within the road reserve and linear spaces adjacent to Moonee Ponds Creek, with improved pedestrian connectivity and access throughout the precinct.

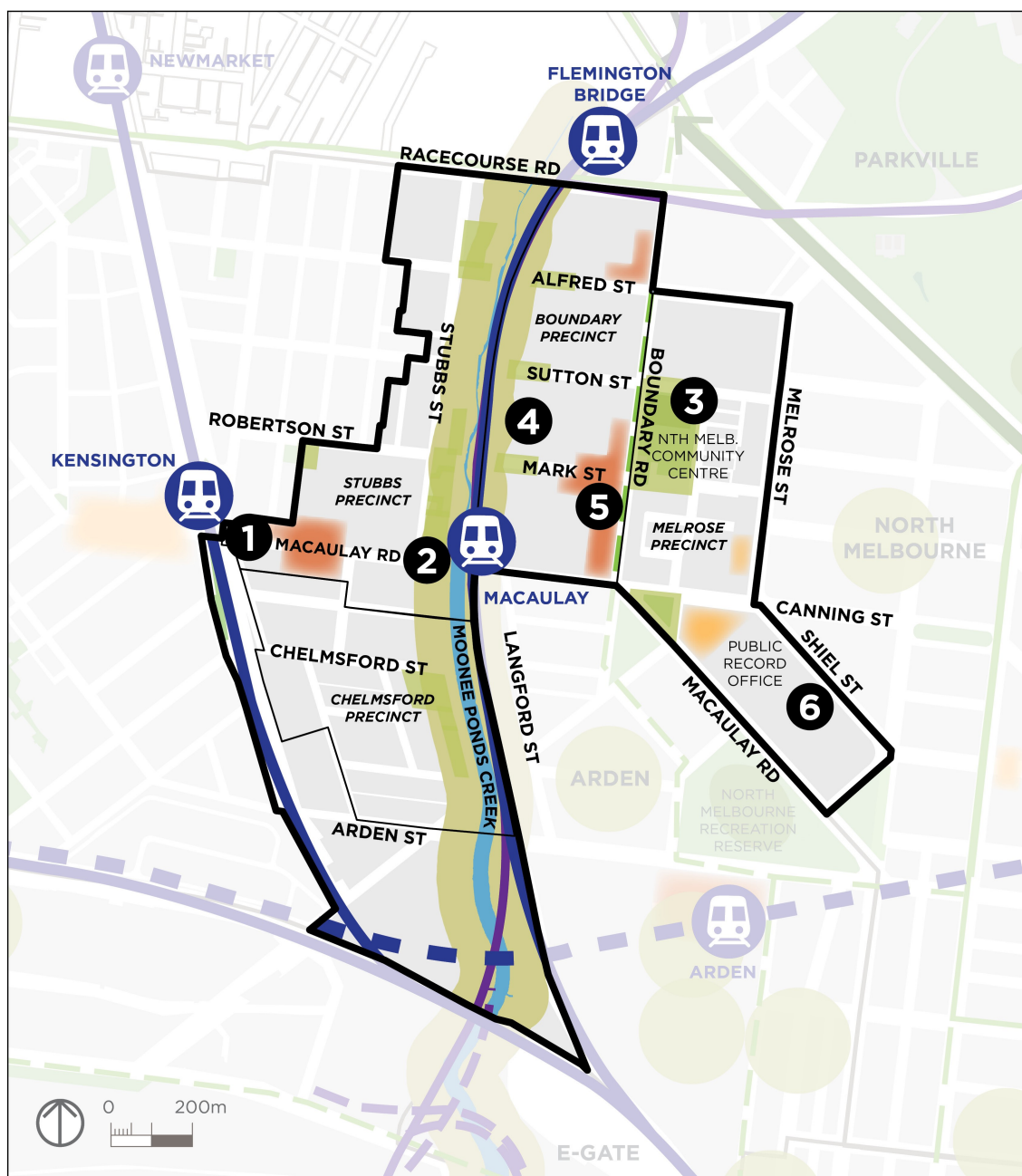
Support the revitalisation of the Moonee Ponds Creek corridor, enhancing its heritage and culture values, providing safe and accessible connectivity, and providing an increased area for native flora and fauna, and managing water.

Infrastructure strategies

Provide for the timely and coordinated funding and delivery of enabling and social infrastructure, public open space and transport upgrades.

Ensure the individual and combined impacts of sea level rise and flooding from storm events is appropriately managed.

Manage the risk of flooding through flood management solutions in the natural landscape and built environment.



LEGEND

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

- Existing local centre
- Future local centre
- Boulevard
- New open space

KEY MOVES

- 1** New community hub
- 2** Integrated stormwater management infrastructure
- 3** Expanded community hub
- 4** New street network and public realm improvements
- 5** New local centres
- 6** Investigate delivery of a secondary school