

PART THREE: PRECINCTS

There are four distinct precincts within Macaulay, each with its own individual characteristics and economic functions.

This part details how the vision for Boundary, Melrose, Chelmsford and Stubbs precincts will be achieved through the application of the objectives and actions outlined in Part Two: The Framework.

Overview of the precincts

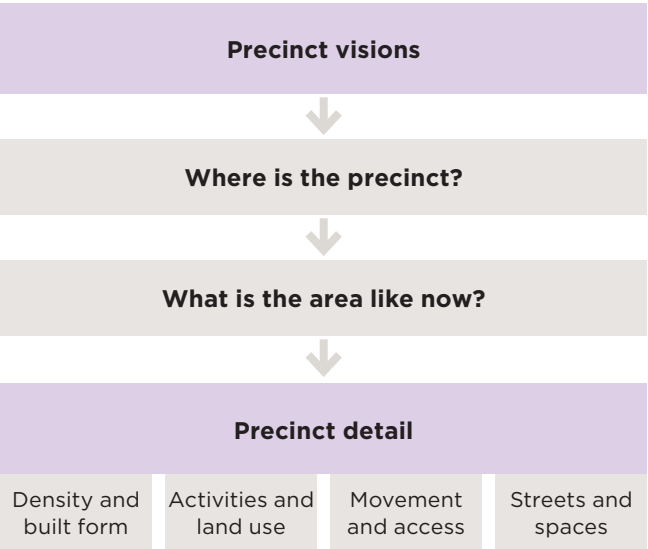
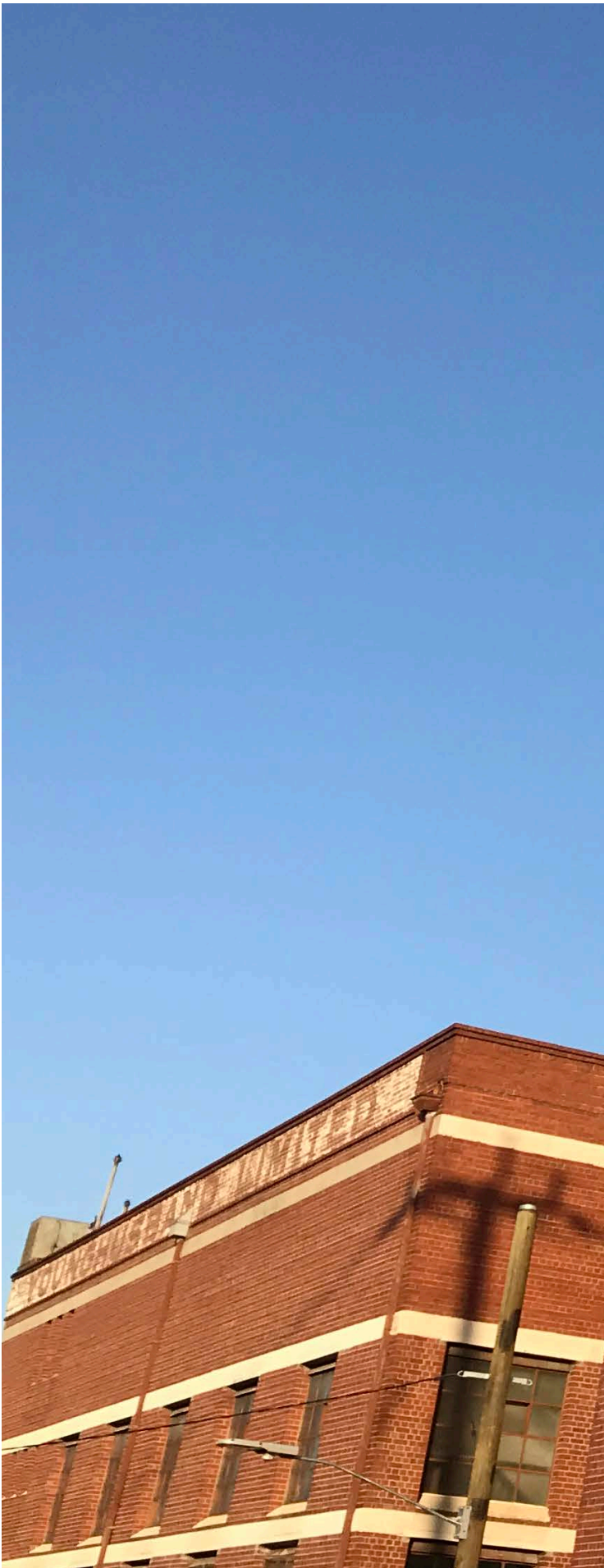


Image 30: The former Younghusband Wool Store. A heritage listed four storey brick woolstore built in 1906. Rejuvenating the building is the first stage of a broader precinct redevelopment that will provide a range of workspaces and open space





3.1 VISION FOR THE PRECINCTS



Boundary Precinct

A new network of streets and laneways will provide a more legible urban fabric, with improved connectivity across the precinct and to surrounding neighbourhoods. Streets will be redesigned to support safe walking and bike riding. Street trees and integrated water management enable a climate ready precinct.

Boundary precinct has the capacity for higher levels of growth and change to support a vibrant mix of uses with retail and commercial activity focused on Racecourse, Boundary and Macaulay roads.

Buildings are set back from CityLink, reducing amenity impacts and creating a linear open space along the western boundary of the precinct. The precinct will promote sustainable transport through the management of road congestion and innovative solutions to car parking such as precinct parking and maximum car parking rates.

A new high capacity public transport route along Boundary Road will connect to Arden and West Melbourne and enhance public transport options for Macaulay.



Melrose Precinct

Melrose will continue to serve as a hub for community and social connection. The precinct will provide a comprehensive range of services, including an enhanced community and recreation offering, a potential government secondary school and the Public Record Office Victoria.

Buncle Reserve will provide improved open space. Existing streets will be further enhanced with additional tree planting. Local shops on Melrose Street and at Arden Gardens serve the local community and the broader area.

A new high capacity public transport route along Boundary Road will connect to Arden and West Melbourne and enhance public transport options for Macaulay.



Chelmsford Precinct

Chelmsford will retain its valued heritage character with intact rows of cottages and brick warehouses. The south of the precinct will be home to a range of small to medium sized businesses creating a dynamic and vibrant employment area, anchored by key heritage sites like the Younghusband Woolstore. These sites in close proximity to the new Arden Station will encourage small tenancies and business opportunities to deliver co-working spaces, maker spaces and studios.

Existing streets will be improved to support safer walking and bike riding. New street trees and integrated water management will contribute to a climate-ready precinct.

The precinct will promote sustainable transport through the management of road congestion and innovative solutions to car parking such as precinct parking and maximum car parking rates.

The revitalised Moonee Ponds Creek will be protected from overshadowing and will enhance amenity and connectivity across the precinct.



Stubbs Precinct

Stubbs will evolve into a mixed use area with residential development and commercial and retail activity, centred around Macaulay Road and the Kensington train station.

Existing streets will be improved to support safer walking and cycling. New streets and laneways will be delivered on larger land holdings to improve connectivity throughout the Stubbs precinct and to the surrounding area.

New street trees and integrated water management will contribute to a climate-ready precinct. Robertson Street Reserve will be expanded to provide additional open space for the growing community.

The revitalised Moonee Ponds Creek will be protected from overshadowing and will enhance amenity and connectivity across the precinct.

3.1 BOUNDARY PRECINCT



Image 31: Aerial view of Boundary Precinct

Where is Boundary Precinct?

Boundary Precinct is located in North Melbourne and is bounded by Racecourse Road to the north, Boundary Road to the east, Macaulay Road to the south and the Upfield rail corridor and elevated CityLink to the west.

What is the area like now?

Boundary Precinct is made up of predominantly industrial and commercial land uses. The precinct is changing rapidly with several planning applications for both residential and commercial developments being received.

Connectivity within this area is limited by the current street network and large lot sizes. Alfred, Sutton and Mark streets all terminate at the interface with the rail corridor and CityLink. This corridor not only acts as a physical and visual barrier, but reduces connectivity across the precinct and to the Moonee Ponds Creek and Capital City Trail.

The majority of street space is occupied by roadways with narrow footpaths and few street trees. There are few north-south streets providing connectivity within Boundary Precinct. Racecourse, Boundary and Macaulay roads are often congested by trips through the precinct.

Boundary Precinct is made up of varied lot sizes, but the majority are larger sites between 1500 and 10,000 square metres. Medium and large format warehouse buildings are typical in the area with some commercial and retail buildings fronting Boundary Road.

While many buildings are built to the street frontage, some are set back from the street to provide public realm improvements. On-site surface car parking is common. Building heights are predominantly one to two storeys. There are four buildings with a heritage overlay including warehouses, a stable and a pump station.

Flooding is an issue along the western boundary which runs parallel to the Moonee Ponds Creek as well as sites on the low-lying land to the north of Macaulay Road.



Case study: New development on former industrial sites

Prior to redevelopment, a light industrial building covered the entire site fronting Courtney and Queensbury streets in North Melbourne. The new residential development comprises four individual buildings that define the street edge, provide individual entrances and create a central courtyard. The design of the facades, use of materials and different roof pitches results in a finer grain development. Each building has its own individual character while being part of a consistent design strategy for the site.

Image 32: Assembly Apartments, North Melbourne (project and images: Woods Bagot)

The vision for Boundary Precinct

Density and built form

Larger sites that can deliver multiple buildings will adopt a diversity of forms, typologies, building and street wall heights, and architectural language. The use of multiple design practices working together can assist in achieving this outcome.

Some tall and slender tower forms built to the street frontage will be encouraged on larger sites to enable the delivery of new streets and open spaces and to reduce bulk and overshadowing impacts.

Buildings with a wide street frontage will be broken up into smaller vertical sections, with a range of street wall heights and articulation of building elements of sufficient depth to provide modulation and interest in the street facade.

Activities and uses

Boundary will be a mixed use area with retail uses focused along Boundary and Macaulay roads, and commercial uses on Racecourse Road. Some of these uses will extend around building corners into the quieter, greener side streets, providing an opportunity for smaller scale retail and commercial space.

Affordable housing will be delivered alongside a mix of dwelling types including housing for families and larger households.

The mix of activities and uses will be achieved by rezoning the area from the Mixed Use Zone and Commercial 1 Zone to a tailored land use zone such as the Special Use Zone or equivalent (see Part Two: The Framework for more information).



Image 33: Artist's impression of Sutton Street in Boundary Precinct looking towards CityLink (Indicative only)

Movement and access

The high capacity public transport capable corridor should be extended through Arden and along Boundary Road. This would enhance public transport options including a more direct connection to the new Arden Station. Future grade separation of the Upfield rail line enables improved access to the Moonee Ponds Creek including the Capital City Trail. The City of Melbourne will continue to advocate for the delivery and funding of these projects, which are subject to approval by the Victorian Government.

Walking and riding bikes will be prioritised with wider, continuous footpaths and protected bicycle lanes. Additional pedestrian crossings on Boundary Road will improve safety and connectivity including access to Buncle Street Reserve.

Street space currently occupied by excess car parking will be reclaimed to provide more space for walking, riding bikes, street trees and new public spaces. Active and public transport will support reduced car parking in private development. This will result in fewer private vehicles using the road network. Boundary Road also plays a role in terms of managing local freight.

Streets and spaces

A new network of streets will increase permeability and provide a safe environment for walking and riding bikes. New streets and laneways must be delivered on larger land holdings, in accordance with a number of key design principles:

- One connection should be provided where the average length of a street block exceeds 100 metres and at least two connections where the block exceeds 200 metres.
- Connections should be located centrally within the block and less than 70 metres from the next intersection. In the Boundary Precinct, this would result in at least one east-west street and two north-south streets in each of the four large blocks.

Street tree planting and water sensitive urban design will be provided in all streets. New open space at the western end of Alfred, Sutton and Mark streets will play an important flood mitigation role by providing space for water detention during high rainfall events. This will reduce pressure on existing flood mitigation infrastructure along the Moonee Ponds Creek.

On larger sites, floor area ratio controls and new built form controls will allow for public open space to be delivered on site. This will provide a new network of small open spaces through the area.

Any new off-street car parking entrances and servicing will be accessed from side streets or rear laneways to improve the public realm for active and public transport.

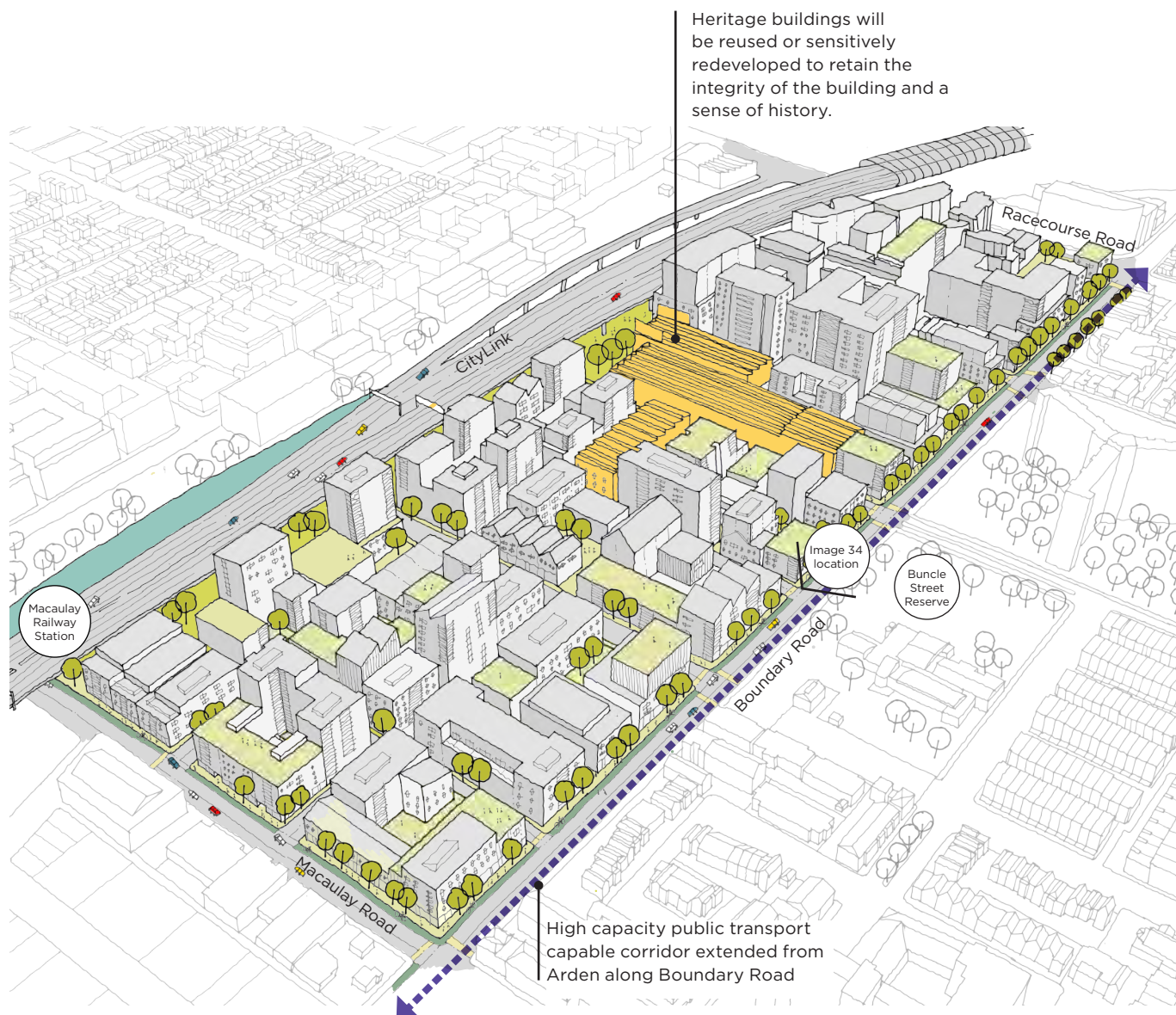


Figure 6: Artist's impression of Boundary Precinct (indicative only)



Image 34: Artist's impression of Boundary Road looking south with Buncle Street Reserve on the left (Indicative only)

Proposed density and built form controls

The following built form controls are proposed for a new Design and Development Overlay (DDO) for Boundary:

Density control

- A mandatory maximum floor area ratio of 4:1.

Building heights

In accordance with Map 14:

- Preferred maximum building height of 8 storeys for properties on Racecourse Road.
- Preferred maximum building height of 6 to 12 storeys for properties on Boundary and Macaulay roads.
- Preferred maximum building height of 15 storeys for properties that interface CityLink and deliver a setback of 20m or more from the western boundary.
- Preferred maximum building height of 12 storeys elsewhere in Boundary Precinct.

Street wall heights

- Map 14 identifies preferred maximum street wall heights for identified existing streets in Boundary Precinct. Where no street wall height is indicated for identified existing streets, the maximum street wall height is not to exceed the maximum preferred building height, with the exception of where a 'tooth and gap' approach is used.
- For sites with a building frontage greater than 40 m, a 'tooth and gap' approach is encouraged. Up to 25 metres (mandatory maximum) of the building frontage can meet the preferred maximum building height. The taller element should not exceed 40 metres in length.
- For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15m / equivalent to one or two apartments.

Setbacks

- A mandatory setback of 20 metres from the boundary of CityLink.
- A preferred minimum setback of 5 metres above the street wall from the street.
- A preferred minimum setback of 7.5 metres above the street wall from side and rear boundaries.

Overshadowing

- Development above the street wall must not cast additional shadow to the southern footpath of Mark Street, Macaulay Road, Sutton Street and Alfred Street on 22 September between 11am and 2pm.
- Development above the street wall must not cast additional shadow to existing open spaces on 21 June between 10am and 3pm in accordance with City of Melbourne's Sunlight to Public Parks policy.

Floor to ceiling heights

- Minimum ground floor-to-ceiling height of 4 metres.
- Minimum floor-to-ceiling height of 3.3 metres for non-residential uses.
- Residential floor-to-ceiling heights should align with Better Apartments Design Standards (3.2 metres).

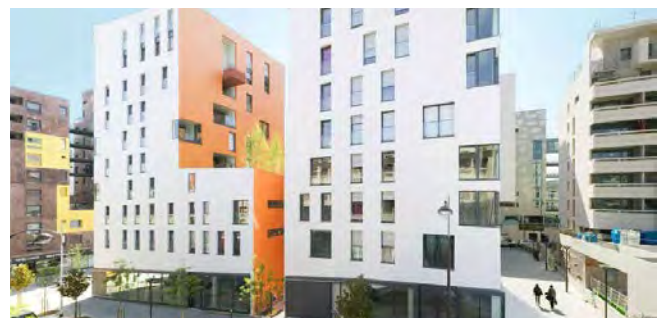
Interfaces

The proposed built form and density controls for Boundary Precinct will enable new development to respond positively to key interfaces in the area. They include:

- the interface to the Upfield rail corridor and CityLink with taller built form and a 20 metres ground level setback where additional planting and open space is required.
- the interfaces of Racecourse, Boundary and Macaulay roads accommodating taller built form to help define these streets.
- the interface with Buncle Street Reserve with lower rise development to reduce overshadowing.
- the interface on Boundary Road with the low rise residential area between Mark and Canning streets.
- the interface with Macaulay Station to ensure passive surveillance of the station environment.
- the interfaces with heritage and brick warehouses to respond to valued character of the area.

Active frontages

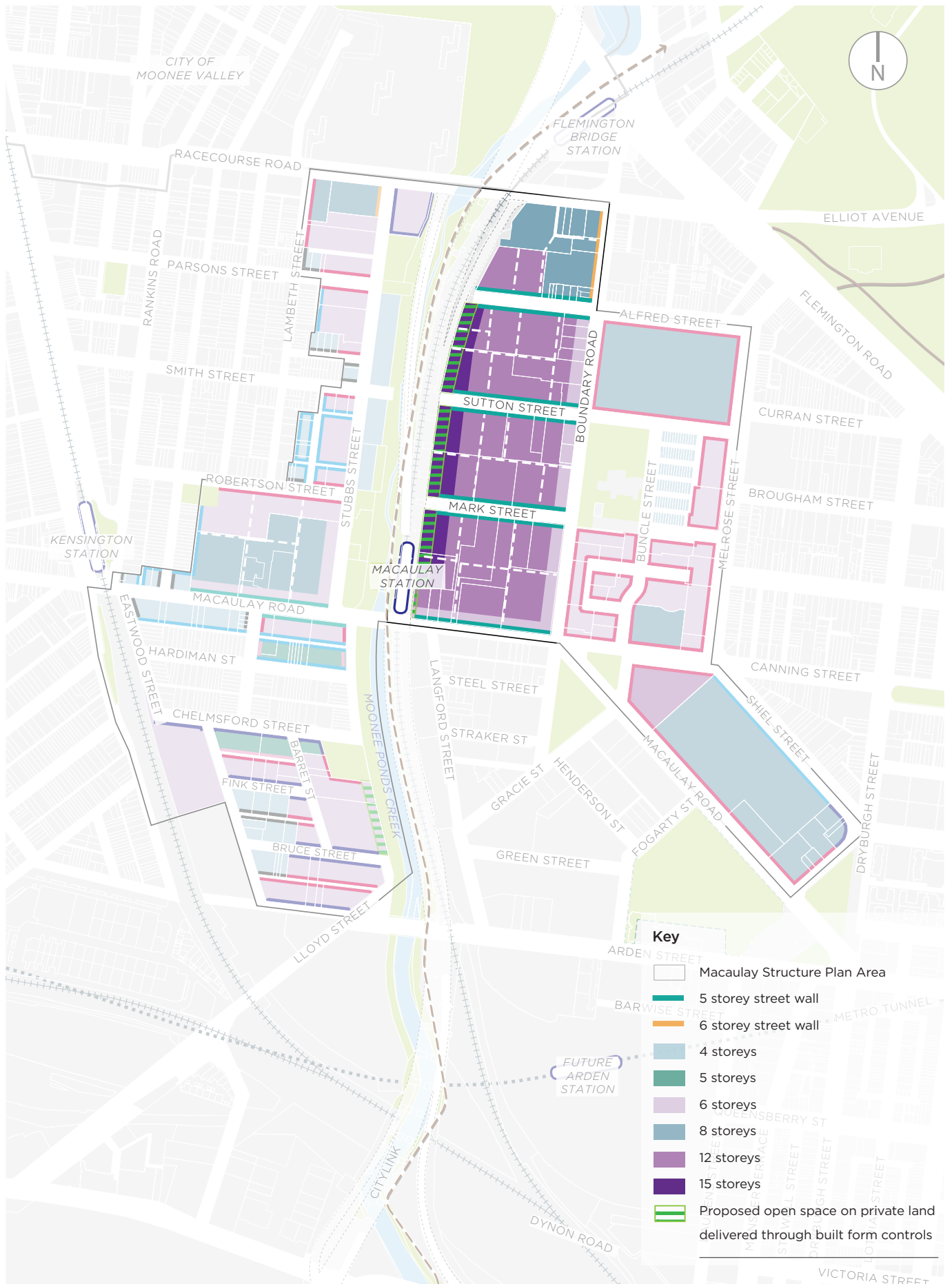
Active frontages are sought throughout the area with a focus on active retail and commercial uses along Racecourse, Boundary and Macaulay roads. See Part 2: Objective 1 for more detail on the proposed controls.



Case study: Tooth and gap approach

The 'tooth and gap' approach allows for buildings to be built to the street frontage including varying building heights with some taller and slender towers. This creates greater diversity in the urban form and the experience at street level. In combination with a Floor Area Ratio control, this approach can be used to deliver different building typologies and improved amenity.

Image 35: Massena Quarter, Paris



Map 14: Proposed street wall and building heights for Boundary Precinct

3.2 MELROSE PRECINCT



Image 36: Aerial view of Melrose Precinct

Where is Melrose Precinct?

Melrose Precinct is located in North Melbourne. There are two areas within Melrose Precinct. The northern area is bounded by Alfred Street to the north, Melrose Street to the east, Canning Street to the south and Boundary Road to the west. The southern area is bounded by Canning Street to the north, Shiel Street to the east, Haines Street to the south and Macaulay Road to the west.

What is the area like now?

The northern area of Melrose Precinct is predominantly public housing, surrounded by a range of community facilities including the North Melbourne Community Centre, Jean McKendry Centre and Hotham Hub Children's Centre. There are a number of local community gardens and a local retail centre including a supermarket on Melrose Street.

The Public Record Office Victoria occupies most of the land in the southern area of Melrose Precinct. It is surrounded by a number of recently completed mid to high rise apartment buildings including Arden Gardens which brings new retail and a second supermarket to the precinct. The topography slopes down to the south-west from Shiel Street providing glimpses of the central city skyline.

The street network to the north of Canning Street generally provides good connectivity, however there are limited connections through the Alfred Street public housing towers which occupy the entire block. To the south of Canning Street, connectivity is contained to the main streets that form the boundary of the precinct. Streets are generally 20 or 30 metres wide with more extensive street tree planting, including central medians.

Buncle Street Reserve is a major open space asset within Melrose Precinct and the surrounding neighbourhoods. It provides sports facilities, recreational opportunities, community gardens and a children's playground.

Lot sizes vary from small sites under 500 square metres to larger sites greater than 10,000 square metres. The built form is varied with the northern area comprising high density public housing and a mix of apartments and townhouses. To the south, Arden Gardens consists of a large podium and two towers next to the Public Record Office Victoria. There are six properties with a heritage overlay including the former Gas Regulating House on Macaulay Road.

Flooding is an issue along Macaulay Road and for the low-lying properties on Haines Street.



Case study: Maximising the benefit of community infrastructure at Carlton Learning and Community Hub

An existing three-storey school building was transformed to include an integrated early learning centre, family services centre and community hub. With its signature element, the Covered Outdoor Learning Area (COLA), the project has raised the profile of the primary school and created a hub of community facilities. Rather than building an enclosed gymnasium, the COLA can be used by school children and the broader community outside school hours.

Image 37: Carlton Learning and Community Hub
(Project and photo: Law Architects)

The vision for Melrose Precinct

Density and built form

Melrose Precinct contains areas of land owned by the Victorian Government. Public housing towers, mid-rise apartments and townhouses are located within Alfred, Melrose and Canning streets and Boundary Road. To the south-east is the Public Record Office Victoria accessed from Shiel Street. There are limited private land holdings in this area that are likely to develop. For any future redevelopment of Victorian Government land, we will work in partnership with the relevant departments and agencies to advocate for outcomes that are aligned with the vision for Macaulay as a mid-rise, mixed use neighbourhood and that the area continues to provide essential community infrastructure and services.

Activities and uses

A new community hub will provide improved and additional community and recreation facilities and services. The hub aims to consolidate and expand existing facilities at North Melbourne Community Centre, Hotham Hub Children's Centre and Jean McKendry Neighbourhood Centre.

The Melrose Street shopping strip will continue to provide small scale, local retail supported by the full-size supermarket at Arden Gardens that services a wider catchment. The mix of activities and uses will be achieved by rezoning the area from the Mixed Use Zone and Commercial 1 Zone to a tailored land use zone such as the Special Use Zone or equivalent (see Part Two: The Framework for more information).

The Department of Education and Training is responsible for identifying where new schools will be delivered. We will continue to advocate for the Public Record Office Victoria site as a potential location for a future secondary school.

We will also advocate for additional public housing in our municipality, for City of Melbourne to play a strategic role in the renewal of public housing sites, and for existing public housing tenants and communities to be supported through future renewal projects.

Movement and access

The high capacity public transport capable corridor should be extended through Arden and along Boundary Road, enhancing public transport options including a more direct connection to the new Arden train station. We will continue to advocate for the delivery of these projects, which are subject to approval by the Victorian Government.

Walking and riding bikes will be prioritised with wider, continuous footpaths and protected bicycle lanes. Additional pedestrian crossings on Boundary Road will improve safety and connectivity including access to Buncle Street Reserve. Traffic calming will be investigated along Melrose Street to reduce the number of through vehicles. On-street parking priority for existing residents will be retained.

Street space currently occupied by excess car parking will be reclaimed to provide more space for walking, riding bikes, street trees and new public spaces. Active and public transport will support reduced car parking in private development. This will result in fewer private vehicles using the road network.

Streets and spaces

Buncle Street Reserve will be upgraded to provide open space improvements in the area. The City of Melbourne will also investigate the potential to expand Canning Street and Macaulay Road Reserve and improve links between Macaulay and Royal Park through street upgrades.

Street improvements will provide a safe environment for people walking and riding bikes. Street tree planting and water sensitive urban design will be provided. This will reduce pressure on existing stormwater infrastructure.

Proposed density and built form controls

The following built form controls are proposed for a new Design and Development Overlay for Melrose. For any future redevelopment of Victorian Government land, the City of Melbourne will work in partnership with the relevant departments and agencies to advocate for outcomes that are aligned with the vision for Macaulay as a mid-rise, mixed use neighbourhood that continues to provide essential community infrastructure and services.

Density control

- A mandatory maximum Floor Area Ratio of 4:1.

Building heights

- In accordance with Map 15, a preferred maximum building height of 4 to 12 storeys.

Street wall heights

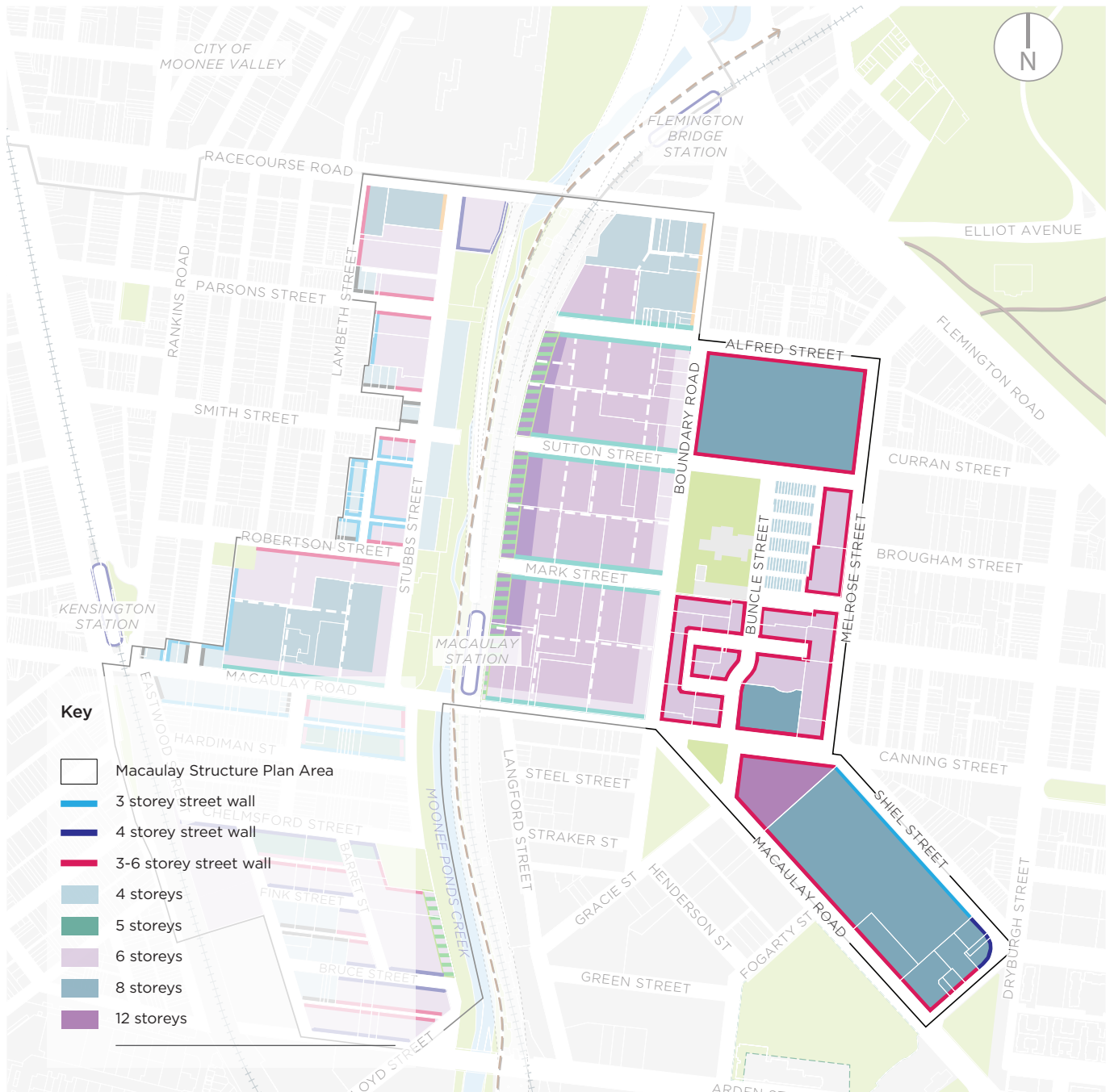
Map 15 identifies maximum street wall heights for identified existing streets in Melrose Precinct. Where no street wall height is indicated for identified existing streets, the maximum street wall height is not to exceed the maximum preferred building height. Maximum street wall heights are mandatory along Shiel Street, and are preferred elsewhere in the precinct.

Setbacks

- A preferred minimum setback of 5 metres above the street wall from the street.
- A preferred minimum setback of 7.5 metres above the street wall from side and rear boundaries.
- Development above the street wall on Shiel Street should be visually recessive and provide an appropriate response to surrounding conditions.
- For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15 metres / equivalent to one or two apartments.

Overshadowing

- Development above the street wall must not cast additional shadow to existing open spaces on 21 June between 10am and 3pm in accordance with City of Melbourne's Sunlight to Public Parks policy.



Map 15: Proposed street wall and building heights for Melrose Precinct

Floor to ceiling heights

- Minimum ground floor-to-ceiling height of 4 metres.
- Minimum floor-to-ceiling height of 3.3 metres for non-residential uses.
- Residential floor-to-ceiling heights should align with Better Apartments Design Standards (3.2 metres).

Active frontages

Active frontages should be delivered throughout the precinct, with a focus on active retail and commercial uses along Boundary Road and Melrose and Canning streets and all community facilities.

See Part Two: Objective 1 for more detail on the proposed controls.

Interfaces

The proposed built form and density controls for Melrose Precinct will enable new development to respond positively to important interfaces in the area. They include:

- the interface with Bunclie Street Reserve with lower rise development to reduce overshadowing
- the interface on Alfred, Melrose and Shiel streets with the low rise residential areas in North Melbourne
- the interfaces of Boundary Road and Canning Street with taller built form to help define these streets
- the interfaces with heritage buildings to respond to valued character of the area.

3.3 CHELMSFORD PRECINCT



Image 38: Aerial view of Chelmsford Precinct

Where is Chelmsford Precinct?

Chelmsford Precinct is located in Kensington and is bounded by Little Hardiman and Hardiman Street to the north, Moonee Ponds Creek and Lloyd Street to the east, Arden Street to the south and Elizabeth Street and the Craigieburn rail corridor to the west.

What is the area like now?

Chelmsford Precinct has a mixed character with fine grain residential north of Chelmsford Street and industrial and commercial uses to the south. The Younghusband Woolstore is an example for adapting existing buildings to accommodate new employment opportunities and deliver broader community benefits.

The street network within the area generally provides good connectivity, however the Moonee Ponds Creek and Craigieburn rail corridor are barriers to movement between the Chelmsford precinct and surrounding areas. The greater number of street trees in the residential area provide a higher amenity than the industrial area.

A small public open space has been provided through road closures at the corner of Albermarle and Hardiman streets. There is informal access to the western bank of the Moonee Ponds Creek from Bent and Bruce streets.

Lot sizes vary from small sites under 500 square metres to a large site greater than 10,000 square metres. The built form is varied and includes single storey cottages, former brick warehouses converted to apartments and workspaces, and more recent light industrial and commercial buildings. Building heights vary from one to five storeys. Heritage overlays apply to the fine grain residential area and four properties in the commercial area.

Flooding is an issue along the Moonee Ponds Creek and for properties along sections of Bent, Hardiman, Chelmsford and Albermarle streets.



Case study: Younghusband Woolstore

The Younghusband Woolstore site is a collection of buildings centred on a Kensington woolstore built in 1906. Once completed, the development will be spread across four warehouse levels and two neighbouring properties with a laneway, communal greenspace and high quality workspaces. Work began with exterior rejuvenation of the heritage red-brick woolstore by restoring the existing fabric of bricks, steel and wood. Interior works include upgrading the services, offices, shops, studios and suites, and opening up new communal indoor spaces.

Image 39: Interior of Younghusband Woolstore
(Project and photo: Impact Investment Group)



Image 40: Chelmsford Street facing the Younghusband Woolstore in Chelmsford Precinct

The vision for Chelmsford Precinct

Density and built form

Lower building heights will respond to the narrower streets and laneways in the area to ensure a high level of amenity in the public realm. This is particularly relevant given the increased floor-to-floor heights of commercial buildings.

The size of land parcels and commercial building typologies will likely result in higher levels of site coverage. This provides an opportunity to significantly increase the extent of green roofs and walls.

Former warehouses and other heritage and character buildings will be reused or sensitively redeveloped to retain the integrity of the building and celebrate the historic character of this precinct.

Activities and uses

Chelmsford Precinct will comprise of a mix of uses with the majority of new development supporting commercial uses. The area will contribute to the wider vision for Macaulay to become a truly mixed use precinct, supporting local jobs and enhancing economic activity.

Located a short distance from Arden, the Chelmsford Precinct is ideally situated to accommodate demand for lower-cost space for small and medium sized enterprises and startups that are seeking to link with businesses and institutions in Arden and surrounding neighbourhoods.

Commercial buildings will provide flexible and adaptable workspaces to meet this demand. There are opportunities to provide co-working spaces, maker spaces and studios. Developments will enhance and activate streets and laneways and retail space and cafes will support the needs of people working and living in the area.

Employment uses in the area will be supported by the retention of land use zoning such as the Commercial 2 Zone that provides for offices, appropriate manufacturing and industries, bulky goods, retail and other business and commercial uses. There will be no change to the Neighbourhood Residential Zone. The area covered by the Mixed Use Zone will be rezoned to a tailored land use zone (such as the Special Use Zone or equivalent) to support a greater mix of employment uses in line with the vision for Chelmsford Precinct.

Movement and access

The amenity of the Chelmsford Precinct's local streets will be enhanced to prioritise people walking and riding bikes ahead of vehicle movements, particularly in the area between Arden and Chelmsford streets. Access throughout and beyond the precinct will be maintained and support established and future businesses.

While existing residents will retain on-street parking priority, street space occupied by excess car parking will be reclaimed to provide more space for walking, riding bikes, street trees and new public spaces. Improved active and public transport will support reduced car parking in private developments and decrease the presence of private vehicles on local roads. A precinct-based car parking solution is implemented to take advantage of the compact and highly walkable commercial area.

Streets and spaces

Street improvements will provide a safe environment for people walking and riding bikes. Street tree planting and water sensitive urban design will reduce pressure on existing infrastructure along the Moonee Ponds Creek, which is responsible for the mitigation of flooding.

A new open space will be provided on Chelmsford Street, enhancing access to open space within the area and providing opportunities for passive recreation.

Existing bluestone laneways will be enhanced or reinstated to reflect the character and history of the area.

Access to the western bank of the Moonee Ponds Creek will be improved between Macaulay Road and Arden Street. Potential new bridges will be investigated to provide improved access to the Capital City Trail for people walking and riding bikes. There is an opportunity to expand the creek environs to the south of Chelmsford Street through building setbacks to reduce overshadowing of the creek corridor.



Figure 7: Artist's impression of Chelmsford Precinct looking west along Elizabeth Street with the Younghusband Woolstore on the right (indicative only)



Case study: Burnley Living Roofs

Commercial buildings in Chelmsford Precinct are likely to have high site coverage, providing an opportunity for green roofs and walls. The Burnley Living Roof at the University of Melbourne was designed to trial Australian native plants and support biodiversity in a rooftop location. It includes plants indigenous to Melbourne and recycled elements such as logs, sticks, roof tiles and different aggregate types. The project has been a great success and has enabled the University of Melbourne to reach out to the wider community as an advocate for the broad application of green roofs in Australia.

Image 41: Burnley Living Roofs, University of Melbourne (Project: Hassell. Photo: Peter Bennetts)

Proposed density and built form controls

The following built form controls are proposed for a new Design and Development Overlay for Chelmsford:

Density control

- A mandatory maximum Floor Area Ratio of 3:1 for properties that interface the Moonee Ponds Creek, open space, existing residential properties and the Neighbourhood Residential Zone.
- A mandatory maximum Floor Area Ratio of 4:1 for all other properties in Chelmsford Precinct.

Building heights

In accordance with Map 16:

- Preferred maximum building height of 5 storeys for properties on parts of Chelmsford Street.
- Preferred maximum building height of 4 storeys for properties that interface the existing residential properties within the precinct.
- Preferred maximum building height of 6 storeys for all other properties in Chelmsford Precinct.

Street wall heights

- Map 16 identifies maximum street wall heights for identified existing streets within Chelmsford Precinct. Where no street wall height is indicated for identified existing streets, the maximum street wall height is not to exceed the maximum preferred building height. Maximum street wall heights are mandatory for properties on Chelmsford Street, Fink Street, Bruce Street and Arden Street, and for all properties adjacent to residential areas, and are preferred elsewhere within the precinct.
- For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15m / equivalent to one or two apartments.

Setbacks

- Setback of 15 metres from boundary of Moonee Ponds Creek.
- A preferred minimum setback of 5 metres above the street wall from the street.
- A preferred minimum setback of 7.5 metres above the street wall from side and rear boundaries.
- Where they interface with existing residential areas, laneways are to be widened through increased setbacks. Built form setbacks will be determined by interface conditions, the street's role in the transport network, service requirements, surrounding context sensitivity and deep soil planting.

Overshadowing

- Development above the street wall must not cast additional shadow to the southern footpath of Fink Street, Bruce Street and Arden Street on 22 September between 11am and 2pm.
- Development above the street wall must not cast additional shadow to existing open spaces on 21 June between 10am and 3pm in accordance with City of Melbourne's Sunlight to Public Parks policy.

Floor to ceiling heights

- Minimum ground floor-to-ceiling height of 4 metres.
- Minimum floor-to-ceiling height of 3.3 metres for non-residential uses.
- Residential floor-to-ceiling heights should align with Better Apartments Design Standards (3.2 metres).

Interfaces

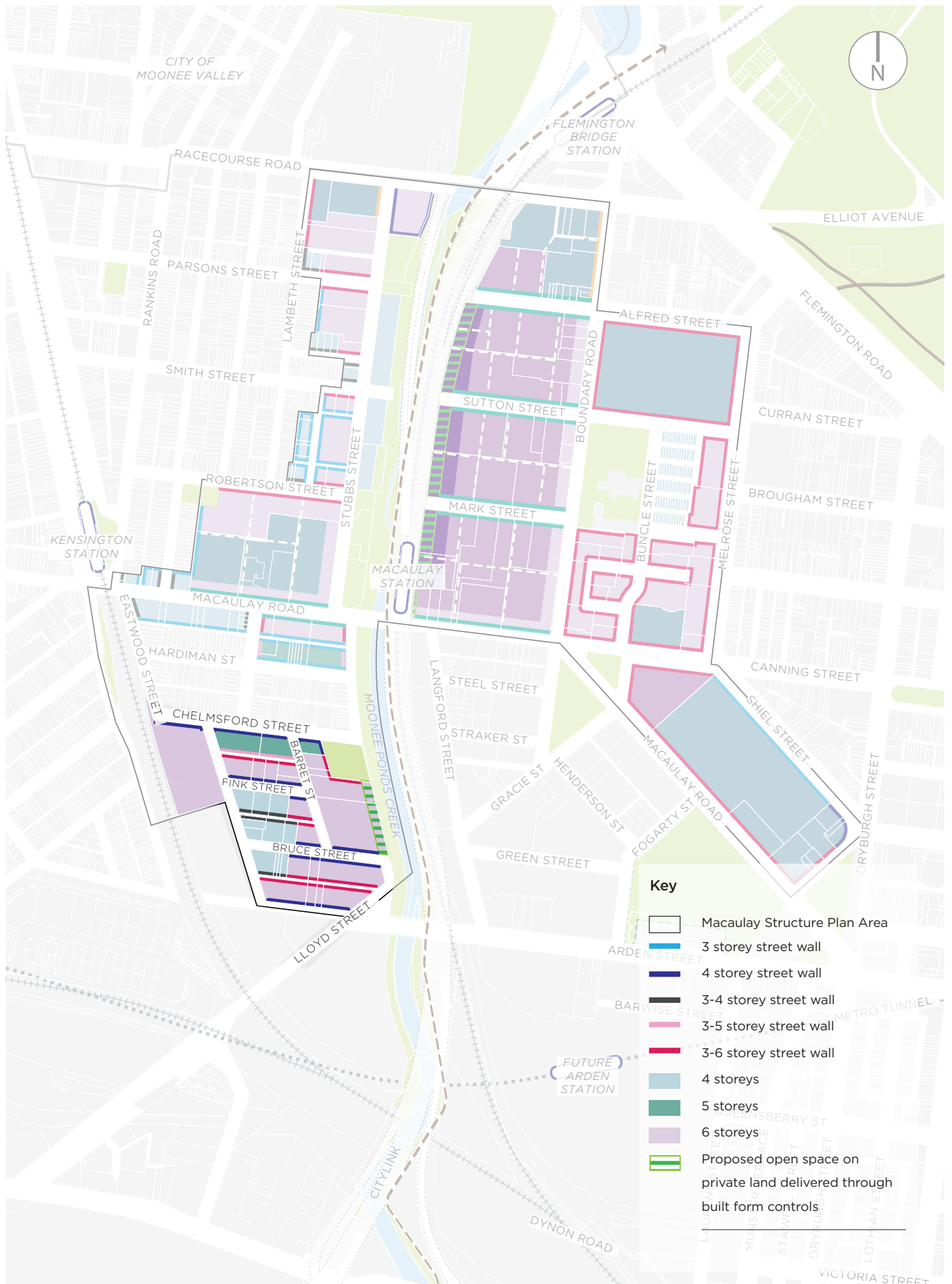
The proposed built form and density controls for Chelmsford Precinct will enable new development to respond positively to important interfaces in the area. They include:

- the interface with the Moonee Ponds Creek to reduce overshadowing of the creek corridor.
- the interfaces on Chelmsford Street with low rise residential area to the north.
- the interface with existing low rise residential properties.
- the interface with laneways.
- the interfaces with heritage and brick warehouses to respond to valued character of the area.

Active frontages

Active frontages should be provided throughout the precinct, including to laneways and Moonee Ponds Creek.

See Part Two: Objective 1 for more detail on the proposed controls.



Map 16: Proposed street wall and building heights for Chelmsford Precinct

3.4 STUBBS PRECINCT



Image 42: Aerial view of Stubbs Precinct

Where is Stubbs Precinct?

Stubbs Precinct is located in Kensington and is bounded by Racecourse Road to the north, Moonee Ponds Creek to the east and Macaulay Road to the south. It includes properties on the south side of Macaulay Road adjoining Little Hardiman street, and Hardiman street (east of Albermarle street). The western boundary follows a number of smaller local streets and laneways at the interface with the established residential area in Kensington.

What is the area like now?

Stubbs Precinct has a predominantly commercial and industrial character. The western boundary shares an interface with a fine grain residential area.

Racecourse and Macaulay roads provide important east-west connections within the broader street network. Stubbs Street provides a north-south connection, however is often used for through-vehicle movement. The street network within the area generally provides good connectivity, but larger sites reduce movement and access. Streets are typically 20 metres wide with irregular tree planting.

Robertson Street Reserve, a small local open space is located to the west of the precinct. There is informal access to the western bank of the Moonee Ponds Creek from Parsons Street.

Lot sizes vary greatly. The built form is predominantly light commercial buildings, warehouses and workshops with an increasing number of apartment buildings. Building heights are generally one to two storeys with pockets of higher buildings along parts of Macaulay Road. Heritage overlays apply to eight properties including former brick factories and a steel clad factory built around 1920.

Flooding is an issue along the Moonee Ponds Creek and for properties along Stubbs Street, sections of Racecourse and Macaulay roads and sections of Parsons, Smith and Robertson streets.



Case study: Homes built for people

Nightingale 1 in Brunswick is an example of high quality design and the type of density and built form outcomes that would be appropriate in Stubbs Precinct. The development provides apartments that are socially, financially and environmentally sustainable.

Image 43: Nightingale 1 in Brunswick
(Project: Breathe Architecture. Photo: Peter Clarke)

The vision for Stubbs Precinct

Density and built form

Most of the precinct will comprise mid-rise development up to six storeys with taller buildings up to eight storeys fronting Racecourse and Macaulay roads. Built form will require a sensitive response to the various land parcels and the different interfaces in the precinct.

Larger sites that can deliver many buildings will adopt a diversity of forms, typologies, building and street wall heights and architectural language. The use of multiple design practices working together can assist in achieving this outcome.

Buildings with a wide street frontage are broken up into smaller vertical sections, with a range of street wall heights and articulation of building elements of sufficient depth to provide modulation and interest in the street facade.

Heritage and character buildings will be reused or sensitively redeveloped to retain the integrity of the building and a sense of history.

Activities and uses

New clusters of retail and commercial uses will focus along Racecourse Road and Macaulay Road near Kensington Station. These will support the increasing number of residents and commuters accessing surrounding areas including the Chelmsford Precinct and Arden.

Development along Stubbs, Parsons, Smith and Robertson streets will provide a mix of residential and commercial uses.

The mix of activities and uses will be achieved by rezoning the area from the Mixed Use Zone to a tailored land use zone such as the Special Use Zone or equivalent (see Part Two: Objective 6 for more information).



Image 44: Pedestrian and cycling bridge over Darebin Creek. Similar bridges would improve access from Kensington to the Moonee Ponds Creek and Capital City Trail

Movement and access

Macaulay Road and Stubbs Street will be redesigned into safe, comfortable and attractive streets for people walking and riding bikes. New bridges will be investigated to provide improved access to the Capital City Trail and Moonee Ponds Creek.

Bus stop access and pedestrian amenity will be improved along Macaulay Road and links to Macaulay Station and Arden Station will be enhanced. Street space occupied by excess parking and traffic capacity will be reclaimed to enable plantings and the creation of new open space.

Streets and spaces

Street improvements will provide a safer environment for people walking and riding bikes. Street tree planting and water sensitive urban design will reduce pressure on existing infrastructure including the levee walls along the Moonee Ponds Creek, drains and pumps.

A new network of streets will increase permeability and provide a safe environment for pedestrians and cyclists. New streets and laneways must be delivered on larger land holdings, in accordance with a number of key design principles:

- One connection should be provided where the average length of a street block exceeds 100 metres and at least two connections where the block exceeds 200 metres.
- Connections should be located centrally within the block and less than 70 metres from the next intersection. In the Stubbs Precinct, this would result in at least one east-west street and two north-south streets in each of the four large blocks.

On larger sites, floor area ratio controls and new built form controls will allow for new public open space to be delivered on site. This will provide a network of small open spaces through the area.

There is an opportunity to expand the Robertson Street Reserve through the use of the public open space contribution as a land contribution. Improved access to a revitalised Moonee Ponds Creek will provide much-needed additional open space in the area and improved stormwater and flood management.

The provision of walking and cycling infrastructure will be improved through footpath and bicycle lane upgrades which will also include water sensitive urban design.

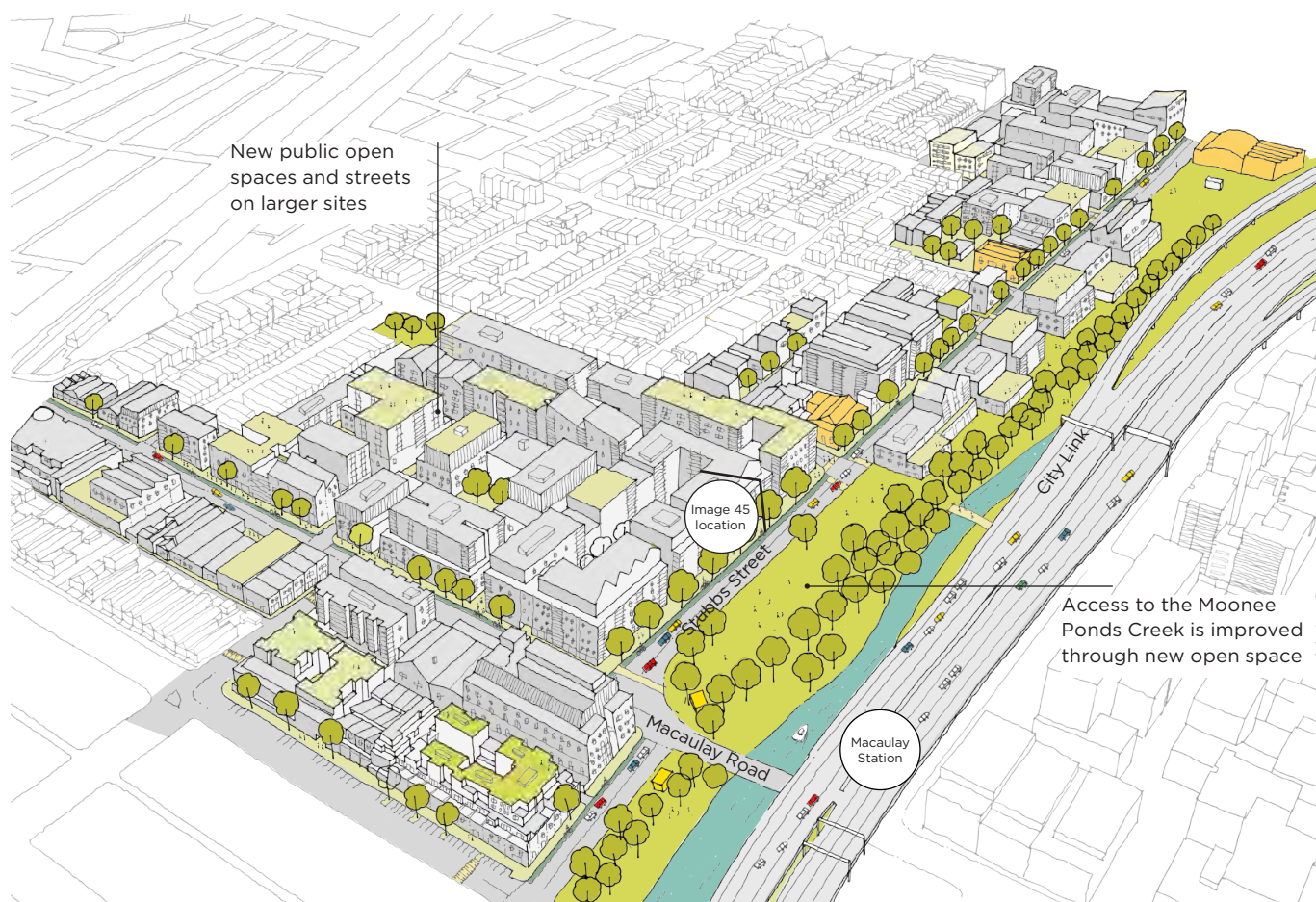


Figure 8: Artist's impression of Stubbs Precinct (indicative only)



Image 45: Artist's impression of Stubbs Precinct looking north towards the intersection of Stubbs and Robertson streets (indicative only)

Proposed density and built form controls

Density control

- A Floor Area Ratio range of 2.5 to 4:1 is proposed for Stubbs Precinct. FARs are proposed to be mandatory maximum limits and have been tailored in response to site context including laneway separation, direct adjacency to the Neighbourhood Residential Zone, proximity to Moonee Ponds Creek and lot sizes.

Building heights

- Preferred maximum building height of 4 to 8 storeys for properties on Racecourse Road and parts of Macaulay Road.
- Preferred maximum building height of 5 storeys for properties on Hardiman Street.
- Preferred maximum building height of 4 to 6 storeys for all other properties in Stubbs Precinct.

Street wall heights

- Map 17 identifies maximum street wall heights for identified existing streets within Stubbs Precinct. Where no street wall height is indicated for identified existing streets, the maximum street wall height is not to exceed the maximum preferred building height. Maximum street wall heights are mandatory for properties that interface with existing laneways and are preferred elsewhere in the precinct.
- For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15 metres / equivalent to one or two apartments.

Street wall heights and setbacks

- A preferred minimum setback of 5 metres above the street wall from the street.
- A preferred minimum setback of 7.5 metres above the street wall from side and rear boundaries.
- Where they interface with existing residential areas, laneways are to be widened through increased setbacks. Built form setbacks will be determined by interface conditions, the street's role in the transport network, service requirements, surrounding context sensitivity and deep soil planting.

Floor to ceiling heights

- Minimum ground floor-to-ceiling height of 4 metres.
- Minimum floor-to-ceiling height of 3.3 metres for non-residential uses.
- Residential floor-to-ceiling heights should align with Better Apartments Design Standards (3.2 metres).

Overshadowing

- Development above the street wall must not cast additional shadow to the southern footpath of Parsons, Smith and Robertson streets and Macaulay Road on 22 September between 11am and 2pm.
- Development above the street wall must not cast additional shadow to existing open spaces on 21 June between 10am and 3pm in accordance with City of Melbourne's Sunlight to Public Parks policy.

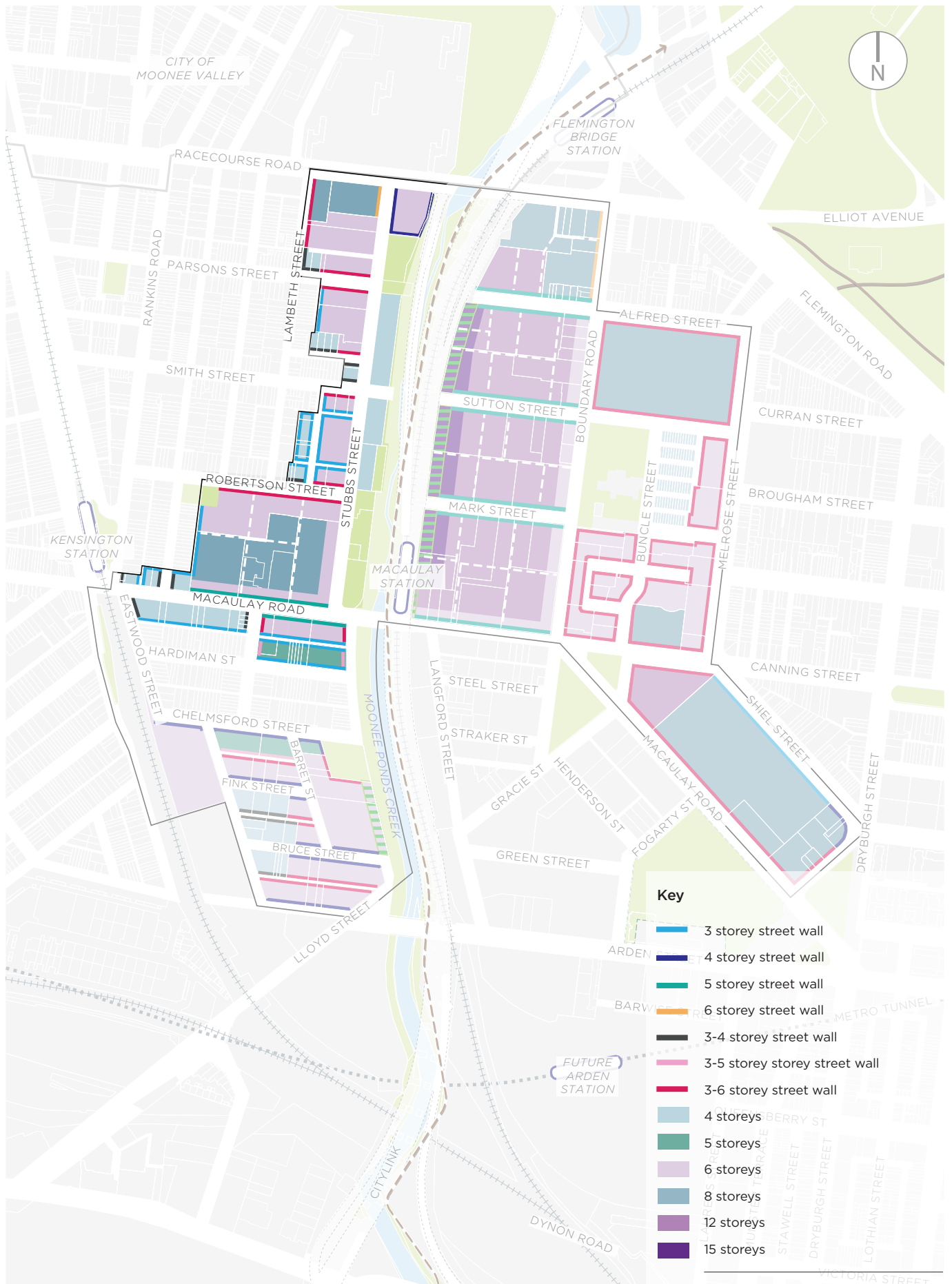
Interfaces

The proposed built form and density controls for Stubbs Precinct will enable new development to respond positively to important interfaces in the area. They include:

- the interfaces of Racecourse Road and Stubbs Street.
- the interface with the low rise residential areas.
- the interface with the Moonee Ponds Creek to reduce overshadowing of the creek corridor.
- the interfaces with heritage and brick warehouses to respond to valued character of the area.

Active frontages

The need for active frontages throughout the area with a focus on active retail and commercial uses along Racecourse and Macaulay roads and Stubbs Street. See Part Two: Objective 1 for more detail on the proposed controls.



Map 17: Proposed street wall and building heights for Stubbs Precinct

PART FOUR: MAKING IT HAPPEN

The Macaulay Structure Plan establishes a vision and a clear and aspirational framework for achieving the vision.

This part of the Structure Plan sets out how the vision, objectives and actions will be delivered.

Overview of making it happen

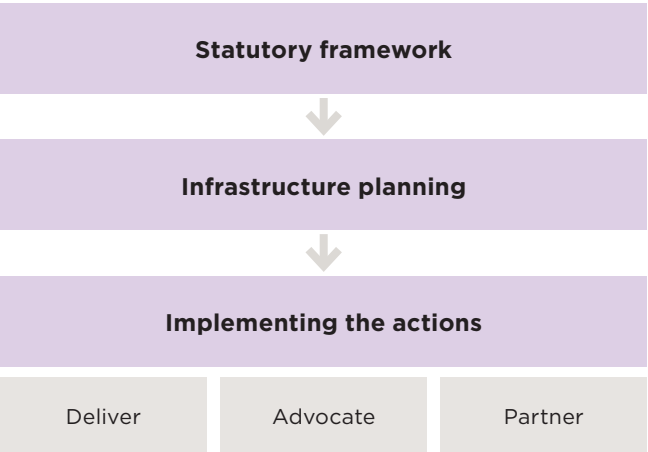


Image 46: Looking south along Moonee Ponds Creek from Racecourse Road.



4.1 THE STATUTORY FRAMEWORK

The Melbourne Planning Scheme is the primary statutory framework for implementing the Macaulay Structure Plan.

State and regional planning policy

The existing Planning Policy Framework (PPF), contains a number of clauses and principles that are directly relevant to the planning and development of Macaulay. These include, but are not limited to:

Clause 11 'Settlement', particularly Clause 11.01-R 'Metropolitan Melbourne' seeking to create mixed-use neighbourhoods including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities and deliver better access to services and facilities, and 11.02-2S 'Structure Planning' requiring the preparation of structure plans to facilitate the orderly development of urban areas.

Clause 15 'Built Environment and Heritage', which recognises the role urban design, building design, heritage and energy and resource efficiency play in delivering liveable and sustainable cities, towns and neighbourhoods, and seeks to ensure that all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.

Clause 15.01-4R 'Healthy neighbourhoods - Metropolitan Melbourne' seeks to create a city of 20-minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip from their home.

Clause 15 also seeks consideration of a number of key design guidelines which will influence built form outcomes within Macaulay, including:

- 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, 2017)
- Clause 16 Housing, Clause 17 Economic Development, Clause 18 Transport, and Clause 19 Infrastructure are also of direct relevance to Macaulay

Municipal Strategic Statement

The 2013 Municipal Strategic Statement (MSS) sets out the vision, objectives and strategies for managing land-use change and development in the City of Melbourne.

In the MSS, Macaulay is currently identified as a 'Proposed Urban Renewal Area' that is in transition. It is adjacent to the areas of Flemington and Kensington and North Melbourne, and Arden that is currently identified as a 'Proposed Urban Renewal Area'. The MSS is due to be refreshed.

It is proposed to include new policy directions and changes to the MSS in order to achieve the strategies and outcomes sought for land use and development within Macaulay.

Reference documents provide context to decision-making under the planning scheme. The Macaulay Structure Plan should be included in the Melbourne Planning Scheme as a reference document.

Local policy

When urban character has been defined and objectives are clear, a local policy is a useful tool for guiding decision-making by providing local context, objectives and strategies for future development.

A local policy can be used to outline objectives, strategies and policy guidelines.

Local policies are supported by planning controls elsewhere in the planning scheme, including particular provisions, overlays such as design and development overlays and zones, including local schedules to zones.

We will consider proposing changes to some local policies (or creating new local policies) as part of the implementation of the Macaulay Structure Plan.

Planning scheme amendment

Amendments to the Melbourne Planning Scheme will be one of the primary implementation pathways for the Macaulay Structure Plan, introducing objectives and requirements identified in the density and built form, activities and land use, movement and access, and streets and spaces themes. Refer to Figure 9 for an overview of the planning scheme amendment process.

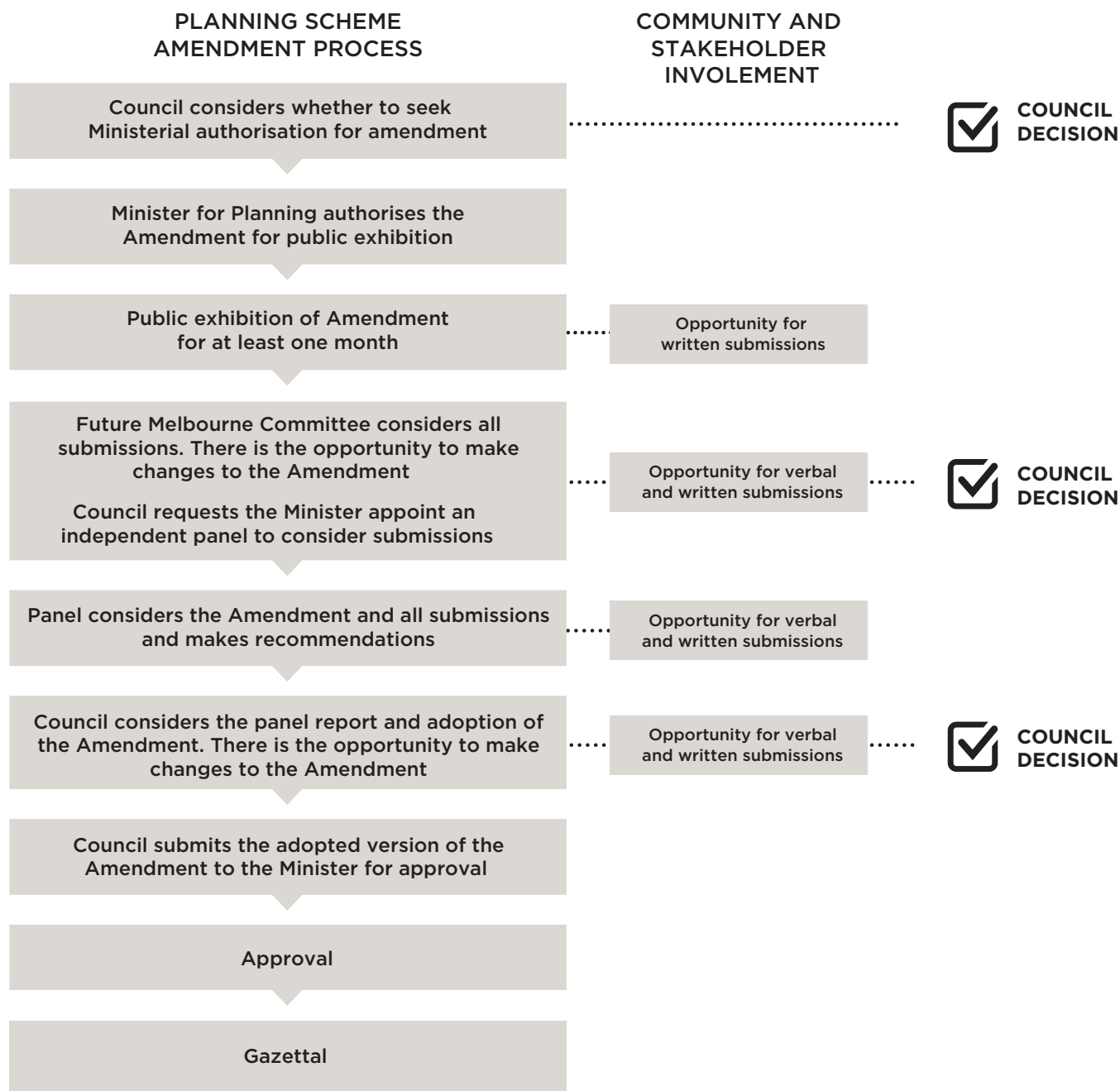


Figure 9: Planning scheme amendment process flow diagram

4.2 INFRASTRUCTURE PLANNING

Infrastructure delivery

Providing for the timely and coordinated funding and delivery of public open space, transport upgrades and community and social infrastructure to meet the needs of the new community is crucial to ensuring the best outcomes for Macaulay.

A range of funding and delivery mechanisms are needed to enable the delivery of the infrastructure required to support precinct development. These include:

- capital works projects delivered by, or on behalf of, the City of Melbourne
- works funded and delivered by Victorian Government
- utility service provider requirements (for example, Melbourne Water's Urban Renewal Cost Recovery Scheme)
- development contributions
- open space contributions
- developer works: infrastructure and works which have a direct connection to development and are fully funded by the developer as part of development of the land.

In addition to investment by the City of Melbourne, developers will be required to make contributions towards infrastructure delivery. These may be in the form of delivery of works directly supporting their site, or cash or works-in-kind for infrastructure identified under a contributions plan.

To support the funding and delivery of key infrastructure items, a development contributions plan will be prepared. The development contributions plan will ensure that the cost of providing new infrastructure to meet the demands of the new population, is shared equitably between developers, the adjoining Arden Renewal Area and the wider community. In the interim, development contributions will be secured via agreement in accordance with the existing Development Contributions Plan Overlay (DCPO2).

Further information can be found in Appendix E, which includes a list of infrastructure items.

4.3 IMPLEMENTING AND MONITORING THE ACTIONS

To ensure the needs of our community are met it is important to understand how Macaulay develops as the Structure Plan is implemented.










Monitoring and reporting on the implementation of the Macaulay Structure Plan will be informed by a range of data sources including the monitoring of approved and built dwellings and the estimated number of residents and jobs in Macaulay. The outcomes will be publicly available.













The following implementation program articulates the actions necessary to implement the Structure Plan, including indicative timelines with short term (0 to 3 years), medium term (4 to 7 years) and long term (8+ years) actions. The implementation program will be linked to the Council Plan, annual plans and Budget process to ensure a whole-of-Council approach, and will incorporate opportunities for community engagement.












The implementation program identifies the stakeholders required to support the implementation of the actions identified in the Macaulay Structure Plan 2021.














ACTIONS
DELIVER
Action 78: Develop a process to monitor and publicly report on the implementation of the Macaulay Structure Plan, including approved and built number of dwellings and estimated number of residents and jobs.














Macaulay Structure Plan Implementation Program














ACTION		TIMING	DELIVERY PARTNER
DENSITY AND BUILT FORM			
 Deliver	Action 1: Prepare a planning scheme amendment to implement the Macaulay Structure Plan, including the implementation of the built form controls and design recommendations.	Short term	City of Melbourne, Victorian Government,
 Deliver	Action 2: Improve the quality of urban design in Macaulay through the planned review of Clause 22.17 Urban Design Outside the Capital City Zone in the Melbourne Planning Scheme.	Short term	City of Melbourne, Victorian Government,
 Deliver	Action 3: Amend the Melbourne Planning Scheme to apply the Good Design Guide for buildings in flood affected areas in Macaulay.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Deliver	Action 4: Prepare planning controls for Macaulay to ensure development delivers best practice environmentally sustainable design including: <ul style="list-style-type: none"> • energy efficient buildings and use of renewable energy sources • increasing the amount and quality of urban greening, including green roofs, vertical greening and deep soil planting, assessed against the Green Factor Tool • reducing the urban heat island effect • water efficient buildings and integrated stormwater management • reducing the embodied energy of materials used in construction • facilitating high levels of active, sustainable and low-emissions transport use, including provision for off-street charging of electric vehicles. 	Short term	City of Melbourne, Victorian Government, Development industry
 Deliver	Action 5: Expand the existing resource recovery hub network to urban renewal areas.	Short to medium term	City of Melbourne, Development industry
 Deliver	Action 6: Develop a Precinct Waste Management Plan that sets principles for waste management and delivers on the Waste Management Guidelines.	Short to medium term	City of Melbourne, Development industry
 Deliver	Action 7: Investigate ways to support residential or community solar, battery storage and / or smart grids for new and existing buildings.	Short term	City of Melbourne, Development Industry, Building owners
 Partner	Action 8: Explore incentives to increase canopy cover and tree protection and support nature in the private realm throughout Macaulay, including via the Urban Forest Fund.	Short to medium term	City of Melbourne, Victorian Government, Development industry, Building owners
 Partner	Action 9: Encourage flexible design of buildings to accommodate current and future building and precinct scale technologies and infrastructure that contribute to the precinct's net zero carbon emission target, minimise water use and waste generation, and improve operational costs.	Short term	City of Melbourne, Development industry








ACTION		TIMING	DELIVERY PARTNER
 Deliver	Action 10: Support the Aboriginal naming of streets, parks, public buildings and community infrastructure.	Short term	City of Melbourne, Traditional Owner Group (Wurundjeri Woi Wurrung)
 Deliver	Action 11: Support projects along the Moonee Ponds Creek that reconnect the creek corridor to its Aboriginal heritage, including revitalisation of the creek, public art and naming opportunities.	Short term	City of Melbourne, Traditional Owner Group (Wurundjeri Woi Wurrung)
 Deliver	Action 12: Identify character buildings and encourage their retention through amendment to local policy in the Melbourne Planning Scheme.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 13: Encourage developers and landowners to use heritage grants, including the Melbourne Heritage Restoration Fund to assist in the restoration of heritage buildings.	Short to long term	City of Melbourne, Development industry, Building owners
 Deliver	Action 14: Launch a 12-month trial of a City of Melbourne Design Review Panel for the review of key projects in Macaulay.	Short to medium term	City of Melbourne, Victorian Government,
 Deliver	Action 15: Prepare and release City of Melbourne Design Competition Guidelines for use in private developments in Macaulay.	Short term	City of Melbourne
 Deliver	Action 16: Require the achievement of design excellence to key strategic sites through either a design competition or design review panel through amendment to the Melbourne Planning Scheme.	Short term	City of Melbourne
ACTIVITIES AND USES			
 Deliver	Action 17: Ensure Macaulay develops as a mixed use precinct by rezoning Mixed Use Zone areas to a tailored land use zone (such as the Special Use Zone or an equivalent) with a requirement for 20 per cent of floor space for non-residential (employment) use.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 18: Amend the Planning Scheme to include provisions that manage land use and built form requirements for developments in flood affected areas.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Deliver	Action 19: Further investigate the potential for more creative spaces, including live music venues and performance spaces, recording spaces and music rehearsal spaces, in Macaulay	Short term	City of Melbourne, Victorian Government
 Deliver	Action 20: Encourage retail and commercial activity on ground floors in local activity centres through an amendment to the Melbourne Planning Scheme.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 21: Update planning controls to require active ground floor frontages in local activity centres through an amendment to the Melbourne Planning Scheme.	Short to medium term	City of Melbourne, Development industry, Building owners,

ACTION		TIMING	DELIVERY PARTNER
 Deliver	Action 22: Provide opportunities for place creation, place-making and economic activity that foster a strong sense of place and community identity, including through detailed design of streets and spaces in Macaulay.	Short to medium term	City of Melbourne, Victorian Government, Community agencies
 Deliver	Action 23: Investigate renewal opportunities for the North Melbourne Community Centre, including potentially delivering a future community hub in nearby proximity and upgrading the Boundary Road Reserve recreation offerings.	Short term	City of Melbourne, Victorian Government, Community agencies, Development industry
 Deliver	Action 24: Investigate opportunities to deliver a new Macaulay West community hub in partnership with the private sector.	Short to Medium term	City of Melbourne, Victorian Government, Community agencies, Development industry
 Deliver	Action 25: Provide access to a broader range of community facilities by contributing towards the regional scaled Arden North and Macaulay Arts, Cultural and Community Hub.	Short term	City of Melbourne, Victorian Government
 Advocate	Action 26: Work with the Department of Education and Training to identify a site and deliver a secondary school in Macaulay east.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 27: Amend the planning scheme to require the provision of affordable housing contributions at a rate of 3 per cent to 6 per cent of all floor space (or alternative mix of contribution and discount of an equivalent value as agreed).	Short to long term	City of Melbourne, Victorian Government, Community housing organisations, Development industry
 Deliver	Action 28: Deliver up to 25 per cent affordable housing where land owned by the City of Melbourne is used to develop housing, and investigate opportunities to exceed this.	Short to long term	City of Melbourne
 Partner	Action 29: Support, enable and strengthen the partnership between registered community housing organisations, governments, industry, peak bodies and the community to increase the supply of affordable rental housing.	Short to long term	City of Melbourne, Community housing organisations, Development industry
 Advocate	Action 30: Advocate to the Victorian and Australian governments to increase the supply of affordable housing in Macaulay, through: <ul style="list-style-type: none"> The inclusion of Macaulay within the 10-year 'Homes Victoria Strategy' which will support development of social housing through the \$5.3 billion Big Housing Build. Funding and policy initiatives that will increase the supply of affordable housing in Macaulay. 	Short to long term	City of Melbourne, Victorian Government
MOVEMENT AND ACCESS			
 Deliver	Action 31: Prioritise walking on Macaulay Road, Boundary Road, and Stubbs Street with wide, unobstructed footpaths. Provide raised continuous footpaths across intersections with side streets where possible.	Short to medium term	City of Melbourne
 Deliver	Action 32: Minimise the number of vehicle crossovers from all streets and encourage the servicing of buildings via service laneways.	Short to long term	City of Melbourne, Development industry

	ACTION	TIMING	DELIVERY PARTNER
 Deliver	Action 33: Provide regular crossings of main streets for people walking and riding bikes, especially at intersections with side streets, and incorporate these crossings into public transport stops where applicable.	Short to medium term	City of Melbourne, Victorian Government
 Deliver	Action 34: Discourage through-vehicle movement on the local street network.	Short to medium term	City of Melbourne
 Deliver	Action 35: Make streets safer for bikes and deliver the protected bicycle network shown in Map 10 on page 56.	Short to medium term	City of Melbourne, Victorian Government
 Deliver	Action 36: Develop a prioritisation and delivery plan for two new pedestrian and bicycle crossings of the Moonee Ponds Creek.	Short to medium term	City of Melbourne
 Partner	Action 37: Work with the City of Moonee Valley and Department of Transport to develop and deliver the Racecourse Road Strategic Opportunities Plan to increase safety and amenity on Racecourse Road.	Short term	City of Melbourne, Moonee Valley City Council Department of Transport
 Advocate	Action 38: Advocate for new and improved pedestrian and bike crossings of the Moonee Ponds Creek.	Short to medium term	City of Melbourne, Victorian Government, Melbourne Water
 Advocate	Action 39: Advocate that any future grade separation of the Upfield rail line provides improved walking and cycling connections from North Melbourne and areas to the east of Moonee Ponds Creek to the Capital City Trail.	Medium to long term	City of Melbourne, Victorian Government
 Advocate	Action 40: Advocate for secure bicycle parking to be installed at Macaulay Station.	Short term	City of Melbourne, Victorian Government
 Advocate	Action 41: Advocate for signal changes and physical works on Racecourse Road to increase safety and amenity, while the Racecourse Road Strategic Opportunities Plan is under development.	Short to medium term	City of Melbourne, Victorian Government, Moonee Valley City Council
 Advocate	Action 42: Advocate for reduced speed limits across Macaulay.	Medium to long term	City of Melbourne, Victorian Government
 Advocate	Action 43: Advocate for grade separation of the Upfield line and upgrades to Macaulay and Flemington Bridge stations.	Medium to long term	City of Melbourne, Victorian Government
 Advocate	Action 44: Advocate for the extension of the high capacity public transport corridor through Arden along Boundary Road to Flemington Bridge Station (and points further north and / or west).	Medium to long term	City of Melbourne, Victorian Government
 Advocate	Action 45: Advocate for frequencies of 10 minutes or less from 6am to midnight 7 days a week, on key public transport capable corridors, including the Upfield and Craigieburn rail lines, the 402 bus and the 57 tram.	Short to medium term	City of Melbourne, Victorian Government

ACTION		TIMING	DELIVERY PARTNER
 Advocate	Action 46: Advocate for greater traffic signal priority for buses and trams, such as at the intersection of Macaulay and Boundary roads.	Short to medium term	City of Melbourne, Victorian Government
 Advocate	Action 47: Advocate for short-term accessibility, amenity and safety upgrades at Macaulay and Flemington Bridge stations.	Short term	City of Melbourne, Victorian Government
 Advocate	Action 48: Advocate for high capacity trams and Disability Discrimination Act (DDA) compliant platform stops on Racecourse Road.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 49: Introduce on-street parking controls on Macaulay Road, Boundary Road and Stubbs Street to encourage short-stay use that supports local businesses.	Short to medium term	City of Melbourne, Victorian Government
 Deliver	Action 50: Extend on-street parking controls to other streets in Macaulay in consultation with existing residents, businesses, and land owners.	Short to medium term	City of Melbourne, Victorian Government
 Deliver	Action 51: Transition excess on-street parking to higher value uses including wider foot paths, safer bike lanes and new open space.	Short to long term	City of Melbourne, Victorian Government
 Deliver	Action 52: Apply a maximum off-street parking rate for new development. Benchmark the rate with international best practice and the rates applied in Fishermans Bend, Arden and West Melbourne.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 53: Investigate mechanism/s and locations to consolidate parking supply and avoid an oversupply of off-street parking.	Short term	City of Melbourne, Victorian Government, Development industry
 Deliver	Action 54: Require the inclusion of publicly accessible car share vehicles in private developments.	Short term	City of Melbourne, Victorian Government, Development industry,
 Deliver	Action 55: Ensure new development provides secure and easy-to-use bicycle parking and end-of-trip facilities at a rate higher than the statewide standard.	Short term	City of Melbourne, Victorian Government, Development industry
STREETS AND SPACES			
 Deliver	Action 56: Deliver additional open space through the expansion of Robertson Street Reserve.	Short to medium term	City of Melbourne, Development industry
 Deliver	Action 57: Deliver additional new open space at the western end of Alfred, Sutton and Mark streets incorporating integrated water management.	Short to medium term	City of Melbourne, Victorian Government, Melbourne Water, Development industry,
 Deliver	Action 58: Deliver new public open space adjacent to the Moonee Ponds Creek corridor incorporating integrated water management within Stubbs and Chelmsford precincts.	Short to medium term	City of Melbourne, Melbourne Water

ACTION		TIMING	DELIVERY PARTNER
 Deliver	Action 59: Rezone acquired land for proposed public open spaces to Public Park and Recreation Zone (PPRZ) and ensure new open space is protected from overshadowing, in winter, in line with City of Melbourne's Sunlight to public parks policy.	Short term	City of Melbourne, Victorian Government
 Deliver	Action 60: Undertake detailed design for open spaces, ensuring that caring for Country principles are embedded both in the design and management of open spaces.	Short term	City of Melbourne, Traditional Owner Group (Wurundjeri Woi Wurrung)
 Deliver	Action 61: Update built form controls to require setbacks to the Moonee Ponds Creek corridor east of the railway line to encourage the provision of open space.	Short term	City of Melbourne, Development industry
 Deliver	Action 62: Investigate opportunities for larger open space west of the rail corridor.	Short to medium term	City of Melbourne, Development industry
 Deliver	Action 63: Deliver street planting priorities in the North and West Melbourne and Kensington Urban Forest Precinct plans to increase tree canopy cover to 40% by 2040 and increase urban forest diversity.	Short to long term	City of Melbourne
 Deliver	Action 64: Deliver a 20 per cent increase in understorey habitat on land managed by the City of Melbourne to support ecological connectivity across the city.	Short to long term	City of Melbourne
 Deliver	Action 65: Establish green streets through new street trees and understorey landscape, to strengthen biodiversity corridors between Royal Park and the Moonee Ponds Creek while providing improved amenity for people walking and riding bikes.	Short to medium term	City of Melbourne, Victorian Government
 Partner	Action 66: Continue to engage, involve and collaborate with the Macaulay community in the process of planning and growing the urban forest.	Short to long term	City of Melbourne
 Partner	Action 67: Encourage applicants to include trees and understorey planting in new developments to provide urban cooling and amenity benefits to new streets.	Short to long term	City of Melbourne, Development industry
 Deliver	Action 68: Deliver a network of new links, laneways and streets on larger land holdings through an amendment to the Melbourne Planning Scheme and in consultation with developers.	Short term	City of Melbourne, Victorian Government, Development industry
 Deliver	Action 69: Deliver a Public Realm Plan for Arden and Macaulay that guides the preferred programming and design of streets and public spaces across these urban renewal areas.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Deliver	Action 70: Investigate and pursue opportunities for the integration of water sensitive urban design in streets and open spaces to provide for passive irrigation of street trees and urban greening.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Deliver	Action 71: Investigate and pursue the use of blue-green infrastructure to manage, treat and use stormwater in the street network.	Short term	City of Melbourne, Victorian Government, Melbourne Water

	ACTION	TIMING	DELIVERY PARTNER
 Deliver	Action 72: Investigate whether potential stormwater harvesting in Arden could also be used to irrigate open spaces in Macaulay.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Partner	Action 73: Work in partnership with Melbourne Water and the Victorian Government to update the Land Subject to Inundation Overlay and Special Building Overlay.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Partner	Action 74: Work in partnership with Melbourne Water to deliver an Urban Renewal Cost Recovery Scheme for Macaulay to manage drainage, flooding and water quality.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Deliver	Action 75: Explore opportunities to improve access and passive recreation opportunities along the western creek bank, south of Macaulay Road.	Short term	City of Melbourne, Victorian Government, Melbourne Water, Community
 Advocate	Action 76: Call on the Victorian Government to publish and pursue its Implementation Plan for the Moonee Ponds Creek corridor.	Short term	City of Melbourne, Victorian Government, Melbourne Water
 Partner	Action 77: Continue to work within the Chain of Ponds Catchment Collaboration Group to support a whole of creek approach and the Moonee Ponds Creek Strategic Opportunities Plan.	Short to medium term	City of Melbourne, Chain of Ponds Catchment Collaboration Group
 Deliver	Action 78: Develop a process to monitor and publicly report on the implementation of the Macaulay Structure Plan, including approved and built numbers of dwellings and estimated number of residents and jobs.	Short to long term	City of Melbourne

APPENDIX A – GLOSSARY OF TERMS

Built form: refers to the function, shape and configuration of buildings and their relationship to streets and open spaces.

Cloudburst: an extreme amount of precipitation in a short period of time.

Cloudburst street: used to channel and direct the large amounts of water that can be dumped during a cloudburst. By using a v-shaped profile and raised kerbs, water will flow to the middle of the street and away from buildings.

Commercial 1 Zone: to create mixed-use commercial centres for retail, office, business, entertainment and community uses and provide for residential uses.

Commercial 2 Zone: encourages offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

Community benefit: while there is no explicit definition of community benefit in the relevant legislation or planning policy context in Victoria, it typically refers to items such as open space, roads and drainage, affordable housing, community infrastructure and strategic land uses.

Community infrastructure: refers to public places and spaces that accommodate community facilities and services and support individuals, families and groups to meet their social needs, maximise their potential and enhance community wellbeing.

Development application: a formal application for development of a site. The application is usually made to local council and consists of an application form, supporting reports and plans of the proposed building or works.

Grade separation: the vertical separation of two or more transport axes. Each transport corridor is at a different height (grade), removing the need for an at-grade intersection. At grade crossings include traffic lights, level crossings and pedestrian crossings. Grade separation is typically in the form of an overpass, underpass or both.

Green street: a street that provides public thoroughfare while integrating garden beds, tree planting and water sensitive urban design (WSUD). Green streets would provide upstream connections to all cloudburst streets.

Floor Area Ratio: the ratio between the allowable total floor area developed on a site to the site area. A Floor Area Ratio of 3:1 would permit 3,000 square metres of floor area to be developed on a 1,000 square metre site.

Land use zones: the planning scheme zones land for different uses and sets out each zone's purpose and set of requirements.

Mixed use zone: provides for a range of residential, commercial, industrial and other uses.

Open space: the publicly-owned land that is set aside primarily for recreation, nature conservation, passive outdoor enjoyment and public gatherings. This includes public parks, gardens, reserves, waterways, forecourts and squares.

Overlay: the planning scheme applies land use zones and overlays (such as design and development overlays) to guide land use and development.

Permeability: describes the extent to which the urban form permits or restricts the movement of people, vehicles in different directions, and may also refer to the ability of water to be absorbed into the ground.

Planning controls: include zones, overlays, and particular provisions that are contained within the planning scheme.

Planning scheme: the Victorian Government and local councils develop the planning scheme to set out rules about the use and development of land.

Planning scheme amendment: changes to the planning scheme are called amendments.

Planning Scheme Amendment C190: implements the Arden-Macaulay Structure Plan's Stage 1 land use and development recommendations by making changes to the planning scheme.

Planning panel: appointed by the Minister for Planning to hear submissions made about a planning scheme amendment and make recommendations or provide advice about whether the amendment should proceed or not.

Public housing: is a form of long-term rental social housing for people on low incomes that are most in need. Public housing is owned and managed by the Victorian Government.

Public realm: external urban spaces that are publicly accessible and belong to everyone. This includes streets, squares, parks, green spaces and other outdoor spaces.

Social housing: is short and long-term rental housing that is owned and run by the Victorian Government or not-for-profit agencies.

Structure plan: is a document with a shared vision for an area that identifies the type and scope of change projected within an area over time.

Urban heat island effect: the trapping of heat due to human activity and development, causing higher temperatures in urban environments.

Urban renewal areas: areas to be redeveloped from industrial or low-intensity land uses to mixed-use precincts. Within the municipality, this includes Fishermans Bend, Arden and Macaulay.

APPENDIX B – BUILT FORM IMPROVEMENTS IDENTIFIED BY THE MINISTER FOR PLANNING

On 26 September 2017, the Minister for Planning approved Part 1 of Planning Scheme Amendment C190 with changes. This included placing an expiry date over the amendment area and amended built form requirements.

The following extract from the Minister's letter approving the amendment identified a number of improvements which could be made to the built form provisions:

- provision of affordable housing, in line with the policy within the Arden-Macaulay Structure Plan 2012 and the Victorian Government's Homes for Victorians
- housing and employment growth necessary to support the government's significant investment in public transport infrastructure and opportunities achieved through site consolidation and master planning
- better management of density through development of a Floor Area Ratio control, and potential to maximise development outcomes in exchange for public benefit through a Floor Area Uplift and public benefits schedule
- greater clarity on how preferred heights may be exceeded and maximum heights achieved
- better integration with the Victoria Planning Authority's Arden Structure Planning work
- better expression of side, rear and upper level setbacks and the effect of development on the public realm
- greater guidance for the CityLink, railway line and Moonee Ponds Creek interface
- viability of development necessary to fund development contribution infrastructure requirements
- potential Melbourne Water flooding requirements
- greater clarity on the most appropriate location for a school site
- improved structure to meet requirements of the Ministerial Direction on the Form and Content of Planning Schemes.

APPENDIX C – PROJECTS IN THE AREA

The Macaulay urban renewal area is one of several major projects occurring in North Melbourne, Kensington and the broader area. The Macaulay Structure Plan has considered how these projects relate to the Macaulay area.

Metro Tunnel

Metro Tunnel will enhance network capacity by taking three of Melbourne's busiest train lines through a new tunnel under the city. This will free up space in the City Loop to run more trains on other lines including the Craigieburn and Upfield lines that serve Macaulay. Arden Station in Arden Central is one of five new underground stations. Metro Tunnel is due to open in 2025.

West Gate Tunnel

The Victorian Government has partnered with Transurban to deliver the West Gate Tunnel. The project which will give Melbourne a second freeway link between the west and the city, providing an alternative to the West Gate Bridge.

West Gate Tunnel Mitigation Impacts

The Victorian Government and Council each committed up to \$50 million for streetscape improvements in North and West Melbourne to mitigate the potential impacts of the West Gate Tunnel. The project study area includes Arden and Macaulay.

Arden Structure Plan

The final Arden Vision was released in July 2018. The Victorian Planning Authority (VPA) is leading the preparation of the Arden Structure plan in consultation with the City of Melbourne and other government departments and agencies.

Melbourne Innovation Districts

Melbourne Innovation Districts (MID) is a partnership between the City of Melbourne, RMIT University, and the University of Melbourne, to develop urban innovations in Melbourne, for the benefit of the whole city. Melbourne Innovation District City North is an opportunity to shape Melbourne's future through open collaborations that deepen the city's capacity for applied innovation.

West Melbourne Structure Plan

West Melbourne is a long-established area with a strong community, diverse mix of housing, warehouses and businesses, and a rich cultural and architectural heritage. The City of Melbourne has developed a new structure plan that takes a place-based approach to guide the development of future growth in West Melbourne.

E-Gate and Dynon

E-Gate and Dynon are identified as major urban renewal precincts in Plan Melbourne 2017-50, the Victorian Government's long-term metropolitan planning strategy. Major urban renewal precincts will play an important role in accommodating future housing and employment growth and making better use of existing infrastructure.

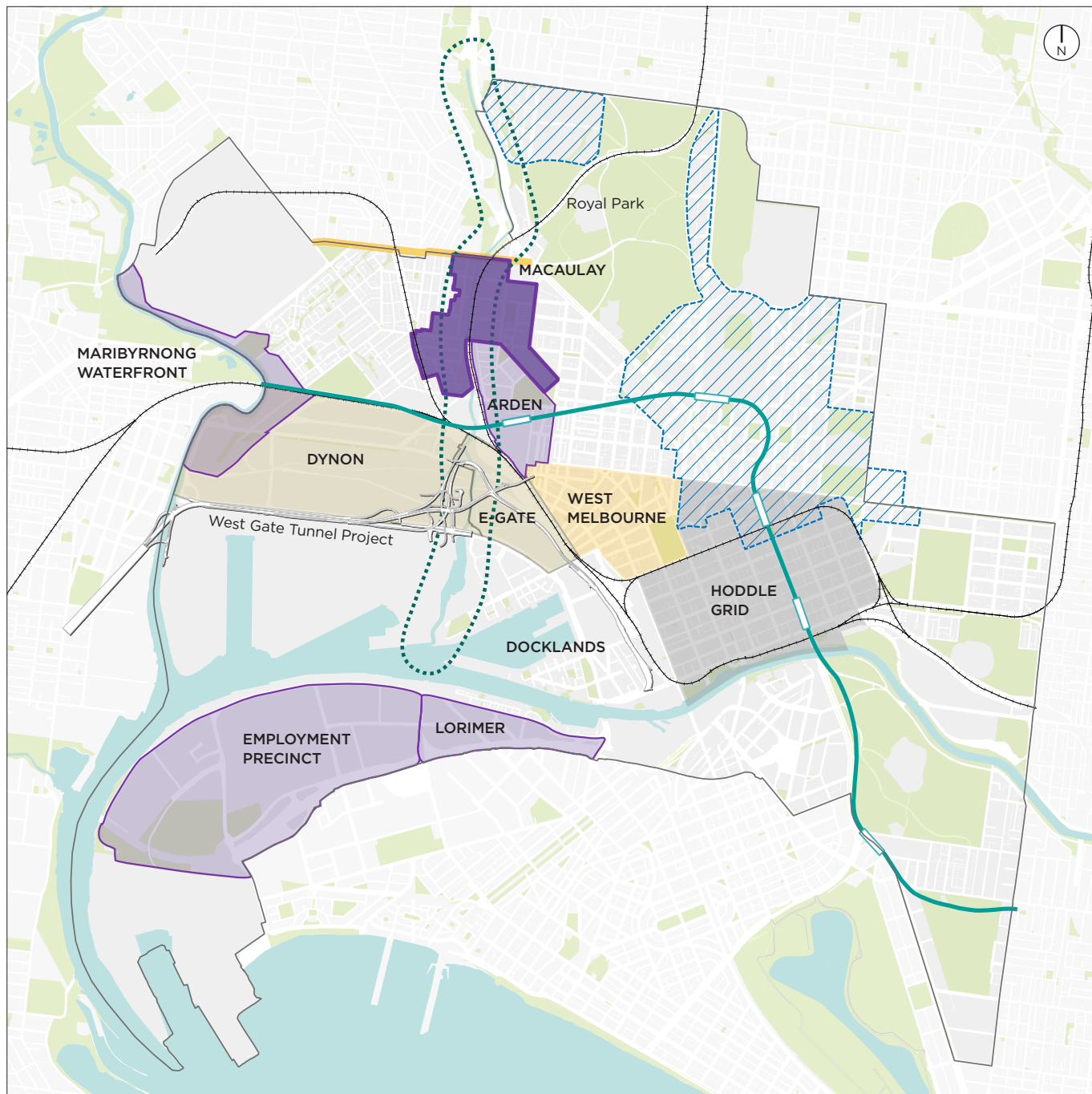
Moonee Ponds Creek Strategic Opportunities Plan

The City of Melbourne has developed a Strategic Opportunities Plan to establish a vision for the future of the Moonee Ponds Creek corridor to restore its ecological, cultural and recreational values. The plan sets out opportunities that the City of Melbourne believes should be taken to revitalise the corridor, including a series of new open spaces and ways to protect and enhance biodiversity.

The City of Melbourne is supporting the Victorian Planning Authority in preparing the Moonee Ponds Creek Implementation Plan as a companion to the Strategic Opportunities Plan. The Implementation Plan will identify catalytic projects and make recommendations for governance arrangements and accountabilities.

Racecourse Road Strategic Improvements Plan

City of Melbourne has committed to the creation of a Racecourse Road Strategic Improvements Plan, to improve the amenity and safety of Racecourse Road. As the northern boundary to Macaulay, the plan for Racecourse Road aims to improve the experience of the public realm.



Key

	City of Melbourne municipal boundary		Macaulay study area		West Melbourne Structure Plan
	Existing public open space		Urban renewal areas (Maribyrnong Waterfront, Arden, Fishermans Bend)		Moonee Ponds Strategic Opportunities Plan
	Waterways		Dynon & E-Gate		Hoddle Grid and surrounds
	Existing train lines		Melbourne Innovation District City North		Racecourse Road Strategic Improvements Plan
	Metro Tunnel line and future stations				

Map 18: Urban renewal areas and major projects in the City of Melbourne.

APPENDIX D – INDICATIVE STREET PROFILES

The following street sections are indicative and show the desired future street upgrades for Macaulay. Planning is underway to develop a public realm plan for Macaulay that will provide detailed guidance on street design.

Boundary Road

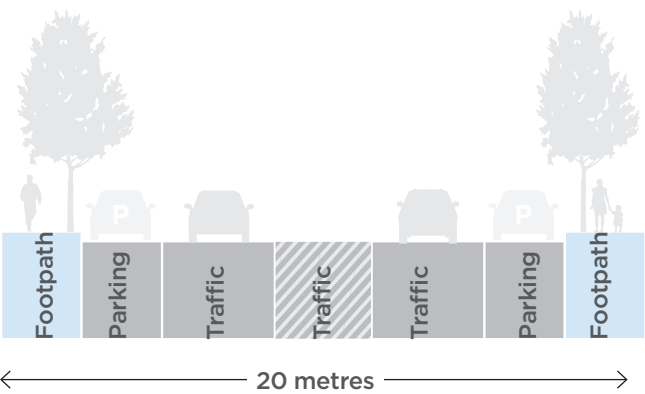


Figure 10: Existing typical street section of Boundary Road

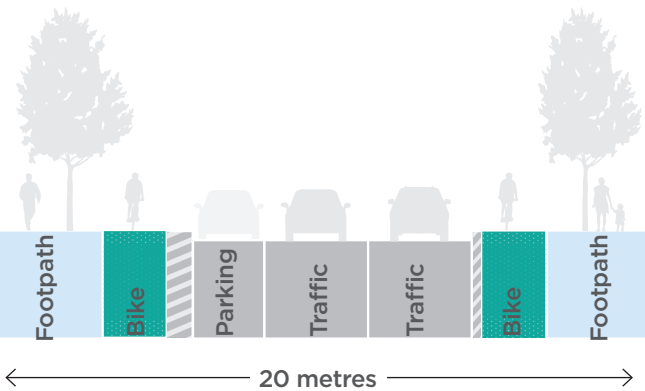


Figure 11: Potential typical street section for Boundary Road prior to delivery of high capacity public transport

Stubbs Street

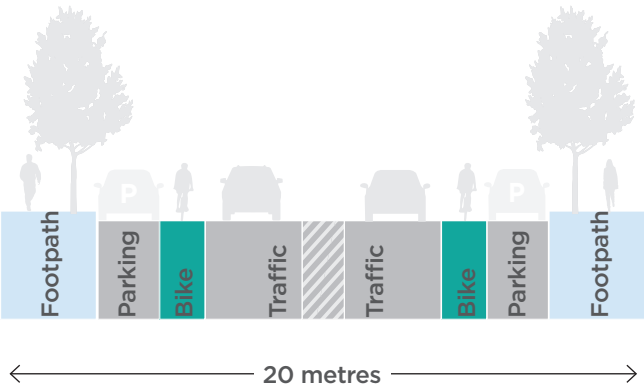


Figure 12: Existing typical street section of Stubbs Street

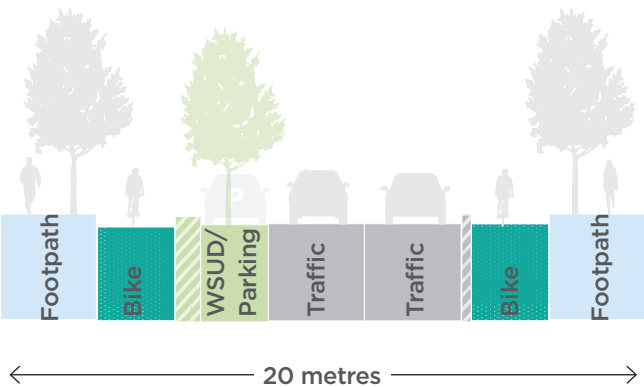


Figure 13: Potential typical street section for Stubbs Street

Mark Street

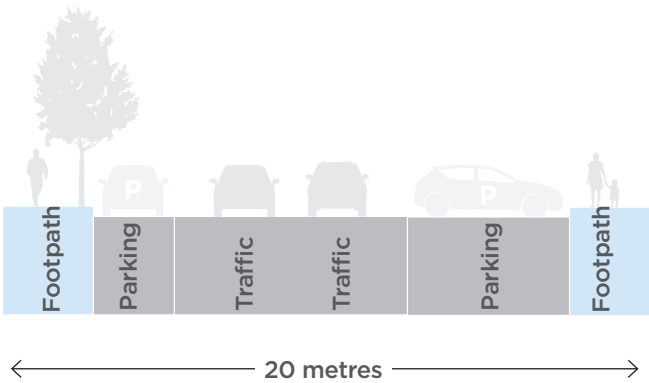


Figure 14: Existing typical street section of Mark Street

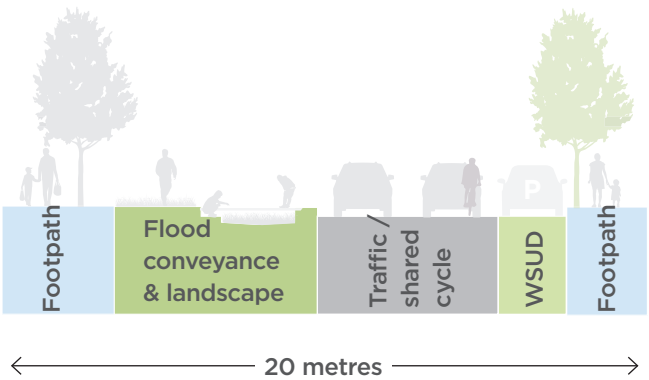


Figure 15: Potential typical street section for Mark Street

New street

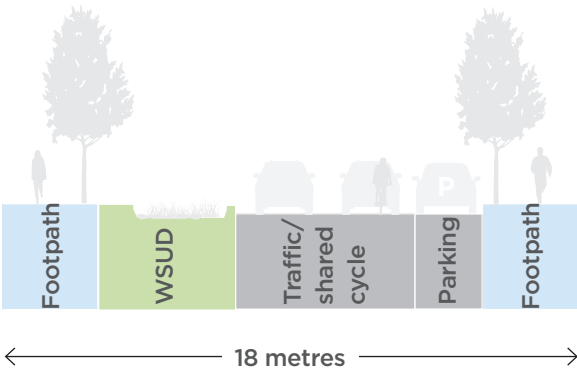


Figure 16: Potential new street section for larger land holdings

New laneway

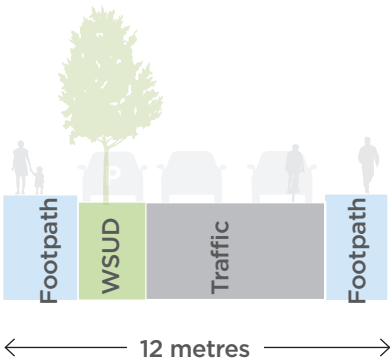


Figure 17: Potential new laneway section for larger land holdings

New pedestrian link

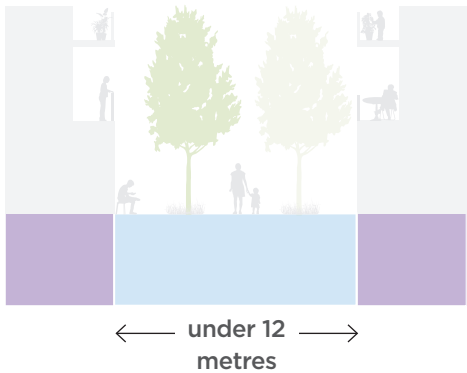


Figure 18: Potential new pedestrian link

APPENDIX E – INFRASTRUCTURE PLANNING

The following table provides information on the future public realm and infrastructure projects proposed for Macaulay. For projects identified as potentially delivered by development contributions, additional infrastructure planning information will be provided in the Development Contributions Plan.

CATEGORY	PROJECT NAME	LOCATION	POTENTIAL DELIVERY MECHANISM
TRANSPORT			
Streets and intersections	Macaulay Road (between Rankins and Boundary roads)	Boundary Precinct	DCP
Streets and intersections	Macaulay Road (between Boundary Road and Arden Street)	Boundary Precinct	DCP
Streets and intersections	Stubbs Street	Stubbs Precinct	DCP
Streets and intersections	Arden Street (between Elizabeth and Upfield rail line)	Chelmsford Precinct	DCP
Streets and intersections	Canning Street	Melrose Precinct	DCP
Streets and intersections	Boundary Road	Boundary Precinct	DCP
Streets and intersections	Melrose Street	Melrose Precinct	DCP
Streets and intersections	Alfred Street	Boundary Precinct	DCP
Streets and intersections	Sutton Street	Boundary Precinct	DCP
Streets and intersections	Mark Street	Boundary Precinct	DCP
Streets and intersections	Chelmsford Street	Chelmsford Precinct	DCP
Streets and intersections	Elizabeth Street	Chelmsford Precinct	DCP
Streets and intersections	Fink Street	Chelmsford Precinct	DCP
Streets and intersections	Barrett Street	Chelmsford Precinct	DCP
Streets and intersections	Bruce Street	Chelmsford Precinct	DCP
Streets and intersections	Buncle Street	Melrose Precinct	DCP
Streets and intersections	Eastwood Street	Chelmsford Precinct	DCP
Public transport	Macaulay Station	Boundary Precinct	Victorian Government advocacy
Public transport	Upfield rail line at Macaulay Road	Boundary Precinct	Victorian Government advocacy

CATEGORY	PROJECT NAME	LOCATION	POTENTIAL DELIVERY MECHANISM
Public transport	Boundary Road	Boundary Precinct	Victorian Government advocacy
Public transport	Macaulay Road, Canning Street, Shiel Street	Melrose Precinct	Victorian Government advocacy
Bridges	Pedestrian and cycle bridge over creek from Smith Street	Stubbs Precinct/ Boundary Precinct	Victorian Government advocacy/ partnership
Bridges	Pedestrian and cycle bridge over creek from Chelmsford Street	Chelmsford Precinct	Victorian Government advocacy/ partnership
Bridges	Pedestrian bridge over creek from Parsons Street	Stubbs Precinct/ Boundary Precinct	Victorian Government advocacy/ partnership
Bridges	Pedestrian bridge over creek from Robertson Street	Stubbs Precinct/ Boundary Precinct	Victorian Government advocacy/ partnership
Bridges	Pedestrian bridge over creek from Bruce Street	Chelmsford Precinct	Victorian Government advocacy/ partnership
INTEGRATED WATER MANAGEMENT			
Pipes	Robertson Street pressure pipe	Stubbs Precinct	Urban renewal cost recovery scheme
Pipes	Robertson Street and Stubbs Street gravity pipe	Stubbs Precinct	Urban renewal cost recovery scheme
Pump	Stubbs Street Pump Station #2	Stubbs Precinct	Urban renewal cost recovery scheme
Levee	Levee Wall along Moonee Ponds Creek from Arden Street to Macaulay Road	Chelmsford Precinct	Urban renewal cost recovery scheme
Pump	Bent Street Pump Station	Chelmsford Precinct	Urban renewal cost recovery scheme

CATEGORY	PROJECT NAME	LOCATION	POTENTIAL DELIVERY MECHANISM
Pipes	Chelmsford Street pressure pipe	Chelmsford Precinct	Urban renewal cost recovery scheme
Pipes	Mark Street pressure pipe	Boundary Precinct/ Melrose Precinct	Urban renewal cost recovery scheme
Pipes	Flemington Road to Sutton Street gravity pipe	Melrose Precinct	Urban renewal cost recovery scheme
Levees	Levee Wall along Moonee Ponds Creek from Smith Street to Racecourse Road	Stubbs Precinct	Urban renewal cost recovery scheme
Pump	Pump Station #1	Stubbs Precinct	Urban renewal cost recovery scheme
Pump	Parsons Street to Pump Station #1 gravity pipe	Stubbs Precinct	Urban renewal cost recovery scheme
Levee	Levee Wall along Moonee Ponds Creek from Macaulay Road to Alfred Street	Boundary Precinct	Urban renewal cost recovery scheme
Pump	Sutton Street Pump Station	Boundary Precinct	Urban renewal cost recovery scheme
Pump	Alfred Street to Sutton Street Pump Station gravity pipe	Boundary Precinct	Urban renewal cost recovery scheme
Pipes	Mark Street pressure pipes	Boundary Precinct	Urban renewal cost recovery scheme
Pipes	Mark Street to Langford Street 2 Pump Station gravity pipe	Boundary Precinct	Urban renewal cost recovery scheme
Pipes	Macaulay Road pressure pipe	Boundary Precinct	Urban renewal cost recovery scheme
OPEN SPACE AND PUBLIC REALM			
New open space	Alfred Street – green link open space	Boundary Precinct	DCP
New open space	Parsons Street Open Space (Stubbs Street north)	Stubbs Precinct	Clause 53.01/DCP
New open space	Robertson Street Reserve renewal and expansion	Stubbs Precinct	Clause 53.01
New open space	Macaulay Terraces – Stubbs Street drainage reserve	Stubbs Precinct	DCP/Urban renewal cost recovery scheme
Open space expansion	Canning Street Park – park expansion into adjoining road reserve	Melrose Precinct	DCP

CATEGORY	PROJECT NAME	LOCATION	POTENTIAL DELIVERY MECHANISM
New open space	Mark Street – green link open space	Boundary Precinct	DCP
New open space	Sutton Street – green link open space	Boundary Precinct	DCP
Linear open space	Moonee Ponds Creek Linear Park (west of CityLink)	Chelmsford Precinct	Partnership/DCP
New open space	Chelmsford Street Open Space	Chelmsford Precinct	Clause 53.01/DCP
Linear open space	Moonee Ponds Creek Linear Park (east of CityLink)	Boundary Precinct	Partnership/DCP
COMMUNITY INFRASTRUCTURE			
Community facility	Intergenerational Community Hub	Macaulay (East)	DCP
Community facility	Family Hub	Macaulay (West)	DCP
Open space upgrades	Buncle Street Reserve	Melrose Precinct	Clause 53.01/DCP
Community facility	Arden North and Macaulay Learning and Cultural Hub	Arden	DCP
Secondary school	Victorian Government secondary school	Macaulay (East)	Victorian Government advocacy
UTILITIES AND SUSTAINABLE INFRASTRUCTURE			
Waste	Centralised waste management	Macaulay	Victorian Government advocacy
Freight centre	Centralised freight	Macaulay	Victorian Government advocacy
Water supply	Construction of new reticulation mains for high density developments.	Macaulay	City West Water advocacy
Water supply	Potable water supply new reticulation mains for high density developments	Macaulay	City West Water advocacy
Sewer	Upgrade / replacement of aging sewer reticulation assets	Macaulay	City West Water
Electrical	Zone substation upgrades and replacements	Macaulay	AusNet services
Gas	High pressure gas transmission pipeline – protection and pressure reduction	Macaulay	Victorian Government advocacy

How to contact us

Online:

melbourne.vic.gov.au

In person:

Melbourne Town Hall - Administration Building
120 Swanston Street, Melbourne
Business hours, Monday to Friday
(Public holidays excluded)

Telephone:

03 9658 9658
Business hours, Monday to Friday
(Public holidays excluded)

Fax:

03 9654 4854

In writing:

City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Australia



Interpreter services

We cater for people of all backgrounds
Please call 03 9280 0726

03 9280 0717	廣東話
03 9280 0719	Bahasa Indonesia
03 9280 0720	Italiano
03 9280 0721	普通話
03 9280 0722	Soomaali
03 9280 0723	Español
03 9280 0725	Việt Ngữ
03 9280 0726	عربي
03 9280 0726	한국어
03 9280 0726	हिंदी
03 9280 0726	All other languages

National Relay Service:

If you are deaf, hearing impaired or speech-impaired,
call us via the National Relay Service: Teletypewriter (TTY)
users phone 1300 555 727 then ask for 03 9658 9658
9am to 5pm, Monday to Friday (Public holidays excluded)

melbourne.vic.gov.au



CITY OF MELBOURNE