

**Report to the Future Melbourne Committee****Agenda item 6.3****Municipal Planning Strategy (Major Initiative 20)****19 July 2022****Presenter:** Sophie Handley, Director City Strategy**Purpose and background**

1. The purpose of this report is to seek authorisation from the Minister for Planning to prepare and exhibit an Amendment to the Melbourne Planning Scheme to update the Municipal Planning Strategy (MPS) (see Attachment 2).
2. In November 2021, Future Melbourne Committee endorsed the proposed Melbourne Planning Scheme Planning Policy Framework Translation. This establishes the structure of the new MPS.
3. *Major Initiative 20: Adopt the Municipal Planning Strategy in 2022-23* will update the Melbourne Planning Scheme to incorporate the vision and objectives of Council's strategies, plans, policies and responses to emerging issues for managing land use and development for the next 10 to 20 years. The background document to the MPS is the document titled the Draft City Spatial Plan (CSP) (see Attachment 3).

**Key issues**

4. The MPS establishes the overarching strategic planning policy for the municipality. It considers our context, history, assets, strengths, attributes and influences, and establishes the vision and strategic direction for future land use and development.
5. The new MPS includes greater emphasis on promoting sustainable development, promoting housing diversity and affordable housing, mitigating climate change, promoting employment, innovation and creative industries and elevating high quality design outcomes and design excellence. It also recognises Aboriginal cultural values and heritage and will incorporate further consideration and input by Traditional Owners prior to exhibition.
6. The new MPS is divided into five sections:
  - 6.1. Context: description of key features and demographics.
  - 6.2. Vision: 'A city of possibility'. Six goals that align with the Council Plan 2021-25 strategic objectives.
  - 6.3. Strategic directions: municipal wide policy intentions to enable the vision to be achieved, within the themes of settlement, environment and landscape values, environmental risks and amenity, built environment and heritage, housing, economic development, transport and infrastructure.
  - 6.4. Strategic framework plans: a graphic representation of the strategic directions.
  - 6.5. Local areas: policy to highlight future planning direction for each local area. There are seven 'change types' that reflect the degree of change expected in the 20 local areas defined in the MPS.
7. There are a number of amendments to the Melbourne Planning Scheme pending approval by the Minister for Planning. These amendments will change the form and content of the MPS. They include Amendment C409 Planning Policy Framework Translation and Amendment C407 Arden. Any amendments approved by the Minister for Planning will be incorporated into the MPS amendment as relevant, prior to its exhibition.
8. Future Melbourne Committee endorsed a request for authorisation from the Minister for Planning under the *Planning and Environment Act 1987*, to prepare and exhibit an Amendment C417 Macaulay on 14 June 2022. Amendment C417 and the amendment implementing the new MPS will both contain CI 11.03-6L Macaulay (see Attachment 2). They will be separately exhibited and submissions for each will be considered by FMC and Planning Panels as appropriate.

9. The CSP is a place based vision for change and growth across the municipality. It incorporates endorsed positions of Council, research and analysis. The CSP includes direction on a number of issues, including employment generating land uses, the role of our potential renewal precincts, the interface with the Port of Melbourne, overarching principles guiding the provision of infrastructure, response to research into local energy, creative industries and active recreation demand, and key moves and strategic directions within local areas.

#### **Recommendation from management**

10. That the Future Melbourne Committee:
  - 10.1. Requests authorisation from the Minister for Planning under the *Planning and Environment Act 1987*, to prepare and exhibit an amendment to the Melbourne Planning Scheme to incorporate the Melbourne Municipal Planning Strategy (MPS) in the form of Attachment 2.
  - 10.2. Endorses the Draft City Spatial Plan (CSP) at Attachment 3, recognising the intent to include the final City Spatial Plan as a background document that underpins the MPS.
  - 10.3. Notes Clause 11.03-6L Macaulay and requests that it also forms part of the exhibited documentation of Amendment C417 Macaulay. (Attachment 2)
  - 10.4. Authorises the General Manager Strategy, Planning and Climate Change to:
    - 10.4.1. make any required policy neutral changes to the MPS and supporting documentation prior to exhibition, should other amendments that affect the same provisions in the Melbourne Planning Scheme be gazetted prior to the public exhibition of the MPS.
    - 10.4.2. make any further changes to incorporate Traditional Owner input.
    - 10.4.3. make any further editorial and referencing changes to the MPS and CSP.

#### **Attachments:**

1. Supporting Attachment (Page 3 of 224)
2. Draft Municipal Planning Strategy (Page 5 of 224)
3. Draft City Spatial Plan (Page 86 of 224)
4. Draft Planning Scheme Amendment Engagement and Exhibition Plan (Page 223 of 224)

## Supporting Attachment

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### Legal

1. Part 3 of the *Planning and Environment Act 1987* sets out the procedure for planning scheme amendments including exhibition and notification of proposed planning scheme amendments, the process for public submissions and the consideration of those submissions by the planning authority or appointed panel.

### Finance

2. The costs for preparing and processing the amendment to the MPS and CSP are included in the 2022-23 budget.

### Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a material or general conflict of interest in relation to the matter of the report.

### Health and Safety

4. In developing this proposal, no Occupational Health and Safety issues or opportunities have been identified.

### Stakeholder consultation

5. Management will undertake consultation with Traditional Owners prior to formal exhibition and engagement on the MPS and CSP. The outcomes of this consultation will be incorporated into the MPS and CSP.
6. The draft CSP draws on a number of existing endorsed strategies and plans. In doing so, it incorporates the rich and extensive engagement that has informed the preparation of these plans, as identified in the Appendix to the draft City Spatial Plan (see Attachment 3).
7. Exhibition of the MPS will be undertaken once authorisation has been granted by the Minister for Planning, it is anticipated that this will occur in the second half of 2022. All documentation will be available on the Participate Melbourne and corporate website as well as the DELWP website. A full program of consultation will be undertaken including a series of information and briefing sessions for key stakeholders, residents and interest groups. A six week exhibition period is proposed, a draft plan for exhibition is at Attachment 4. The outcomes of the public exhibition will be reported to Future Melbourne Committee.

### Relation to Council policy

8. The MPS is consistent with the strategic objectives in the Council Plan 2021-25 including:
  - 7.1 Melbourne's unique identity and place
  - 7.2 Aboriginal Melbourne
  - 7.3 Climate and biodiversity
  - 7.4 Access and affordability
  - 7.5 Safety and wellbeing
  - 7.6 Economy of the future

9. The MPS provides the strategic vision for our local areas. The 20 areas identified in the MPS differ from those identified for Neighbourhood Planning. The areas defined in the CSP and MPS account for different land use and development change within suburbs. For example, Macaulay is identified as an individual area, recognising its distinct role as an existing renewal precinct, which sits within North Melbourne and Kensington neighbourhoods.

#### **Environmental sustainability**

10. The MPS seeks to incorporate the endorsed policies and strategies of Council into the Melbourne Planning Scheme. This includes detailed strategies encouraging sustainable development and transport, protecting biodiversity, waterways, mitigating climate change, and managing issues around amenity, safety and noise.

**02.01 CONTEXT**-/-/-/-/  
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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

## MELBOURNE PLANNING SCHEME

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 areas role accommodating growth within the municipality. All areas will need to accommodate some growth and change. Within in each local area there will be areas of higher and lower growth. 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, and 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**

**West Melbourne and City North** 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

## MELBOURNE PLANNING SCHEME

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.

## MELBOURNE PLANNING SCHEME

- 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

## MELBOURNE PLANNING SCHEME

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.

## MELBOURNE PLANNING SCHEME

- 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 surrounding 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.

## MELBOURNE PLANNING SCHEME

- 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 where heritage uses have ceased.

## 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 greater 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.

### **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 that student accommodation includes substantial access to indoor and outdoor communal open spaces.
- 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

## MELBOURNE PLANNING SCHEME

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.

## MELBOURNE PLANNING SCHEME

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.
- Investigate community access to school sporting facilities.
- Discourage the privatisation of public spaces unless it delivers an acceptable community benefit.
- 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:

## MELBOURNE PLANNING SCHEME

- 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.

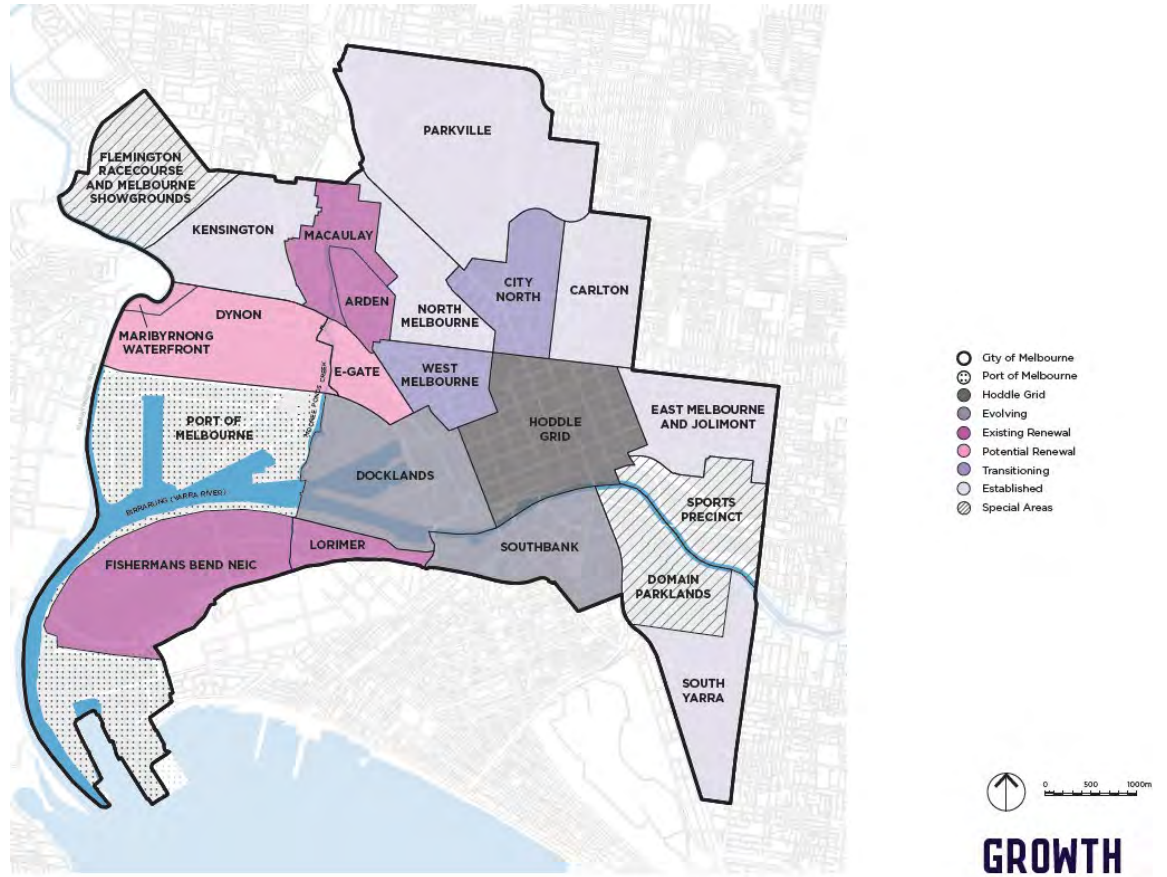
In managing development and infrastructure plans, the Council seeks to:

- 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.

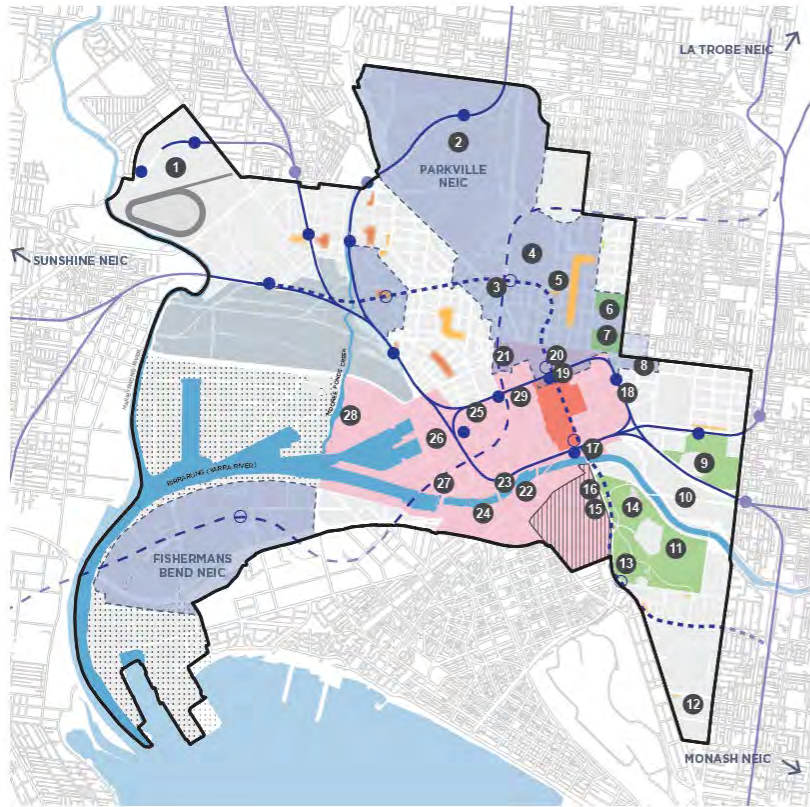
### 02.04 Strategic framework plans

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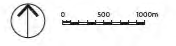
The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.



MELBOURNE PLANNING SCHEME

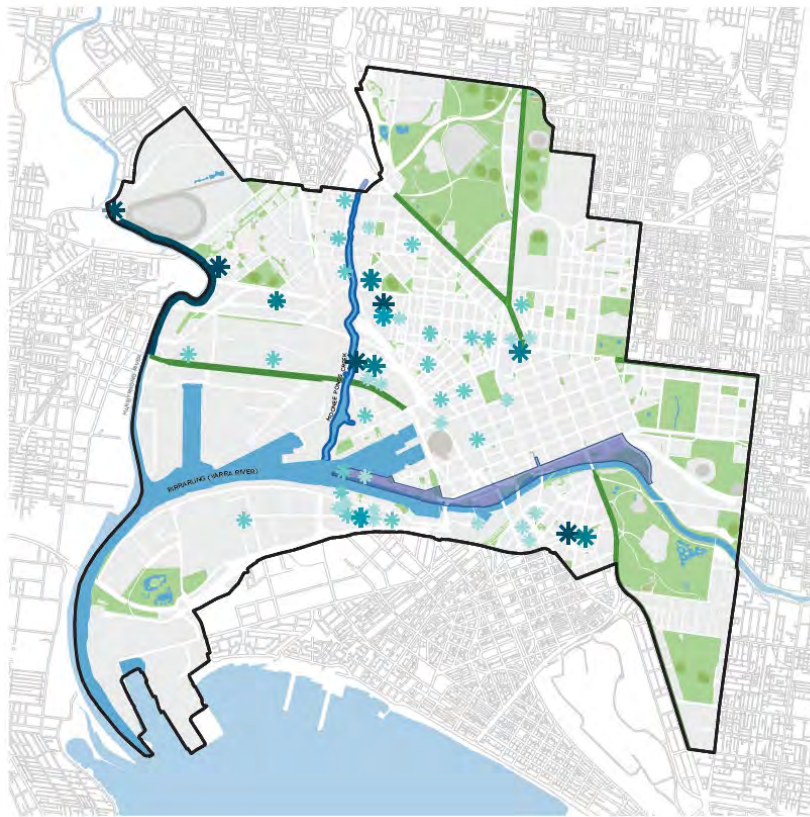


- City of Melbourne
  - Rail
  - Melbourne Metro 1
  - Melbourne Metro 2
  - Central City
  - Retail Core
  - Existing local centre
  - Future local centre
  - Arts Precinct
  - Innovation Precincts
  - Industrial Precincts
  - Port of Melbourne
- 1 Flemington Racecourse and Melbourne Showgrounds
  - 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

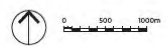


**ECONOMIC**

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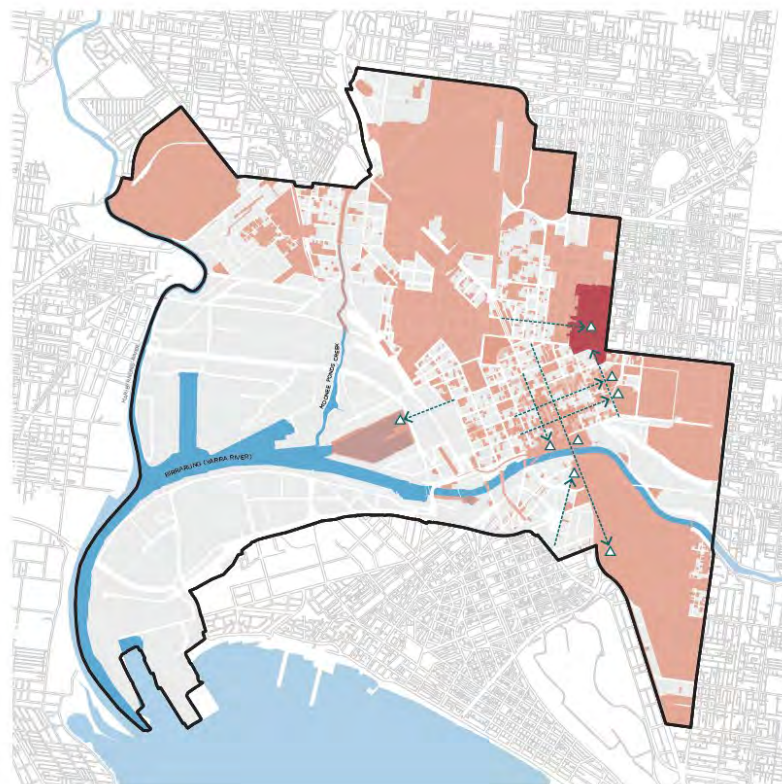
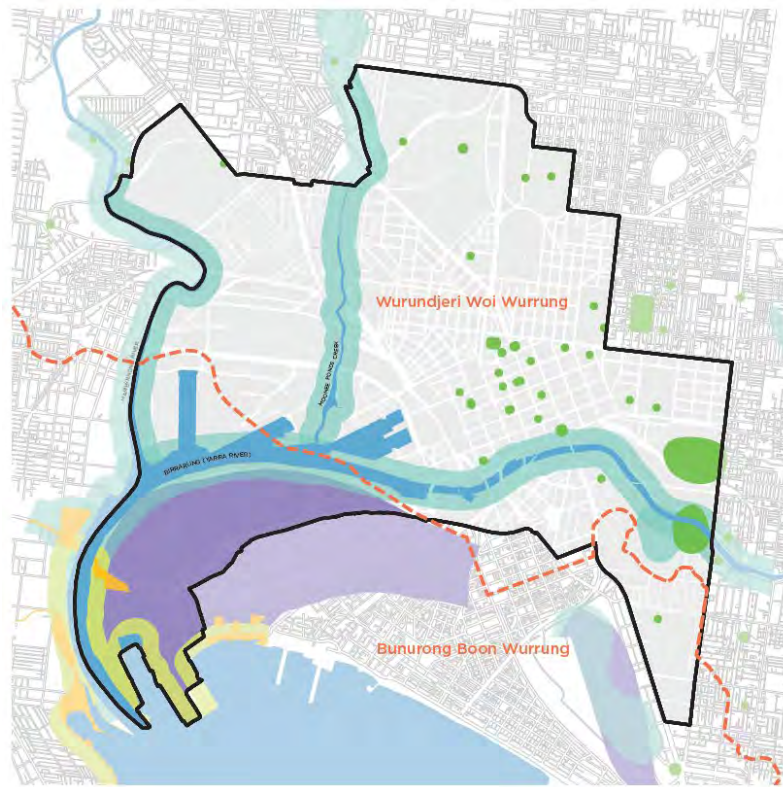
- City of Melbourne
- Existing**
- Open space
- Boulevards
- Sports ovals
- Future (indicative location)**
- Capital City open space
- Municipal open space
- Neighbourhood open space
- Local open space
- Small local open space
- Moonee Ponds Creek corridor revitalisation
- Greenline project



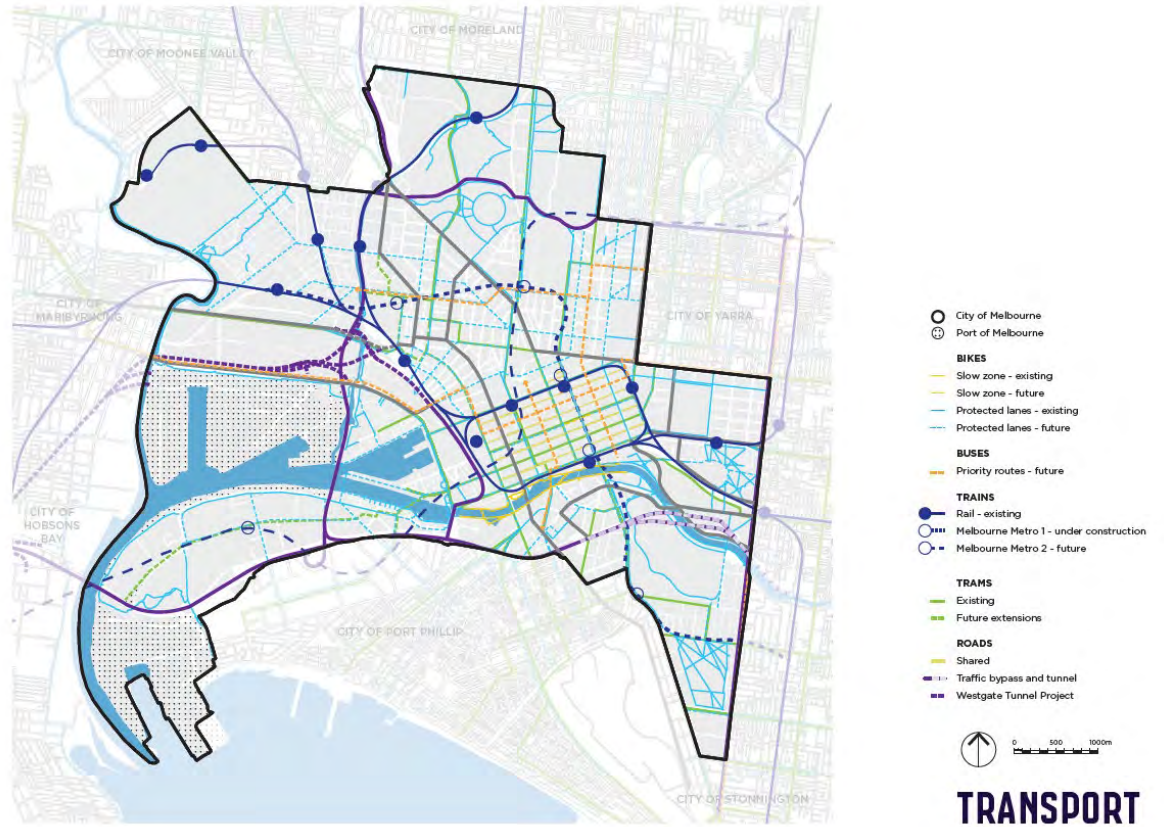
**OPEN SPACE**

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MELBOURNE PLANNING SCHEME



MELBOURNE PLANNING SCHEME



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**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 facilities 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**








MELBOURNE PLANNING SCHEME

-  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**

-  Moonlee Ponds Creek corridor Revitalisation
-  Integrated stormwater management infrastructure
-  Arden arts, cultural and community hub
-  New primary school and community hub
-  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
-  Moonlee Ponds Creek corridor revitalisation
-  Greenline project

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**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.

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**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 City North**

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**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.

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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 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
  - Moonsee Ponds Creek corridor revitalisation
  - Greenline project

**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.

MELBOURNE PLANNING SCHEME

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**
- 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 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.

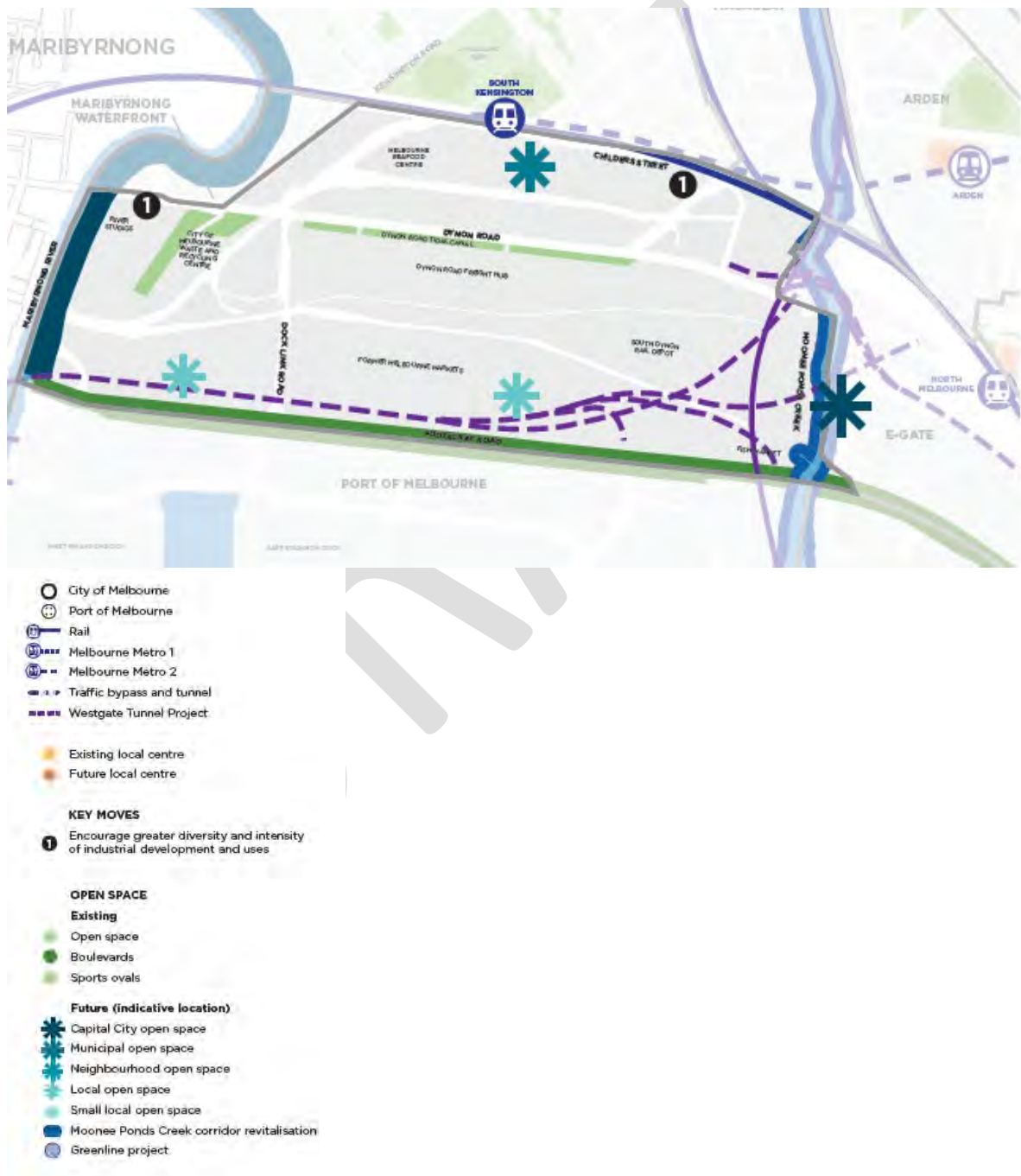
Encourage and enhance open space opportunities along the Dynon Road Tidal Canal, Maribyrnong River and Moonee Ponds Creek.

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 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



**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.

**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.

**Built environment and heritage strategies**

No development should be permitted until after a Structure Planning process for E-Gate has concluded.

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 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.

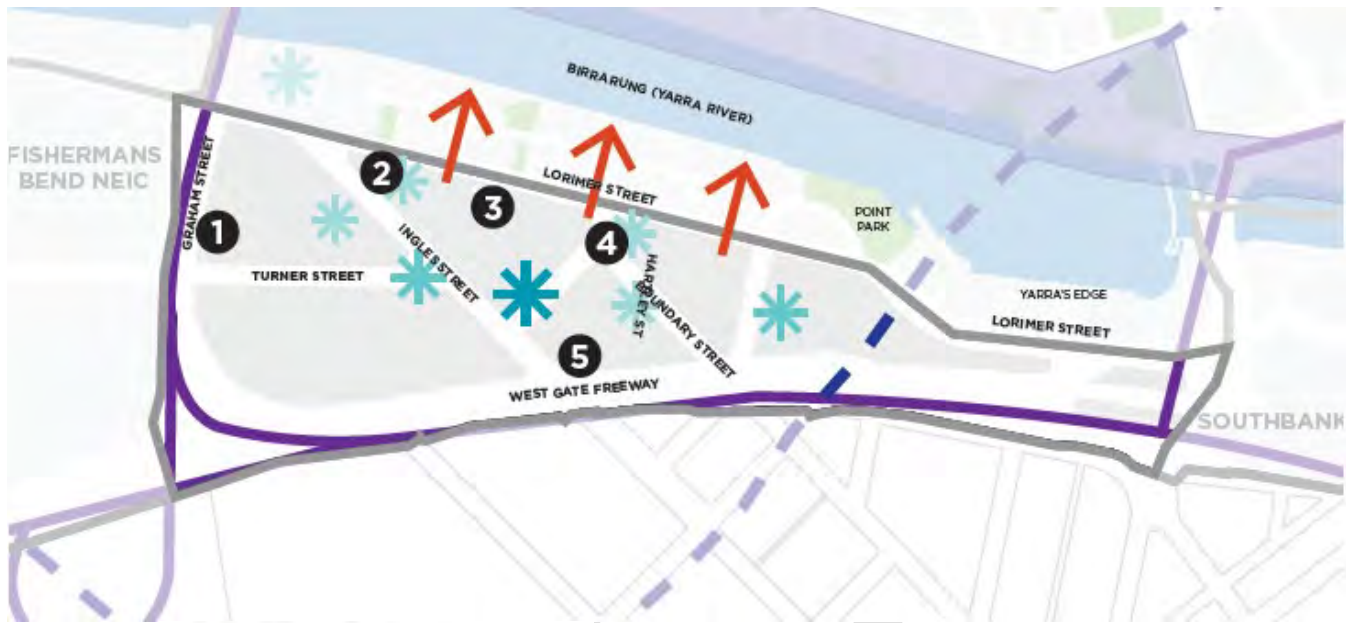
Support Turner Street as a green corridor connecting new open spaces.

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**



- City of Melbourne
  - Port of Melbourne
  - Rail
  - Melbourne Metro 1
  - Melbourne Metro 2
  - Traffic bypass and tunnel
  - Westgate Tunnel Project
- ← Encourage visual and physical links
- KEY MOVES**
- 1 Turner Street upgrade and green link
  - 2 New community hubs
  - 3 New primary school
  - 4 Collins Street tram extension
  - 5 New and upgraded bridges of the freeway
- 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 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.

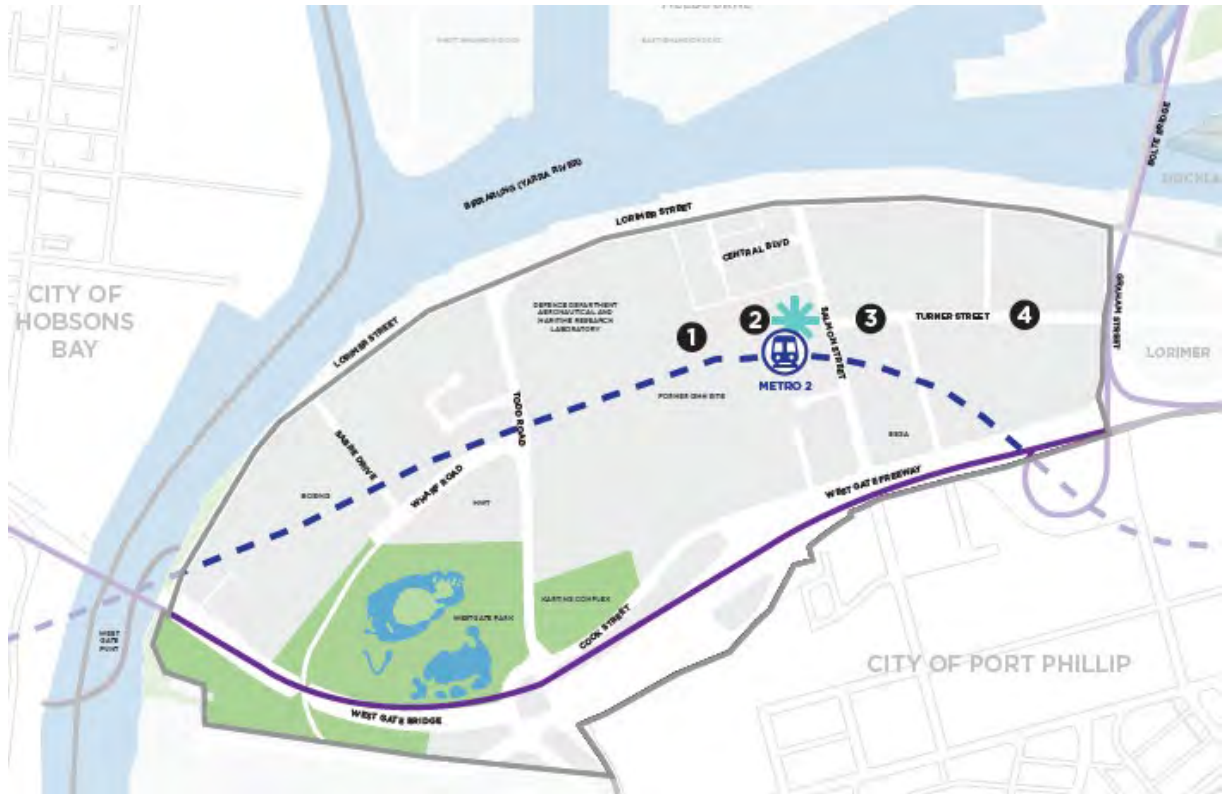
Facilitate an open space network that supports a diversity of recreational uses and enhances connectivity.

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**



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

**KEY MOVES**

- 1** Fishermans Bend Innovation Precinct
- 2** University of Melbourne Campus
- 3** Turner Street upgrade
- 4** Collins 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 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.

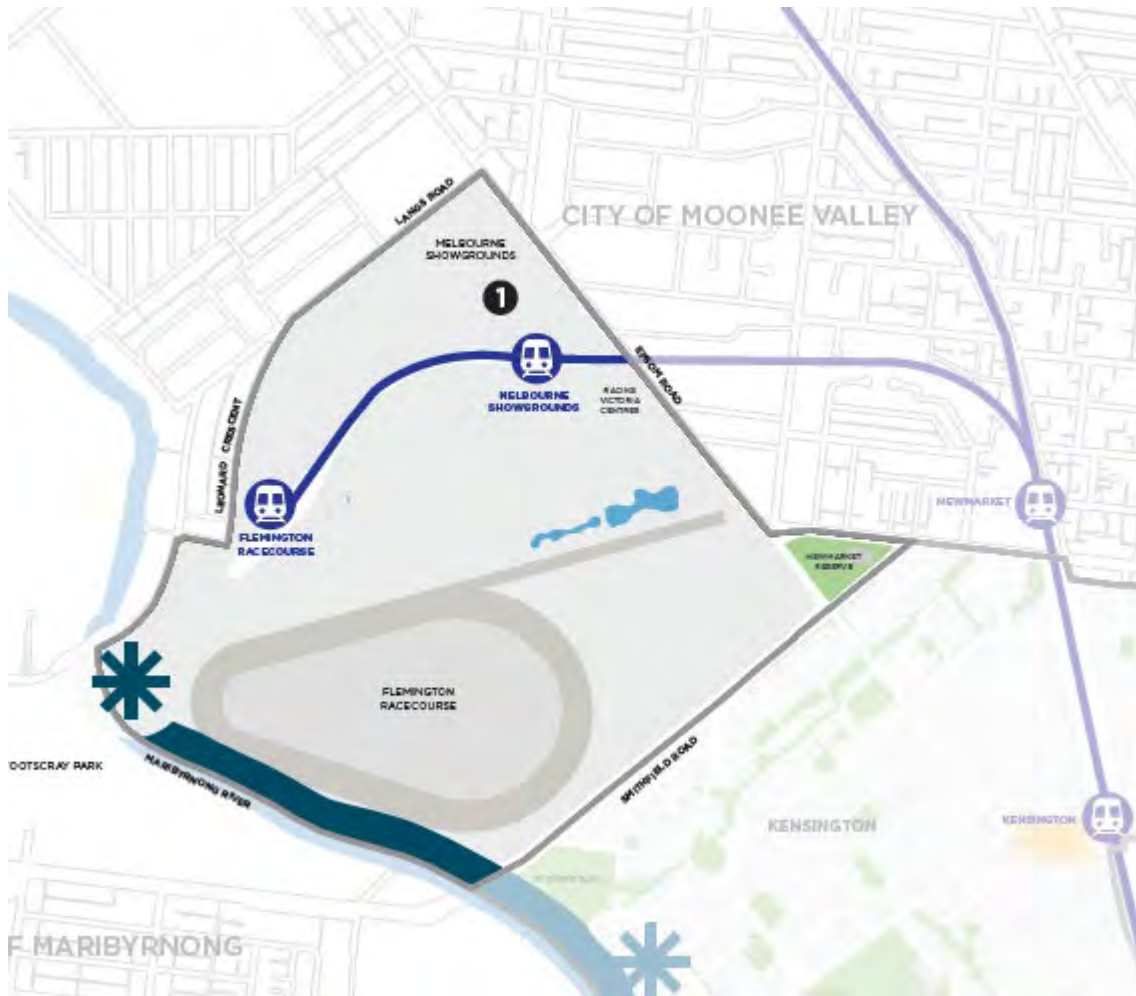
Explore opportunities for improved rail connections.

**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

**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.

## MELBOURNE PLANNING SCHEME

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**

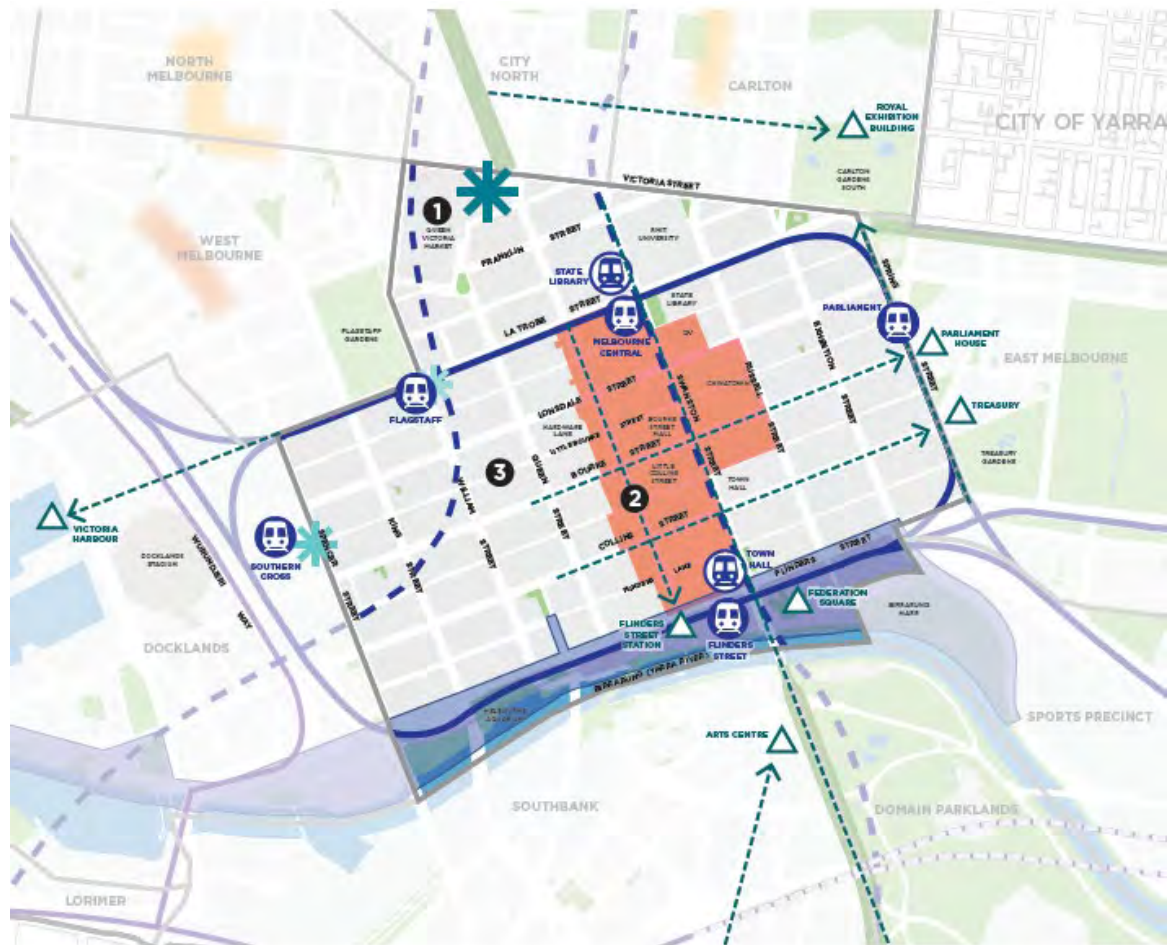
Increase open space on the Northbank of the Birrarung (Yarra River) as part of the Greenline project to reinvigorate the public waterfront and re-establish its environment as an ecological corridor.

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 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.

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### Kensington 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
  - Encourage visual and physical links
- 
- KEY MOVES**
- 1** Racecourse Road Masterplan
  - 2** Kensington Community Recreation Centre 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 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.

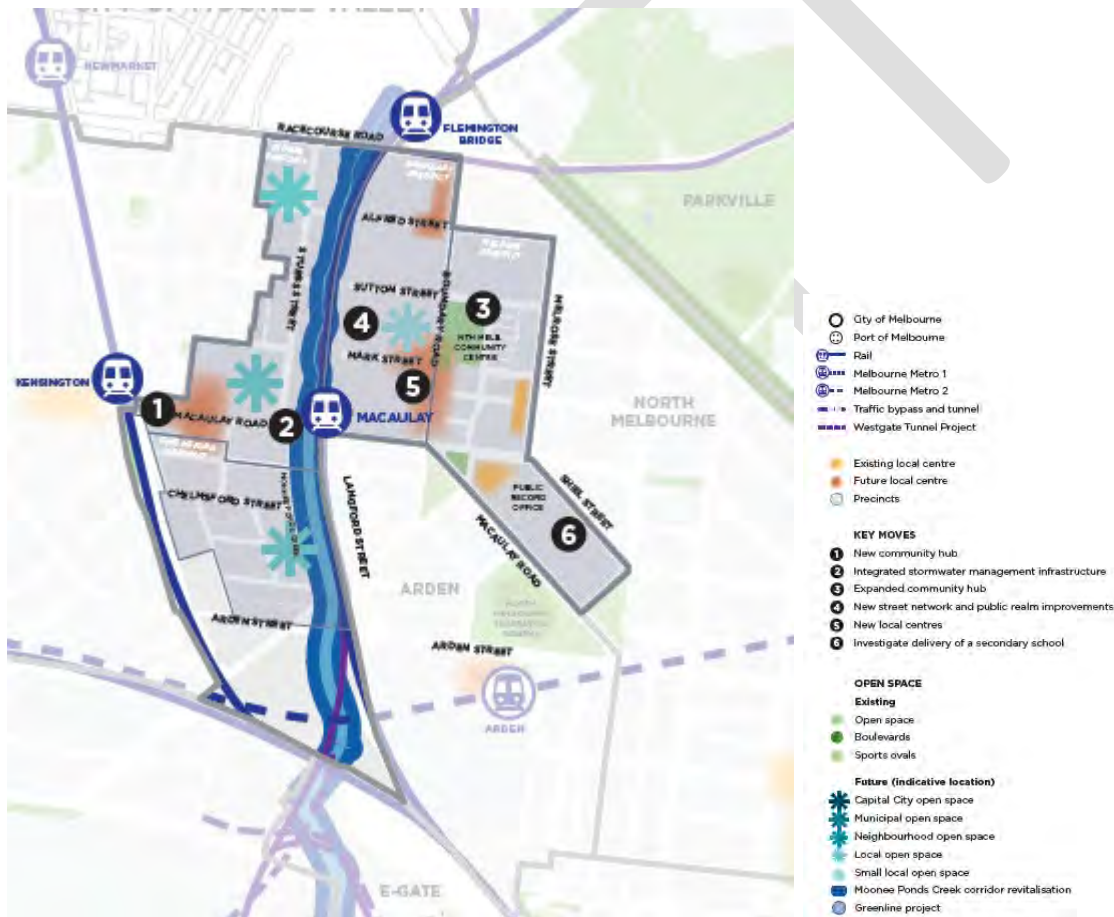
**Infrastructure strategies**

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 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 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.

DRAFT

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

## 11.03-6L 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.

DRAFT

### 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

**11.06-3L 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 Southbank**

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C---

**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 Arts Precinct and the areas to the east of Moore 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.

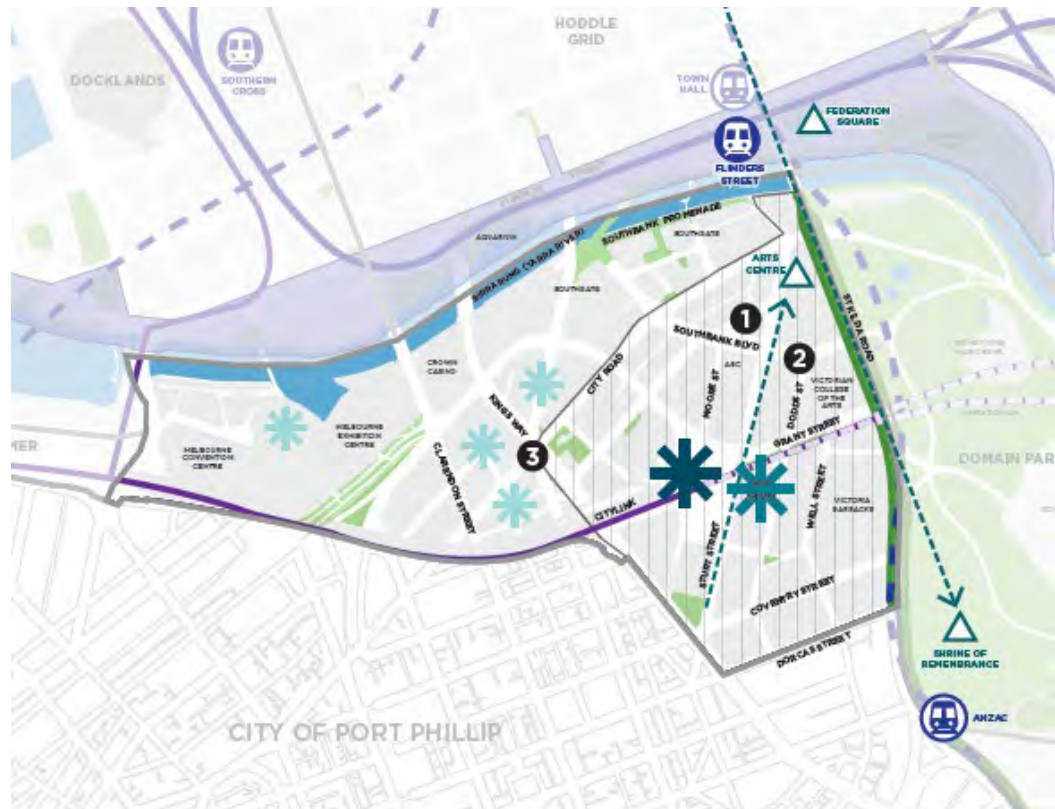
### **Open space strategies**

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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Southbank Plan



- City of Melbourne
  - Port of Melbourne
  - Rail
  - Melbourne Metro 1
  - Melbourne Metro 2
  - Traffic bypass and tunnel
  - Westgate Tunnel Project
  - Arts Precinct
  - Existing local centre
  - Future local centre
  - Landmarks and vistas
- KEY MOVES**
- 1** NGV Contemporary
  - 2** Southbank Boulevard and Dodds Street upgrades
  - 3** City Road 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 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's 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 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:

## MELBOURNE PLANNING SCHEME

- 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.

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**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



## SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

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C--  
1.5

### 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)	C***

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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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C--

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 &amp; 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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C--

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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- 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.

DRAFT

# DRAFT CITY SPATIAL PLAN

JULY 2022



CITY OF MELBOURNE

### **Acknowledgement of Traditional Owners**

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin and pays respect to their Elders past, present and emerging.

We acknowledge and honour the unbroken spiritual, cultural and political connection the Wurundjeri, Bunurong, Dja Dja Wurrung, Taungurung and Wadawurrung peoples of the Eastern Kulin have to this unique place for more than 2000 generations.

We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

# CONTENTS

City Spatial Plan	5	<b>Part Three: Areas</b>	<b>44</b>
Summary of Strategic Directions	6	Change by area	46
Summary of Places	8		
<b>Part One: Introduction</b>	<b>10</b>	Hoddle Grid	58
Guiding our revitalisation	12	Southbank	62
Where have we come from?	14	Docklands	66
Where are we today?	15	Arden	72
A changing context	20	Macaulay	76
		Fishermans Bend: National Employment and Innovation Cluster	80
<b>Part Two: Strategic Directions</b>	<b>22</b>	Fishermans Bend: Lorimer	84
Built Form and Public Realm	24	Dynon	88
Environment	26	E-Gate	92
Water	28	Maribyrnong Waterfront	96
Movement	30	City North	102
Economy and Innovation	34	West Melbourne	106
Culture and Heritage	36	Carlton	110
Infrastructure	38	East Melbourne and Jolimont	114
Land Use	40	Parkville	118
Community Wellbeing	42	North Melbourne	122
		South Yarra	126
		Kensington	130
		Other areas	134

19 July 2022

## Disclaimer

This report is provided for information and it does not purport to be complete. While care has been taken to ensure the content in the report is accurate, we cannot guarantee it is without flaw of any kind. There may be errors and omissions or it may not be wholly appropriate for your particular purposes. In addition, the publication is a snapshot in time based on historic information which is liable to change. The City of Melbourne accepts no responsibility and disclaims all liability for any error, loss or other consequence which may arise from you relying on any information contained in this report.

To find out how you can participate in the decision-making process for City of Melbourne's current and future initiatives, visit [melbourne.vic.gov.au/participate](https://melbourne.vic.gov.au/participate)





# DRAFT CITY SPATIAL PLAN

## The City of Melbourne is a city of possibility. Where the world meets and the extraordinary happens.

Our vision 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 growth and change:

- 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

## Purpose

The City Spatial Plan seeks to realise the vision through a range of thematic and place based strategies. It does so by:

- Considering current and emerging trends at both global and local scales to identify opportunities and challenges
- Understanding the challenges facing the City and how areas, buildings and land uses will change in response
- Reflecting our endorsed strategies and analysis



Figure 1. Draft City Spatial Plan structure

## Background

The City Spatial Plan has been developed through a review and analysis of:

- Our community aspirations and strategic objectives from our Council Plan 2021-2025
- Council’s policies, strategies and plans
- Victorian Government projects, including significant transport infrastructure projects and State policy directions
- Global and local drivers of disruption and change and their impact
- Site surveys, research and population and economy data insights

The City Spatial Plan reflects the critical learnings through COVID-19 and will ensure that the Municipal Planning Strategy remains responsive to new and emerging conditions and opportunities.

# SUMMARY OF STRATEGIC DIRECTIONS

These city-wide directions will guide strategic growth and change across our municipality to help us achieve our vision.



## Built Form and Public Realm

**Support equitable, high quality, resilient and adaptable development in all places**

- Ensure high quality buildings that enhance the public realm and reinforce the distinct built form character of each place
- Invite excellent design outcomes on significant sites and areas
- Ensure all buildings are built to the highest environmental standards
- Protect winter sun access to public spaces



## Environment

**Reduce greenhouse gas emissions and adapt to the impacts of climate change**

- Expand and enhance open spaces
- Strengthen biodiversity corridors and significant habitat areas
- Reach zero net emissions
- Develop a circular economy



## Water

**Embrace Melbourne's waterways, optimise water quality and fit-for-purpose water use and reduce exposure to flood risk**

- Manage the impacts of inundation by creating a water sensitive city
- Embrace our waterways
- Build resilience to climate change through a whole of water cycle approach



## Movement

Create places and redesign streets to encourage people to get around on foot, bicycle and public transport

- Design great streets for walking and cycling
- Review off-street parking policies
- Enhance and expand essential public transport services
- Supercharge Melbourne's tram network
- Support highly efficient and innovative solutions to freight delivery and waste systems
- Ensure new technologies deliver a net community benefit



## Economy and Innovation

Enable a diverse network of productive, connected and vibrant places that create jobs and enterprises that focus on the needs of the future

- Maintain the primacy of the central city as the business and experience centre of Melbourne
- Deliver diverse global innovation precincts and local employment hubs
- Create vibrant and connected neighbourhoods that enable our economy and international attraction
- Protect spaces for start-ups, innovative and creative industries and artists
- Leverage Melbourne's diverse community as an asset
- Create a digitally enabled public realm that fosters engagement and collaboration



## Culture and Heritage

Embrace creativity, ensure First People's culture and heritage enrich our growth, and celebrate Melbourne's unique heritage and character

- Celebrate Traditional Owner cultural values and heritage places
- Deliver inclusivity
- Celebrate our unique character and heritage
- Place art at the start
- Expand and enhance the Melbourne Arts Precinct
- Expand and enhance the capacity of Melbourne's venues and public spaces to host events of all scales.



## Infrastructure

Maintain our liveability, prosperity and sustainability by identifying, advocating and investing in all types of infrastructure

- Deliver essential infrastructure that provides positive economic, social and environmental outcomes for the whole community
- Prioritise early infrastructure planning and delivery, and activation of key spaces in our urban renewal places
- Prioritise investment and delivery of infrastructure
- Manage infrastructure to maximise its benefits, realise our investments and contribute to our COVID-19 recovery
- Ensure infrastructure enables a transition to a low carbon, and a more environmentally sustainable future
- Collaborate to deliver infrastructure that is equitable and resilient



## Land Use

Maximise the use of land for social, environmental and economic benefit

- Create a vibrant mix of uses
- Optimise urban renewal
- Deliver density in the right places with appropriate infrastructure
- Design in equity and access
- Balance the impact of residential development on economic use of land



## Community Wellbeing

Promote community health, wellbeing and inclusion through considered approaches to design and infrastructure provision

- Support a people-centred approach
- Support high quality design, access and equity in public spaces and building design
- Expand and enhance our open spaces
- Empower a broad range of stakeholders through improved participation in place-based decision making
- Define appropriate solutions to affordable housing throughout the municipality

# SUMMARY OF AREAS

Change is expected everywhere. Areas will change in different ways. Some areas will undergo complete transformations, while others will continue to evolve and adapt.

Areas within the municipality have been categorised by the degree of change expected and their role within the municipality - as individual areas as well as supporting a resilient City of Melbourne.

Areas within each change category will have a different character, density, use and built form. Within each local area there will be areas of higher and lower growth.

## Central City

### Hoddle Grid

The Hoddle Grid is the heart of our city and is a unique place category.



Hoddle Grid

### Special areas

Areas within the municipality that provide a distinct economic, cultural, recreational and environmental function and are unlikely to change for the foreseeable future.



Flemington Racecourse and Melbourne Showgrounds, Port of Melbourne, Sports Precinct, Domain Parklands

### Evolving areas

Maturing areas that will continue to change with infill development, public realm improvements and major projects.



Docklands and Southbank

## Renewal Precincts

### Existing renewal

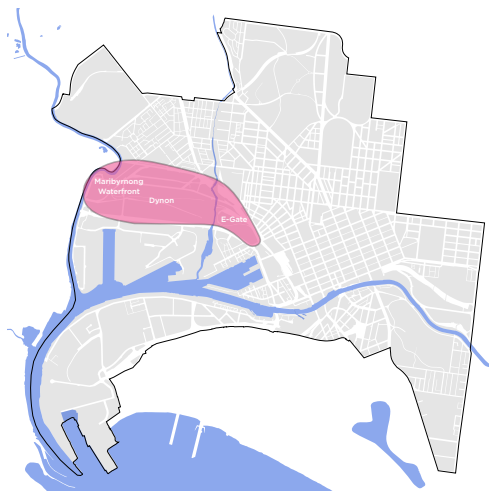
Current or former industrial areas that are undergoing, or will undergo, a significant change in function, form or character at a precinct scale.



Arden, Macaulay, Fishermans Bend: Lorimer and Fishermans Bend: National Employment and Innovation Cluster

### Potential renewal

Active industrial areas that play an important strategic role in the current and future economy.



E-Gate, Dynon and Maribyrnong Waterfront

## Neighbourhoods

### Transitioning areas

Well established areas that are undergoing incremental infill development, modifying the existing built form and use.



West Melbourne and City North

### Established areas

Predominately residential neighbourhoods that will accommodate some development as the city changes.



Carlton, East Melbourne and Jolimont, Kensington, Parkville, North Melbourne and South Yarra

# PART ONE: INTRODUCTION

Melbourne's history, our key attributes and the context of change.







# GUIDING OUR REVITALISATION

**Rebounding from the COVID-19 pandemic provides an opportunity to ensure that the City’s planning policy settings support a resilient growth strategy; growth which harnesses the productivity, prosperity and participation potential of all to support the delivery of exemplary local neighbourhoods, our on-going liveability, the resilience of the city, and which solves global challenges with on the ground solutions.**

## A Resilient City

Until early 2020, Melbourne was experiencing significant and sustained population growth. Not only was Melbourne Australia’s fastest growing city, but also one of the fastest growing cities in the developed world. With a Greater Melbourne population of five million, pre-2020 projections indicated that Melbourne would surpass Sydney as Australia’s largest city by 2026 and grow to eight and a half million by 2050.

This ‘booming’ population and construction activity created a strong basis for economic opportunities, however it also placed great pressure on the city’s liveability - challenging infrastructure provision to support the population and placing upward pressure on affordability.

The arrival of COVID-19 in 2020 disrupted this trajectory. The intermittent implementation of restrictions in Melbourne to mitigate community transmission of COVID-19 resulted in the most significant public health, social and economic challenge Melbourne has faced in a century.

The impacts on Melbourne’s central city economy were unique and profound. In August 2020 pedestrian activity in the central city reduced by 95 per cent compared to August 2019. At the time of preparing this Plan, the full extent of the impacts are still unknown.

This slowdown exposed some cracks in our existing infrastructure and systems, but also triggered a period of reflection on those things that help to sustain our city in periods of great uncertainty.

The city will continue to be challenged by future stresses and shocks, both known and unknown - things like climate change (including increasing frequency and severity of bushfires, heat exposure and flooding), economic tensions, and further health emergencies, as well as the local growing pains of economic transition and housing affordability and homelessness.

Our response and revitalisation following the pandemic presents new opportunities to create a resilient city that is prepared to absorb and recover from future shocks and stresses, to maintain the essential functions, structures, and identity that support the city and its population, and to be able to adapt and thrive in the face of continual change.

The definition of urban resilience adopted by the Victorian Government is “the capacity of individuals, communities, institutions, businesses and systems within a city to adapt, survive and thrive no matter what kind of chronic stresses

and acute shocks they experience, and to positively transform as a result”.

The City Spatial Plan applies this resilience lens to the municipality’s anticipated change and growth; it maps our challenges and outlines bold visions for our areas that identify change and adaptive capacity to foster greater resilience in place, and in turn, support the overall resilience of the municipality so that it continues to thrive and prosper amidst change.

The City Spatial Plan aims to establish a basis for creating a resilient thriving city, built on long term shared prosperity, social cohesion and resilience.



Figure 2. Illustration of a Resilient City’s capacity to respond to shocks or stresses

## A Liveable City

It is arguably Melbourne’s renowned liveability that is its greatest asset. The city’s sports and cultural events, bars and restaurants, large and small businesses and diverse neighbourhoods are its biggest drawcard.

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

Melbourne’s high quality physical and social infrastructure supports the city’s liveability. The central city is a dense, integrated mix of commercial offices, hotels and residential accommodation, making it easy to walk, ride a bike, or catch public transport.

Melbourne’s streets, laneways, parks and squares are the public spaces where people come together. The abundance of restaurants, cafés and shops of every kind along with music venues, theatres, galleries and festivals draw people to the municipality, creating vibrancy and distinction.

The result is an economic and cultural engine. We speak over 130 languages with over 50 per cent of the inner city’s population born overseas, and in 2020, the City of Melbourne generated \$104 billion in economic value, representing just under a quarter of Victoria’s gross state product. By 2031 we hope to grow this to more than \$150 billion per annum and to be a global leader in creating jobs and enterprises that focus on the needs of the future.

Fundamental to success is valuing our liveability and its components as an essential economic asset. Our challenge for the future is how to capitalise on the opportunities our liveability presents, enhancing our greatest attributes without compromising what we love about Melbourne.

## A Global City - Local Aspirations

### United Nations Sustainable Development Goals

In striving to achieve a better and more sustainable future, the City has identified the opportunity to measure city performance against the United Nations Sustainable Development Goals (SDGs), and to embed the SDGs into our strategies and activities.

Adopted in 2015 by all member nations of the United Nations, including Australia, the SDGs contain 17 goals and 169 targets. Council is committed to the SDGs as a guiding framework to ensure our initiatives achieve holistic sustainable development. This is achieved through a Voluntary Local Review, a key document to measure and track the municipality’s performance against targets and indicators within the SDG framework, and guide future prioritisation and investment. The SDGs are a blueprint to achieve a better and more sustainable future for all. It enables all Melburnians to take stock of what is happening in our municipality, assess what we are doing, and how well and ask the question: “Are we pursuing a better future for all Melburnians?”.

Key SDGs for the City Spatial Plan are:

- Goal 9 – Industry, Innovation and Infrastructure
- Goal 10 – Reduced inequalities
- Goal 11 – Sustainable cities and communities
- Goal 12 – Responsible consumption and production
- Goal 13 – Climate Action

Importantly, grounding our work at the City of Melbourne in the SDGs will allow us to compare our progress with other cities, set measures and targets, and to learn from other global cities as to how we can better collaborate to address the challenges of our time.

We will conduct a review every four years, in the lead up to each new Council Plan.

### Neighbourhood model

In 2021, City of Melbourne commenced work on a Neighbourhood Model to strengthen how we understand and work with different communities across our city as we emerge from the impacts of COVID-19. Using community development practice and a place-based approach, we seek to better understand the strengths, needs and priorities of our communities to guide our work. Ensuring opportunity of access and participation of diverse voices, views and people is key as we embed this work through neighbourhood planning processes and projects, developed in partnership with our communities.

The areas we have identified in Part 3 of the City Spatial Plan differ to our municipalities neighbourhood plan areas. The City Spatial Plan identifies that within a neighbourhood or suburb different degrees of land use and development change may be appropriate and the classification within the planning scheme ensures different parts of a neighbourhood are playing their distinct role. As an example Macaulay is an Existing Renewal Precinct within the Established Areas of North Melbourne and Kensington. The classification of the place types within the City Spatial Plan will ensure we are appropriately guiding growth and change within our municipality.

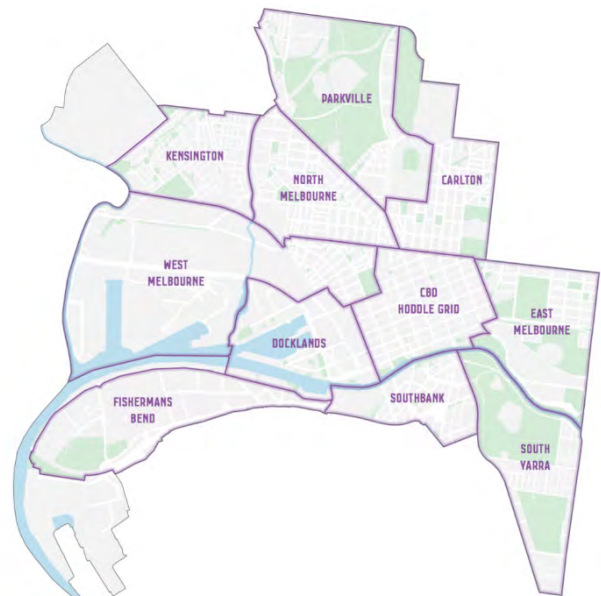


Figure 3. City of Melbourne Neighbourhood model



Figure 4. United Nations Sustainable Development Goals

# WHERE HAVE WE COME FROM?

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin and pays respect to their Elders past, present and emerging.

We acknowledge and honour the unbroken spiritual, cultural and political connection the Wurundjeri, Bunurong, Dja Dja Wurrung, Taungurung and Wadawurrung peoples of the Eastern Kulin have to this unique place for more than 2000 generations.

We are committed to our reconciliation journey, because at its heart, reconciliation is about strengthening relationships between Aboriginal and non-Aboriginal peoples, for the benefit of all Victorians.

We will undertake engagement with the Traditional Owners, the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples, prior to exhibition of this document and the Municipal Planning Strategy.

# WHERE ARE WE TODAY?

## Melbourne in context

The City of Melbourne is an economic engine for the metropolitan region, Victoria and the nation. It is home to a diverse range of industry sectors with a high concentration of knowledge-intensive jobs. Accessibility to the central city and the qualities of the urban environment are attractors for business and the talent that drives a successful economy.

Melbourne today 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. Its ongoing transformation continues to present many great challenges and opportunities.

Greater Melbourne is a vast city of more than five million people stretching more than 50 kilometres from east to west. The focus of the City Spatial Plan is on the City of Melbourne, though it must be considered within the context of the wider metropolitan area.

Today, a key challenge for the City of Melbourne is ensuring a swift and inclusive recovery and reactivation of the City following years of COVID-19 restrictions on business activity and movement of people, while also responding to the growing threat of climate change and preparing the City for future shock events, both expected and unexpected.

## Layout of the City

**Over the past 200 years, Melbourne has transformed to the fast growing, global city we see today.**

### Our waterways

The rivers, creeks and waterways of the municipality are the centre of public life, providing distinct places for recreation, movement, biodiversity and cultural heritage.

The Birrarung (Yarra River) is synonymous with Melbourne. As the most recognisable natural feature of the city, the use of the Birrarung has reflected Melbourne's history and is an iconic cultural, environmental, recreational and social asset it is today. The Birrarung is the main structuring feature of Greater Melbourne, as it separates the city's northern and southern suburbs.

The salt water Maribyrnong River runs along the western boundary of the municipality. Generally, it has a port and industrial character, but in recent years it has been improved as a recreational and ecological asset. The Moonee Ponds Creek runs north-south through several urban renewal precincts. The creek has substantial ecological and recreational value but is compromised by existing and proposed freeway infrastructure. Other waterways, such as the stream that once ran along what is now Elizabeth Street, have been removed altogether.

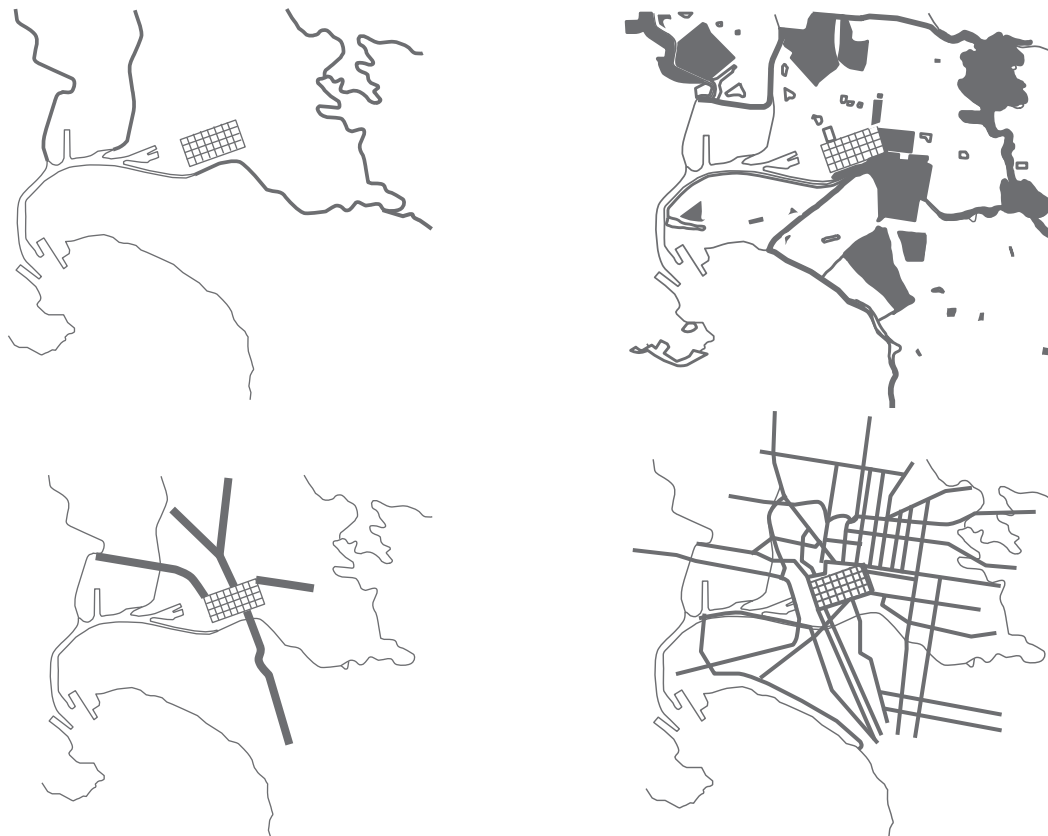


Figure 5. The key urban structuring elements of the City of Melbourne (clockwise from top left), the Hoddle Grid and waterways, the ring of parks and gardens, the network of streets, and the boulevards leading into the Central City.



Image 1. Melbourne today, facing east along Birrarung. Queensbridge Square is visible to the right of image with the Sandridge Rail Bridge now converted into a pedestrian and cycling bridge. Flinders Street Station and Federation Square are visible in the background.



Image 2. From left to right: the World Heritage listed Royal Exhibition Building and Carlton Gardens, informal meetings taking place in the city's laneways and an aerial view of Docklands looking south towards Yarra's Edge.

These waterways are all now in varying conditions and stages of regeneration. They will play an increasingly important role as cultural, environmental, recreational and social assets to Melbourne into the future.

Our waterways are also vulnerable to the impacts of climate change. They are at risk from flooding, which is likely to become worse as we experience more frequent and intense heavy downpours as a result of climate change and impacts of urbanisation upstream. Waterways are also vulnerable to the impacts of drought when low flows impact on riparian vegetation, biodiversity and water quality.

**Our Parks and Gardens**

Around the northern and eastern edge of the municipality is a ring of large parks, gardens and civic buildings. These green spaces are extraordinary assets that provide plentiful opportunities for people to be immersed in nature. They also provide important ecological services, habitat for wildlife and contribute to the cooling and air quality of the city.

The concentration of these spaces to the inner and eastern part of the municipality means they are less accessible to many people, particularly to the west where there is a lack of the green space that characterises the city as a whole.

As Melbourne’s population continues to grow Melbourne’s green spaces will face increased use from our residents, workers and visitors.

**Our streets and laneways**

Melbourne’s consistent city grid comprises wide streets with a broad tree canopy, generous footpaths and high quality materials and furniture. Through the central city and inner suburbs, streets play different roles, with many accommodating trams, bike lanes, car parking and open space.

Space in the municipality is scarce and under pressure. Footpaths in the central city are increasingly crowded. Riding bikes on our streets feels unsafe for many. Trams require dedicated space to operate efficiently. Pedestrians, cyclists and trams are delayed at traffic signals, which are not programmed to maximise efficiency of movement. There is growing demand on street space to meet a variety of other uses such as greening and trading and an increased focus on the need for more public space as part of our City’s adjustment to a post-pandemic lifestyle. At the same time, we must ensure that our streetscapes respond to challenges of urban heat to keep the community healthy.

A distinct characteristic of the city is our ‘little’ streets and network of narrow laneways and arcades. These smaller streets are one of the most iconic elements of Melbourne’s character, social life and economy. They are home to many cafes, restaurants, bars and small shops and provide a contrast to the wider and more stately streets.



Image 3. Hosier Lane’s street art is a popular tourist attraction.



Image 4. Birrarung today, facing northwest towards the Hoddle Grid - Royal Botanic Gardens (on left) and Sports Precinct (on right).



Image 5. Collins Street - one of Melbourne’s tree lined streets.

The rediscovery of Melbourne’s laneways as great places for people provides a useful reminder of the opportunities that exist to optimise our existing assets. The laneways are often filled with street art and enable a more intimate experience of the city akin to older cities around the world. Their change in use and character over time highlights the importance of establishing a resilient and adaptable network of streets and laneways in our renewal precincts.

**Places**

Melbourne’s attractiveness to businesses, residents and visitors is in large part derived from the design of its buildings, streets and open spaces. This entices people and investment and generates economic prosperity.

Within the central city, the urban structure and laneway network provides the framework for a rich diversity of buildings and public spaces from the Victorian era to today. This fosters a dynamic range of economic activity. The high quality of these public and private spaces is paramount to the city’s distinctiveness, vitality and renowned liveability. Our reputation as a design and cultural capital is indebted to the creativity of the contemporary architecture, urban design and landscape architecture that has complemented and integrated with the city’s historic fabric.

The central city and Southbank have undergone rapid growth in recent years. The resultant influx of new residents, workers and visitors that has coincided with new development has had positive effects on the vitality of the city. However the resulting urban design outcomes

have not met the high quality design expectations of the City of Melbourne. Good design is paramount to central Melbourne’s ongoing success and international competitiveness. As we continue to densify and develop our urban renewal precincts, the city will require increasingly well considered and innovative design solutions to maintain our high-quality public realm.

Surrounding the central city is a number of different neighbourhoods, each with its own character, from the industrial streetscapes of West Melbourne to the Art Deco apartment buildings of East Melbourne. Most neighbourhoods are focused on a distinctive local high street, a very ‘Melbourne’ phenomenon, where day-to-day shops, restaurants and cafes nestle alongside libraries, post offices and community services. Errol Street in North Melbourne is defined by its wide Victorian era awnings and Town Hall, Lygon Street in Carlton by its Italian restaurants and Domain Road in South Yarra by its park character.

Urban renewal precincts are the next evolution of the story of Melbourne and they must be designed and delivered to ensure the challenges of the future, such as climate change adaptation and affordability, are met, while retaining the character of Melbourne’s unique place DNA.



Image 6. Melbourne’s places (clockwise from top left): Docklands, Flemington Racecourse, MTC Theatre Southbank, Centre Place Hoddle Grid, Port of Melbourne, Rathdowne Street Carlton North



Image 7. Melbourne’s places (clockwise from top left): Royal Park Parkville, Lygon Street Carlton, West Melbourne, Errol Street North Melbourne, Melbourne Cricket Ground, Fishermans Bend, South Wharf

## People and Economy

### People

Melbourne has an extraordinary history. As cities around the world face increasingly complex and globalised challenges, communities are turning to the knowledge of First Peoples to learn from their unique understanding of place. A genuine engagement with Traditional Owner culture, knowledge and heritage will be fundamental for Melbourne to grow and flourish into the future.

The people of Melbourne are truly diverse and we seek to be a truly inclusive city. The municipality is home to people of varied age, race, faith, ability, gender and socio-economic backgrounds. This diversity is a defining feature of the activity and vitality of life in Melbourne and shapes the fabric of the city, and is a key driver of our economy.

Melbourne is an increasingly popular place for young and professional people to work and study due to the city's vibrant economy and world-class education institutions. Prior to COVID-19, Melbourne was a destination of choice for temporary and permanent migrants from around Australia and the world and we seek to return to this status.



Image 8. An artist in West Melbourne's River Studios.

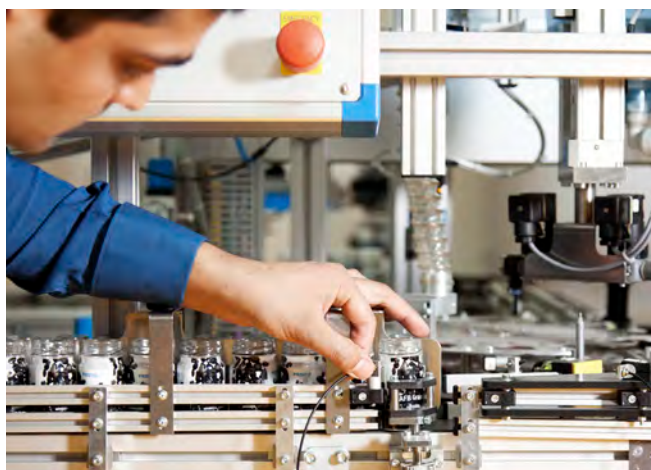


Image 9. Melbourne's growing advanced manufacturing sector.

We must continue to strive to be an equitable, accessible and inclusive city for all people to thrive. Housing affordability and a diversity of quality, accessible public spaces will ensure that the city welcomes and gives shelter to everybody.

### Economy

Melbourne is one of the most important knowledge centres in Australia. The city's diverse economy reflects the activities of the people who live and work here. Concentrated in the central city, jobs in the finance and business services, health care and social services are the industries with the highest representation. New supply of A-Grade office space in Docklands and Southbank is seeing employment increase in those areas.

Precincts surrounding the city centre support a range of specialisations, strategic industries and local services. The growing biomedical research precinct in Parkville is a huge employment hotspot and potential innovator when collaborating with other major institutions in the area. Education is Australia's largest service export and, despite the challenges presented by COVID-19 restrictions on movement of international students, the city's world-class universities and research institutes are a major contributor to the local and national economy.

Melbourne's small-to-medium-sized enterprises are also taking up an increasing share of the city's economy. Melbourne's food and beverage sector comprises mostly small businesses and now employs more than 35,000 people in the municipality.

Small businesses are locating in areas like West Melbourne, Macaulay, Kensington and the Maribyrnong Waterfront where there is good access to clients, customers and suppliers, lower rents and a range of floor plates that support small-scale industrial activity. The transformation of traditional manufacturing to a range of advanced and high tech industrial activities that support the knowledge economy will mean that dedicated employment areas like Fishermans Bend and Dynon remain important places for the growth of future industries.

### Creativity

Melbourne is internationally renowned as a creative city. These days, creativity in its broadest sense is a highly sought after commodity and the cities with creativity at their core are the ones that prosper.

Creative industries were a key spring board for the City's recovery from the pandemic. To harness its full potential, creativity needs to be integrated into the fabric of the city and its vision – not as an add-on but right at the start, when contemplating the urban changes and challenges ahead. We have an extraordinary creative community with a critical role to play in creating a great city for everybody, creating communities and shaping our cultural identity. Diverse, affordable, and collaborative workspaces that include creative industries is central to this. We want to ensure that the Melbourne of the future truly supports businesses, entrepreneurs and creatives across a range of disciplines, to prosper in an ever-changing environment.



# A CHANGING CONTEXT

## Global change, local change

**The world around us is changing. We need to understand these changes and adapt to the influence of global social, environmental and economic megatrends. These megatrends present significant challenges and opportunities for Melbourne and will shape the decisions we make in planning for our long-term economic growth, liveability, social cohesion and environmentally resilient future of the city.**

### A changing climate

A 1.5 degree Celsius rise in global average temperatures would have a severe impact on communities around the world due to loss of agriculture, sea-level rise, and increased frequency of extreme weather events.

Many of the world's natural habitats, plant and animal species are also at risk of extinction as biodiversity globally declines.

Melbourne will need to adapt to more extreme weather, including hotter summers and a greater number of heatwaves, a drier climate resulting in more frequent periods of drought, heavier rainfall and severe storm events that increase the risk of flooding, particularly in renewal precincts.

As the world urbanises the role of cities in addressing biodiversity decline becomes more significant.

### Digital innovation and economy

Advances in digital technology will continue to change the ways we interact with the city. While offering opportunity this also poses challenges around equity of access to high speed internet and other technology.

Online retail and mobile working styles in Australia are forecast to grow rapidly with impacts on labour markets, retail models, city design and transportation systems.

Melbourne has evolved from a daytime only business district to a place where people live, play and connect 24/7. Business has increased and diversified in the city over the last 30 years, developing a vibrant night time economy.

Growing emphasis on online retail and employment, and particularly remote working as a result of COVID-19, means that Melbourne will need to continue to adapt and be flexible to rapid digital disruptions. Access to digital technology for all will also need to be considered.

### Social equity and inclusion

Social relationships will hold increased importance given the potential for social media and digital communication fatigue. The impacts of restrictions on social activity as a result of COVID-19 have also emphasised the importance of face to face interaction and social inclusion.

The demographics of the global population will change as people live longer and have fewer children, influencing housing types, employment markets, revenue bases and care services.

The demographics of the city's population are increasingly diverse, with a growing cohort of young international students living and studying in the central city. This population has changed the character of the city and made it a more vibrant and active place.

Melbourne will need to adapt to increased pressures on the central city as a result of the continued expansion of Greater Melbourne. This presents challenges in improving access and opportunities in the city for everyone.



Image 10. Royal Botanic Gardens

## Future growth

Melbourne’s rapid population growth is expected to continue. Forecasts suggest the residential population of 183,756 in 2020 will grow to over 328,500 in 2040, a growth of 79 per cent.

Prior to COVID-19 approximately 972,000 people, including residents, workers and visitors were present in the municipality on an average weekday in 2019. In mid-2020, pedestrian numbers were 95 per cent lower than the benchmark. By 2040 we aim for our daily population to have increased to around 1.4 million people.

Melbourne’s sustained growth can be seen as an ongoing endorsement of our popularity and liveability. It creates outstanding opportunities for our revitalisation and our city. However, the rapid expansion poses challenges for ensuring that our high level of amenity, infrastructure and service provision keeps pace with demand.

Pre-pandemic, Melbourne’s infrastructure and services were showing signs of strain and now are faced with new challenges of adaptability and resilience. Trams and footpaths are crowded, schools and child care centres are full, and our open spaces and sport facilities are in increased demand.

The performance of these assets will be key to our recovery and revitalisation. As the municipality continues to grow, more and more people will be using Melbourne’s parks and open spaces, catching trams and trains, using our services and walking along city streets.



Figure 6. Melbourne’s pre-European landscape types and present day suburbs, with the original course of the Birrarung

- Grasslands (pre-European)
- Woodlands (pre-European)
- Dunes (pre-European)
- Wetlands and Swamps (pre-European)

## A changing landscape

In order to manage the expected growth and change of Melbourne, the city will need to continue to transform, evolve and adapt.

Melbourne was historically characterised by its rivers that separated two distinct landscape types; low-lying sand dunes, wetlands and swamps; and higher grasslands and woodlands.

The arrival of Europeans in Melbourne dramatically altered the landscape and accelerated the rate of change, but these diverse natural environments influenced the history of the city and will continue to shape its future. Our established suburbs were built on the higher drier ground to the north and east, and industrial areas on the wetter lower ground. This development pattern is also reflected in the location of most major parks and heritage overlays in more established areas.

The growth of the municipality is now moving west, onto the lower, wetter plains. The urban renewal precincts of the city which are transforming from industrial areas to mixed use areas offer unparalleled opportunities to reimagine our future landscapes and built form. However, to ensure that these places become high quality, sustainable neighbourhoods we must ensure these places are built to adapt, respond and celebrate known ecological characteristics associated with these landscapes.

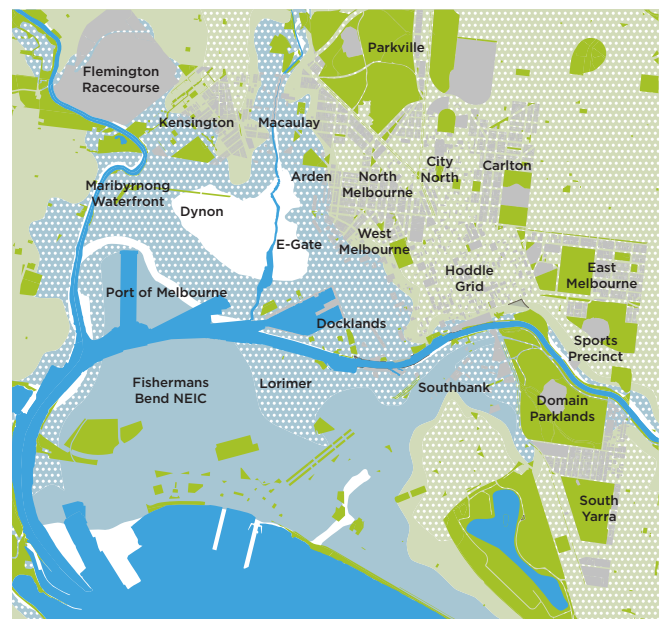


Figure 7. Melbourne’s pre-European landscape types with today’s parks, heritage buildings and the current course of the Birrarung

- Rivers and bay
- Heritage buildings & places
- Parks

# PART TWO: STRATEGIC DIRECTIONS

Strategic directions will guide growth and change across the municipality and provide a framework for area-based policy to achieve our vision.



## **Built Form and Public Realm**

Support equitable, high quality, resilient and adaptable development in all places



## **Environment**

Reduce greenhouse gas emissions and adapt to the impacts of climate change



## **Water**

Embrace Melbourne's waterways, optimise water quality and fit-for-purpose water use and reduce exposure to flood risk



## **Movement**

Create places and redesign streets to encourage people to get around on foot, bicycle and public transport



## **Economy and Innovation**

Enable a diverse network of productive, connected and vibrant places that create jobs and enterprises that focus on the needs of the future



## **Culture and Heritage**

Embrace creativity, ensure First People's culture and heritage enrich our growth, and celebrate Melbourne's unique heritage and character



## **Infrastructure**

Maintain our liveability, prosperity and sustainability by identifying, advocating and investing in all types of infrastructure



## **Land Use**

Maximise the use of land for social, environmental and economic benefit



## **Community Wellbeing**

Promote community health, wellbeing and inclusion through considered approaches to design and infrastructure provision







# BUILT FORM AND PUBLIC REALM

## Support equitable, high quality, resilient and adaptable development in all areas

Melbourne's mix of established neighbourhoods, the central city and large urban renewal precincts creates a huge opportunity to realise a dynamic, diverse and sustainable city.

Melbourne is the fastest growing city in Australia and one of the fastest of all the Organisation for Economic Co-operation and Development (OECD) countries. As the municipality changes shape, so must the way we approach and manage change.

The typology of the municipality has changed significantly over the past few decades with high rise development accommodating a broad range of different uses and inner suburbs evolving as mid-rise, mixed use neighbourhoods.

Melbourne has a strong design identity and reputation for quality design. Our commitment to achieving high-quality design outcomes improves the function, safety and amenity of the City and attracts people to live, work, invest, study and play.

The extent of future change will vary throughout each place within the municipality. The challenge will be in accommodating change, while retaining and enhancing the individuality and diversity of neighbourhoods. The ways in which we approach and manage change will shape Melbourne and determine the legacy we leave for future generations.

### Challenges facing the municipality include:

- Poorly designed buildings which individually and collectively detrimentally impact on the public realm and erode the character and distinctiveness of our places
- Buildings that do not respond to the impacts of climate change and are not able to adapt to different uses over time
- A lack of diversity of housing types and housing which is not affordable
- Overshadowing of public space by development
- Ensuring our city is safe at day and night

### Opportunities for the future municipality:

**Ensure high quality buildings that enhance the public realm and reinforce the distinct built form character of each place**

Melbourne's buildings, streets and public spaces contribute to a strong design identity. In managing urban change we will enable buildings that are designed to the highest quality to complement the public realm and support safe and prosperous city life. All new buildings will help make Melbourne a great city for people to live, work and play.

Where raised floor levels are required for flooding mitigation, buildings will be designed to provide a high quality interface with the public realm.

### Invite design excellence outcomes on significant sites and areas

We seek high quality design in all development. Design excellence refers to sites that demonstrate they deliver design excellence by participating in an endorsed City of Melbourne Design Excellence process. In managing change in our municipality we will support design excellence on significant sites and areas, including; large or consolidated sites, urban renewal precincts, heritage or cultural locations, civic infrastructure, State project collaborations, and other notable sites in the municipality.

### Ensure all buildings are built to the highest environmental standards

New buildings will be delivered to the highest environmental standards with a focus on green infrastructure which will enrich the urban biodiversity, treat stormwater and assist in cooling the city. Older buildings will be retrofitted to ensure that they contribute to the city's goal of achieving net zero emissions.

### Protect winter sun access to public spaces

Access to winter sun is important for our health and wellbeing, and biodiversity outcomes across the municipality. Built form controls will manage the scale and form of buildings to ensure that winter sun reaches our public spaces.

## CoM Strategies

**Affordable Housing Strategy 2030**

**Climate and Biodiversity Emergency Response 2020**

**Climate Change Mitigation Strategy to 2050**

**Central Melbourne Design Guide and Heritage Design Guide**

**Community Infrastructure Development Framework 2014**

**Heritage Strategy 2013**

**Place based Structure Plans and Master Plans**

The New Academic Street, RMIT, designed by multiple architects and landscape architects is the recipient of a number of design awards and is an example of design excellence, validated through an independent, peer reviewed process.

RMIT NAS: Garden Building  
Photo: NMBW Architects





## Reduce greenhouse gas emissions and adapt to the impacts of climate change

**The City of Melbourne declared a climate and biodiversity emergency in 2019. We will prioritise our environment and take urgent action to reduce emissions and waste and plan for climate hazards in order to protect our community, strengthen our economy and create a city that mitigates and adapts to climate change.**

Melbourne has a number of environmental advantages over other cities including an extensive network of large public parks and well managed waterways and catchments.

Many of these advantages are legacies of the nineteenth century and do not provide equal access to the benefits of nature in the city. Melbourne's parks and gardens will face increasing pressure from a growing population. They need to provide recreation options for residents, tourists and workers alongside ecological services, including biodiversity, flood management and cooling the city.

Taking strong action on climate change by significantly reducing greenhouse gas emissions is critical. A 1.5°C rise in global average temperatures is predicted to have a severe impact on communities around the world due to loss of agriculture, sea-level rise and increased frequency of extreme weather events. The effects of this are being felt locally. Victoria has had longer fire seasons since the mid-1990s and fire days are projected to increase by 42 per cent per year in Melbourne by 2050. The risk of fires is being compounded by worsening droughts with rainfall 40 per cent below average in 2019. The smoke from the tragic bushfires in 2019-2020 resulted in the worst air quality in the world in January 2020, causing severe health impacts.

Further increases in global temperatures would impact the health of Melburnians by exacerbating the urban heat island effect, increasing hospitalisations from asthma and other illnesses and contributing to thermal stress for vulnerable communities. The cost of property damage and insurance would rise due to increasingly severe storms and floods.

The design, construction and management of buildings, infrastructure and spaces need to be more adaptive and resilient to the impacts of climate change.

### Challenges facing the future of our environment include:

- Increased urbanisation leading to a loss of biodiversity and impact on natural water flows
- Impacts of increased temperatures and heatwaves, including the urban heat island effect
- Lack of open space in renewal precincts and in the west of the municipality to support population growth
- Reaching zero net emissions by 2040 and 100 per cent renewable energy by 2030
- Dealing with the city's waste

### Opportunities for the future city:

#### Expand and enhance open spaces

We will continue to expand and enhance the quantity, size, quality and diversity of public open space within easy walking distance for everyone. New open spaces must be integrated with the broader open space network.

Large new open spaces, including new municipal open spaces, will be delivered in renewal precincts to provide essential ecological and hydrological services, manage flooding risks and cater for the recreation needs of a growing population.

#### Strengthen biodiversity corridors and significant habitat areas

Melbourne will have 40% canopy cover by 2040. An expanded network of biodiversity corridors along streets, waterways and through the private realm will allow native fauna to move between habitat areas. The continued expansion of the urban forest, understory, and green infrastructure with a diversity of species will act to reduce the urban heat island effect, increase biodiversity functions, enhance resilience and allow people to benefit from a deeper connection with nature.

#### Reach zero net emissions

Renewal precincts offer the opportunity to embed resilience and adaptation in the design of all new buildings and public places. Integrating precinct based renewable energy, water, and circular waste systems will promote more efficient resource use, minimise waste and help to reach zero net greenhouse gas emissions.

Well designed, energy efficient and adaptable buildings with green walls and green roofs will help to create an environmentally and socially sustainable built and urban environment that will both reduce emissions and be more resilient to the impacts of climate change. Opportunities and spaces for local energy infrastructure, including installation of neighbourhood batteries should be considered across all places within the municipality.

In securing a thriving economic future, we will support industries that enable Melbourne to become a zero carbon and resilient economy.

#### Develop a circular economy

The principles of a circular economy are to design out waste, keep products and materials in use at their highest value, and preserve and regenerate natural capital.

The waste and resource recovery system is facing serious challenges. These threats present an opportunity to accelerate the move towards a circular economy where we maximise reuse, recycling and recovery, and minimise waste to landfill.

The City of Melbourne will work towards creating a food system that is secure, healthy, sustainable, thriving and socially inclusive. Organic waste should be collected and composted to become a resource for the city.

## Melbourne Renewable Energy Project: A new generation of energy

**The City of Melbourne has an ambitious agenda to create a carbon neutral city powered by renewable energy.**

In 2017, we announced one of Australia's first renewable energy corporate power purchase agreements (PPAs). Led by the City of Melbourne, the Melbourne Renewable Energy Project (MREP) marked the first time in Australia that a group of local governments, cultural institutions, universities and corporations collectively purchased renewable energy from a newly built facility.

MREP1 purchased 88 GWh each year from 39 newly constructed wind turbines under a long term contract. MREP2 built upon the success of this project, focusing on large energy users and scaling the model up to purchase 110 GWh of renewal electricity each year over 10 years.

Together MREP1 and MREP2 have reduced the equivalent of five per cent of the city's emissions. These projects, and future pilots like Power Melbourne, play a key function in educating and empowering our community to reach 100 per cent renewable energy and achieve our net zero emissions target.



## Towards a zero waste city

The City of Melbourne envisions a future where our city produces less waste and maximises the life of materials through reuse, recycling and recovery.

Our efforts can create a stronger circular economy that will reduce environmental impacts, improve the beauty and liveability of the city, and make the waste and resource recovery system more resilient.



## CoM Strategies

- Climate and Biodiversity Emergency Response 2020
- Climate Change Adaptation Strategy (Refresh) 2017
- Climate Change Mitigation Strategy to 2050
- Green our City Strategic Action Plan 2017 - 2021
- Nature in the City 2017
- Open Space Strategy 2012
- Place based Structure Plans and Master Plans
- Urban Forest Strategy 2012-2032 and Urban Forest Precinct Plans
- Waste and Resource Recovery Strategy 2030





## Embrace Melbourne's waterways, optimise water quality and fit-for-purpose water use and reduce exposure to flood risk

**The rivers, creeks and waterways of Melbourne are the centre of public life in the municipality, providing distinct places for recreation, movement, biodiversity and cultural heritage. These waterways and our parks rely on a healthy water cycle.**

Recognising the city as a catchment celebrates water within the landscape and enhances the resilience and adaptation of the city to the effects of climate change. Integrated water management provides solutions that prioritises and optimises water use that is fit-for-purpose whilst minimising exposure to flood risk.

Managing flooding and sea level rise, particularly in areas that were once wetlands and swamps such as Arden, Macaulay and Fishermans Bend, will create opportunities to integrate water sensitive elements in the design of streets and open spaces and to rediscover our rivers and creeks.

A greater focus on waterways in the municipality will enable opportunities to improve access and movement, biodiversity corridors, and reveal the cultural stories of these important places.

### Challenges facing the future of our waterways include:

- Managing the impacts of urban inundation from storm surge, sea level rise and flash flooding, particularly in renewal precincts
- Managing water resources to mitigate urban heat island, building resilience to flood and droughts while optimising water quality for fit-for-purpose water use
- Managing the social and environmental pressures on Melbourne's water resources

### Opportunities for the future city:

#### Manage the impacts of inundation by creating a water sensitive city

Renewal precincts will embrace water and manage the impacts of inundation by celebrating water in the landscape, particularly in Fishermans Bend: Lorimer and Fishermans Bend NEIC, Dynon, E-Gate, Arden and Macaulay.

A nature-based climate adaptation and integrated water management strategy will increase resilience to flooding and sea level rise, improve water quality and biodiversity and provide a distinctive asset and point of difference for the municipality.

### Embrace our waterways

Melbourne's waterways will be celebrated as thriving social places that provide essential cultural, ecological and hydrological services to the city.

Integrated water management practices at the Birrarung and harbour, Maribyrnong River and Moonee Ponds Creek catchments will enhance flood management, improve water quality and increase biodiversity.

Melbourne's waterways will provide opportunities for people to engage with the water and connect with the cultural history of place. Waterways will also provide continuous, high amenity pedestrian and cycle connections in the wider network.

### Build resilience to climate change through a whole of water cycle approach

Our resilience to climate change risks, including drought, heatwaves, flooding and sea level rise, relies heavily on integrated water management solutions.

City of Melbourne considers the risks associated with climate change in planning and management decision making processes by identifying at risk inundation areas using the best available data and climate change science.

Increasing community awareness of whole of water cycle management and efficient use of our water resources, including intercepting stormwater before it goes down the drain and using it to keep our city green and cool and improve the health of our water system, will ensure we evolve as a climate change adaptable municipality.

## CoM Strategies

**Climate and Biodiversity Emergency Response 2020**

**Climate Change Adaptation Strategy (Refresh) 2017**

**Greenline Implementation Plan**

**Maribyrnong Waterfront: A Way Forward**

**Moonee Ponds Creek Strategic Opportunities Plan**

**Municipal Integrated Water Management Plan 2017**

**Place based Structure Plans and Master Plans**

**Yarra River - Birrarung, Strategy 2019**

**Good Design for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay 2021**

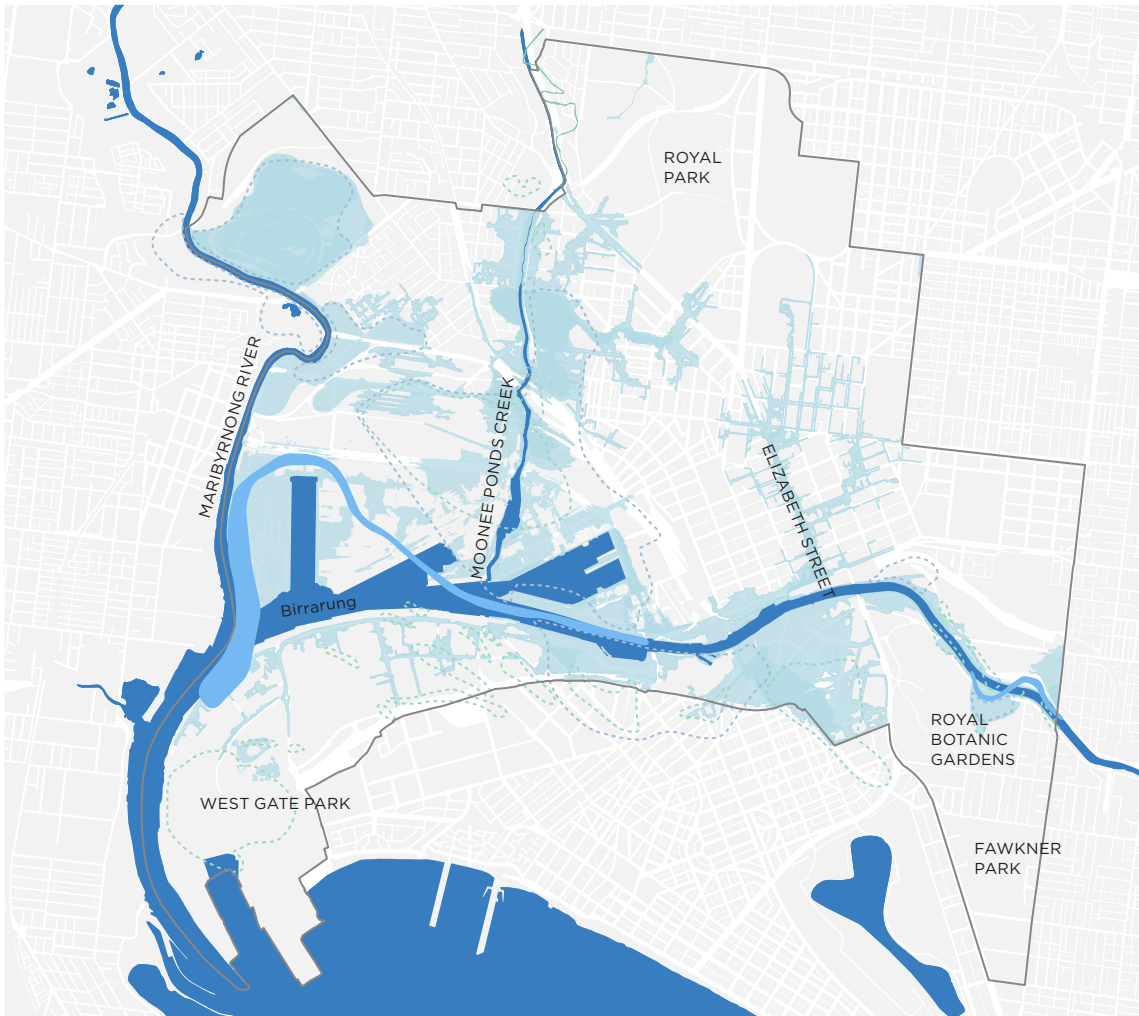


Figure 8. Existing and historic waterways and areas subject to flooding

- Existing waterways
- Areas subject to flooding
- Historic seasonal lake (1864)
- Historic wetlands (1864)
- Historic course of the Birrarung (1864)

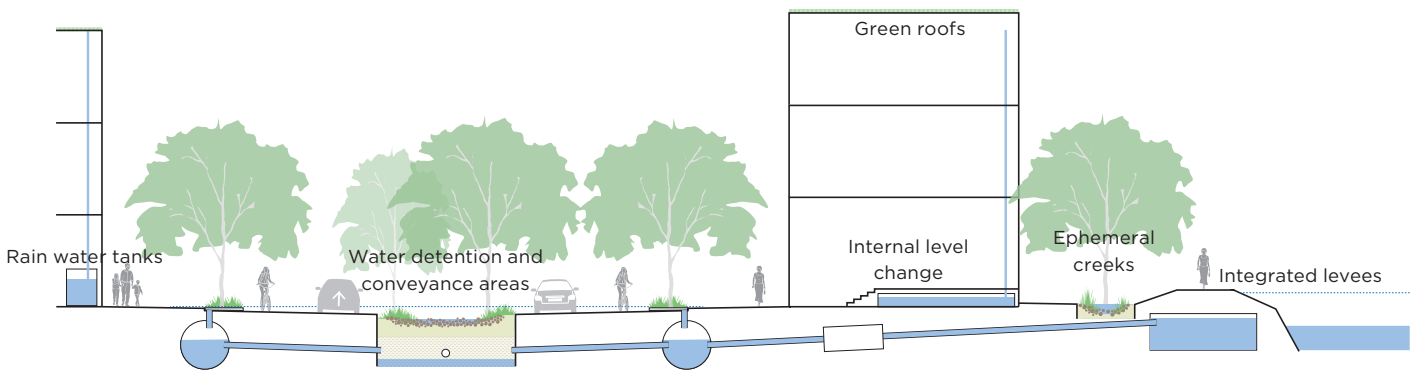


Figure 9. Section: Nature-based climate adaptation and integrated water management strategy in street



## Create places and redesign streets to encourage people to get around on foot, bicycle and public transport

**Melbourne's ongoing prosperity depends on the quick and efficient movement and exchange of people, knowledge and goods.**

These exchanges are enabled by a network of transport services that give people options to choose how they move around. As Melbourne grows more people will need to move around using the same amount of transport space as today. The design of these movement networks must prioritise the most space and energy efficient modes; walking, cycling and public transport.

Prioritising active and sustainable transport reduces pollution, improves physical health outcomes, and makes more efficient use of space and public funds. These are the modes that enable Melbourne to flourish as a great place and are fundamental to achieving the future vision for the municipality. Transport decisions need to work towards enabling all Melburnians to transition to a less car dependent life.

### Challenges facing the city include:

- Our streets are not optimised for the way we travel today with the majority of space dedicated to vehicle movement and parking, rather than people
- Transport network space and time inefficiencies are undermining the city's productivity and liveability
- New technology will affect cities and the way people travel

### Opportunities for the future city:

#### Design great streets for people walking and cycling

All streets and spaces will be designed as great places for walking and cycling. Safety is prerequisite. A comprehensive, safe, comfortable, accessible and convenient walking and cycling network is essential to Melbourne's growth and amenity. It will encourage incidental physical activity, contributing to our improved health and wellbeing. This network will be supported by high amenity end-of-trip facilities.

More street space and time at intersections must be allocated to people walking, and a continuous, physically protected cycle network will be essential in connecting urban renewal precincts and neighbouring municipalities. Improvements to pedestrian amenity and capacity are particularly important in the most crowded areas, such as around train stations.

#### Review off-street parking policies

Efficient car parking management which supports the delivery of a high-quality public realm and sustainable transport is required.

#### Enhance and expand essential public transport services

An enhanced and expanded integrated public transport service will support the growth, liveability and economic development of all areas. Public transport services must align with the density of development to optimise access around the municipality while enhancing the amenity of local places. For example the provision of mass transit, including Melbourne Metro 2 and tram extensions is essential for achieving the vision for Fishermans Bend as a vibrant, liveable, prosperous and connected place. Public transport should be guided by a comprehensive, integrated transport plan for Victoria.

#### Supercharge Melbourne's tram network

Get the most out of Melbourne's existing tram network by supporting trams with signal priority at intersections and separating them from traffic. Melbourne's tram network is one of the largest in the world, but is also one of the slowest. It can be optimised with relatively limited resources. Dedicated lanes and traffic signal priority are also required for the bus network.

#### Support highly efficient and innovative solutions to freight, delivery and waste systems

Low-impact delivery models, such as cargo bikes and small vans, will allow deliveries to be made faster, at a lower cost and with greater efficiency.

The Port of Melbourne will play an important and ongoing role in our economy which we must recognise while ensuring the mitigation of future amenity impacts of freight and port related infrastructure on adjoining renewal precincts and the central city.

Decisions on infrastructure and projects that facilitate the long-term function of the Port of Melbourne will be informed by strategic consideration of the Port's position and role within the central city context.

#### Ensure new technologies deliver a net community benefit

New technology will deliver a range of transport benefits for Melbourne including improved access to transport choices, new transport modes, lower emissions, more efficient use of existing assets and new forms of movement by air. Appropriate regulation will ensure that new technologies are well integrated into the municipality and not undermining amenity, efficiency and liveability.

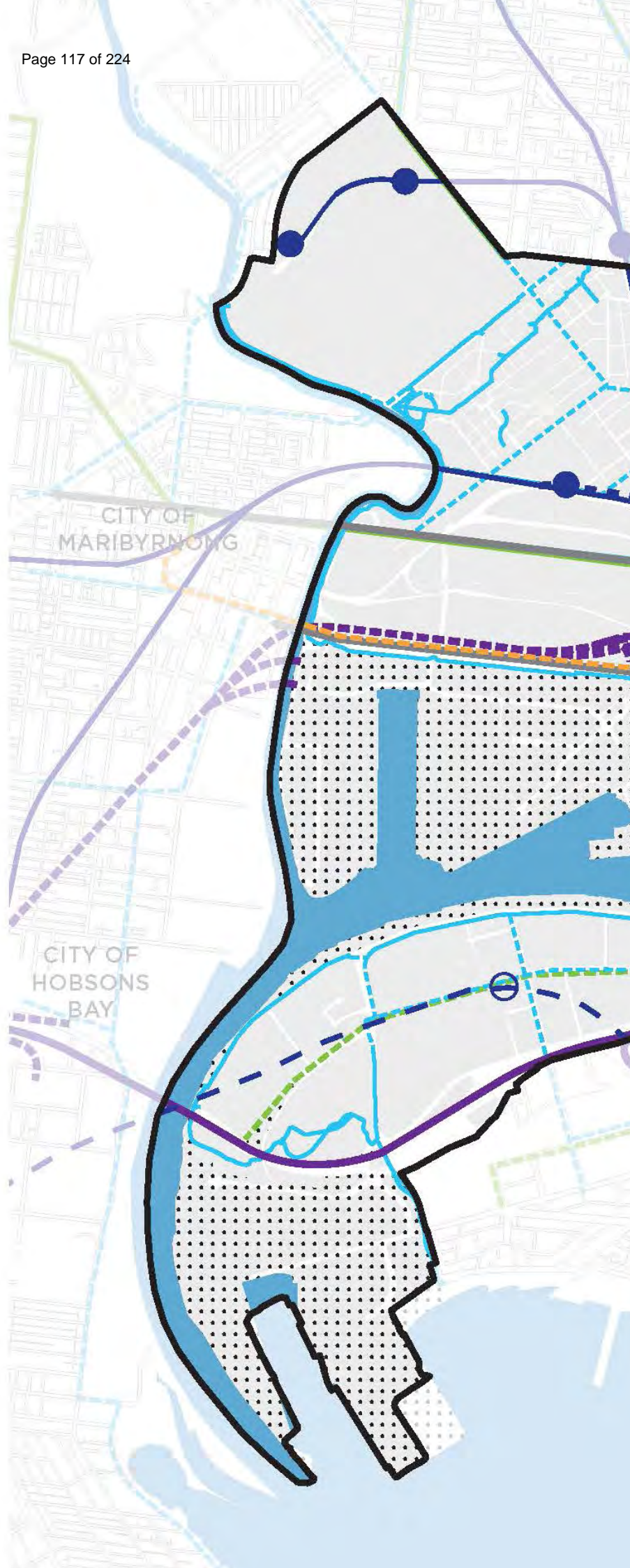


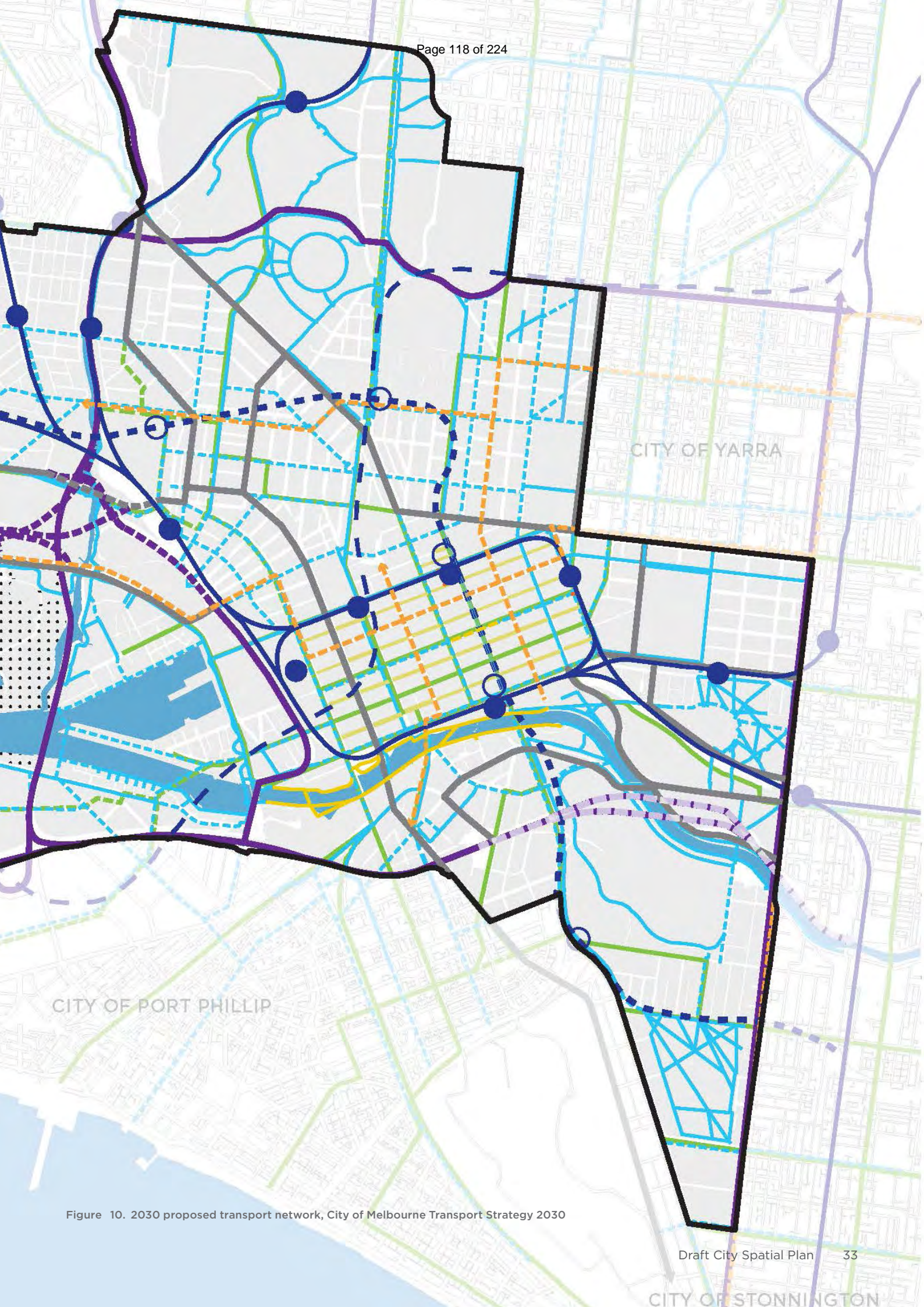
## CoM Strategies

- Climate and Biodiversity Emergency Response 2020
- Place based Structure Plans and Master Plans
- Skate Melbourne Plan 2017-2027
- Transport Strategy 2030
- Waste and Resource Recovery Strategy 2030

# 2030 Proposed Transport Network

- City of Melbourne
- ⊙ Port of Melbourne
- BIKES**
  - Slow zone - existing
  - Slow zone - future
  - Protected lanes - existing
  - Protected lanes - future
- BUSES**
  - Priority routes - future
- TRAINS**
  - Rail - existing
  - ⊙ Melbourne Metro 1 - under construction
  - ⊙ Melbourne Metro 2 - future
- TRAMS**
  - Existing
  - Future extensions
- ROADS**
  - Shared
  - Traffic bypass and tunnel
  - Westgate Tunnel Project





CITY OF PORT PHILLIP

CITY OF YARRA

CITY OF STONNINGTON

Figure 10. 2030 proposed transport network, City of Melbourne Transport Strategy 2030



# ECONOMY AND INNOVATION

## Enable a diverse network of productive, connected and vibrant places that create jobs and enterprises that focus on the needs of the future

With a \$104 billion economy, the City of Melbourne is an economic engine for the metropolitan region, Victoria and the nation. It is home to a diverse range of industry sectors with a high concentration of knowledge-intensive jobs. Melbourne is perfectly positioned to continue to grow as a global hub of innovation, knowledge and creativity.

We are a diverse place with many different types of global and local economic clusters and activity. Melbourne's reputation for liveability has been a magnet for international talent, which has supported our world-leading strengths in life sciences, international education and knowledge intensive services. The growth and diversity in our community and business landscape will create new opportunities for the ongoing innovation in our knowledge, creative, and visitor economies.

Growing a diversity of established and new economic and innovation hubs to complement the central city will be key to a resilient future economy. Growth in these areas will be enabled by creating high amenity places that are connected by excellent transport choices and offering affordable workspaces and homes, providing access to a wide range of people, including suppliers, customers, and collaborators.

### Challenges facing the municipality include:

- Ongoing economic recovery from the COVID-19 pandemic
- Attracting international students back to Melbourne and worker and visitor populations back to the central city
- Delivering transport connections to Fishermans Bend and between clusters
- Ensuring that infrastructure is delivered early in Renewal Precincts
- Maintaining affordable and suitable workspaces
- Equitable access to knowledge and economic opportunity
- Rapid growth and uncoordinated deployment of emerging technologies, including 5G.

### Opportunities for the future city:

#### Maintain the primacy of the central city as the business and experience centre of Melbourne

The central city will remain the cultural and economic centre of the municipality, Greater Melbourne and Victoria. Supporting its density, connectivity, diversity and vibrancy will ensure its ongoing position as the most desired place to do business. Investment and support in our creative industries and the visitor economy will demonstrate its value as a place for ideas and experiences.

#### Deliver diverse global innovation precincts and local employment hubs

Diverse innovation districts and local employment hubs are key to economic growth and local job creation. Supporting the growth of a range of precincts and industry specialisations that complement the central city will be key to our long term economic success. This includes supporting local activity centres that foster cohesion and provide local services and employment, curating innovation precincts that help grow industries of the future, and maintaining industrial land to service these industries, our city function and our population.

#### Create vibrant and connected neighbourhoods that enable our economy and international attraction

Active and public transport connections will deliver a connected spine of innovation districts. Early delivery of infrastructure, including Melbourne Metro 2 and trams to Fishermans Bend and Arden is required to support existing renewal precincts to realise their vision. Sustainable transport will support a high quality public realm and create vibrant places that attract and retain talent. Affordable housing and workspaces will be key to ensuring our economic prosperity is shared and inclusive.

#### Protect spaces for start-ups, innovative and creative industries and artists

Designate precincts and use planning mechanisms to create co-working and incubator spaces for creative industry practitioners, including in Fishermans Bend NEIC, City North and the Melbourne Arts Precinct. Properties with particular attributes such as large floor plates, low rents and existing heritage structure will be protected as affordable spaces for small to medium sized start-ups, innovative businesses, creative industries and artists to flourish.

#### Leverage Melbourne's diversity as an asset

Our diverse population is one of our greatest strengths, and economic inclusion is critical to unlocking this and sharing the benefits of our economy. Knowledge institutions such as libraries, museums and universities will be reimaged to ensure learning is open to everyone. Economic participation will be boosted by facilitating affordable housing and workspaces and creating diverse job opportunities.

#### Create a digitally enabled public realm that fosters engagement and collaboration

Precinct based initiatives such as the Melbourne Innovation District will promote the design of public spaces that encourage institutions to open up with the public. This will be supported by partnered trials and roll-outs of emerging technology that enable new ways for businesses and the community to spend time in the public realm to foster innovation and knowledge sharing.

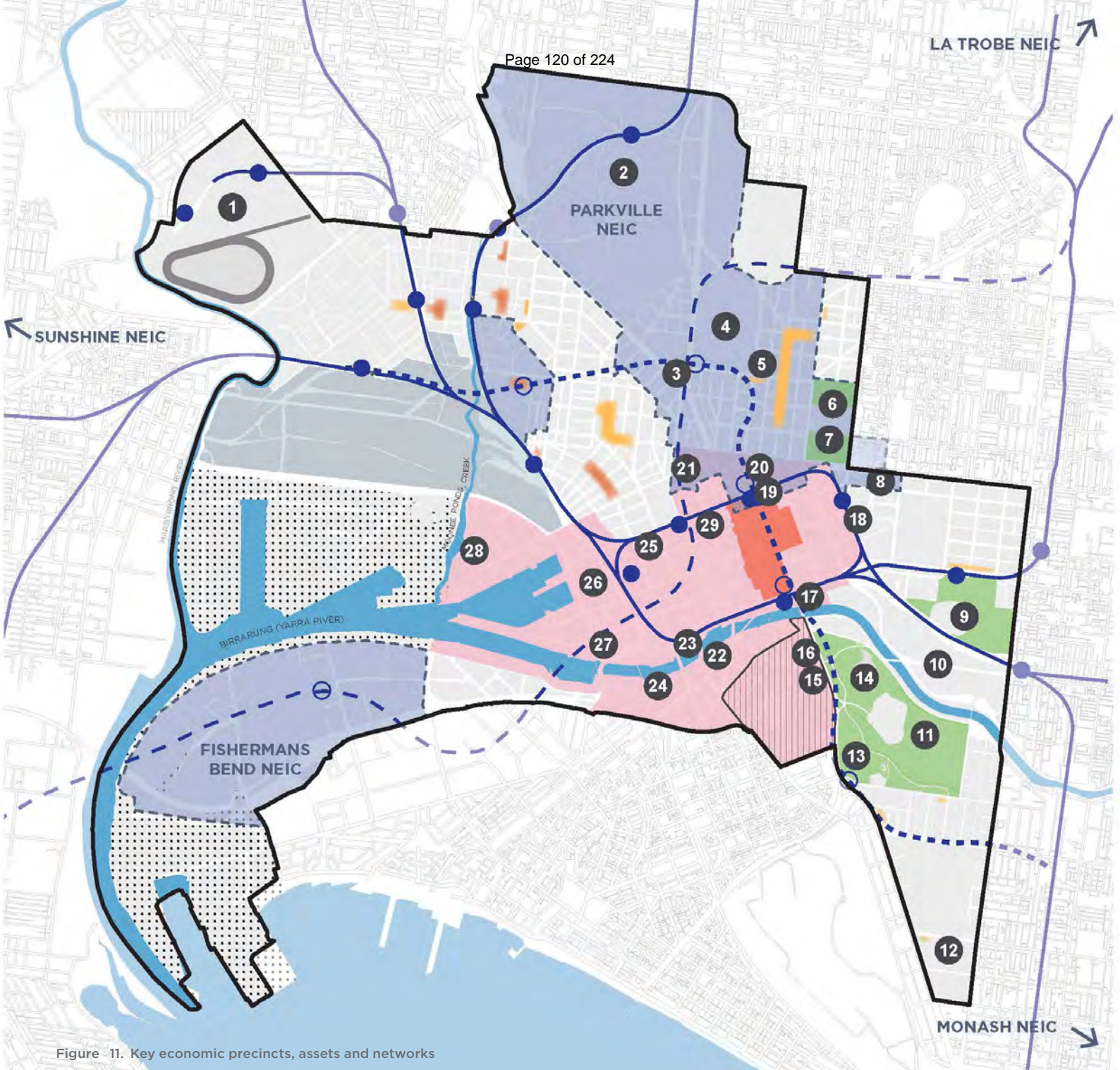


Figure 11. Key economic precincts, assets and networks

- 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 East Melbourne Hospital Precinct
- ⑪ Melbourne Cricket Ground
- ⑫ Melbourne Cricket Ground
- ⑬ Melbourne Cricket Ground
- ⑭ Melbourne Cricket Ground
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**CoM Strategies**  
 Economic Development Strategy 2031  
 Melbourne Innovation Districts City  
 North Opportunities Plan 2020  
 Start Up Action Plan 2017







# CULTURE AND HERITAGE

## Embrace creativity, ensure First People's culture and heritage enrich our growth, and celebrate Melbourne's unique character

**We have a remarkably rich and diverse heritage, which is of importance locally, nationally and internationally. Traditionally the country of the Wurundjeri Woi Wurrung and Bunurong Boon Wurrung peoples of the Eastern Kulin, the land on which the municipality was built has many places of importance to Traditional Owners and the Aboriginal and Torres Strait Islander diaspora, some relating to the ancient past, some are more recent.**

Melbourne was the place where Victoria's colonial settlement officially started, and the first seat of government in Australia. It is renowned as one of the world's great Victorian-era cities. The municipality contains many intact streetscapes, parks and buildings recognised as important heritage places. The city also has some outstanding architecture and collections from the 20th century. In addition to telling us about the past, heritage places are adaptable, facilitating new and creative uses for a changing city.

Along with our world class sporting and cultural events and festivals, we have an extensive creative community with a critical role in creating a great city for everybody. Creativity will be integrated into the very fabric of the municipality and our long-term vision – not as an add-on but right at the start, when contemplating the changes and challenges ahead of us.

### Challenges facing the city include:

- Lack of visibility of Traditional Owner cultural heritage
- Ensuring that the municipality remains inclusive for all
- Retaining a mix of uses in the municipality
- Providing an affordable and appropriate diversity of accommodation and spaces for creative uses
- An erosion of character and heritage
- Supporting emerging artists and midscale arts in the public realm
- Maintaining our status as a leading creative city, including supporting and facilitating appropriate locations for live music
- Provision of local community arts spaces

### Opportunities for the future city:

#### Celebrate Traditional Owner cultural values and heritage places

Through its Reconciliation Action Plan 2021-23, the City of Melbourne is providing practical guidance for how we can achieve our vision to support the voice and ambition of Aboriginal communities through best-practice leadership and role modelling.

We will recognise, protect and promote Traditional Owner culture, values, heritage and places. Applying the Aboriginal Cultural Values process to the heritage assessment of all Renewal Precincts, waterways and identified places of significance will help to embed recognition of Aboriginal heritage in all places.

#### Deliver inclusivity

The City of Melbourne is committed to creating a place which is accessible, affordable, inclusive, safe and engaging. Planning for the future of our municipality puts people, families and community at the forefront.

#### Celebrate our unique character and heritage

Much of what makes our municipality distinctive comes from our rich history as a capital city. The urban fabric of the city reflects significant periods in Melbourne's history and its uniqueness is a strong driver of our sense of place and belonging. Places and precincts of identified cultural, social, environmental and built heritage significance and special character throughout the municipality will be conserved and enhanced. New development will respond to context and strengthen the unique character of place. We will encourage public art in new development and recognise the role of street art in contributing to our character.

#### Place art at the start

We will engage creative practitioners of all kinds to work with subject experts on compelling city opportunities and challenges. When beginning a project we will ask ourselves *If Melbourne were the world's most creative city, what approach would we take to this challenge?*

We will advocate for live/work spaces and support provision of affordable housing and workspaces for creatives across the municipality, with a focus on delivering creative spaces infrastructure in renewal precincts.

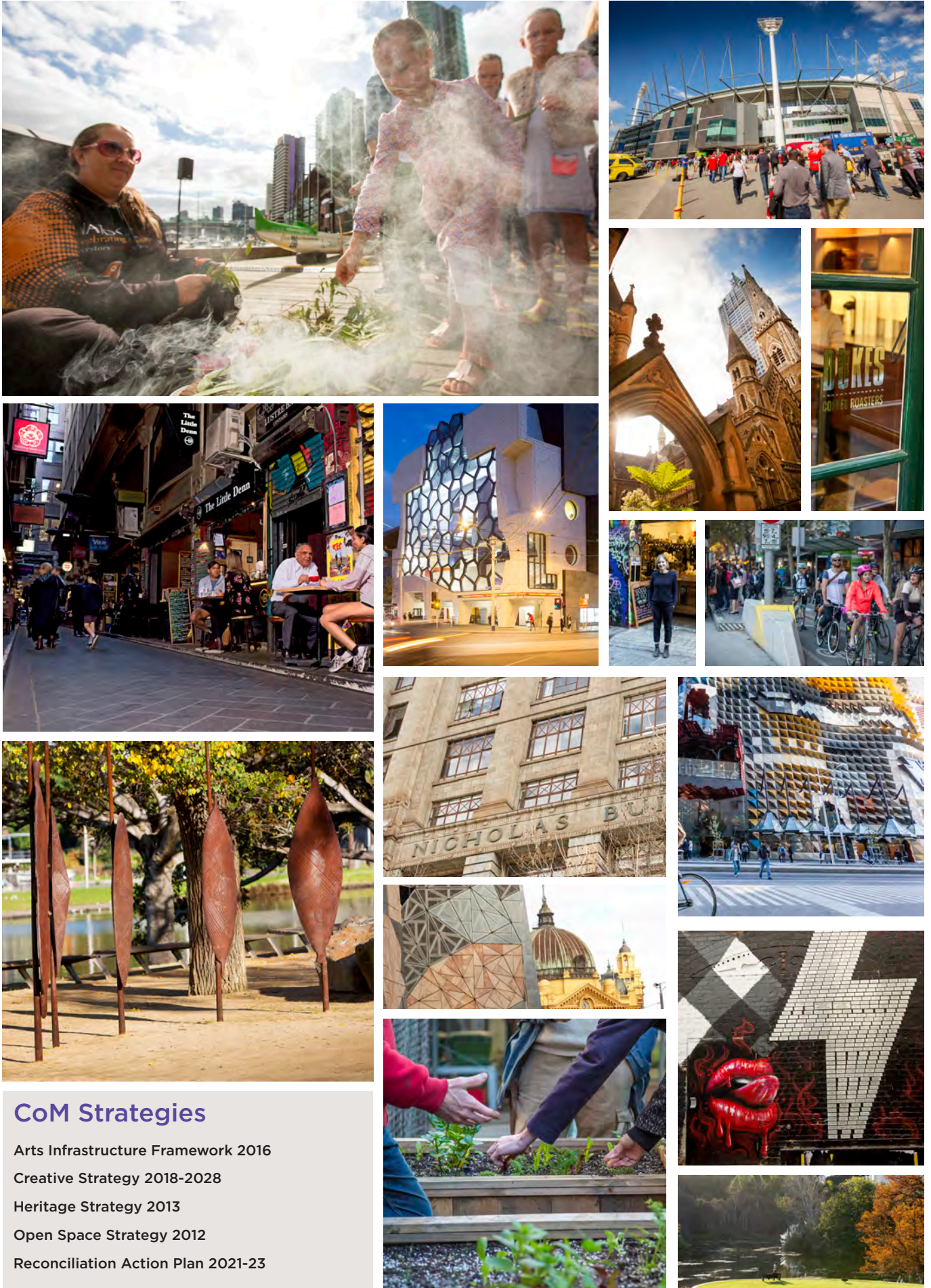
#### Expand and enhance the Melbourne Arts Precinct

We will continue to work with the Victorian Government to expand and enhance Melbourne's world class Arts Precinct in Southbank as a destination for institutions, artists and the public to come together in an environment that fosters tolerance, collaboration and discovery. Connection and integration of the Melbourne Arts Precinct with the local Southbank community and local creatives will also be strengthened.

#### Expand and enhance the capacity of Melbourne's venues and public spaces to host events of all scales

Melbourne will continue to host world class sporting, cultural and arts events, conferences, conventions, festivals and performances that stimulate the local economy and contribute to a vibrant city life. We will also deliver arts hubs that include mid-sized performance spaces and community arts spaces and enable entertainment and live music venues and studios in appropriate locations.

We will also support community arts spaces developing across all places in the City of Melbourne.



## CoM Strategies

- Arts Infrastructure Framework 2016
- Creative Strategy 2018-2028
- Heritage Strategy 2013
- Open Space Strategy 2012
- Reconciliation Action Plan 2021-23



## Maintain our liveability, prosperity and sustainability by identifying, advocating and investing in all types of infrastructure

Infrastructure projects should deliver positive economic, social and environmental outcomes for the whole community. Through data and analysis we are planning and developing strategies for how we want our city to grow and how the City of Melbourne and external partners prioritise the infrastructure our city needs.

Nine overarching infrastructure principles will help guide the delivery of infrastructure in the municipality. These should be considered once non-build and build solutions have been explored and existing infrastructure maximised. Maintaining Melbourne's liveability, prosperity and sustainability through a period of sustained growth will require continued strategic investment in all types of infrastructure.

### Challenges facing the municipality include:

- Rapid population growth will place significant daily demand on infrastructure.
- The delivery of sustainable and resilient infrastructure.
- There are a number of entities planning for and delivering infrastructure within the municipality. Infrastructure needs to be well managed to realise its full potential.
- Places within the municipality will transform. There is a need to better align growth and density with infrastructure planning to ensure there is an early commitment to infrastructure and it is delivered to enable liveable communities.
- Funding and financing the scale of committed infrastructure needed to keep pace with our municipality's population and visitation growth, reinforcing the need to partner with other levels of government and the private and community sectors.

## CoM Strategies

Climate and Biodiversity Emergency Response 2020

Municipal Integrated Water Management Plan 2017

Place Based Plans, Structure Plans and Master Plans

## Infrastructure principles

- 1. Lead with infrastructure**  
Early infrastructure planning and delivery is essential before population growth, especially in Renewal Precincts.
- 2. Innovate in delivery**  
Future delivery of infrastructure will require infrastructure providers to innovate, adapt and pursue non-built solutions. New and existing infrastructure must serve multiple purposes.
- 3. Ensure infrastructure funding is sustainable and equitable**  
The City of Melbourne will need access to significantly more funding from a range of sources to deliver the infrastructure required for the city. Parties who benefit from infrastructure must contribute a fairer share of funding.
- 4. Prioritise sustainable transport**  
The pandemic has highlighted the importance of sustainable transport in supporting the city's economy, equity, environment and growth.
- 5. Boost city liveability with social infrastructure**  
Social infrastructure is vital to sustaining people's quality of life. As the city densifies and the population diversifies, social infrastructure will need to keep pace.
- 6. Plan for flooding at the city scale**  
A significant proportion of the municipality's future growth and development will occur in low-lying urban renewal precincts that are subject to flooding.
- 7. Deliver infrastructure that achieves a city that cares for its environment**  
To mitigate and adapt to climate change the city's infrastructure must increase climate resilience, enhance environmental values and ecosystems services, and facilitate rapid emissions reduction.
- 8. Increase affordable housing**  
Affordable housing has been identified by the Council as a priority action, recognising that more affordable housing is required to meet the needs of the most vulnerable in our community.
- 9. Prioritise people in the competition for street space**  
Rebalancing the use of street space toward the most efficient modes of transport will allow more people to access and move around the city safely.



**By 2040, 21,089 residents** are forecast to be living in Fishermans Bend: Lorimer, Arden and Macaulay



In 2016-17 only **25 per cent** of household waste was recycled. Half of all household waste to landfill is food waste



**Metro 2** is essential to meet future passenger demand and connect Fishermans Bend to the transport network

### Flood mitigation

is integral in all urban renewal precincts and requires significant capital investment



Urban renewal precincts provide unique opportunities for **renewable and precinct scale energy**



Parties who benefit from infrastructure must contribute **a fairer share of funding**

### Social infrastructure

is often at capacity upon delivery and must be provided early in urban renewal precincts



New and existing infrastructure must serve **multiple purposes** rather than a single purpose



There are limited planning mechanisms to deliver **affordable housing**



In the Hoddle Grid around **60 per cent** of street space is allocated to vehicles, however private vehicles account for only **one third** of all trips

### Larger open spaces

should be secured in Arden, Fishermans Bend NEIC, E-Gate and Dynon to provide a network of capital city and municipal scale open space in Renewal Precincts



### All infrastructure

can improve the city's ecosystem health, ecological connectivity, and biodiversity





## LAND USE

### Maximise the use of land for social, environmental and economic benefit

**The City of Melbourne's 37.7 km<sup>2</sup> is home to the densest and most diverse range of land uses in Victoria, including cultural, commercial, environmental, retail, residential, community, educational and industrial activities. The sum of these parts distinguishes our capital city role. Demand for land in the municipality is increasing, emphasising the need to optimise the use of the space we have.**

The City of Melbourne today is a truly mixed use place. As high density residential and commercial development dilutes the diversity of the city, there is an increasing need to proactively balance the use of land to ensure it delivers the greatest possible social, economic and environmental benefit and promotes our role and advantages as a capital city. A higher intensity of use also requires an increase in infrastructure to support growth. People in lower income brackets require support to maintain access to affordable places to live and work.

#### Challenges facing the city include:

- High volume residential development impacting on the overall mix of uses within the municipality
- Mitigating the challenges of flooding in urban renewal precincts to deliver high amenity places
- Very high density places which do not have appropriate infrastructure to service an increasing and diverse population
- Balancing public and private use of open space

#### Opportunities for the future city:

##### Create a vibrant mix of uses

The Hoddle Grid, together with Southbank and Docklands, will continue to provide excellent opportunities for commercial offerings in a high amenity environment. This will ensure Melbourne remains globally competitive and attracts the right mix and diversity of commercial tenants and land uses.

In areas outside the Capital City Zone, work with the State Government to implement land use zones which allow a true mix of uses which deliver a diversity of jobs and living opportunities and ensure they remain distinguished from the central city. Creating more destinations and permeable and active streets is key to the walkability of the city and an essential part of planning for new and existing neighbourhoods.

##### Optimise urban renewal

Transforming areas of the city include the existing renewal precincts of Fishermans Bend, Arden and Macaulay. These areas offer great potential for delivering a diversity of affordable housing, high quality public

realm, well designed and sustainable buildings, early delivery of community infrastructure, excellent transport links and abundant wildlife and biodiversity.

We will unlock these areas of the municipality by leveraging the unique qualities of place, managing flooding through integrated water management solutions and supporting the delivery of catalyst infrastructure. New open spaces and active transport links will connect existing renewal precincts to the central city, with a reimagined Spencer Street as a gateway to the west.

In Arden and Fishermans Bend NEIC we will support the growth and development of high quality, sustainable and globally competitive innovation districts.

In potential renewal precincts, in the short to medium term we will protect employment generating land uses and encourage improved efficiencies of employment land. Any change in use in these areas must reconcile demand for open spaces and integrated water management and reflect City of Melbourne vision and principles.

#### Deliver density in the right place with appropriate infrastructure

Different places within the municipality will have different characters, densities, uses and built form types. Density should be accommodated in areas with very high amenity and excellent access to public transport. All areas will experience some change and development.

Mechanisms will be explored and identified to ensure that the city remains liveable and all people have easy access to public transport, a high quality public realm, an expanded open space network and the social infrastructure required to support daily lives.

#### Design in equity and access

Public spaces should promote equity in the municipality. The more diverse and lively urban spaces are, the more equal, prosperous and democratic society becomes. We will expand public spaces and ensure that all residents and visitors are able to access public spaces in easy walking distance of their homes and places of work. We will discourage the privatisation and private temporary occupation of public open spaces unless it delivers an acceptable community benefit.

#### Balance the impact of residential development on economic use of land

We will ensure that the loss of any central industrial zones does not displace the range of specialised manufacturers, creative producers, and small businesses that create quality jobs and vital services that support the function of the inner city.

We will undertake detailed investigations into the need for industrial areas that support our growing knowledge economy to ensure we have the employment generating land required to support the function and prosperity of the municipality.

## CoM Strategies

Affordable Housing Strategy 2030

Climate and Biodiversity Emergency 2020

Community Infrastructure Development Framework 2014

Economic Development Strategy 2031

Heritage Strategy 2013

Place based Structure Plans and Master Plans

Yarra River - Birrarung Strategy 2019



# COMMUNITY WELLBEING

## Promote community health, wellbeing and inclusion through considered approaches to design and infrastructure provision

**The City of Melbourne is committed to creating a city which is accessible, affordable, inclusive, safe and that promotes the health and wellbeing of its community so that all can thrive.**

As the city grows and changes, there is a need to ensure that growth is inclusive of all and has a particular focus on promoting community wellbeing. Providing community and social infrastructure and services is key to improving quality of life and strengthening social cohesion in a growing and diverse city. Refreshed, expanded and new facilities are needed including: social, family and early childhood services, open/green spaces, multi-purpose facilities that support a variety of sports and recreation needs across their lifespan, play areas for children, affordable housing, active transport and food production infrastructure. These must be accessible, inclusive facilities that support life skills and promote benefits to individuals and the community.

The significance of open space for community wellbeing in a dense urban environment has been highlighted during COVID-19. With higher density living comes less private open space and additional pressure and importance on both the quality and quantity of public open spaces as safe and accessible places for refuge and recreation.

We must continue to grow a broad network of open spaces across the municipality that provides for a variety of recreational, sporting, play and social activities to meet the needs of the growing population. The resilience of these open spaces to the effects of climate change and high density development will also need to be managed to ensure the quality of these spaces is maintained. Open spaces will need to be supported by the provision of active recreation space, including indoor facilities.

### Challenges facing the city include:

- Housing affordability and housing stress
- Homelessness, as a growing and complex issue
- Loneliness and isolation, 53.6 per cent of residents in the municipality live alone and this is increasing. Around half of the elderly population (those aged 75 or older) live on their own, with 69% of women living alone.
- Community infrastructure to meet growing and diverse population needs

### Opportunities for the future city:

#### Support a people-centred approach

Council will foster a people-centred approach to its planning for places, ensuring an integrated approach that considers the health impacts of the physical environment and the changes we make, as well as social service delivery and encouragement of strong local social connections.

## Support high quality design, access and equity in public spaces and building design

In the development of our city, we seek to achieve high quality design in all places. To support this, we will continue to support and pursue high standards in apartment and dwelling design to optimise the wellbeing of inhabitants through considered design that maximises natural light, ventilation and privacy, and offers protection from effects such as noise and light-spill, as well as the highest standards of environmental sustainability. We will ensure we deliver accessible and inclusive community infrastructure that benefits individuals and the broader community.

### Expand and enhance our open spaces

We will explore opportunities to expand and enhance access to high quality open spaces across the municipality. Our public spaces should promote equity. We will ensure that all residents and visitors are able to access public spaces in easy walking distance of their homes and places of work and enjoy a high level of amenity, including winter sunlight within these public spaces.

### Empower a broad range of stakeholders through improved participation in place-based decision making

A diversity of ideas supports better decision-making and solutions for social equity and economic growth. We must align with all levels of government, and work in partnership with the community to better understand local needs and aspirations and target our efforts to support those and build resilient places and neighbourhoods. We will work with our communities through our neighbourhood planning framework to build a vision for their neighbourhood and activate communities to lead their own change.

### Define appropriate solutions to affordable housing throughout the municipality

Housing is recognised as a fundamental human right and affordable housing is vital for an inclusive, diverse and prosperous city. All areas are expected to deliver a diversity of affordable housing. Renewal precincts have the capacity to deliver a greater amount. A range of housing types and tenures are needed to support our diverse community, including older people, families, students, people with disabilities, Aboriginal and Torres Strait Islander people, low income earners and those at risk of homelessness. New affordable housing that is delivered must reflect the sizes, design, and quality of the broader housing market to meet the needs of our community.

We will continue to collaborate with state and federal governments, statutory agencies, the private and community housing sectors to enable well-designed, appropriate, accessible and sustainable social and affordable housing across the municipality.



## CoM Strategies

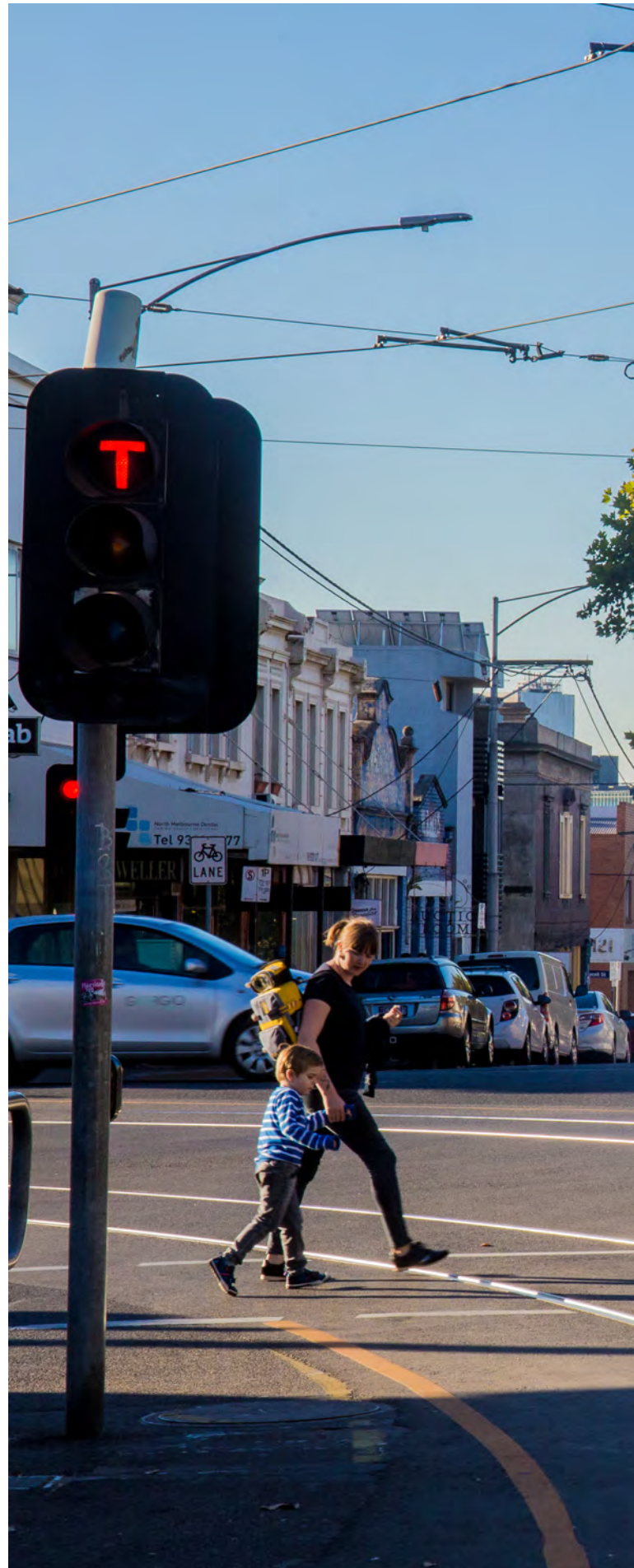
- Affordable Housing Strategy 2030
- Health and Wellbeing Plan (Council Plan 2021-25)
- Inclusive Melbourne (Draft)
- Neighbourhood Plans (under development)
- Place Based Structure Plans and Master Plans



# PART THREE: AREAS

Different scales of change are expected across the municipality over the next 20 years. This section presents a future vision and how the strategic directions will be realised for each of our areas.

As Melbourne grows and develops, our areas will change over time. Some will change more rapidly than others. Some will experience significant changes to built form, land use and density while others will see only minor or moderate change.





# CHANGE BY PLACE

**Six broad change types, outlined on the map opposite, describe the general characteristics of expected change that are common across different areas in the municipality.**

Areas have been categorised based on their existing character and function, local conditions and their expected role in accommodating future growth.

## **Areas have different roles to play**

Our areas will continue to play a variety of roles within the municipality. Location, transport links, land use, employment markets and ecological systems help to define the unique character and function of an area, and each is an important complementary piece in the wider city. It is within this context that the future role and function of each area will be considered.

## **Drivers for change and capacity for growth**

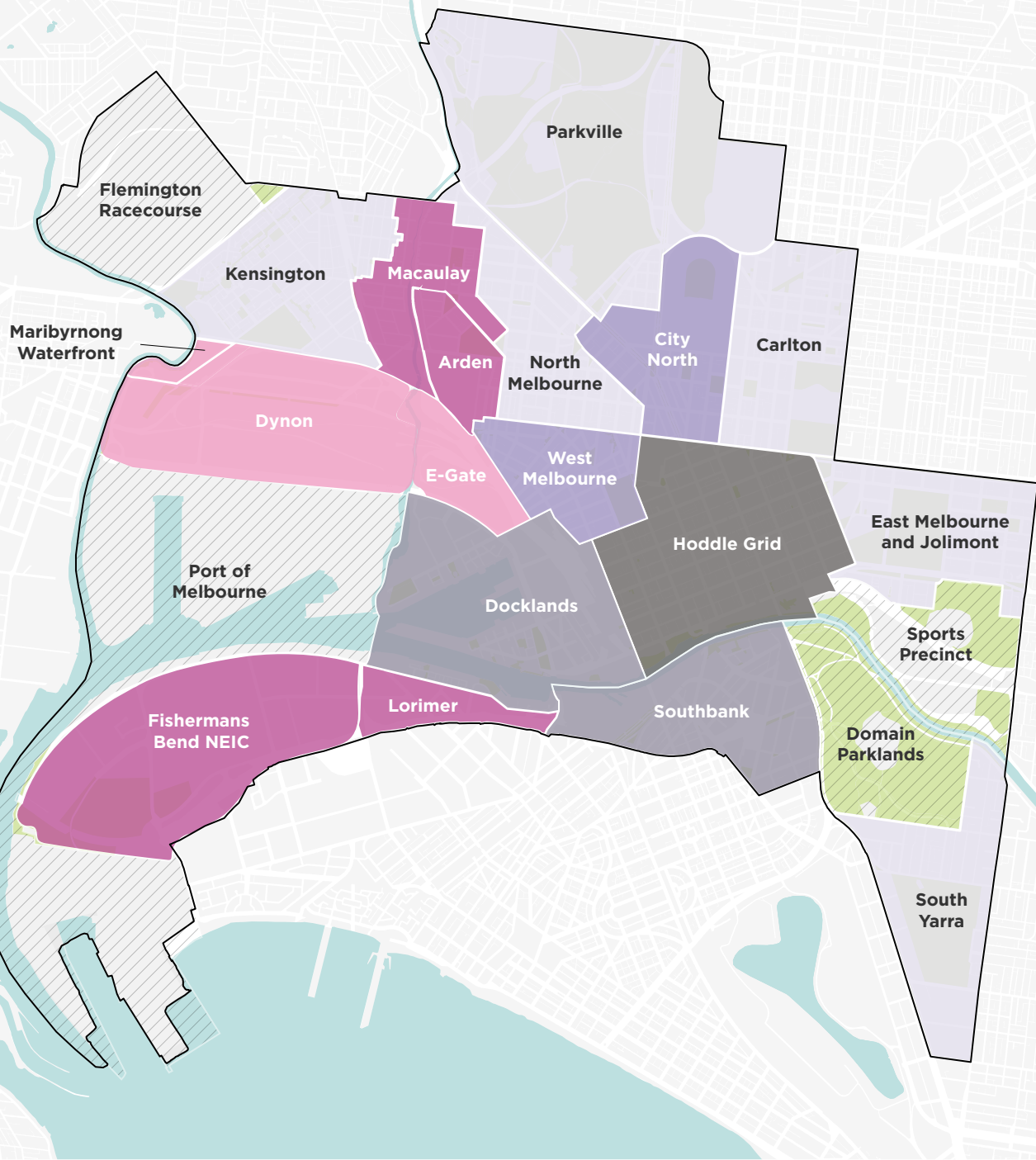
The drivers for change vary, as does each area's capacity to accommodate growth. Drivers for change may include the growth or decline of local economies, shifting employment markets and residential development trends, and the impact of megatrends such as responding to climate change. Each area's capacity to accommodate growth is determined by factors including land availability and suitability, heritage fabric, infrastructure provision, transport networks, proximity to the central city and local jobs markets, its role as employment generating land and existing local amenity.

Due to the extent of projected future growth, all areas will need to accommodate some form of growth and change into the future. Within each local area there will be areas of higher and lower growth. Change must be managed to achieve high quality design outcomes and 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 ambitious energy and waste reduction as well as housing diversity and affordability.

## **Enabling growth through infrastructure investment**

The level of public investment in infrastructure to support the vision will vary for each area, depending on its existing amenity, stage of development and growth projections. By grouping the areas into change types, we can provide a general overview of the key infrastructure and actions required to support change. This may include upgraded transport services, new and expanded open space, street improvements, community facilities, and water management infrastructure.

Some infrastructure will be delivered by federal and state governments, some led by the City of Melbourne and some wholly or partially delivered by the private sector through development contributions and other means such as Public-Private Partnerships.



### Central City

<b>Hoddle Grid</b>	<b>Evolving</b>
Ongoing growth and change	Maturing with ongoing infill development

### Renewal Precincts

<b>Existing</b>	<b>Potential</b>
Significant change in function, form or character	Active industrial areas with potential future change

### Neighbourhoods

<b>Transitioning</b>	<b>Established</b>
Incremental infill and denser form	Gradual ongoing infill

**Special area**  
Areas unlikely to change in the foreseeable future due to distinct municipal functions

Figure 12. 'Change types' in the City of Melbourne: Central City (the Hoddle Grid and Evolving places), Renewal Precincts (Existing and Potential), and Neighbourhoods (Transitioning and Established places).

# CENTRAL CITY

## Hoddle Grid



The Hoddle Grid is the heart of our city and is a unique area category.

The Hoddle Grid will continue to experience ongoing growth and change as existing building stock is renewed and business models and infrastructure adapt to changing technology and demands. Growth will build upon its established structure and heritage assets. High quality building design, together with relationship and enhancement of the public realm will be essential.

### Infrastructure requirements

Continual improvement of the public realm, including reconfiguring streets to give more space to people, an enhanced public and active transport network and a reduction in private vehicle traffic and on-street parking.



Hoddle Grid



Image 11. Flinders Street, Hoddle Grid



Image 12. Hosier Lane, Hoddle Grid

## Evolving areas



**Evolving areas are maturing areas that will continue to change with infill development, public realm improvements and major projects.**

Southbank and Docklands are former port and industrial areas directly adjacent to the Hoddle Grid that have undergone deliberate, government-led urban renewal programs over several decades. These areas are now maturing as they enter the fourth and third decades of their renewal respectively and are home to significant residential and worker populations. The extent of commercial and residential growth has slowed as the majority of sites have now been developed. High quality building design and enhancement of the public realm will be essential to their future.

### Infrastructure requirements

Addressing deficiencies in social and transport infrastructure and major improvements to the public realm, including greening, biodiversity and public realm projects focused along the Birrarung (Yarra River) and the Moonee Ponds Creek.



**Evolving areas:** Southbank and Docklands



Image 13. Boyd Community Hub, Southbank



Image 14. Jim Stynes Bridge, Docklands

# RENEWAL PRECINCTS

## Existing renewal



Existing renewal precincts are current or former areas of predominantly industrial, warehousing and logistics uses that are undergoing, or will undergo, a significant change in function, form or character at a precinct scale. They will accommodate a significant portion of the growth and change in the municipality over the next 20 years.

Melbourne has large reserves of industrial land in close proximity to the central city. Many traditional large scale industrial uses have now moved out of the inner city, creating a significant opportunity for new distinct, vibrant, mixed use neighbourhoods and employment precincts. The ecological and heritage characteristics of these places are defined by their location on, or near, rivers, creeks, wetlands and sand dunes. Due to these ecological and industrial histories, the land has not been used for residential uses in the past as it is largely contaminated and flood prone.

**Macaulay, Fishermans Bend (Lorimer and the NEIC) and Arden** will accommodate a significant portion of the growth and change in the municipality over the next 20 years. With residential and worker populations projected to increase significantly, substantial infrastructure investment and the retention of existing industrial character will be required to create high amenity environments. Some of these areas will remain important employment lands which accommodate new kinds of industries that support Melbourne’s growing knowledge economy and the needs of the population.



**Existing renewal precincts:** Arden, Fishermans Bend: Lorimer, Fishermans Bend: NEIC and Macaulay

## Infrastructure requirements

Significant public and private investment in infrastructure is needed to support new communities. Integrated water management, such as solutions to optimise stormwater detention and flows in the landscape and new recreations facilities, will be essential to ensure the safety and high quality of the future built environment. Public transport and a high amenity public realm will be essential enablers of change.



Image 15. Former Factory, Macaulay



Image 16. Westgate Park, Fishermans Bend

## Potential renewal

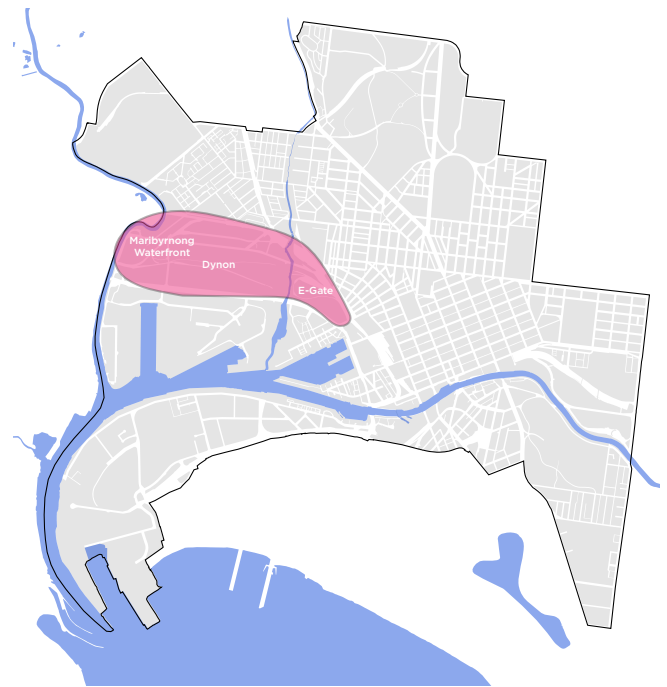


**Potential renewal precincts are active industrial areas and play an important strategic role in supporting our current and future economy.**

**E-Gate, Dynon and Maribyrnong Waterfront** are well located industrial areas that predominantly support transport and logistics uses. Into the future these areas have the potential to accommodate a greater intensity and diversity of employment uses, and will continue to be essential inner-city employment lands that supports the municipality’s function and growing knowledge economy. Detailed investigations into the future need for industrial areas that support the knowledge economy will be needed.

These areas provide an opportunity to accommodate large open spaces, addressing ecological, water management, and active recreation needs. Resolving environmental risks and community infrastructure needs are prerequisites to any successful renewal. The Maribyrnong River, Moonee Ponds Creek, and Dynon Road Tidal Canal and nature reserve are key locations for building an ecological network.

Detailed investigation is required to determine the potential for future urban renewal as these areas have significant flooding and contamination risks. In the long term, development for residential use will be carefully considered against the needs of the city economy. Addressing contamination and flood risk and regional open spaces and infrastructure needs must be done early to ensure new neighbourhoods are safe and high quality.



**Potential renewal precincts:** E-Gate, Dynon and Maribyrnong Waterfront

## Infrastructure requirements

Foundational infrastructure will be required and will focus on integrated water management, environmental systems, land remediation, significant open space provision, social infrastructure and active and public transport. Large areas of government owned land create the potential for precinct scale carbon positive development and the provision of affordable housing.



Image 17. E-Gate railway yard



Image 18. Maribyrnong River



# NEIGHBOURHOODS

## Transitioning areas



**Transitioning areas are well established areas adjacent to the Hoddle Grid that are undergoing incremental infill development, modifying the existing built form and use.**

**West Melbourne and City North** 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. The City North area hosts a range of major health, education and research institutions. These areas will continue to undergo a transition from their historic warehousing and light industrial uses to a greater diversity of residential, institutional and commercial uses and denser built form, building on their residential and economic role while retaining their character. Change is putting pressure on the existing infrastructure and transport network to maintain a high level of amenity in these areas.

As part of the Parkville NEIC, City North accommodates Melbourne’s major universities, research centres and bio-medical institutions and a large startup ecosystem.

### Infrastructure requirements

Parkville Station on Grattan Street and the West Gate Tunnel project will drive change in the transport network in the area. Wide, underutilised streets reflecting the industrial history of the areas will be transformed into new open spaces and improved public realm. Nuanced infrastructure investment will support transition and growth, while maintaining the character of the existing area. Identified deficiencies in social infrastructure provision will be addressed.



**Transitioning places:** City North and West Melbourne



Image 19. New Hawke Street Playground, West Melbourne

## Established areas



**Established areas are predominantly residential neighbourhoods that will accommodate some development as the city changes.**

These are well established, predominately residential areas with a strong heritage character and which support our diverse local centres. These areas will undergo some change into the future due to their proximity to significant change areas in the remainder of the municipality. Change will be much more subtle and gradual in these areas than in other areas of the municipality.

Much of the change will occur around existing activity centres such as high streets, where mid rise development will sensitively respond to existing character.

As resident and worker populations significantly increase in surrounding areas, existing infrastructure in these areas will be enhanced to meet increased demand.

### Infrastructure requirements

Investment will be focused on maintaining and upgrading local infrastructure such as parks, streets, schools and community services to ensure that the existing level of service is maintained, and gaps are addressed.

Opportunities will be identified to optimise underutilised assets, such as redundant street space, and the co-location and integration of community services in dedicated hubs to achieve greater efficiency and higher quality services, for example the Kathleen Syme Community Hub in Carlton.



**Established places:** Carlton, East Melbourne and Jolimont, Kensington, Parkville, North Melbourne and South Yarra



Image 20. Kathleen Syme Library and Community Centre, Carlton

## Special Areas

These are areas within the municipality that provide specific economic, cultural, recreational and environmental functions. They are important to the municipality and State and are unlikely to change for the foreseeable future.

These areas are the Sports Precinct, Domain Parklands, Port of Melbourne land and Flemington Racecourse and Melbourne Showgrounds. These areas provide specific economic, cultural and environmental functions that service the whole of Melbourne and Victoria, and will continue to perform these roles for the foreseeable future. As such they are not discussed in detail in the City Spatial Plan. Any unforeseen change in these areas will need to be planned in accordance with the strategic directions identified in the City Spatial Plan.



**Special Areas:** Flemington Racecourse and Melbourne Showgrounds, Port of Melbourne, Sports Precinct, Domain Parklands



Image 21. MCG, Sports Precinct

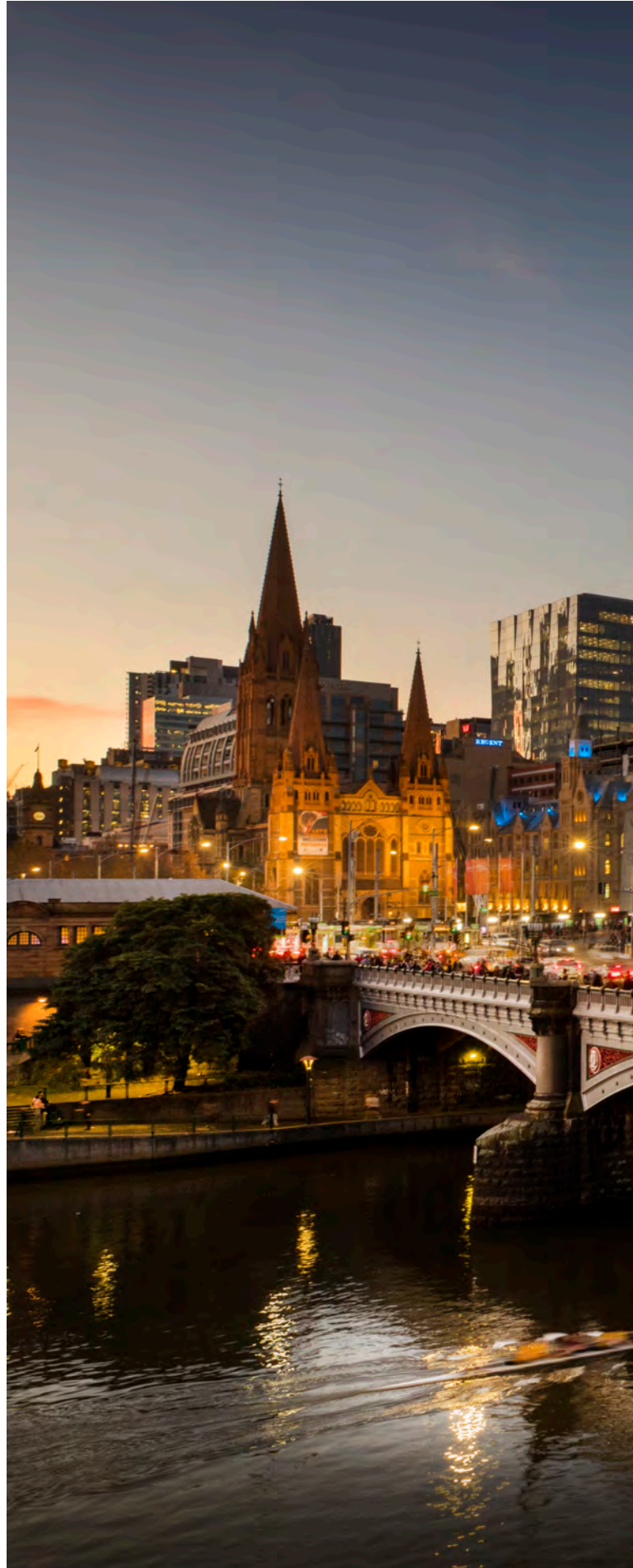


Image 22. Swanson Dock, Port of Melbourne



# CENTRAL CITY

Hoddle Grid, and Evolving areas of Southbank and Docklands.





# HODDLE GRID

## Context and character

**The Hoddle Grid is a unique and evolving place. There is no equivalent in Australia that provides the density of activities, mix of building styles and rich collection of experiences. It is a place where culture, events, business, food and exchanges occur. The Hoddle Grid is an ephemeral place where almost one million people live, work and visit from all over the world, every day.**

The Hoddle Grid forms the historic, cultural and economic heart of Melbourne. It is the magnet of growth in Victoria, with the highest density of jobs and activity in the state and the greatest connectivity. It is home to many of Melbourne's most iconic buildings and places.

Birrarung (Yarra River) lies to the south of the Hoddle Grid and is visually connected to the Hoddle Grid from Flinders and Swanston streets. The Hoddle Grid is defined by its rectilinear street grid, most recognised for its grand boulevards, little streets and laneways. Its streets are easy to navigate and generally allow space for wide footpaths, different transport modes and car parking. The city's network of laneways and arcades encourage the exploration of bars, cafes, galleries and shops. The quality and generosity of the public realm is essential to support the intensity and diverse mix of business, residential, tourism, cultural and entertainment uses.

The Hoddle Grid functions today as a truly mixed use area with a number of different neighbourhoods and sub-precincts, including Chinatown (Little Bourke Street), the legal precinct (William Street), and the government precinct (Spring Street). Each street has its own character yet contributes to an overall cohesive place. The Hoddle Grid forms the centre of Melbourne's public transport and road networks, making it by far the most accessible destination in Greater Melbourne and Victoria.

The built form of the Hoddle Grid varies from one and two storey Victorian shopfronts to high rise residential and commercial towers. The influx of new residents, workers and visitors that has coincided with new development has had positive effects on the vitality of the Hoddle Grid; however there is evidence to suggest that some of the more recent urban design outcomes have not met the City of Melbourne's expectations of design quality.

## Challenges and opportunities

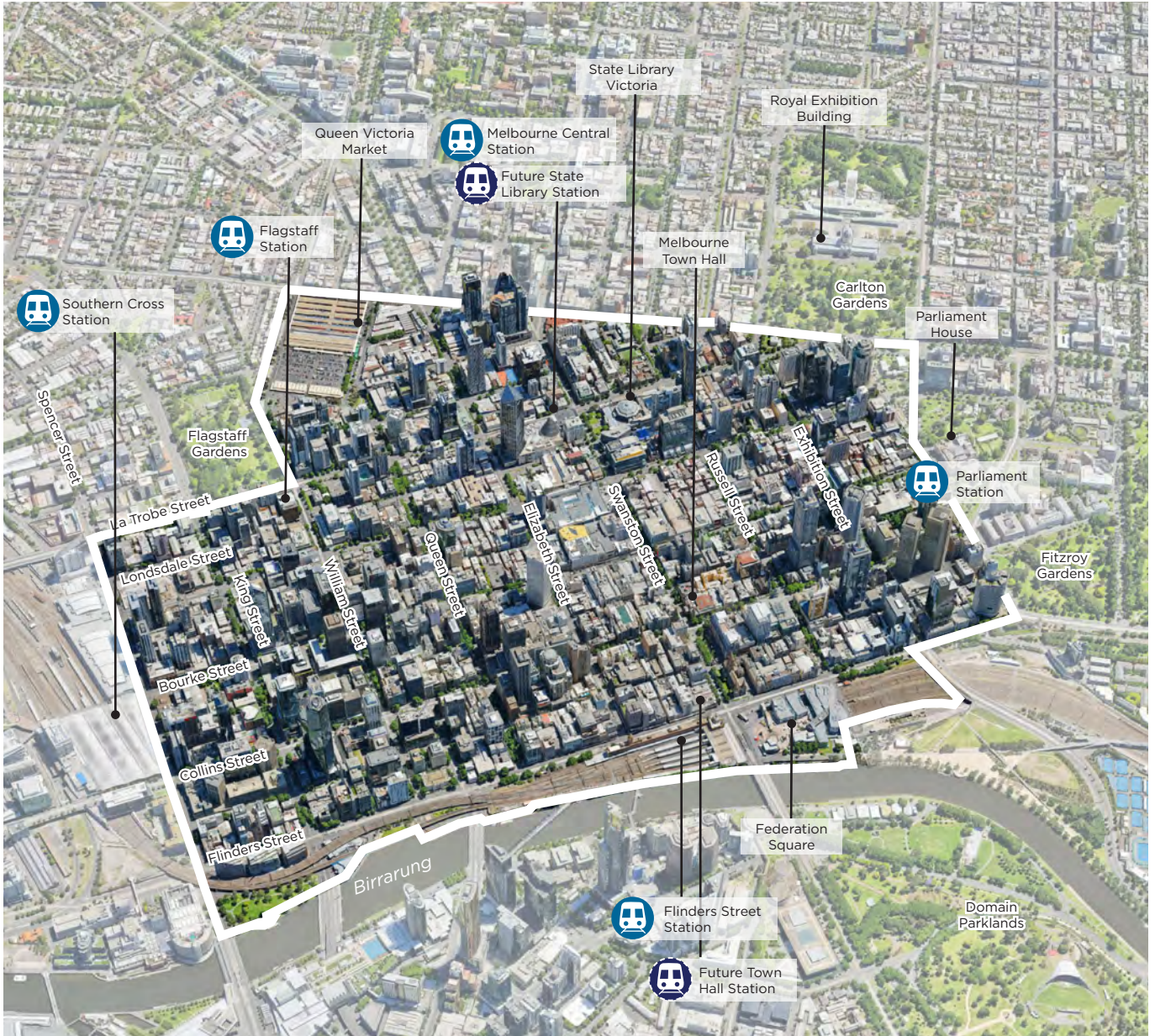
- Streets are not optimised for the way they are used today, with the majority of space allocated to the private vehicle and pedestrians overcrowding on footpaths
- Pressure on street space and open space from large numbers of residents, workers and other city users
- Differing state and local government responsibilities for development applications
- Preservation and conservation of heritage buildings
- Development of poor design quality impacting on the amenity of the public realm
- Strong built and cultural heritage assets
- Prioritisation of active forms of movement, including the new and growing network of protected bike lanes
- Increasing street tree planting and providing green infrastructure to cool the city's streets
- Re-establishing an ecological corridor by delivering the Greenline project on the northbank of the Birrarung
- New Metro Tunnel train stations



Image 23. Princes Bridge and Federation Wharf



Image 24. Federation Square



In the Hoddle Grid...



There are around  
**211,830**  
jobs



There are approximately  
**29,230**  
dwellings



**78 per cent** of residents  
speak a language other than  
English

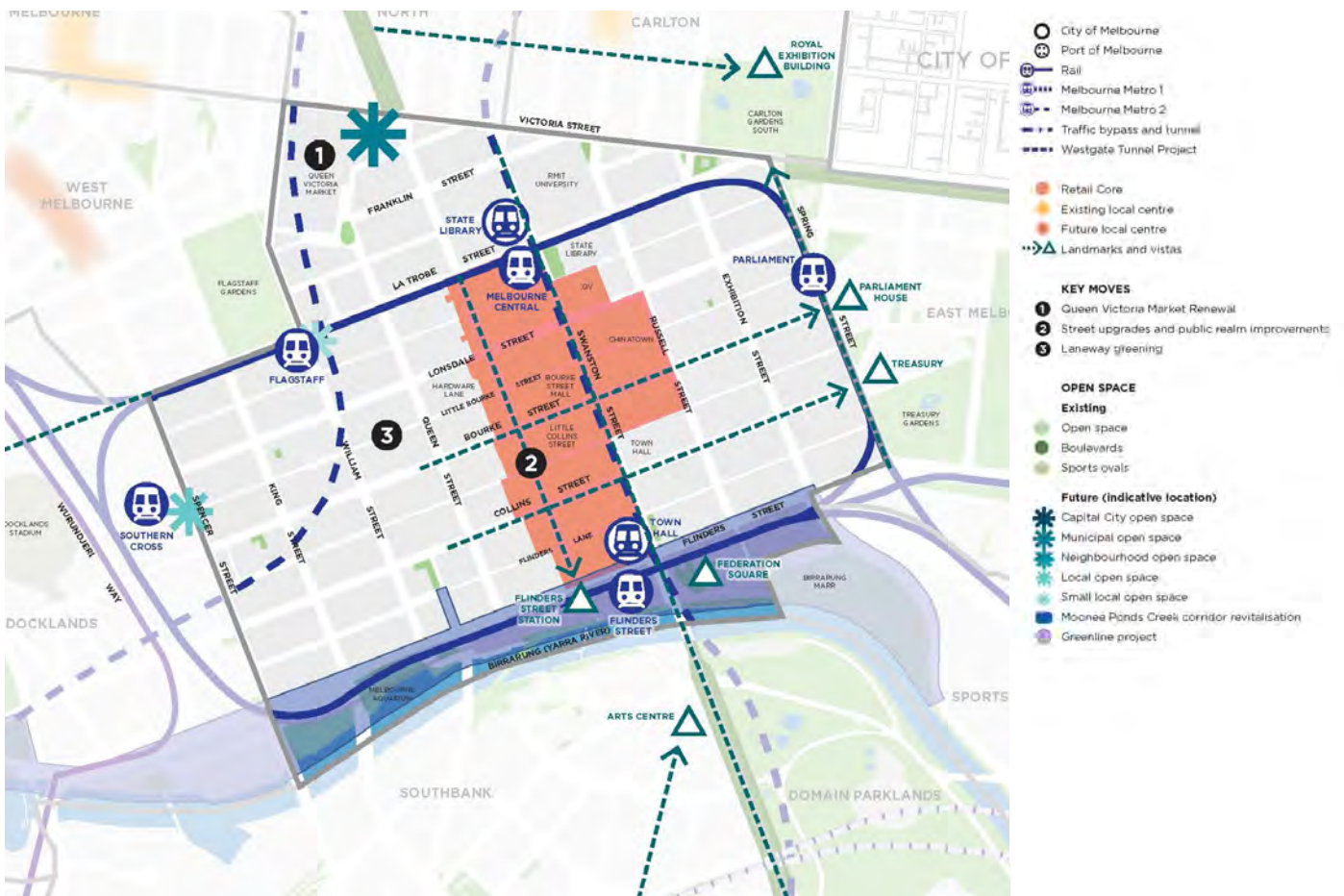


# HODDLE GRID

## 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.

YEAR	RESIDENTS	WORKERS
2020	54,808	211,826
2040	99,872	309,593



### Key moves

- 1 Queen Victoria Market Precinct Renewal including new municipal open space and social infrastructure (CoM led)
- 2 Street upgrades and public realm improvements including Elizabeth Street, Flinders Street, Exhibition Street and the 'Little Streets' (CoM led)
- 3 Green Our Laneways project (CoM led)

Melbourne Metro 1 - new Town Hall and State Library stations (Victorian Government led)

Melbourne Metro 2 - connecting to Southern Cross and Flagstaff stations (Victorian Government led)

Birrarung (Yarra River) greening, biodiversity and public realm improvements including Greenline project (CoM led)



### Built Form and Public Realm

New development in the Hoddle Grid will be well considered and finely detailed. Building design at street level will contribute to a positive public realm experience. Towers above street level will be well spaced to protect a high quality public realm, with sunlight access to streets, views to the sky and architectural interest through variation and detail. New buildings will also be respectfully integrated with the existing heritage buildings and special character areas.

The traditional street character will be strengthened by new buildings that respectfully integrate with existing heritage and ecological assets including the Birrarung.

Activation of the fine grain laneway and little streets will be maximised through human-scaled public interfaces. Where possible new, open to sky through block links will be created to increase the permeability of the urban structure throughout the Hoddle Grid.



### Environment

Tree planting, urban greening, the transformation of asphalt to green and open space and the integration of water sensitive urban design into the public and private realm, through initiatives such as Green Your Laneway and Green Our Rooftop, will help to create streets and spaces that are more resilient and more comfortable for people. The Greenline project will bring new additions and improvements to green space and ecology in the city.



### Water

The recreational, ecological and cultural values of the Birrarung (Yarra River) will be enhanced with increased access for pedestrians and a stronger connection to the cultural heritage of the Traditional Owners.



### Movement

Walking, cycling and public transport will be prioritised in the Hoddle Grid to move more people efficiently, safely and conveniently.

As Flinders Street Station, Southern Cross Stations and other city train stations transform and with the emergence of Melbourne Metro, the Hoddle Grid's public transport network will become world-class, with public spaces that celebrate arrival to our municipality.

Streets and laneways will be places for people that feature generous footpaths, safe speeds, strong pedestrian flow and a high quality public realm.

Protected cycle paths will allow all people to ride a bike safely and confidently through the Hoddle Grid.



### Economy

The Hoddle Grid will continue to grow and change as Victoria's economic heart. This will be served by knowledge, visitor and creative economy's which are currently the largest employers in the Hoddle Grid.

A vast array of types and sizes of businesses will choose to locate in the Hoddle Grid. Office space that supports a large number of jobs in financial and professional services sectors will be encouraged, and the city's diverse dining, entertainment, events and retail offering will be enhanced.



### Culture and Heritage

The Hoddle Grid tells the story of Melbourne's cultural evolution, as a historical and significant meeting place for Aboriginal people of the Eastern Kulin and a cosmopolitan global city.

The distinct attributes of the special character areas within Hoddle Grid, such as its bluestone laneways, former industrial and grand gold rush era buildings, as well as our celebrated uses, including the celebration of music, arts, heritage and culture, will be protected and enhanced to continue to portray Melbourne's past.



### Infrastructure

The unique infrastructure offer of the Hoddle Grid will be continually improved and enhanced to maintain Melbourne's reputation as one of the world's most liveable cities and as an arts, sporting and cultural destination. This will include social and transport infrastructure to accommodate an increased residential, worker and visitor population.



### Land Use

An incredible diversity of uses will continue to define the Hoddle Grid, including Premium and A-Grade office space, growing residential, arts, retail, entertainment, food and drink, community, public institutions, universities and other education facilities. The varied land uses, built form and street network of the Hoddle Grid reflect this place's significance in all aspects of Melbourne life.



### Community Wellbeing

Facilities to support the Hoddle Grid's diverse and growing community of residents, workers and visitors will be enhanced through city shaping projects, including the Queen Victoria Market Precinct Renewal and Greenline. These works will complement improvements to state significant community spaces such as the State Library of Victoria and Federation Square and local infrastructure that supports our communities health and wellbeing.

# SOUTHBANK

## Context and character

**Southbank is a high density residential, entertainment, commercial and tourism precinct to the south of the Hoddle Grid.**

Southbank's image is influenced by the Southbank Promenade and its abundance of dining and entertainment choices. Pedestrian and cycling access is available along the south side of the Birrarung (Yarra River) which complements the hive of activity in the area.

Southbank is connected to the Hoddle Grid via a number of bridges, the most iconic of these being Princes Bridge, which connects Swanston Street with St Kilda Road.

The Melbourne Arts Precinct has one of the highest concentrations of arts, cultural and creative organisations anywhere in the world. It is home to the most visited art gallery and busiest performing arts centre in the country, and includes education and training institutions, iconic architecture, galleries, theatres, music venues, studios, and creative co-working spaces. Melbourne Arts Precinct Transformation aims to build on the success of the Precinct. The National Gallery of Victoria, Melbourne Arts Centre, Hamer Hall and Victorian College of the Arts on St Kilda Road, as well as theatres, the ABC, Australian Centre for Contemporary Art and the Australian Ballet Centre along Sturt Street all form part of the Melbourne Arts Precinct.

To the west is the Melbourne Convention and Exhibition Centre which hosts a calendar of major events, as well as the casino complex and South Wharf shopping and entertainment precincts.

The remainder of Southbank is defined by high rise residential apartment buildings and commercial land uses that have increased dramatically over the past five years to 2022. Many of these buildings include large podiums with multiple levels of car parking, creating poor quality street interfaces. Large blocks mean that there is a lack of pedestrian permeability throughout Southbank, making walking access more difficult.

There is a lack of local open space within Southbank and the increase in residential development has driven up demand for local open spaces and community services. Existing services are limited, with only the Boyd Community Hub and a few other small open spaces serving the local community. Residents and workers rely on nearby areas for basic local services such as large parks (Domain Parklands) and supermarkets (South Melbourne), which are not easily accessible from much Southbank.

High vehicle volumes and a poor quality, car dominated public realm on City Road, Kings Way and the West Gate Freeway have a significant impact on pedestrian and cycling amenity in much of Southbank. New upgrades and open spaces on Southbank Boulevard has created a more people-oriented street that connects the neighbourhood and some of it's key attractions including Southbank Promenade, the Melbourne Arts Precinct, and Domain Parklands.

## Challenges and opportunities

- Lack of open space and social infrastructure
- Opening up inward facing arts and cultural institutions to the public realm, including through the development of the new NGV Contemporary
- Improving the pedestrian and cycle experience, permeability and connectivity, within and to, Southbank
- Reducing the impact of major vehicle thoroughfares and car parking on safety, movement and amenity
- Improving overall design quality
- Improving the public realm and delivering local spaces



Image 25. City Road underpass



Image 26. Melbourne Recital Centre



In Southbank...



There are around **38,950** jobs



There are approximately **16,260** dwellings



**59 per cent** of residents speak a language other than English

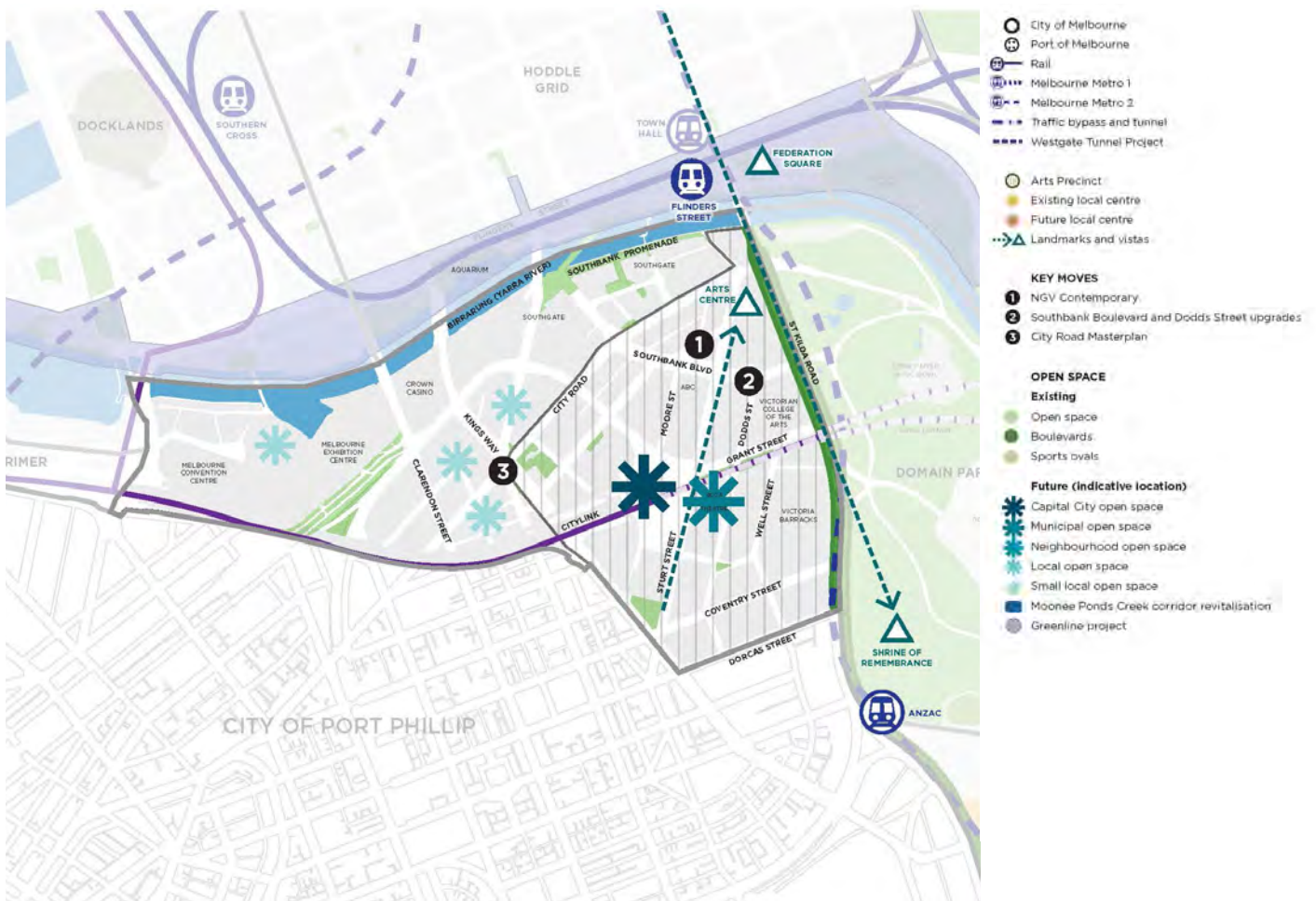
# SOUTHBANK

Change type: Central City (Evolving)

## 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.

YEAR	RESIDENTS	WORKERS
2020	27,839	38,954
2040	50,041	60,302



### Key moves

- 1 Melbourne Arts Precinct transformation, including NGV Contemporary, new affordable creative spaces, open space and public realm (Victorian Government led)
- 2 Transforming Southbank Boulevard and Dodds Street open space and public realm enhancement (CoM led)
- 3 Deliver the City Road Masterplan (CoM led)

Birrarung (Yarra River) greening, biodiversity and public realm improvements (CoM led)

Southbank Promenade public realm revitalisation (CoM led)

Boyd redevelopment including affordable housing, public open space and social infrastructure (CoM led)



### Built Form and Public Realm

A renewed focus on Southbank's public realm will deliver enhancements that support the established mid to high rise buildings. A transition in scale will be maintained from the lower scale form along the Birrarung (Yarra River) corridor and Arts Precinct to the higher form along City Road.

New development will provide through-block links to promote a fine grain walking network. Towers will be well spaced to maintain a high quality public realm and views to the sky. Buildings will respect viewlines to, and visual dominance of, key sites including the Shrine of Remembrance and the Arts Centre Spire. New buildings within the Arts Precinct will demonstrate design excellence befitting of this area's national significance. Streets and spaces will celebrate public art.

Existing development will be adapted over time to improve the interaction with the public realm, including the repurposing of above ground car parking.

Opportunity for any new development in the Kings Way and Sturt Street triangle will improve the street interface and mitigate the impact of freeway infrastructure.



### Environment

New local parks, enhanced streets and recreation infrastructure will be prioritised for Southbank's growing population. This will begin with the transformation of Southbank Boulevard and Dodds Street and include implementation of the City Road Master Plan.



### Water

The Birrarung (Yarra River) will be enhanced as an environmentally and culturally significant place. Upgraded streets and open spaces will integrate innovative water sensitive urban design solutions to mitigate the impacts of flooding and increased planting of diverse species will improve biodiversity and resilience.



### Movement

An upgraded cycling network will provide permanent new protected lanes on Queens Bridge Street, City Road and St Kilda Road. Pedestrian amenity will be enhanced throughout Southbank as low speed spaces are facilitated.



### Economy

Southbank will continue to attract global businesses and tourism due to its accessibility, Premium and A-grade office space and high amenity public realm. Sturt Street will play an increasingly important role as the home for arts and creative industries, to support Southbank's status as home of the internationally renowned Melbourne Arts Precinct. The Arts Precinct transformation will provide affordable homes, workspaces and exhibition spaces for creative industries to complement the world-leading galleries.



### Culture and Heritage

Ongoing major investment in arts, entertainment, cultural and educational assets will see Southbank grow as a destination for all. Re-landscaping and new art installations will reflect Traditional Owner's connection to the area. The area's remaining industrial and manufacturing heritage will be retained and adaptively re-used, providing links to its recent past. Significant heritage buildings, particularly Hamer Hall, the Arts Centre and National Gallery of Victoria, will be preserved and enhanced.



### Infrastructure

Opportunities to address deficiencies in social and sustainable transport infrastructure and major improvements to the public realm include Melbourne Metro 1, investment in Melbourne's Arts Spine and the creation of new civic spaces. Improvements to Southbank Boulevard, Dodds Street, City Road and other streets will provide new open spaces and public realm. Significant investment in integrated water management and the public realm will further enhance this precinct.



### Land Use

Southbank's land use will continue to diversify with residential and commercial uses increasingly complemented by a growing retail, food and drink and entertainment sector beyond the Southbank Promenade. Southbank's significant arts institutions will be supported by a greater range of arts uses, particularly in lower levels of buildings along Sturt Street, encouraging its growth as a centre of arts activities.



### Community Wellbeing

The ongoing redevelopment of the Boyd site will include provision of affordable housing to complement the existing library, maternal child health centre and other community services at the site.

# DOCKLANDS

## Context and character

**Docklands is located to the west of the Hoddle Grid, separated by Wurundjeri Way, the railway lines and Southern Cross Station.**

Docklands is one of the biggest projects, and transformations, our municipality has experienced in modern times. It has significantly transformed the central city, bringing the city to the water and creating new precincts for living, working and entertaining.

To the north of Docklands is Footscray Road and E-Gate. The length of Docklands' waterfront is over 7 km, from Yarra's Edge in the south to the Ron Barassi Snr Park and mouth of the Moonee Ponds Creek in the north. Yarra's Edge plays an important role connecting the future residents of Lorimer to Birrarung and should be protected as a public asset.

Many streets of the Hoddle Grid extend into Docklands, including Collins Street and La Trobe Street. Bourke Street is extended as a pedestrian bridge providing access to Southern Cross Station. Lonsdale Street terminates at Spencer Street.

Docklands has been designed to make the most of Victoria Harbour, taking advantage of views to the heritage listed marina which is separated from the Birrarung (Yarra River) by North Wharf. The western edge of Docklands is defined by the Bolte Bridge, which runs above the Moonee Ponds Creek across the river to the West Gate Freeway.

Victoria Harbour was once one of Australia's busiest ports. The evolution of containerised cargo rendered the dock and its long sheds, that still line the wharf edges, redundant in the 1960s. The redevelopment of Docklands began the process of reconnecting the central city with the water and its maritime history.

Today, the Harbour comprises numerous marinas which together are capable of berthing 300+ vessels for visitors and residents. The Docklands waterways function as an active space, servicing approximately 200,000 people per year for various charter purposes, as well as providing space for recreational activities and on-water events.

A number of on-land attractions act as draw cards to the area, such as the 'The District' retail and entertainment area in New Quay to the north, and community and recreation facilities at Library at The Dock in Victoria Harbour and the Hub @ Docklands adjacent to Docklands Park. New Quay also supports the Docklands Media Precinct which attracts global creative talent in film, technology, screen and media.

Development in Docklands is generally high rise podium towers, with some medium rise blocks and townhouses adjacent to the rivers' edge. Some streets and public spaces are windy and open to the elements, whereas others are smaller and more sheltered, creating intimate spaces for the community.

## Challenges and opportunities

- Redefining Central Pier and Harbour Esplanade as the gateway to Docklands
- Using the Docklands' waterfront to create a showpiece destination for visitors to Melbourne
- Encouraging a diverse range of land uses to be accessible before, during and after working hours
- Promoting a defined vision and identity of the area
- Promoting maritime heritage
- Identifying opportunities to reduce commercial and residential vacancies
- Leveraging initiatives within the southern catchment of the Moonee Ponds Creek Strategic Opportunities Plan
- Improving the design quality of buildings to address visual bulk and windy microclimates
- Improving connections to Renewal Precincts north (Arden and Macaulay) and south (Fishermans Bend) of Docklands and improving integration with surrounding areas and the Birrarung
- Increasing built form diversity and affordability
- Integrating with the Greenline project to identify strategic open space opportunities



Image 27. Victoria Harbour and New Quay

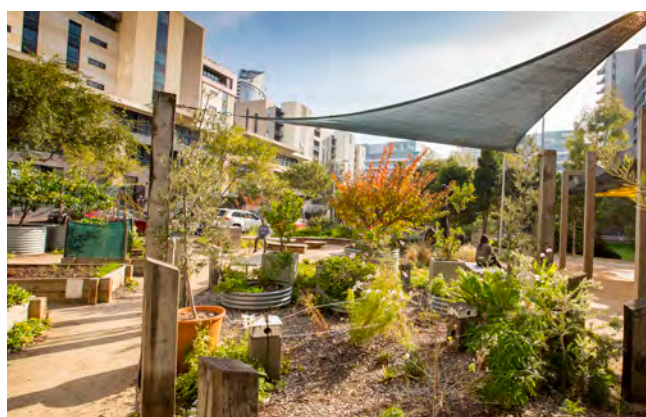
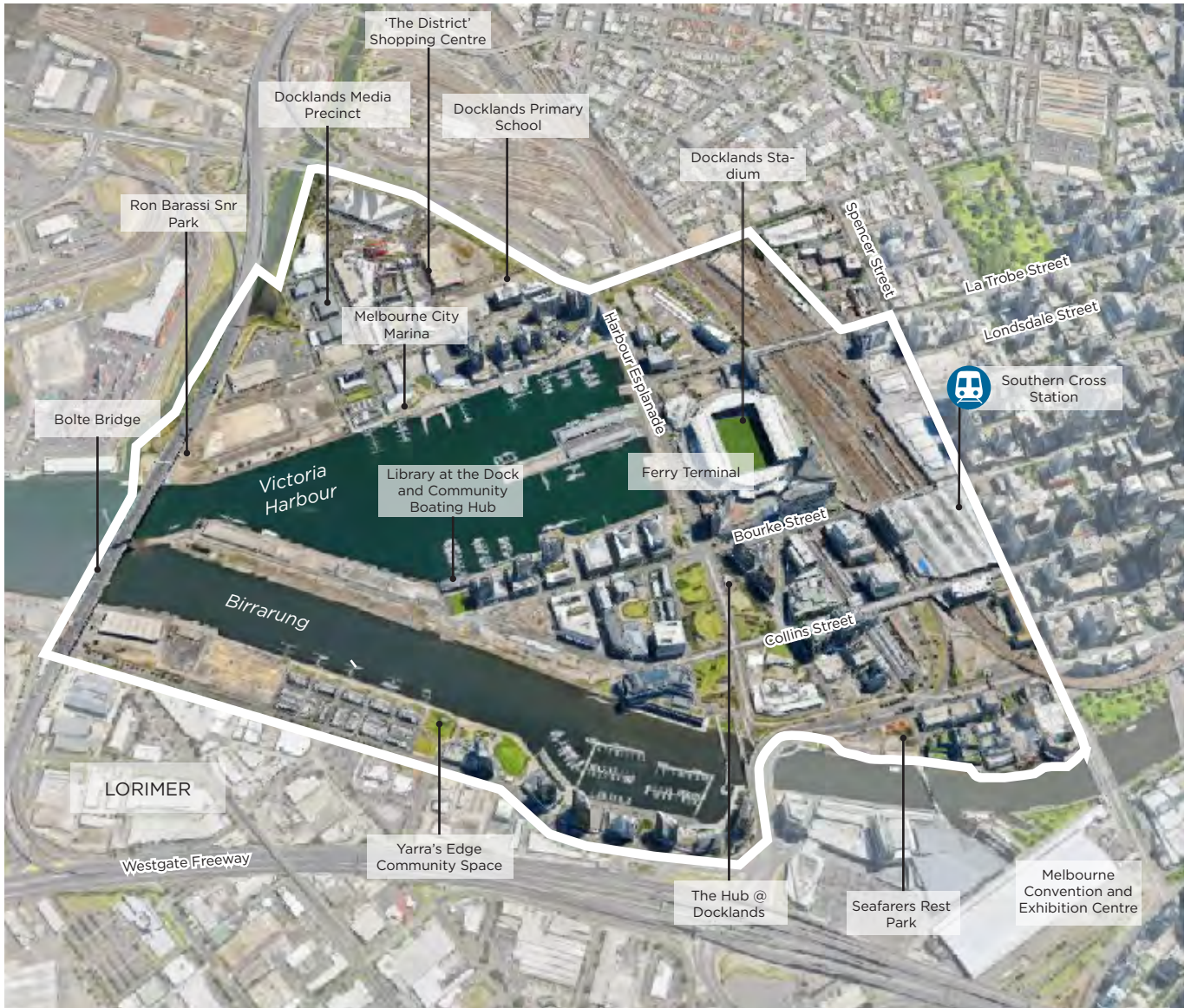


Image 28. Community Garden



In Docklands...



There are around  
**66,250**  
jobs



There are approximately  
**8780** dwellings



**65 per cent** of residents  
speak a language other than  
English



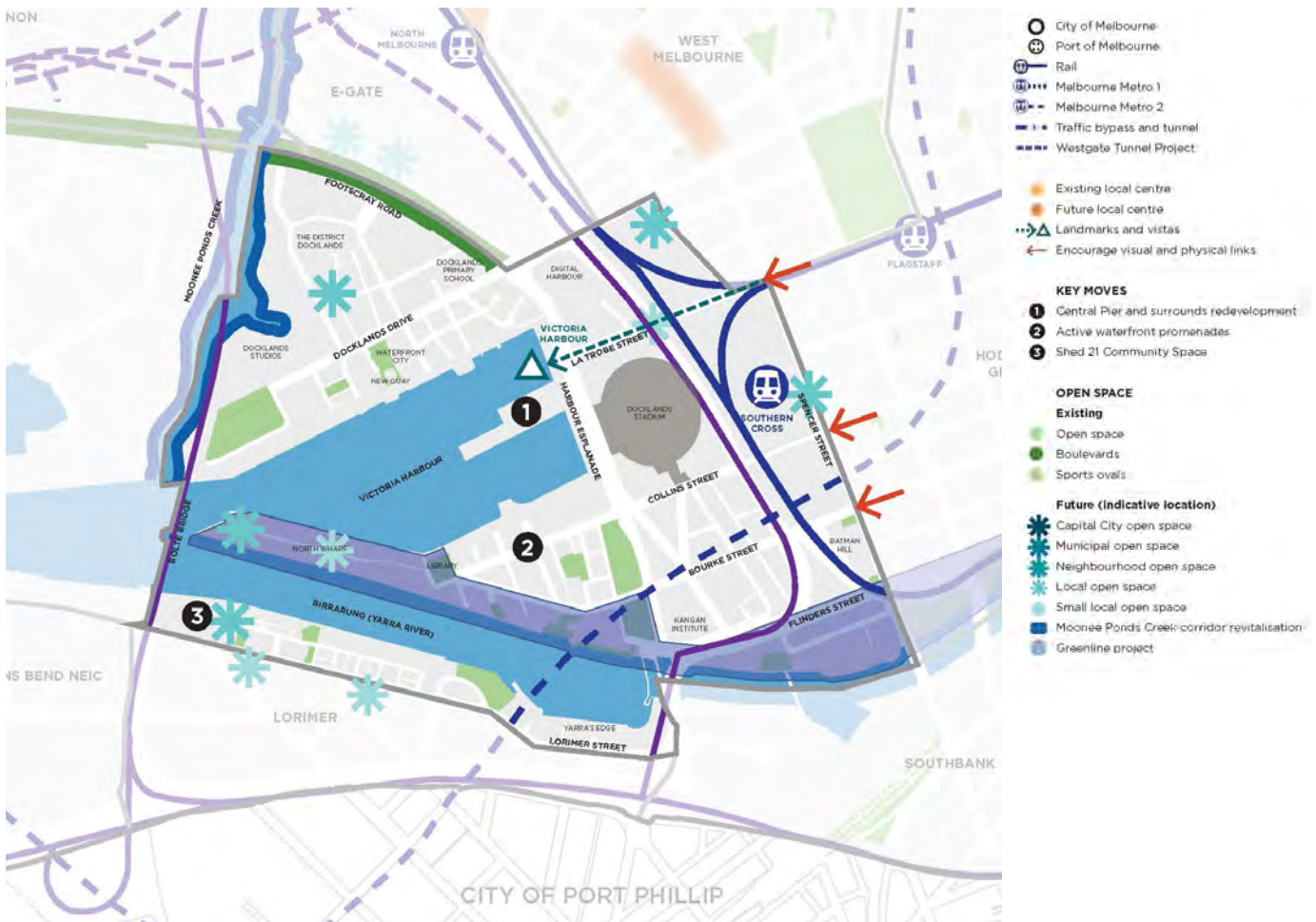
# DOCKLANDS

Change type: Central City (Evolving)

## 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.

YEAR	RESIDENTS	WORKERS
2020	16,035	66,250
2040	29,791	91,002



### Key moves

- 1 Central Pier and surrounds redevelopment as a lively, interactive public hub (Victorian Government)
- 2 Activate the waterfront with small scale structures and retail and entertainment uses at day and night (Victorian Government and CoM led)
- 3 Shed 21 adaptive reuse for community space (Victorian Government and CoM)

Fishermans Bend tram extensions and active transport connections (Victorian Government)

Birrarung (Yarra River) greening, biodiversity and public realm improvements including Greenline project and Seafarers Rest Park (CoM led)



### Built Form and Public Realm

Docklands' built form will evolve to support a more cohesive urban fabric and the enhanced amenity and walkability of its public realm. New buildings will reference and celebrate the maritime character and history of the precinct. Towers will be designed to optimise vistas and avoid the appearance of 'walls' of buildings from the public realm.

Building interfaces will mitigate wind impacts. Smaller scale urban elements such as kiosks and pavilions will be introduced to break down the scale of the existing built form and create a comfortable human scale public realm. A cohesive public realm will bring Docklands together.

The build-out of Docklands' vacant land will ensure a seamless urban experience, including the completion of street edges along Collins and La Trobe street bridges, to better integrate with the Hoddle Grid.

Redevelopment of Central Pier and surrounds will create a new destination that attracts visitors from the stadium and city at all times of day and improve connections between the Hoddle Grid and Docklands.



### Environment

Yarra's Edge will become an important area of public open space, connecting Fishermans Bend with the Birrarung (Yarra River). A network of smaller, sunny, sheltered and more intimate public spaces that encourage interaction will be delivered throughout Docklands. Urban greening and water management will create a cooler, more resilient environment.



### Water

Moonee Ponds Creek will be enhanced as a biodiversity and recreation corridor with integrated flood mitigation infrastructure. The edges of the Birrarung (Yarra River) and Victoria Harbour will be upgraded as important components of the wider Yarra River - Birrarung Strategy. Opportunities to increase activation along the river will be sought. The Docklands waterways will be promoted to invite more on-water activity, in turn drawing population into the area and enhancing awareness of the precinct



### Movement

The Greenline along the Birrarung (Yarra River), extending onto Harbour Esplanade, will improve walking and cycling access along the river and through Docklands. In the longer term, the potential extension of Lonsdale Street from the Hoddle Grid across the train lines and new public transport connections to Fishermans Bend will better connect Docklands to surrounding areas.



### Economy

Docklands' maturing commercial precincts along Collins Street at Batman's Hill and at Victoria Harbour will continue to develop, attracting high-end tenants. New and maturing neighbourhoods will draw in a greater range of residents and visitors to support local services, such as the redevelopment of Central Pier and surrounds, and 'The District' retail and entertainment precinct.



### Culture and Heritage

Docklands' relationship with Victoria Harbour, Moonee Ponds Creek and the Birrarung (Yarra River) will be strengthened by incorporating elements of its rich maritime history and the past, present and ongoing Aboriginal cultural significance of these waterways.



### Infrastructure

Major improvements to the public realm, including new public open space and integrated water management will be realised. Expansion of the public and active transport network provides the opportunity to improve connections to surrounding precincts.

Central Pier and surrounds will be redesigned to become a great post industrial waterfront which will include improved connections and new events and recreation spaces that celebrate the industrial and maritime heritage of the precinct and activates the streets surrounding Docklands Stadium.



### Land Use

Docklands will continue to evolve as a preferred location for high-end corporate office space as well as the home of a growing residential population. Ongoing improvements and maturation of the public realm, including in New Quay and North Wharf and around Central Pier, will further expand Docklands retail, entertainment and tourism uses, providing a more diverse offer for both locals and visitors. Docklands' unique water frontage will continue to be enhanced to promote greater access to, and activity on, the water.



### Community Wellbeing

Community wellbeing and resilience in Docklands will continue to be supported through the provision of new and upgraded social infrastructure, including the recently completed Docklands Primary School, active recreation opportunities and improved connections to adjoining areas.