

21.01 MUNICIPAL PROFILE

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21.01-1 Context

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The City of Melbourne is at the heart of the Melbourne metropolitan area and central to its global and regional role. Melbourne is a global city and along with Sydney is instrumental in linking Australia's eastern seaboard region into the world economy through trade, commerce and culture.

The City of Melbourne is Victoria's capital city and the location for many of the State's premier economic and cultural infrastructure. The Central City supports a wide diversity of uses 24 hours a day, 7 days a week including office and commercial, leisure, entertainment, educational and residential uses. The City is also a place for major events and festivals attracting people into the City from the metropolitan area, Victoria, interstate and globally.

The City of Melbourne is situated on the estuary where the Yarra and Maribyrnong Rivers meet Port Phillip Bay and is surrounded by five inner city municipalities. (Refer Fig.01) Within the municipality are the Port of Melbourne under the planning jurisdiction of the Port of Melbourne Corporation and the Docklands development area administered by VicUrban for the Victorian State Government.

21.01-2 History

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The indigenous people of the area now known as Melbourne are the Kulin Nation. They are the traditional custodians of this place and their culture is an important part of the City's cultural life.

The City of Melbourne was laid out by the surveyor Robert Hoddle in 1837. Over the next 20 years the early city developed its key features: the orderly grid and hierarchy of streets, lanes and arcades (the Hoddle Grid); the intricate subdivision pattern; the main boulevards radiating to the northwest, north, east and south; the parks and gardens that ring the City; and the government and public buildings.

Today the Hoddle Grid is a dense and heterogeneous cityscape contrasting with a regular and legible pattern of streets and high quality public spaces. High rise commercial and office districts are clustered on the hills at the east and west. The gully spanning Swanston and Elizabeth Streets has a lower building scale and has predominantly retail, cafes and restaurants and professional services and attracts very high pedestrian activity. In the 1980s the central city activity expanded across the river into the redundant industrial precincts in Southbank and began the process of situating the Yarra River at the centre of the Central City.

In the 1990s apartment developments in the Hoddle Grid began its revival as a place to live. During this time the central city expanded westward with commercial and high density residential development in Docklands which introduced a harbour city aspect to Melbourne. Currently about 80 per cent of housing in the municipality is units or apartments and apartments make up a growing share of housing stock relative to detached houses and townhouses.

The City's assets include its historic precincts, streetscapes and buildings, the public spaces and activities along the Yarra River corridor including the Sports and Entertainment Precinct, Southbank cultural precinct and river promenade, its ring of parks and gardens, well established, diverse and easily accessible business districts, and its attractive residential areas. The laneways and arcades

of the City have become one of the most iconic elements of the City's character, and are integral to its social and cultural life and local economy.

One of the great Victorian-era cities in the world, the City contains many precincts, intact streetscapes and buildings recognised for their cultural heritage significance. While mostly known for its Victorian and Edwardian streetscapes, there are many examples of outstanding interwar, post war and contemporary architecture in the municipality.

21.01-3 People City

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The City of Melbourne's residential population of 88,800 in 2008 has increased by 60 per cent or 35,600 since 2001. By 2030, the population could reach 150,000 people, or as many as 208,000 with the extra capacity available in underutilised parts of the City.

The City's daily population is also growing. There are about 790,000 daily workers and visitors to the Central City with daily visitation expected to exceed one million by 2030.

The median age of residents is 28 years. There is a much greater proportion of young people aged 12-25 and a smaller proportion of children under 12 years compared to the metropolitan region. The City has a smaller population of older residents; however it is estimated that the number of city residents aged over 55 years will increase by 75 per cent to over 20,000 by 2020. Couple households without children have increased 63 per cent from 4,400 to 7,200 between 2001 and 2006.

The City is ethnically and culturally diverse. Approximately 57 per cent of the population were born overseas and about 33 per cent of households speak a language other than English compared to 36 per cent and 26 per cent respectively for the rest of Melbourne.

21.01-4 Creative City

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Melbourne is a national and international leader in creative endeavours such as 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.

Many of Australia's premier cultural institutions are clustered in a spine extending from Federation Square to the Arts Centre and down Sturt Street to the Malthouse Theatre. The other main arts cluster is in the North Melbourne Arts precinct. The municipality's rich cultural life contributes to the City's liveability, capacity for innovation, competitiveness and reputation as a creative city. The City has also expanded rapidly as an entertainment and cultural centre with over 800 cafés and restaurants in the central business district area alone and a multitude of entertainment, cultural and dining venues in its inner suburbs.

Other cultural assets of the City include the Shrine of Remembrance and Royal Botanic Gardens, the Royal Exhibition Building and the surrounding Carlton Gardens, the Melbourne General Cemetery, the Melbourne Zoological Gardens and Sidney Myer Music Bowl.

21.01-5 Prosperous City

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Melbourne is an international hub for trade, business, retail, education, science, arts and culture, and industry, and the Central City is also the State's main retail centre. In 2006 there were over 363,000 people employed in the municipality. This represents an employment growth of 3.3 per cent per year since 2002, faster

than the state average of 3.0 per cent. In the Central City, employment was over 227,000 increasing on average 2.5 per cent annually since 2002.

With Greater Melbourne's largest concentration of government and advanced business services, the City makes a substantial contribution to Victoria's prosperity. In 2008 the City of Melbourne occupied 0.4 per cent of the land area in the Melbourne Statistical Division but its gross local product (GSP), at an estimated at \$45,295 million, was approximately 18.5% of Victoria's GSP and 24% of the GSP of the Melbourne Statistical Division,

The Retail Core of the CBD is Victoria's largest retail centre with about 525,000 square metres of retail floor space and an annual turnover of around \$2.38 billion.

The City has a traditional manufacturing and industry base with over 6,700,000 square metres of floor space in the municipality used for industrial purposes. In recent times, there has been substantial change in the manufacturing sector with many manufacturing uses in the inner City areas relocating to areas on the periphery of Melbourne or offshore. At Port Melbourne and Fishermans Bend, however, the City has a vibrant industrial precinct with head offices of leading manufacturers and nationally important clusters in aviation and aerospace and defence. There is also an ongoing need for industrial uses that service the other activities in the City, the construction sector and for management of waste.

The City is a national and international tourist destination and the State's entertainment and celebration capital, regularly drawing crowds from metropolitan Melbourne, regional Victoria and beyond. In 2006 there were approximately 74,000 daily tourist visitors to the municipality. By 2020 national and international visitors are expected to increase to around 250,000 visitors daily. Visitors are drawn to the numerous large sports and entertainment venues, convention facilities and cultural facilities.

21.01-6 Knowledge City

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Melbourne is home to the University of Melbourne and RMIT University , as well as the City campuses of four other universities, and a number TAFE institutes and colleges. The linkages of these places of learning with industry, business and hospitals provide a strong foundation for Melbourne's future growth and success in the global economy. One of Victoria's greatest strengths is the co-location of key education, hospitals, research institutes and industry in the Parkville and Alfred Hospital precincts.

Melbourne hosts world class research institutions in Bio-Science. The City's world class tertiary institutions are significant contributors to the culture and economy of the municipality and broader region. Research and learning institutions in the City are crucial to metropolitan Melbourne's standing as a global city knowledge as well as to the State's education and innovation economy.

Melbourne is one of the world's leading student cities. The City's student population increased 38 per cent from 24,850 to 34,200 between 2001 and 2006 and students now comprise about 35 per cent of the resident population. About half of students residing in the City are enrolled from overseas.

21.01-7 Eco-City

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Metropolitan Melbourne has a far reaching ecological footprint reflecting increasingly unsustainable trends of resources consumption, waste generation and greenhouse gas emissions.

The City of Melbourne is one of the most compact, dense and mixed use part of the metropolitan area with the richest network of public transport services and

generous reservations of public open space. These characteristics have intrinsic efficiencies and synergies and offer significant potential to drive down per capita energy use for building and transport services, to make the City robust against the predicted impacts of climate change particularly water scarcity and heatwaves.

21.01-8 Connected City

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C162 The Sydney-Melbourne air route is the fourth busiest in the world. Fast daily passenger transport between the capital city centres is essential for Melbourne's business and tourist connections globally and regionally.

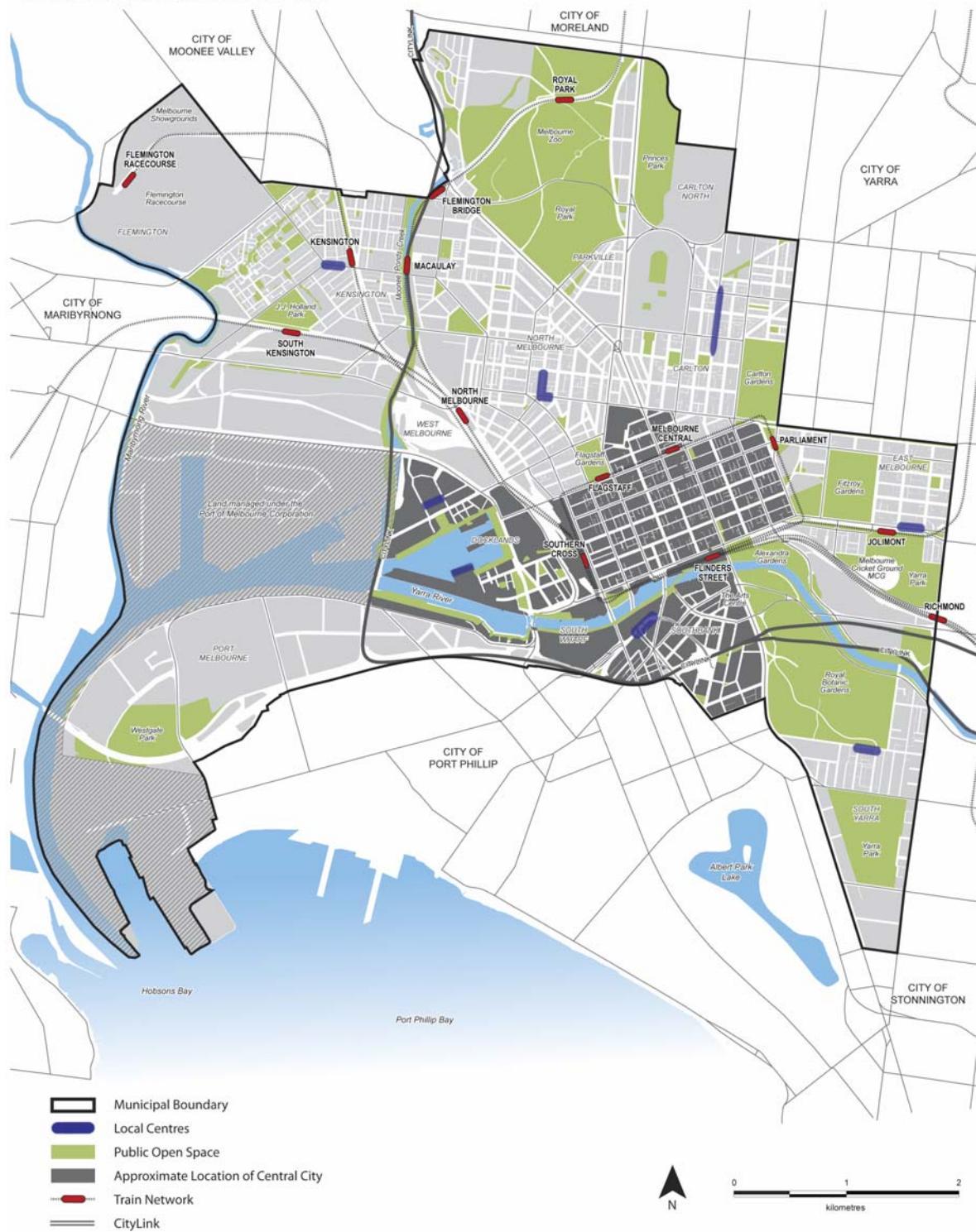
The City of Melbourne is at the hub of the state, regional and metropolitan road, rail, bus, and tram networks. Effective and efficient mobility is essential for the liveability, creativity, prosperity, innovation and environmental sustainability of the metropolitan region and the municipality. In recent years the private car has been reaching its limits as an effective mode of mass transit for commuting and reliance is increasing on the development of the rail, tram and bus networks for this task.

Bicycle and motorised bikes/scooter have been growing as a mode. They are efficient users of road space and competitive with cars for trips times. These modes can replace some trips within 10km of the city centre currently taken by car and public transport.

Effective public transport services are underpinned by a high quality and comprehensive pedestrian network that gathers and distribute passengers, safely and conveniently to their final destinations.

The Port of Melbourne is a key hub for Australia's international trade and freight. The Port handled \$58 billion of trade in 2007-2008 with a direct contribution to the Victorian economy of \$2.2 billion. It is the largest container, and one of the largest general cargo ports in Australia, handling 36 per cent of the nation's container trade. Container freight is projected to grow in the next two decades and the Melbourne Freight Terminal is being developed to meet the growth and ensure efficient freight transfer and distribution by road and rail.

FIGURE 1: MUNICIPAL CONTEXT MAP



21.02 VISION

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A bold, inspirational and sustainable city

Future Melbourne is the community's plan for the growth and development of the city. It has a vision to grow Melbourne as a global city and as one of the top ten most liveable and sustainable cities in the world. Out of this 'Vision', Future Melbourne has six high level goals for Melbourne to be a:

- a city for people
- a creative city
- a prosperous city
- a city of knowledge
- an eco-city
- a connected city

These Future Melbourne goals form the basis of this Municipal Strategic Statement. Their achievement will be underpinned by:

- Integrating the City's transport and mobility with land use and development;
- Coordinating the development of the public realm (streets, paths, parks and places) with the private realm (buildings);
- A commitment to building and managing a city of zero carbon emissions and adapted for climate change; and
- Optimising land use to support high levels of amenity and a diversity and mix.

Managed and Targeted Growth and Development

As the municipality continues to grow and develop, the culture and functioning of the City as a whole over the next twenty years will in many respects be very different from today. At the same time in this process the characteristics of the City we value today need to be retained.

This can be achieved by targeting growth and development to transform the large parts of the City that are currently redundant, underutilised or undervalued, enabling ongoing but more incremental growth and development in those parts of the City that need to constantly renew their vitality, and maintaining the existing character in valued established areas.

This approach to managed and targeted growth has been applied to three specific types of areas across the municipality:

- Stable Areas
- Ongoing Change Areas
- Urban Renewal Areas

Refer to Figure 2 for the locations of these three categories.

Stable Areas

Stable Areas are areas where the existing character is to be maintained. They are predominantly residential and have extensive heritage controls. In these areas change such as in-fill development and additions and alterations, will continue to occur, and the level of change will be consistent with change that has already occurred in recent years.

Ongoing Change Areas

Ongoing Change Areas are the product of well established land use and development controls. They have a mix of built form and land uses. Development in these areas tends to occur on a site by site basis and may include changes of

use as well as changes to the buildings, or new development. The intensity of change in these areas will be varied and dependent on many factors including location, existing use and form of development. Development will be in accordance with the relevant planning controls within the other sections of the Planning Scheme.

In the areas of Ongoing Change there will be opportunities to develop low emission and climate change adapted buildings. There may also be opportunities to contribute and develop precinct wide solutions.

Urban Renewal Areas

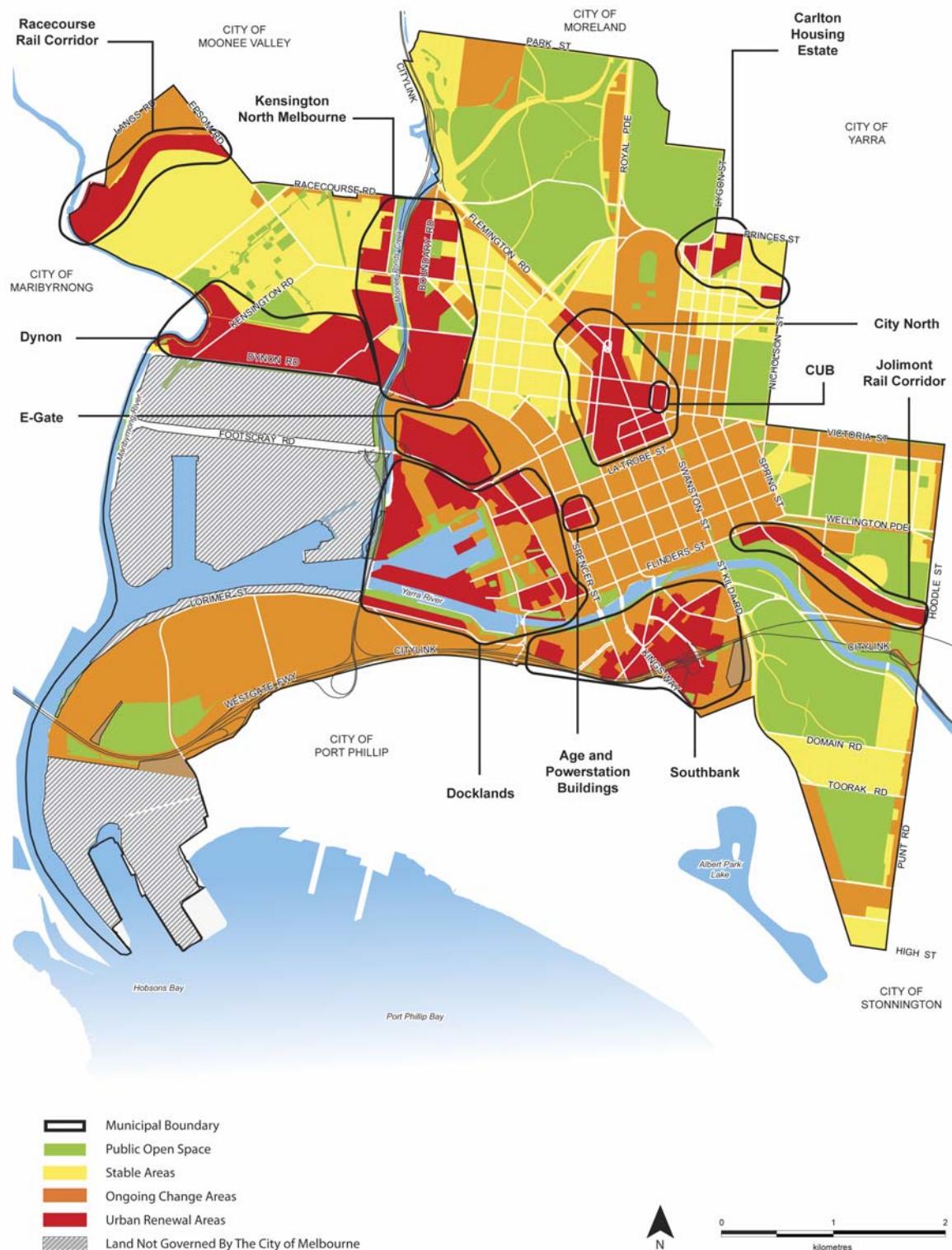
Urban Renewal Areas are the areas where large sites and whole precincts will undergo urban renewal. Many of these areas are currently underutilised or derelict parts of the City. These areas will be planned and designed to provide optimal living and working environments. Change will take place within the context of a well developed structure plan that will be adopted by Council. It is anticipated that the sequence of development will occur generally in accordance with the timeframes indicated in Table 1.

In urban renewal areas there is the opportunity to develop whole new precincts as integrated zero carbon and climate adapted. There will generally be a new mix of uses, higher density of development and excellent provision for walking, cycling and public transport services. In these precincts, the design of the buildings, streets, public open spaces should be integrated with provision of utilities services to minimise the precinct's greenhouse gas emissions, optimise water management, mitigate the effects of extreme storm events, reduce the urban heat island and take precautions against sea level rise.

Table 1:
URBAN RENEWAL AREAS INDICATIVE DEVELOPMENT TIMEFRAME

Dates years	2010	2015	2020	2025	2030	2035	2040
Southbank							
Carlton Housing Estate							
CUB							
Docklands second decade							
North City							
E-Gate							
Kensington/N Melbourne							
Dynon							
Racecourse Rail Corridor							
Jolimont rail corridor							

FIGURE 2: GROWTH FRAMEWORK PLAN



21.03 INTEGRATING TRANSPORT WITH LAND USE AND DEVELOPMENT

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Key issues

- Efficient Urban Structure
- Public Transport
- Walking
- Cycling
- Private Motor Transport
- Freight Transport

Overview

The structure of the City is a fundamental determinant of its economy, liveability creativity and its ecological footprint. Compact, mixed use and walkable cities built around public transport corridors and nodes are more efficient, more accessible and more sustainable.

The “Future Melbourne Community Plan” states that Melbourne will be:

- a city where public transport will be the most efficient and attractive way to travel;
- one of the world’s great walking cities where residents, workers and tourists will have easy access to the many activities available. Walking will be easy and attractive and the primary way for everyone to get around their local area;
- a cycling city where the entire network will be safe and attractive for cyclists of all ages;
- a city where the transport of freight is efficient and does not degrade liveability and workability;
- a city with improved motor vehicle traffic flow and smarter, more efficient private motor vehicle use; and
- a city with fast and direct connections to Australia’s network of major cities, global cities in the Asia-Pacific region and around the world.

Public transport is the most economic and efficient mode for city users to travel to and from the City from the metropolitan region. Within the municipality the network of trains, trams and buses provides a rich means for local short trips, which must be complemented with a good quality, comprehensive pedestrian network

With greater residential population in inner areas, walking will continue to become an increasing mode of choice for commuting.

Cycling is becoming one of the most effective means of mobility within the municipality. Cyclists commuting from home are growing as a proportion of all commuter trips to the City as is off-road cycling for leisure and recreation. There are significant opportunities to encourage further take-up of cycling.

The Port of Melbourne and the City’s industrial areas rely on efficient road and rail links for freight movement into and out of the City. In many of the high density mixed use areas of the municipality freight traffic is degrading amenity. The impact of freight vehicles needs to be minimised.

Private motor vehicles will continue to be part of the mix of modes available for city users but their use will be developed to be more complementary with the other modes and more compatible with good quality higher density inner city living and working. Car sharing is one significant opportunity for achieving this.

The municipality is a key destination for intercity, interstate and international travel for commerce and tourism. State of the art facilities and infrastructure for these transport services are critical to the economic and cultural life of the City.

The targeted growth and development of the City in the urban renewal and ongoing change areas will be integrated with the following transport infrastructure initiatives and proposals as shown on Figure 3:

- **The Regional Rail Link** will be a new rail link from the City to Victoria's western regional cities and the western metropolitan region.
- **The Melbourne Metro Rail Project** is planned to provide an underground metro service from Footscray Activity Centre through to the Central City and Caulfield. It will significantly increase the overall capacity for rail services to the central City.
- **The WestLink Westgate Bridge Alternative** is planned to take pressure off the West Gate Bridge with a road tunnel linking Dynon Road and Footscray Road with Geelong Road and Sunshine Road in West Footscray; and a longer-term road connection to the Western Ring Road.
- **The Melbourne Metropolitan Freight Terminal** which is the rationalisation of the Dynon Freight Precinct to provide a more efficient and more compact port logistics functions.
- **The Webb Dock Freight Rail Link** will service the planned increased capacity freight of Webb Dock by rail through the Melbourne Freight Terminal.

21.03-1 Public transport

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Objective 1

To optimise the use of public transport through efficient urban structure

Strategies

- Ensure a development pattern in the Urban Renewal Areas that is permeable and fine-grained with a legible pattern of access and movement.
- Consolidate development with a mix of uses along tram and bus corridors and at and around railway stations in Urban Renewal and Ongoing Change Areas.
- Locate major entertainment, recreation, retail, education and employment uses close to good public transport in Urban Renewal and Ongoing change areas.

21.03-2 Walking

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Objective 1

To create a comprehensive, safe, comfortable and convenient pedestrian network throughout the City

Strategies

- Support the extension of the existing pedestrian network (including shared paths and through block links) throughout the municipality.
- Ensure that pedestrians are given priority around Local Activity Centres, within the Retail Core of the Central City, along key pedestrian routes, at the rail stations, high volume tram and bus stops, and around major activity generators including sports and entertainment facilities.
- Ensure that pedestrians are not impeded by ground level activity or development.
- Ensure that parks and other public places are well connected by physical and visual links.
- Reinforce Swanston Street as a key pedestrian, public transport and cycling spine from the Arts Centre to the University of Melbourne

Objective 2
To improve pedestrian access

Strategies

- Protect and enhance the laneway network as a significant element of the pedestrian network and public realm of the Central City,
- Encourage a permeable and fine-grained development pattern in all Ongoing Change and Urban Renewal Areas.
- Provide publicly accessible pedestrian links through large development sites to increase permeability.
- Strengthen pedestrian connectivity and visual links throughout the Central City and with adjacent urban renewal areas.
- Integrate Docklands with the western edge of the Central City, North and West Melbourne, and Port Melbourne and Fishermans Bend, through a clear structure of streets, pedestrian routes and development blocks.

21.03-3 Cycling

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Objective 1

To develop a comprehensive, safe and convenient cycling network throughout the City

Strategies

- Support the extension of the existing system of dedicated cycle routes (including shared paths) across the entire street network.
- Ensure that new development provides bicycle access and high quality, safe and secure end of trip cycle facilities.
- Support the provision of public bike hire stations convenient to pedestrians and public transport.

Objective 2

To develop principal on road and off road bicycle routes into and through the City of Melbourne from surrounding municipalities

Strategies

- Support the extension of principal cycling routes into and through the City from surrounding municipalities.
- Strengthen cycle connectivity within the Central City, and between the Hoddle Grid and Southbank and Docklands.

21.03-4 Private Motor Transport

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Objective 1

To encourage more efficient use of private motor vehicles

Strategies

- Support the use of publicly accessible off-street car share spaces to meet the car needs of residents and businesses.
- Support the provision of purpose designed off street parking for small and micro cars, motor scooters and motorbikes to meet the needs of residents and businesses.
- Support provision of re-charging facilities for electric powered vehicles.
- Support a variation to the on-site car parking requirements on sites which are of identified heritage significance if the requirements are likely to adversely impact on the significant building fabric or other significant features.
- Support the reduction or waiving of car parking for new uses and developments which have good access to public transport.
- Discourage new commercial car parks.
- Discourage commuter car parking in the Central City.
- Encourage the co-location and sharing of car parking facilities.

- Minimise the extent of vehicle crossovers and their impediments to pedestrian access.

21.03-5 Freight Transport

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Objective 1

To reduce the amenity and environmental impacts of road based service, delivery and waste freight vehicles.

Strategies

- Support service, delivery and waste freight solutions which improve efficiency and minimise negative impacts on amenity and the environment.
- Support improved rail links for freight movement servicing the Port of Melbourne and industry.
- Ensure that new developments have adequate on-site loading facilities.

MELBOURNE PLANNING SCHEME

FIGURE 3: ACCESS & SPACES MAP



21.04 INTEGRATING PUBLIC REALM AND PRIVATE REALM

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Key issues

- Heritage
- Distinctive Urban Structure
- Safety, Health and Well Being
- Public Realm
- Public Open Space

Overview

There will be increased emphasis on coordinating the development of the private realm (usually buildings) with the development of the public realm (the streets, paths, parks and places) to ensure that particularly in the Urban Renewal Areas the new growth and development of the City is functionally integrated with the existing neighbouring urban fabric. This means that development will be focussed on creating a city for people to enjoy and take pleasure in.

The City of Melbourne occupies part of a relatively flat Yarra estuary, gradually rising to the north, that extends to Port Phillip Bay in the south, the Yarra River in the east, and the Maribyrnong River in the west. Superimposed on this landscape is a distinctive urban structure which gives Melbourne its unique sense of place and identity the main features of which are:

- The Hoddle Grid which runs parallel to the Yarra River has a regular grid of broad thoroughfares, little streets and a network of intimate laneways and arcades.
- Building heights have been kept low in the retail heart of the Hoddle Grid, with taller buildings sited on the gently rising topography to the east, north and west.
- The ring of parks and gardens, each with a particular landscape character, around much of the edge of the Central City.
- The spacious boulevards of St Kilda Road, Flemington Road, Victoria Parade and Royal Parade leading into the Hoddle Grid, notable for their width, the formality of their design and the consistency of their tree avenues.
- The Yarra River which flows through the Central City.
- The Docklands waterfront

In this context, new developments must add positively to Melbourne's public spaces and contribute to the creation of a safe and engaging public realm. Public and private spaces should be able to support a range of uses including physical movement, communal exercising, social interaction, quiet enjoyment and connections to the natural environment.

Much of Melbourne's character is defined by its historic street pattern, boulevards and parks, heritage precincts, as well as individually significant heritage buildings. The heritage character of particular areas is the result of the sequence and pattern of subdivision, predominant uses, topography and original socio-economic structure of the population. This has created unique neighbourhoods which are identified in the municipality's Heritage Overlays. Development in these settings needs to be sensitive to the heritage buildings and places, landmarks, landscape, views and character.

Melbourne's parks and gardens contribute to the City's liveability and sustainability. They are important leisure and recreation facilities. They also provide urban cooling, opportunities for urban water management and flora and fauna habitat. They include horticultural value and nationally recognised cultural heritage features. The municipality's parks and gardens are key components of the extensive open space network throughout the wider metropolitan area.

21.04-1 Heritage

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Objective 1

To conserve and enhance places and precincts of identified cultural heritage significance.

Strategies

- Conserve, protect and enhance the significant fabric of identified heritage places and precincts.
- Support the restoration of heritage buildings and places.
- Protect the valued historic buildings, subdivision pattern, boulevards and significant public open space within the heritage precincts.
- Protect buildings, streetscapes and precincts of cultural heritage significance from the visual intrusion of built form within precincts and from adjoining areas.
- Protect heritage significant trees and landscape features in parks and heritage areas.

21.04-2 Distinctive urban structure

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Objective 1

To reinforce Melbourne's unique sense of place and physical identity

Strategies

- Maintain the subdivision pattern and the regular grid layout of little streets and laneways of the Hoddle Grid.
- Ensure that new development respects the hierarchy of streets, little streets and lanes of the Hoddle Grid.
- Protect and enhance the built form, character and pedestrian function of laneways and the laneway system within the Hoddle Grid.
- Ensure a strong distinction between the built form scale:
 - of the Retail Core with that of the Central City; and
 - of the Central City with that of development in surrounding areas.
- Ensure that the area bounded by Latrobe and Victoria Streets and Elizabeth/Peel Streets has a lower scale than the Hoddle Grid and provides a contrast in built form scale between the lower scale of Carlton and North Melbourne and the higher scale of the Hoddle Grid.
- Ensure a strong contrast in scale of development along Elizabeth Street from the lower scale areas to the north of Victoria Street and the higher scale of the Central City.
- Ensure that all new buildings add architectural interest to the City's streetscapes and skyline.
- Encourage the orientation of building towers to align with the street pattern.

Objective 2

To enhance the role of principal streets and other main roads as entrances to the Central City

Strategies

- Ensure that development along the City's established boulevards and major avenues respects and maintains the prominence of their landscaped character.
- Ensure development along principal streets reinforces their character as major, high quality entries into and through the City.

Objective 4

To maintain and enhance key view corridors

Strategies

- Protect important views including to the:

- Royal Exhibition Building along Queensberry and Spring Streets
- Shrine of Remembrance along Swanston Street
- Parliament House along Bourke Street
- Treasury Buildings along Collins Street
- Arts Centre Spire
- Flinders Street Station clock tower along Elizabeth Street
- Victoria Harbour along Latrobe Street
- Yarra River from the Central City street and lanes wherever possible, particularly from elevated locations along the Collins, Bourke and Latrobe Street corridors.

Objective 5

To design new development to protect the characteristics of the Stable Areas

Strategies

- Ensure development in the Stable Areas as identified in Figure 2 maintains the existing generally low scale character of heritage streetscapes and buildings.
- Support infill development and additions and alterations in Stable Areas.
- Maintain the historic low scale of rear lanes in Stable Areas.
- Ensure that new development in Stable Areas maintains and reinforces the existing built form character of buildings and landscape.

Objective 6

To design new development to meet the identified built form objectives of its locality.

Strategies

- Support development in Ongoing Change Areas as guided by the relevant planning controls.
- Ensure development in areas where a specific built form outcome is identified in a Design and Development Overlay, ensure that development complements the scale of, and provides a transition to, adjoining low scale buildings in areas where the existing built form character should be retained.
- Encourage a fine grain and consistent scale of development in local centres.
- Ensure that the scale and built form of any new development along Hobsons Road provides a sympathetic transition with the Kensington Banks interface.
- Maintain the predominantly low scale and character of the areas around Carlton Gardens, and Lygon Street, Carlton.
- Encourage medium to high density residential development in Urban Renewal Areas.
- Encourage intensification of development of the Queen Victoria Market precinct where appropriate.

21.04-3 Safety, Health and Well Being

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Objective 1

To provide for good levels of amenity throughout the City

Strategies

- Apply the Amenity Principles at 21.06-9.
- Ensure tower buildings are well spaced and sited to provide equitable access to an outlook and daylight to all towers.

Objective 2

To ensure the public realm supports physical and social activity

- Ensure all pedestrian paths, parks and public spaces are safe and easy to use for people of all abilities and ages.

- Ensure the design of tall buildings provides a human scale at street level.
- Ensure development minimises the adverse effects of wind down drafts and provides wind protection in public and private outdoor spaces.
- Ensure that developments in the Central City and Urban Renewal Areas provide weather protection along key pedestrian routes, where this does not conflict with heritage or streetscape integrity.
- Ensure sunlight access in the middle of the day to outdoor spaces, appropriate to their role and function.

Objective 3**To create a public realm where people feel and are safe****Strategies**

- Ensure that design principles of public and private safety are incorporated into the design of buildings, parks and public spaces.
- Support the use of materials which are not susceptible to vandalism or graffiti.
- Ensure that development promotes passive surveillance of the public realm through active frontages.
- Ensure that signage, security treatments, and the design of shopfronts allows for views into the premises and passive surveillance.
- Ensure that potentially contaminated land which is to be rezoned for a sensitive use is suitable for that use.

21.04-4 Public Realm--/20--
C162**Objective 1****To enhance the quality and amenity of the public realm****Strategies**

- Encourage the provision of a diversity of public spaces to accommodate the diverse needs of the community.
- Ensure buildings present an attractive, active and positive frontage to all streets and public places.
- Ensure development fronting streets contributes to a continuous building edge and integrated streetscape.
- Ensure that the scale and bulk of new development is appropriate to the scale of the public realm.
- Ensure that the design and scale of advertising and signage is integrated with, and respects the design of the host building, streetscape character and the skyline.
- Avoid projections into the public realm unless they can be demonstrated to provide a significant contribution to the design and amenity of the space.
- Discourage car parks and podium car parks that front onto the public realm, or where it is visible from the street.
- Discourage high wire mesh fencing on street frontages.
- Encourage consistent front landscaped setbacks in Port Melbourne (Fishermans Bend).
- Ensure that all bridges connecting the Hoddle Grid with Docklands over the rail lines provide a seamless streetscape.

21.04-5 Public Open Space--/20--
C162**Objective 1****To preserve and enhance Melbourne's parks, gardens and other open spaces.****Strategies**

- Ensure that there is no net reduction in parkland area.
- Increase the provision of new open space and recreational facilities for local residents, visitors and working communities.

- Ensure that buildings and development within parks and gardens are consistent with the Parks Policy and relevant Parks and Gardens Master Plans.
- Ensure that new development optimises solar access in public spaces in winter, provides shading in summer, and helps create microclimatic conditions that provide a high level of amenity.
- Ensure development surrounding parks is compatible with their scale and character.
- Ensure that development within and surrounding the City's parks and gardens does not adversely impact on the recreational amenity, or environmental and aesthetic values of the park.
- Provide an integrated network of parks and open spaces within the Urban Renewal Areas.
- Work with State Government to minimise the impact of car parking on Yarra Park by reducing vehicle access and car parking.
- Support the restoration of the natural state of Yarra Park by retaining and enhancing its native vegetation.
- Encourage the retention and re-growth of native vegetation in Royal Park.
- Support the ongoing operation of the Melbourne Zoological Gardens and Botanic Gardens.
- Support the ongoing enhancement of the environmental and recreational values of Westgate Park.

Objective 2

To enhance the Yarra River, Moonee Ponds Creek and Maribyrnong River as recreational open space corridors

Strategies

- Support the development of a continual open space corridor along the waterways providing for both recreational and ecological purposes.
- Expand public space on both sides of the waterways.
- Enhance the flora and fauna habitat of the waterways.
- Ensure that future development along the waterways provides for safe and convenient access to the banks.
- Ensure developments along the waterways have active frontages.
- Protect the environs of waterways by limiting the scale of development along their banks.
- Ensure that industry does not detract from the amenity of the waterways.
- Protect the waterways and their banks from excessive overshadowing.
- Provide setbacks to the waterways.
- Enhance public space on both sides and links across the Yarra River.
- Support recreational use of the Yarra and Maribyrnong Rivers.
- Support active land uses such as cafes, restaurants and leisure uses in the designated locations along the waterways.
- Encourage boating, landing, mooring, boat parking and land back-up facilities on the Yarra and Maribyrnong Rivers consistent with safe and efficient Port operations.
- Enhance the ecological, aesthetic, habitat, recreational and water quality values of the Moonee Ponds Creek.

Objective 3

To enhance the Docklands waterfront as a regional recreational precinct

Strategies

- Support active uses along the Docklands waterfront.
- Ensure building heights and setbacks along the waterfront create comfortable micro-climatic conditions on the promenades.
- Provide safe, wide and attractive public promenades along the waterfront as an integrated part of the development of each precinct.

- Ensure marina development allows for public access to the water and the waterfront.
- Ensure that new streets and open spaces provide physical and visual linkages to the waterfront.
- Ensure continuous pedestrian and cycle promenades along the waterfront.
- Design roads to ensure through-traffic is diverted away from the waterfront.

AUTHORISATION

21.05 ECO CITY – ZERO CARBON AND ADAPTED FOR CLIMATE CHANGE

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C162

Key issues

- Adapted to Climate Change
- Greenhouse Gas Reductions
- Resource Efficiency
- Biodiversity

Overview

Climate change is predicted to deliver more extreme weather events such as flooding, intense storms, reduced rainfall, heatwaves and rising sea level. The built environment must be designed to moderate and provide protection from predicted disruptive climate impacts.

This must also be done in ways that do not increase greenhouse gas emissions and so further exacerbate the problem. Reductions in greenhouse gas emissions are achieved by reducing energy use through efficiency measures, sourcing energy from renewable generation, and then offsetting the remaining emissions.

The compact mixed use structure of city is ideal for new more efficient forms of utility provision such as tri-generation – district generation and use of power, heating, cooling and water, and for increased use of walking, cycling and public transport and reduced car usage for the mobility needs of residents, workers and residents

Improving the balance between residential and employment activities in the City by increasing the proportion of residents will enable more efficient and complementary use of physical and services infrastructure reducing its overall per capita energy and economic costs and enabling more effective waste management. The provision of waste management facilities in all buildings makes it easier for people to reduce waste sent to landfill.

21.05-1 Reduce Greenhouse Gas Emissions and Adapt to Climate Change

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C162

Objective 1

To make the built environment resilient to heatwaves, water shortages, extreme storm events and sea level rise.

Strategies

- Design all new development, streets and parks to minimise their contribution to the urban heat island effect and to contribute to urban cooling.
- Ensure that all new development adopts water sensitive urban design principles including stormwater harvesting, water recycling and reuse, and attenuating stormwater flow.
- Ensure that flood risk is mitigated or managed in areas at risk of flooding by stormwater surges, waterway flooding and sea level rise.

Objective 2

To reduce built environment greenhouse gas emissions

Strategies

- Design all new developments to maximise the use of passive systems to achieve comfortable indoor conditions.
- Support new developments that minimise the building's embodied energy through the choice of materials, construction and the retention of building fabric that can be reused.

- Support on-site renewable and low emission energy generation, such as solar hot water, photovoltaic cells, wind powered turbines or combined heat and power generation systems in all new developments.

Objective 3

To develop integrated precinct solutions to reduce greenhouse gas emissions and increase resilience to climate change

Strategies

- Encourage precinct wide integrated water management systems including water sourced from tri-generation power systems.
- Encourage local tri-generation and distribution of power, heating, cooling and water.

21.05-2 Resource Efficiency

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Objective 1

To encourage the recycling of waste

Strategies

- Ensure the sustainable management of demolition and construction waste associated with all new developments.
- Integrate waste management and recycling facilities into all new developments.

21.05-3 Natural systems

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Objective 1

To protect existing flora and fauna habitats and encourage the creation of new habitats

Strategies

- Encourage planting and landscaping in the public realm and on and around buildings that will support urban ecosystems.
- Protect and enhance areas of natural biodiversity.
- Minimise the impacts of introduced flora and fauna on indigenous vegetation.

21.06 LAND USE AMENITY AND DIVERSITY

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C162

Key issues

The City has a dense and complex mix of land uses which is continually growing and evolving. The broad land use types in the City are:

- Residential
- Retail
- Commercial
- Industry
- Entertainment and Recreation and Culture and Arts
- Knowledge
- Community facilities

Overview

Each of the above land uses has distinct objectives and strategies. In some contexts there will be benefits from segregation of land uses, while generally a mix of land uses will achieve more of Council's objectives more effectively. While the potential conflicts between land uses needs to be managed, the benefits of mixing land uses are:

- More efficient use of city infrastructure;
- Enabling synergies between uses;
- Creating a safer and more vibrant public realm;
- Providing local services and employment; and
- Supporting urban intensification.

A diverse population has diverse housing needs. A mix of housing sizes and types is required to meet the diversity of households. Across the municipality there is a growing need to increase the proportion of lower cost accommodation, social housing and housing for people of all abilities.

While Council strives to achieve the good standards of amenity across the City, there are a number of external factors that may impact on amenity. Consequently, residential development needs to consider the amenity impacts of established and potential uses, including noise and light spill, and take protective steps to minimise these impacts.

21.06-1 Mix of Uses

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Objective 1

To support the Central City as the primary focus for employment, business, finance, city-living, entertainment, cultural activity and retail in Victoria.

Strategies

- Support the Central City's role as the principal centre in the State, for government, business and financial services.
- Encourage a mix of business uses at ground level in new developments to support street life and provide pedestrian interest and safety.
- Support the Retail Core as a compact retail precinct.
- Encourage provision of supermarkets and convenience retail in the Central City for local residents and workers.
- Ensure that new residential accommodation is designed so that it does not undermine the ability of existing and new education centres, office and retail uses to successfully function in the Central City.
- Provide a mix of land uses and activities to avoid parts of the Central City becoming deserted at various times of the 24 hour day and 7 day week.

- Ensure noise and disturbance from late night activity does not compromise the reasonable needs of residents and other users of the City.

Objective 2

To provide for a mix of uses in Ongoing Change and Urban Renewal Areas

Strategies

- Encourage new housing, businesses, service industry, research and development and a mix of uses in the Mixed Use Zone in areas of on-going change as identified in Figure 2 –Growth Framework Plan.
- Encourage new housing, businesses, service industry, research and development and a mix of uses in all urban renewal areas except for the Public Housing Estates as identified in Figure 2 –Growth Framework Plan.
- In Mixed Use Zones encourage a mix of public and commercial uses at ground level in new developments to support street life and provide pedestrian interest.
- Encourage, where consistent with the zoning of the land, the vertical and horizontal mixing of retail and hospitality land uses with other complementary uses, such as offices, health and personal services.
- Ensure land uses adjoining principle road and rail freight movement corridors are compatible with the amenity impacts from those corridors.
- Support a mix of retail, tourist and business uses around Argyle Square, Carlton compatible with the amenity of existing residences.
- Support research and education uses, and residential buildings associated with the institutions, in the Business 2 zoned land along Royal Parade, Parkville.
- Encourage interim land uses, reuse of existing buildings, infrastructure and landscaping to present an attractive physical environment during the development phase of Docklands.
- Support mixed use development including offices in Docklands.
- Support a mix of residential and other uses on land fronting Hobsons Road adjacent to Kensington Banks,

21.06-2 Residential

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Objective 1

To provide residents with an optimum level of amenity

Strategies

- Ensure new dwellings are located and designed to protect prospective residents from off-site amenity impacts.
- In the Capital City, Docklands and Business Zones, ensure residential development takes into account the amenity impacts of established and future office and retail uses, including noise impacts, and provides acoustic insulation in dwellings to protect future occupants.
- Encourage acoustic attenuation in dwellings that are in, adjoin or are located close to the Capital City Zone, Docklands Zone, or Business Zones, or are in the Mixed Use Zone or adjacent to industry, rail corridors and major roads.
- Implement the Amenity Principles at Clause 21.06-10.
- Manage use and development in Lorimer Street Port Melbourne (near the interface with Docklands) so that it does not unreasonably affect the amenity of the adjacent Docklands development.

Objective 2

To support the provision of good social housing and affordable housing

Strategies

- Support the development of affordable housing.
- Support the development of social housing.

- Support the retention of existing numbers of social housing dwellings in association with any redevelopment of Public Housing Estates.
- Support the enhancement and refurbishment of existing Public Housing Estates.

21.06-3 Retail

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Objective 1 To support Central City retail uses

Strategies

- Ensure retention of a vibrant and successful Retail Core.
- Support rejuvenation and reinvestment to maintain the Retail Core.

Objective 2

To support retail uses in Docklands.

Strategies

- Ensure that retailing in Docklands complements that in the Central City.
- Support Victoria Harbour as the primary retail focus in Docklands.
- Support Waterfront City as the secondary retail precinct in Docklands.

Objective 3

To support local centres

Strategies

- Encourage the provision of local shops and services to serve new residential and working communities in Urban Renewal areas.
- Recognise that the vitality of local activity centres depends in part on their ability to attract people from a wider area.
- Encourage the role of shopping precincts for local shopping and neighbourhood facilities.
- Support street level local services and food and drink premises on St Kilda Road.

21.06-4 Commercial

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C162

Objective 1 To manage the potential amenity impact of businesses

Strategies

- Ensure that all new business uses manage off site impacts such as noise, traffic generation and parking consistent with the Amenity Principles Tables at Clause 21.06-10.
- Support business uses that provide services to the local community in Residential Zones, only where consistent with the Amenity Principles Tables at Clause 21.06-10.

21.06-5 Industry

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Objective 1 To maintain the long term capacity of the City to accommodate industry

Strategy

- Facilitate the growth of industry in Fishermans Bend (Port Melbourne) and in the Dynon Road precinct.

Objective 2

To minimise the impacts of industries on their surrounds

Strategies

- Ensure new industrial uses incorporate measures to minimise noise and environmental impacts.
- Ensure that the appearance and operation of industrial uses does not adversely affect the amenity and physical condition of the public environment and minimise impacts on the surrounding road network.

Objective 3

To ensure industrial and Port of Melbourne activity is not compromised by other uses in the City

Strategies

- Discourage new housing or other sensitive uses where they may undermine the viability of existing industrial and Port related uses.
- Manage the interface of industry and residential areas to protect industry and the amenity of residential uses.

Objective 4

To support Port Melbourne (Fishermans Bend) as the City's core industrial area

Strategies

- Discourage office development in the Industrial 1 Zone in Port Melbourne (Fishermans Bend) so as not to undermine its industrial character.
- Discourage Restricted Retail Uses in the Industrial 1 and Business 3 Zones so as not to undermine the industrial character of the area.
- Support convenience retail and services to serve the area's workforce.

21.06-6 Entertainment, Recreation, Culture and the Arts

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C162

Objective 1

To maintain and develop a diverse range of arts, culture, leisure and entertainment facilities

Strategy

- Support cultural attractions and facilities in Business and Mixed Use Zones, where consistent with the Amenity Principles 21.06-10.
- Ensure licensed premises and other entertainment uses do not detract from the amenity, positive character, image, and function of the City.
- Encourage non alcohol related entertainment in the evening to late night hours.
- Discourage the concentration of sexually explicit adult entertainment, amusement parlours and gaming venues.
- Support the role of the North Melbourne Town Hall and Metropolitan Meat Market as an arts precinct.
- Support the ongoing tourism, retail, restaurant and entertainment as well as the local role of Lygon Street, south of Elgin Street.
- Minimise the impact of traffic, noise and parking from Flemington Racecourse and the Royal Agricultural Showgrounds, on nearby residential.
- Support the Queen Victoria Market as a major retail and tourist facility.
- Ensure the land use around the Queen Victoria Market does not detract from its amenity or compromise its 24 hour function.
-

Objective 2

To maintain and develop a diverse range of leisure and entertainment facilities in the Capital City and Docklands Zones

Strategy

- Support Victoria Harbour, Harbour Esplanade and Docklands Park as the recreational focus for Docklands.
- Provide entertainment options over the course of the 24 hours consistent with the Amenity principles at 21.06-10.
- Manage recreation, leisure and cultural activities to ensure residential amenity is not unreasonably affected.
- Support uses in Docklands such as recreational boating, marinas, and port services, particularly where access to the waterfront is available.

Objective 3

To encourage artists, arts organisations and creative industries in the municipality

Strategy

Support developments which provide spaces for artists, arts organisation and creative industries.

21.06-7 Knowledge

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C162

Objective 1

To integrate education and research facilities into their urban neighbourhoods

Strategy

- Support the development and clustering of scientific research centres, hospitals and associated medical uses and their continued operation and development in their current locations consistent with the Amenity Principles at Clause 21.06-10 at the interface of residential and mixed use zones.
- Support the continued growth, and expansion of the University of Melbourne and RMIT University consistent with the Amenity Principles at Clause 21.06-10.
- Support greater integration of the University of Melbourne and the RMIT University into the public realm of the City through access connections and the orientation of new development.
- Discourage the encroachment of non-residential uses associated with research, education and medical institutions into adjoining Residential Zones and parkland.
- Manage the off-site impacts of education and research facilities such as car parking and traffic so as to protect the character and amenity, (including visual amenity) of adjoining areas.

21.06-8 Community facilities

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C162

Objective 1

To ensure community facilities are provided to meet the current and projected needs of new residential communities

Strategy

- Require urban renewal areas and new development to make provision for appropriate support services and community facilities.
- Encourage the location of community service facilities in local centres.
- Discourage activities near hospitals that risk reducing the efficiency or safe delivery of acute health care, trauma and emergency services (including 24 hour emergency helicopter access).
- Encourage the development of neighbourhood hubs with indoor and outdoor public spaces and associated retail and community services.

21.06-9 Built form Amenity Principles

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AREA	AMENITY PRINCIPLES
Stable Areas where the existing built form character is to be maintained.	<ul style="list-style-type: none"> ▪ Ensure that the height, mass and scale of new buildings, as well as new structures including signage and other infrastructure, respond to site context including the prevailing neighbourhood and heritage character. ▪ Ensure that development does not undermine the significance of any identified Heritage Place or Precinct. ▪ Ensure that adjoining properties are not adversely affected by the massing and scale of development. ▪ Ensure buildings are designed and located so that levels of sunlight and daylight available to adjoining properties are not unreasonably reduced. ▪ Ensure buildings are designed to minimise overlooking, noise and light spill onto adjoining residential properties. ▪ Ensure a high level of on-site amenity for future occupants of new residential developments, including access to private or public open space and favourable outlooks.
Areas where Ongoing Change in the built environment is envisaged	<ul style="list-style-type: none"> ▪ Ensure that development does not undermine the significance of any identified Heritage Place or Precinct. ▪ Ensure that the height, mass, scale and articulation of new development considers the potential future built form and land use on adjoining sites. ▪ Ensure that reasonable access to daylight, sunlight, privacy and outlook is maintained for adjoining residential properties. ▪ Ensure a high level of on-site amenity for future occupants of new residential developments, including access to private or public open space.
Central City where Ongoing Change is envisaged	<p>Central City where Ongoing Change is envisaged</p> <ul style="list-style-type: none"> ▪ Ensure new buildings are well spaced and offset to equitably distribute access to outlook and sunlight between towers and minimise direct overlooking between habitable room windows. ▪ Ensure a high level of on-site amenity for future occupants of new residential developments, including access to private or public open space ▪ Ensure that new buildings towards the edges of these precincts provide an appropriate transition to adjacent lower scale development.
Areas of Urban Renewal where a substantial change in the built environment is envisaged	<ul style="list-style-type: none"> ▪ Ensure that development does not undermine the significance of any identified Heritage Place or Precinct. ▪ Ensure new buildings are well spaced and offset to equitably distribute access to daylight, sunlight, privacy and outlook and minimise overlooking between habitable room windows wherever possible. ▪ Ensure that the height, mass, scale and articulation of new development considers the potential future built form and land use on adjoining sites. ▪ Ensure a high level of on-site amenity for future occupants of new residential developments, including access to private or public open space

21.06-10 Land Use Amenity Principles

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ZONE	AMENITY PRINCIPLES
Residential Zones (except Mixed Use Zone)	<ul style="list-style-type: none"> ▪ Maintain the highest standards of residential amenity. ▪ In appropriate locations, allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.¹ ▪ Ensure that responsibility for management of operational impacts such as traffic, parking, odour, light spill, signage and noise falls upon the agent of change, to minimise impacts on the neighbourhood. ▪ All new dwellings immediately adjacent to a Road Zone, railway line or existing noise generating use should consider acoustic attenuation measures.
Mixed Use Zone & Business 5 Zone	<ul style="list-style-type: none"> ▪ Ensure that responsibility for management of operational impacts such as traffic, parking, odour, light spill, signage and noise falls upon the agent of change, to minimise impacts on the neighbourhood. ▪ Ensure that all new residential uses have appropriate acoustic attenuation measures.
Business 2 Zones and Public Land Zones	<ul style="list-style-type: none"> ▪ New residential development needs to acknowledge and manage off-site impacts. ▪ Ensure that all new residential uses have appropriate acoustic attenuation measures.
Public Use Zone, Capital City and Docklands Zones	<ul style="list-style-type: none"> ▪ Residential amenity in these Zones is not comparable to that of 'pure' residential zones, and residential use and development in these zones must consider the other section 1 uses in these zones. ▪ New residential use and development in these zones needs to acknowledge and manage off-site impacts of other Section 1 uses including appropriate acoustic attenuation measures. ▪ All uses particularly late night uses must consider their potential impacts on amenity.
Industrial Zones	<ul style="list-style-type: none"> ▪ New residential development close to existing industrial zones needs to acknowledge and manage off-site effects caused by these industrial areas. ▪ An Environmental Management Plan should be developed for all new industrial uses.

21.07 IMPLEMENTATION PROGRAM

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The objectives and strategies identified in Clauses 21.03 to 21.07 will be implemented by:

Using zones, overlays, local policy and the exercise of discretion

- Applying the: Residential Zones, Mixed Use Zone, Industrial Zones, Business Zones, Public Land Zones, Public Use Zone, Public Park and Recreation Zone, Road Zone, Capital City Zone, Docklands Zone as appropriate; and
- Applying the Heritage Overlay, Design and Development Overlay, Incorporated Plan Overlay, Development Plan Overlay, Land Subject to Inundation Overlay, Special Building Overlay, Public Acquisition Overlay, Environmental Audit Overlay, and Road Closure Overlay as appropriate; in order to:
 1. Consolidate the existing pattern of land use and development in Stable Areas;
 2. Allow continued growth in use and development in accordance with current planning provisions in On-going change areas; and
 3. Facilitate change in the current pattern of land use and development in Urban Renewal areas, generally in the direction of intensified mixed uses.
- Applying the following local policies at Clause 22 in consideration of planning applications:
 - Urban Design within the Capital City Zone
 - Sunlight to Public Spaces
 - Heritage Places within the Capital City Zone
 - Heritage Places outside the Capital City Zone
 - Advertising Signs
 - Amusement Parlours
 - Sexually Explicit Adult Establishments
 - Gaming Premises
 - Discretionary Uses in Residential 1 Areas
 - Lygon and Elgin Street Shopping Centre
 - Urban Design outside the Capital City Zone
 - Urban Design within the Docklands Zone
 - Environmentally Sustainable Office Buildings
 - CBD Lanes
 - Heritage Places Within the World Heritage Environs Area
 - Policy for licensed premises that require a planning permit
- Applying the Schedule to Clause 52.6 in consideration of planning applications for on-site parking

Undertaking further strategic work

Project	Affects whole city	Affects Urban renewal areas	Affects Ongoing change areas	Affects Stable areas
Prepare structure plans and associated Urban Design Frameworks for all Urban Renewal Areas: Southbank, Docklands, North Melbourne /Kensington, South Parkville, Dynon Precinct, Flemington rail corridor		+	+	
Prepare Open Space Strategy	+			
Review the Central City Built Form			+	
Prepare Transport Corridor Urban Development Strategy	+			
Prepare Building Energy Efficiency and Climate Change Adaptation policies	+			
Prepare a Heritage Strategy	+			
Prepare a Principal Streets Strategy	+			
Prepare an Urban Forest/Urban Greening Strategy	+			
Complete the Urban Design Strategy	+			
Prepare a Student Housing Policy	+			
Prepare a Water sensitive urban design policy	+			
Prepare an Affordable Housing Strategy	+			
Undertake a feasibility assessment for reduced parking provision throughout the City.	+			
Undertake a Laneway Built Form study for areas outside the Hoddle Grid.	+			

21.08 REFERENCE DOCUMENTS

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Future Melbourne Community Plan, 2008

Transport and mobility

City of Melbourne's Moving People and Freight, Transport Strategy 2006-2020

Carlton Access and Parking Strategy, 2004

Public realm and private realm

Disability Action Plan 2005-2009

Carlton Gardens Master Plan, 2005

Princes Park Ten Year Plan, 1998

Royal Park Master Plan, 1998

JJ Holland Park Concept Plan, 2008

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Flagstaff Gardens Master Plan, 2000

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Fawkner Park Master Plan, 2006

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A sustainable city

City of Melbourne Ecologically Sustainable Buildings Guidelines, 2001

City of Melbourne Stormwater Management Plan, 2000

Guidelines for Solar Technology Installations in the City of Melbourne's Residential Areas, 2001

Melbourne's Greenhouse Action Plan-2006-2010, 2001

Melbourne Sustainable Energy and Greenhouse Strategy, 2000

Urban Stormwater Best Practice Environmental Management Guidelines, 1999

Total Watermark, City as a catchment, 2009

Zero Net Emissions by 2020, 2008

Land use amenity and diversity

City of Melbourne's Policy for the 24 Hour City, A framework for action, 2009

City Plan 2010

Strategy for a Safe City 2007-2010

Retail Strategy 2006: 2012

Port of Melbourne Land Use Plan, 2002