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CONTEXT

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Location

The City of Melbourne (Melbourne) stands on the land of its Traditional Owners, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin.

Melbourne is located on the banks of the Birrarung (Yarra River), where the Birrarung (Yarra River), Maribyrnong River and Moonee Ponds Creek meet Port Phillip Bay.

Melbourne is Victoria's capital city, and a key hub in Australia's eastern seaboard economic region and gateway of trade, commerce and culture, linking into the world economy.

Key features

Melbourne is an economic driver for the metropolitan region, Victoria and Australia. It is home to a diverse range of industry sectors with a high concentration of knowledge-intensive jobs. Accessibility to the city and the qualities of the urban environment are attractors for business and the workforce.

Melbourne is a vibrant, multicultural, modern, global city. Its diversified economy, world leading universities, global sporting and cultural events, and distinctive, well connected neighbourhoods make it one of the most liveable cities in the world.

Melbourne contains Victoria's premier cultural infrastructure, a wide diversity of 24/7 uses and hosts the State's major events attracting visitors from the metropolitan area, Victoria, inter-state and globally.

Melbourne's assets comprise its historic precincts, streetscapes and buildings, the public spaces along the Birrarung (Yarra River), its ring of parks and gardens, government and public buildings and well established business, commerce and health districts, including:

- The Shrine of Remembrance and Royal Botanic Gardens, the Royal Exhibition Building and the surrounding Carlton Gardens, the Melbourne General Cemetery, Princes Park, Fitzroy Gardens, Treasury Gardens, Fawkner Park, Flagstaff Gardens, Royal Park and the Melbourne Zoological Gardens, and Domain Parklands and Sidney Myer Music Bowl.
- The Hoddle Grid comprising an orderly grid of main boulevards, streets, 'little' streets, lanes and arcades. The network of laneways and arcades is one of the most iconic elements of Melbourne's character, social life and economy.
- The Hoddle Grid as the centre of commerce; housing multi-national, Australian headquarters, large and small enterprises, creatives and start-ups and the State's largest and main retail centre.
- The Sports and Entertainment Precinct, Flemington Racecourse and the Melbourne Showgrounds.
- Australia's premier cultural institutions extending from Federation Square to the Arts Centre to the Malthouse Theatre.
- The University of Melbourne and RMIT University, the city campuses of four other universities, TAFE institutes and colleges as well as a number of private institutions.
- Attractive residential areas surrounding the central city.

History

Melbourne sits on the traditional lands of the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung people. For many thousands of years and to this day, the City has been an important meeting place and location for events of political, cultural, social and educational significance. This remains central to the city's identity and prosperity.

Council deeply values our relationship with the Traditional Owners and our vision is for Melbourne to be seen, experienced and thought of as an Aboriginal city. To bring this vision to life, Council is committed to ensuring that Aboriginal culture is central to City's identity through all aspects of our work including the Municipal Planning Strategy. Council

is seeking to build respect for Aboriginal heritage, culture and knowledge as we strive for reconciliation, recognition, respect and truth telling.

Permanent colonial settlement began in 1835, and the surveyor Robert Hoddle laid out key streets soon after. Our neighbourhood 'suburbs' began to establish. Melbourne experienced a boom following the Victorian gold rush from the 1850s. A period of relatively static building development followed. Melbourne was buoyed by the hosting of the Olympic Games in 1956, our first skyscraper was completed in 1958. Following a period of decline from the 1960s Melbourne began to revitalise. The 1980s saw development expanded from the Hoddle Grid across the river into Southbank. In the 1990s, apartment development in the Hoddle Grid and Southbank began the central city's revival as a place to live as well as work.

In around 2000, the urban renewal of redundant port land in Docklands commenced, resulting in the development of high-density commercial and residential buildings. This significantly expanded the central city's waterfront aspect. Today the central city encompasses the Hoddle Grid, Southbank and Docklands.

Key demographics

The 2020 residential population was 183,756. By 2040 this is projected to reach 328,572. The average age in 2020 was 33 years old, by 2040 the average age will be 35 years old. (SGS Economics and Planning, 2021)

The 2020 household population was 84,154. By 2040 this is projected to reach 144,193. The average household size in 2020 was 1.8 persons, by 2040 the average household size will be 2.0 persons. (SGS Economics and Planning, 2021)

The 2020 jobs data was 434,970. By 2040 this is projected to reach 663,074. Business and services in 2020 accounted for 79,204, by 2040 it is projected to be 143,273. Finance and Insurance in 2020 accounted for 68,081, by 2040 it is projected to be 80,516. Health care and social in 2020 accounted for 41,6832, by 2040 it is projected to be 64,526. (SGS Economics and Planning, 2021)

The 2020 floor space was 25,786,449 sqm. By 2040 this is projected to reach 35,510,662 sqm. Residential space in 2020 accounted for 8,027,551 sqm, by 2040 it is projected to be 12,278,568 sqm. Office space in 2020 accounted for 5,309,712 sqm, by 2040 it is projected to be 6,389,106 sqm. Industrial space in 2020 accounted for 4,220,165 sqm, by 2040 it is projected to be 4,276,397 sqm. (SGS Economics and Planning, 2021)

02.02 VISION

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Melbourne is an Aboriginal city. The City of Melbourne acknowledges and celebrates the Traditional Owners of the land, part of the longest surviving culture in the world.

The City of Melbourne is an international city drawing people from around the world to visit, work and live. Melbourne is a 24 hour City, enjoyed day and night. The City has many attributes: it is a leader in climate change action; it is energy efficient, sustainable, safe, affordable and inclusive. The City has many urban parks where people can connect with nature; while an urban forest extends through the city, linking the parks and helping to keep the city cool.

The vision for the City of Melbourne is to be a city of possibility. To achieve the vision, there are six high level goals:

- **Economy of the future:** Create a strong, adaptive, sustainable and thriving city economy supported by a diverse mix of industries and jobs that provide dignity and opportunity.
- **Melbourne's unique identity and place:** Recognise and protect the places, people and cultures that make Melbourne a unique, vibrant and creative city with world-leading liveability.
- **Aboriginal Melbourne:** Ensure that First Peoples' culture, lore, knowledge, and heritage enrich the city's growth and development.
- **Climate and biodiversity emergency:** Reduce emissions and waste in order to protect public health, strengthen the economy and create a city that mitigates and adapts to climate change.
- **Access and affordability:** Reduce economic and social inequality by ensuring universal access to housing, core services and information.
- **Safety and wellbeing:** Enhance the safety and wellbeing of all who live, visit, work and do business in Melbourne.

The following objectives will guide strategic growth and change across the city, to achieve the vision.

- Build a thriving and adaptive city economy and a sustainable future city.
- Recognise the places, people and cultures that make this a distinctive, vibrant and creative city.
- Ensure everyone feels safe and included as they participate in city life.
- Reduce inequality by providing access to housing, core services and information.
- Act immediately to reduce our emissions and waste, and adapt to climate change.
- Ensure Aboriginal culture is central to Melbourne's identity.
- Enable high-quality design and invite design excellence.

02.03 STRATEGIC DIRECTIONS

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02.03-1 Settlement

Different degrees of development are expected across the municipality over the next 20 years.

Areas have been categorised based on the expected degree of change and the area's role accommodating growth within the municipality. All areas will need to accommodate some growth and change and within each, there will be areas of higher and lower growth depending on the surrounding context. Change must be managed to achieve high quality design outcomes, support design excellence, and celebrate the city's cultural and built heritage. The challenge is enabling the municipality to grow in a way that maintains and reinforces our liveability, character, resilience and prosperity, while facilitating housing diversity and affordability.

The six change types are outlined on the Growth area framework plan at Clause 02.04-1 being:

CENTRAL CITY

Hoddle Grid:

The **Hoddle Grid** will experience ongoing growth and change as existing building stock is renewed. Growth will build upon its established structure and heritage assets. High-quality building design, together with its relationship and enhancement of the public realm will be essential.

Evolving:

Southbank and Docklands have undergone deliberate, government led urban renewal programs and are home to significant residential and worker populations. High-quality building design and enhancement of the public realm will be essential to their future.

RENEWAL PRECINCTS

Existing renewal

Arden, Macaulay, Fishermans Bend Lorimer and Fishermans Bend National Employment and Innovation Cluster (NEIC) are mixed use, industrial and former industrial areas that are undergoing significant change in function, form and character. They will accommodate a significant portion of the growth and change in the municipality over the next 20 years.

Potential renewal

Dynon, E-Gate and Maribyrnong Waterfront, are active industrial areas and play an important strategic role in supporting our economy. Detailed investigation into the need for industrial areas that support the growing knowledge economy will be necessary. Detailed investigation is also required to determine the potential for future urban renewal as these areas have significant flooding and contamination risks. These areas provide an opportunity to accommodate large open spaces addressing ecological, integrated water management and active recreation needs. Resolving environmental risks and community infrastructure needs are prerequisites to any successful renewal of these areas. In the short to medium term these areas may have the potential to accommodate a greater intensity and diversity of employment uses, but will continue to provide freight, transport and logistics uses.

NEIGHBOURHOODS

Transitioning

City North and West Melbourne are well established areas that are undergoing incremental infill development, modifying the existing built form and use. They are areas with established street and transport networks, an identifiable local character and sense of place and a historic mix of residential, commercial, light industrial and other uses. These areas will continue to transition to a greater diversity of uses and denser built form, while retaining their character. As part of the Parkville National Employment and Innovation

Cluster, City North accommodates Melbourne's major universities, research centres and bio-medical institutions.

Established

Carlton, East Melbourne and Jolimont, Kensington, Parkville, North Melbourne and South Yarra are neighbourhoods that will accommodate development as the city changes. These are well established, predominately residential areas, most with a strong heritage character. Change will be more subtle and gradual than in other areas of the municipality.

AREAS WITH DISTINCTIVE FUNCTIONS

These areas are the **Sports and Entertainment Precinct and Domain Parklands, and Flemington Racecourse and Melbourne Showgrounds**. These areas provide specific economic, cultural, recreational and environmental functions that service the whole of metropolitan Melbourne and Victoria, and will continue to perform these roles for the foreseeable future.

In planning for settlement, the Council seeks to:

- Direct urban growth and development into specific areas of Melbourne as shown on the Growth area framework plan at Clause 02.04-1.
- Encourage development that responds to its context in Established areas.
- Accommodate an appropriate intensity of growth in designated Existing Renewal Precincts beyond the Central City (Hoddle Grid, Docklands and Southbank).
- Retain the Hoddle Grid area as the core of the Central City and plan for its ongoing change and growth.
- Support ongoing growth in Docklands and Southbank as Evolving areas.
- Investigate the Potential Renewal Precincts, to resolve drainage issues and determine optimal land use having regard to the shortage of municipal and other open space in the municipality.
- Ensure any development in Existing or Potential Renewal Precincts does not compromise the amenity, and preferred role and function of those areas.
- Support the ongoing use of the Dynon area for a range of transport, manufacturing, wholesale and distribution industries.
- Support advanced manufacturing, service industries, and port/rail use compatible with the Port of Melbourne and industries along the Maribyrnong River while ensuring that the amenity of, and accessibility to, the river and the ecological function of the corridor is enhanced.
- Encourage incremental development in the Transitioning areas of West Melbourne and City North.
- Maintain a clear distinction between the higher scale of the Central City and all other areas.

02.03-2 Environmental and landscape values

Biodiversity and Waterways

The City of Melbourne has a number of waterways that are important to the health of ecological systems and the biodiversity they support. Land use and development activities can undermine the health and biodiversity of flora and fauna ecologies. It is important to protect the open spaces and waterways that support those systems.

The implementation of the City's Greenline project will transform the north bank of the Birrarung (Yarra River) by re-establishing it as an ecological corridor. Greenline will connect riverbank landscapes and wetlands, from Birrarung Marr to the western end of the

Victoria Harbour precinct in Docklands while recognising their significance to the history and culture of Traditional Owners.

Provision of new open spaces and integrated water management creates opportunities to enhance the municipality's waterways and biodiversity and celebrate the significant cultural value and heritage of these landscapes.

In managing biodiversity and waterways, the Council seeks to:

- Protect Melbourne's waterways as places that provide essential ecological and hydrological services to the city.
- Strengthen biodiversity corridors and significant habitat areas by providing a network of public open spaces and an expanded network of biodiversity corridors along streets, waterways and through the private realm to allow native fauna to move between habitat areas.
- Expand the urban forest, understory, green roofs and green walls with a diverse range of plant species to reduce the urban heat island effect, increase biodiversity, and enhance resilience.
- Encourage increased canopy in the private realm.
- Encourage the retention of open space on private land, especially in areas and in configurations that allow for the planting of canopy trees.
- Protect and enhance the habitat of the city's parklands and waterways.
- Protect remnant vegetation and encourage the use and retention of indigenous vegetation in the development of sites.
- Select species that are robust and resilient to the potential effects of climate change.
- Minimise the impacts of introduced flora and fauna on indigenous vegetation.

02.03-3 Environmental risks and amenity

Climate change

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

The urban forest is the aggregate of all community vegetation and green spaces that provide a variety of benefits including shading and cooling that will minimise the urban heat island effect and improve thermal comfort at street level for pedestrians.

Council aims to achieve a 40 per cent canopy cover by 2040.

Managing the impacts of urban inundation from storm surge, sea level rise and flash flooding will create opportunities to integrate water sensitive elements in the design of streets and open spaces and to rehabilitate our rivers and creeks. This is particularly important in the renewal precincts, including Arden, Macaulay and Fishermans Bend, as these areas were once wetlands and swamps.

In planning for climate change, the Council seeks to:

- Reduce exposure to flood risk and sea level rise.
- Promote integrated water management practices such as water sensitive urban design - to enhance flood management, increase biodiversity, assist in managing inundation, and provide soil moisture for healthy vegetation growth.
- Create a water sensitive municipality to increase resilience to flooding and drought, manage the impacts of inundation, and improve water and soil quality.
- Encourage development, infrastructure and open space to be resilient to heatwaves, water shortages, extreme storm events and sea level rise.

- Integrate water sensitive design in streets and open spaces and reclaim rivers and creeks.
- Facilitate cooler temperatures through the expansion of an urban forest in the public and private realms.
- Encourage high-thermal comfort buildings.

Amenity, safety and noise

Much of Melbourne has a mixed land use character where residential and other uses co-exist.

Industrial uses and other uses can affect the amenity of nearby sensitive land uses while sensitive land uses being located in proximity to employment areas can limit business operations. It is important to manage this tension between non-residential operations and the amenity of residents.

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

Night time entertainment uses can increase the vibrancy of an area and boost the local economy. Live music is important to Melbourne's economy and culture. Melbourne has licensed premises that provide opportunities for social interaction and a vital night-time economy providing live music, food and entertainment. Well managed licensed premises contribute positively to the activity, character and image of Melbourne. Small licensed premises are particularly important to the vitality of the Central City as a 24 hour city.

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

In managing amenity, safety and noise, the Council seeks to:

- Facilitate non-residential uses in the Neighbourhood Residential Zone, General Residential Zone and Residential Growth Zone where they are compatible with residential character and amenity.
- Ensure both dwellings and nearby non-residential uses are designed to protect residents from off-site amenity impacts and to protect the viability of the non-residential use.
- Support live music venues where they are designed to protect residents from off-site amenity impacts.
- Protect amenity by discouraging the concentration of sexually explicit adult entertainment, amusement parlours and gaming venues.
- Maintain a buffer between strategically important economic uses and new sensitive land uses.

02.03-4 Built environment and heritage

Built environment

Melbourne's character is defined by its topography, rivers and waterways, its distinctive urban structure, historic street pattern, boulevards and parks, heritage precincts, laneways, well-designed contemporary buildings and individually significant heritage buildings. Melbourne's buildings, streets, public and open spaces and landscape features combine to give the municipality its unique appearance and feeling. Melbourne's waterways, and rivers are important to its social and recreational attractiveness and provide opportunities for people to engage with the water and connect with the cultural history of the place.

In managing urban change across our municipality, Council will ensure new development delivers high-quality design outcomes and support processes and outcomes to deliver design excellence. Where the built form character of an area is established, new

development must respect this character and add to the overall quality of the urban environment. In areas where built form change is proposed, an attractive public and private environment must be created.

An important element of Melbourne's built form is its lanes, which provide good permeability and favourable amenity and climatic conditions to support pedestrian activity. Lanes are important in establishing similar conditions in the renewal precincts.

A fundamental feature of Melbourne's built environment is the ability to provide sunlight to its streets and public spaces throughout the year to ensure high amenity public spaces, aid public health and support vegetation.

In managing the built environment, the Council seeks to:

- Ensure all urban and landscape designs include appropriate design references to Aboriginal cultures in accordance with Aboriginal Indigenous Cultural and Intellectual Property rights.
- Ensure parks, gardens, waterways, street trees and open spaces remain a prominent element of Melbourne's structure and character.
- Protect and enhance Melbourne's distinctive physical character and heritage, and maintain the importance of:
 - the waterways, Birrarung (Yarra River) Corridor, and Victoria Harbour
 - the network of lanes and arcades and boulevards
 - identified places and precincts of heritage significance
 - the World Heritage Listed Royal Exhibition Building and Carlton Gardens
 - the Shrine of Remembrance
 - the Hoddle Grid
 - the network of parks and gardens
 - the Hoddle Grid's retail core
 - the sense of place and identity in different areas of Melbourne
 - the Sports and Entertainment Precinct, including the Melbourne Cricket Ground
- Create places which are accessible, affordable, inclusive, and safe.
- Ensure design, height and scale of development responds positively to the human scale and built form character of an area.
- Preserve the valued characteristics of the Established and Transitioning areas.
- Encourage housing growth sensitive to existing character in Established and Transitioning areas.
- Ensure a strong distinction between the built form scale of the Central City with that of all other areas.
- Ensure Renewal Precincts are distinct in character and deliver specific place ambitions.
- Create a high quality public realm.
- Protect and enhance the laneways as a significant element of the pedestrian network and public realm.
- Support the provision of laneways to provide pedestrian permeability in the Renewal Precincts.
- Ensure building design provides a high quality interface with the public realm including where raised floor levels are required for flood mitigation.

- Ensure that development provides active street frontages and minimises pedestrian disruption from car access.
- Ensure a complementary transitional scale between new development and adjoining areas where the built form character of the area is to be maintained.
- Encourage a development pattern that is permeable and fine-grained in the Renewal Precincts.
- Undertake strategic consideration of the current and future economic role of Potential Renewal Precincts as well as open space, integrated water management, future land use and urban structure.
- Enhance the role of the boulevards through development that maintains their landscape character.
- Manage the scale and form of buildings to ensure that winter sun reaches public spaces.
- Ensure that development in and surrounding Melbourne's parks and gardens does not adversely impact on the winter solar access, recreational, cultural heritage, environmental and aesthetic values, or amenity of the open space.
- Ensure high quality building design and encourage strategic sites to achieve design excellence.
- Ensure external lighting of buildings does not impact on amenity or compromise views of the City skyline at night, by flashing or multi-coloured lights or lighting that has the potential to cause nuisance.
- Ensure new buildings do not create hazardous glare that impacts the amenity and safety of the public realm and for occupants of other buildings.
- Avoid the creation of any skybridges between buildings over publicly accessible land.
- Encourage buildings to be adaptable to different uses over time.
- Discourage inappropriate signs or a proliferation of signs that may detract from the character and amenity of the area and create visual clutter.

Sustainable development

Council aims to achieve net zero carbon emissions for the entire municipality by 2040.

Decisions on planning related matters can assist in reducing greenhouse emissions, which can reduce climate change and the impacts of climate change on Melbourne's natural and built environment. Melbourne will become an environmentally sustainable city that is energy, water and waste efficient and adapted to climate change.

Council's vision is to transition toward zero waste to landfill.

Existing Renewal Precincts offer the best opportunity to integrate precinct based renewable energy, water, and circular waste systems into development. This will promote more efficient resource use, minimise waste and help to reach zero net greenhouse gas emissions.

In promoting a sustainable development, the Council seeks to:

- Encourage all buildings to be built to minimise emissions, water usage, and waste.
- Support the development of buildings and precincts with zero emissions.
- Encourage the connection of buildings to precinct energy, water and waste systems.
- Support the installation of neighbourhood batteries.
- Support green roofs and green walls with a diverse range of plant species to enhance resilience.
- Ensure development supports integrated water management.
- Support water conservation and fit for purpose reuse.

- Increase permeable areas and manage water resources to mitigate urban heat island.
- Replace asphalt and concrete with porous surfaces, as appropriate for the use of the land, to reduce heat retention and encourage soil moisture retention.
- Improve storm water quality, reduce wastewater, and support groundwater recharge.
- Support buildings to use best-practice waste and resource recovery systems.
- Encourage recycling of construction and demolition waste.

Heritage

The municipality retains many places of importance to Traditional Owners and the Aboriginal and Torres Strait Islander diaspora, some relating to the past while some are more recent.

Melbourne was the place where Victoria's colonial settlement officially started, and is the location of Australia's first national Parliament. It is renowned as one of the world's great Victorian-era cities. The municipality contains many streetscapes, parks and buildings recognised as important heritage places. In addition to this, the city has some outstanding architecture and collections from the 20th century.

In protecting heritage values, the Council seeks to:

- Protect pre-contact, historical and contemporary Aboriginal heritage and culture and places.
- Make Aboriginal culture visible.
- Conserve and enhance places of identified cultural heritage significance.
- Conserve and enhance views to identified individual and precinct heritage places.
- Maintain and protect the visual prominence of heritage buildings and landmarks including the Shrine of Remembrance, Parliament House and the World Heritage Listed Royal Exhibition Building and Carlton Gardens.
- Maintain and protect the World Heritage Environs Area which provides a buffer zone to protect the World Heritage Listed Royal Exhibition Building and Carlton Gardens.
- Ensure that development within the World Heritage Environs Area responds to the World Heritage values of the Royal Exhibition Building and Carlton Gardens.
- Protect the significant landscape and cultural heritage features of parks, gardens, waterways and other open spaces.
- Facilitate adaptation of heritage buildings.

02.03-5 Housing

Housing diversity

Providing well designed housing to accommodate the expected population growth in an already densely developed city is a key challenge for the municipality. New housing needs to be diverse, affordable and provide a high standard of amenity. In providing housing, the Council seeks to:

- Encourage most of the housing and population growth to the Central City and Existing Renewal Precincts.
- Ensure high standards of on-site amenity including good access to sunlight, daylight, natural ventilation, and privacy as well as protection from effects such as noise and light spill.
- Support a range of housing types and tenures to meet the needs of our diverse community, including older people, families, students, people with disabilities, low income earners and those at risk of homelessness.
- Ensure no visible difference in design quality between housing tenures.

- Support live/office work spaces.

Affordable housing

Housing is recognised as a fundamental human right and social housing and affordable housing are vital for an inclusive, diverse and prosperous city.

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

All areas of the municipality offer significant potential for delivering a diversity of affordable housing. The Existing Renewal Precincts of Fishermans Bend, Lorimer, Arden and Macaulay, have the capacity to deliver a substantial amount of affordable housing.

In facilitating affordable housing, the Council seeks to:

- Support an increase in the supply and diversity of affordable housing, including public housing, community housing and other subsidised market housing.
- Support provision of social and affordable housing in all residential development.
- Ensure affordable housing:
 - Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
 - Has internal layouts identical to other comparable dwellings in the building.
- Is externally indistinguishable from other dwellings. Welcome significant investment by the Victorian Government for new public housing within the municipality, including and especially in Urban Renewal Precincts.

Student housing

The many tertiary educational institutions cater for a large number of students from overseas, interstate and from regional Victoria. Student accommodation has specific requirements compared to other types of dwellings.

In facilitating student housing, the Council seeks to:

- Support purpose-built student housing that encourages social interaction.
- Ensure student housing is of a high quality and adaptable to future uses.
- Ensure access to substantial indoor and outdoor communal spaces within the title.
- Ensure student housing does not impact on the overall mix of uses in the Capital City Zone and Special Use Zones.

02.03-6 Economic development

Employment and innovation

Melbourne has a thriving economy built around knowledge, professional and financial services and our creative and visitor economies. Melbourne's economy is positioned well for growth.

The Hoddle Grid, together with Southbank and Docklands, will continue to provide excellent opportunities for commercial development in a high amenity environment. This will ensure Melbourne remains globally competitive. Precincts surrounding the Hoddle Grid such as Parkville NEIC, the Melbourne Arts Precinct, and the Melbourne Innovation Districts City North, provide a range of economic specialisations that complement the capital city function. Areas like the Fishermans Bend NEIC, Dynon, and Maribyrnong Waterfront provide diverse, dedicated employment areas supporting industrial activities that are an essential part of the knowledge economy. The diversity and centrality of these varied economic functions are essential to Melbourne's ongoing economic success and sustainability.

Locating jobs close to where people live enables vibrant, active and sustainable communities, supports a strong and diverse economy, and enables 20 minute neighbourhoods. Sustainable transport, affordable housing, and a high quality and vibrant

public realm are essential to creating a platform for a prosperous, sustainable and inclusive economy.

In promoting employment and innovation, the Council seeks to:

- Ensure that residential development does not dominate the overall mix of uses in the Capital City Zone and does not impact on the desired overall mix of uses in the Special Use Zones.
- Protect the character and amenity of local centres and high streets as places for the community.
- Deliver vibrant and connected innovation districts.
- Encourage knowledge creating institutions and businesses such as universities, advanced manufacturers, and biomedical research institutes to connect with the public realm.
- Maintain and protect dedicated employment land to support the industrial needs of the growing knowledge economy and essential urban services.
- Support affordable spaces for start-ups, creative industries and artists.
- Support the growth and development of globally competitive innovation districts in City North, Arden and Fishermans Bend NEIC.
- Support the introduction of high standards of internal amenity for commercial offices.
- Support the ongoing development and revitalisation of Docklands, to establish it as a destination, attractive residential and business location and emerging film and digital media hub.

Tourism

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

In promoting tourism, the Council seeks to:

- Encourage active land uses such as cafes, restaurants and leisure venues in buildings fronting land adjacent to designated parts of the Birrarung (Yarra River).
- Support world class sporting, cultural and arts events, conferences, conventions, festivals and performances that stimulate the local economy and contribute to a vibrant city life.
- Maintain the vitality of the retail core of the Hoddle Grid.
- Support Queen Victoria Market to be a world-class market and sought after destination for visitors.
- Improve public facilities, amenities and access.
- Maintain city safety.
- Provide tourist information services.

Creative industries

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

There are many public and private cultural institutions throughout the central city and municipality including a cluster of Australia's premier cultural institutions along St Kilda Road and Sturt Street in Southbank, and contemporary performing arts venues of regional importance in North Melbourne.

In encouraging creative industries, the Council seeks to:

- Enhance the capacity of Melbourne's venues and public spaces to host events.
- Encourage a diverse range of leisure, arts, cultural and entertainment uses.
- Support entertainment uses, live music and the arts by:
 - Locating entertainment, live music and cultural attractions in Capital City, Public Use, Commercial, Special Use and Mixed Use Zones, where consistent with the local amenity.
 - Supporting the development of the Melbourne Arts Precinct in Southbank to ensure that it includes all aspects of the arts, including affordable workspaces, rehearsal spaces, galleries and performance spaces.
 - Encouraging the growth and clustering of arts uses along Sturt Street, Southbank.
 - Supporting affordability of accommodation for artists.
 - Supporting arts hubs that include mid-sized performance spaces and community arts spaces.
 - Encouraging the integration of public art projects in public and private developments.
 - Recognising the role of street art in contributing to our municipality's character, economy and reputation.

02.03-7 Transport

Integrated transport

Melbourne's transport system must meet the demands of the growing intensity of development and diversity of land uses and major events.

The provision of mass transit, including metro train extensions and a tram, is essential for achieving the vision for Fishermans Bend.

In integrating transport, the Council seeks to:

- Integrate transport and urban growth.
- Support development and intensity of activity around public transport, particularly at interchanges.
- Support the provision of the train tunnel linking Fishermans Bend with the broader rail network.
- Locate major entertainment, recreation, retail, education and employment areas where they are accessible by public transport, walking and cycling.
- Support moving freight by rail where the amenity impacts are minimised.
- Support the sustainable development of Renewal Precincts by delivering high-quality public and active transport links early in the redevelopment process.

Sustainable transport

A comprehensive, safe, comfortable, accessible and convenient public transport, walking and cycling network is essential to Melbourne's growth and amenity.

Public transport is the most economic and efficient mode for mass travel to and from Melbourne.

Walking accounts for the greatest proportion of trips within the municipality. An excellent walking network is necessary to enable functionality of all the other modes. A continuous physically protected cycle network will be essential in connecting all areas, including Existing Renewal Precincts, with the surrounding urban fabric.

Transport decisions need to enable all Melburnians to transition to less car dependent lifestyles.

In encouraging sustainable transport, the Council seeks to:

- Develop and maintain a comprehensive and convenient pedestrian and cycling network.
- Ensure streets and development patterns create a highly walkable environment.
- Ensure all streets are designed for safe and comfortable walking and cycling.
- Support the provision of public- scooter and cycle hire micro-mobility schemes convenient to pedestrians and public transport.
- Encourage public transport as the primary mode of access to the Central City.
- Design train stations and major public transport interchanges and their surrounding precincts to cater for patronage growth.
- Support the enhancement of the City's existing tram network by providing trams with signal priority at intersections and separating them from traffic.
- Design tram stops which are integrated with the streetscape and minimise crowding.
- Minimise the negative impacts of parking on the public realm and transport networks.
- Support the reduction or waiving of car parking for new uses, or developments, which have good access to public transport.
- Use parking spaces more efficiently by adopting a parking management approach, where parking spaces are titled separately from dwellings.
- Support the design of parking structures that can be converted to other uses.
- Increase the provision of off-street parking for car share, bicycles and motorcycles.
- Ensure urban air transport technology and similar services do not affect amenity, privacy and equity.
- Maintain the Birrarung (Yarra River) Corridor and waterways as a continuous, high amenity pedestrian focus for the City with cycle connections to the wider network.

Freight and ports

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

In planning for freight and ports, the Council seeks to:

- Enhance Melbourne's role as Australia's freight hub and gateway while supporting the mitigation of amenity impacts.
- Support the provision for appropriate buffers to protect the Port from development and to protect surrounding development from the amenity impacts associated with the operation of the Port.
- Encourage Port operations to not disrupt the amenity of surrounding residential areas.
- Support moving a greater proportion of metropolitan, regional and interstate freight by rail.
- Encourage land use efficiency in Dynon to support a greater intensity and diversity of industrial uses to establish.

02.03-8 Infrastructure

Integrated water management

Water is an important environmental asset.

In practicing integrated water management, the Council seeks to:

- Manage infrastructure to deliver a whole of cycle response and improve water quality.

- Ensure catalyst integrated water management infrastructure to reduce flooding is delivered prior to urban renewal.

Telecommunications

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

In managing telecommunications facilities, the Council seeks to:

- Support telecommunication infrastructure to meet anticipated information, communication and technology needs.
- Minimise the visual impact of telecommunications and utilities infrastructure.

Public open space

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

Melbourne's parks and gardens will face increasing pressure from a growing population. They need to provide recreation options for residents, visitors and workers. There is a lack of open space in Renewal Precincts and in the west of the municipality to support population growth.

In planning for public open space, the Council seeks to:

- Expand and enhance the quantity, quality and diversity of public open space within easy walking distance for everyone.
- Provide a broad network of open spaces that are adaptable and cater for a variety of recreational, sporting, play and social activities.
- Support large new open spaces to enhance the network of open spaces and cater for the recreation needs of an expanding population.
- Support equity in design and access for public open spaces.
- Design public and private open spaces to support wellbeing including exercising, social interaction, quiet enjoyment and connections to the natural environment.
- Ensure there is no net reduction in public open space.
- Ensure new public open space integrates well with the existing open space network, is usable as a high quality public open space and delivers good amenity.
- Support community access to school sporting facilities.
- Discourage the privatisation of public open space.
- Discourage the private temporary occupation of public spaces unless it delivers an acceptable community benefit

Community infrastructure

Population growth will need to be met with increased provision of community and social infrastructure including: social, family and early childhood services, services for the aging population, open/green spaces, sports and recreation spaces, play areas, affordable housing, active transport and food production infrastructure.

Key to this is an efficient use of existing infrastructure and forward planning for future needs.

In supporting and providing community facilities, the Council seeks to:

- Enhance city liveability with the provision of community infrastructure that is accessible and inclusive of all.
- Upgrade community facilities to meet the needs of the community.

- Locate new community facilities where they can be easily accessed.
- Encourage co-location of complementary community facilities and multipurpose uses.

Education and health facilities

Melbourne is one of the world's leading student cities being home to the University of Melbourne and RMIT University, the city campuses of four other universities, TAFE institutes and colleges as well as many private institutions. Melbourne hosts leading research institutions in Bioscience and benefits from the co-location of key education, hospitals, research institutes and industry.

In promoting education and health facilities, the Council seeks to:

- Support use and development of primary, secondary and tertiary education in appropriate locations.
- Support existing health facilities and new facilities in appropriate locations.

Development contributions plans

Infrastructure projects should deliver positive economic, social and environmental outcomes for the whole community.

Early infrastructure delivery is essential, particularly in Renewal Precincts.

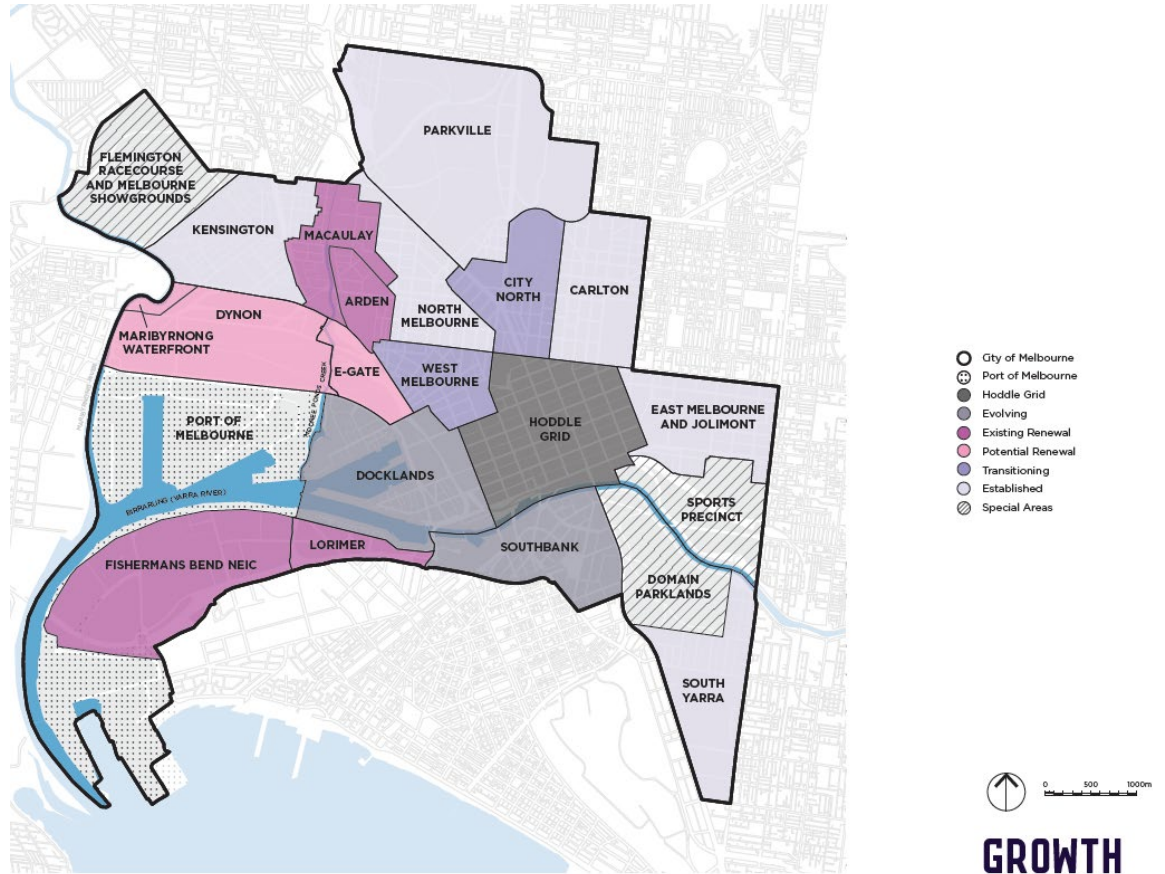
In managing development and infrastructure plans, the Council seeks to:

- Ensure that financial contributions for infrastructure required for new residential and worker populations are drawn from new development responsible for that growth.
- Identify infrastructure required to support the municipality's growing residential and worker populations.
- Support early delivery of infrastructure.
- Boost provision of social infrastructure.
- Secure recreation land and facilities in Existing and Potential Renewal Precincts.

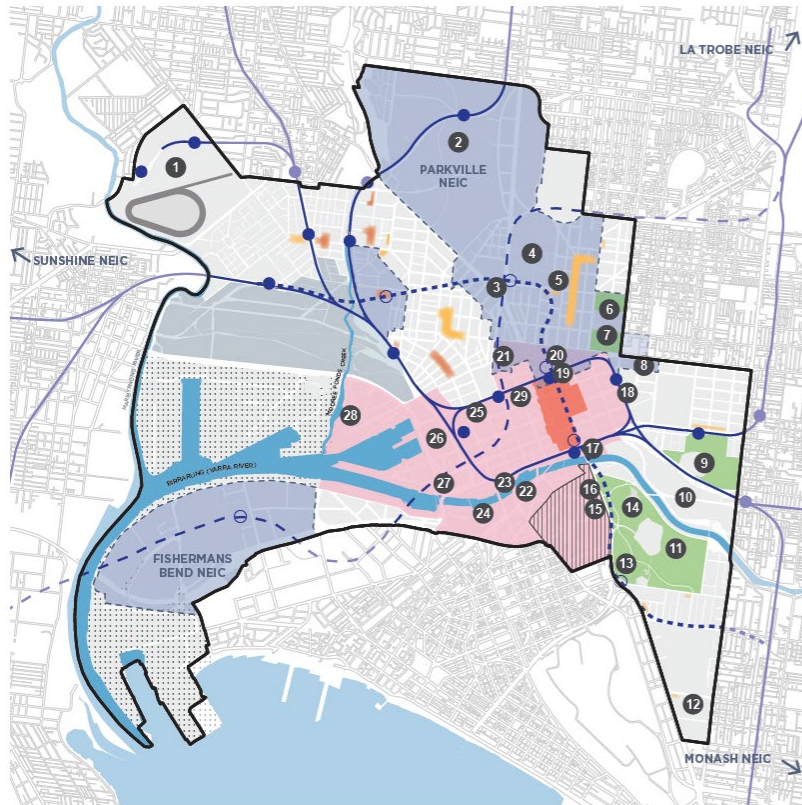
02.04 Strategic framework plans

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The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.



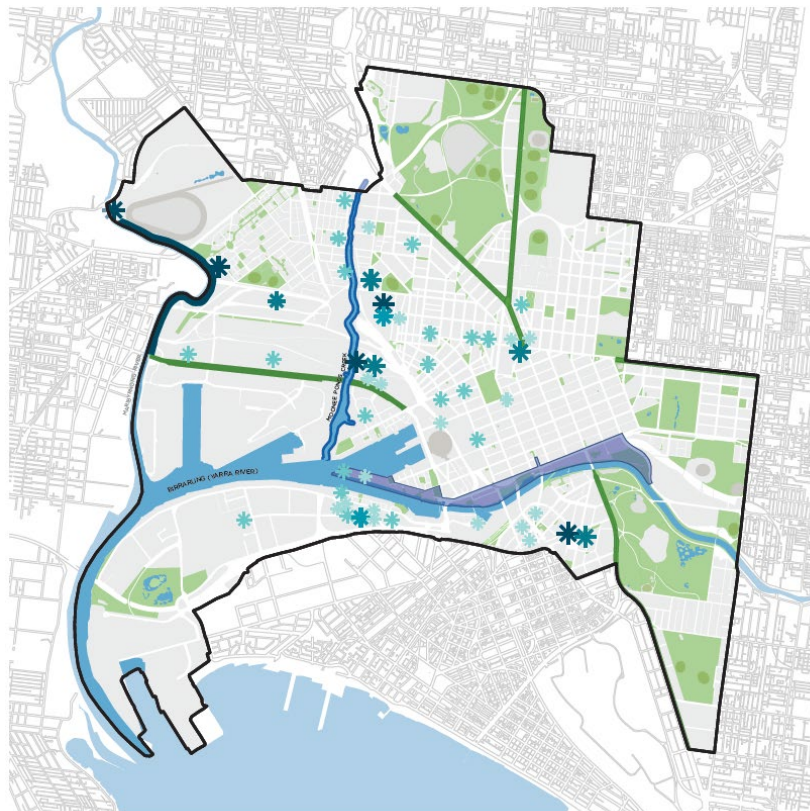
MELBOURNE PLANNING SCHEME



- City of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Central City
- Retail Core
- Existing local centre
- Future local centre
- Arts Precinct
- Innovation Precincts
- Industrial Precincts
- Port of Melbourne
- 1 Flemington Racecourse and Melbourne Showgrounds
- 2 Melbourne Zoo
- 3 Parkville Hospital Precinct
- 4 University of Melbourne
- 5 Melbourne Connect
- 6 Melbourne Museum
- 7 Royal Exhibition Building
- 8 East Melbourne Hospital Precinct
- 9 Melbourne Cricket Ground
- 10 Sports and Entertainment Centre
- 11 Royal Botanic Gardens
- 12 Alfred Hospital
- 13 Shrine of Remembrance
- 14 Sidney Myer Music Bowl
- 15 Victorian College of the Arts
- 16 Arts Centre
- 17 Federation Square
- 18 Parliament House and Treasury Building
- 19 State Library of Victoria
- 20 Royal Melbourne Institute of Technology
- 21 Queen Victoria Market
- 22 Crown Casino
- 23 Melbourne Aquarium
- 24 Melbourne Convention and Exhibition Centre
- 25 William Angliss TAFE
- 26 Docklands Stadium
- 27 Kangan Institute TAFE
- 28 Docklands Studio
- 29 Victoria University

ECONOMIC

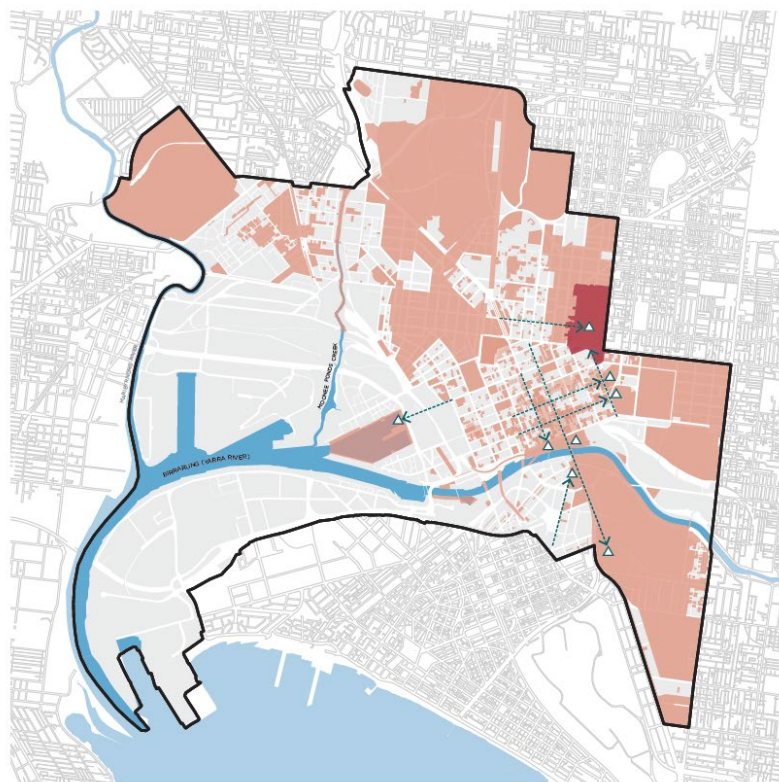
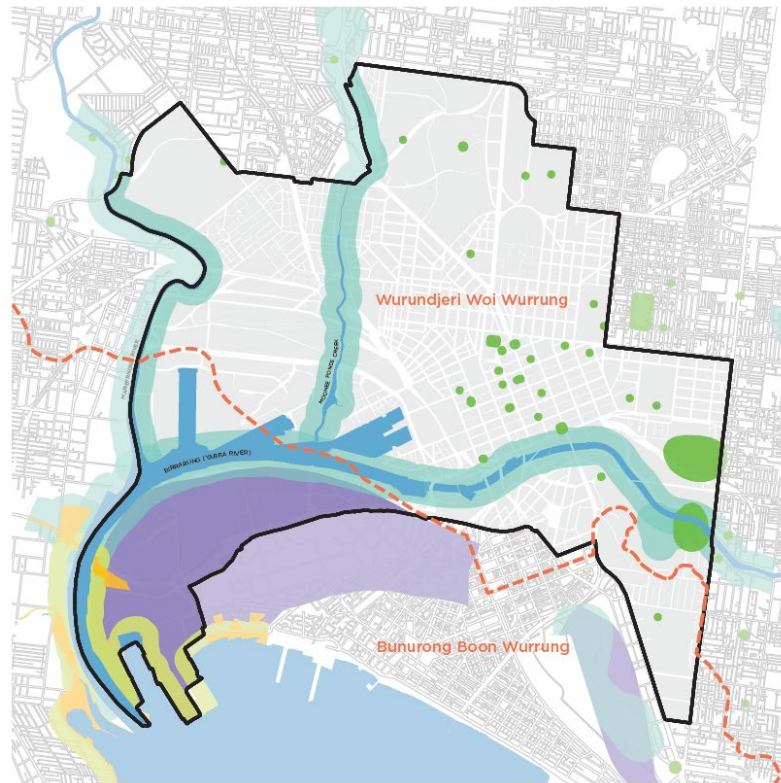
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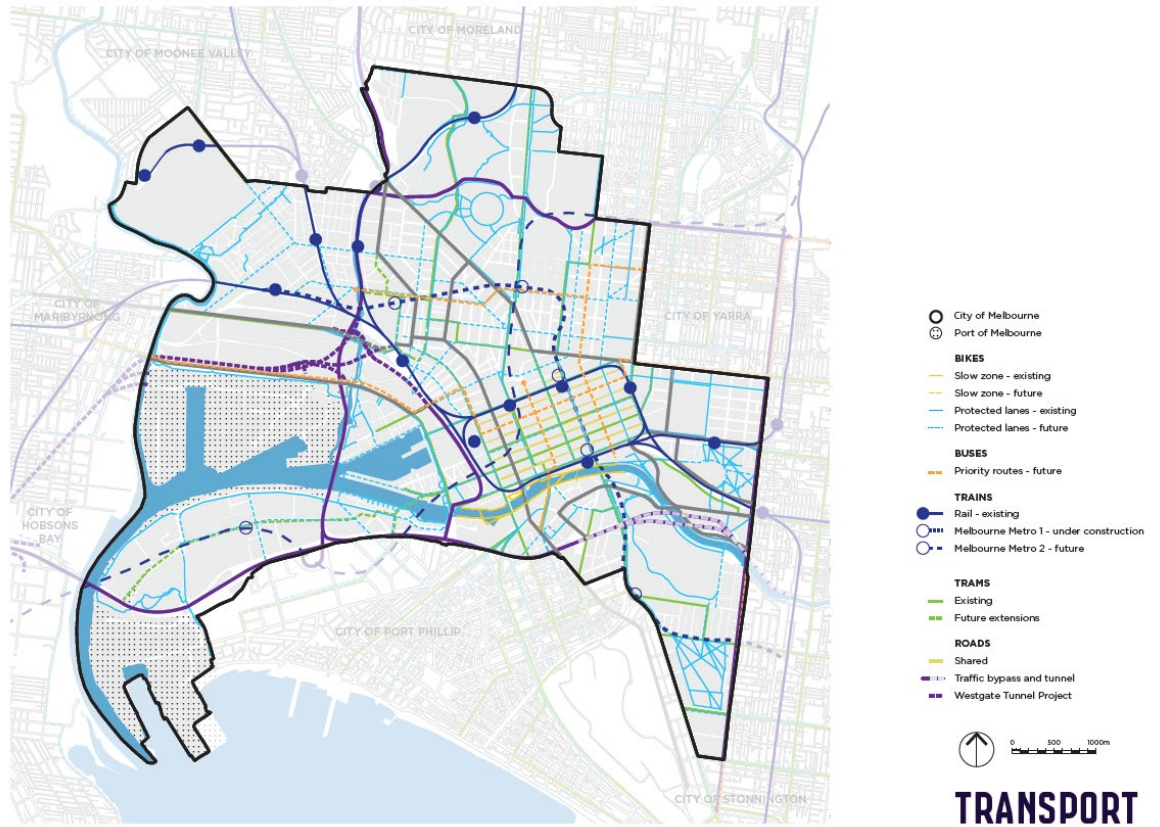
- City of Melbourne
- Existing
- Open space
- Boulevards
- Sports ovals
- Future (indicative location)
- Capital City open space
- Municipal open space
- Neighbourhood open space
- Local open space
- Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

OPEN SPACE

3



MELBOURNE PLANNING SCHEME



11.03-6L Hoddle Grid

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Policy application

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

Vision

The Hoddle Grid, as the heart of Melbourne, will continue to grow and service Victoria as the economic and cultural capital. A mix of contemporary and heritage buildings will respect the Hoddle Grid's history and help create great streets and public spaces to ensure the city is a place for all to live, work and visit.

Housing strategies

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

Economic development strategies

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

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

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

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

Support education uses.

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

Support the establishment of visitor services.

Built environment and heritage strategies

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

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

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

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

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

Ensure the design of tall buildings:

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

- Respects heritage buildings through setbacks and height moderation.

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

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

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

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

Ensure a continuous building edge for development fronting streets.

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

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

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

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

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

Transport strategies

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

Ensure that pedestrian access is given priority.

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

Open space strategies

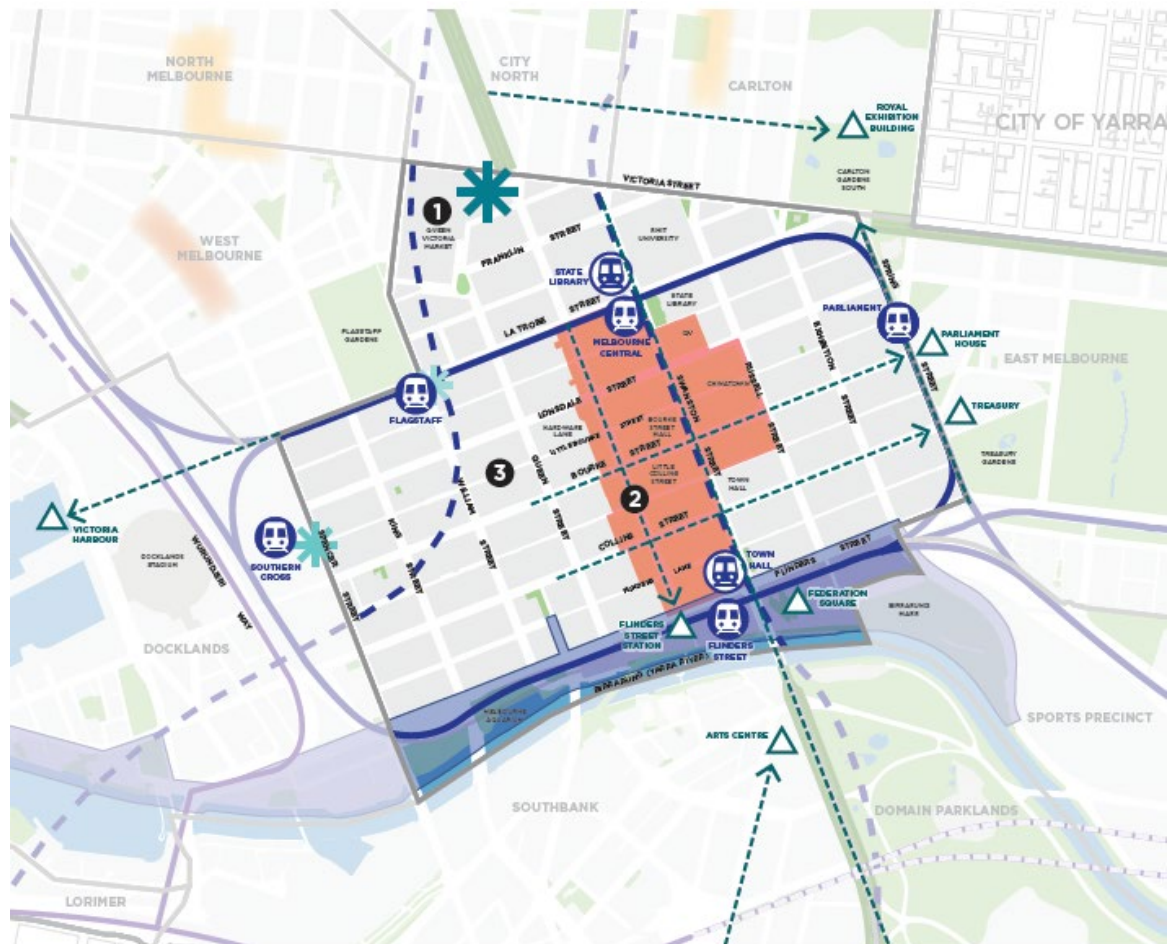
Increase open space on the Northbank of the Birrarung (Yarra River) as part of the Greenline project to reinvigorate the public waterfront and re-establish its environment as an ecological corridor.

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

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

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

Hoddle Grid Plan



- City of Melbourne
 - ⊙ Port of Melbourne
 - 🚊 Rail
 - 🚇 Melbourne Metro 1
 - 🚇 Melbourne Metro 2
 - 🚧 Traffic bypass and tunnel
 - 🚧 Westgate Tunnel Project
-
- Retail Core
 - Existing local centre
 - Future local centre
 - 📍 Landmarks and vistas
-
- KEY MOVES**
- 1 Queen Victoria Market Renewal
 - 2 Street upgrades and public realm improvements
 - 3 Laneway greening
-
- OPEN SPACE**
- Existing**
- Open space
 - Boulevards
 - Sports ovals
- Future (indicative location)**
- ✳ Capital City open space
 - ✳ Municipal open space
 - ✳ Neighbourhood open space
 - ✳ Local open space
 - ✳ Small local open space
 - 🌊 Moonee Ponds Creek corridor revitalisation
 - 🌊 Greenline project

11.03-6L Southbank

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Policy application

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

Vision

Southbank will continue to grow as Melbourne's premier arts precinct and an extension of the central city, focused on the Birrarung (Yarra River). It will develop into a truly walkable neighbourhood that provides a great environment for people.

Housing strategies

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

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

Economic development strategies

Encourage arts, entertainment, cultural and educational uses.

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

Encourage arts related uses along Sturt Street.

Encourage public art in the public realm.

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

Built environment and heritage strategies

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

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

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

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

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

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

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

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

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

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

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

Encourage new civic and arts buildings to achieve design excellence.

Transport strategies

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

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

Open space strategies

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

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

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11.03-6L Docklands

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Policy application

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

Vision

Docklands will embrace its distinct waterfront location and evolve as a place for people to live, work and visit. Docklands will see a greater diversity of uses, a high-quality and comfortable public realm and improved connections with surrounding areas.

Housing strategies

Encourage medium to high density residential development.

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

Economic development strategies

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

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

Encourage active uses along the waterfront.

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

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

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

Encourage new technology industries at Digital Harbour.

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

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

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

Built environment and heritage strategies

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

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

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

Recognise the maritime heritage of the area by retaining heritage fabric and by ensuring that new development has regard to, and acknowledges, Victoria Harbour, former docks and sheds.

Urban design strategies

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

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

Provide active uses at ground level for a minimum of 50 per cent of the street frontage, or 80 per cent in key areas of pedestrian activity.

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

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

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

Ensure high quality design and encourage development on strategic sites to achieve design excellence to ensure a contextually responsive building that contributes to the public realm.

Transport strategies

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

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

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

Discourage open lot car parks.

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

Develop Footscray Road as the western boulevard entry into the central city, through the use of strong urban and landscape design elements.

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

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

Open Space strategies

Maintain all open spaces.

Encourage and identify opportunities for a network of high quality, accessible public spaces.

Provide open space in Yarra's Edge connecting Fishermans Bend to the Birrarung (Yarra River).

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

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

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

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

Ensure public spaces are generally free of significant overshadowing between 10am and 3pm on 21 June.

Docklands Plan



- City of Melbourne
 - ⊕ Port of Melbourne
 - Rail
 - Melbourne Metro 1
 - Melbourne Metro 2
 - Traffic bypass and tunnel
 - Westgate Tunnel Project
 - Existing local centre
 - Future local centre
 - Landmarks and vistas
 - Encourage visual and physical links
- KEY MOVES**
- 1 Central Pier and surrounds redevelopment
 - 2 Active waterfront promenades
 - 3 Shed 21 Community Space
- OPEN SPACE**
- Existing**
- Open space
 - Boulevards
 - Sports ovals
- Future (indicative location)**
- Capital City open space
 - Municipal open space
 - Neighbourhood open space
 - Local open space
 - Small local open space
 - Moonee Ponds Creek corridor revitalisation
 - Greenline project

11.03-6L Arden

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Policy application

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

Vision

Arden will be a thriving new neighbourhood. Arden's reputation as a highly liveable and sustainable precinct will make it a magnet for innovative industries, with a focus on life science, health, digital technology and education. It will have a lively public realm, high quality and affordable places to live, community hubs, a new primary school, diverse open spaces, and a walking and cycle network centred on the new Arden Station.

The precinct includes four distinct sub-precincts:

- Arden Central (Innovation) aims to facilitate a mix of innovative commercial land uses, education uses and a complementary mix of retail uses along Barwise Street and adjacent streets. Affordable workspaces, spaces for start-up businesses and scale-up businesses, collaboration spaces, and industry oriented community facilities are encouraged. Diverse civic, industry and retail uses will activate the ground plane day and night. Residential will be limited and should be managed to support innovation, education and medical uses and deliver affordable housing. The precinct will include a new arts, cultural and community hub. Consolidated precinct car parking facilitates that integrate with the public realm will be encouraged.
- Arden Central (Mixed Use) will be the civic heart of Arden, with a new neighbourhood open space, government primary school and community hub. It will be home to new high density residential developments that step down to protect the amenity of public spaces and key interfaces. It will support a range of complementary uses that support local living and working. Development will activate the ground plane.
- Arden North will have a mix of commercial, retail and industrial businesses of lower scales. These uses will be supplemented by restaurants, bars, offices, retail and residential.
- Laurens Street will build on its established mixed-use and residential composition to accommodate further residential and small-scale businesses. Buildings in the precinct will transition in scale between the higher density Arden Central forms to the lower scale and character interface with North Melbourne, and preserve the existing industrial character.

Housing strategies

Ensure housing is inclusive, well-designed, sustainable and accessible.

Ensure at least 6 per cent of all new dwellings in Arden are affordable for very low to moderate income households.

Encourage at least five per cent of all new private dwellings to be universally accessible.

Economic development strategies

Encourage the establishment of life-sciences, education, health and digital technology sectors.

Prioritise the delivery of 60 per cent of floor area as non-accommodation floor area in Arden Central Innovation, Arden Central Mixed Use, and Arden North to accommodate up to 34,000 workers.

Support the establishment of health, tertiary and research institutions.

Support the establishment of local retail concentrated along Barwise Street and the adjoining Laurens and Fogarty streets.

Support the development of an innovation precinct by providing affordable space for sharing, exhibiting and commercialising work, and spaces that provide for innovation industry aligned workspaces such as laboratory spaces and co-working spaces.

Built environment and heritage strategies

Ensure Aboriginal cultural values and heritage are protected through:

- Embedding Aboriginal language, design and names in development.
- Appropriate and early consultation and collaboration with Traditional Owners, the Wurundjeri Woi Wurrung People.

Ensure the valued heritage and character of Arden is recognised and protected.

Ensure new development enhances the quality of the public realm.

Deliver a precinct that can adapt to changes in climate, lifestyle and technology.

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

Mitigate the urban heat island effect in the design and delivery of the public realm and private developments.

Manage the impacts of existing uses that need to transition from the precinct.

Transport strategies

Support the delivery of a sustainable transport network to meet a mode-share target of 60 per cent public transport, 30 per cent walking and cycling, and 10 per cent private vehicle use within, to and from the precinct.

Provide a high amenity and permeable street network.

Ensure new and existing streets are safe and comfortable for pedestrians.

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

Open space strategies

Provide generous, well-designed and accessible open spaces that are diverse and flexible to meet the needs of Arden's evolving community and visitors.

Deliver integrated water management open spaces that support the precinct's passive, and active recreation needs.

Ensure high quality and high amenity public realm and open spaces, including ensuring winter sunlight to the public realm.

Support the revitalisation of the Moonee Ponds Creek corridor to manage water safely and support its recreational, environmental and active transport functions.

Infrastructure strategies

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

Deliver the precinct's net zero carbon emissions target by 2040.

Arden Plan



- City of Melbourne
- ⊙ Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project

- Existing local centre
- Future local centre
- Precincts

KEY MOVES

- 1 Moonee Ponds Creek corridor Revitalisation
- 2 Integrated stormwater management infrastructure
- 3 Arden arts, cultural and community hub
- 4 New primary school and community hub
- 5 Potential new hospital

OPEN SPACE

Existing

- Open space
- Boulevards
- Sports ovals

Future (indicative location)

- ★ Capital City open space
- ★ Municipal open space
- ★ Neighbourhood open space
- ★ Local open space
- ★ Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.03-6L Macaulay

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Policy application

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

Vision

Macaulay will become a mixed use, compact, mid rise, walkable neighbourhood which celebrates its built, environmental and cultural heritage. Resilient natural systems will feature, with a revitalised Moonee Ponds Creek and a network of people-focused streets and green spaces. Affordable housing will be delivered alongside a mix of dwelling types. A diversity of uses, in new sustainable and adaptively re-used buildings, will deliver a thriving neighbourhood supporting a growing population.

Macaulay is characterised by four distinct sub-precincts:

- 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 Boundary and Macaulay roads with some of these uses extending into side streets providing an opportunity for smaller scale retail and commercial space. Larger sites that can deliver multiple buildings will adopt a diversity of forms, typologies and architectural language.
- Melrose precinct will serve as a hub for community and social connection. It will provide a range of community and recreation services, a potential government secondary school and additional public housing. Local shops in Melrose Street and Arden Gardens will serve the local community and the broader area.
- Chelmsford precinct will celebrate its valued heritage character including existing intact rows of cottages, brick warehouses and factories. It will comprise a mix of uses with the majority of new development supporting commercial uses. The south of the precinct will be home to a range of small to medium sized businesses creating a dynamic and vibrant employment area, with opportunities for start-ups, co-working spaces, maker spaces and studios, anchored by proximity to the new Arden Station. New open spaces and the revitalised Moonee Ponds Creek will provide key opportunities for connectivity, recreation and biodiversity.
- Stubbs precinct will evolve into a mixed use area, with new clusters of retail and commercial uses focused along Macaulay Road. Development will be sensitive to its context adjacent to lower scale residential areas and the revitalised Moonee Ponds Creek.

Housing strategies

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

Ensure that 3.8 per cent of new floorspace (or equivalent contribution) is being delivered as affordable housing for very low to moderate income households.

Economic development strategies

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

Encourage employment uses throughout the precinct to support local living.

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

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

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

Built environment and heritage strategies

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

Ensure development enhances Macaulay's industrial and streetscape character.

Ensure new development enhances the quality of the public realm.

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

Encourage adaptable buildings.

Ensure development is sensitive and responsive to local context and character.

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

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

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

Transport strategies

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

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

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

Open space strategies

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

Facilitate the delivery of high amenity open spaces, including Macaulay Terraces, Stubbs North Reserve and Chelmsford Street Reserve as well as a network of new open spaces

within the road reserve and linear spaces adjacent to Moonee Ponds Creek, with improved pedestrian connectivity and access throughout the precinct.

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

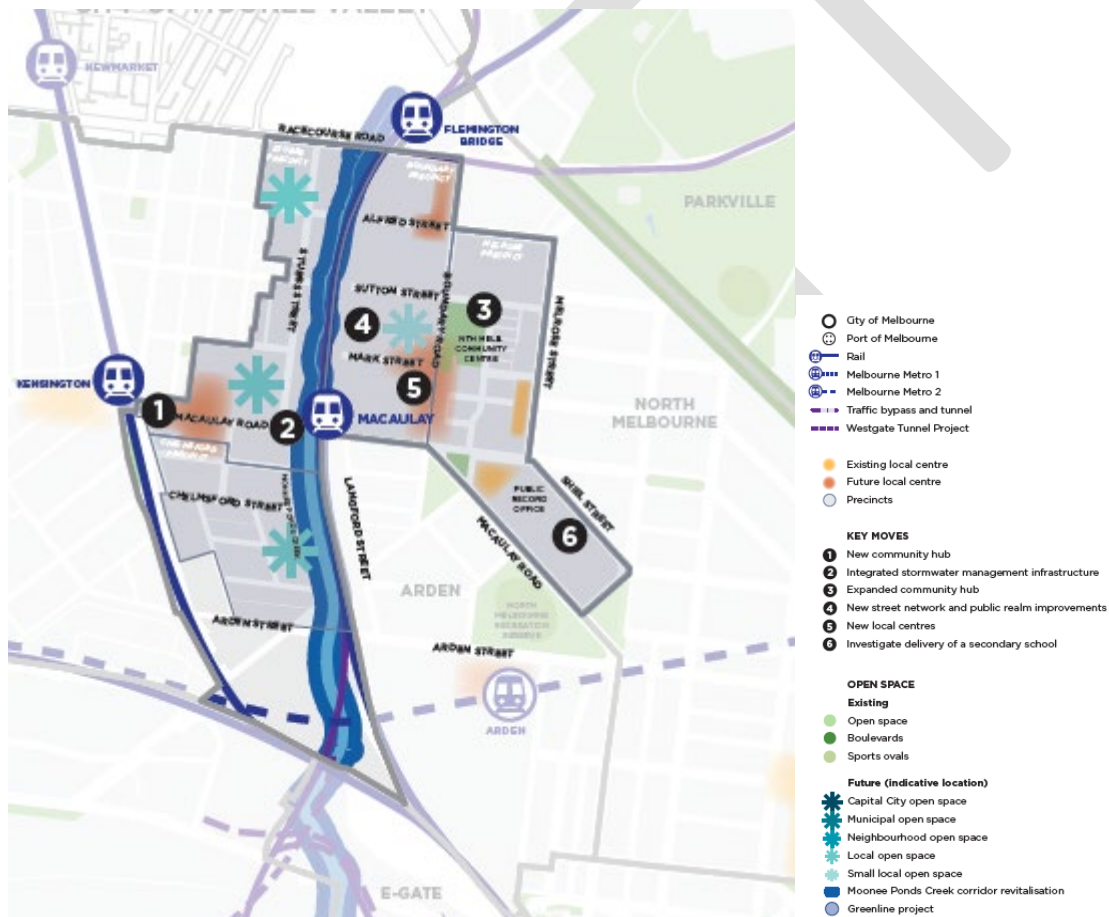
Infrastructure strategies

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

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

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

Macaulay Plan



11.03-6L Fishermans Bend - Lorimer**Policy application**

This policy applies to land shown within the local area boundary on the Fishermans Bend - Lorimer plan to this clause.

Vision

Lorimer will be vibrant, accessible mix of residential, retail, commercial, entertainment and employment land uses that complement the central city. It will deliver a network of open spaces and be connected to the Birrarung (Yarra River), Docklands and the remainder of Fishermans Bend

Housing strategies

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

Economic development strategies

Enable the transition of Lorimer's economy to a mix of retail, commercial and services that will support local residents.

Support the ongoing operation of concrete batching plants located between Boundary and Rodgers Street and the West Gate Freeway in the transition of the precinct to a high density mixed used precinct.

Ensure that development manages and mitigates potential adverse amenity impacts from existing industry and warehouse uses, or from port operations.

Built environment strategies

Encourage visual and physical connectivity to the Birrarung (Yarra River) through north-south laneways across Lorimer Street and Yarra's Edge.

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

Ensure towers are well spaced to provide for outlook and views to the sky and through to the Birrarung (Yarra River).

Ensure heights are reduced in key locations to protect existing and proposed open spaces from being overshadowed.

Encourage active and fine-grain street frontages including retail uses to activate ground level interfaces.

Ensure buildings are designed to enhance the amenity of streets and laneways and that any above ground parking is appropriately sleeved.

Encourage mid-rise typologies in the precinct's north to maximise sunlight to the public realm.

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

Encourage development that achieves good design outcomes in flood affected areas and appropriately locates sensitive uses.

Ensure the public realm is designed and delivered to support its role in flood conveyance and storage.

Transport strategies

Support a tram route along Turner Street and Lorimer Street, providing a direct, public transport connection to Docklands.

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

Ensure a high amenity, fine grain walking and cycling network that connects to the broader Fishermans Bend precinct and the Birrarung (Yarra River).

Provide a high amenity and permeable street network and ensure new and existing streets are safe and comfortable for pedestrians.

Open Space strategies

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

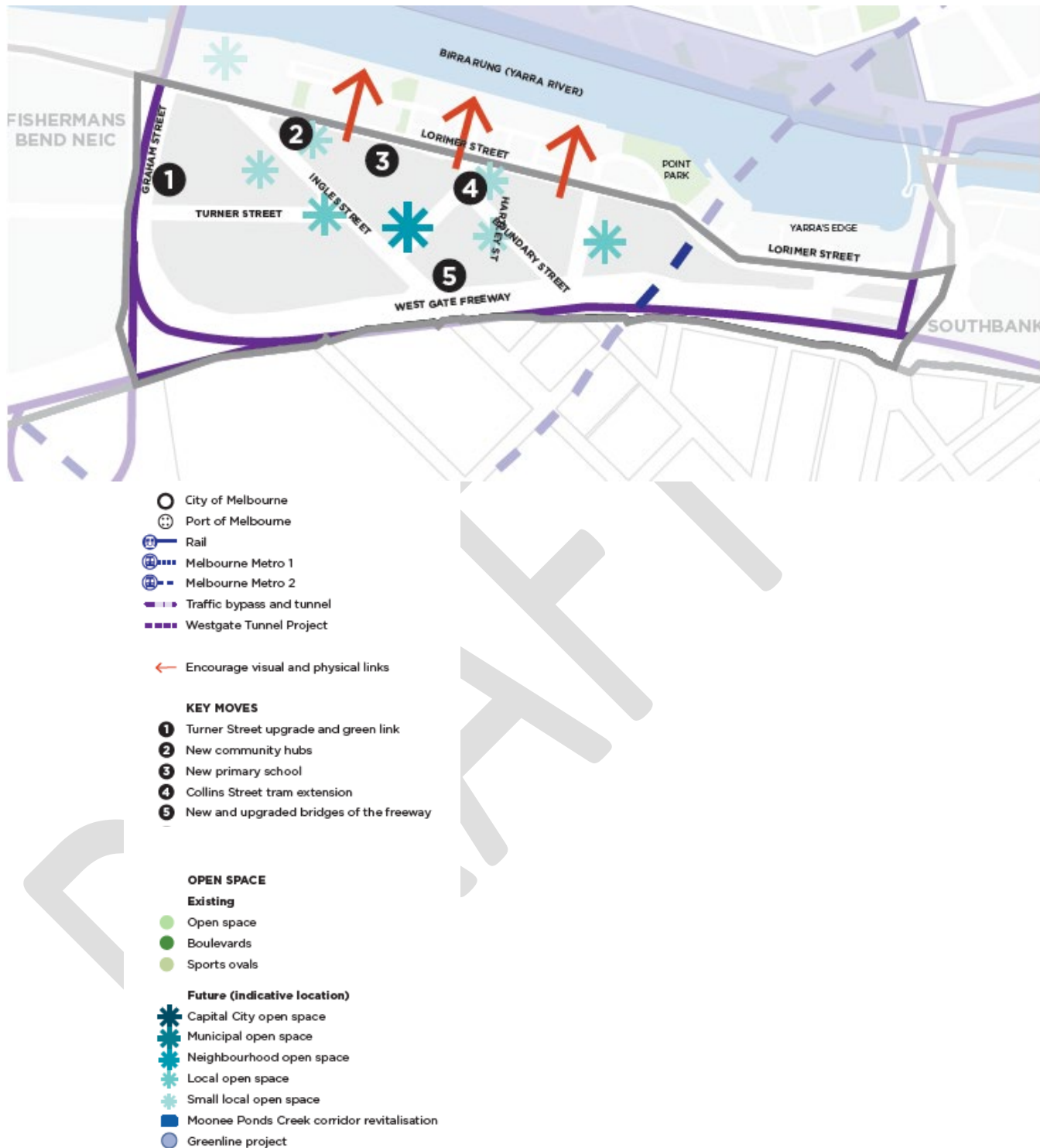
Support Turner Street as a green corridor connecting new open spaces.

Increase habitat areas in the public realm.

Enable the delivery of a high amenity public realm, including winter sunlight to the public realm.

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

Fishermans Bend - Lorimer Plan



11.03-6L Fishermans Bend - National Employment and Innovation Cluster

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Policy application

This policy applies to land within the local area boundary on the Fishermans Bend National Employment and Innovation Cluster (NEIC) Precinct plan to this clause.

Vision

The Fishermans Bend NEIC will be internationally renowned as a centre of innovation in advanced manufacturing, engineering and design. It will be transformed into a high-quality and accessible place that attracts and inspires talent, promotes collaboration and integrates with the natural environment and its industrial heritage.

Economic development strategies

Support the ongoing operation of existing businesses that align with the vision for the precinct.

Encourage education, advanced manufacturing, engineering and design enterprises, including high-value, future focussed industrial firms as well as small-start up enterprises to establish and grow within the precinct.

Support the redevelopment of the former General Motors Holden site, as part of the Fishermans Bend Innovation Precinct, to catalyse economic, cultural, environmental and place change across the NEIC.

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

Manage the ongoing operations of the Port and the local construction industry, to support the economic vision of the NEIC.

Discourage the location of sensitive uses that are not compatible with the operations and activities of the NEIC.

Built environment and heritage strategies

Establish an urban structure that supports intensification of uses along boulevards, improves permeability and connectivity throughout the precinct, and integrates with an expanded sustainable and active transport network.

Encourage a diversity of building typologies that support innovation, advanced manufacturing, engineering, tertiary education, research and development; and ancillary services to support worker and student needs.

Ensure the past, present and continuing cultural values and heritage of the Traditional Owners, the Bunurong Boon Wurrung People, are identified and embedded in the planning and design of the NEIC.

Recognise and protect industrial heritage.

Promote the development of a high-quality public realm.

Encourage development that achieves good design outcomes in flood affected areas.

Ensure that proposals for buildings and works have regard to:

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

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

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

Encourage higher density built form around public transport infrastructure.

Encourage lower density, larger floorplate buildings to establish on the periphery of the precinct.

Encourage fine grain building elements and public spaces to deliver a human scale.

Manage amenity and interface with the public realm through the considered siting of the building's complex servicing and use requirements.

Maintain sites suitable for larger floorplate activities, away from key active transport corridors.

Transport strategies

Deliver a sustainable and active movement network to support movement to, from and across the precinct.

Support the expansion of public transport services to the NEIC, including new bus routes and the extension of light and heavy rail services.

Strengthen pedestrian and cycle connections.

Strengthen the role of Todd Road, Lorimer Street and Cook Street to support road freight movements to the Westgate Freeway, the broader road network and the Port.

Ensure any connections between the Port of Melbourne and the broader Victorian freight rail network, including the extension of heavy rail to Webb Dock are designed to protect the amenity and integrity of the Fishermans Bend NEIC.

Ensure the development of transport infrastructure required for the Port of Melbourne including any future rail links to Webb Dock appropriately consider and respond to the strategic context of the Port and its impact on surrounding inner city uses and amenity.

Open space strategies

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

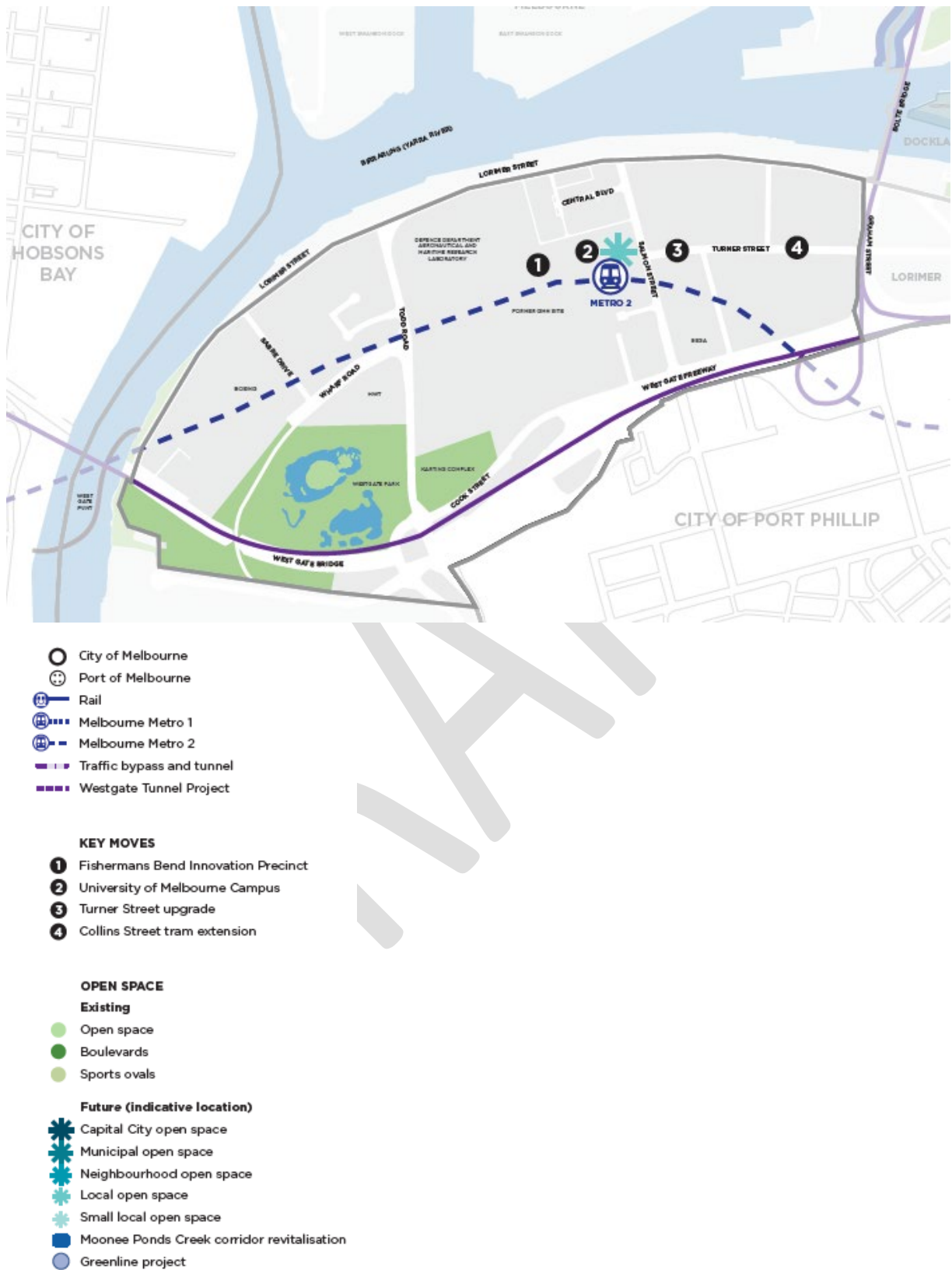
Facilitate an open space network that supports a diversity of recreational uses and enhances connectivity.

Create a diverse, connected network of public open spaces across all scales.

Support open space links between the Birrarung (Yarra River) foreshore and Westgate Park.

Locate, design and deliver open spaces that mitigate and improve environmental outcomes, including water management, biodiversity, heat and wind.

Fishermans Bend - National Employment and Innovation Cluster Plan



11.03-6L Dynon

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Policy application

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

Vision

Dynon will consolidate its functions supporting the Port and freight network, enabling a greater intensity of industrial and commercial use and development that supports Melbourne's growing knowledge economy and future industries. The canal and creeks will provide new spaces for recreation, water management and new habitat.

Economic development strategies

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

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

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

Encourage greater intensity and diversity of industrial development and uses while retaining and celebrating Dynons' distinct industrial and rail history.

Encourage greater utilisation of industrial land and the establishment and growth of more diverse industries that support the knowledge economy, such as advanced manufacturing, in particular in the north-west and north-east of the precinct adjacent to Kensington, Macaulay and Maribyrnong Waterfront employment areas.

Built environment and heritage strategies

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

Encourage buildings fronting Dynon and Footscray roads to have a continuous street edge and active and attractive frontages.

Encourage emerging types of industrial building typologies and land use mixes.

Encourage the retention of industrial character.

Ensure new development along the Maribyrnong River and Moonee Ponds Creek is appropriately setback from the corridor.

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

Transport strategies

Facilitate improved cyclist and pedestrian connectivity along Dynon and Footscray Roads and enhance active transport connections to adjoining areas.

Encourage high quality and connected active transport corridors along the Dynon Road Tidal Canal, Maribyrnong River and Moonee Ponds Creek.

Improve connectivity with South Kensington Rail Station.

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

Open space strategies

Deliver a legacy open space network, including capital city and municipal open spaces.

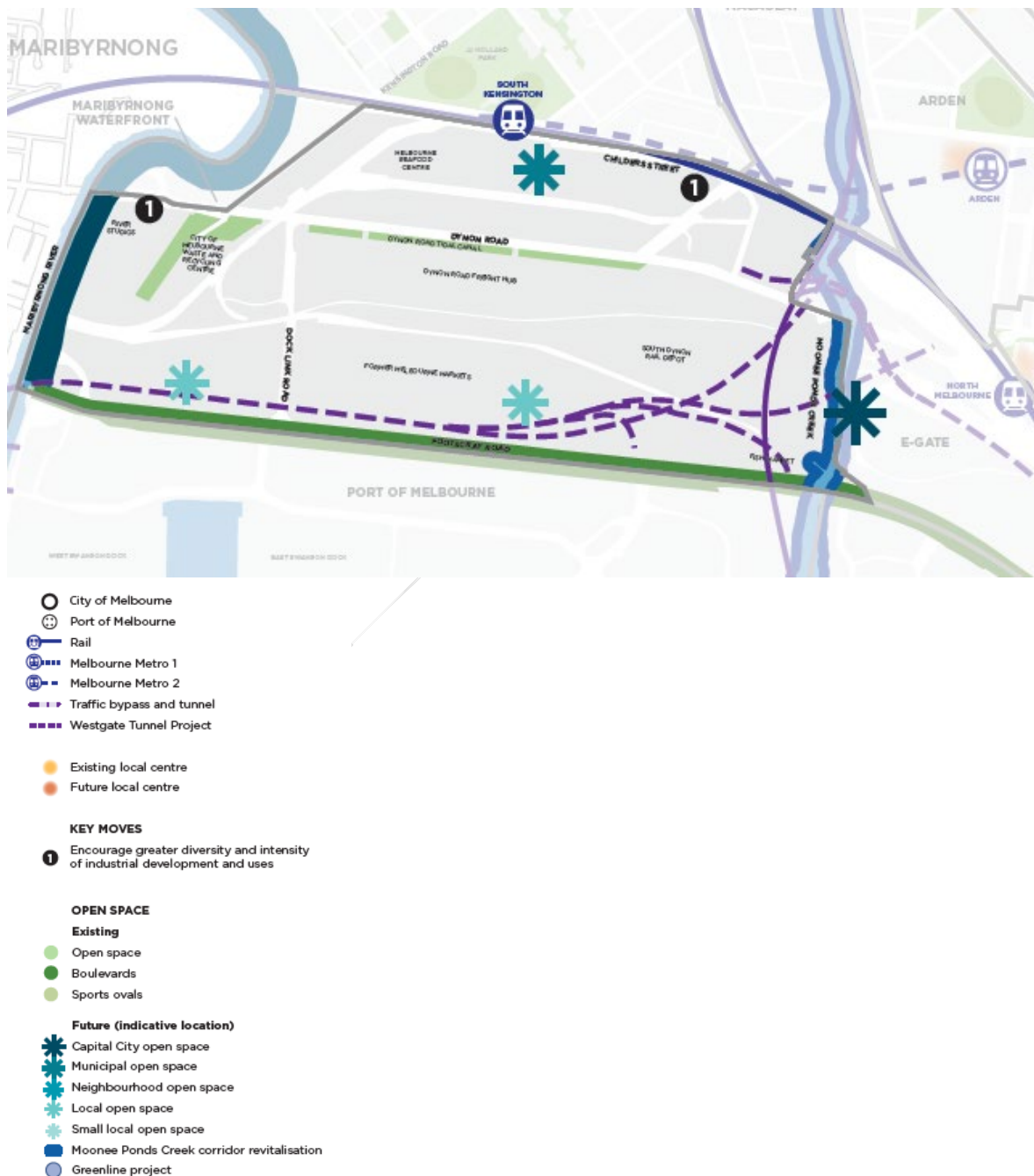
Encourage and enhance open space opportunities along the Dynon Road Tidal Canal, Maribyrnong River and Moonee Ponds Creek.

Explore opportunities for high quality and accessible open spaces that provide active recreation, biodiversity and water management.

Encourage water management and municipal open spaces to be delivered early to support the growth of surrounding communities.

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

Dynon Plan



11.03-6L E-Gate

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Policy application

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

Urban renewal to deliver this policy is subject to the delivery of a Structure Plan.

Vision

E-Gate will be a world leading renewal precinct with best-practice water management, waste minimisation and energy efficiency.

New open spaces, integrating water management, will enable the long term renewal of E-Gate into a high-quality, leading sustainable and affordable mixed-use neighbourhood, with direct and active connections to Docklands, Arden, West Melbourne and Dynon.

Housing strategies

Encourage a mixed-use neighbourhood and delivery of affordable housing.

Economic strategies

Encourage diverse uses that support Melbourne's knowledge economy.

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

Built environment and heritage strategies

Facilitate urban renewal, subject to the delivery of a Structure Plan.

Prohibit any development except for development related to the ongoing railway and logistics function and site preparation works, including delivery of public open space and integrated water management prior to delivery of a Structure Plan.

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

Encourage mixed-use, zero carbon, and adaptive development

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

Encourage the adaptation of historic buildings and structures.

Transport strategies

Deliver sustainable and active transport connections to Docklands and West Melbourne.

Enable the revitalisation of Footscray Road as a tree-lined boulevard with sustainable and active transport, increased urban canopy and at-grade connectivity to Docklands and the Hoddle Grid.

Provide a permeable and connected network for people walking and riding bikes.

Minimise trips by motor vehicle and avoid car parking.

Manage major roads to minimise the impact on the housing and economic potential of the area.

Open space strategies

Encourage the early delivery of high-quality capital city and municipal open spaces for active and passive recreation.

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

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

Deliver integrated water management open spaces including world leading wetlands.

Ensure that the precinct provides a significant contribution towards the municipality's canopy cover target of 40 per cent by 2040.

E-Gate Plan



- City of Melbourne
 - Port of Melbourne
 - Rail
 - Melbourne Metro 1
 - Melbourne Metro 2
 - Traffic bypass and tunnel
 - Westgate Tunnel Project
 - Existing local centre
 - Future local centre
- KEY MOVES**
- 1 Moonee Ponds Creek revitalisation
 - 2 Major integrated water management and open space solution
 - 3 Footscray Road boulevard revitalisation
 - 4 New walking and cycling connections
- OPEN SPACE**
- Existing**
- Open space
 - Boulevards
 - Sports ovals
- Future (Indicative location)**
- ★ Capital City open space
 - ★ Municipal open space
 - ★ Neighbourhood open space
 - ★ Local open space
 - ★ Small local open space
 - Moonee Ponds Creek corridor revitalisation
 - Greenline project

11.03-6L Maribyrnong Waterfront

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Policy application

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

Vision

Development and design of the Maribyrnong Waterfront will embed cultural values and heritage of the Traditional Owners in the built environment and natural landscape and establish a new high quality interface and good access to the Maribyrnong River. The precinct will transition to support high quality, mixed-use development in the north, with employment opportunities in the south providing a transition from industrial activity in Dynon.

Housing strategies

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

Economic development strategies

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

Protect the operations of businesses from reverse amenity impacts.

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

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

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

Built environment and heritage strategies

Encourage active street frontages along Kensington Road.

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

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

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

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

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

Transport strategies

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

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

Improve connectivity to South Kensington Station.

Open space strategies

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

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

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

Maribyrnong Waterfront Plan



11.03-6L City North**Policy application**

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

Vision

City North will become a world class innovation district that supports and develops next-generation Melbourne. City North will support a diverse range of businesses and institutions to collaborate. A vibrant public realm will showcase innovation and provide the spaces for people to interact.

It will leverage emerging technologies and build on the area's unique characteristics to enhance education, economic and social outcomes.

Housing strategies

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

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

Economic development strategies

Facilitate innovation and research and development.

Support the retention of adequate floor space for innovation uses.

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

Built environment and heritage strategies

Deliver a public realm that improves connectivity and interaction between major institutions.

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

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

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

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

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

Transport strategies

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

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

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

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

Open space strategies

Strengthen the green corridor role of Pelham Street.

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

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



City North Plan



- City of Melbourne
 - Port of Melbourne
 - 🚊 Rail
 - 🚇 Melbourne Metro 1
 - 🚇 Melbourne Metro 2
 - 🚧 Traffic bypass and tunnel
 - 🚧 Westgate Tunnel Project
 - Existing local centre
 - Future local centre
 - 🏥 Hospitals
 - ➡ Landmarks and vistas
- KEY MOVES**
- 1 Grattan Street public realm upgrades
 - 2 University Square Masterplan
 - 3 Haymarket roundabout improvements
- OPEN SPACE**
- Existing**
- Open space
 - Boulevards
 - Sports ovals
- Future (indicative location)**
- 🌳 Capital City open space
 - 🌳 Municipal open space
 - 🌳 Neighbourhood open space
 - 🌳 Local open space
 - 🌳 Small local open space
 - 🚧 Moonee Ponds Creek corridor revitalisation
 - 🚧 Greenline project

11.03-6L West Melbourne

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Policy application

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

Vision

West Melbourne accommodates a mix of residential, commercial and industrial uses.

West Melbourne is underpinned by variety of uses and rich cultural and architectural heritage that has long been shaped by its adjacency to the central city, nearby industrial areas, proximity to the port and good road and rail connections. Many of the area's streetscapes and buildings have been recognised for their heritage significance.

The projected population of West Melbourne is around 19,000 by 2036 and around 21,500 by 2041. It is predicted that there will be the need for around 10,000 jobs in total (4,500 to 6,500 additional jobs) in West Melbourne by 2036.

West Melbourne will retain its unique identity, varied areas of character and mix of uses as it evolves into one of Melbourne's distinct inner urban neighbourhoods. West Melbourne will remain a counterpoint to the central city. Retention and adaptive reuse of its heritage and other characterful buildings will be encouraged. New mixed use development of the highest design quality will bring high amenity for residents, workers and visitors. Its wide green streets will provide excellent connections and a network of local spaces to rest and play. Spencer Street between Dudley and Hawke Streets will become a vibrant local activity centre creating an economic centre for West Melbourne (see Figure 21).

West Melbourne is made up of five distinct precincts (see Figure 21), each with its own character and qualities and each with its own vision, as set out in the *West Melbourne Structure Plan 2018*.

Housing strategies

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

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

Deliver approximately 6700 additional dwellings to meet the projected population growth.

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

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

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

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

- transferred to an agency a body or a person which provides Affordable Housing, including but not limited to Registered Housing Agencies, Rental Housing Agencies and other bodies established or recognised under the *Housing Act 1983*; or
- Held in an Affordable Housing trust and managed for the sole purpose of Affordable Housing.

Economic development strategies

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

Support the development of Spencer Street into an economically thriving local activity centre through the application of the Special Use Zone and Design and Development Overlay.

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

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

Enhance the area around North Melbourne Railway Station with active uses to reinforce this area as key gateway into West Melbourne (see Figure 21).

Built Environment and Heritage strategies

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

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

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

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

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

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

In the Spencer Precinct, encourage:

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

In the Flagstaff Precinct encourage:

- a diverse area of mostly residential and commercial buildings that is well connected to Flagstaff Station and Flagstaff Gardens.
- a neighbourhood that is distinct from the central city, characterized by large historic brick buildings, contemporary developments and warehouse restorations.

- local streets that are home to small parks, recreation spaces and broad canopy trees.
- a variety of shops and services on Spencer, King and La Trobe Streets.

In the Adderley Precinct, encourage:

- an eclectic mix of uses, tucked away from busy thoroughfares of West Melbourne, with great views of the city and Docklands.
- the retention of a mix of heritage cottages and terraces, contemporary buildings and restored warehouses and factories.
- retention of the existing leafy streets, providing high quality pedestrian connections to a new linear park along Hawke Street (see Figure 21).
- a new pedestrian and cycle route connecting to Docklands (see Figure 21) and excellent walking and cycling access to surrounding areas.

In the Historic Hilltop Precinct, retain and enhance:

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

In the Station Precinct, encourage:

- a thriving area of converted warehouse apartments and new mid-rise mixed use and commercial buildings.
- North Melbourne Railway Station to become the focal point of the precinct by providing green avenues that extend to the north and east of the Station and new pedestrian and cycling bridges to link to E-Gate and Docklands (see Figure 21).
- a mix of retail, commercial and residential buildings for people to linger in the precinct rather than just pass through.

Transport strategies

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

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

Encourage a less car dependent transport system through the application of the Parking Overlay.

Develop high quality and feasible options to connect West Melbourne with Docklands and E-Gate via pedestrian and cycling bridges.

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

Strengthen pedestrian, cycle and visual connections to Royal Park.

Open Space strategies

Support the creation of linear parks through West Melbourne to enhance pedestrian connectivity with surrounding areas (see Figure 21).

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

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

Infrastructure strategies

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

Support the functioning and growth of education uses in West Melbourne, in particular Primary Schools.

West Melbourne Plan



- City of Melbourne
 - ⦿ Port of Melbourne
 - 🚊 Rail
 - 🚇 Melbourne Metro 1
 - 🚇 Melbourne Metro 2
 - 🚗 Traffic bypass and tunnel
 - 🚧 Westgate Tunnel Project
-
- 🟡 Existing local centre
 - 🟠 Future local centre
 - 🟢 Precincts
-
- KEY MOVES**
- 1 New walking and cycling connections
 - 2 Spencer Street Masterplan
 - 3 Spencer Street tram extension
-
- OPEN SPACE**
- Existing**
- 🟢 Open space
 - 🟢 Boulevards
 - 🟢 Sports ovals
- Future (indicative location)**
- 🌳 Capital City open space
 - 🌳 Municipal open space
 - 🌳 Neighbourhood open space
 - 🌳 Local open space
 - 🌳 Small local open space
 - 🟢 Moonee Ponds Creek corridor revitalisation
 - 🟢 Greenline project

11.03-6L Carlton

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Policy application

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

Vision

Carlton will grow as a high amenity residential and mixed use area with well-preserved heritage residential streets, a vibrant Lygon Street precinct and a growing education and innovation sector.

Housing strategies

Encourage residential and mixed-use development along Swanston Street.

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

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

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

Economic development strategies

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

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

Encourage development and uses that are complementary to the established tertiary institutions and that will support the area as a place of knowledge creation and innovation.

Built environment and heritage strategies

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

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

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

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

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

Transport strategies

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

Support high-quality pedestrian connections to Parkville and CBD North Metro stations.

Open space strategies

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

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

Strengthen the green corridor role of Pelham Street.

Carlton Plan



- City of Melbourne
- ⊕ Port of Melbourne
- 🚊 Rail
- 🚇 Melbourne Metro 1
- 🚇 Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project

- Existing local centre
- Future local centre
- ⊕ Hospitals
- Landmarks and vistas

KEY MOVES

- 1 Grattan Street public realm upgrades
- 2 Carlton Gardens Masterplan

OPEN SPACE

Existing

- Open space
- Boulevards
- Sports ovals

Future (Indicative location)

- ✳ Capital City open space
- ✳ Municipal open space
- ✳ Neighbourhood open space
- ✳ Local open space
- ✳ Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.03-6L East Melbourne and Jolimont

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Policy application

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

Vision

East Melbourne will be preserved and enhanced as a residential and mixed use area with significant heritage buildings and gardens, heritage streetscapes, and government, medical and commercial uses that complement the central city.

Housing strategies

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

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

Encourage infill development on major streets at the periphery of the precinct and ensure a sensitive response to local scale and character.

Economic development strategies

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

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

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

Built environment and heritage strategies

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

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

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

Maintain and enhance the landscape values of Victoria Parade.

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

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

Ensure development in the Richmond to Docklands corridor is designed and built to the highest standards of sustainability and design excellence, and does not proceed until such time as precinct master planning has concluded.

Open space strategies

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

East Melbourne and Jolimont Plan



- City of Melbourne
- ⊙ Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project
- Existing local centre
- Future local centre
- ⊕ Hospitals
- Landmarks and vistas
- OPEN SPACE**
- Existing**
- Open space
- Boulevards
- Sports ovals
- Future (indicative location)**
- ✱ Capital City open space
- ✱ Municipal open space
- ✱ Neighbourhood open space
- ✱ Local open space
- ✱ Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.03-6L Kensington

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Policy application

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

Vision

Predominately a residential area with a valued heritage character, Kensington will sensitively integrate new development with existing character and heritage streetscapes and be distinguished from surrounding renewal precincts.

Housing strategies

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

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

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

Economic development strategies

Encourage uses that activate and strengthen the role of Macaulay Road as a local centre for convenience shopping, food and drink uses and facilities.

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

Built environment and heritage strategies

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

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

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

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

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

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

Transport strategies

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

Support an accessible pedestrian and cycling bridge over the railway at Arden Street.

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

Open space strategies

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

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

Kensington Plan



11.03-6L Parkville

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Policy application

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

Vision

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

Housing strategies

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

Support new residential development in Parkville Gardens.

Economic development strategies

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

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

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

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

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

Built environment and heritage strategies

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

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

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

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

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

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

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

Transport strategies

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

Open space strategies

Ensure no net loss of public open space.

Discourage institutional uses in parkland.

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

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

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

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

Parkville Plan



- City of Melbourne
- ⊕ Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project

- Existing local centre
- Future local centre
- ⊕ Hospitals

KEY MOVES

- 1 Royal Park Masterplan
- 2 Wayfinding, safety and connectivity improvements around Royal Park Station
- 3 Princes Park Sports and Recreation infrastructure Upgrades

OPEN SPACE

Existing

- Open space
- Boulevards
- Sports ovals

Future (indicative location)

- ✱ Capital City open space
- ✱ Municipal open space
- ✱ Neighbourhood open space
- ✱ Local open space
- ✱ Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.03-6L North Melbourne

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Policy application

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

Vision

North Melbourne will be a high amenity inner urban neighbourhood with a strong heritage character. It will support a mix of residential and commercial uses, green local streets and be easily accessible by foot, bicycle or public transport.

Housing strategies

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

Economic development strategies

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

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

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

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

Built environment and heritage strategies

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

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

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

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

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

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

Promote low scale boulevards with active frontages on Arden and Queensberry streets.

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

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

Transport strategies

Strengthen access to Flemington Bridge Station.

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

Strengthen Queensberry and Arden streets as active transport corridors.

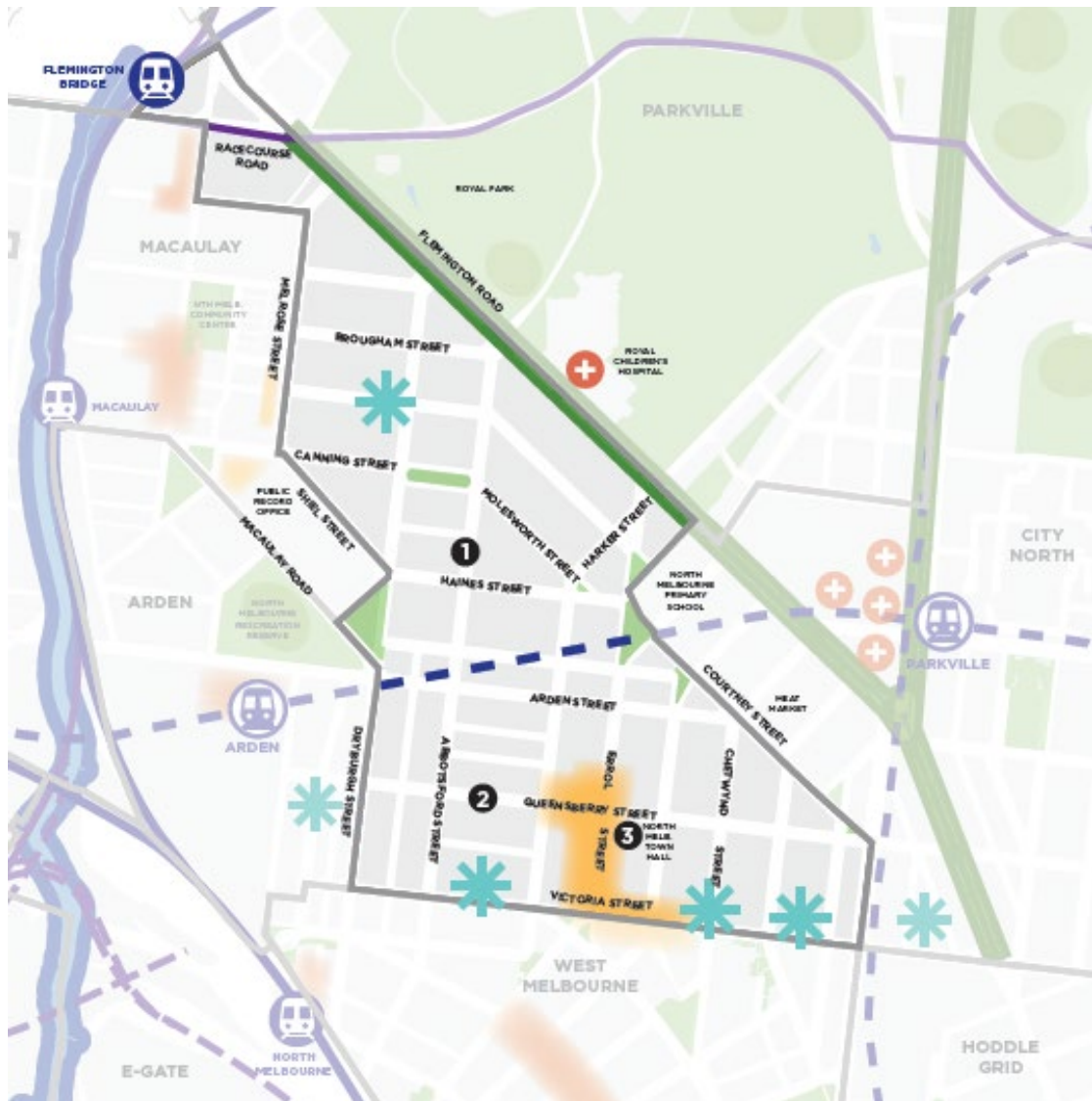
Open space strategies

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

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



North Melbourne Plan



- City of Melbourne
- ⊕ Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project

- Existing local centre
- Future local centre
- ⊕ Hospitals

KEY MOVES

- 1 Deliver integrated water management and greening solutions
- 2 Mitigate transport and amenity impacts of West Gate Tunnel
- 3 Support growth of the North Melbourne Arts Precinct

OPEN SPACE

Existing

- Open space
- Boulevards
- Sports ovals

Future (Indicative location)

- Capital City open space
- Municipal open space
- Neighbourhood open space
- Local open space
- Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.06-3L South Yarra

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Policy application

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

Vision

South Yarra's significant heritage character will be protected while access to destinations, including St Kilda Road and the Alfred Hospital, will be improved with the delivery of Anzac Station and associated public realm upgrades.

Housing strategies

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

Encourage low scale infill development that emphasises the garden character.

Economic development strategies

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

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

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

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

Encourage residential and commercial development along St Kilda Road.

Built environment and heritage strategies

Ensure development:

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

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

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

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

Limit development height around the Royal Botanic Gardens.

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

Transport strategies

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

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

Open space strategies

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

Strengthen the connections between Domain Parklands and Fawkner Park.

South Yarra Plan



11.03-6L Domain Parklands and Sports Precinct

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Policy application

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

Vision

The Domain Parklands will be enhanced as a treasured green space at the heart of Melbourne.

The Sports Precinct will continue to be enhanced as an unrivalled location for world class events, while providing more vibrant and diverse activities for the wider community.

Economic development strategies

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

Ensure uses within the Royal Botanic Gardens and Domain Parklands are appropriately managed and contribute to a positive visitor experience.

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

Built environment and heritage strategies

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

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

Ensure development in the Sports Precinct minimises the impact on the surrounding residential and commercial areas of Jolimont and is integrated with and activates the public realm, increases vibrancy and safety within the precinct and respects its context including the Birrarung (Yarra River).

Ensure new development in the Richmond to Docklands corridor is designed and built to the highest standards of sustainability and design excellence, and does not proceed until such time as precinct master planning has concluded.

Transport strategies

Encourage sustainable and active transport connections to the Sports Precinct.

Develop and improve pedestrian links and connectivity:

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

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

Open space strategies

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

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

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

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

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

Domain Parklands and Sports Precinct Plan



- City of Melbourne
- Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project
- Existing local centre
- Future local centre
- Landmarks and vistas
- Encourage visual and physical links
- KEY MOVES**
- ① Riverside Skate Park Redevelopment
- OPEN SPACE**
- Existing**
- Open space
- Boulevards
- Sports ovals
- Future (indicative location)**
- Capital City open space
- Municipal open space
- Neighbourhood open space
- Local open space
- Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

11.03-6L Flemington Racecourse and Melbourne Showgrounds

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Policy application

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

Vision

Flemington Racecourse will be a location for world class events while hosting more vibrant and diverse activities. Melbourne Showgrounds will be a location for State and National events. Opportunities for increased access and improved permeability for the wider community will be investigated and encouraged for both Flemington Racecourse and Melbourne Showgrounds.

Housing strategies

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

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

Economic development strategies

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

Built environment and heritage strategies

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

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

Transport strategies

Encourage active and sustainable transport connections.

Ensure development strengthens pedestrian and cycle connections.

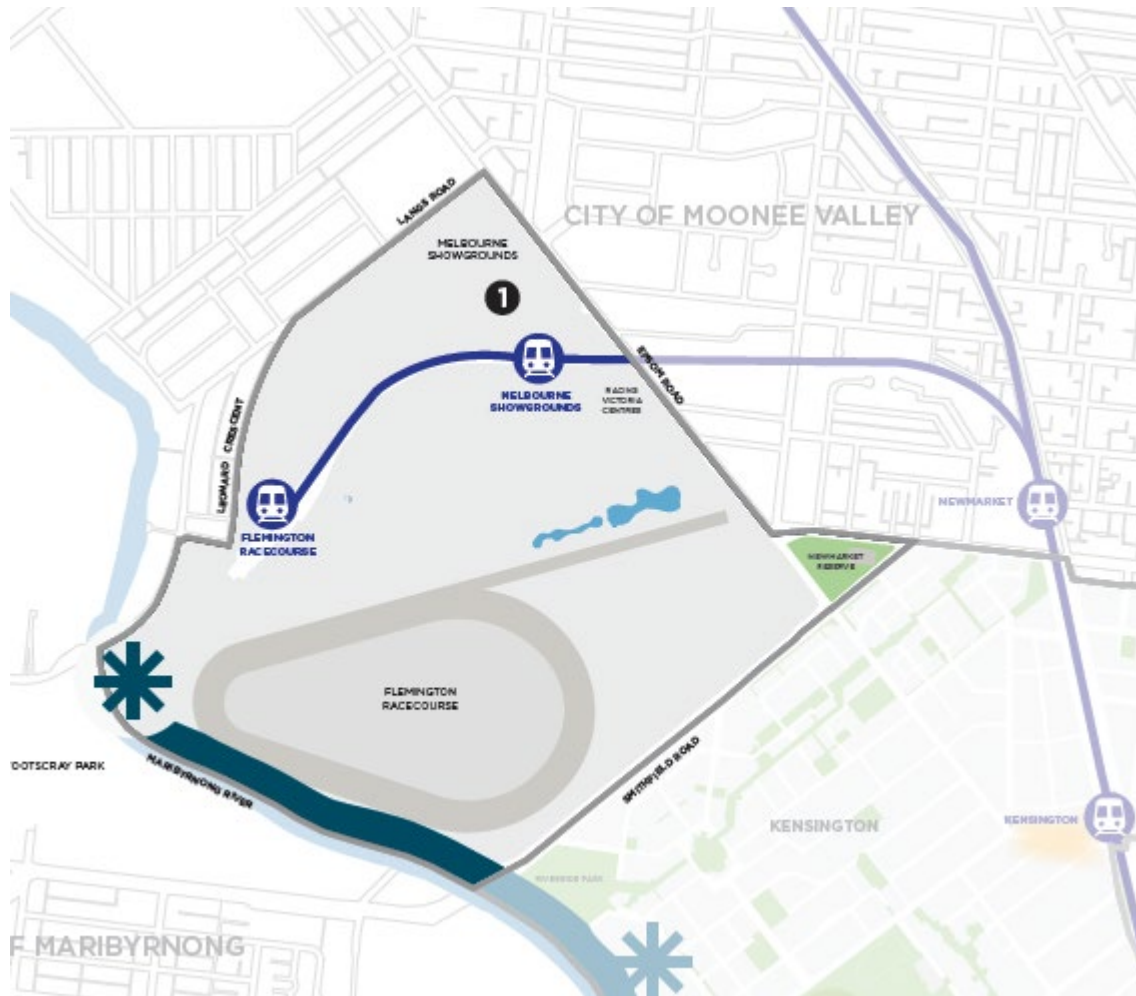
Explore opportunities for improved rail connections.

Open space strategies

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

Explore opportunities for providing public access and increased permeability to Flemington Racecourse and the Melbourne Showgrounds.

Flemington Racecourse and Melbourne Showgrounds Plan



- City of Melbourne
- Port of Melbourne
- Rail
- Melbourne Metro 1
- Melbourne Metro 2
- Traffic bypass and tunnel
- Westgate Tunnel Project

- Existing local centre
- Future local centre

KEY MOVES

- 1** Improve public access to open spaces

OPEN SPACE

Existing

- Open space
- Boulevards
- Sports ovals

Future (indicative location)

- Capital City open space
- Municipal open space
- Neighbourhood open space
- Local open space
- Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project

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SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

Background documents

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C--

Name of background document	Amendment number - clause reference
<i>City Spatial Plan</i> (City of Melbourne, 2022)	C***
<i>Affordable Housing Strategy 2030</i> (City of Melbourne, 2020)	C***
<i>Climate Change Adaption Strategy Refresh</i> (City of Melbourne, 2017)	C***
<i>Climate and Biodiversity Emergency Response</i> (City of Melbourne, 2020)	C***
<i>Nature in the City</i> (City of Melbourne, 2017)	C***
<i>Resilient Melbourne Strategy</i> (City of Melbourne, 2016)	C***
<i>Climate Change Mitigation Strategy to 2050</i> (City of Melbourne, 2018)	C***
<i>Emissions Reduction Plan</i> (City of Melbourne, 2021)	C***
<i>Green our City Strategic Action Plan</i> (City of Melbourne, 2017)	C***
<i>Creative Strategy 2018-2028</i> (City of Melbourne, 2018)	C***
<i>Economic Development Strategy 2031</i> (City of Melbourne, 2021)	C***
<i>Heritage Strategy 2013</i> (City of Melbourne, 2013)	C***
<i>A Great Place to Age Strategic Plan 2020-2024</i> (City of Melbourne, 2020)	C***
<i>Disability Access and Inclusion Plan 2020-2024</i> (City of Melbourne, 2020)	C***
<i>Arden Structure Plan</i> (****)	C***
<i>City North Structure Plan</i> (City of Melbourne, 2012)	C***
<i>Macaulay Structure Plan 2021</i> (City of Melbourne, 2021)	C***
<i>Domain Parklands Master Plan</i> (City of Melbourne, 2019)	C***
<i>Fawkner Park Master Plan</i> (City of Melbourne, 2006)	C***
<i>City Road Master Plan</i> (City of Melbourne, 2016)	C***
<i>Docklands Community and Place Plan</i> , (City of Melbourne & Places Victoria 2012)	C***
<i>Docklands Public Realm Plan</i> (City of Melbourne & Places Victoria, 2012)	C***
<i>Elizabeth Street Strategic Opportunities Plan</i> (City of Melbourne, 2019)	C***
<i>Greenline Implementation Plan</i> (City of Melbourne, 2021)	C***
<i>Maribyrnong Waterfront – A way forward</i> (City of Melbourne, 2020)	

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Name of background document	Amendment number - clause reference
<i>Melbourne Innovation Districts Opportunities Plan</i> (City of Melbourne, 2020)	C***
<i>Moonee Ponds Creek Strategic Opportunities Plan</i> (City of Melbourne, 2019)	C***
<i>Princes Park Masterplan</i> (City of Melbourne, 2013)	C***
<i>Southbank Structure Plan 2010</i> (City of Melbourne, 2010)	C***
<i>West Melbourne Structure Plan 2018</i> (City of Melbourne, 2018)	C***
<i>Yarra River – Birrarung Strategy</i> (City of Melbourne, 2019)	C***
<i>Skate Plan 2017-2027</i> (City of Melbourne, 2017)	C***
<i>Municipal Integrated Water Management Plan</i> (City of Melbourne, 2017)	C***
<i>Transport Strategy 2030</i> (City of Melbourne, 2019)	C***
<i>Urban Forest Strategy – Making a Great City Greener 2012 - 2032</i> (City of Melbourne, 2012)	C***
<i>Waste and Resource Recovery Strategy</i> (City of Melbourne, 2019)	C***
<i>Guidelines for Waste Management Plans 2021</i> (City of Melbourne, 2021)	C***
<i>Bourke Hill Heritage, Planning and Urban Design Review</i> (Department of Transport, Planning and Local Infrastructure, 2014)	C240
<i>The Burra Charter: the Australia ICOMOS charter for Places of Cultural Significance</i> , 2013 (Australia ICOMOS).	C258
<i>Carlton Brewery Masterplan</i> (City of Melbourne, 2007)	C126
<i>Carlton Gardens Master Plan</i> (City of Melbourne, 1991)	C162
<i>Central City Built Form Review Synthesis Report</i> (Department of Environment, Land, Water and Planning, 2016)	C270
<i>City of Melbourne: Energy, Water and Waste Review</i> (City of Melbourne, 2011)	C187
<i>City of Melbourne Open Space Strategy</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209
<i>City of Melbourne Open Space Strategy, Technical Report</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209
<i>City of Melbourne Open Space Strategy, Open Space Contributions Framework</i> (Environment & Land Management and Thompson Berrill Landscape Design, 2012)	C209
<i>City of Melbourne Water Sensitive Urban Design Guidelines</i> (City of Melbourne, 2009)	C142

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Name of background document	Amendment number - clause reference
<i>City of Port Phillip and City of Moreland, Sustainable Design Scorecard</i> (City of Port Phillip and City of Moreland)	C187
<i>Fitzroy Gardens Management Plan</i> (City of Melbourne, 1996)	C162
<i>Fishermans Bend Vision</i> (DELWP, 2016)	GC81
<i>Fishermans Bend Framework</i> (DELWP, 2018)	GC81
<i>Fishermans Bend Community Infrastructure Plan</i> (DELWP, 2017)	GC81
<i>Fishermans Bend Urban Design Strategy</i> (Hodyl and Co, 2017)	GC81
<i>Fishermans Bend Public Space Strategy</i> (Planisphere, 2017)	GC81
<i>Fishermans Bend Integrated Transport Plan</i> (DEDJTR, 2017)	GC81
<i>Fishermans Bend Sustainability Strategy</i> (DELWP, 2017)	GC81
<i>Advancing Manufacturing: the Fishermans Bend Opportunity</i> (September 2021)	C***
<i>Flagstaff Gardens Master Plan</i> (City of Melbourne, 2000)	C162
<i>How to Calculate Floor Area Uplifts and Public Benefits</i> (DELWP, 2016)	C270
<i>Integration and Design Excellence, Melbourne Docklands</i> (Docklands Authority, July 2000)	C162
<i>Melbourne Docklands Lighting Regime for the Business Park Precinct</i> (Docklands Authority, 1999)	C162
<i>Melbourne Docklands Outdoor Signage Guidelines</i> (VicUrban, 2004)	C162
<i>Melbourne Docklands ESD Guide</i> (Docklands Authority, 2002)	C***
<i>Melbourne Docklands Bicycle Strategy</i> (EDAW in association with SKM 2000)	C***
<i>Melbourne Docklands Water Plan</i> (Docklands Authority, June 2001)	C***
<i>Places for Everyone – A Strategy for Creating and Linking Public Open Spaces at Melbourne Docklands</i> (Melbourne Docklands, 2002)	C***
<i>Princes Park Masterplan</i> , (City of Melbourne 2013)	C***
<i>Queen Victoria Market Precinct Renewal Built Form Review & Recommendations</i> (Jones and Whitehead Pty Ltd, 2015)	C245
<i>Queen Victoria Market Precinct Renewal Master Plan</i> (City of Melbourne, 2015)	C245
<i>Royal Park Master Plan</i> (City of Melbourne, 1998)	C162
<i>The Docklands Authority Environmental Management Plan</i> (EMP, 2000)	C***
<i>The Shrine of Remembrance: Managing the significance of the Shrine</i> (Message Consultants Australia, 2013)	C162

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Name of background document	Amendment number - clause reference
<i>Urban Art Strategy</i> (VicUrban, 2010)	C***
<i>Victoria Harbour Development Plan</i> (Lend Lease, 2010)	C***
<i>World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens</i> (Lovell Chen, 2009)	C154

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SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0

Further strategic work

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C--

- Review and update signage policy.
- Review and update sustainability policy.
- Continue the program of review of heritage precincts and places.
- Continue the program of review of urban design policies.
- Undertake a program of review of licensed premises provisions.

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