

6.3 Planning Scheme Amendment C417: Macaulay

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Executive Summary

1. Planning Scheme Amendment C417 (the Amendment) proposes changes to several provisions of the Melbourne Planning Scheme to enable the implementation of the objectives of the Macaulay Structure Plan 2021. The Structure Plan was endorsed by the Future Melbourne Committee in November 2021 following extensive community consultation.
2. The Macaulay urban renewal area is located less than three kilometres north-west of Melbourne's central city. Spanning approximately 90 hectares and includes parts of Kensington and North Melbourne.
3. Authorisation to exhibit the Amendment was sought from the Minister for Planning in August 2022. Conditional authorisation was provided on 30 May 2024. Following authorisation, the Amendment was publicly exhibited from Thursday 1 August 2024 to Tuesday 10 September 2024 and 63 submissions were received from residents, developers, community organisations, government departments, authorities, a neighbouring council and industry association.
4. Submissions covered a wide range of issues, reflecting both support and concerns with the proposed Amendment. These issues include density and housing capacity, the mix of uses, and the requirement for affordable housing. Built form controls and the proposed mandatory floor area ratio have also been raised. Other topics include respond to the proposed new streets, laneways, and arcades, parks and open space, setbacks to CityLink and Moonee Ponds Creek, flooding and drainage infrastructure, transport and car parking, and the absence of transitional arrangements.
5. Some changes are recommended to the amendment in response to submissions and officer review, including:
 - 5.1. A revised streets and laneways network.
 - 5.2. A requirement for mandatory affordable housing contributions.
 - 5.3. A revised approach to delivering setbacks to City Link in the Boundary Precinct.
 - 5.4. Improvements to the drafting of various design and development and parking controls to improve their clarity and implementation.
6. To progress the Amendment, Council is now required under the Planning and Environment Act 1987 to refer the matter to an independent planning panel. This ensures transparency and fairness by allowing submitters to present their views in a formal setting, where the panel can assess the issues and provide recommendations.
7. Once the panel has completed its review and report, the findings and recommendations will be reported to Council. With benefit of the panels advice and recommendations, Council will then decide whether to adopt the amendment, with or without changes. If adopted, the amendment is sent to the Minister for Planning for final approval. Once approved, it is published in the Government Gazette and officially becomes part of the planning scheme.
8. After reviewing all submissions, management recommends progressing with the Amendment and referring the submission to an independent panel appointed by the Minister for Planning. The panel will consider the recommended version of the Amendment as outlined in Attachments 2 to 5.

Recommendation from management

9. That the Future Melbourne Committee:

- 9.1. Considers the submissions received following the exhibition of Amendment C417 (the Amendment).
- 9.2. Notes management's responses to submissions as set out in Attachments 2 and 3 of the report from management.
- 9.3. Requests the Minister for Planning appoint an independent Planning Panel and refer all submissions to the Panel for its consideration in accordance with section 23(1) of the Planning and Environment Act 1987.
- 9.4. Notes the form of the Amendment to be presented to the planning panel detailed in Attachments 4 and 5 of the report from management and notes further changes may be made through the panel process in response to submissions and expert evidence.
- 9.5. Notes that once the panel has reported on its findings, Council will have a further opportunity to consider the panel's report before deciding whether or not to adopt the amendment.

Purpose

10. This report presents the outcomes of the public exhibition of Planning Scheme Amendment C417 (the Amendment) and management's proposed response to submissions.

Background

11. The Macaulay urban renewal area is located less than three kilometres north-west of Melbourne's central city. Spanning approximately 90 hectares, it includes parts of Kensington and North Melbourne. Historically industrial, the precinct is expected to undergo significant transformation over the next 15 to 30 years.
 12. The Macaulay urban renewal area is located between Racecourse Road to the north and Arden Street to the south. It is bisected by key infrastructure including Moonee Ponds Creek, the Upfield Rail Line, and CityLink. Within the precinct, notable landmarks include the North Melbourne Public Housing Estate, North Melbourne Community Centre and Buncle Street Reserve in the north-east; the Victorian Archive Centre in the south-east; and industrial sites such as Allied Floor Mills in the south-west. Public transport access is provided by Macaulay Station, the nearby Arden Station (soon to open), and several tram and bus routes serving the area.
 13. The Arden-Macaulay Structure Plan was originally developed to guide long-term growth and development across both precincts, Arden and Macaulay, in North Melbourne and Kensington. It outlined preferred land uses, building design, open space, transport, and infrastructure outcomes to support urban renewal.
 14. However, as planning contexts evolved, including updated population forecasts, the introduction of major projects like the Metro Tunnel, and new approaches to managing flooding, the decision was made to refresh the Macaulay portion of the plan separately. This led to the creation of the Macaulay Structure Plan 2021, which builds on the strategic foundations of the 2012 Arden-Macaulay plan while responding to more recent challenges and opportunities.
 15. The Macaulay Structure Plan 2021 (the Structure Plan) was adopted by Council in 2021 and guides the renewal of the precinct in the short, medium and long term. The Structure Plan was informed by community feedback through two phases of consultation, the 2019 Discussion Paper and the 2020 Draft Structure Plan.
 16. The Structure Plan establishes the vision for Macaulay as a mixed-use, mid-rise neighbourhood with a distinct inner urban character. It provides a framework for future growth and development, including built form and density, open space, street networks, affordable housing, community spaces and development contributions over the next 30 years. It is envisioned that by 2050, the Macaulay precinct will be home to 10,000 residents and provide 9,500 jobs.
 17. The Amendment is the primary implementation pathway for the land use and built form objectives of the Structure Plan, through changes to the Melbourne Planning Scheme. A summary of how the Amendment achieves the various aspects of the Structure Plan's vision is in Attachment 1. The Amendment aims to achieve this through a suite of new or updated planning scheme provisions, including:
 - 17.1. a new Macaulay local area section in the Planning Policy Framework
 - 17.2. a new Schedule 8 to the Special Use Zone (SUZ8)
 - 17.3. four new Schedules to the Design and Development Overlay
 - 17.4. an updated Schedule 2 to the Development Contributions Plan Overlay
 - 17.5. a new Schedule 16 to the Parking Overlay.
 18. The Amendment introduces controls to enable the Structure Plan. It also addresses key issues within the existing planning controls. It aims to reduce the number of development applications being decided at Victorian Civil and Administrative Tribunal (VCAT) by providing clearer guidance and reducing delays and costs.
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19. On 14 June 2022, the Future Melbourne Committee endorsed the draft amendment documentation, and it was lodged with the Department of Transport and Planning (DTP) in August 2022 seeking authorisation from the Minister for Planning to prepare and exhibit the Amendment.
20. On 30 May 2024, DTP conditionally authorised the Amendment following extensive negotiations. To commence the process of consulting with property owners, stakeholders and the broader community on the proposed Amendment, several changes were required by DTP. These changes removed the proposed mandatory affordable housing requirement, removed land use permit triggers related to flood risk and clarified the setbacks on private land adjacent to CityLink and Moonee Ponds Creek should not be described as publicly accessible open space. Importantly, the core planning controls, such as density controls, building height and setback requirements, and provisions for new and widened streets were largely retained.
21. The Amendment was placed on public exhibition from Thursday 1 August 2024 to Tuesday 10 September 2024.
22. A total of 63 submissions were received from residents, developers, community organisations, government departments, authorities, company landowners, organisation landowner and industry association. A copy of submissions can be found at Attachment 6.

Key considerations

23. A summary and management response to each of the submissions is at Attachment 2 and a summary and response to the key issues raised in submissions is at Attachment 3.
24. Submissions on Amendment C417 covered a wide range of issues, reflecting both support and concern with the proposed amendment. Key themes include density and housing capacity, the mix of uses, and the requirement for affordable housing. Built form controls and the proposed mandatory floor area ratio also attracted significant attention. Other topics raised include the need for new streets, laneways, and arcades, parks and open space, setbacks to CityLink and Moonee Ponds Creek, flooding and drainage infrastructure, transport and car parking, and the absence of transitional arrangements. Key issues raised and management's responses are set out below.

Streets and laneways

25. The Amendment proposes a network of new or widened streets to support better connectivity in Macaulay. Most submissions either supported or did not oppose this proposal. Some concerns were raised about the mandatory nature of the requirement and how the proposed street and laneway alignments affect the Boundary precinct and sites with existing permits.
26. In response, the proposed street network has been reviewed, and changes are recommended to assist implementation while maintaining the strategic goal of a more permeable and accessible street layout.

Setbacks to CityLink and Moonee Ponds Creek

27. The Amendment proposes a 20-metre setback along the eastern interface of the CityLink freeway in the Boundary precinct and a 15-metre setback along the western interface of the Moonee Ponds Creek in the Chelmsford precinct. The objectives of the setbacks are amenity protection, an open space link, flood water management, biodiversity corridor, deep soil planting and an active transport corridor. Submissions presented a range of views on the proposed setbacks, with some supporting them and others raising concerns about their mandatory nature or width.
28. To help ensure delivery of the intended outcome, it is recommended that, in the case of the 20-metre setback in the Boundary Precinct, a 10-metre active transport corridor be delivered as a developer contribution funded project, with the remainder of the linear corridor width (10 metre) remains to be delivered as a mandatory built form setback. The implication for the Development Contributions Plan (DCP) is discussed further below.

Mixed use precinct

29. The Amendment includes a discretionary requirement for a residential development to deliver at least 20 per cent of floor area as non-residential uses (for example, shops, cafés or offices). Submissions reflected a range of views on whether the proposed controls to encourage a mix of employment and residential uses are appropriate.
30. No significant changes are recommended to the discretionary controls, as doing so would compromise the Structure Plan's vision for creating a genuine mixed-use precinct. Achieving a mixed-use outcome will deliver a more inclusive, vibrant and healthy neighbourhood by improving ground floor activation and public realm safety and attractiveness and will reduce the reliance on cars through the provision of local employment opportunities.

Provision of affordable housing

31. The Amendment seeks to increase the provision of affordable housing in the precinct. The exhibited version of the Amendment included a discretionary 6 per cent discretionary contribution from residential uses. This was a change from the original version of the Amendment endorsed by Council which sought a mandatory 3.8 per cent affordable housing contribution across all uses. The change was required by the Department of Transport and Planning when the amendment was authorised for public exhibition.
32. Submissions reflected mixed views on the proposed affordable housing requirements. While some opposed them, many supported the inclusion of more affordable housing in Macaulay and endorsed the use of mandatory controls to achieve this.
33. In response, it is recommended that a mandatory requirement of 3.8 per cent affordable housing be applied to all land uses within the SUZ8, replacing the exhibited discretionary 6 per cent requirement for residential land uses only. Additionally, it is recommended that the policy seeking affordable housing be extended to land outside the SUZ8 but within the Macaulay local area. This will encourage a discretionary affordable housing contribution equal to 3.8 per cent of gross floor area from all land uses.

Density and built form controls

34. The Amendment combines mandatory floor area ratios (FARs) and a mix of discretionary and select mandatory requirements for building heights, setbacks, solar protection, street wall heights and wind provisions. A range of views were received in relation to the proposed mandatory floor area ratio and the proposed mix of discretionary and mandatory built form controls.
35. No changes to the mandatory FARs are recommended as they enable development to respond to its surrounding context and to provide certainty of the quantum of development at each site. The proposed controls also provide sufficient capacity to achieve the population targets for the precinct. In response to submissions, some changes are recommended to the built form controls for clarity and to improve implementation.

Parking and sustainable transport

36. The Amendment includes a range of measures to reduce demand for parking and support sustainable transport choices. These include maximum on-site parking rates, discretionary motorcycle and bicycle parking rates and encourages consolidated car park held in single ownership. Submissions raised concerns about the impact of new development on on-street parking, the proposed maximum rate of car parking for new development and the provision of car parking in the form of consolidated car parks.
37. It is proposed to largely retain the exhibited planning provisions for car parking and transport. These controls are designed to support the expected growth of Macaulay by limiting demand for private vehicles in an area with constrained road capacity and are similar to planning controls in other recent urban renewal precincts. Some changes to the planning provisions are recommended to align with recent Panel recommendations for Amendment C376 (Sustainable Building Design). This will ensure consistent planning provisions about bicycle parking rates and facilities, green travel plans for large developments, electric vehicles and car share.

Flooding

38. The Amendment includes infrastructure strategies related to flooding in the local policy and provides for the purchase of drainage land known as Macaulay Terraces through developer contributions. Submissions expressed the view that further flood mitigation measures and a funding mechanism to deliver these measures is required and some mentioned the need for further consideration of flood risk.
39. Ultimately, the Victorian Government and Melbourne Water, the designated floodplain manager, are responsible for preparing and implementing the flood management scheme for Arden and Macaulay. The Victorian Government and Melbourne Water, in collaboration with the City of Melbourne is currently preparing an updated drainage strategy to inform a new drainage DCP for Arden and Macaulay. This new drainage DCP will be introduced through a future planning scheme amendment and is proposed to be a part B to the Macaulay DCP.

Open space

40. The Amendment includes seven open space and public realm projects to be funded by developer contributions, five from the Structure Plan and two from the Moonee Ponds Creek Strategic Opportunities Plan. Other open space projects in the precinct are intended to be funded by public open space contributions required under the planning scheme or alternative funding mechanisms. Submissions generally highlighted the lack of green spaces in the precinct and the importance of new and upgraded green spaces to be delivered and incorporated into new developments. No changes are recommended to the Amendment as it includes a range of new and improved open space initiatives.

Development Contributions Plan (DCP)

41. A DCP has been developed for Macaulay to formalise the funding of shared infrastructure to support the development of the precinct. Types of infrastructure covered includes transport, open space, public realm, drainage and community facilities. The total cost of infrastructure funded through the exhibited DCP is approximately \$161 million.
42. Submissions were generally supportive of the Macaulay DCP and the identified specific projects for funding. Some submitters also sought further clarification regarding the different levies and the equitability of contributions.
43. Some changes to the proposed permanent DCP and the associated overlay are recommended, as outlined in Attachment 5. This includes:
 - 43.1. The addition of a 10-metre active transport corridor as part of the setback to CityLink within the Boundary Precinct as a DCP project, which will increase the total cost of works funded through the DCP and the resulting contribution rates.
 - 43.2. Clarification that the Macaulay DCP introduced via this Amendment is stage 1 of a two-stage funding approach (referred to as Part A). Stage 2, being the drainage DCP (referred to as Part B), will be introduced via a future planning scheme amendment process.
44. The form of the Amendment management recommends be presented to the Planning Panel is at Attachments 4 and 5. These attachments include some changes proposed by management to improve the clarity and operation of the planning provisions.

Legal

45. Part 3 of the *Planning and Environment Act 1987* (Act) sets out the requirements for notice, exhibition and for making and considering public submissions in relation to amendments to planning schemes. Section 23(1) of the Act provides:

(1) After considering a submission which requests a change to the amendment, the planning authority must:

- (a) change the amendment in the manner requested; or
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(b) refer the submission to a panel; or

(c) abandon the amendment or part of the amendment.

46. Section 24 of the Act provides that the Panel must consider all submissions referred to it. Submitters are provided an opportunity to be heard by the Panel.
47. Copies of submissions provided at Attachment 6 to this report have had personal information redacted in accordance with the Act and having regard to *Planning Practice Note 74: Making planning documents available to the public*.

Finance

48. The costs for preparing and processing the Amendment are included in the 2025–26 budget.
49. Implementation of projects identified in the Amendment will be funded via a combination of development contributions, open space levy and future Council capital works budgets.
50. The total cost of infrastructure proposed in the exhibited DCP is approximately \$194 million. Approximately \$161 million is intended to be funded through development contributions, with the remaining cost funded by a combination of the approved Arden Precinct DCP and Council's future capital works budgets.

Conflict of interest

51. 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.

Charter of Human Rights and Responsibilities

52. The recommendation contained in this report is compatible with the *Charter of Human Rights and Responsibilities Act 2006* as it does not raise any human rights issues.

Health and Safety

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

Consultation

54. The Macaulay Structure Plan has set the vision for the precinct based on extensive community consultation.
55. Amendment C417 was exhibited in accordance with the requirements of the Planning and Environment Act 1987. The Amendment was publicly exhibited from Thursday 1 August 2024 to Tuesday 10 September 2024, through the following means:
- 55.1. Notice of the Amendment was sent to directly and indirectly to affected property owners and occupiers, stakeholders, government departments, utility agencies, industry associations, resident and interest groups, Traditional Owners, and a neighbouring Council.
- 55.2. A notice placed in *The Age* on Wednesday 31 July 2024, and the *Government Gazette* on Thursday 1 August 2024.
- 55.3. An advertisement placed in the August Hyperlocal News and a targeted social media campaign was undertaken.
- 55.4. Two public information sessions were held, online on Thursday 8 August 2024 and in person on Wednesday 28 August 2024 at the Kensington Town Hall.

- 55.5. All information relating the exhibition of Amendment C417 was available on the City of Melbourne corporate website and Participate Melbourne website, including the amendment documentation, supporting documents, FAQs, sign up for information sessions and a submission form.
- 55.6. All Amendment documentation was available on the Department of Transport and Planning website.
56. Further direct notification was also undertaken in December 2024 to a handful of additional landowners who inadvertently had not been notified in August.
57. Should the Future Melbourne Committee resolve to request the appointment of an independent panel, this will provide a further opportunity for submitters to present matters raised in their submission. The current pre-set panel hearing dates are:
- 57.1. Directions Hearing: Monday 16 February 2026
- 57.2. Panel Hearing: Starting Tuesday 7 April 2026.

Relevance to Council Plan and Council Policies

58. The Amendment helps deliver Council's strategic priority of 'Building a city for people' in the Council Plan 2025–29, by planning for future growth and the delivery of the Macaulay urban renewal precinct.
59. The Amendment implements the Council-endorsed Macaulay Structure Plan 2021.

Social and environmental impacts

Social impacts

60. The application of updated and improved planning controls will provide certainty to the users of the planning system by ensuring land use and development outcomes are consistent with the vision for the Macaulay area and that developments appropriately contribute to the infrastructure required for the expected increased population.
61. Requiring all developments to contribute to the provision of affordable housing, an essential social infrastructure, will benefit not just people on very low to moderate incomes but the whole community in terms of creating a better place, securing a local pool of skills and mitigating poverty.

Gender Impact Assessment

62. A Gender Impact Assessment was prepared for Amendment C417 between May and September 2025. The assessment considered the exhibited planning provisions in the Amendment and some elements of the planning scheme process. No changes are proposed for C417 following the assessment. However, several process recommendations are made for future planning scheme amendments, to support greater participation by under-represented groups. This includes how consultation material is communicated and made available to support greater accessibility and representation.
63. The assessment found that the proposed provisions of Amendment C417 contain several objectives that would benefit all people, but may have additional benefits for women, gender diverse people, people with caring responsibilities and intersectional groups, including:
- 63.1. Land use and urban design elements that contribute to safety and perceptions of safety in the public realm:
- 63.1.1. a diverse land use mix with activity throughout the day and evening
- 63.1.2. active frontages at street level
- 63.1.3. greater population density

- 63.1.4. a more fine-grain street network.
- 63.2. Greater supply of affordable housing and more housing close to jobs and services.
- 63.3. More sustainable transport choices.
- 63.4. Community infrastructure to serve the needs of the growing community.

Environmental impacts

- 64. The Structure Plan and Amendment will contribute to the following sustainability outcomes within the Macaulay precinct:
 - 64.1. Reduced demand for car parking
 - 64.2. New and upgraded open space network
 - 64.3. Pedestrian and cycle friendly street network
 - 64.4. Flood risk management
 - 64.5. Water sensitive urban design
 - 64.6. Adaptable buildings supporting a range of uses.

Attachment List

- 1. Attachment 1 - Spatial and policy context [6.3.1 - 4 pages]
- 2. Attachment 2 - Response to submissions [6.3.2 - 158 pages]
- 3. Attachment 3 - Response to key themes [6.3.3 - 69 pages]
- 4. Attachment 4 - Combined Ordinance [6.3.4 - 179 pages]
- 5. Attachment 5 - Changes to DCP and DCPO [6.3.5 - 28 pages]
- 6. Attachment 6 - Submissions (redacted) [6.3.6 - 400 pages]

AMENDMENT C417: MACAULAY STRUCTURE PLAN

Purpose

This document provides:

- the spatial context for the Macaulay urban renewal area and Amendment C417.
- the vision in the Macaulay Structure Plan 2021.
- how the implementation of this vision is facilitated through the Amendment C417 planning controls.

Location of the Macaulay urban renewal area

The Macaulay urban renewal area spans 90 hectares and incorporates parts of North Melbourne and Kensington.

Macaulay is one of several renewal areas in the City of Melbourne which are being planned or are under development.



Image 1: Map depicting the Macaulay area within the City of Melbourne

AMENDMENT C417: MACAULAY STRUCTURE PLAN

The Macaulay Structure Plan outlines four distinct precincts within the Macaulay urban renewal area.

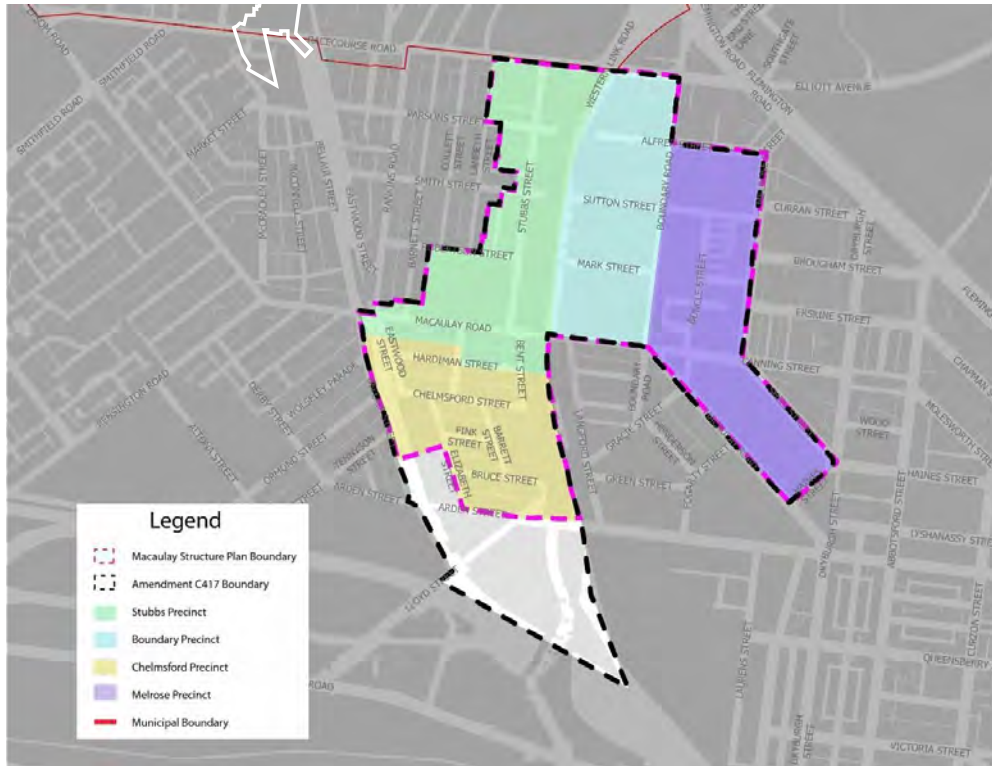


Image 2: Map depicting the boundary of the Amendment C417 area, the Macaulay Structure Plan and the four precincts

AMENDMENT C417: MACAULAY STRUCTURE PLAN

The vision for Macaulay

The **Macaulay Structure Plan 2021** (the Structure Plan) establishes the **vision for Macaulay** as an urban renewal area that will transition into a mixed use, mid-rise neighbourhood with distinct inner urban character. The **vision** directly informs the built form and land use strategies within the Structure Plan.

The vision for Macaulay was endorsed by Council in 2021 and defines community expectation for the development of the urban renewal area:

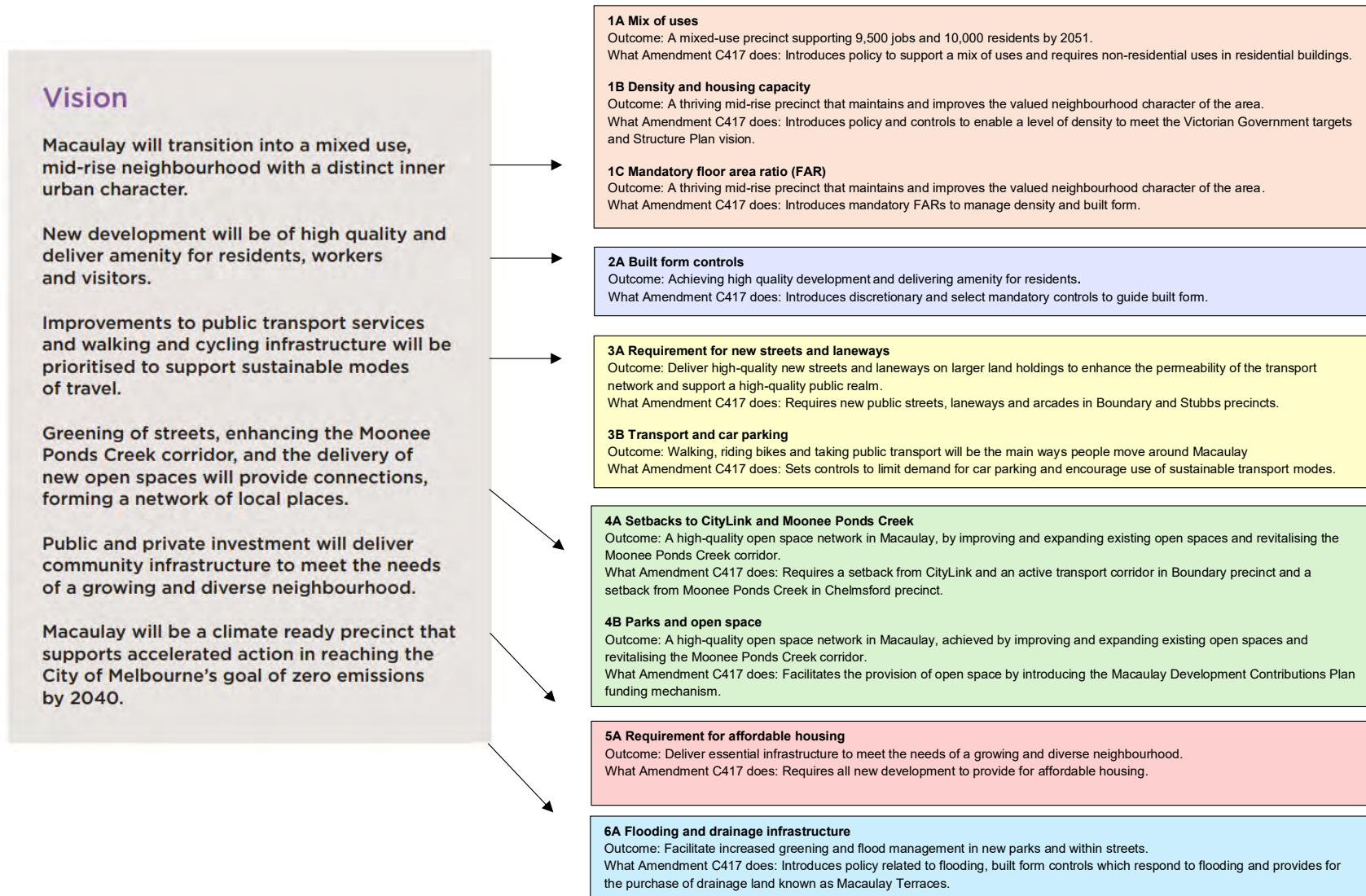
1. Macaulay will transition into a **mixed use, mid-rise neighbourhood** with a **distinct inner urban character**.
2. New development will be **high quality** and **deliver amenity for residents, workers and visitors**.
3. **Improvements to public transport services, walking and cycling** will be prioritised to support sustainable modes of travel.
4. **Greening of streets, enhancing the Moonee Ponds Creek** and the **delivery of new open spaces** will provide connections and a network of local places.
5. Public and private investment will **deliver community infrastructure** to meet the needs of a growing and diverse neighbourhood.
6. Macaulay will be a **climate ready precinct** that supports accelerated action in reaching our goal of **zero emissions by 2040**.

(Macaulay Structure Plan 2021, Section 1.4 - Vision and Key moves)

Amendment C417 is the **primary implementation** pathway for the Structure Plan.

AMENDMENT C417: MACAULAY STRUCTURE PLAN

Facilitating the Macaulay vision through Amendment C417



AMENDMENT C417 MACAULAY STRUCTURE PLAN

Summary of Submissions and Management's Responses

Introduction

This document identifies the key themes and matters raised in individual submissions and the Management response.

The document is to be read in conjunction with:

- Attachment 3, which summarises and provides a more detailed response to 12 common key themes identified across submissions
- Attachment 4 which includes proposed changes to the planning provisions
- Attachment 5 which includes proposed changes to the Macaulay Urban Renewal Precinct Development Contributions Plan
- Attachment 6 which contains a copy of submissions.

AMENDMENT C417 MACAULAY STRUCTURE PLAN

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Amendment C417 Macaulay: Summary of Submissions and Management's Response

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AMENDMENT C417 MACAULAY STRUCTURE PLAN

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Acronyms and abbreviations

C2Z	Commercial 2 Zone
DCP	Development Contributions Plan
DCPO	Development Contributions Plan Overlay
DDO	Design and Development Overlay
DTP	Department of Transport and Planning
FAR	floor area ratio
FAU	floor area uplift
GFA	gross floor area
HO	Heritage Overlay
HCTZ	Housing Choice and Transport Zone
LSIO	Land Subject to Inundation Overlay
PO	Parking Overlay
PRZ	Precinct Zone
SBO	Special Building Overlay
SUZ	Special Use Zone
VCAT	Victorian Civil and Administrative Tribunal

AMENDMENT C417 MACAULAY STRUCTURE PLAN

Submission 1 – Bellair Street, Kensington

Key issues raised in submission
Transport and car parking
Transport and car parking
Key matters raised about this issue
<ul style="list-style-type: none"> • More workers and residents will lead to additional traffic congestion and problems. • Consider introducing parking restrictions for the whole of Kensington.
Management response
<ul style="list-style-type: none"> • Amendment C417 seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • Changes have been proposed to the local policy at Clause 11.03-6L (Macaulay) to reflect support for sustainable transport modes being used for a high proportion of trips. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3.
Recommended changes to the Amendment
<ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 2 – Collett Street, Kensington

Key issues raised in submission
<p>Density and housing capacity</p> <p>Mix of uses</p> <p>Built form controls</p> <p>Transport and car parking</p>
Density and housing capacity / Mix of uses / Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports more density, mixed use developments, building setbacks and activating street interfaces. <p>Management response</p> <ul style="list-style-type: none"> • Support for various aspects of the Amendment is noted. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the changes to parking proposed in the Amendment, notes recent developments have led to cars filling up the streets. • Requests changes to the parking restrictions on the streets that border Eastwood Street, Macaulay Road, Stubbs Street and Racecourse Road. <p>Management response</p> <ul style="list-style-type: none"> • Support for the changes to parking is noted. • Changes have been proposed to the local policy at Clause 11.03-6L (Macaulay) to reflect the transport and car parking vision for Macaulay. • More information on the parking and sustainable transport can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 3 – Eastwood Street, Kensington

<p>Key issues raised in submission</p> <p>Transport and car parking Parks and open space Built form controls</p>
<p>Transport and car parking</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • It is idealistic to aim for no one driving a car. • Every new development should have a minimum of one car space per dwelling. • Queries whether on-street parking will be put back on the street after the development is finished. <p>Management response</p> <ul style="list-style-type: none"> • Census data from 2021 showed that 45.3 per cent of occupied households in the City of Melbourne had no registered car, compared to 7.5 per cent across Victoria. In the high-density area of Melbourne CBD North, 70.9 per cent of households had no registered car. • Macaulay is a prime location to encourage more trips by sustainable transport modes. • The Amendment does not prohibit car parking for new developments. It requires a permit and justification to provide car parking. These measures facilitate providing an appropriate amount of parking, based on a site's context and broader parking demand. • More information on the parking and sustainable transport can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Parks and open space</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Current developments have 'zero green space'. Raises a lack of thought about mitigating urban heat island effect, consideration towards existing residents, and green spaces and trees. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment includes preferred minimum setbacks to facilitate high-amenity built form outcomes, including more green space surrounding buildings: <ul style="list-style-type: none"> • 7.5m building setbacks from side and rear boundaries for habitable rooms. • 12m setbacks between buildings on the same site.

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- More information on the built form controls can be found at Section 5 of Attachment 3 under 'Built form controls'.
- [Amendment C376](#) Sustainable Building Design, adopted by Council and being considered by the Minister for Planning, seeks to introduce municipal policy and requirements to ensure new development achieves best practice in environmentally sustainable design, including increased energy efficiency, greening of buildings and reducing the urban heat island effect.
- Amendment C417 will facilitate increased greening and open spaces.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') and Section 8 ('Parks and open space') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

Built form controls

Key matters raised about this issue

- Current developments are inconsistent with neighbourhood character and have negatively impacted surrounding properties through blocking solar access and overlooking.
- Would like to see less high-rise type buildings.

Management response

- The built form provisions proposed by the Amendment have been designed to better preserve and enhance amenity, compared to the existing controls. This includes:
 - Overshadowing/solar protection controls.
 - Street wall height controls.
 - Design objectives tailored to each precinct that provide clear design direction for future built form.
 - Building heights and setbacks were modelled and tested for all sites.
- More information on the built form controls can be found at Section 5 ('Built form controls') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 4 – Melrose Street, North Melbourne

Key issues raised in submission
Built form controls
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Current development in the Stubbs Precinct does not reflect exemplary urban design practice, is too bulky and has formed canyons along the streetscape. • The designs and materials of development are poor quality and represent a disappointing outcome for Macaulay. <p>Management response</p> <ul style="list-style-type: none"> • Design objectives in the proposed Design and Development Overlays (DDOs) provide clear built form direction for each precinct and are considered justified. • Detailed requirements guide material quality and are supported by built form controls that set preferred heights, setbacks, and overshadowing parameters, while managing wind impacts and ensuring developments avoid unsafe wind conditions in public areas. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 5 – Thompson Street, Kensington

Key issues raised in submission
Mix of uses Parks and open space Transport and car parking
Mix of uses
Key matters raised about this issue <ul style="list-style-type: none"> Fully supports the Mixed Use Zone. Management response <ul style="list-style-type: none"> The Mixed Use Zone is being replaced with the Special Use Zone – Schedule 8. This zone supports a mix of uses, similar to the current zone. More information can be found at Section 3 ('Mix of uses') of Attachment 3. Recommended changes to the Amendment <ul style="list-style-type: none"> No changes are recommended.
Parks and open space
Key matters raised about this issue <ul style="list-style-type: none"> Would like more greenery. Management response <ul style="list-style-type: none"> The Amendment seeks to facilitate more greenery. More information can be found in Section 8 ('Parks and open space') of Attachment 3. Recommended changes to the Amendment <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
Key matters <ul style="list-style-type: none"> Would like improved bike accessibility to the area. Management response <ul style="list-style-type: none"> The new streets, laneways and arcades in Boundary and Stubbs precincts and the active transport corridor along the eastern edge of Moonee Ponds Creek aim to improve bike accessibility. More information can be found in Section 7 ('Requirement for new streets laneways and arcades') and Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3.

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Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to add a new transport objective that includes prioritising cycling in the precinct.

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Submission 6 – Wahroonga Road, Murumbeena

Key issues raised in submission
Density and housing capacity
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the Amendment in general. • Supports of the provision of more medium density housing in well-located areas where people want to live—close to work and opportunities. <p>Management response</p> <ul style="list-style-type: none"> • Support is noted. • The controls of the Amendment have been designed to enable densification while enhancing and preserving the amenity of the area. • More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 7 – Alfred Street, North Melbourne

Key issues raised in submission
Built form controls Health and environmental impacts
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Mid-rise and high-rise development near heritage areas could overshadow the surrounding neighbourhood, reducing its amenity and heritage value. • New development too close to the footpath can result in the loss of substantial vegetation and established trees. <p>Management response</p> <ul style="list-style-type: none"> • The proposed mandatory built form requirements and overshadowing controls in the Design and Development Overlays (DDOs) seek to protect sensitive interfaces, including low-scale heritage areas. • DDO design requirements state that upper-level projections and canopies must allow for the growth of existing and planned street trees. Existing planning scheme controls may provide additional protection for vegetation and established trees. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Health and environmental impacts
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • New development can lead to potential health and environmental impacts. Queries whether residents will be compensated for years of large-scale development. <p>Management response</p> <ul style="list-style-type: none"> • Planning permits for new developments will generally include a condition requiring a Construction Management Plan to be submitted to and approved by Melbourne City Council. • Construction Management Plans are required to ensure the safety and comfort of the public. They include requirements for measures to mitigate noise and dust pollution. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 8 – Youlden Street, Kensington

Key issues raised in submission
Transport and car parking
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Macaulay Road lacks adequate traffic flow. The Amendment will not manage car traffic and will potentially make life worse for existing residents, adding to congestion. • Macaulay Road has adequate bike lanes. <p>Management response</p> <ul style="list-style-type: none"> • The anticipated vehicle demand can be accommodated. • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 9 – Wellington Street, Flemington

Key issues raised in submission
Mix of uses, Built form controls Wind
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Controls in the Amendment do not allow for development of a vibrant community and space for cafes, shops, restaurants and other amenities that will bring the street to life. These should be at street level. <p>Management response</p> <ul style="list-style-type: none"> • The proposed Special Use Zone – Schedule 8 (SUZ8) contains a discretionary requirement for 20 per cent of floor space to be non-residential use. This will encourage amenities such as cafes, shops and restaurants at street level. • Design requirements within the Design and Development Overlays (DDOs) seek to facilitate active frontages that support a vibrant community and bring the street to life. • More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Include setbacks to allow for greening of the street and café seating for highly liveable medium density cities. <p>Management response</p> <ul style="list-style-type: none"> • To ensure commercial building entrances are visible and promote a safer public realm, building setbacks at the street level are not proposed. • The flexibility within the mandatory floor area ratio (FAR) requirement will support the delivery of green spaces and opportunities for trees and urban greening within sites, as well as spaces for outdoor dining and gathering. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Wind
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Concerned about wind tunnels due to new development. <p>Management response</p> <ul style="list-style-type: none"> The built form controls in the DDOs support variation in building typology and heights that reduce potential wind impacts. The DDOs also require that building and works must not cause unsafe wind conditions in publicly accessible areas and specify parameters for assessing unsafe wind conditions. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 10 – Victoria Street, Flemington

Key issues raised in submission
<p>Transport and car parking</p> <p>Parks and open space</p>
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports idea of consolidated car parking but queries whether standard car parking provisions will apply. • Protected bike lanes are important and should be included on the 12m-wide streets. • Shared lanes put people in danger and will contribute to car dependency. Wants protected bike lanes throughout the precinct. • Macaulay should be car free. <p>Management response</p> <ul style="list-style-type: none"> • Standard car parking provisions will not apply in areas covered by the Parking Overlay – Schedule 16 (PO16). • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. • The Amendment aims to improve bike accessibility, including by providing for an active transport corridor along the eastern edge of Moonee Ponds Creek. • More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Would like more native plants. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to facilitate more greenery. • More information can be found in Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 11 – Dover Street, Flemington

Key issues raised in submission
Transport and car parking
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Concerned about existing traffic. • Current construction is dangerous for cyclists, especially on Macaulay Road. • Include safe bike lanes in the redevelopment of the area. • Restrict parking in new apartments. <p>Management response</p> <ul style="list-style-type: none"> • The anticipated vehicle demand can be accommodated. • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • The submitter’s comments about construction impacting cyclist safety have been referred to the Transport Engineering team for their review. • More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 12 – Albermarle Street, Kensington

Key issues raised in submission
<p>Built form controls</p> <p>Parks and open space</p> <p>Requirement for affordable housing</p> <p>Community spaces</p>
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the vision for new streets and laneways and building and density controls. <p>Management response</p> <ul style="list-style-type: none"> • Support for the built form controls is noted. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Success of the vision will depend on the new green spaces and connections across the creek to make it a more unified place to live. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to facilitate the provision of new open space through the Macaulay Urban Renewal Precinct Development Contributions Plan and Development Contributions Plan Overlay – Schedule 2 (DCPO2). • More information can be found at Section 8 ('Parks and open space') of Attachment 3. • The new connections proposed across the creek in the Macaulay Structure Plan 2021 are outside the scope of this Amendment. These are being progressed as part of Council's broader Moonee Ponds Creek Corridor improvement projects and reported via Moonee Ponds Creek Strategic Opportunities Plan. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Council should investigate opportunities to increase affordable housing through incentives for developers. • State Government owned land could be an opportunity for affordable housing and community activities.

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Management response

- In response to the wide range of submissions received on this topic, a mandatory affordable housing contribution is recommended to be re-introduced into the planning controls.
- The City of Melbourne is actively working with the Victorian Government on the provision of affordable housing on State-owned land.
- More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3.

Recommended changes to the Amendment

- Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement.
- Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.

Community spaces

Key matters raised about this issue

- The area is lacking in community spaces such as theatres, spaces for artists and places where the community can come together.

Management response

- A discretionary requirement to provide at least 20 per cent non-accommodation uses is proposed in the SUZ8. This is to encourage a greater mix of uses provided throughout the precinct, which may include uses such as cafés, art spaces or other places with the potential to become community gathering places.
- More information can be found at Section 3 ('Mix of uses') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 13 – Macaulay Road, Kensington

Key issues raised in submission
<p>Built form controls</p> <p>Transport and car parking</p> <p>Noise</p>
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> If 4-storey buildings are built under Design and Development Overlay – Schedule 78 (DDO78), they will overshadow the submitter’s building. <p>Management response</p> <ul style="list-style-type: none"> The controls proposed by the Amendment will limit overshadowing and are an improvement on the current interim planning controls. The street wall heights in combination with the mandatory floor area ratio (FAR) of 2.5:1 included in DDO78 restrict the amount of bulk that can be delivered, limiting overshadowing across Macaulay Road. Development under DDO78 will result in minimal impact to daylight penetration into dwellings of adjacent properties. More information can be found at Section 5 (‘Built form controls’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Parking will be more difficult due to increased residents. <p>Management response</p> <ul style="list-style-type: none"> The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Noise
<p>Key matters raised about this issue</p> <ul style="list-style-type: none">• Rubbish collection will increase and there will be noisy collections early in the day.
<p>Management response</p> <ul style="list-style-type: none">• Waste collection will be conducted in accordance with Melbourne City Council's Environment Local Law and Activities Local Law and the Environment Protection Authority (EPA) Noise Protocols.
<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none">• No changes are recommended.

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Submission 14 – Macaulay Road, Kensington

Key issues raised in submission
Built form controls Density and housing capacity
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • 4-storey buildings would limit direct light into their building on Macaulay Road. <p>Management response</p> <ul style="list-style-type: none"> • The controls proposed by the Amendment will limit overshadowing. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Opposes more apartments and/or high-rise buildings. <p>Management response</p> <ul style="list-style-type: none"> • The built form controls have been designed to implement the vision of the Macaulay Structure Plan 2021, which is a 'mid-rise' precinct. • More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 15 – Macaulay Road, Kensington

Key issues raised in submission
<p>Density and housing capacity</p> <p>Built form controls</p> <p>Mix of uses</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the provision of housing in light of the housing crisis. <p>Management response</p> <ul style="list-style-type: none"> • Support for the provision of housing is noted. • More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Housing should be high quality and liveable medium density apartments and not 'cookie cutter high-rise shoebox glass towers'. <p>Management response</p> <ul style="list-style-type: none"> • The Design and Development Overlays encourage high quality design and include tailored design objectives and discretionary built form controls for each precinct. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports more community buildings and retail in Kensington. <p>Management response</p> <ul style="list-style-type: none"> • Support for more community buildings and retail is noted. • More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 16 – Macaulay Road, Kensington

Key issues raised in submission
<p>Transport and car parking Density and housing capacity Mix of uses</p>
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The rezoning will lead to increased residences, fewer car parks and no upgrade to rail infrastructure. • Bike lanes will not mitigate traffic problems. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. • The City of Melbourne is advocating to the Victorian Government to increase rail frequency. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • There has been a significant increase in dwellings. • The area does not need more apartments. <p>Management response</p> <ul style="list-style-type: none"> • As a designated 'urban renewal area', Macaulay is planned for additional development. • The built from provisions have been developed to better preserve and enhance amenity and encourage high quality design. • More information can be found at Section 2 ('Density and housing capacity') and Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none">• Rezoning will lead to the displacement of three to four businesses.
<p>Management response</p> <ul style="list-style-type: none">• The proposed controls cannot displace existing businesses which are lawfully operating.• The zone supports a mix of uses.• More information can be found at Section 3 ('Mix of uses') of Attachment 3.
<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none">• No changes are recommended.

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Submission 17 – Macaulay Road, Kensington

Key issues raised in submission
Built form controls Transport and car parking
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • There are enough high-rise buildings on Macaulay Road. • Buildings 4 storeys or greater will be detrimental to the view. • Dissatisfied with Stubbs Street. <p>Management response</p> <ul style="list-style-type: none"> • The built from provisions have been developed to better preserve and enhance amenity and encourage high quality design. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Parking is 'already impossible'. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 18 – Rankins Road Kensington, Durham Street Kensington, Barrett Street, Kensington

Key issues raised in submission
Transport and car parking
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Complete level crossing removals at Macaulay Road at the Kensington and South Kensington Stations before any rezoning and build a new raised station. • Existing residential traffic, construction traffic and traffic from new development nearing completion are causing gridlock. • Makes other suggestions for rail crossing efficiencies to be investigated in the meantime. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • City of Melbourne will advocate for timely level crossing removal at Arden Street and Macaulay Road. This will need to be delivered by the Victorian Government. • More information can be found at Section 11 ('Transport and car parking') or Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16)., including adding a new objective, 'To minimise the impact of car parking and associated vehicular movements through Macaulay'.

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Submission 19 – Friends of Moonee Ponds Creek

Key issues raised in submission
Built form controls
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The provisions under Design and Development Overlays (DDOs) 75, 77 and 78 will detrimentally impact the Creek and its natural values and amenity and detract from its interfaces. • For DDO75, amend/mandate height, setback and solar access provisions so that developments do not visually dominate the Creek and do not overshadow it, similar to DDO77 and DDO78. • For DDO77 recommends: <ul style="list-style-type: none"> ○ A mandatory street wall height of 3 storeys along the Creek corridor interface, with mandatory maximum building height of 4 storeys, setback of upper storey 5m, and retaining the setback of 15m to prevent overshadowing of the Creek corridor. ○ The design outcome provision in DDO78 (Table 7: Building mass that reduces the visual impact and perception of building bulk from both near and afar) should equally apply to DDO77. ○ A decrease in maximum and mandatory building heights and street wall heights to account for potential 1-2m increases due to Land Subject to Inundation Overlay (LSIO) requirements. ○ Addition of precise measure for acceptable overshadowing. ○ Mandatory setback from the Creek corridor in Table 2 should be clarified to include '15 metres from the western boundary of Moonee Ponds Creek as defined by the concrete flood wall.' ○ The solar access provision applied must be: 'does not overshadow the Creek corridor between 10am and 3pm on the 21 June.' ○ The decision guidelines should be amended to include the words 'open spaces' in 'Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm (public parks, open spaces, footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.' • For DDO78 recommends: <ul style="list-style-type: none"> ○ Apply the same criteria as those recommended for the Chelmsford Precinct interface with the Creek corridor under DDO77. This includes mandatory maximum building heights of 4 storeys and mandatory maximum street wall heights of 3 storeys. ○ 'Moonee Ponds Creek corridor' must be added to Table 5 – Parks and Open Space.

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- DDO78 does not address the issue of increased overall building heights (1-2 more metres) that arise due to any Melbourne Water flood risk and LSIO requirements.
- Developments in Stubbs Street do not conform with DDO78.

Management response

- Provisions have been included in the DDOs to protect the amenity of the Moonee Ponds Creek, including a mandatory floor area ratio (FAR) and overshadowing controls.
- In relation to the DDO77 and DDO78 controls, no overshadowing of the Moonee Ponds Creek would occur during daylight hours of the spring equinox (10am–3pm), and very limited overshadowing could occur during the winter solstice (10am–3pm) by one property within DDO77.
- For DDO77:
 - The proposed street wall heights and building heights will prevent unacceptable overshadowing of the creek corridor.
 - The design outcome in DDO78 Table 7 that the submitter mentions is included in DDO77.
 - The LSIO should not affect building heights, as these are specified in metres and storeys, and the maximum preferred building height will be determined by the metric that is achieved first.
 - The building height limits in metres will function as a precise measure for acceptable overshadowing.
 - The mandatory Moonee Ponds Creek setback in Table 2 is recommended to be clarified to '15 metres from the eastern property boundary'.
 - It is not considered necessary to apply a solar access provision to the creek corridor, as the setback and street wall heights will limit overshadowing to the creek.
 - The suggestion to amend the decision guidelines to include 'open spaces' has been adopted.
- For DDO78:
 - The proposed street wall heights and building heights will prevent unacceptable overshadowing of the creek corridor.
 - The solar protection controls to existing public parks identified in Table 5 are consistent with Amendment C415 (formerly referred to as C278): Sunlight to public parks. As Amendment C415 did not introduce sunlight controls to the existing Moonee Ponds Creek corridor, the corridor has not been included in Table 5.
 - Some existing approvals do not align with the controls proposed by the Amendment. This is a common outcome when new controls are proposed, as previous approvals were assessed according to the existing controls.
- More information can be found at Section 5 ('Built form controls') of Attachment 3.

Recommended changes to the Amendment

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- Amend the decision guidelines in DDO75, DDO76, DDO77 and DDO78 to extend consideration of high quality of pedestrian amenity to include the broad term 'open spaces' and delete reference to 'public parks', which is included within 'open spaces'.
- Amend the mandatory Moonee Ponds Creek setback in Table 2 of DDO77 to '15 metres from the eastern property boundary'.

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Submission 20 – Shiel Street, North Melbourne

Key issues raised in submission
Built form controls
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Notes the use of the discretionary terms ‘preferred’ and ‘should/should not’ in the built form controls and prefers the existing planning provisions relating to Shiel Street. • Building heights <ul style="list-style-type: none"> ○ For Shiel Street, request for a mandatory maximum building height of 6 storeys and a street wall height of 3 storeys, with reintroduction of the Design and Development Overlay Schedule 63 (DDO63) building setback of 2 metres for every one metre in height. ○ Revise the wording of the Area 2 Built Form Outcomes within the proposed Design and Development Overlay – Schedule 76 (DDO76), proposing: ‘Provides transition to the low scale residential area of Shiel St from higher scale development south of Macaulay Road’ in place of ‘Provides transition to the taller built form of the Arden Precinct to the south-east’. This will put the transition emphasis on the important interface with the existing low scale, heritage residential northern side of Shiel Street. ○ The topography of the government-owned Shiel Street/Macaulay Road site has not been properly addressed and that an 8-storey building to the Shiel Street frontage would tower over 8-storey buildings on the Macaulay Road frontage. ○ Questions the meaning of ‘amenity impacts’ in the Built Form Outcome ‘Enables height and massing to be located within larger sites to mitigate amenity impacts’. ○ The large site on the southern side of Shiel Street needs special planning provisions due to the interface with the established low scale heritage residential northern side, the fact that the site has two frontages, and the topography, which sees a fall of ~10m from the Shiel Street frontage to the Macaulay Road frontage. • Street wall height <ul style="list-style-type: none"> ○ The preferred minimum building setback of 5 metres for Shiel Street could lead to an 8-storey or higher building being built with no or minimal setback. ○ The Built Form Outcome for this area is subjective and ill-defined. • Built form feasibility <ul style="list-style-type: none"> ○ Questions whether built form and feasibility testing was undertaken in regard to street wall heights and overall building heights in line with the Victorian Design Review Panel recommendation. <p>Management response</p> <ul style="list-style-type: none"> • With the mandatory floor area ratio (FAR) specifying an appropriate development intensity, discretionary built form controls retain enough flexibility to support a wider range

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of building typologies. This will allow for site-specific responses that contribute to a varied streetscape.

- However, a development that does not meet a discretionary requirement, must still demonstrate how the development will achieve the relevant Built Form and/or Design Outcomes.
- Building heights
 - Built form outcomes under DDO63 have been reviewed. It has been found that development has been built to the maximum yield possible, undermining the Structure Plan objectives. The controls proposed under Amendment C417 address the deficiencies of DDO63.
 - For Shiel Street, a maximum preferred building height of 8 storeys (32 metres) is appropriate as it is proportionate to the 30m width of Shiel Street, and a 1:1 ratio is considered to create an optimal experience for pedestrians.
 - The wording of the Area 2 Built Form Outcome in DDO76 is retained to support the vision of a mid-rise precinct. However, Arden Precinct is to the south-west of the Melrose Precinct. The wording is proposed to be reworded to reflect this.
 - The preferred maximum height of 8 storeys is justified for the area to the south of Shiel Street, between Shiel Street and Macaulay Road, to enable height and massing within larger sites to mitigate amenity impacts.
 - The phrase 'amenity impacts' within the Built Form Outcome is not clear and is proposed to be amended for clarity.
 - An 8-storey preferred height and a 4:1 FAR, as proposed by DDO76, aims to limit bulk and direct massing from the adjoining low-rise residential area.
 - The use of density controls in combination with a building envelope will allow design flexibility to respond to specific site characteristics, including the significant slope of the land.
- Street wall height
 - The current mandatory maximum 3-storey street wall height to Shiel Street is maintained (Table 2 Area A).
 - The preferred minimum 5 metre setback in DDO76 (Table 3 Building Setbacks) is maintained to further support a sensitive response to the low-rise residential interface. The phrase 'surrounding conditions' in Table 3 may not provide sufficient guidance and is proposed to be amended for clarity.
- Built form feasibility
 - Built form testing of street wall heights and overall heights has been undertaken, and this has informed the proposed controls. This includes the independent site-by-site architectural testing undertaken by Breathe Architecture and Lat37.
- More information controls can be found at Section 5 ('Built form controls') of Attachment 3.

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Recommended changes to the Amendment

- In Table 1: Building height Area 2:
 - Replace 'Enables height and massing to be located within larger sites to mitigate amenity impacts' with 'Locates massing away from existing low-scale residential development and limits overshadowing to the public realm'.
 - Change 'Provides transition to the taller built form of the Arden Precinct to the south-east' to 'Provides transition to the taller built form of the Arden Precinct to the south-west'.
- In Table 3: Building Setbacks:
 - Change 'Achieves visually recessive development and provides an appropriate response to surrounding conditions' to 'Achieves visually recessive development in response to the adjacent low scale residential interface'.

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Submission 21 – Rankins Road, Kensington

Key issues raised in submission
<p>Density and housing capacity</p> <p>Transport and car parking</p> <p>Parks and open space</p> <p>Community infrastructure</p> <p>Heritage</p>
Density and housing capacity / Community infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> No improvements to the infrastructure required to accommodate the expected 10,000-15,000 residents and 10,000 new jobs. Queries whether new schools and general practitioner offices will be provided in the area. <p>Management response</p> <ul style="list-style-type: none"> Amendment C417 introduces a permanent Development Contribution Plan Overlay – Schedule 2 (DCPO2) and the Macaulay Urban Renewal Precinct Development Contributions Plan into the Melbourne Planning Scheme. Under the DCPO2, developers are required to contribute funds towards essential infrastructure, including new community facilities, street and open space projects, and other infrastructure required to support new development in Macaulay. The proposed Special Use Zone – Schedule 8 (SUZ8) encourages medical centres and education centres to locate in Macaulay by not requiring a planning permit for their use. The SUZ8 also includes a provision that requires 20 per cent of new floor space in residential buildings to be designated for non-residential uses. This will facilitate the development of office space, shops, cafés and other community facilities or amenities at the street level. More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Concerned about increases to traffic on Macaulay Road and Racecourse Road, which are already overloaded in the morning and afternoon. Insufficient new parking proposed.

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<p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • The parking provisions require a permit to provide parking and encourage parking that serves the broader precinct rather than a single development. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Parks and open space</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Not enough new green spaces. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment seeks to facilitate more green spaces. • More information can be found in Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Heritage</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Retention of historic places. • High-rises can instead be built in new areas. <p>Management response</p> <ul style="list-style-type: none"> • The existing Heritage Overlay (HO) will function to protect the historic areas and individual sites within Macaulay as the area develops. • Macaulay is an urban renewal area. The controls support achieving the Macaulay Structure Plan vision of a mid-rise precinct while preserving and enhancing the amenity of the area. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 22 – Energy Safe Victoria

Key issues raised in submission
Built form controls Gas transmission pipeline
Built form controls / Gas transmission pipeline
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the Amendment including pipeline encroachment management controls and pipeline operator notification requirements for sensitive uses proposed near the pipelines. • The building heights in Design and Development Overlay – Schedule 76 (DDO76) and Schedule 77 (DDO77) are closest to the pipelines and do not reflect the lowest range of mandatory street wall or preferred building heights proposed in other parts of the precincts (i.e. 3-storey street wall height and 4-storey building height). • Requests further consideration for reducing proposed building heights within 65m of the licensed pipelines, as this is within the pipeline maximum credible hole size rupture impact area. This would recognise the safety needs of licensed pipelines and minimise the potential risk of harm to the community. <p>Management response</p> <ul style="list-style-type: none"> • The approach taken to built form controls in the vicinity of gas pipelines in the approved Special Use Zone – Schedule 7 (SUZ7) for Arden has also been taken for Macaulay. The density of development allowed within the vicinity of pipelines in Macaulay is less than allowed within the vicinity of pipelines in Arden. • The Special Use Zone – Schedule 8 (SUZ8) for Macaulay includes requirements to submit a Construction Management Plan to the responsible authority, and the Schedule to Clause 66.06 – Notice of permit applications under local provision, requires that notice of any application for the following listed uses in the SUZ8 be given to the owner or operator of the high-pressure gas transmission pipeline: <ul style="list-style-type: none"> ○ Accommodation ○ Child care centre ○ Education centre ○ Hospital ○ Leisure and recreation ○ Place of assembly ○ Place of worship <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 23 – Canning Street, North Melbourne

Key issues raised in submission
<p>Mix of uses</p> <p>Built form controls</p> <p>Parks and open space</p> <p>Setbacks to CityLink and Moonee Ponds Creek</p> <p>Retention of urban character/heritage value</p> <p>Transport and car parking</p>
Mix of uses / Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports active frontage requirements, winter sun shadow protection, wind tunnel prevention, retention of non-residential uses and a commitment to link with the Arden Renewal Precinct. <p>Management response</p> <ul style="list-style-type: none"> • Support for these aspects of the Amendment is noted. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Parks and open space / Setbacks to CityLink and Moonee Ponds Creek
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Improved and upgraded open space is critical. • Supports the 20-metre setback for redevelopment sites on the east side of Moonee Ponds Creek but this will be insufficient to improve the quantity or quality of Moonee Ponds Creek green space. Notes the 'setback' green space will be disconnected from the Creek. • Suggests a clear proposal to: <ul style="list-style-type: none"> ○ Connect the eastside renewal area, around Boundary Road, to Moonee Ponds Creek. ○ Connect this same area, safely and conveniently to Royal Park, to the north. ○ Provide children's play and park facilities in and around all of the proposed urban renewal neighbourhoods. <p>Management response</p> <ul style="list-style-type: none"> • Support for the setbacks to CityLink is noted. A new approach to delivering a setback to the east of CityLink and Moonee Ponds Creek will better achieve the vision. • A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan (DCP). This will support Council to take ownership of this land and guarantee a north-south pedestrian and cycle connection.

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- A mandatory 10-metre setback from this corridor will make up the balance of the 20 metres.
- The approach to delivering the 15m setback to the west of Moonee Ponds Creek is proposed to remain the same as exhibited, but the Built Form Outcomes are proposed to be strengthened and additional decision guidelines and application requirements incorporated to guide the assessment of the setbacks.
- New connections across the Moonee Ponds Creek, proposed in the Macaulay Structure Plan 2021, are being progressed as part of Council's broader Moonee Ponds Creek Corridor Improvement Projects and reported via [Moonee Ponds Creek Strategic Opportunities Plan](#).
- The City of Melbourne will advocate for improved connectivity between the Capital City Trail and areas to the east.
- Action 35 of the Structure Plan is to 'Make streets safer for bikes and deliver the protected bicycle network shown in Map 10 on page 56'. This includes plans to upgrade bike lanes to better connect the northern part of the Structure Plan area to Royal Park.
- A children's play area is planned to be included as part of the new [Chelmsford Street open space](#). Additional play areas may be considered, as planning and design progresses for other open spaces.
- More information can be found at Section 8 ('Parks and open space') and Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5.

Recommended changes to the Amendment

- Design and Development Overlay – Schedule 75 (DDO75) – Boundary Precinct:
 - Amend the controls to apply a 10-metre CityLink setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.
- Design and Development Overlay – Schedule 77 (DDO77) – Chelmsford Precinct:
 - Maintain mandatory Moonee Ponds Creek setback controls.
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.

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<ul style="list-style-type: none"> o Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.
<p>Retention of urban character/heritage value</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Amendment does not sufficiently provide for the retention of urban character, particularly around industrial buildings. • The Amendment must have provisions for retention of whole or partial remnant industrial buildings. <p>Management response</p> <ul style="list-style-type: none"> • The existing Heritage Overlay (HO) will function to protect the historic areas and individual sites within Macaulay as the area develops. • The Design and Development Overlays (DDOs) include a requirement that character buildings (as identified in the Structure Plan) and properties adjacent to character buildings, achieve high quality design and invite design excellence in responding to the context of the precinct’s industrial heritage. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Does not support the zero carparking requirements. • Multi-storey buildings should make good use of their basement area, potentially for car parking. • Suggests a car parking requirement of ‘average of one space per new unit’, which would then allow for a combination of zero, one, two/more and visitor parking spaces to be allocated. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment does not prohibit car parking for new developments. It requires a permit to provide parking onsite and encourages parking that serves the broader precinct rather than a single development. These measures seek to provide parking in response to a site’s context and parking demand. • The DDOs guide basement car parking. • More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay - Schedule 16 (PO16).
<p>Various</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Proposed controls deliver west-facing high-rise development, whereas north-facing development is better for energy efficiency. Potential omission of Melrose Street/Ardens Gardens from the ‘Local Activity Centres’ within the ‘study area’. Requests median tree planting be encouraged. <p>Management response</p> <ul style="list-style-type: none"> Management notes the submitter’s comment that the proposed controls will deliver west-facing high-rise development, whereas north facing-development is better for energy efficiency. This is an outcome of efforts to balance densifying the area while responding to the surrounding context and protecting the amenity of existing residential areas. Amendment C376 Sustainable Building Design, adopted by Council and being considered by the Minister for Planning, seeks to introduce municipal policy and requirements to ensure new development achieves best practice in environmentally sustainable design, including increased energy efficiency, greening of buildings and reducing the urban heat island effect. Plan 1 in the Special Use Zone – Schedule 8 (SUZ8) includes Melrose Street/Ardens Gardens. Median tree planting is addressed in the draft Kensington Urban Forest Precinct Plan. New streets, laneways and arcades required in Boundary and Stubbs precincts will need to provide canopy trees. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 24 – Community Housing Industry Association Victoria (CHIA Vic)

Key issues raised in submission
Requirement for affordable housing
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Recommends implementing the originally proposed 3.8 per cent contribution as a planning requirement for both residential and non-residential development to successfully deliver affordable housing in Macaulay. • Contributions can lawfully be collected by a condition on the planning permit or to enter into a Section 173 Agreement. • Recommends the affordable housing policy to be implemented by: <ul style="list-style-type: none"> ○ Introducing precinct specific planning requirements for affordable housing contributions in the applicable planning provisions. ○ Requiring the Gross Realisation Value (GRV) of a development to be established either by certified declaration by the proponent, or by the Council requesting an independent valuer to provide this figure. ○ Requiring contributions to be made directly to a registered community housing organisation (CHO), or Aboriginal Controlled Community Organisations, to ensure that the outcomes of contributions are easily monitored through existing regulatory systems. • Also recommends to: <ul style="list-style-type: none"> ○ Remove references to ‘Rental Housing Agencies’ to avoid affordable housing being delivered through non-registered housing providers. ○ The submitter notes that Registered Housing Agencies are the most appropriate vehicle to deliver affordable housing in this precinct. ○ If mandatory controls are not reinstated, supports voluntary controls provided they deliver rental affordable housing in perpetuity and transfer homes to Registered Housing Agencies at nil consideration. <p>Management response</p> <ul style="list-style-type: none"> • In response to submissions received on the topic of affordable housing, a mandatory affordable housing contribution is recommended to be re-introduced into the planning controls. This aligns with the intent of the Macaulay Structure Plan and the long-term advocacy position of the City of Melbourne. • The term ‘Aboriginal Controlled Community Organisation’ is not defined under the <i>Planning and Environment Act 1987</i> or the <i>Housing Act 1983</i>. An undefined term can lead to complications when included within the requirements of a planning permit or Section 173 agreement.

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- The term 'Rental Housing Agency' is defined under the Housing Act and would include 'Aboriginal Controlled Community Organisations' where they are a non-profit that provides rental housing.
- Affordable housing requirement should refer to a Registered Agency, rather than a Registered Housing Agency for consistency with the Housing Act.
- 'Rental Housing Agency' in the exhibited provisions is proposed to be amended to 'Rental Housing Agency to the satisfaction of Melbourne City Council'. This provides enough flexibility for Aboriginal Controlled Community Organisations to own or manage affordable housing, but the involvement of other rental providers would be determined at the discretion of Melbourne City Council.
- More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3.

Recommended changes to the Amendment

- Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement.
- Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
- Amend SUZ8 and Clause 11.03-6L (Macaulay) to refer to a Registered Agency or a 'Rental Housing Agency to the satisfaction of Melbourne City Council' rather than a Registered Housing Agency for consistency with the Housing Act.

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Submission 25 – Aboriginal Housing Victoria (AHV)

Key issues raised in submission
Requirement for affordable housing
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Amendment does not mention increasing the supply of housing for Aboriginal people. • Urges Council to consider the following changes: <ul style="list-style-type: none"> ○ Make it mandatory that a component (e.g., minimum of 10%) of any affordable housing provided be for Aboriginal people. The submitter strongly believes that the community envisaged by Council cannot be fully realised without Aboriginal people being part of the community. ○ Make the provision of affordable housing mandatory rather than voluntary. ○ Allocate a small portion of revenue from all property related charges (including development contributions and council rates) to fund additional new supply of Aboriginal social housing in the City of Melbourne. • Notes the focus of the Amendment is increasing the supply of affordable housing in the City of Melbourne, whilst the overwhelming need from Aboriginal people is for social housing. • The suggested changes are particularly important at a time when the number of Aboriginal Victorians at risk of homelessness has increased by 29% over the past four years and there is a rapidly growing need for social and affordable housing in the Aboriginal community. <p>Management response</p> <ul style="list-style-type: none"> • In response to the wide range of submissions received on this topic, a mandatory affordable housing contribution is recommended to be re-introduced into the planning controls. This aligns with the intent of the Macaulay Structure Plan and the long-term advocacy position of the City of Melbourne. • Affordable housing controls within planning schemes do not typically outline specific cohorts that housing should be allocated to (such as Aboriginal households). • Council is committed to reducing the rates of housing stress and homelessness for Aboriginal households. Council’s affordable housing and homelessness strategies outline various initiatives and advocacy priorities for Aboriginal housing outside of the planning scheme amendment process. • The Planning and Environment Act definition of affordable housing includes social housing. The Housing Act defines social housing as either public housing, or housing owned, controlled or managed by a Registered Housing Agency. The exhibited planning controls encourage all affordable housing to be owned or managed by a Registered Agency, thereby encouraging the provision of social housing.

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- More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3.

Recommended changes to the Amendment

- Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement.
- Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.

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Submission 26 – Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

Key issues raised in submission
<p>Built form controls Parks and open space Setbacks to CityLink and Moonee Ponds Creek</p>
Built form controls / Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> There is a large area of cultural heritage sensitivity that relates to the Moonee Ponds Creek. Any activities that are defined as high impact under the Aboriginal Heritage Regulations 2018 and planned to occur within this area will trigger a mandatory Cultural Heritage Management Plan (CHMP). <p>Management response</p> <ul style="list-style-type: none"> The proposed Amendment C417 controls include provisions that protect the amenity of the Moonee Ponds Creek, including density and overshadowing controls and design objectives. Areas of Aboriginal cultural heritage sensitivity must be considered under Clause 15.03-2S (Aboriginal cultural heritage). To increase visibility of this requirement, Clause 11.03-6L (Macaulay) is proposed to be updated to reference Aboriginal heritage objectives, strategies and guidelines. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reference Aboriginal heritage objectives, strategies and guidelines.
Setbacks to CityLink and Moonee Ponds Creek
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Land within 200m of waterways is highly sensitive for cultural heritage. The Elders have asked that City of Melbourne please consider avoiding developing and impacting within 200m of waterways. <p>Management response</p> <ul style="list-style-type: none"> Existing development on both sides of the creek currently falls within 200m from the creek. In response to the need to limit the impact on Moonee Ponds Creek and prevent overshadowing, a new approach to delivering a setback to the east of CityLink and Moonee Ponds Creek is proposed. More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Design and Development Overlay – Schedule 75 (DDO75) – Boundary Precinct:

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- Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
- Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
- Incorporate additional decision guidelines to guide the assessment of setbacks.
- Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.
- Design and Development Overlay – Schedule 75 (DDO77) – Chelmsford Precinct:
 - Maintain mandatory Moonee Ponds Creek setback controls.
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

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Submission 27 – Eastwood Street, Kensington

Key issues raised in submission
<p>Built form controls Transport and car parking Density and housing capacity Parks and open space</p>
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Development on Macaulay Road is too high in relation to small houses and heritage houses. <p>Management response</p> <ul style="list-style-type: none"> Existing development on Macaulay Road has been approved under Design and Development Overlay – Schedule 63 (DDO63), which sets preferred maximum building heights ranging from 3–9-storeys and absolute maximum building heights for different areas along Macaulay Road. The Amendment has been drafted so that new development better responds to low-rise residential areas and areas of heritage value. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Development will cause 'traffic chaos' on Macaulay Road. Kensington Station is a heritage building and should never be changed as a result of a level crossing removal. It would be impossible to put Macaulay Road/Macaulay Station underground due to the creek or overground due to the low height of Bolte Bridge. Would like visitor parking in new development. <p>Management response</p> <ul style="list-style-type: none"> The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. More information can be found at Section 11 ('Transport and car parking') of Attachment 3. Level crossing removal is an objective of the Macaulay Structure Plan. This will need to be delivered by the Victorian Government.

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<ul style="list-style-type: none"> An individual Heritage Overlay HO960 applies to Kensington Station. This will ensure that the heritage significance of the station will be considered should a level crossing removal be undertaken on the Craigieburn line at Macaulay Road. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Parks and open space</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Would like more green space, not just the small extension of the Robertson Street Park. Chelmsford Street greening is too far away from new development on Macaulay Road. <p>Management response</p> <ul style="list-style-type: none"> The Amendment will facilitate more green space. More information on can be found in Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Density and housing capacity</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Pleased the General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ) have been retained. Overpopulating the area will detrimentally affect long-term residents, especially elderly long-term residents. <p>Management response</p> <ul style="list-style-type: none"> The submitter's support for the GRZ and NRZ and comments about population increases have been noted. Macaulay is an urban renewal area, with a population and employment targets of 10,000 residents and 9500 workers in Macaulay by 2051. The provisions of the Amendment have been designed to meet these targets. The built form provisions have been developed to better preserve and enhance Macaulay's amenity. More information can be found at Section 2 ('Density and housing capacity') and Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 28 – Shiel Street, North Melbourne

Key issues raised in submission
<p>Transport and car parking</p> <p>Built form controls</p> <p>Parks and open space</p>
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Emphasises quality pedestrian experience and improved pedestrian access to services and key amenities. • Better connect Hotham Hill residences with Arden including a quality pedestrian access, free from cars and bicycles, from Royal Park, down to the Arden Street oval and the new Arden station. • The Public Records Office could house a building (earmarked for a school) with a rooftop garden for students and include a path from Shiel Street with a walkway across Macaulay Road. • Road congestion is a major concern. Widen Macaulay Road to accommodate a growing population. • Pedestrian safety has been reduced, with bike paths and cars on top of existing public transport and street construction. • New developments must include more car parking spaces so that they do not create parking issues on the street. • Vehicle access and parking for residents is key to living in this area. It is not possible to cater to the whole family's needs without a car. <p>Management response</p> <ul style="list-style-type: none"> • Measures to improve the pedestrian experience will largely be actioned through processes separate from Amendment C417. The Design and Development Overlays include controls to activate street frontages. • The car park of the Victorian Archives Centre is owned by the Victorian Government, who will lead any development of the site. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Arden-Macaulay Structure Plan was very disappointing, with heights and bulk of buildings way beyond community expectations. Notes support for the intent of the Amendment. • Wind tunnels must be addressed and considered for all development. <p>Management response</p> <ul style="list-style-type: none"> • The built form controls in the Design and Development Overlays (DDOs) support variation in building typology and heights that reduce potential wind impacts. • The DDOs also require that building and works must not cause unsafe wind conditions in publicly accessible areas and specify parameters for assessing unsafe wind conditions. • More information can be found at Section 5 ‘Built form controls’ of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Parks and open space</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Would like more small neighbourhood parks near residences with overshadowing protection. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment will facilitate more green spaces. The Amendment includes controls to protect winter sunlight to open space. • More information can be found in Section 8 (‘Parks and open space’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 29 – Albermarle Street, Kensington

Key issues raised in submission
<p>Requirement for affordable housing</p> <p>Transport and car parking</p>
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The Amendment does not do enough to provide for affordable housing. Does not support discretionary affordable housing requirements, contributions should be mandatory for commercial and residential developments. If discretionary, introduce alternative measures to make it more likely to prioritise affordable housing. <p>Management response</p> <ul style="list-style-type: none"> In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. More information on can be found at Section 4 ('Requirement for affordable housing') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Supports the proposal being based on a future vision for the precinct that sees greater reliance on active transport. <p>Management response</p> <ul style="list-style-type: none"> Support for greater reliance on active transport is noted. More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 30 – Urban Planning Collective on behalf of Australian Muslim Social Services Agency (91-101 Boundary Road, North Melbourne)

<p>Key issues raised in submission</p>
<p>Mandatory floor area ratio (FAR) Requirement for new streets, laneways and arcades Built form controls Development Contributions Plan Overlay – Schedule 2 (DCPO2) Transport and car parking Flooding and drainage infrastructure</p>
<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The 4:1 FAR applying to the site as part of Design and Development Overlay - Schedule 75 (DDO75) is too low. • There is insufficient justification for a mandatory FAR control. Other approved developments have FARs that exceed the proposed mandatory maximum floor area. <p>Management response</p> <ul style="list-style-type: none"> • FARs have been tested, and the Built Form Outcomes for the site can be achieved under a 4:1 FAR. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Requirement for new streets, laneways and arcades</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Does not object to the provision of a laneway through the subject site but is concerned with it being a mandatory requirement and the proposed position/alignment of the laneway. • The connecting north-south portion of the northern laneway will not be delivered as part of adjoining approvals, and the southern portion must 'break through' a heritage façade. • Flexibility should be built into the control given uncertainty around the delivery of the laneway. • The 12m public street to be provided on adjoining land to the north has not been provided for in the adjoining approval.

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Management response

- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility.
- Relevant to the submitter's site, this review has resulted in the following:
 - The 6-metre wide north-south laneway (Street ID 27) through the subject site can be discretionary in alignment within the development parcel. However, the laneway must align with the new arcade required to the south (Street ID 28). Negotiation will be required with the landowner to the south to set any variation in alignment of the laneway (Street ID 27) and arcade (Street ID 28) from that shown in Map 4 of Design and Development Overlay – Schedule 75 (DDO75) and the Incorporated Document *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* (the Incorporated Document).
 - The site to the south can align an arcade in an appropriate location and still satisfy the planning scheme's heritage policy requirements. .
 - The design requirements have been amended to specify that if the heritage building is not retained, a 6m wide laneway, rather than a 9m wide laneway, must be delivered in place of the arcade (Street ID 28). This would be consistent with the width for Street ID 27 to the north on the subject site.
- A number of the proposed mandatory streets and laneways within the DDO75 are not included in current permit approvals. Map 4 in DDO75 shows desired streets and laneways, which will be relevant if those permits are not acted on or if sites redevelop in the future.
- For sites where development has been constructed or is in progress, the proposed street network is compatible with the emerging conditions.
- A further response can be found at Section 7 ('Requirement for new streets, laneways and arcades' of Attachment 3.

Recommended changes to the Amendment

- Amend Map 4 within DDO75 and the Incorporated Document to reflect a revised street network that rationalises and refines the applied street types.
- Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

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Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The preferred street wall height of 3 storeys to the north and 2 storeys to the proposed laneway is a concern, given that the east-west street to the north will not be delivered in the adjoining approval. • Apply the street wall height to the Boundary Road interface only. • Is not concerned with the proposed 6-storey street wall height to Boundary Road but identifies that it is unclear whether the preferred setback also applies to the northern street wall and laneway street wall. • The 5-metre setback above the street wall for all street wall interfaces will result in an inefficient and poor development outcome. • Proposed setbacks (preferred setback of 7.5 metres from the common boundary and 12m between buildings on the same site) are excessive. • Correct Map 6 of Design and Development Overlay – Schedule 75 (DDO75), as it is a duplication of Map 3 (Street wall height). • Drafting of the Special Use Zone – Schedule 8 (SUZ8) and DDO75 is complex. <p>Management response</p> <ul style="list-style-type: none"> • Street wall heights have been designed to encourage a sense of human scale at the street edge and achieve a positive balance between enclosure and openness for pedestrians. • Setbacks above the street wall under DDO75 Table 5: Building setbacks apply to all locations where a street wall is defined under Map 3 and Table 3: Street wall height. This includes the network of new streets, laneways and arcades. • The 5m setbacks above the street wall reduce the visual impact of the buildings from the perspective of pedestrians on the street. • The 7.5m building setbacks from the side and rear boundaries provide additional privacy and access to sunlight and support the preferred character of the Macaulay precincts. As the control is discretionary, alternative site-specific responses can be considered if the built form objectives can still be met. Map 6 of DDO75 should be corrected as it incorrectly shows the 'Street wall height' map, instead of the 'Public interfaces' map. • The controls have been reviewed and minor changes to improve clarity and user friendliness are recommended. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Correct Map 6 on DDO75 to show the 'Public interfaces' map, instead of the 'Street wall height' map (which is already shown as Map 3). • Update planning controls to improve drafting clarity.

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<p>Development Contributions Plan Overlay – Schedule 2 (DCPO2)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Include exemptions in the DCPO2 for: <ul style="list-style-type: none"> ○ Provision of social and/or affordable housing. ○ Provision of land and/or works-in-kind. ○ Not-for-profit, community service or faith-based organisations. <p>Management response</p> <ul style="list-style-type: none"> • The proposed DCPO2 includes legislative exemptions as per the relevant Ministerial Direction, and exempts developments that do not increase dwellings or employment floorspace, as well as existing approved developments already subject to the development contributions requirement under the interim DCPO2. • Long-term not-for-profit, community or faith-based services may seek partial exemption via a legal agreement with Council, subject to the assessment of broader community benefits on a case-by-case basis. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the DCPO2 to clarify land or development exempt from payment of development contributions.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Commends the idea of consolidated car parks, but it is unclear how the consolidated car parking will be delivered/managed. <p>Management response</p> <ul style="list-style-type: none"> • The management of consolidated car parking will be considered through a car parking plan submitted with an application. • Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16), including discouraging on-site car parking and facilitating car parks that function as consolidated car parks. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking vision for Macaulay.
<p>Flooding and drainage infrastructure</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The submitter's site is not affected by a Land Subject to Inundation Overlay (LSIO).

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- Seeks clarification about the application of the new local policy which seeks to manage potential impacts of sea level rise and flooding.

Management response

- Strategies within the Macaulay local policy relating to flood risk and mitigation will be considered in decision making, where relevant to an application.
- Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to further consider flood risk and mitigation.
- More information can be found at Section 10 ('Flooding and drainage infrastructure') of Attachment 3.

Recommended changes to the Amendment

- Amend the Infrastructure Strategies for Macaulay in Clause 11.03-6L (Macaulay) to include specific consideration of flood risk and mitigation.

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Submission 31 – Hardiman Street, Kensington

Key issues raised in submission
<p>Heritage Transport and car parking Built form controls</p>
Heritage
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The look and feel of Kensington with its industrial and heritage features will be lost with development of high rises in the area. <p>Management response</p> <ul style="list-style-type: none"> The existing Heritage Overlay (HO) will protect designated historic areas and individual sites. The proposed Design and Development Overlays (DDOs) include a requirement that character buildings and properties adjacent to character buildings, achieve high quality design and invite design excellence in responding to the precinct’s industrial heritage. The built form controls respond to surrounding land uses, including heritage fabric, through: <ul style="list-style-type: none"> The design of FAR controls and building heights. Built Form Outcomes for building and street wall heights. Building Mass Design Outcomes that specify that buildings should respect the height, scale and proportions of adjoining heritage places. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> There is no infrastructure that will cope with the increased numbers of cars and people. Macaulay Road is already very congested. Parking is already at a premium and will only become more difficult. <p>Management response</p> <ul style="list-style-type: none"> The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3. <p>Recommended changes to the Amendment</p>

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- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

Built form controls

Key matters raised about this issue

- Inadequate investigation on the privacy for low level residences near high-rise complexes.

Management response

- The 7.5m preferred building setbacks from side and rear boundaries for habitable rooms (see Table 4 in proposed Design and Development Overlay – Schedule 77 [DDO77]) seek to protect privacy by minimising overlooking into existing dwellings.
- More information on the built form controls can be found at Section 5 ('Built form controls') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 32 – Kent Street, Ascot Vale

Key issues raised in submission
<p>Transport and car parking</p> <p>Built form controls</p> <p>Planning scheme amendment drafting</p> <p>Parks and open space</p>
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Objects to the consolidated car parking provision, stating it is commendable, but investment in public transport is needed. • The consolidated car parking provision will prevent Macaulay from being accessible community for people with limited mobility. • Public transport is congested during peak hours. • Concern about potential effect of additional workers commuting and parking. • Suggest improvements to Craigieburn and Upfield lines. <p>Management response</p> <ul style="list-style-type: none"> • Where parking is provided, there are requirements for the provision of accessible parking spaces for people with limited mobility. • The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport modes. • The State Government is responsible for the quantity and frequency of public transport. City of Melbourne will continue to advocate to the Victorian Government to upgrade public transport services. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Specify an absolute maximum height in the Design and Development Overlay (DDO), even if it is higher than the preferred heights in the Amendment. Objects to the provisions related to unsafe wind conditions in the DDOs because the unsafe wind speed has not been specified. <p>Management response</p> <ul style="list-style-type: none"> Discretionary building heights in combination with discretionary built form controls enable built form to respond to the context and desired character of the site. The DDOs require that building and works must not cause unsafe wind conditions in publicly accessible areas, within the assessment distance from all facades. The specification for unsafe wind conditions is drafted incorrectly. It is proposed to update this to reflect the drafting of a similar State wind control. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> In DDO75, DDO76, DDO77 and DDO78: Replace the current specification for unsafe wind conditions with the following bring them into alignment with State provisions: <p style="text-align: center;"><i>Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.</i></p>
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Maps 1 and 2 of Design and Development Overlay – Schedule 76 (DDO76) ignore that the area bounded by Melrose Street, Alfred Street, Sutton Street and Boundary Road, which is currently community housing with a significant percentage of open space and mature trees. Preserve open space and mature trees in this area. <p>Management response</p> <ul style="list-style-type: none"> The space around the towers is not public open space vested in Council, and as such it does not appear as an existing or new open space on Maps 1 and 2 in DDO76. More information can be found at Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 33 – Australian Wool Testing Authority Ltd (18-70 Robertson Street, Kensington)

Key issues raised in submission
<p>Density and housing capacity Mandatory floor area ratio (FAR) Absence of transitional arrangements</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed provisions would restrict a development outcome that can currently be achieved on the site under the current control. • The submitter’s site is relatively large and represents an opportunity to deliver substantial amounts of new housing in line with current housing policy and the Victorian Housing Statement. <p>Management response</p> <ul style="list-style-type: none"> • The provisions of the Amendment seek to enable the precinct to reach its population and employment targets and align with the intention of Victoria’s Housing Statement. • More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Mandatory controls are not justified having regard to the criteria in Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’). • FARs should not be the default tool in urban renewal areas. Planning controls in an urban renewal area should be enabling to encourage development. • A mandatory FAR of 3.5:1 for their site will restrict and disincentivise redevelopment. <p>Management response</p> <ul style="list-style-type: none"> • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • The subject site interfaces with the low-scale residential dwellings subject to the Heritage Overlay to both its western and northern interfaces. This has resulted in a FAR of 3.5:1 to support built form adequately responding to these conditions. • More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3. <p>Recommended changes to the Amendment</p>

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<ul style="list-style-type: none"> No changes are recommended.
<p>Absence of transitional arrangements</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Need transitional provisions to provide sufficient flexibility for existing planning permissions to be amended and acted upon.
<p>Management response</p> <ul style="list-style-type: none"> Transitional arrangements are generally not considered to be required. The exception is a transitional arrangement for subdivision applications. More information can be found at Section 12 ('Absence of transitional arrangements') of Attachment 3.
<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 34 – Australian Wool Testing Authority Ltd (191-199 Racecourse Road, Kensington)

<p>Key issues raised in submission</p> <p>Density and housing capacity Mandatory floor area ratio (FAR) Absence of transitional arrangements</p>
<p>Density and housing capacity</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed provisions would result in a reduction in the applicable heights contemplated for the site from 9-12 storeys to 8 storeys. • The submitter’s site is relatively large and represents an opportunity to deliver substantial new housing. <p>Management response</p> <ul style="list-style-type: none"> • See response to submission 33. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Mandatory floor area ratio (FAR)</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The use of mandatory controls is not justified having regard to the criteria in Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’). • FARs should not be the default tool in urban renewal areas. Planning controls in an urban renewal area should be enabling to encourage development. • A FAR of 4:1 for their site will restrict and disincentivise redevelopment. <p>Management response</p> <ul style="list-style-type: none"> • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • The FAR of 4:1 is considered justified for this site. • More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Absence of transitional arrangements
<p>Key matters raised about this issue</p> <ul style="list-style-type: none">• Need transitional provisions to provide sufficient flexibility for existing planning permissions to be amended and acted upon. <p>Management response</p> <ul style="list-style-type: none">• See response to submission 33. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none">• No changes are recommended.

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Submission 35 – Tract on Behalf of Dingwall Pty Ltd (77-87 Mark Street, North Melbourne)

<p>Key issues raised in submission</p>
<p>Mandatory floor area ratio (FAR) Flooding and drainage infrastructure Requirement for new streets, laneways and arcades Setbacks to CityLink and Moonee Ponds Creek Parks and open space Requirement for affordable housing Built form controls Developer Contributions Plan Overlay – Schedule 2 (DCPO2) Drafting</p>
<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • A mandatory floor area (FAR) control is not justified having regard to the criteria in Planning Practice Note 59 ('Mandatory Provisions in Planning Schemes') and it has not been demonstrated that a discretionary control cannot achieve the desired outcomes. It is recommended that further strategic justification be provided • The FAR controls should be discretionary. The precinct wide application of a mandatory FAR will have unintended and unreasonable impacts on future development and does not take into account the variety of lot sizes in the Boundary Precinct to which DDO75 applies) • The Minister for Planning recommended in the approval letter for Amendment C190 Part that a FAU control could be applied. • A FAU control, similar to the control in Design and Development Overlay Schedule 10 (DDO10), should be applied and a public benefit schedule should be prepared. <p>Management response</p> <ul style="list-style-type: none"> • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • A floor area uplift (FAU) is not considered appropriate. • More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Include appropriate flood mitigation measures and funding mechanisms at a precinct-wide scale in the Amendment. • The Macaulay Urban Renewal Precinct Development Contributions Plan (DCP) does not include costs for drainage infrastructure for the Mark Street public realm project. <p>Management response</p> <ul style="list-style-type: none"> • Flood risks and funding for drainage infrastructure in the Amendment area is addressed in Section 10 ('Flooding and drainage infrastructure') of Attachment 3. • Local policy at Clause 11.03-6 (Macaulay) is proposed to be updated to further consider flood risk and mitigation. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the Infrastructure Strategies for Macaulay in Clause 11.03-6L (Macaulay) to include specific consideration of flood risk and mitigation. • Amend the Development Contributions Plan to clarify that the Macaulay DCP introduced via C417 is part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process. • Amend the Development Contributions Plan title to <i>Macaulay Urban Renewal Area Development Contributions Plan (Part A)</i>.
Requirement for new streets, laneways and arcades
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The submitter's site includes Street ID 34 and part of Street ID 37. • The cost of the delivery of roads within the precinct has not been factored into the DCP. Works-in-kind provisions under the DCP should be considered to offset the costs to landowners. Flexibility needs to be applied to the alignment of proposed roads, or a more considered alignment be incorporated that does not result in the pockets of undevelopable land being created. • The alignment of Street ID 34 would result in an undevelopable narrow (circa 10 metre) parcel of land within the eastern portion of the site which would present a poor urban design and built-form outcome for the precinct. • Street IDs 34 and 37 transect separate landholdings requiring a coordinated approach to the delivery and design of these streets between landowners. No details regarding how the coordination between landowners has been provided. • There are only three 18m wide streets proposed across the entire precinct and there is insufficient justification for the requirement that Street IDs 29, 34 and 37 be 18 metre wide. <p>Management response</p> <ul style="list-style-type: none"> • Local streets and laneways are not suitable to be included in a DCP, as they primarily provide benefit to local and abutting development.

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- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/ laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility.
- Relevant to the submitter's site, this review has resulted in the following:
 - The alignment of the north-south street (Street ID 34) can be reduced in width from 18 metres to 12 metres, which is considered sufficient to facilitate required street functions including two-way vehicle access for servicing development sites, pedestrian and cycle movement, as well as canopy trees and WSUD.
 - The east-west 18m street (Street ID 37) is to be reduced in width to become a pedestrian and cycle-only 9m Laneway – Type A, as vehicular traffic functions are no longer required, and realigned to follow the alignment of the existing east-west driveway of 65-73 Mark Street.
 - The length of the north-south Street ID 34 is proposed to be extended southward to the southern-most property boundary of 77-87 Mark Street to facilitate intersection with north-south Street ID 38 and the realigned east-west Street ID 37.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3.

Recommended changes to the Amendment

- Amend Map 4 within Design and Development Overlay 75 (DDO75) and *Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
- Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

Setbacks to CityLink and Moonee Ponds Creek / Parks and open space

Key matters raised about this issue

- The submitter's site includes a 20-metre mandatory setback requirement from the western boundary as part of the proposed linear park.
- The cost associated with the delivery of the proposed linear park is intended to be borne by the landowner and will not offset the Public Open Space or Development Contributions obligations.
- This approach to the delivery of public open space is contrary to the recommendations of the Panel in their report for Amendment C190 (Arden-Macaulay Structure Plan Implementation). The design of the linear park should be costed and Public Open Space Contribution obligations of landowners be offset by the delivery of these spaces. Clause

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3.0 of proposed SUZ8 should be amended to ensure that equalisation payments are appropriately captured for all privately delivered (and funded) public open spaces.

- Alternatively, a Public Acquisition Overlay (PAO) should be applied.

Management response

- A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan (DCP). This will support Council to take ownership of this land and guarantee a north-south pedestrian and cycle connection.
- A mandatory 10-metre setback from this corridor will make up the balance of the 20 metres.
- This is considered the best pathway to achieve the vision for the area adjacent to CityLink.
- More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5.

Recommended changes to the Amendment

- DDO75 – Boundary Precinct:
 - Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

Requirement for affordable housing

Key matters raised about this issue

- Affordable housing policy is included in both Special Use Zone – Schedule 8 (SUZ8) and Clause 11.03-6L (Macaulay) and this should be consolidated for clarity and revised for useability.

Management response

- The exhibited local policy was intended to guide the exercise of discretion under the SUZ8 in relation to affordable housing.
- As the SUZ8 does not cover the entire Structure Plan area, the inclusion of affordable housing policy at Clause 11.03-6 (Macaulay) functions to apply a similar approach to those sites in the Macaulay precinct not covered by SUZ8.
- In response to a range of submissions, changes are proposed to the Amendment in relation to delivery of affordable housing.

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<ul style="list-style-type: none"> • More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the SUZ8 to introduce a mandatory affordable housing requirement. • Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Need to analyse existing permits issued to demonstrate how the proposed controls align with approved developments in the area, particularly in the Boundary Precinct. <p>Management response</p> <ul style="list-style-type: none"> • Approved and recently constructed development was taken into account when developing the new controls. • Some existing approvals do not align with the controls proposed by the Amendment, as previous approvals were assessed according to the existing controls. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Developer Contributions Plan Overlay – Schedule 2 (DCPO2)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Requests further clarification on how the levies collected between the interim DCPO2 and the proposed DCPO2 have been balanced to ensure equity contributions across all development sites. <p>Management response</p> <ul style="list-style-type: none"> • The Macaulay Urban Renewal Precinct Development Contributions Plan (DCP) has been prepared on equitable basis and is informed by background documents. All DCP projects have been scoped, designed, costed and apportioned in accordance with the methodology in the Development Contributions Guidelines 2007. The interim DCPO2 collects contributions at a higher rate than the proposed permanent Macaulay DCPO2. The proposed Macaulay DCP generally excludes drainage and flood mitigation infrastructure projects. • Once the drainage funding mechanism is determined, relevant drainage infrastructure will be identified, designed and costed, and its costs will be apportioned in accordance with relevant methodology to ensure there is no overlap with the Macaulay DCP. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Drafting
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The proposed provisions could be improved through considered drafting and consolidating themes. For example, defined terminology has been used interchangeably throughout the provisions (i.e., Net Floor Area and Gross Floor Area) and applied inconsistently. <p>Management response</p> <ul style="list-style-type: none"> The proposed Amendment C417 provisions have been reviewed for consistency and clarity. The terms 'net floor area' and 'gross floor area' have been used as intended. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Changes to fix minor errors and improve the clarity of the provisions.

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Submission 36 – Homes Victoria (33 Alfred Street, 159 Melrose Street, and 12 Sutton Street, North Melbourne)

Note: Homes Victoria has identified that they have other land holdings affected by the Amendment, including 76 Canning Street, North Melbourne and the land bounded by Boundary Road, Mark Street, Melrose Street and Canning Street (small-scale shops and church excepted). Homes Victoria has identified similar feedback for these sites.

Key issues raised in submission
<p>Mix of uses</p> <p>Mandatory floor area ratio (FAR)</p> <p>Built form controls</p> <p>Density and housing capacity</p>
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the intention to deliver a greater diversity of land use, but it is inappropriate to apply a requirement which encourages 20% of floor area for employment or other non residential uses to the Homes Victoria land. While some non residential uses are expected it is unlikely to reach the 20% threshold. • Having regard to the unique circumstances of the site, it should remain in a Mixed Use Zone (MUZ) and not be rezoned to Special Use Zone – Schedule 8 (SUZ8). <p>Management response</p> <ul style="list-style-type: none"> • The requirement to provide non-accommodation uses is discretionary. Where development proposes to provide a lower percentage of non-accommodation floor area, there are a range of decision guidelines in the SUZ8 for decision makers including: <i>The community benefit associated with the proposed Accommodation use, for example, Community care accommodation, Residential aged care facility or Rooming house.</i> • More information can be found at Section 3 ('mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Mandatory floor area ratio (FAR) / Built form controls / Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Exempt the site from Design and Development Overlay – Schedule 76 (DDO76) and remove the existing interim Design and Development Overlay – Schedule 63 (DDO63) as is proposed. • The application requirements under DDO76 are not appropriate for a Homes Victoria housing site. • The 8-storey discretionary maximum building height proposed for the site in Design and Development Overlay Schedule 76 (DDO76) is a significant underdevelopment of the site.

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Existing 21-storey and 13-storey buildings are a longstanding feature of this part of North Melbourne.

- The solar protection to public parks clause in the proposed DDO76 restricts the redevelopment potential of the site given the location of the Buncl Street Reserve to the south. It demonstrates inappropriate prioritisation of limited amenity benefits ahead of housing supply and new open spaces.
- Generally support the proposed local policy. However, the focus on 'mid-rise' is at odds with the site's existing high-rise nature. The local policy should be amended to change references to the site from mid to high rise.
- The implications of the proposed Special Use Zone – Schedule 8 (SUZ8) introducing new protections for the gas pipeline running along the site's eastern boundary are unclear and do not reflect the existing high residential density of the site.

Management response

- Management does not support exempting the site from DDO76. The density and built form controls proposed respond to the Structure Plan's vision for Macaulay to develop into a mid-rise precinct. The building heights of the existing towers are not considered to represent the desired future built form of the area.
- The development within the subject site will impact the public realm and interfacing development through overshadowing, wind conditions, views to sky and sense of human-scale and enclosure from the street. These considerations are addressed through DDO76 controls.
- A FAR of 4:1 applies to the subject site which achieves the vision of a mid-rise precinct while allowing a significant increase in gross floor area.
- A similar level of density to what is proposed by Homes Victoria—being 1,100 new homes in a variety of dwelling sizes and configurations— can be achieved. This also allows for the provision of 20% non-residential net floor area and streets and open spaces that improve site amenity, connectivity and accessibility.
- Overshadowing above the preferred street wall height to Buncl Street Reserve can be limited as per the proposed mandatory overshadowing controls through configurations of density across the site.
- The proposed street wall heights for the subject site respond to specific site conditions, including neighbouring low-rise residential zones. A number of controls, including building heights, street wall heights and setbacks are discretionary, and deviation can be considered based on meeting built form objectives within the controls.
- The application requirements under DDO76 are to be submitted 'as appropriate' to the satisfaction of the responsible authority'. Therefore, some of the application requirements may not apply to the site.
- The approach taken to built form controls in the vicinity of gas pipelines in the approved SUZ7 for Arden has also been taken for Macaulay.
- Further information can be found at Section 7 ('Mandatory floor area ratio (FAR)'), Section 5 ('Built form controls') and Section 4 ('Density and housing capacity') of Attachment 3.

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Recommended changes to the Amendment

- No changes are recommended.

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Submission 37 – R Corporation (103-105 Boundary Road, 107-109 Boundary Road, 115-117 Boundary Road and 59-101 Alfred Street, North Melbourne)

Key issues raised in submission
<p>Requirement for affordable housing</p> <p>Mix of uses</p> <p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Setbacks to CityLink and Moonee Ponds Creek</p> <p>Transport and car parking</p> <p>Requirement for new streets, laneways and arcades</p> <p>Development Contributions Plan</p> <p>Absence of transitional arrangements</p>
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Opposes a mandatory requirement for six per cent of dwellings to be affordable housing, for nil consideration, in Clause 11.03-6L (Macaulay). • The requirements is an improper use of the policy provisions. • The requirement is unreasonable impost on development which will increase the cost of housing for all market housing buyers. <p>Management response</p> <ul style="list-style-type: none"> • Under the exhibited controls, the requirement is discretionary. • In response to the range of submissions received on this topic, a mandatory affordable housing contribution is recommended to be re-introduced into the planning controls. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. • Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Opposes the inclusion of Accommodation as a section 2 use and a requirement for a minimum of 20 per cent of net floor area allocated to uses other than Accommodation, in the Special Use Zone – Schedule 8 (SUZ8). Additional housing in the precinct should be prioritised, without seeking unviable non-accommodation uses on all sites.

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<p>Management response</p> <ul style="list-style-type: none"> • The controls have been tested to ensure that the target density for the precinct can be achieved, including with consideration of non-accommodation uses. • More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Built form controls/ Mandatory floor area ratio (FAR) / Setbacks to CityLink and Moonee Ponds Creek</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports discretionary building heights, street wall heights and setbacks and additional building heights adjacent to CityLink in Design and Development Overlay Schedule 75 (DDO75). • The area of 6-storey height on Boundary Road should be increased. • The 3-storey street wall heights proposed on a number of the new streets is unnecessarily low, enforcing a podium tower typology and preventing innovative architectural design and a variation in built form on large sites. • Reconsider the 5 and 7.5 metre building setbacks to enable built form other than podium tower typology. • Reduce the extensive setback to CityLink. A range of uses can be accommodated with sensitive acoustic treatments near CityLink. • The proposed FAR of 4:1 is oppressive and restricts the capacity for large sites to be developed with varied and innovative architectural designs. • The proposed mandatory requirement to not cast additional shadow on the proposed new east-west 12m wide street to the south of the submitter's land conflicts with the proposed building heights and unnecessarily limits development potential. <p>Management response</p> <ul style="list-style-type: none"> • The area of 6-storey height on Boundary Road limits the impact of overshadowing and visual bulk to ensure a high-amenity experience to the primary pedestrian thoroughfare. • Street wall heights along the future street network are generally 1:1, meaning street wall heights are generally the same width as the street. This means that the 3-storey street wall height proposed for a number of new streets is necessary to comply with solar protection controls. • The 5m setbacks above the street wall reduce the visual impact of the buildings from the perspective of pedestrians on the street. They also allow for streets and laneways to have a wider angle to the sky with greater access to sunlight and can mitigate wind impacts to the public realm.

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- The 7.5m building setbacks from the side and rear boundaries provide additional privacy and access to sunlight and support the preferred character of the Macaulay.
- Street wall heights and building setbacks are discretionary.
- The 20 m setback from CityLink is important to provide:
 - An amenity buffer from CityLink.
 - Deep soil planting, biodiversity, water sensitive urban design.
 - Adequate sunlight to dwellings with a western frontage at lower levels.
 - North-south pedestrian and cycle connection. A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan (DCP). This will support Council to take ownership of this land and guarantee the connection.
- With a FAR of 4:1 and preferred built form heights the site can achieve the density and Built Form Outcomes with a mix of commercial uses and accommodation.
- Overshadowing controls seek to reduce additional overshadowing to southern footpaths of east-west aligned 12m streets. This is essential to support tree canopy growth, planting, business activation, and the pedestrian experience. These controls do not limit the achievable density for the site.
- More information can be found at Section 6 ('Mandatory floor area ratio (FAR)'), Section 5 ('Built form controls') and Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3.

Recommended changes to the Amendment

- DDO75 – Boundary Precinct:
 - Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

Transport and car parking

Key matters raised about this issue

- Opposes the maximum parking rate of zero, unless in a consolidated car park, in Parking Overlay – Schedule 16 (PO16).
- The requirement for car parking to be held in single ownership for use by a catchment larger than the site does not provide certainty for dwelling owners that they will have

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access to a car park, will reduce the security of the accommodation buildings and does not reflect that the broader Melbourne region does not provide well serviced public transport for all users.

Management response

- The maximum parking rate of zero means justification will be required to provide car parking on-site.
- Site-based parking in common ownership ensures parking spaces are not assigned on title to particular lots and can be reassigned based on demand.
- It is not mandatory for site-based parking to be used by a catchment larger than the site; however, this is encouraged.
- More information can be found at Section 11 ('Transport and car parking') of Attachment 3.

Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the SUZ8 and PO16.

Requirement for new streets, laneways and arcades

Key matters raised about this issue

- Opposes the mandatory requirement for two north-south through-block links on the submitter's land.
- The proposed new streets will unnecessarily fragment the land and do not connect to proposed laneways and streets in existing permits on adjacent sites.

Management response

- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility.
- Relevant to the submitter's site, this review has resulted in the following
 - The north-south street (Street ID 24) can be reduced in width from 12 metres to 9 metres to become a non-vehicular 9m Laneway – Type A.
 - The alignments of the north-south laneway (Street ID 24) and east-west laneway (Street ID 25) have been made discretionary.
 - The required alignment of the north-south laneway (Street ID 22) has been shifted eastward to avoid intersection and conflict with the new Alfred Street Open Space.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Map 4 within Design and Development Overlay 75 (DDO75) and <i>Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i> to reflect a revised street network that rationalises and refines the applied street types. Amend design requirements within DDO75 to: <ul style="list-style-type: none"> Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties. Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.
<p>Development Contributions Plan</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Exempt existing permits where there is a requirement for a Section 173 agreement to pay development contributions to prevent landowners paying twice in the Development Contribution Plan Overlay – Schedule 2 (DCPO2), Clause 4.0. <p>Management response</p> <ul style="list-style-type: none"> Existing approved developments with a Section 173 Agreement specifying payment of development contributions under the interim DCPO2 will not be required to pay development contributions twice. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Schedule 2 to Clause 45.05 (DCPO2) to clarify land or development exempt from payment of development contributions.
<p>Absence of transitional arrangements</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Amendment fails to acknowledge the number of existing permits. Include a transitional provision in the controls. <p>Management response</p> <ul style="list-style-type: none"> Transitional arrangements are generally not considered to be required. The exception is a transitional arrangement for subdivision applications. More information can be found at Section 12 ('Absence of transitional arrangements') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 38 – Greystar Australia Pty Ltd c/o Contour Consultants (352-400 Macaulay Road, Kensington)

Key issues raised in submission
<p>Density and housing capacity</p> <p>Mix of uses</p> <p>Mandatory floor area ratio (FAR)</p> <p>Absence of transitional arrangements</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The submitter has an approved ministerial planning permit for 8-storey buildings comprising 441 apartments and retail floor area. The proposal could not be approved if assessed against the draft new provisions. • Strategic planning for urban renewal areas should be more enabling, especially considering Victoria’s Housing Statement. • New controls should not be more restrictive than the current provisions based on the Arden Macaulay Structure Plan 2012. If the development outcome onsite were limited to a floor area ratio of 3.5:1, there is an estimated loss of yield of circa 90 units. <p>Management response</p> <ul style="list-style-type: none"> • The proposed controls for the site were developed through a design-led process that considered the precinct’s context, character and growth targets for housing and jobs. • After reviewing this submission, the density controls were re-analysed to confirm that the intended Built Form Outcomes for the site are achievable under the new provisions. • The submitter’s permit does not align with the controls proposed by the Amendment, however this is a common outcome when new controls are proposed, as previous approvals have been assessed according to the existing controls. • More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Use a more conventional zone from the VPPs rather than the proposed Special Use Zone (SUZ), such as retaining the current Mixed Use Zone (MUZ).

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<p>Management response</p> <ul style="list-style-type: none"> • Several zone options—including the Capital City Zone, Activity Zone, Comprehensive Development Zone and the Mixed Use Zone were considered in preparing the Amendment and only the SUZ would be able to achieve all of the outcomes sought. • More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Mandatory controls are not warranted having regard to the criteria in Planning Practice Note 59 ('Mandatory Provisions in Planning Schemes'). • The definition of 'floor area ratio' within the draft Design and Development Overlay (DDO) does not specify that the gross floor area is calculated from above ground floor level, which would be consistent with the wording of other DDO controls within the City of Melbourne, for example DDO2. This error should be fixed. <p>Management response</p> <ul style="list-style-type: none"> • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • For clarity the definition of 'floor area ratio' within the DDO provisions should be amended to state that the definition means the gross floor area including and above the ground floor. • More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • The definition of 'floor area ratio' updated to clarify that the definition means the gross floor area including and above the ground floor.
<p>Absence of transitional arrangements</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Include transitional provisions to allow existing planning permissions to be amended and acted upon and exempt applications lodged prior to gazettal from any mandatory aspect of new controls. <p>Management response</p> <ul style="list-style-type: none"> • Transitional arrangements are generally not considered to be required. • The exception is a transitional arrangement for subdivision applications. • More information can be found at Section 12 ('Absence of transitional arrangements') of Attachment 3.

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Recommended changes to the Amendment

- No changes are recommended.

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Submission 39 – Thompson Street, Kensington

Key issues raised in submission
<p>Parks and open space</p> <p>Transport and car parking</p>
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Support open space provisions and improvements along Moonee Ponds Creek. Public space needs to be designed for people. <p>Management response</p> <ul style="list-style-type: none"> • Support for open space along Moonee Ponds Creek is noted. • Open spaces within Macaulay will be designed to be safe, provide a high level of amenity for users and contribute positively to the public realm. • More information on can be found at Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Prioritise pedestrians, active transport, space for people and public transport. <p>Management response</p> <ul style="list-style-type: none"> • Support for prioritising sustainable modes of transport is noted. To reflect the transport and car parking vision for Macaulay, including prioritising walking, cycling and public transport use in the precinct changes are proposed. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Planning Overlay – Schedule 16 (PO16).

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Submission 40 – Parsons Street, Kensington

Key issues raised in submission
<p>Parks and open space</p> <p>Flooding and drainage infrastructure</p> <p>Transport and car parking</p> <p>Health and environmental impacts</p>
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Planned open space is not adequate for the anticipated increase in population. Do not support the designation of the area next to Moonee Ponds Creek along Stubbs St as new open space. This area is a flood plain, making provision of facilities problematic, and rendering it muddy and littered after it rains. The space is also under a freeway and next to the train line. Turning one factory in Chelmsford into open space is not adequate. The park at Robertson Street Reserve has a lane running through it. <p>Management response</p> <ul style="list-style-type: none"> The amount of open space proposed by the Structure Plan and the City of Melbourne’s Open Space Strategy has been tested and is considered appropriate. The open space proposed along the west side of Moonee Ponds Creek, known as Macaulay Terraces, will serve a dual purpose, whilst its primary function is flood mitigation. As set out in the Moonee Ponds Creek Strategic Opportunities Plan (August 2019) prepared by the City of Melbourne, this area has the potential to be a raised, shared street with a public park/plaza and terraces with shelter and picnic facilities. The terraces will be designed as a stormwater cleansing system, capturing street and bridge water runoff and cleansing before water enters Moonee Ponds Creek. The space will also be designed to accommodate flooding during major rain events. The upgrade of this space will ensure that it is a clean, functional and pleasant area for residents. More information can be found at Section 8 (‘Parks and open space’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The Structure Plan shows the submitter’s property as being covered by a Special Building Overlay (which relates to flooding from drains) as identified in Amendment C384 Inundation overlays. Queries why their property would be affected by flooding when the street is on a gradient so the water would run downhill to the lower level. <p>Management response</p> <ul style="list-style-type: none"> Management acknowledges that there is a discrepancy in the map at page 22 of the Structure Plan, in that the flood overlays are not sitting correctly on the base map. The submitter has been directly contacted by a Council officer to clarify that the extent of SBO3 (flooding from Council drains), only very slightly affects their front path/yard. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> New apartments and residents will put stress on street parking, which is already stretched in some streets. Some people require a car for their jobs and some people will still own a car even if their apartment does not have a designated car park. More 2hr parking limits are needed in the area. Collette Street is always full. Parsons Street is used as a rat run at peak hour and drivers have no regard for the speed limit or speed humps. Macaulay Road Bridge is dangerous with cars, bikes and pedestrians all trying to use it at peak hours. There are practically no bike lanes, so bikes use the footpaths along with pedestrians. There needs to be a temporary solution until it can be properly resolved. <p>Management response</p> <ul style="list-style-type: none"> The Amendment does not prohibit car parking for new developments. It requires a permit to provide parking onsite and encourage parking that serves the broader precinct rather than a single development. These measures seek to provide parking in response to a site’s context and parking demand. As per Council’s policy, new developments in the area that increase residential density are not entitled to resident on-street parking permits. The submitter’s comment about on-street parking regulation requests has been referred to the Parking Services team. With regards to concerns about rat running, Action 34 of the Macaulay Structure Plan is to: <p style="text-align: center;"><i>Discourage through-vehicle movement on the local street network.</i></p> This is proposed to be accomplished by lowering motor vehicle speeds on local streets such as Parsons Street and will need to be supported by the Department of Transport and

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<p>Planning. The submitter’s concern about rat running and speeding has been referred to the Transport Engineering team, as has the concerns regarding the safety of Macaulay Road Bridge.</p> <ul style="list-style-type: none"> • The Macaulay Road bike lane plans (available on Participate Melbourne) show modifications to the Moonee Ponds Creek Bridge to improve safety. This includes marking the south-side footpath as a shared path for westbound riders and marking a wider bike lane on the road for eastbound riders. This project is a priority for the City of Melbourne. • Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay. • More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Planning Overlay – Schedule 16 (PO16).
<p>Health and environmental impacts</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • New apartments will bring much more heat to the area in summer and increase use of air conditioning and traffic congestion, rubbish and graffiti will also increase. <p>Management response</p> <ul style="list-style-type: none"> • Amendment C376 Sustainable Building Design, adopted by Council and being considered by the Minister for Planning, seeks to introduce municipal wide planning policy and new requirements to ensure future development achieves best practice in environmentally sustainable design, including increased energy efficiency and greening of buildings and reducing the urban heat island effect. If approved by the State Government, this will apply to new development in Macaulay. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 41 – Planning & Property Partners on behalf of Hines Pty Ltd (36-58 Macaulay Road, North Melbourne)

Key issues raised in submission
<p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Mix of uses</p> <p>Requirement for affordable housing</p> <p>Transport and car parking</p> <p>Absence of transitional arrangements</p>
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Current permit allows for the construction of two buildings of 10 and 13 storeys. The exhibited Design and Development Overlay Schedule 76 (DDO76) control seeks to reduce the preferred maximum building height for their site and impose mandatory built form controls. The proposed controls conflict with the development and built form outcomes to be delivered by the planning permit. <p>Management response</p> <ul style="list-style-type: none"> • Some existing approvals do not align with the controls proposed by the Amendment as they were assessed according to the existing controls. • Planning permits approved prior to the gazettal of Amendment C417 will have an accrued right to develop in accordance with their planning permit. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Mandatory floor area ratio (FAR) / Mix of uses / Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Mandatory FAR does not meet the requirements of Planning Practice Note 59 ('Mandatory Provisions in Planning Schemes'). • Mandatory controls will hinder its role in contributing toward housing supply. • Mandatory FARs could restrict the opportunity for non-accommodation uses and voluntary affordable housing proposals. • A performance-based provision with the opportunity to uplift is identified as an alternative to encourage affordable housing or other community benefits to be provided. • At the time of approving the interim Amendment C190, the Minister for Planning identified uplift to FARs as a way of improving the built form provisions.

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Management response

- The mandatory FAR control was assessed against Planning Practice Note 59 ('Mandatory Provisions in Planning Schemes').
- A mandatory FAR is justified.
- The target density for the precinct can be achieved, with consideration of affordable housing targets and non-accommodation uses.
- A floor area uplift (FAU) is not considered appropriate.
- In response to a range of submissions received, a mandatory affordable housing contribution is recommended.
- More information can be found at Section 6 ('Mandatory floor area ratio (FAR)'), Section 3 ('Mix of uses') and Section 4 ('Requirements for affordable housing') of Attachment 3.

Recommended changes to the Amendment

- Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement.
- Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.

Transport and car parking

Key matters raised about this issue

- Mandatory requirement for car parking to be retained in common property should be a preferred requirement as it will have a flow-on impact to the consumer in raising housing prices and project feasibilities, already impacted by significant development contributions.

Management response

- Separating car parking from being sold as part of an apartment should reduce house prices.
- In response to a range of submissions on this topic, changes have been proposed to the local policy at Clause 11.03-6L (Macaulay) to reflect the transport and car parking vision for Macaulay, including encouraging car parking to be retained in a single title and adaptable to other uses over time.
- More information can be found at Section 11 ('Transport and car parking') of Attachment 3.

Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the SUZ8 and PO16.

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Absence of transitional arrangements
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Need to include transitional provisions in the Amendment. <p>Management response</p> <ul style="list-style-type: none"> • Transitional arrangements are generally not considered to be required. • The exception is a transitional arrangement for subdivision applications. • More information can be found at Section 12 ('Absence of transitional arrangements') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended

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Submission 42 – M3 Group on behalf of the landowner (University Food) (64-90 Sutton Street, North Melbourne)

Key issues raised in submission
<p>Density and housing capacity</p> <p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> In response to Victoria’s Housing Statement, there is a need to facilitate higher density development in areas well supported by transport and amenities in proximity to the CBD. Facilitating higher density residential development in well-established areas, with access to jobs and services, is non-negotiable, provided that a reasonable level of existing amenity is maintained. <p>Management response</p> <ul style="list-style-type: none"> Management considers that the proposed controls for Macaulay will allow the City of Melbourne to meet its housing targets while preserving the valued amenity of the municipality. More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Built form controls / Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The controls proposed in Design and Development Overlay Schedule 75 (DDO75) represent a significant loss of developable area for the site. The massing study provided with the submission shows a significant reduction in dwelling numbers under the proposed DDO75 controls compared to the existing controls. While the preferred maximum building heights are taller under the new controls, the use of a mandatory FAR of 4:1 greatly reduces the development potential of the site and is unnecessarily restrictive. The amount of Gross Floor Area required to achieve the maximum building heights would lead to low site coverage, unfeasibly slim towers and sporadic building separation. The built form controls should be weighed against the substantial public benefits that must be delivered, including two north-south public arcades, the 20m setback from CityLink, the discretionary requirement for 20% non-accommodation use and provision of affordable housing, as well as the heritage status of the building on this site.

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- The FAR controls proposed in DDO75 would result in a loss of dwelling yield during a critical time for housing delivery and development proposals that utilise a mandatory FAR would not result in a better built form outcome.
- Consider implementing a discretionary control that allows for uplift in instances where significant community benefit can be exhibited. This would allow a greater density of development in projects that can demonstrate extenuating circumstances or significant public benefit

Management response

- The FARs and built form controls were tested to ensure that sites can be feasibly developed through a variety of diverse built form typologies.
- The mandatory FARs have been tested to ensure that the target density for the precinct can be achieved, including with consideration of affordable housing targets and non-accommodation uses.
- In response to submitter concerns, FARs have been further analysed to ensure that the Built Form Outcomes for the given site can be achieved. The site is considered to be developable with the proposed parameters in place, with floorplates and site coverage achieved as per what is considered acceptable and standard for mid-rise developments.
- The two north-south arcades are proposed to be enclosed within the site. These do not impact the density achievable to the site, as the FAR takes the entire site area into consideration when setting an upper limit for ground floor area achievable on the site.
- A revised approach to the provision of arcades and delivering the setback to CityLink is proposed in response to a range of submissions.
- A floor area uplift (FAU) is not considered appropriate.
- More information can be found at Section 5 ('Built form controls'), Section 6 (Mandatory floor area ratio (FAR)'), Section 7 ('Requirement for new streets, laneways and arcades' and Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3.

Recommended changes to the Amendment

- In relation to setbacks to CityLink:
 - DDO75 – Boundary Precinct
 - Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

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- In relation to the new streets, laneways and arcades network:
 - Amend Map 4 within Design and Development Overlay 75 (DDO75) and *Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
 - Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

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Submission 43 – Assemble (38 Albermarle Street Kensington, 402-444 Macaulay Road Kensington, 15 or 22 Thompson Street, Kensington)

Key issues raised in submission
<p>Requirement for affordable housing</p> <p>Mix of uses</p> <p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Parks and open space</p> <p>Setbacks to CityLink and Moonee Ponds Creek</p> <p>Requirement for new streets, laneways and arcades</p> <p>Transport and car parking</p>
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports inclusionary affordable housing requirements. • Committed to key worker housing, social housing and affordable housing that exceeds updated policy requirements. • Requirement should consider a range of delivery models. <p>Management response</p> <ul style="list-style-type: none"> • In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. • The proposed approach considers a range of delivery models. • More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. • Amend Clause 11.03-6L (Macaulay) to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.

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<p>Mix of uses</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Concerned with uniform application of 20% non-accommodation requirement. <p>Management response</p> <ul style="list-style-type: none"> The 20 per cent requirement is discretionary and aims to deliver a mix of uses throughout Macaulay. More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Building separation has been challenging in the precinct. Supports the tooth and gap methodology. Generally supports the shift away from the 1:1 setback control. Supports greater consolidation of setbacks and allowance for more 'sheer' building forms. The use of a design excellence panel is counterintuitive with mandatory built form controls. The design review panel process should be tied to pre-application stages. The design competition provisions are unclear. For a design competition to be effective, it is critical that this is tied to an incentive regime/uplift. <p>Management response</p> <ul style="list-style-type: none"> Support for building separation, the tooth and gap methodology, the shift away from the 1:1 setback control and greater consolidation of setbacks is noted. Within the DDOs, applications for permits on key significant and strategic sites have a discretionary requirement to submit a report to demonstrate design excellence. A Design Excellence process includes undertaking a design excellence competition, or pursuing review through the Melbourne Design Review Panel. This process should be initiated in consultation with the City of Melbourne at the earliest stages of project. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The FARs should be discretionary and applied alongside preferred building heights.

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- Uplifts have not been included. Uplifts may be necessary to achieve design flexibility and deliver community benefits and policy requirements.

Management response

- FARs must be mandatory for the combination of built form controls and FARs to be effective.
- A floor area uplift (FAU) is not considered appropriate.
- More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

Parks and open space / Setbacks to CityLink and Moonee Ponds Creek

Key matters raised about this issue

- Supports an expanded open space network centred around the Moonee Ponds Creek as well as local pocket parks.
- Moonee Ponds Creek has an important role as a transit corridor and requires sufficient, urgent investment.
- Supports the City of Melbourne in advocating for the delivery of open space assets along the Moonee Ponds Creek corridor.

Management response

- Support for an expanded open space network is noted.
- More information can be found at Section 8 ('Parks and open space') of Attachment 3.
- A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan. This will support Council to take ownership of this land and guarantee a north-south pedestrian and cycle connection between Macaulay Road and Racecourse Road on the eastern side of Moonee Ponds Creek.
- The approach to delivering the 15m setback from Moonee Ponds Creek in the Chelmsford Precinct is proposed to remain the same as exhibited, but the Built Form Outcomes are proposed to be strengthened and additional decision guidelines and application requirements incorporated to guide the assessment of the setbacks.
- More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5.

Recommended changes to the Amendment

- In relation to setbacks to CityLink:
 - DDO75 – Boundary Precinct

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- Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
- Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
- Incorporate additional decision guidelines to guide the assessment of setbacks.
- Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.
- DDO77 – Chelmsford Precinct
 - Maintain mandatory Moonee Ponds Creek setback controls.
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

Requirement for new streets, laneways and arcades

Key matters raised about this issue

- Concern about mandating links and connections through an incorporated document and encourages greater consideration of the ownership and design of some of the lane and street types.
- Strongly prefers narrow landscape contributions are privately delivered and managed to an agreed standard by the developer.

Management response

- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/ laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility.
- For sites where development has been constructed or is in progress, officers have ensured the proposed street network is compatible with the emerging conditions.
- Retention of the requirement for water sensitive urban design (WSUD) and canopy trees in new streets and laneways to be in public ownership is proposed.
- It is important that new streets, alongside their landscaped spaces, are developed as per the City of Melbourne’s Design and Construction Standards.

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- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3.

Recommended changes to the Amendment

- Amend Map 4 within Design and Development Overlay Schedule 75 (DDO75) and Schedule 78 (DDO78) and *Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
- Amend design requirements within DDO75 and DDO78 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

Transport and car parking

Key matters raised about this issue

- Support consolidated parking approach and the flexibility of parking structures over time.
- Focus on consolidation of bicycle hoops within public streets and lanes and avoidance of niches, setbacks and potential entrapment spaces.
- Macaulay Station is inadequate and the City of Melbourne should advocate its redevelopment to a structure befitting the anticipated density. The submitter would contribute advocacy.

Management response

- The Macaulay Structure Plan includes actions for the City of Melbourne to advocate for upgrades to Macaulay Station both in the short term with accessibility, security, and amenity improvements, and in the long term through grade separation. The City of Melbourne will continue to advocate to the Victorian Government for these projects to be delivered.
- Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay, including facilitating car parks that function as consolidated car parks, that are adaptable to other uses over time.
- More information can be found at Section 11 ('Transport and car parking') of Attachment 3.

Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the SUZ8 and PO16.

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Submission 44 – Brott Group on behalf of Ceapal Pty Ltd (218-246 Macaulay Road, North Melbourne)

Key issues raised in submission
<p>Mandatory floor area ratio (FAR)</p> <p>Density and housing capacity</p> <p>Built form controls</p> <p>Requirement for new streets, laneways and arcades</p> <p>Absence of transitional arrangements</p>
Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Planning Permit PA2201857 was issued by VCAT on 15 March 2024 for the submitter’s site and allows the construction of a 6–12-storey mixed use development including dwellings, retail and a supermarket. • The proposed FAR, road alignments and other built form requirements are inconsistent with this planning permit. • Mandatory controls are not warranted having regard to the criteria within Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’). The impacts of new development are better managed through building height, setback, overshadowing and other specific built form requirements, which are dealt with elsewhere in the draft provisions. <p>Management response</p> <ul style="list-style-type: none"> • Some existing approvals do not align with the controls proposed by the Amendment. This is a common outcome when new controls are proposed, as previous approvals were assessed according to the existing controls. • Planning permits approved prior to the gazettal of Amendment C417 will have an accrued right to develop in accordance with their planning permit. • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The proposed controls are a regressive step backwards, as they are more restrictive than the current controls based on the Arden Macaulay Structure plan 2012, and are at odds with Victoria’s Housing Statement. <p>Management response</p> <ul style="list-style-type: none"> Management considers that the proposed controls for Macaulay will allow the City of Melbourne to meet its housing targets while preserving the valued amenity of the municipality. More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> That their site is capable of accommodating building heights more than 12 storeys. The future built form context to the west (within the Macaulay Structure Plan area) and to the south (within the Arden Structure Plan area) contemplates heights significantly greater than 12 storeys. The submitter’s site is located on the border of the two structure plan areas with building heights of 15 storeys contemplated on the southern side of Macaulay Road, immediately opposite the site, in the Arden area. Queries why development expectations for the northern side of Macaulay Road be diminished, when Macaulay Road can accommodate a similar scale of development (20–25 storeys) to that contemplated along Arden Street. The opportunity presented by the site is enhanced by its proximity to Macaulay Station and bus services. <p>Management response</p> <ul style="list-style-type: none"> The subject site is at a crucial interface between the Arden and Macaulay Structure Plan areas and plays an important role in mediating between the high-rise precinct of Arden and the mid-rise precinct of Macaulay. The development expectations for the northern side of Macaulay Road have been set according to this role. The built form controls, in combination with the mandatory FARs, will enable building typologies that respond to precinct conditions. This includes the orientation of building mass to respond appropriately to the proposed building heights within the ‘Arden’ precinct, to the south of the subject site. More information on the built form controls can be found at Section 5 (‘Built form controls’) of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Requirement for new streets, laneways and arcades</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The proposed alignment of new roads within the 2021 Structure Plan is inconsistent with the roads to be delivered as part of the development approved under permit PA2201857. The 2021 Structure Plan shows new roads to be provided wholly within the subject site. The approved development facilitates the provision of an 18m wide road extending along the site's northern boundary and a 12m wide road extending along the site's western boundary by providing half the width of each road on the subject site (i.e. 9 metre and 6 metre respectively) - this is consistent with the location of roads reflected in the 2020 draft Structure Plan made available as part of public consultation. The proposed controls should reflect the current Planning Permit given this has recently been determined and will ensure consistency with future road alignments to the north and west. Further, it is fair and reasonable that any new public roads delivered in the precinct be shared by adjoining private land. <p>Management response</p> <ul style="list-style-type: none"> The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/ laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility. Relevant to the submitter's site, this review has resulted in the following: <ul style="list-style-type: none"> The section of the east-west street (Street ID 37) through the subject site is proposed to be reduced in width from 18 metres to 9 metres. The north-south street (Street ID39) is proposed to be reduced in width from 12 metres to 9 metres. The proposed controls reflect delivery of the street network that is strategically required. Whilst it may not match exactly with existing planning permits, it will serve as the planning policy should new planning permits be applied for. Proposed amendments to the controls will provide greater flexibility for developers by allowing a site immediately abutting a mandated street to deliver part of the street width on their land in advance to allow access and openings for their property. More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Map 4 within Design and Development Overlay 75 (DDO75) and <i>Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i> to reflect a revised street network that rationalises and refines the applied street types.

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- Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

Absence of transitional arrangements

Key matters raised about this issue

- Any new planning controls should include transitional provisions which provide sufficient flexibility for existing planning permissions to be amended and acted upon and for applications lodged prior to gazettal to be exempt from any mandatory aspect of new controls.

Management response

- Transitional arrangements are generally not considered to be required.
- The exception is a transitional arrangement for subdivision applications.
- More information can be found at Section 12 ('Absence of transitional arrangements') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 45 – Tract on behalf of Laneway Developments Pty Ltd (280-286 Macaulay Road and Lot 7/300 Macaulay Road, North Melbourne)

Key issues raised in submission
<p>Mandatory floor area ratio (FAR)</p> <p>Drafting</p> <p>Flooding and drainage infrastructure</p> <p>Requirement for new streets, laneways and arcades</p> <p>Requirement for affordable housing</p> <p>Built form controls</p> <p>Developer Contributions Plan</p>
Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed Design and Development Overlay – Schedule 75 (DDO75) includes a mandatory FAR of 4:1. The precinct-wide application of mandatory FARs will prevent the delivery of the built form and density vision for the precinct and the submitter’s site. • The inclusion of a FAR control (either mandatory or discretionary) is not strategically justified and should be removed. If pursued, they should be discretionary as strategic justification has not been provided to demonstrate compliance with PPN59 - Mandatory Provisions in Planning Schemes. • The submitter makes reference to the Moonee Valley C207 Panel Report where FARs were not supported. • The Minister for Planning recommended in the approval letter for Amendment C190 Part that a FAU control could be applied. • A FAU control, similar to the control in Design and Development Overlay - Schedule 10 (DDO10), should be applied and a public benefit schedule should be prepared. <p>Management response</p> <ul style="list-style-type: none"> • FARs have been tested to ensure that Macaulay can achieve both the vision of a mid-rise precinct and its density targets. The submitter’s site has been analysed to ensure that the Built Form Outcomes for the site can be achieved under a 4:1 FAR. • The mandatory FAR control was assessed against Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’) and is considered justified. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • The submitter has referred to Moonee Valley Amendment C207, where the Panel Report did not support FARs. However, ultimately mandatory FARs were approved by the Minister. • A floor area uplift (FAU) is not considered appropriate.

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<ul style="list-style-type: none"> • More information on the FAR control can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Drafting
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed provisions could be improved through considered drafting and consolidating themes. For example, defined terminology has been used interchangeably throughout the provisions (i.e., Net Floor Area and Gross Floor Area) and applied inconsistently. <p>Management response</p> <ul style="list-style-type: none"> • The proposed Amendment C417 provisions have been reviewed for consistency and clarity, and no separately defined terms have been used interchangeably. • The terms 'net floor area' and 'gross floor area' have been used as intended, according to their definitions within the planning scheme. Various opportunities to improve the provisions have been identified and are set out in Attachment 4. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Changes to fix minor errors and improve the clarity of the provisions.
Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Structure Plan and Amendment should consider flooding and include appropriate flood mitigation measures and funding at a precinct-wide scale. • Questions why the current approach is to defer drainage and flood mitigation work contributions to a later date and separate amendment process. • The submitter's site was the subject of a recent VCAT decision. The Tribunal decided that the risk to life from flooding was too great for a multi-storey mixed-use development to be approved. • This decision demonstrates that until a precinct-wide flood mitigation strategy is implemented, almost any development which would result in increased density (or intensity of use) would pose an unacceptable risk to life and, therefore, not permissible. • The status of a precinct-wide flood mitigation strategy is unclear and the exhibited DCP provides no clarity around funding for drainage infrastructure. <p>Management response</p> <ul style="list-style-type: none"> • Flood risks and funding for drainage infrastructure in the Amendment area is addressed in Section 10 ('Flooding and drainage infrastructure') of Attachment 3. • Local policy at Clause 11.03-6 (Macaulay) is proposed to be updated to further consider flood risk and mitigation.

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Recommended changes to the Amendment

- In Clause 11.03-6L(Macaulay):
 - Amend the Infrastructure Strategies for Macaulay to include specific consideration of flood risk and mitigation.
- In the Development Contributions Plan:
 - Clarify that the Macaulay DCP introduced via C417 is part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process.
 - Amend the Development Contributions Plan title to *Macaulay Urban Renewal Area Development Contributions Plan (Part A)*.

Requirement for new streets, laneways and arcades

Key matters raised about this issue

- Works in kind provisions under the DCP should be considered to offset the costs to landowners in delivery of roads within the precinct.
- The alignment of Street ID38 (adjacent to the submitter's site) is generally supported but reserves the right to be consulted should any realignments occur.

Management response

- Local streets and laneways are not suitable to be included in a DCP, as they primarily provide benefit to local and abutting development.
- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/ laneways can be reduced or removed or that the alignment can be made discretionary.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3.

Recommended changes to the Amendment

- Amend Map 4 within Design and Development Overlay 75 (DDO75) and *Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
- Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.
 - Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

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<p>Requirement for affordable housing</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Affordable housing policy should be removed as the proposed approach is unreasonable and would jeopardise the viability of realising a future mid-rise development outcome on the submitter’s site. <p>Management response</p> <ul style="list-style-type: none"> In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. More information can be found at Section 4 (‘Requirement for affordable housing’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Further analysis of existing permits issued within the precinct should be undertaken to demonstrate how the proposed controls align with approved developments in the area. <p>Management response</p> <ul style="list-style-type: none"> Approved and recently constructed development was taken into account when developing the new controls. Some existing approvals do not align with the controls proposed by the Amendment, as previous approvals were assessed according to the existing controls. More information can be found at Section 5 (‘Built form controls’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Development Contributions Plan</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Further clarification is needed around how the levies collected between the existing interim DCPO2 and the proposed DCPO2 can be balanced to ensure equitable contributions across all development sites, rather than a disproportionate obligation on future landowners. <p>Management response</p> <ul style="list-style-type: none"> The Macaulay Urban Renewal Precinct Development Contributions Plan (DCP) has been prepared on equitable basis and is informed by background documents. All DCP projects have been scoped, designed, costed and apportioned in accordance with the

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methodology in the DCP Guidelines 2007. The interim DCPO2 collects contributions at a higher rate than the proposed permanent Macaulay DCPO2. The proposed DCP generally excludes drainage and flood mitigation infrastructure projects.

- Once the drainage funding mechanism is determined, relevant drainage infrastructure will be identified, designed and costed and its costs will be apportioned in accordance with relevant methodology to ensure there is no overlap with the DCP proposed in the Amendment.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 46 – Tract on behalf of VIMG (51-61 Hardiman Street and 28-32 Albermarle Street, Kensington)

Key issues raised in submission
<p>Mandatory floor area ratio (FAR)</p> <p>Mix of uses</p> <p>Built form controls</p> <p>Flooding and drainage infrastructure</p> <p>Drafting</p> <p>Requirement for affordable housing</p>
Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed Design and Development Overlay – Schedule 78 (DDO78) includes a mandatory FAR of 3:1. The precinct-wide application of mandatory FARs will prevent the delivery of the built form and density vision for the precinct and the submitter’s site. • The inclusion of a FAR control (either mandatory or discretionary) is not strategically justified and should be removed. If FAR controls are pursued, they should be discretionary as strategic justification has not been provided to demonstrate compliance with PPN59 - Mandatory Provisions in Planning Schemes. • The submitter makes reference to the Moonee Valley C207 Panel Report where FARs were not supported. • A floor area uplift (FAU) should be included in the controls along with a public benefit schedule. The Minister for Planning suggested uplifts to FARs as a way of improving the built form provisions at the time of the approval of Part 1 of Amendment C190. <p>Management response</p> <ul style="list-style-type: none"> • A FAR of 3:1 is considered appropriate for the subject site. This allows adequate transition of scale to existing buildings, improved internal amenity, precinct connectivity and improved amenity to the surrounding properties. • The mandatory FAR control was assessed against Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’) and is considered justified. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • The submitter has referred to Moonee Valley Amendment C207, where the Panel Report did not support FARs. However, ultimately mandatory FARs were approved by the Minister. • A floor area uplift (FAU) is not considered appropriate. • More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Mix of uses</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The Special Use Zone – Schedule 8 (SUZ8) should be amended to either: <ul style="list-style-type: none"> remove the precinct-wide requirement for 20% of net floor area being a use other than accommodation; or tailor the measure to sub-precincts that are more suited to a true mix of land uses. Council officers identified that the site does not lend itself to a true mixed use development outcome given its location on the fringe of this activity precinct. The proposed requirement is discretionary, but it still creates an unnecessary administrative burden both for Council and landowners. <p>Management response</p> <ul style="list-style-type: none"> The 20 per cent requirement is discretionary and aims to deliver a mix of uses throughout Macaulay. More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The proposed controls, including a 5-storey height limit, are not reflective of the true development potential of the submitter's site and are more restrictive than the current controls. Two existing approvals for the site allow 6-storey development outcomes and a live VCAT proceeding contemplates 7–8-storey developments. Insufficient testing has been undertaken to justify the preferred maximum building height of 5 storeys. The Breathe Architecture testing did not consider any sites in the submitter's part of the precinct. The preferred height as outlined in the current DDO63 should be retained. The proposed 7.5m setback from common boundaries is not strategically justified. This should be reduced to 4.5m, in line with other DDOs such as DDO23 of the Yarra Planning Scheme (Collingwood South Mixed-Use Precinct). <p>Management response</p> <ul style="list-style-type: none"> 5 storeys is an appropriate preferred maximum building height to enable desired levels of density, while protecting the amenity of the area. This height responds to specific site conditions, including directly interfacing neighbouring low-rise residential zones, ensuring daylight penetration and the achievement of a human-

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scaled experience at the public realm. Built form testing undertaken by the City of Melbourne in developing the controls tested and modelled all sites.

- Some existing approvals do not align with the controls proposed by the Amendment as previous approvals were assessed according to the existing controls.
- Planning permits approved prior to the gazettal of Amendment C417 will have an accrued right to develop in accordance with their planning permit.
- The development referred to by the submitter that contemplated 7–8 storeys and was subject to a VCAT proceeding, was ultimately refused on the basis of unacceptable flood risk.
- The 7.5m building setbacks from the side and rear boundaries provides additional privacy, access to sunlight and supports the preferred character of the Macaulay precincts. Different setbacks in other locations may reflect different contextual conditions. As the control is discretionary, alternative site-specific responses can be considered if, the Built Form Objectives can still be met.
- More information can be found at Section 5 ('Built form controls') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

Flooding and drainage infrastructure

Key matters raised about this issue

- It is essential that the Amendment include consideration of flood mitigation measures at a precinct-wide scale and include a funding mechanism for ensuring that flood mitigation measures can be delivered. The status of these matters is unclear and the exhibited DCP provides no clarity around funding for this.
- This is demonstrated by a recent VCAT decision for a proposed development on Macaulay Road (Laneway Developments Pty Ltd v Melbourne CC [2024] VCAT 50). The Tribunal decided that the risk to life from flooding was too great to allow a permit to be granted for the development. This decision demonstrates that, until a precinct-wide flood mitigation strategy is implemented, almost any development which would result in increased density (or intensity of use) would pose an unacceptable risk to life and, therefore, not be permissible.
- A further late submission was received from this submitter on 1 July 2025. In this submission, the submitter relays a recent refusal to grant a planning permit for a seven-story mixed use development on their site. The permit was refused due to a lack of a statutory flood mechanism to deliver flood mitigation works across Macaulay and Arden.
- Until a precinct-wide flood strategy and statutory mechanism to deliver flood mitigation works is resolved, it is premature to advance the Amendment.
- Council should either:

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<ol style="list-style-type: none"> Place the Amendment on hold and progress a separate planning scheme amendment to introduce a statutory funding mechanism to deliver flood mitigation works across Macaulay and Arden. Amend Amendment C417 to introduce a statutory funding mechanism to deliver flood mitigation works. <p>Management response</p> <ul style="list-style-type: none"> Flood risks and funding for drainage infrastructure in the Amendment area is addressed in Section 10 ('Flooding and drainage infrastructure') of Attachment 3, however, local policy has been strengthened to further consider flood risk and mitigation. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> In Clause 11.03-6L (Macaulay), amend the Infrastructure Strategies for Macaulay to include specific consideration of flood risk and mitigation. Amend the Development Contributions Plan to clarify that the Macaulay DCP introduced via C417 is part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process. Amend the Development Contributions Plan title to <i>Macaulay Urban Renewal Area Development Contributions Plan (Part A)</i>.
<p>Drafting</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The proposed provisions could be improved through considered drafting and consolidating themes. For example, defined terminology has been used interchangeably throughout the provisions (i.e., Net Floor Area and Gross Floor Area) and applied inconsistently. <p>Management response</p> <ul style="list-style-type: none"> The proposed Amendment C417 provisions have been reviewed for consistency and clarity, and no separately defined terms have been used interchangeably. The terms 'net floor area' and 'gross floor area' have been used as intended. Various opportunities to improve the drafting of the provisions have been identified. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Changes to fix minor errors and improve the clarity of the provisions.
<p>Requirement for affordable housing</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The affordable housing policy should be removed as the proposed approach is unreasonable and would jeopardise the viability of realising a future mid-rise development outcome on the submitter's site. <p>Management response</p> <ul style="list-style-type: none"> The submitter's position on the affordable housing policy is noted.

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- In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended.
- More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3.

Recommended changes to the Amendment

- Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement.
- Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.

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Submission 47 – Contour Consultants on behalf of Irongate FM No 2 Pty Ltd (2-50 Elizabeth Street, 1-7 Elizabeth Street and 2-12 Barrett Street, Kensington)

Key issues raised in submission
<p>Mix of uses</p> <p>Density and housing capacity</p> <p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Absence of transitional arrangements</p>
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The submitter has approval for a three-stage commercial redevelopment at the former Younghusband site. Stages 1 and 2 are complete or underway. Stage 1 and 2 will deliver around 33,500sqm of commercial space. • Seeks to change land use in Stage 3 from commercial to residential. This proposed change aligns with the state and local policy settings, including the Victorian Government’s Housing Statement. Preliminary advice in relation to land use compatibility and reverse amenity considerations is favourable. • The submitter identifies three options to achieve this change of land use and states the most appropriate outcome would be a site-specific planning scheme amendment. It is currently approved as a 6-storey building comprising a range of commercial uses (primarily office) and delivery of an open space at the north-west corner. The approved floorspace is approximately 13,500sqm. • Notes policy within the Melbourne Planning Scheme that discusses a mix of uses in relation to the visions for Macaulay and Chelmsford Precinct. <p>Management response</p> <ul style="list-style-type: none"> • A rezoning for residential uses on the submitter’s land through Amendment C417 is not supported. • Amendment C417 retains the Commercial 2 Zone across this part of the precinct (including the submitter’s site) for employment uses and as a buffer to the significant industrial facility at Allied Pinnacle Mill to the south-west. • The submitter’s land is located in the Chelmsford Precinct which, under the Structure Plan ‘will comprise of a mix of uses with the majority of new development supporting commercial uses. The area will contribute to the wider vision for Macaulay to become a truly mixed use precinct, supporting local jobs and enhancing economic activity.’ • Amendment C417 creates capacity that will achieve the employment and housing targets set for the precinct. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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<p>Density and housing capacity</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Victorian Government’s recently released Housing Statement requires the delivery of new housing to address supply and affordability issues, and preliminary concept design work for the Stage 3 site confirms that the site could accommodate 150 units generally within the approved commercial building envelope. • Notes Macaulay’s status as a major urban renewal area within Plan Melbourne. <p>Management response</p> <ul style="list-style-type: none"> • The proposed controls for Macaulay will allow the City of Melbourne to meet its housing targets while preserving the valued amenity of the municipality. • More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed provisions, in particular Design and Development Overlay – Schedule 77 (DDO77), do not reflect what has been assessed by Council as being ‘appropriate planning outcomes, and the proposed provisions therefore need to be revisited, and ‘dialled up’. • All proposed provisions should be discretionary, and requests that any revised built form controls reflect their approved building envelopes. <p>Management response</p> <ul style="list-style-type: none"> • Previous approvals do not reflect Council’s current vision for the area. • The proposed controls will enable Macaulay to meet its population and employment targets while preserving its amenity through improved built form outcomes. • More information can be found at Section 5 (‘Built form controls’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Questions the use of mandatory provisions for inner urban renewal areas. FARs should be discretionary, and there should be the ability to apply any FAR to the whole of the submitter’s site.

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<ul style="list-style-type: none"> The definition of FAR within the draft DDO does not specify that the gross floor area is calculated from above ground floor level, and requests that the definition be updated to ‘...includes all enclosed areas <u>above natural ground level</u>...’. <p>Management response</p> <ul style="list-style-type: none"> The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. FARs must be mandatory for the combination of built form controls and FARs to be effective. A 3:1 FAR applies to the northeastern portion of the site due to its low-rise residential context, while a 4:1 FAR applies to the western portion. This reflects its differing urban conditions and sensitivities at each of its interfaces, with a predominantly low-rise residential setting to the north-east. The definition of ‘floor area ratio’ within the DDO provisions should be amended to clarify that the definition means the gross floor area <i>including and above the ground floor</i>. More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> The definition of ‘floor area ratio’ updated to clarify that the definition means the gross floor area <i>including and above the ground floor</i>.
<p>Absence of transitional arrangements</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Seeks transitional provisions in light of accrued rights secured through existing approvals. <p>Management response</p> <ul style="list-style-type: none"> Transitional arrangements are generally not considered to be required. The exception is a transitional arrangement for subdivision applications. More information can be found at Section 12 (‘Absence of transitional arrangements’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 48 – Greater Western Water

Key issues raised in submission
<p>Flooding and drainage infrastructure</p>
Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The water network was set up to service mainly industrial customers, and a high-density population has a different demand. There will be increased demand for drinking water and additional load on the sewerage network. Options for servicing will be investigated in consultation with City of Melbourne, with a preferred location for services within road reserves. • Concerned about enabling a sufficient fire service and a security of supply in streets that are dead ends. • Additional sewerage infrastructure may be required where new lots are created from larger lots. • Supports the Structure Plan objectives to reduce potable drinking water use and incorporate integrated water management. • Greater Western Water (GWW) will work with the City of Melbourne to improve the water efficiency of the area and deliver integrated water management practices. <p>Management response</p> <ul style="list-style-type: none"> • The City of Melbourne acknowledges that new or upgraded GWW assets may be required to service Macaulay, as the population and number of jobs in the area increase. • The offer to work with the City of Melbourne to determine the appropriate level of servicing and improve the efficiency and management of the water network is noted. • The City of Melbourne will seek to involve GWW in future consultation process as part of broader drainage infrastructure staging and funding work led by the Department of Transport and Planning and Melbourne Water. • More information can be found at Section 10 ('Flooding and drainage infrastructure') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 49 – Goldfields Group (59-101 Alfred Street, 103-109 Boundary Road and 115-117 Boundary Road, North Melbourne)

Key issues raised in submission
<p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Mix of uses</p> <p>Requirement for affordable housing</p> <p>Density and housing capacity</p>
Built form controls / Mandatory floor area ratio (FAR) / Mix of uses / Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the overarching intent of the Macaulay Structure Plan and Amendment C417. • The controls proposed by Design and Development Overlay Schedule 75 (DDO75) are overly restrictive, represent a significant loss of developable area and may affect development feasibility. • The FAR is unnecessarily restrictive. A mandatory FAR of 4:1 means building heights can only be achieved on unrealistic site floor plates and the control does not allow for site specific responses. • The amount of gross floor area required to achieve the maximum building heights would lead to unfeasibly low site coverage, skinny towers and sporadic building separation. • The 4:1 FAR is too restrictive toward the feasible delivery of housing (and affordable housing). • Opposes a mandatory FAR in light of the cumulative impacts of the other controls— including the 20-metre setback from CityLink, internal allocation of space to new streets (with street wall height requirements) and 20 per cent non-accommodation use requirements. • The FARs do not allow for uplift in projects that deliver significant public benefit such as affordable housing. • Recommends a discretionary control that allows for uplift and a greater density in instances where there are extenuating circumstances or a significant public benefit is proposed. <p>Management response</p> <ul style="list-style-type: none"> • A mandatory FAR is justified. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • The subject site can achieve the density and Built Form Outcomes anticipated, alongside feasible floorplates. This includes consideration of site conditions, including the 20-metre

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setback from CityLink, the allocation of space for new streets, and the 20 per cent non-accommodation use requirements.

- Reduced site coverage and the distribution of building mass into slender forms frees up site area for open spaces and streets and ensures developments avoid a bulky and continuous street wall without visual or physical breaks.
- The target density for the precinct can be achieved with consideration of affordable housing targets and non-accommodation uses.
- A floor area uplift (FAU) is not considered appropriate.
- More information can be found at Section 5 ('Built form controls') and Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3.
- A revised approach to the provision of arcades and delivering the setback to CityLink is proposed in response to a range of submissions.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') and Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3.

Recommended changes to the Amendment

- In relation to setbacks to CityLink:
 - DDO75 – Boundary Precinct
 - Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - Incorporate additional decision guidelines to guide the assessment of setbacks.
 - Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.
- In relation to the new streets, laneways and arcades network:
 - Amend Map 4 within Design and Development Overlay 75 (DDO75) and *Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
 - Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.

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- Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

Density and housing capacity

Key matters raised about this issue

- The proposed controls fail to uphold the intent of the Victoria’s Housing Statement.
- The reduction in achievable dwelling yield as a result of the FAR is unsupportable in a housing crisis.

Management response

- The controls of the Amendment have been designed to enable densification while enhancing and preserving the amenity of the area.
- More information can be found at Section 2 (‘Density and housing capacity’) of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 50 – Moonee Valley City Council

Key issues raised in submission
<p>Community infrastructure Parks and open space Transport and car parking Other projects</p>
Community infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Concerned with demands on infrastructure within Moonee Valley, noting anticipated growth in adjoining suburbs. The ongoing redevelopment of the Macaulay precinct should keep pace with the required infrastructure needs of the new community. <p>Management response</p> <ul style="list-style-type: none"> The Macaulay Urban Renewal Precinct Development Contributions Plan (DCP) will collect funding for infrastructure required for the new community. The DCP has allocated funding towards the Arden North and Macaulay Learning and Cultural Hub, the Macaulay West Community Hub, and the Macaulay East Community Centre (North Melbourne Community Hub). To deliver the North Melbourne Community Hub, the City of Melbourne is also providing funding beyond the DCP. The Macaulay DCP will also fund a range of open space, and public realm projects and drainage land for Macaulay Terraces. The Arden DCP funds community infrastructure that has been planned to complement infrastructure in Macaulay. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Requests to consider increasing the capacity and conditions of sports facilities and fields in Debneys Park adjacent to the Flemington Housing Estate. A public open space reserve capable of accommodating recreational sporting activities could be delivered as Macaulay grows. <p>Management response</p> <ul style="list-style-type: none"> The capacity and conditions of sports facilities and fields in Debneys Park is outside the scope of the Amendment. The Macaulay DCP will provide for increased open space in Macaulay, including new sporting surfaces and playgrounds at Buncle Street Reserve. More information can be found at Section 8 ('Parks and open space') of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Macaulay will likely generate significant additional traffic to the region, including cumulative impacts on the main road corridor. <p>Management response</p> <ul style="list-style-type: none"> The Amendment has a target for 80 per cent of all trips to the precinct by sustainable transport options. The Amendment seeks to mitigate parking and traffic issues. More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Other projects</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Identification of potential areas of key land use change and subsequent growth within Moonee Valley should be considered in the 'Surrounding Projects Plan'. <p>Management response</p> <ul style="list-style-type: none"> The 'Surrounding Projects Plan' provided additional information to support public exhibition. It does not form part of the Amendment. Management thanks the submitter for drawing attention to significant projects for future reference. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 51 – Planning & Property Partners on behalf of BA Glen Investments Pty Ltd (135-157 Racecourse Road, Kensington)

Key issues raised in submission
<p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Zone choice</p>
Built form controls / Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Amendment has not considered how notable site characteristics—in particular the heritage controls—interact with the proposed built form controls. • Concerned with several built form controls include the proposed preferred maximum building height, the mandatory FAR and the winter overshadowing controls to the proposed park directly south of their site. • The combination of mandatory built form controls alongside the existing heritage constraints renders their site potentially undevelopable. • The broader precinct does not have heritage value and is not an area where Planning Practice Note 59 states that mandatory controls should apply. <p>Management response</p> <ul style="list-style-type: none"> • The proposed preferred height and FAR of 3:1 for the submitter’s site will maintain an appropriate scale and limit overshadowing to Stubbs North Reserve and Moonee Ponds Creek. • The mandatory FAR sets an allowable density for the site, which can be achieved through a range of configurations that align with discretionary street wall heights and building heights. This includes potential built form outcomes that consider heritage design requirements for the State-significant heritage building on site, while limiting overshadowing to public parks by distributing mass to less sensitive interfaces. • The mandatory FAR control was assessed against Planning Practice Note 59 (‘Mandatory Provisions in Planning Schemes’) and a mandatory FAR is considered justified. • More information can be found at Section 5 (‘Built form controls’) and Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Zone choice

Key matters raised about this issue

- The Special Use Zone (SUZ) is not a zone to be applied to a precinct, as it is too large an area and contrary to Planning Practice Note 30.

Management response

- The SUZ is considered appropriate to achieve tailored provisions for a wide range of purposes.
- Planning Practice Note 3 ('Applying the Special Use Zone') states that the SUZ can be considered when an appropriate combination of other zones, overlays and local policies cannot give effect to the desired objectives or requirements.
- More information can be found at Section 3 ('Mix of uses') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 52 – Collette Street, Kensington

Key issues raised in submission
<p>Density and housing capacity Parks and open space Transport and car parking Mix of uses Consultation process</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The only beneficiaries of the Amendment will be developers, not current residents. • Existing recent development does not meet the Amendment guidelines. • Would like downscaling of apartment size and number. <p>Management response</p> <ul style="list-style-type: none"> • The built form and density controls proposed by the Amendment have been designed to better preserve and enhance amenity. • Some existing development does not align with the controls proposed by the Amendment. This is a common outcome when new controls are proposed, as previous approvals were assessed according to the existing controls. • New infrastructure—including additional open space, new streets and laneways and additional non-accommodation uses such as cafes—will be facilitated to enhance the amenity of the area for new and existing residents. • More information can be found at Section 5 ('Built form controls') and Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Green spaces are difficult to develop and require a lot of money that is not earmarked. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment will facilitate the development of more green spaces. • The quality of the open space network has been considered. • Some of the open spaces in Macaulay must serve a water management and treatment role based on their proximity to Moonee Ponds Creek.

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<ul style="list-style-type: none"> The development of new open spaces will be funded by Clause 53.01 of the Melbourne Planning Scheme which requires a land or cash contribution for open space, the Macaulay Urban Renewal Precinct Development Contributions Plan (DCP), which sets out the cost of open space projects to be funded by developer contributions, or an alternative funding mechanism. The City of Melbourne will manage the design and construction of projects. Property developers will also be able to undertake works to build the projects as 'works in kind'. More information can be found at Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Traffic flow along Macaulay Road, Arden Street and Stubbs Street will get worse, as there are no plans to address the railway crossing or the single lane status of the main roads. <p>Management response</p> <ul style="list-style-type: none"> The Macaulay Structure Plan includes an objective to grade separate the Upfield line at Arden Street and Macaulay Road. This will need to be delivered by the Victorian Government. The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport with a target for 80 per cent of all trips to the precinct by sustainable transport options. More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Mix of uses</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Most residents are not looking for new businesses to locate in the area. <p>Management response</p> <ul style="list-style-type: none"> The Macaulay Structure Plan vision is for Macaulay to be a mixed-used precinct. The benefits of providing a mix of uses include: <ul style="list-style-type: none"> Local employment opportunities. Economic value. Meeting the needs of residents

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<ul style="list-style-type: none"> ○ Increasing public realm safety and attractiveness. ○ More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
Consultation process
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The submitter states that many residents have not been in the country a long time and the City of Melbourne consultation is not reaching them. <p>Management response</p> <ul style="list-style-type: none"> • The Amendment has been exhibited in accordance with the requirements of the <i>Planning and Environment Act 1987</i>. • The exhibition went for five weeks from 1 August to 6 September 2024. Notice was sent to directly and indirectly affected property owners and occupiers and placed in The Age and the Government Gazette. • Notice of the Amendment also included an advertisement in the August 2024 edition of North West City News and a targeted social media campaign. Two information sessions were held, online and in person at Kensington Town Hall. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 53 – Thompson Street, Kensington

Key issues raised in submission
<p>Transport and car parking</p> <p>Parks and open space</p>
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the car parking provisions for future development and states there should be less car parks to encourage people to use alternative, active transport options. <p>Management response</p> <ul style="list-style-type: none"> • Support for the car parking provisions is noted. • Further changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the amendment's vision for delivery of open space. However, public open space investment must be considered before upzoning, otherwise it will be more expensive to deliver later. <p>Management response</p> <ul style="list-style-type: none"> • Support for the delivery of open space and comment regarding investment have been noted. • The proposed public open space in the Structure Plan will be funded by developer contributions, as required either by Clause 53.01 of the Melbourne Planning Scheme (which requires a land or cash contribution for open space), the Macaulay Development Contributions Plan (which sets out the cost of open space projects to be funded by developer contributions), or an alternative funding mechanism. • More information on can be found in Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 54 – Albermarle Street, Kensington

Key issues raised in submission
<p>Requirement for affordable housing</p> <p>Parks and open space</p> <p>Transport and car parking</p> <p>Density and housing capacity</p>
Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Mandatory inclusionary zoning or a floor area uplift mechanism is required to deliver affordable housing in an equitable and efficient manner. <p>Management response</p> <ul style="list-style-type: none"> Support for mandatory inclusionary zoning or a floor area uplift mechanism is noted. In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. A floor area uplift (FAU) is not considered appropriate. More information can be found at Section 4 ('Requirement for affordable housing') and Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend the Special Use Zone - Schedule 8 (SUZ8) to reintroduce a mandatory affordable housing requirement. Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, as a discretionary provision.
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Look forward to the delivery of new open space along the Moonee Ponds Creek. <p>Management response</p> <ul style="list-style-type: none"> Support for new open space along Moonee Ponds Creek is noted. More information can be found in Section 8 ('Parks and open space') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Look forward to the delivery of safe bike lanes on Macaulay Road. <p>Management response</p> <ul style="list-style-type: none"> • Support for safe bike lanes along Macaulay Road is noted. • Changes have been proposed to the local policy at Clause 11.03-6L (Macaulay) to reflect the transport and car parking vision for Macaulay, including prioritising cycling in the precinct. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L to add a new transport objective that includes prioritising cycling in the precinct.
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The delivery of new housing will strengthen the local economy and allow for investment in local infrastructure and open space. <p>Management response</p> <ul style="list-style-type: none"> • Support for the delivery of new housing is noted. • More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Submission 55 – Albermarle Street, Kensington

Key issues raised in submission
<p>Built form controls</p> <p>Mix of uses</p> <p>Flooding and drainage infrastructure</p> <p>Parks and open space</p>
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Support the Design and Development Overlay Schedule 78's (DDO78's) application of more rigorous controls for new development. In particular, the submitter supports the 7.5m setback from the common boundary. <p>Management response</p> <ul style="list-style-type: none"> Support for DDO78 is noted. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Mix of uses
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Support the increased mix of uses through the Special Use Zone - Schedule 8 (SUZ8) and urges Council to do whatever it can to support activation of the street frontages along Macaulay Road. <p>Management response</p> <ul style="list-style-type: none"> Support for an increased mix of uses is noted. Active frontages will be achieved through design requirements within the Design and Development Overlays. More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Concern regarding the urgent need for a funding mechanism for drainage and flood mitigation and stresses that this must be confirmed prior to the expiration of the interim Development Contributions Plan Overlay Schedule 2 (DCPO2) and the finalisation of the Amendment.

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Management response

- Flood risks and funding for drainage infrastructure in the Amendment area is addressed in Section 10 ('Flooding and drainage infrastructure') of Attachment 3.
- Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to further consider flood risk and mitigation.

Recommended changes to the Amendment

- Amend the Infrastructure Strategies for Macaulay in Clause 11.03-6L to include specific consideration of flood risk and mitigation.
- Amend the Development Contributions Plan to clarify that the Macaulay DCP introduced via C417 is part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process.
- Amend the Development Contributions Plan title to *Macaulay Urban Renewal Area Development Contributions Plan (Part A)*.

Parks and open space

Key matters raised about this issue

- Support measures to expand the open space network through improvements to the Moonee Ponds Creek corridor, as well as new pocket parks such as the Chelmsford Street public open space.

Management response

- Support for an expanded open space network is noted.
- More information can be found in Section 8 ('Parks and open space') of Attachment 3.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 56 – Melbourne Water

Key issues raised in submission
<p>Flooding and drainage infrastructure</p> <p>Other flooding matters</p>
Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the overall intent of Amendment C417, subject to changes required to address flood risk. • Melbourne Water and Engeny prepared the Arden Macaulay Flood Management Strategy, 2021 (Strategy) to document a working drainage strategy to manage flooding. This Strategy states that planning controls will be required to manage development areas and floor levels, and drainage works will need to be implemented to reduce the risk of severe flooding. • Without the realisation of the infrastructure described in the Strategy, parts of Arden and Macaulay are not suitable for intensification. • The proposed Urban Renewal Cost Recovery Scheme (URCRS) as the funding mechanism is no longer viable due to Melbourne Water not being able to secure the status of determining referral authority. • It will be essential to resolve the alternative funding approach prior to finalising the Amendment. • The draft Macaulay Urban Renewal Precinct Development Contributions Plan (July 2024) does not include costs associated with the Melbourne Water mitigation works, and there is otherwise no funding nor funding mechanism to deliver the works identified in the Strategy for Macaulay. • Support the mechanisms proposed to implement the Macaulay Precinct Structure Plan but recommends strengthening consideration of flood hazards. • SUZ8: <ul style="list-style-type: none"> ○ The exhibited version of the Special Use Zone – Schedule 8 (SUZ8) does not contain controls that deal with the flood risk in Macaulay and requests that: <ul style="list-style-type: none"> ▪ The following purpose be included: ‘To identify and plan for uses vulnerable to flooding’. ▪ The conditions on Section 1 uses be updated to include the following for vulnerable land uses: <ul style="list-style-type: none"> • Must not be located on the ground floor of land affected by the LSIO and/or SBO. • Direct ground floor pedestrian access and egress must not be located within the LSIO and SBO.

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- Vulnerable land uses should only be categorised as Section 1 where they are not located on the ground floor and any direct access to the ground floor is not located within the LSIO or SBO.
- The Amendment may result in uncertainty about whether a vulnerable land use can be refused on the basis of potential flood safety risk.
- Further request:
 - Inclusion of a requirement in SUZ8 to satisfy the requirements for safety within the Guidelines for Development in Flood Affected Areas (DELWP 2019) for certain vulnerable land uses.
- That the Amendment confer determining referral authority status on Melbourne Water:
 - For emergency and community land uses referenced under clause 13.03-1s and accommodation; and
 - Associated building and works.
- Design and Development Overlay (DDO):
 - The 'Site Layout' Design Requirements should be updated to incorporate the following requirements: 'in flood affected areas, locate building entries and vehicle access at high points of the site and/or above the Nominal Flood Protection Level (NFPL)'.
 - The 'Building Program' Design Requirements be updated to include a requirement to site essential services above the NFPL.
 - The 'Building Program' Design Requirements be updated to include the following design direction for basement car parking:
 - Basement car parking in flood affected areas should ensure:
 - Entries to underground car parking are protected by a continuous apex of any entry or exit ramp that is at or above the NFPL; and
 - All access points (both internal and external) are protected to NFPL, and that the design of the basement only caters for car parking/non habitable uses.
 - The 'Public interfaces' Design Requirements be updated to include a requirement for 'transition zones' (being areas where steps and ramps provide universal access between the public realm and elevated ground floor level). The requirement for transition zones should provide that they:
 - Are to be located externally (wherever possible);
 - Are to be designed to in such a way that they are the smallest size possible; and
 - Must not be retrofitted in the future for habitable and/or uses identified within clause 13.03-1s.
- Built form design guidance:

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- The Structure Plan refers to the revised flood extent but does not provide guidance as to how it should be addressed and finished floor levels or egress pathways are not addressed in the DDOs.
- Multiple policies within the planning scheme address design outcomes for flooding, and recommends further investigation of any divergence between the existing and proposed requirements in the scheme with the Guidelines for Development in Flood Affected Areas (DELWP 2019).
- Clause 11.03-6L:
 - Specific consideration of flood risk and mitigation should be included within the drafting of clause 11.03-6L for the Macaulay Precinct, including consideration of any potential risk to life, health and safety.

Management response

- The City of Melbourne is committed to ensuring that the right measures are put into place so Macaulay can be developed as envisioned. Securing a funding mechanism for drainage and flooding mitigation infrastructure for the Macaulay and Arden precincts is a priority.
- The drainage and flood mitigation works across the Arden and Macaulay catchment are the shared responsibility between the City of Melbourne as the local drainage authority and the Victorian Government and its agencies. The City of Melbourne is working closely with the Department of Transport and Planning (DTP) and the submitter to resolve the issue of funding these works.
- To provide certainty and a clear funding pathway for drainage and flood mitigation works, a two-part DCP approach is proposed. Part A is the proposed Macaulay Development Contributions Plan (DCP) introduced via this amendment C417, funding transport, open spaces, community facilities and land for drainage infrastructure. A future drainage solution and DCP will be part B of the proposed Macaulay DCP and the existing Arden DCP. This future drainage DCP will be introduced through a future planning scheme amendment.
- Flood risks and funding for drainage infrastructure in the Amendment area is addressed in Section 10 ('Flooding and drainage infrastructure') of Attachment 3.
- SUZ8:
 - The Council-endorsed pre-authorisation version of Amendment C417 proposed to regulate land use in flood affected areas through the SUZ8 and proposed to make Melbourne Water a determining referral authority under Clause 66.03. However, Melbourne Water was not supportive of this approach as the matter affects other areas within the City of Melbourne and Victoria more broadly.
 - Melbourne Water was also not supportive of its proposed designation as determining referral authority.
 - The Department of Transport and Planning (DTP) required the removal of the proposed provisions related to flooding from the SUZ8 and the proposed referral requirements from Clause 66.03, as a condition of authorisation.

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- City of Melbourne officers have written to the Minister for Planning to advocate for this matter to be addressed by DTP and Melbourne Water through new state-wide policy and/or Victoria Planning Provision tools.
- Flood impacts will generally be managed through LSIO/SBO building and works triggers.
- It is agreed that this issue needs to be addressed by DTP and Melbourne Water at a State level.
- Based on the above and given the lack of support from DTP for the pre-authorisation approach, the exhibited version of the Amendment is proposed to be maintained.
- Design and Development Overlay:
 - It is unnecessary to include flood-specific requirements in the Macaulay Design and Development Overlay (DDO) schedules as the Land Subject to Inundation Overlay and the Special Building Overlay already trigger the need to consider flood risk in the design of proposed developments.
- Built form design guidance:
 - Amendment C384, which was gazetted after exhibition of Amendment C417, applies Schedule 3 to the LSIO to parts of Macaulay that are subject to flooding.
 - The schedule requires that applicants must address objectives from the Guidelines for Development in Flood Affected Areas (DELWP 2019) and the design guidelines from the Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay (City of Melbourne, Melbourne Water and City of Port Phillip, June 2021).
 - Sufficient design guidance for developments in flood affected areas is provided in these documents.
- Clause 11.03-6L:
 - It is recommended to include some of the wording from Clause 11.03-6L-01 (Arden) into the proposed Macaulay section of Clause 11.03-6L.

Recommended changes to the Amendment

- Amend the Development Contributions Plan to clarify that the Macaulay DCP introduced via C417 is part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process.
- Amend the Development Contributions Plan title to *Macaulay Urban Renewal Area Development Contributions Plan (Part A)*.

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Other flooding matters
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • There is a need for collaboration between organisations with respective roles in the planning, design, funding and delivery of mitigation infrastructure across Arden and Macaulay. • Notes that they have not agreed to be the delivery agency for the Stubbs Street flood storage area (Macaulay Terraces), as nominated in the draft Development Contributions Plan (DCP). • To support the delivery of essential mitigation infrastructure, the submitter recommends: <ul style="list-style-type: none"> ○ That Clause 74.04 – Further Strategic Work be updated to include the resolution of a funding mechanism for major flood mitigation and drainage works for Arden Macaulay. ○ That the City of Melbourne and Department of Transport and Planning continue to work toward implementing a funding mechanism for the delivery of mitigation infrastructure. ○ That an Interim DCP be considered as part of this Amendment until there is a resolution on a funding mechanism for major flood mitigation and drainage works. • To avoid confusion as to the status of the URCRS, the submitter recommends: <ul style="list-style-type: none"> ○ That all references to the URCRS and the Arden Flood Management Policy are removed from the Structure Plan and the Planning Scheme. • Will continue to apply the Guidelines for Development in Flood Affected Areas (DELWP 2019) and assume mitigation infrastructure has not been delivered until a funding mechanism is in place. • Notes their concern with the change to the following statement within the Decision Guidelines in schedules to the LSIO and SBO as part of Amendment C384: <ul style="list-style-type: none"> ○ The addition of 'whilst also achieving good design and equitable access and universal design to 'Whether the development and design response manage the flood risk appropriately'. • Notes that the modelling and mitigation infrastructure for the precinct may need to be reviewed as a result of 2024 updates to policy and modelling. The submitter anticipates that these may result in changes relevant to Amendment C417, including: <ul style="list-style-type: none"> ○ Possible further expansion of the 1% AEP flood and changes to the LSIO and SBO. ○ Possible increased residual flood hazard. • Need to review the existing Flood Management Strategy and planning response. <p>Management response</p> <ul style="list-style-type: none"> • Management notes the submitter's request to not be the delivery agency for the Stubbs Street flood storage area (Macaulay Terraces) in the draft DCP and proposes amending the DCP to make Melbourne City Council the delivery agency for this project. More information can be found in Attachment 5.

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- The City of Melbourne, DTP and Melbourne Water are already working toward implementing a funding mechanism for the delivery of mitigation infrastructure. As efforts are well underway, it is not required to list this work in the planning scheme as 'further strategic work'.
- The City of Melbourne is already working closely with DTP and Melbourne Water to align the timing of draft Macaulay DCP gazettal with the introduction of an interim drainage arrangement (potentially an interim drainage Development Contributions Plan Overlay).
- There are no references to URCRS and the Arden Flood Management Policy within the planning scheme provisions proposed as part of this Amendment. The references within the Macaulay Structure Plan will be retained, as it reflects the strategic justification and implementation approach at that point in time and is not expected to undergo a comprehensive update.
- Management notes that Melbourne Water will continue to apply the Guidelines for Development in Flood Affected Areas (DELWP 2019) and assume mitigation infrastructure has not been delivered until a funding mechanism is in place.
- The submitter's concern with the change to the statement within the Decision Guidelines in schedules to the LSIO is not within the scope of this Amendment and has been approved under Amendment C384.
- Management notes that modelling and mitigation infrastructure for the precinct may need to be reviewed.
- More information can be found at Section 10 ('Flooding and drainage infrastructure') of Attachment 3.

Recommended changes to the Amendment

- Amend the Infrastructure Strategies for Macaulay in Clause 11.03-6L to include specific consideration of flood risk and mitigation.
- Amend the DCP to make the City of Melbourne the delivery agency for the land acquisition of the future drainage open space (Macaulay Terraces), as detailed in Attachment 5.

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Submission 57 – Department of Transport and Planning (DTP)

Key issues raised in submission
Transport and car parking
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the objective of re-prioritising streets to better support active transport and activate street frontages. • Funding for upgrade to services or infrastructure will be subject to State Government budget processes. • A Movement and Place Assessment should be undertaken. • The future location of the Macaulay railway station will be determined through future investigations. • No route or terminus has been confirmed for a proposed high-capacity public transport capable corridor. The future requirements of the corridor will need to be considered when projects or developments interface with the corridor. • Council’s Racecourse Road Strategic Improvements Plan is being considered separately, and the submitter offers to work with Council to support this work. • Various comments are provided on the Transport and Car Parking Study for Macaulay (2019) and the Macaulay Structure Plan (2021). • Supports rationalisation of the number of vehicle access points on a declared arterial road network. <p>Management response</p> <ul style="list-style-type: none"> • Matters relating to current and future assets owned and managed by DTP and works subject to State Government approval and budgeting processes is noted. • The City of Melbourne welcome the opportunity to work with DTP to plan and develop suitable transport infrastructure and services in the precinct. • A Movement and Place Assessment of the precinct is being investigated. • Specific comments on the Transport and Car Parking Study for Macaulay and the Macaulay Structure Plan are noted and do not materially affect the Amendment. • The proposed Design and Development Overlay (DDO) provisions seek to ensure that vehicle entries and loading bays are located on particular servicing and access interfaces. • Changes to the Amendment have been proposed to reflect the transport and car parking vision for Macaulay, including to minimise the impact of car parking and associated vehicular movements through Macaulay. • More information can be found at Section 11 (‘Transport and car parking’) of Attachment 3.

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Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 58 – Kensington resident

Key issues raised in submission
Built form controls Transport and car parking
Built form controls
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed 8-storey buildings on Lambeth Street will be too high and decrease the morning sunlight to the houses south and west of these buildings (along Lambeth Street and Collett St between Parsons Street and Racecourse Roads). • High buildings will overlook the courtyards of the houses in that area. • Any study about the effect of the Amendment on existing houses should be shared publicly. • Recent new buildings on Stubbs Street are not 6 storeys high as shown on the plan or are a very liberal interpretation of 6 storeys. <p>Management response</p> <ul style="list-style-type: none"> • The current maximum allowable building height under existing interim controls is 8 storeys. Amendment C417 proposes a preferred maximum building height of 6 storeys. • A further review of controls demonstrates that limited to no overshadowing of existing residential dwellings west of Lambeth Street between Parsons Street and Racecourse Road will occur during daylight hours of the spring equinox (10am – 3pm) and winter solstice (10am – 3pm). • Built form testing is summarised within the Built Form Summary Report and Built Form Summary Report Attachment 1 and Attachment 2. Attachments 1 and 2 contain testing undertaken by external consultants Breathe Architecture and Lat37. • Building height requirements in storeys can lead to variation in heights due to the range in floor to ceiling heights as well as the need to accommodate raised floor levels to manage flooding. Amendment C417 addresses this by providing maximum preferred building heights in metres and storeys. The maximum preferred building height will be determined by the metric that is achieved first. • More information on the built form controls can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Limited infrastructure is being shared by a rapidly increasing local population with no proposed increase in parking. There is congestion on Macaulay Road and adjacent roads at peak hour. <p>Management response</p> <ul style="list-style-type: none"> The submitter’s comments relating to limited infrastructure to support an increasing local population and concerns with parking and congestion have been noted. The Macaulay Urban Renewal Precinct Development Contributions Plan will enable the collection of funding for required infrastructure for the growth of the precinct. The Amendment C417 provisions have been designed to mitigate parking and traffic issues and encourage sustainable transport modes. More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L to reflect the transport and car parking requirements in the Special Use Zone - Schedule 8 (SUZ8) and Parking Overlay - Schedule 16 (PO16).

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Submission 59 – Qualitas on behalf of QFI Fund Manager Pty Ltd, Qualitas Food Infrastructure Property Trust, Perpetual Corporate Trust Ltd and Thomson Geer on behalf Allied Pinnacle Pty Ltd (52–112 Elizabeth Street, Kensington)

Key issues raised in submission
Transport and car parking
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The mill expects to continue to operate for the foreseeable future and is concerned the anticipated densification and land use changes in Chelmsford Precinct will create conflicts between truck movements and the movement and place needs of the residential population. • Concerned about maintaining a safe environment. • Potential for an increase in noise complaints. • Proposed changes will impact access to the mill and the safe operation of heavy vehicles. The submitter notes that there are generally 80–100 truck movements per day and a number of traffic interventions and changes to the local street network may impact their truck access routes and ability to safely operate, including projects that adversely impact access to the adjacent rail line. • Upgrades of Bruce Street and Elizabeth Street must cater for truck access, and any upgrades should preserve existing freight access routes. • Installation of bike path along Arden Street is unacceptable, and separated bike lanes on Arden Street adjacent to the site must be deferred until the Arden Street active travel bridge is upgraded and suggests relocating bike path to another street or the other side of Arden Street. • Installation of bike lane between the mill site and the railway cannot happen under any circumstances, as the rail siding is critical to the ongoing operations. • Additionally, traffic consultant eukai, considering the Amendment on behalf of the submitter, raised the following: <ul style="list-style-type: none"> ○ The Macaulay Structure Plan does not currently assess the continued operation and requirements of existing industrial uses (such as the Allied Mills site), and there is no specific provision for freight access documented in the Macaulay Structure Plan. ○ Any midblock or intersection upgrades should preserve the existing freight access routes. <p>Management response</p> <ul style="list-style-type: none"> • Management acknowledges the long history of Allied Pinnacle Mill operating in the area and its plans to continue operating for the foreseeable future.

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- New or amended road layouts, will not preclude necessary access or impede access to the mill and the safe operation of heavy vehicles to and from the mill.
- Property owners will be engaged on transport projects implemented on City of Melbourne streets.
- The current protected bike lane works on Arden Street will not extend to the west of Moonee Ponds Creek. Arden Street west of Lloyd Street is anticipated to remain as a shared street.
- The proposed bike link to the west of the mill site is an aspirational objective and is unlikely to be implemented while the mill is operational. If there is a future land use change the City of Melbourne will pursue this bike link. This is not to suggest that the mill use or rail operations should cease.
- In response to a range of submissions about transport matters, changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay, including to prioritise walking, cycling, and public transport use. These are not intended to preclude ongoing access to industrial facilities.
- More information can be found at Section 11 ('Transport and car parking') of Attachment 3.

Recommended changes to the Amendment

- Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the SUZ8 and PO16.

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Submission 60 – Tract on behalf of Metrics Real Estate Partners (59-101 Alfred Street and 103-105, 107-109 and 117 Boundary Road, North Melbourne)

Key issues raised in submission
<p>Mandatory floor area ratio (FAR)</p> <p>Density and housing capacity</p> <p>Mix of uses</p> <p>Requirement for new streets, laneways and arcades</p> <p>Built form controls</p> <p>Setbacks to CityLink and Moonee Ponds Creek</p> <p>Parks and open space</p> <p>Requirement for affordable housing</p> <p>Transport and car parking</p>
Mandatory floor area ratio (FAR)
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • FAR controls are inappropriate and strategic justification on FAR has not been demonstrated in line with Planning Practice Notes 59. • A blanket application of a mandatory FAR control fails to consider the contextual nuances and unreasonably constrains fit-for-purpose urban land. The built form provisions set out in the Design and Development Overlays (DDOs) are sufficient to guide built form outcomes. • If FAR controls are pursued, allowance should be made for floor area uplift (FAU) and preparation of a public benefit schedule. • The definition of FAR should be updated to mean ‘the gross floor area above <u>the ground floor</u> finished level, provided this is not more than 1.2m above natural ground level, of all buildings on a site...’ to clarify the meaning. <p>Management response</p> <ul style="list-style-type: none"> • The mandatory FAR control was assessed against Planning Practice Note 59 and is considered justified. • FARs must be mandatory for the combination of built form controls and FARs to be effective. • A floor area uplift (FAU) is not considered appropriate. • It is agreed that the definition of ‘floor area ratio’ within the DDO provisions should be amended to clarify that the definition means the gross floor area <i>including and above the ground floor</i>. • More information can be found at Section 6 (‘Mandatory floor area ratio (FAR)’) of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> The definition of 'floor area ratio' updated to clarify that the definition means the gross floor area <i>including and above the ground floor</i>.
<p>Density and housing capacity</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Limiting development opportunity is counter to the purpose of the Macaulay Structure Plan, especially given the housing crisis, the release of the Victorian Government's housing statement and the recognition that urban renewal areas should be targeted for providing increased housing density in line with <i>Plan Melbourne 2017-2050</i>. <p>Management response</p> <ul style="list-style-type: none"> The proposed controls for Macaulay will allow the City of Melbourne to meet its housing targets while preserving the valued amenity of the municipality. More information can be found at Section 2 ('Density and housing capacity') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Mix of uses</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Recommend reconsideration of the 20 per cent minimum floor area requirement for non-residential land uses. <p>Management response</p> <ul style="list-style-type: none"> The 20 per cent requirement facilitates the Victorian Government's targets for workers within the precinct. This percentage was found to meet the gross floor area required for the precinct to meet its employment target. As the 20 per cent requirement is discretionary, it will be possible to consider whether a lesser percentage is appropriate for a given site. More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Requirement for new streets, laneways and arcades / Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The requirement for new streets and laneways should be a discretionary control. The provisions of two north-south roadways is excessive, and provision should be made for one north-south roadway only.

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- The solar access requirements for the east-west road provided at the site should be removed, as they constrain the development potential of the site without sufficient justification.
- The requirement for roads to be vested into public ownership should be a discretionary control, as this constrains available basement footprints at the site.
- Notes the building directly to the south of the site at 64 Sutton Street is identified as a significant heritage building, and there is a risk in a discordant connection between a 4m wide arcade and a 12m wide street with the mandatory provisions.

Management response

- The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility.
- Relevant to the submitter's site, this review has resulted in the following:
 - The alignment of north-south street (Street ID 24) has been reduced in width from 12 metres to 9 metres to become a non-vehicular 9m Laneway – Type A.
 - The alignment of the north-south laneway (Street ID 24) and east-west laneway (Street ID 25) have been made discretionary.
 - The required alignment of the north-south laneway (Street ID 22) has been shifted eastward to avoid intersection and conflict with the new Alfred Street Open Space.
- The overshadowing controls aim to protect sunlight access to southern footpaths of east-west 12m streets, supporting tree growth, planting, business activation, and pedestrian amenity.
- For east-west streets in the Boundary Precinct, a 'tooth and gap' control enables some overshadowing to these east-west streets from built form distributed directly to the street frontage to a maximum width of 25m and depth of 40m. This encourages a desirable building typology to the site, while still facilitating daylight penetration to the public realm from between tower forms.
- More information can be found at Section 7 ('Requirement for new streets, laneways and arcades') of Attachment 3.

Recommended changes to the Amendment

- Amend Map 4 within Design and Development Overlay 75 (DDO75) and Incorporated Document *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network that rationalises and refines the applied street types.
- Amend design requirements within DDO75 to:
 - Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties.

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- o Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

Setbacks to CityLink and Moonee Ponds Creek / Parks and open space

Key matters raised about this issue

- The 20m setback should be discretionary, and land provided for the mandatory 20m setback should be able to be offset from the public open space contributions requirement under Clause 53.01 for any future subdivision on the land.
- The link has not been identified as an area of public open space and rather serves the purpose of facilitating improved north-south pedestrian and cyclist connections.

Management response

- A new approach is proposed to delivering setbacks to the east of CityLink and Moonee Ponds Creek.
- A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan (DCP). This will support Council to take ownership of this land and guarantee a north-south pedestrian and cycle connection.
- A mandatory 10-metre setback from this corridor will make up the balance of the 20 metres.
- This is considered the best pathway to achieve the vision for the area adjacent to CityLink.
- More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5.

Recommended changes to the Amendment

- DDO75 – Boundary Precinct:
 - o Amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed).
 - o Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.
 - o Incorporate additional decision guidelines to guide the assessment of setbacks.
 - o Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes.

Requirement for affordable housing

Key matters raised about this issue

- The affordable housing provision should align with the guidelines approved within Arden and Fishermans Bend, as it is more onerous, and allow for greater flexibility if the provisions render the project economically unviable. The proposed drafting is

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<p>unreasonable and would jeopardise the viability of realising a future mid-rise development outcome on their site.</p> <p>Management response</p> <ul style="list-style-type: none"> • In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. • More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. • Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The requirement for car parking spaces to be retained in a single or consolidated title as common property should be discretionary. • Note that the planning controls for Arden only require the provision of consolidated car parking when the maximum car rates are exceeded. <p>Management response</p> <ul style="list-style-type: none"> • Site-based parking in common ownership allows flexible allocation of spaces based on demand and supports future adaptive reuse. This approach is established in Fishermans Bend, West Melbourne, and Arden, and proposed for Capital City and Docklands zones via Amendment C376. • It is not mandatory for site-based parking to be used by a catchment larger than the site; however, this is encouraged. • Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L to reflect the transport and car parking requirements in the SUZ8 and Parking Overlay – Schedule 16 (PO16).
<p>Further submission</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Additional matters and additional changes were submitted to the Amendment in a late further submission received 10 October 2025:

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- DCP – Intersection and Roadworks (Alfred Street and Boundary Road/Alfred Street intersection)
 - Requested change: Replace the intersection and roadwork designs included within the draft DCP with the Concept Plans prepared by the submitter's traffic consultant and update the DCP budget accordingly.
- Car Parking Design Requirements
 - Requested change: Amend the drafting of DDO75 so that the car parking design requirements are discretionary, not mandatory, to allow for sufficient flexibility for designers, under appropriate circumstances.

Management response

- Due to the lateness of the further submission and complexity of the matters raised and changes requested, Management is not able to thoroughly consider the merits of the proposed changes. Therefore, no changes are recommended to the Amendment in response to the matters raised in the further submission, at this stage. However, these matters will be further considered through the panel process.

Recommended changes to the Amendment

- No changes are recommended.

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Submission 61 – Planning & Property Partners on behalf of BEG Developments Pty Ltd (139-149 Boundary Road, North Melbourne)

Key issues raised in submission
<p>Mandatory floor area ratio (FAR)</p> <p>Mix of uses</p> <p>Requirement for affordable housing</p> <p>Built form controls</p> <p>Transport and car parking</p>
Mandatory floor area ratio (FAR) / Mix of uses / Requirement for affordable housing
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Mandatory built form controls are not in line with Planning Practice Note 59. • Objects to the mandatory 4:1 FAR under Design and Development Overlay – Schedule 76 (DDO76). • The proposed controls should be a performance-based provision with the opportunity to uplift for preferred built form requirements, affordable housing contributions or other community benefits, including non-accommodation uses. • The Minister for Planning suggested uplifts to FARs as a way of improving the built form provisions at the time of the approval of Part 1 of Amendment C190. <p>Management response</p> <ul style="list-style-type: none"> • The appropriateness of a mandatory FAR control has been reviewed against Planning Practice Note 59 ('Mandatory Provisions in Planning Schemes') and is considered justified. • FARs must be mandatory for the combination of built form controls and for FARs to be effective. The FAR of 4:1 and preferred built form is considered justified for this site. • A floor area uplift (FAU) is not considered appropriate. • More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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<p>Built form controls</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Object to the reduction in preferred maximum building height and mandatory built form controls under DDO76. • Mandatory built form controls have the potential to restrict opportunities for uses other than accommodation and voluntary affordable housing provision. • The proposed controls conflict with the development currently under construction and do not consider the impacts to existing/constructed buildings and planning permits. <p>Management response</p> <ul style="list-style-type: none"> • The FAR that applies to the site is mandatory, but the preferred building heights, street wall heights and setbacks are discretionary. • Some existing approvals do not align with the controls proposed by the Amendment, as they were assessed according to the existing controls. • The new controls will better manage amenity impacts and result in improved development outcomes. • More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Transport and car parking</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The proposed mandatory requirement for car parking to also be retained in common property should be a preferred requirement as it will have a flow-on impact to the consumer and raise housing prices and project feasibilities. <p>Management response</p> <ul style="list-style-type: none"> • Separating car parking from being sold as part of an apartment should reduce house prices. • In response to a range of submissions on this topic, changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay, including encouraging car parking to be retained in a single title and adaptable to other uses over time. • More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).

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Submission 62 – GrayKinnane on behalf of landowner (Thompson Street, Kensington)

Key issues raised in submission
<p>Requirement for new streets, laneways and arcades</p> <p>Transport and car parking</p> <p>Built form controls</p> <p>Mandatory floor area ratio (FAR)</p> <p>Flooding and drainage infrastructure</p> <p>Parks and open space</p>
Requirement for new streets, laneways and arcades
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Object to Haydon Lane being widened to 6 metres. • Imposing additional widths of laneways on sites appears to be inequitable. <p>Management response</p> <ul style="list-style-type: none"> • The approach for streets and laneways across this precinct has been reviewed. In selected cases, the review has identified that the required widths of streets/ laneways can be reduced or removed or that the alignment can be made discretionary. This will increase the available developable site area and improve flexibility. • Relevant to the submitter’s site, the widening of Haydon Lane is no longer required by the proposed street network. • The new streets, laneways and arcades network is considered necessary in the Stubbs Precinct. • More information can be found at Section 7 (‘Requirement for new streets, laneways and arcades’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend Map 4 within Design and Development Overlay 78 and Incorporated Document <i>Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i> to reflect a revised street network.
Transport and car parking
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Parking Overlay does not provide for adequate car parking and will impact the feasibility of developments. <p>Management response</p> <ul style="list-style-type: none"> • A permit to provide car parking and justification for providing car parking above the maximum rate is required. These measures facilitate providing an appropriate amount of parking, based on a site’s context and broader parking demand.

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<ul style="list-style-type: none"> Separating car parking from being sold as part of an apartment should reduce house prices. In response to a range of submissions on this topic, changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to reflect the transport and car parking vision for Macaulay More information can be found at Section 11 ('Transport and car parking') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to reflect the transport and car parking requirements in the Special Use Zone – Schedule 8 (SUZ8) and Parking Overlay – Schedule 16 (PO16).
<p>Built form controls</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Supports discretionary height controls. <p>Management response</p> <ul style="list-style-type: none"> Support for discretionary height controls is noted. More information can be found at Section 5 ('Built form controls') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.
<p>Mandatory floor area ratio (FAR)</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Opposes a mandatory maximum FAR. The FAR should be discretionary to allow for flexibility. Equity concerns about the imposition of FARs on a precinct that has been substantially developed. <p>Management response</p> <ul style="list-style-type: none"> FARs must be mandatory for the combination of built form controls and FARs to be effective. More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Flooding and drainage infrastructure
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> The impact of flooding has not been adequately considered, including the need to raise some buildings above natural ground level. <p>Management response</p> <ul style="list-style-type: none"> The amendment has considered the impact of flooding and the need to raise some buildings above natural ground level. The FAR is calculated from the ground floor finished floor level due to the likelihood of raised floor levels in response to flood risk. The discretionary preferred street wall heights and building heights means that additional height may be acceptable where justified. Changes have been proposed to the local policy at Clause 11.03-6 (Macaulay) to further consider flood risk and mitigation. More information can be found at Section 10 ('Flooding and drainage infrastructure') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Clause 11.03-6L (Macaulay) to include specific consideration of flood risk and mitigation.
Parks and open space
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Double contributions for open space are being sought since the Development Contributions Plan Overlay – Schedule 2 (DCPO2) seeks to impose a contribution related to open space as well as Clause 53.01 of the Melbourne Planning Scheme. <p>Management response</p> <ul style="list-style-type: none"> Landowners will not be required to pay development contributions twice. This is covered in any Section 173 Agreement prepared under the permit conditions for an approved development and is not required under DCPO2. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> No changes are recommended.

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Submission 63 – Dryburgh Street, North Melbourne

Key issues raised in submission
<p>Density and housing capacity</p> <p>Mandatory floor area ratio (FAR)</p> <p>Requirement for affordable housing</p> <p>Mix of uses</p> <p>Setbacks to CityLink and Moonee Ponds Creek</p> <p>Built form controls</p> <p>Parks and open space</p> <p>Requirement for new streets, laneways and arcades</p>
Density and housing capacity
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • The Amendment represents excessive development. • The population targets should be updated and states that 10,000 now seems a low estimate for the area. • Queries where the 90ha figure for Macaulay Urban Renewal Area comes from. • The redevelopment of the North Melbourne Housing Estate should be included in the background and planning. <p>Management response</p> <ul style="list-style-type: none"> • The proposed built form and density controls enable the population target for Macaulay to be achieved while preserving and enhancing the valued amenity. • Macaulay Urban Renewal Area is around 90ha. The area affected by Amendment C417 differs to the Macaulay Structure Plan, as it includes a number of properties south of Arden Street and does not include the Neighbourhood Residential Zone properties around Hardiman Street. • The background and planning for the area has considered the public housing estate. • More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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<p>Mandatory floor area ratio (FAR)</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports FARs. <p>Management response</p> <ul style="list-style-type: none"> • Support for the FARs is noted. • More information can be found at Section 6 ('Mandatory floor area ratio (FAR)') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Requirement for affordable housing</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports the affordable housing aspect of the Amendment. <p>Management response</p> <ul style="list-style-type: none"> • Support for the affordable housing requirements is noted. • In response to a range of submissions received on this topic, a mandatory affordable housing contribution is recommended. • More information can be found at Section 4 ('Requirement for affordable housing') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • Amend the Special Use Zone – Schedule 8 (SUZ8) to introduce a mandatory affordable housing requirement. • Amend Clause 11.03-6L to reflect the affordable housing requirement in the SUZ8, to cover areas within Macaulay outside of SUZ8.
<p>Mix of uses</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports facilitating non-residential uses. <p>Management response</p> <ul style="list-style-type: none"> • Support for facilitating non-residential uses is noted. • More information can be found at Section 3 ('Mix of uses') of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.

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Setbacks to CityLink and Moonee Ponds Creek
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Supports increased setbacks from the Upfield / Craigieburn railways.
<p>Management response</p> <ul style="list-style-type: none"> • Support for increased setbacks from the Upfield/Craigieburn railway is noted. • A new approach is proposed to delivering setbacks to the east of CityLink and Moonee Ponds Creek. • A 10-metre active transport corridor is proposed to be introduced into the Macaulay Urban Renewal Precinct Development Contributions Plan. This will support Council to take ownership of this land and guarantee a north-south pedestrian and cycle connection. • A mandatory 10-metre setback from this corridor will make up the balance of the 20 metres. • This is considered the best pathway to achieve the vision for the area adjacent to CityLink. • The approach to delivering the 15m setback to the west of Moonee Ponds Creek is proposed to remain the same as exhibited, but the Built Form Outcomes are proposed to be strengthened and additional decision guidelines and application requirements incorporated to guide the assessment of the setbacks. • More information can be found at Section 9 ('Setbacks to CityLink and Moonee Ponds Creek') of Attachment 3 and Attachment 5.
<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • DDO75 – Boundary Precinct: <ul style="list-style-type: none"> ○ Amend the controls to apply a 10-metre CityLink setback from the eastern boundary of the active transport corridor (noting an additional 10-metre DCP active transport corridor is proposed). ○ Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents. ○ Incorporate additional decision guidelines to guide the assessment of setbacks. ○ Incorporate additional application requirements for setbacks to support the delivery of strategic outcomes. • DDO77 – Chelmsford Precinct: <ul style="list-style-type: none"> ○ Maintain mandatory Moonee Ponds Creek setback controls. ○ Strengthen the Built Form Outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents. ○ Incorporate additional decision guidelines to guide the assessment of setbacks.

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<ul style="list-style-type: none"> o Incorporate additional application requirements for setbacks to support the delivery of intended strategic outcomes.
<p>Built form controls</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Proposed heights for the area have increased significantly since planning for the precinct began. • Query about the changes to the desired built form outcomes (noting that they remember sloped street wall setback controls (i.e., the ‘wedding cake’ typology) promoted as a good built form outcome). <p>Management response</p> <ul style="list-style-type: none"> • Controls are proposed that enable built form beyond the ‘wedding cake’ typology, which support vibrant urban areas and economic use of space while still achieving amenity, including access to sunlight and a sense of proportionality and openness. • More can be found at Section 5 (‘Built form controls’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> • No changes are recommended.
<p>Parks and open space</p> <p>Key matters raised about this issue</p> <ul style="list-style-type: none"> • Moonee Ponds Creek open space should have been secured, disappointed with the lack of progress. • Acquiring the land abutting Moonee Ponds Creek between Stubbs Street and the levee wall, north of Macaulay Road, should be considered. • The former access lane east of the railway line from Racecourse Road to Macaulay Road should become open space. <p>Management response</p> <ul style="list-style-type: none"> • The land north of Macaulay Road (also referred to as ‘Macaulay Terraces drainage land’) is essential for flood management, and it is also proposed as an open space. Macaulay Terraces drainage land is funded by the draft Macaulay Urban Renewal Precinct Development Contributions Plan (DCP). • It is proposed to amend the DCP to include a 10m active transport corridor from Racecourse Road to Macaulay Road east of CityLink. • More information can be found at Section 7 (‘Requirement for new streets, laneways and arcades’), Section 8 (‘Parks and open spaces’) and Section 9 (‘Setbacks to CityLink and Moonee Ponds Creek’) • of Attachment 3.

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<p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend the DCP to make the City of Melbourne the delivery agency for the land acquisition of the future drainage open space (Macaulay Terraces) and to include the 10m Active transport corridor as detailed in Attachment 5. Amend DDO75 – Boundary Precinct as detailed above in the ‘Recommended changes to the Amendment’ in relation to “Setbacks to CityLink and Moonee Ponds Creek’.
<p>Requirement for new streets, laneways and arcades</p>
<p>Key matters raised about this issue</p> <ul style="list-style-type: none"> Supports new laneways. <p>Management response</p> <ul style="list-style-type: none"> Management notes the submitter’s support for new laneways. Some changes to the streets and laneways approach within the precinct are proposed in response to a range of submissions. More information can be found at Section 7 (‘Requirement for new streets, laneways and arcades’) of Attachment 3. <p>Recommended changes to the Amendment</p> <ul style="list-style-type: none"> Amend Map 4 within Design and Development Overlay Schedule 75 (DDO75) and Schedule 78 (DDO78) and <i>Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i> to reflect a revised street network that rationalises and refines the applied street types. Amend design requirements within DDO75 and DDO78 to: <ul style="list-style-type: none"> Enable new vehicle-capable streets as outlined in Map 4 to be partially delivered by adjacent properties. Enable new pedestrian and cycle-only laneways and arcades as outlined in Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.

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Summary of submissions and Management's response

Introduction

This document summarises and responds to 12 key themes identified in the submissions to Amendment C417.

The document is to be read in conjunction with:

- Attachment 2 which summarises and responds to matters raised in individual submissions
- Attachment 4 which includes proposed changes to the planning provisions
- Attachment 5 which includes proposed changes to the Development Contributions Plan
- Attachment 6 which contains a copy of submissions.

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Acronyms and abbreviations

C2Z	Commercial 2 Zone
DCP	Development Contributions Plan
DCPO	Development Contributions Plan Overlay
DDO	Design and Development Overlay
DTP	Department of Transport and Planning
FAR	floor area ratio
FAU	floor area uplift
HO	Heritage Overlay
HCTZ	Housing Choice and Transport Zone
LSIO	Land Subject to Inundation Overlay
PO	Parking Overlay
PRZ	Precinct Zone
SBO	Special Building Overlay
SUZ	Special Use Zone
URCRS	Urban Renewal Cost Recovery Scheme
VCAT	Victorian Civil and Administrative Tribunal

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1. Supportive of exhibited Amendment C417

What the exhibited Amendment proposed	Implement the land use and development controls recommended in the Macaulay Structure Plan 2021.
Submissions	<p>Twenty-five submissions indicated some support for Amendment C417:</p> <ul style="list-style-type: none"> • 16 residents: 2, 5, 6, 10, 12, 15, 18, 23, 28, 29, 32, 39, 53, 54, 55, 63 • 3 developers (including corporate landowners): 42, 43, 49 • 2 government agencies: 22, 56 • 1 community organisation (landowner): 30 • 1 government department: 57 • 1 local government: 50 • 1 affordable housing organisation: 24
Issue in brief	<p>Explicit support with some requests or concerns</p> <p>Sixteen submissions (2, 6, 12, 15, 18, 23, 28, 29, 32, 39, 43, 50, 53, 54, 55, 63) explicitly voiced support, expressed broad support with some specific requests or concerns, or had no issues with the Amendment. Many considered Amendment C417 a positive step for improving the way future development occurs in Macaulay and were complimentary of the effort and work invested in the Structure Plan and Amendment C417.</p> <p>Some supportive sentiments</p> <p>Five submissions (5, 10, 22, 24, 57) did not explicitly voice support, but included supportive sentiments, observations, requests and/or queries and no points of opposition.</p> <p>Supportive of the intent but with concerns</p> <p>Four submissions (30, 42, 49, 56) explicitly stated they are supportive of the intent of the Amendment or generally supportive of the Amendment but voiced significant concerns with the drafting of the provisions.</p>
Management response	Management notes the general support. Concerns and requests identified in submissions are addressed in Attachment 2 and the following sections of this document.
Management recommendation	No changes are recommended to Amendment C417 in relation to this theme.

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2. Density and housing capacity

What the exhibited Amendment proposed	Enable a level of density to meet the Victorian Government targets of 10,000 residents and 9,500 jobs for Macaulay by 2051.
Submissions	<p>Nineteen submissions expressed views on density and/or housing capacity.</p> <ul style="list-style-type: none"> • 10 residents: 2, 6, 12, 14, 15, 16, 21, 27, 52, 63 • 8 developers (including corporate landowners): 33, 34, 38, 42, 44, 47, 49, 60 • 1 government department: 36 <p>Submissions commented on 'density' or referred to an increase in residents in the area. Some also commented on the provisions in the context of Victoria's Housing Statement or the housing crisis.</p>
Issue in brief	<p>Density</p> <p>Sixteen submissions expressed views on density.</p> <p>Ten submissions supported increased or medium/high-density (2, 6, 12, 15, 33, 34, 36, 42, 49, 60). Key matters raised included:</p> <ul style="list-style-type: none"> • The proposed built form controls do not allow for enough density. • Increasing density is appropriate due to the area being well-located and close to work and opportunities. • The proposed FAR is a good way to facilitate density without encouraging maximisation of both footprint and height. <p>Six submissions did not support, or had concerns about, increased density and population (16, 21, 22, 27, 52, 63). Key matters raised included:</p> <ul style="list-style-type: none"> • That the area does not need more apartments and that population increases could detrimentally affect existing residents. • Retaining the General Residential Zone and Neighbourhood Residential Zone is supported. • The Amendment represents 'excessive development' and population targets should be updated.

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Housing capacity

Submissions that mentioned Victoria's Housing Statement generally considered that the proposed controls were at odds with delivering the increased housing supply sought by the Housing Statement (36, 38, 42, 44, 47, 49, 60).

Management response

Density

As a designated 'urban renewal area' with good access to public transport and areas of employment, Macaulay responds to the need for more housing and commercial areas.

The controls have been developed to enable a level of density to meet the Structure Plan vision and Victorian Government targets of 10,000 residents and 9500 jobs for Macaulay by 2051. More information on the controls can be found at Section 5 'Built form controls' and Section 6 'Mandatory floor area ratio (FAR)'.

Current development trends in Macaulay are delivering very high residential densities. The average density of dwellings assessed following the adoption of C190 controls is approximately 472 dwellings per hectare (dw/ha). The highest density development in Macaulay reaches 922 dw/ha ([Macaulay Urban Renewal Precinct – Built Form Background Report](#), City of Melbourne, August 2024, p.19.). A review of exemplar projects in Australia by Hodyl + Co ([Urban Design Strategy Fishermans Bend, September 2017](#)) demonstrated that residential densities associated with mixed-use, mid-rise developments with sufficient open space, as per the vision for Macaulay, are typically in the order of 150-400 dw/ha.

The density being delivered in Macaulay is often delivered at a cost to amenity outcomes, including:

- Lack of diverse built form.
- Insufficient setbacks to streets and interfaces to internal laneways.
- Lack of privacy and outlook from dwellings due to poor building separation.
- Overshadowing of public parks and streets.
- Bulky buildings that are not responsive to their context, including interface character and adjacent uses.

Continued development at the current level of intensity will result in a resident population well in excess of what is envisioned for Macaulay. This will not only limit the achievement of a genuine mix of uses that is essential to Macaulay's role as an urban renewal precinct, but it will also result in adverse amenity outcomes, including road congestion and a potential lack of services and infrastructure to support and sustain growth.

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Housing capacity

The proposed controls for Macaulay enable the City of Melbourne to accommodate the Victorian Government's housing targets while ensuring the liveability and amenity of the municipality.

The controls have been subject to significant built form testing to ensure the density they facilitate achieves the Structure Plan's goals for a high amenity, mid-rise precinct. Capacity testing has also demonstrated that there is ample capacity to provide the gross floor area needed to achieve the Victorian Government target of 10,000 residents and 9,500 jobs in Macaulay. The City of Melbourne has estimated that Macaulay has capacity for approximately 18,200 residents and 10,000 jobs based on the proposed built form controls, should every site be developed to its full potential.

In response to the release of Victoria's Housing Statement and the final housing target for the City of Melbourne, officers independently modelled the theoretical housing capacity of the Melbourne Planning Scheme as of July 2025.

All scenarios tested to date suggest the Melbourne Planning Scheme has theoretical capacity to meet the Victorian Government's housing target of 119,500 dwellings by 2051.

Management recommendation

No changes are recommended to Amendment C417 in relation to this theme.

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3. Mix of uses

What the exhibited Amendment proposed

Special Use Zone – Schedule 8 (SUZ8)

Discretionary requirement for a residential development to deliver at least 20 per cent of the net floor area as non-residential uses (for example, shops, cafés or offices), where a permit is required for accommodation.

This is referred to as the '20 per cent requirement' throughout this response.

Commercial 2 Zone (C2Z)

Retain in the Chelmsford Precinct to facilitate offices, appropriate manufacturing and industries, bulky goods, retail and other business and commercial uses. It also acts as a buffer between residential areas and other industrial uses.

Clause 11.03-6 (Macaulay)

An objective to develop Macaulay as a mixed-use precinct, supported by five economic development strategies.

Submissions

Twenty submissions addressed mix of uses:

- 10 developers (including corporate landowners): 37, 38, 41, 42, 43, 46, 47, 49, 60, 61
- 9 residents: 2, 5, 9, 15, 16, 23, 52, 55, 63
- 1 government department: 36

These submissions commented on one or more of the following:

- 'Mixed use' areas or a 'mix of uses'.
- Mixed use outcomes in general terms—e.g. 'space for cafes, shops, restaurants and other amenities'.
- The discretionary 20 per cent requirement.

Issue in brief

Mix of uses generally

Six submissions supported the Amendment facilitating a mix of uses generally (2, 5, 9, 15, 23, 55).

Three submissions voiced specific concerns (16, 52, 52).

Key matters raised included:

- Concern about existing businesses being displaced.
- Opposition to new businesses locating in the area.

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Minimum floor area requirement for uses other than accommodation

Three submissions were opposed to the 20 per cent requirement (37, 46, 60) and two submissions were generally supportive (47, 36).

Key matters raised included:

- Suggestions that the requirement should be tailored to different areas.
- Potential difficulty with meeting the 20 per cent requirement alongside other mandatory controls.
- Homes Victoria supported the intention to deliver a greater mix of uses but felt the 20 per cent requirement was inappropriate for their site.

Zone choice

Two submissions discussed zone choice (36, 38).

Key matters raised included:

- That a more conventional zone such as the Mixed Use Zone (MUZ) should be used rather than the SUZ.

Management response

Mix of uses generally

A mix of uses, including commercial and retail:

- Provides local employment opportunities.
- Generates direct and indirect economic value.
- Meets the needs of residents.
- Improves ground floor activation.
- Increases public realm safety and attractiveness.

Macauley's inner-city location, proximity to other current and future economic locations (e.g. the CBD, Parkville, Arden) and accessibility to key transport corridors make it an excellent location for a mix of uses.

Current development activity within the MUZ has been predominantly residential and has not delivered a genuine mix of uses in Macauley.

Analysis of development applications undertaken by the City of Melbourne found that in the four years between the adoption of interim Design and Development Overlay – Schedule 63 (DDO63) (2017) and endorsement of the Macauley Structure Plan in 2021, 22 applications had been assessed in the MUZ. Only two applications provided more than ten per cent non-accommodation use. This is explained in the [Built Form Summary Report](#), included as a supporting report on the [Amendment C417 Participate Melbourne](#) page.

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Minimum floor area requirement for uses other than accommodation

The SUZ8 includes a discretionary requirement for residential developments to deliver at least 20 per cent of the net floor area as non-residential uses (for example, shops, cafés or offices). The 20 per cent requirement only applies when a permit for accommodation is triggered. A number of accommodation uses within the proposed SUZ8, including bed and breakfast, community care accommodation, small second dwelling, and dwelling, do not require a permit under certain conditions.

The 20 per cent requirement facilitates the Structure Plan vision and Victorian Government's target for 9500 workers in Macaulay by 2051.

The amount of floor area required to accommodate 9500 workers has been estimated using a square meter per worker rate. The rate has been derived from the minimum standards within the Building Code of Australia and best-practice models. Within the SUZ8, the estimated amount of floor area required to support 9500 workers can be achieved if twenty per cent of the total floor area, under the new FAR controls, is a non-residential use.

The provisions aim to deliver a mix of uses throughout Macaulay, not just certain areas, and encourage development to contribute equally to achieving the employment target and Structure Plan vision. As the 20 per cent requirement is discretionary, it will be possible to consider whether a lesser percentage is appropriate for a given site.

The discretionary 20 per cent requirement was tested by SGS Economics & Planning in 2021 and found to be financially feasible for all but one site that was tested. https://participate.melbourne.vic.gov.au/download_file/17407/5980 As stated by SGS in the [Macaulay Feasibility Study – COVID-19 update for 2021](#), this was driven primarily by the weak market conditions for commercial floorspace in the COVID-19 context.

As major renewal activity in Macaulay is not expected until the late 2020s and early 2030s, SGS anticipated that demand for commercial floorspace will increase and the attractiveness of Macaulay as a mixed-use precinct will improve.

The requirement is similar to existing planning controls for non-residential uses in West Melbourne ([SUZ6 West Melbourne](#)).

Where an application does not meet the non-residential requirement, the responsible authority's decision guidelines include consideration of:

- The impact on meeting employment targets for Macaulay.
- Ongoing employment generated by the proposal.
- The community benefit of the proposed residential use.

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- Whether community infrastructure is provided.
 - The practicality of the building design.
 - Site constraints.
 - Whether affordable or creative industry work spaces are provided.

These controls will ensure each site's ability to contribute to the employment target is considered.

In addition to supporting Macaulay as a desirable location to support a range of uses, the proposed planning controls:

- Provide flexibility for decision makers. This enables consideration of challenging market conditions, while maintaining an onus on applicants to demonstrate a rationale for not providing employment floorspace, such as other benefits of a proposed development.
- Encourage adaptable building design. The guidance within the DDOs enables buildings to transition to employment uses over time.

To provide greater flexibility for developers Management recommends deleting the condition for office uses in Section 1 of the Land Use Table in SUZ8 (see 'Management recommendation').

Zone choice

Several zones — including the Capital City Zone, Activity Centre Zone, Comprehensive Development Zone and Mixed Use Zone - were considered. It was determined that the SUZ is the only zone that could achieve all the outcomes as it allows tailored provisions for a wide range of purposes.

[Planning Practice Note 3: Applying the Special Use Zone](#) states that the SUZ can be considered when an appropriate combination of other zones, overlays and local policies cannot give effect to the desired objectives or requirements.

West Melbourne ([SUZ6](#)) and Arden ([SUZ7](#)) establish a precedent where the SUZ has been applied in the City of Melbourne.

Consideration has been given to the suitability of the new suite of zones and controls released by the Victorian Government in 2025 — the Precinct Zone ([PRZ](#)), the Housing Choice and Transport Zone ([HCTZ](#)) and the Built Form Overlay ([BFO](#)).

Officers do not recommend a translation to the new provisions at this time, given the stage of the amendment process, and the negligible practical benefits for the planning approach or outcomes sought for Macaulay.

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Management recommendation

SUZ8

Maintain the discretionary requirement for a residential development to deliver at least 20 per cent of floor area as non-residential uses, where a permit is required for accommodation.

To provide greater flexibility for the delivery of office uses:

- Delete the condition for Office uses in Section 1 of the Land Use Table in SUZ8.

This exhibited condition reads:

Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 that exceeds 4 metres.

Deleting this condition allows offices to be delivered on the ground floor, rather than only office entrances.

Management considers that office uses could reasonably be located on the ground floor in activity centres as:

- The DDOs contain strong active street interface controls to provide 'eyes on the street'.
- There will be many sites where the ground floor is conducive to office use.
- Offices attract day-time workers who will assist in driving the demand for retail uses in activity centres.

Clause 11.03-6 (Macaulay)

Amend to add a new objective:

To encourage non-residential uses that provide local employment and services in Special Use and Commercial Zone areas.

This is recommended to be added to reflect that a key objective for Macaulay is achieving non-residential uses that provide local employment.

Delete the proposed economic development strategy:

Encourage employment uses throughout the precinct to support local living.

This is recommended to be deleted, as it duplicates the new objective.

Maintain the other economic development strategies.

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4. Requirement for affordable housing

What the exhibited Amendment proposed	<p>Clause 11.03-6 (Macaulay)</p> <p>Encouraged 6 per cent of all new housing in Macaulay to be affordable housing.</p> <p>Special Use Zone – Schedule 8 (SUZ8)</p> <p>Applications for residential development to include a report that dresses how the proposal contributes to the delivery of 6 per cent of all new housing in Macaulay as affordable housing.</p>
Submissions	<p>Fifteen submissions addressed the provision of affordable housing:</p> <ul style="list-style-type: none"> • 9 developers (including corporate landowners): 35, 37, 41, 43, 45, 46, 49, 60, 61 • 4 residents: 12, 29, 63, 54 • 2 affordable housing organisations: 24, 25
Issue in brief	<p>Exhibited discretionary requirement to deliver affordable housing</p> <p>Seven submissions supported the intent to deliver more affordable housing in Macaulay (12, 24, 25, 29, 43, 54, 63).</p> <p>Three submissions opposed the affordable housing requirements (37, 45, 46) and requested they be removed from the Amendment. These submissions contend the requirements will impact housing affordability and development viability. Some were specifically concerned about the 6 per cent rate.</p> <p>One submission contended that the mandatory built form controls have the potential to restrict opportunities for voluntary affordable housing provision (61).</p> <p>Mandatory affordable housing contributions</p> <p>Six submissions stated that the affordable housing requirements should be mandatory rather than discretionary (12, 24, 25, 29, 43, 54).</p> <p>Key matters raised included:</p> <ul style="list-style-type: none"> • Voluntary contribution schemes are ineffective in achieving significant amounts of affordable housing. • The 3.8 percent contribution rate from all land uses was a fair means of apportioning affordable housing requirements. • The rental context and trends for the area show that Macaulay is largely unaffordable for a range of cohorts.

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Affordable versus Social Housing, and housing Aboriginal households

Two submitters (24, 25) addressed issues relating to affordable housing for Aboriginal people.

Key matters raised included:

- The Amendment seeks to increase the supply of affordable housing, when the greatest need (particularly for Aboriginal households) is for social housing.
- References to Rental Housing Agencies be removed from the provisions to avoid affordable housing being delivered through non-registered housing providers and that Aboriginal Controlled Community Organisations be included as a preferred recipient.
- A portion of any affordable housing be provided, as a mandatory requirement, to Aboriginal people and that a small portion of revenue from all property related charges should be allocated to the new supply of Aboriginal social housing in the municipality.

Delivery models

One submission emphasised exploring a range of affordable housing delivery models including both freehold and leasehold (43).

Floor area uplift

Five submissions were concerned with the discretionary controls having a lack of incentives for developers to provide affordable housing (12, 41, 49, 54, 60).

Key matters raised included:

- The discretionary gifting of 6 per cent of dwellings as affordable housing, without any corresponding uplift incentive, will not incentivise developers to provide affordable housing.
- The mandatory floor area ratio (FAR) will restrict opportunities.

Drafting

One submission noted that affordable housing policy is included in both SUZ8 and Clause 11.03-6L (Macauley) and suggested that this be consolidated in the SUZ8 (35).

Management response

Management is recommending that the requirement for affordable housing changes from a discretionary requirement to a mandatory requirement as endorsed by FMC on 14 June 2022.

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Context

In 2019 it was estimated the municipality had a shortfall of 5500 affordable homes. This was expected to grow to 23,200 by 2036.

The current planning controls do not contain an adequate mechanism for delivering affordable housing in Macaulay. Any affordable housing being delivered in the area is offered by, or negotiated with, individual developers leading to highly variable rates of provision.

The City of Melbourne's [Affordable Housing Strategy 2020-2030](#) identifies that:

- Affordable housing is essential infrastructure, vital to the functioning of our society and economy.
- The availability of affordable housing directly improves the resilience of the community.
- Affordable housing supports an inclusive and diverse city.
- Every \$1 spent on affordable housing provides \$3 of community benefit, in the form of reduced crime, reduced family violence, health cost savings, enhanced human capital, educational benefits and key worker retention (p.18).

Mandatory affordable housing contributions

The City of Melbourne's Affordable Housing Strategy establishes the parameters for an affordable housing contributions policy. It does not propose contribution rates. To determine an appropriate rate for Macaulay, the City of Melbourne commissioned SGS Economics & Planning to provide advice.

In their report, [Affordable Housing Contributions in the City of Melbourne, June 2022](#), available at the [Amendment C417 Participate Melbourne](#) page, SGS Economics & Planning recommended a mandatory affordable housing contribution of 3.8 per cent from all land uses.

The recommended mandatory rate of 3.8 per cent was translated into Amendment C417 and endorsed by FMC on 14 June 2022. The Amendment was then submitted to the Minister for Planning, seeking authorisation. The DTP, who considered Council's authorisation request on behalf of the Minister for Planning, did not support this approach. Council was directed to propose affordable housing contribution requirements that are discretionary (not mandatory) and to only seek contributions from residential development. Therefore the exhibited Amendment included a discretionary 6 per cent contribution from residential uses only.

Discretionary controls do not provide the certainty of outcomes that is needed, and Council has consistently advocated for mandatory controls. Mandatory affordable housing requirements can be found in [a number of Victorian planning](#)

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[schemes](#), including Bayside, Darebin, Glen Eira, Kingston, Monash, Yarra and Yarra Ranges.

In response to submissions and in alignment with the recommendation of SGS Economics & Planning, the intent of the Macaulay Structure Plan and the long-term policy position of the City of Melbourne, a mandatory affordable housing contribution is proposed to be reintroduced into the SUZ8. This will be supported by policy in Clause 11.03 that will encourage the provision of affordable housing in parts of the precinct where the SUZ8 does not apply.

The proposed mandatory contribution within the SUZ8 provides a clear and transparent requirement for the development industry to factor into their costings. In response to concerns about an affordable housing requirement raising the price of housing, the SGS report identifies:

The cost of a universal requirement...will be borne by the sellers of development sites rather than developers. Developers operate in a competitive market and cannot simply pass the costs that exceed market value on to the purchasers of their products. Rather, they will pass the costs backwards in the form of lower bid prices for development sites.

Spreading the requirement to contribute over the broadest number of developments rather than limiting the requirements to residential development only allows for a lower rate to be used than the exhibited 6 per cent.

Affordable versus Social Housing, and housing Aboriginal households

One submission noted that the greatest need for Aboriginal households is social housing, not affordable housing. The *Planning and Environment Act 1987* definition of affordable housing includes social housing, as defined in the *Housing Act 1983*.

Affordable housing controls within planning schemes do not typically outline specific cohorts that housing should be allocated to (such as Aboriginal households). The [Affordable Housing Strategy 2020-2030](#) acknowledges the need for housing for Aboriginal people in the City of Melbourne. The City of Melbourne is progressing this through other initiatives. A further response can be found at Attachment 2, submission 25.

Delivery models

The proposed controls enable an affordable housing contribution to be delivered under a range of models. The preferred model is for dwellings to be transferred at nil consideration/no cost to a Registered Agency or Rental Housing Agency. An affordable housing contribution can also be made through the leasing of dwellings or via a cash contribution. Where a cash contribution is proposed, the SUZ8 provides for it to be made directly to a Registered Agency or to another

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body approved by Melbourne City Council to be used for the sole purpose of affordable housing. This allows flexibility for an appropriate entity to be nominated at the time at the time a development application is made. Regardless of delivery model, the total value of the contribution will be equivalent to the value of 3.8 per cent of the gross floor area of the development.

Floor area uplift

Ten submissions supported incorporating a form of uplift mechanism into the controls to incentivise providing public benefit.

A floor area uplift (FAU) is not considered appropriate as it will undermine the intent of the proposed planning controls and the need to respond to the existing character and heritage value of Macaulay. The preferred density and heights are set to protect access to sunlight, avoid visual bulk and respond to sensitive interfaces, such as proximity to heritage areas.

An uplift would also create uncertainty and undermine one of the key objectives of the Structure Plan:

To give clarity and certainty about the level and type of development that can occur in the area by establishing a framework for land use and built form (p. 11).

Drafting

Affordable housing provisions are proposed in the SUZ8 and Clause 11.03. As the SUZ8 does not cover the entire Structure Plan area, including a policy at Clause 11.03-6 (Macaulay) will encourage the provision of affordable housing in parts of the precinct where the SUZ8 does not apply.

Management recommendation

SUZ8

Amend the Special Use Zone - Schedule 8 (SUZ8) to:

- Introduce a 3.8 per cent mandatory affordable housing requirement to all land uses.
- Specify mechanisms for providing affordable housing.
- Specify design considerations for the mix of dwellings, layout and external appearance.

Clause 11.03-6 (Macaulay)

Amend to include a policy to encourage affordable housing contributions in parts of the precinct where the SUZ8 does not apply.

Editorial amendments for clarity.

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All changes to the provisions are identified in Attachment 4.

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5. Built form controls

What the exhibited Amendment proposed	<p>Design and Development Overlays (DDOs)</p> <p>A combination of discretionary and mandatory requirements for building heights, setbacks (site and building), solar protection, street wall heights and wind provisions.</p> <p>The majority of built form requirements are discretionary. Mandatory requirements are proposed to respond to sensitive interfaces such as an interface to a heritage building or low-rise residential area, and to protect public realm amenity.</p>
Submissions	<p>Thirty-seven submissions expressed views on the built form controls:</p> <ul style="list-style-type: none"> • 20 residents: 2, 3, 4, 7, 9, 13, 14, 15, 16, 17, 20, 21, 23, 27, 28, 31, 32, 55, 58, 63 • 13 developers (including corporate landowners): 37, 38, 41, 42, 43, 44, 46, 47, 49, 51, 60, 61, 62 • 3 community organisations: 19, 26, 30 • 1 government department: 36 <p>Floor area ratios are addressed in Section 6. The proposed setbacks to CityLink and Moonee Ponds Creek are addressed in Section 9.</p>
Issue in brief	<p>Building heights</p> <p><i>Too high</i> (3, 7, 14, 15, 17, 20, 21, 27)</p> <p>Key matters raised included:</p> <ul style="list-style-type: none"> • Building heights being too high generally. • Building heights being too high in proximity to heritage areas. • Proposed building height for Shiel Street not supported. • Concern about high-rise buildings along Macaulay Road and with the heights of recent development. <p><i>Too low</i> (36, 37, 44, 46, 51, 61)</p> <p>Key matters raised included:</p> <ul style="list-style-type: none"> • Proposed heights were too low for their site context. • Support for additional building height adjacent to CityLink and a request that the area of six-storey height along Boundary Road be increased.

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- That Macaulay Road could accommodate a similar scale of development to that contemplated along Arden Street.

Mandatory versus discretionary building heights (20, 32, 37, 62)

Key matters raised included:

- Mandatory maximum heights are preferred instead of discretionary maximum heights
- Support for use of discretionary building heights.

Setbacks

Three submissions supported proposed setbacks including the tooth and gap methodology and the 7.5m setback from the common boundary (2, 43, 55).

Three submissions were concerned about the quality of setbacks (3, 7, 9).

Key matters raised included:

- Recent developments along Stubbs Street and Macaulay Road negatively impact the public realm with concreted rather than landscaped setbacks.
- Concern about reduction to existing setbacks, including potential loss of vegetation.
- Request for additional setbacks for vegetation and café seating.

Four submissions opposed the proposed setbacks or suggested that certain setbacks be reconsidered (20, 30, 37, 46). Key matters raised included:

- Setbacks that apply to their site are excessive and will result in inefficient and poor development outcomes.
- The proposed requirement for a 7.5m setback from common boundaries is not strategically justified and should be 4.5m in line with other DDOs.
- The 5m and 7.5m building setbacks should be reconsidered.
- The DDO63 building setbacks should be reintroduced. The sloped street wall setback controls (i.e. the 'wedding cake' typology) was promoted as a good built form outcome in the past, whereas now this outcome is being criticised.

Street wall heights

Three submissions addressed street wall heights (20, 30, 37).

Key matters raised included:

- Concern with the street wall height proposed for Shiel Street.

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- Concern approved development will not deliver the proposed street wall heights.
- The three-storey street wall height proposed on a number of new streets is unnecessarily low.

Amenity impacts (solar access/overshadowing, overlooking, active street frontages)

Five submissions were concerned about development negatively impacting surrounding properties by blocking solar access with one submission highlighting that this has already happened along Stubbs and Macaulay Road (3, 7, 13, 14, 58).

Two submissions were concerned the built form provisions will detrimentally impact Moonee Ponds Creek, particularly in terms of visual domination and overshadowing (19, 26). Key matters raised included:

- Specific changes to the DDO provisions to protect the natural values and amenity of the creek.
- A request to avoid development within 200m of waterways.

Three submissions felt that the solar protection controls would unnecessarily restrict development, particularly in relation to the solar protection to parks clause and the requirement not to cast additional shadow on proposed new east-west streets (36, 51, 60).

One submission supported the solar protection controls (23).

Two submissions had concerns with privacy/overlooking from high rises into low-scale residences (31, 58).

Two submissions supported the provisions that activate street frontages (2, 23).

Wind

Four submissions addressed wind (9, 23, 28, 32). Key matters raised included:

- Concern about development resulting in wind tunnels.
- Support for the wind tunnel prevention provisions.
- Objection to the tables in the DDOs related to unsafe wind conditions, because the unsafe wind speed has not been specified.

Bulk, design and neighbourhood character

Ten submissions addressed bulk, design and neighbourhood character (3, 4, 7, 16, 17, 21, 23, 27, 31, 43).

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Key matters raised included:

- Developments along Stubbs Street and Macaulay Road are not aesthetically pleasing and do not blend into the neighbourhood.
- Development has formed canyons along both Macaulay Road and Stubbs Street.
- Concern with the retention, and value, of heritage areas.
- Use of a design excellence panel is counterintuitive when mandatory built form controls are being pursued and reviews may come too late in the process.

Testing/modelling

Three submissions raised concerns with the built form testing/modelling that had been undertaken (20, 46, 58).

Conflict with approvals

Three submissions noted that the proposed controls conflict with existing approvals and one requested further analysis of existing permits issued within the precinct to demonstrate how the proposed controls align with approved developments in the area (41, 45, 46, 47).

Loss of development potential

Three submissions were concerned with significant loss of development potential and one submission argued that the mandatory built form controls have the potential to restrict opportunities for uses other than accommodation and voluntary affordable housing provision (42, 49, 51, 61).

Management response

Building heights

Current controls within Design and Development Overlay – Schedule 63 (DDO63) set preferred and absolute maximum heights by sub-areas. Eight sub-areas are designated within DDO63.

The majority of approved developments have exceeded the preferred maximum building heights. From 2015 to 2022, 17 permit applications (out of 30 total permit applications in Macaulay) involved VCAT proceedings. These have related to diverging views on appropriate building heights.

The proposed DDOs set discretionary maximum building heights.

These heights were determined by modelling of all sites and testing against the design recommendations of the Macaulay Structure Plan, as well as site-specific conditions including adjacent open spaces, low-rise residential areas,

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and the CityLink interface. Heights were then refined based on architectural testing of selected sites, undertaken by Breathe Architecture and Lat37.

For some sites this has resulted in an increased or decreased discretionary height, in comparison to DDO63 controls.

For example, under DDO63 the area designated A7 has a preferred maximum height of 9 storeys and absolute maximum height of 12 storeys. Under proposed DDO75, four different building heights are proposed for sites within this same area. This includes an increased preferred maximum height of 15 storeys along CityLink and a decreased preferred height of 6 storeys along part of Boundary Road, where overshadowing and visual bulk should be addressed to ensure a high-amenity experience to the primary pedestrian thoroughfare.

The discretionary nature allows flexibility to accommodate taller heights where the 'built form outcomes' specified in the DDOs can still be achieved.

Setbacks

Building setbacks

The existing DDO63 controls do not require setbacks to side and rear boundaries or provide guidance on preferred setbacks between buildings on the same site. These are currently assessed on a site-by-site basis, according to broad planning principles.

As a result, developments may be able to maximise yield by minimising setbacks. Recent development approvals show minimal to no side setbacks, including for sites that exceed discretionary heights. This will lead to compromised amenity and privacy when neighbouring sites redevelop and raises the issue of development equity.

The proposed DDOs set a preferred 7.5m minimum setback from common boundaries for windows to habitable rooms, encouraging an overall building separation of 15m. This degree of separation provides additional privacy, access to sunlight and supports the preferred character of Macaulay.

The setback control is discretionary, as building separation may not be required where no outlooks are proposed, provided this does not compromise the reasonable development potential of adjacent sites. Built form objectives within the proposed DDOs provide guidance around an acceptable building envelope when setbacks are proposed to be exceeded.

Except for the Moonee Ponds Creek setback and CityLink setback, no setbacks are proposed at the street level. A well-defined building line to the street supports safety and activation of the public realm. Improvements such

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as widened footpaths and canopy tree coverage can be facilitated within the current and proposed street widths.

Setbacks above the street wall

DDO63 specifies the setback of buildings from the primary street frontage above the street wall, with the setbacks varying depending on the type of street. For example, for a 15-metre renewal street, development should be set back 1 metre for every metre of height above 15 metres.

DDO63 controls for upper-level setbacks means that the maximum building envelope for all developments is form that steps back at regular intervals above the street wall. This means that developers seeking to maximise their building envelopes all achieve a 'wedding cake' form, impacting the diversity of architectural outcomes within the precinct.

Amendment C417 DDOs provide preferred minimum setbacks above the street wall and built form outcomes. A preferred minimum building setback of 5 metres applies to most streets. A different preferred building setback or specific built form outcomes is specified for certain sensitive interfaces, including low scale residential areas, primary pedestrian thoroughfares and CityLink to ensure the conditions of these interfaces are considered in building designs.

The setbacks above the street wall:

- Enable adequate daylight penetration.
- Reduce visual bulk.
- Achieve building separation.
- Support internal amenity, privacy and appropriate outlook.
- Reinforce the prominence of the street wall.
- Mitigate wind impacts of mid-rise towers to the public realm.

The envelope of built form above the street wall is guided by built form outcomes and overshadowing controls. For specific streets, 'tooth and gap' controls enable buildings to avoid setbacks above the street wall for a maximum distance of 25m to streets impacted by overshadowing to southern footpath controls. These mechanisms enable more diversity in building typologies and architectural outcomes within the precinct.

Street wall heights

DDO63 includes mandatory street wall heights from 3–6 storeys based on the width of interfacing streets. These mandatory street wall heights have resulted in limited architectural diversity within the precinct, with the majority of development applications opting to maximising their building envelopes,

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resulting in a podium and tower typology with stepped upper levels, or a 'wedding cake' form (see *Upper-level building setbacks* above).

The proposed DDOs include a combination of discretionary and mandatory street wall height controls. The proposed street wall heights are still based on the width of the interface street, generally following a 1:1 approach. This means that building heights are generally the same as the street width.

These street wall heights are designed to encourage a sense of human scale at the street edge and to achieve a positive balance between enclosure and openness for pedestrians — with these objectives reflected as built form outcomes.

Mandatory street wall heights apply to select interfaces where exceeding the defined height would compromise daylight access or amenity to streets and impact the character of interfacing heritage or low-rise residential buildings. Discretionary street wall heights have been set elsewhere to enable a diversity of architectural outcomes in response to the built form outcomes.

Amenity impacts

Solar access/overshadowing

DDO63 does not include overshadowing controls. Modelling of the maximum envelope under the current controls within the *Built Form Background Report* indicates a level of overshadowing to all open spaces.

As more people begin to live, work and visit Macaulay, the use of public spaces and reliance on parks and the public realm will increase. Development intensification must be balanced with continued access to sunlight to provide a high-quality public realm that is comfortable and enjoyable year-round.

Overshadowing controls are contained within the proposed DDOs and supported by policy in the Special Use Zone – Schedule 8 (SUZ8). This includes mandatory overshadowing controls to parks and streets. For parks, no additional overshadowing can occur between 10am–3pm on June 21 (winter solstice). For streets, no additional overshadowing can occur to the southern footpaths of designated east-west streets on September 22 (spring equinox) from 11am – 2pm. This is to encourage gathering and outdoor dining in support of business activity on the street.

Amendment C415 (previously C278), proposes a new planning control (DDO8) to protect sunlight access to all parks across the municipality (excluding parks in the Hoddle Grid, Southbank and Docklands). The amendment has been submitted to the Minister for Planning for approval and is under consideration. As timing of the approval of Amendment C415 is

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uncertain, the solar access controls proposed within Amendment C415 have been incorporated into DDO controls for Macaulay.

Impact on Moonee Ponds Creek

The protection of the creek corridor was considered a priority in developing the proposed controls. The vision for the Moonee Ponds Creek was informed by the [Moonee Ponds Creek Strategic Opportunities Plan](#), which sets out opportunities for the future of the creek corridor. The proposed Amendment C417 controls include density and overshadowing controls to protect the amenity of Moonee Ponds Creek.

In response to concerns regarding the protection of the creek corridor, provisions in the DDOs that relate to the Moonee Ponds Creek have been clarified. For further detail on the controls immediately adjacent to the Moonee Ponds Creek, please see Section 9 'Setbacks to CityLink and Moonee Ponds Creek'.

Wind

DDO63 does not address the impact of all new development on wind conditions within the public realm. Wind is only addressed for apartment developments above five storeys under Clause 58.

The proposed DDOs contain a specification for unsafe wind conditions that apply to all new development, as well as built form controls to mitigate wind effects.

The built form controls in the DDOs support variation in building typology and heights, including upper-level setbacks above the street wall that apply between towers on the same site, and from side and rear boundaries. These setbacks will be effective in reducing potential wind impacts to the public realm. In addition, the DDOs include provisions for assessing wind effects in the public realm, including that buildings must be designed to maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing.

The specification for unsafe wind conditions in the proposed DDOs is drafted incorrectly and does not have the correct metrics in the correct order. It is proposed to update this to reflect the specification in the Apartment Design Guidelines for Victoria as follows:

Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.

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The DDOs require that building and works must not cause unsafe wind conditions in publicly accessible areas, including spaces identified with solar protection, within the assessment distance from all facades.

Bulk, design and neighbourhood character

High quality design and design excellence is encouraged in the DDO objectives for each precinct.

Each DDO proposed under Amendment C417 includes design objectives to provide clear design direction for future built form in each of the precincts. The design objectives are consistent with the key built form aspects of the DDOs, including building heights, sensitive interfaces, design quality and design excellence, and movement networks and reflect each precinct's desired future character.

Within the DDOs, applications for permits on key significant and strategic sites have a discretionary requirement to submit a report to demonstrate design excellence, demonstrating the use of a design review panel process or a design competition. Key significant and strategic sites will be determined on a case-by-case basis for new planning applications alongside the City of Melbourne or the Victorian Government, depending on the responsible authority for the planning application. As included within the DDOs, this includes sites that are:

- Consolidated sites and large sites over 1000 sqm.
- Proposed to facilitate master planned developments.
- Prominent locations including those sites that will deliver, or are adjacent to, public spaces, community uses, or major public infrastructure.
- On or adjacent to, an identified heritage place or character building.
- On key interfaces including Moonee Ponds Creek, Boundary Road, Macaulay Road and Racecourse Road or at their intersection.

The feedback of any design review panel or design competition process is included as a decision guideline.

Testing/modelling

The Macaulay Structure Plan undertook a rigorous design-led, place-based approach to identifying the density and built form controls.

The built form controls were informed by architectural testing undertaken by Breathe Architecture and Lat37, feasibility testing undertaken by SGS Economics & Planning, and the outcomes of community engagement.

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A summary of the built form testing and modelling is contained within the [Built Form Summary Report](#), including Attachment 1 ([Macaulay Built Form Control Testing – Breathe Architecture](#)) and Attachment 2 ([Macaulay Built Form Testing – Lat37](#)). A summary of the feasibility testing can be found in the [Macaulay Precinct Employment and Feasibility Study – COVID-19 update for 2021](#). These documents are publicly available on the [Amendment C417 Participate Melbourne](#) page.

Conflict with approvals

Some existing approvals do not align with the controls proposed by the Amendment. This is a common outcome when new controls are proposed, as previous approvals were assessed according to the existing controls.

Approved and recently constructed development was taken into account when developing the controls. Recent development outcomes were assessed against the preferred amenity and built form typologies for Macaulay and recurring issues were identified. Recurring issues, including lack of building diversity, insufficient building setbacks and maximised building envelopes, were found to be having a cumulative negative effect on public realm amenity. While the impacts of already constructed or approved developments to precinct amenity and design quality cannot be addressed by the new controls, the proposed controls address these issues for future developments.

Planning permits approved prior to the gazettal of Amendment C417 will have an accrued right to develop in accordance with their planning permit.

Loss of development potential

The FARs and built form controls were tested to ensure that sites can be feasibly developed through a variety of diverse built form typologies. The precinct can be developed to the capacity anticipated by the Victorian Governments population targets, while achieving a high-amenity mid-rise precinct.

Management recommendation

DDOs

Building heights

Maintain the proposed building heights. These respond to each site's context and have been tested to ensure that any amenity impacts are acceptable.

Setbacks

Maintain the proposed setbacks. These respond to each site's context and have been tested to ensure that any amenity impacts are acceptable.

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Street wall heights

Maintain the proposed street wall heights. These respond to each site's context and have been tested to ensure any amenity impacts are acceptable.

Amenity impacts

No changes are proposed in relation to amenity impacts. Sites have been modelled to ensure amenity impacts are acceptable.

Wind

Amend to specify a metric for unsafe wind conditions consistent with the State wording.

Bulk, design and neighbourhood character

No changes are proposed. The proposed controls will promote design excellence and support the preferred future character for each precinct.

Testing/modelling

No changes are proposed. Sufficient testing and modelling has been undertaken.

Conflict with approvals

No changes are proposed.

Loss of development potential

No changes are proposed.

Changes for improved drafting and increased clarity

Amend the DDOs for clarity and to improve implementation. These changes are based on internal review of the provisions. These changes do not affect the intent or requirements of the provisions:

- Amend the decision guidelines in DDO75, DDO76, DDO77 and DDO78 to extend consideration of high-quality pedestrian amenity to include the broad term 'open spaces', and delete reference to 'public parks', which is included within 'open spaces'.
 - Amend DDO75 to better articulate the intent of the 'tooth and gap' controls and to enable these controls to be applied to other to 12m east-west streets in the Boundary Precinct.
 - Amend DDO75, DDO76, DDO77 and DDO78 to resolve errors in the drafting of the Public interfaces requirements, including:
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- Consolidating pedestrian priority and primary active interfaces as all 'primary active interfaces', except in DDO75 where the distinction is relevant.
 - Clarifying that the primary active interfaces are discretionary in the Land Subject to Inundation Overlay and Special Building Overlay, rather than deactivated.
 - Amend DDO75, DDO76, DDO77, DDO78 to remove the exemption for all car parking to be in a basement unless it is part of a development that removes existing open to sky at grade car parking, as this was erroneously carried over from DDO1 and is applicable in the central city but not in Macaulay.
 - Minor re-wording for technical, formatting, fix-ups and grammatical matters.

Changes to the provisions are identified in Attachment 4.

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6. Mandatory floor area ratio (FAR)

What the exhibited Amendment proposed	<p>Design and Development Overlay (DDO)</p> <p>Mandatory FARs to control density.</p> <ul style="list-style-type: none"> In DDO75 (Boundary precinct) and DDO76 (Melrose precinct), a FAR of 4:1. In DDO77 (Chelmsford precinct), 3:1 and 4:1 FARs (as mapped in the DDO). In DDO78 (Stubbs precinct), 2.5:1, 3:1, 3.5:1 and 4:1 FARs (as mapped in the DDO).
Submissions	<p>Twenty-one submissions addressed the proposed mandatory FARs:</p> <ul style="list-style-type: none"> 17 developers (including corporate landowners): 33, 34, 35, 37, 38, 41, 42, 43, 44, 45, 46, 47, 49, 51, 60, 61, 62 2 residents: 20, 63 1 community organisation (landowner): 30 1 government department: 36
Issue in brief	<p>Proposed FAR control</p> <p>All submissions but one (63) that commented on the FAR expressed opposition to the control.</p> <p>Ten submissions expressed that the FAR for their site was too low or too onerous, commenting that it was unnecessary or would restrict (30, 33, 34, 36, 37, 42, 44, 49, 51, 60, 62).</p> <p>Key matters raised included:</p> <ul style="list-style-type: none"> The FAR for a particular site, in combination with other controls, would render this site potentially undevelopable. Concern that the control is at odds with good design outcomes. A FAR of 4:1 restricts the capacity for large sites to be developed with varied and innovative architectural designs. Mandatory FARs would not result in better built form outcomes. The building heights on a particular site could only be achieved with unrealistic floor plates. The blanket application of a mandatory FAR control fails to consider contextual nuances. A mandatory maximum FAR will function as a cap on development opportunity. The proposed built form controls alone would be sufficient to manage built form outcomes and the FAR approach is not necessary.

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Issue with mandatory nature

Fifteen submissions were opposed to mandatory FARs (30, 33, 34, 35, 38, 41, 43, 44, 45, 46, 49, 51, 60, 61, 62).

Key matters raised included:

- A mandatory FAR is not justified having regard to Planning Practice Note 59 – The role of mandatory provisions in planning schemes.
- If FARs are pursued, they should be discretionary.
- A discretionary FAR would allow future development flexibility to respond to site-specific conditions.

At odds with growth policy and providing community benefit

Nine submissions contended that a mandatory FAR control is at odds with policy that encourages growth in urban renewal areas or the delivery of housing supply (33, 34, 35, 36, 38, 41, 42, 47, 49).

Key matters raised included:

- Consideration of the Victoria's Housing Statement or the need for increased housing delivery.
- Developer reliance on higher densities to make projects financially viable while delivering housing and affordable housing. Mandatory FARs could restrict uses other than accommodation and voluntary affordable housing being provided.

Testing

One submission contended that the FARs' ability to deliver the stated built form and design objectives had not been demonstrated through feasibility testing (20).

Existing approvals

Three submissions noted that existing approvals (either their own or adjoining) exceed the FARs proposed by the Amendment (30, 43, 61).

Absence of a floor area uplift (FAU)

Ten submissions raised the idea of incorporating a FAU into the controls (35, 41, 42, 43, 45, 46, 49, 54, 60, 61).

Key matters raised included:

- The Minister for Planning raised the idea of an uplift mechanism for Macaulay in the Amendment C190 Part 1 Approval Letter.
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- The mandatory FAR will restrict opportunities to incentivise developers to provide affordable housing or other community benefits .
- Council should investigate opportunities to increase affordable housing through incentives for developers.

Equity

One submission had equity concerns about the imposition of FARs on a precinct that has been substantially developed (62).

FAR definition

Three submissions stated that the FAR definition should be updated to specify that the gross floor area is to be calculated from above the ground floor level (38, 47, 60).

Management response

Proposed FAR control

Management considers FARs to be an appropriate density control to apply to Macaulay.

FARs allow developers to choose how they organise their building layout and form on their site with consideration of a preferred built form envelope, and within the density limit for their site.

The FAR controls enable delivery of a range of building typologies and uses, with buildings that achieve good internal amenity, respond sensitively to interfaces and deliver visually interesting and diverse architectural outcomes. These outcomes are achieved alongside ensuring density targets within the precinct can be achieved.

The current controls are not protecting amenity within the public realm, or to developments. The controls have created uncertainty around built form expectations for the community and developers, leading to 17 of 30 permit applications from 2015 to 2022 being subject to proceedings at the Victorian Civil and Administrative Tribunal. Developments regularly exceed the preferred building envelopes.

Amenity impacts include:

- **Poor daylight penetration** into buildings and outlook impacts due to minimal building separation and setbacks being delivered.
- **Overshadowing and increased wind impacts** to the public realm due to taller and bulkier built form, impacting the quality of public space for walking and gathering.
- **Impacts on the emerging precinct character**, as new development is not aligned with the vision for a 'mid-rise precinct' and lacks

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sensitivity and height transition to low-rise residential and heritage interfaces.

The proposed controls will lead to improved built form outcomes that manage these amenity impacts.

Issue with mandatory nature

When combined with discretionary built form controls, a mandatory FAR creates a performance-based outcome, enabling flexibility to distribute built form across the site in a way that responds to context and desired character, without reducing the overall yield.

This approach will allow for varied design responses, as the subdivision pattern of Macaulay is not uniform, and site attributes vary significantly throughout the precinct.

For the combination of built form controls and FARs to be effective, FARs must be mandatory. The discretionary building height and setback controls are intended to provide a guide of the upper limits of acceptable building envelopes before amenity and design are adversely impacted. If FARs are not mandatory, developers are likely to maximise building envelopes, resulting in poor built form outcomes and higher density outcomes than intended for the precinct. Mandatory FARs also provide a clear, simple and consistent measure to support efficient decision making.

Mandatory density controls with discretionary built form envelope controls currently exist in West Melbourne, the Central City, Fishermans Bend and parts of Arden. This approach was supported by the panels/advisory committees appointed to consider the amendments that implemented these controls.

The appropriateness of a mandatory FAR control has been reviewed against [Planning Practice Note 59: The role of mandatory provisions in planning schemes](#). This practice notes states that Victorian planning system largely consists of performance-based provisions, as they facilitate variation and innovation and accommodate unforeseen circumstances. Mandatory provisions, which provide fixed planning outcomes, are the exception, however:

Mandatory provisions may be considered if it can be demonstrated, through a detailed assessment and evidence-base, that discretionary provisions are insufficient to achieve desired outcomes.

A mandatory FAR is considered justified based on the FAR being:

- Strategically supported by internal and external testing.
 - A response to the community's desire for greater certainty around density controls.
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- An appropriate substitute for a performance-based provision due to the discretionary built form controls providing flexibility.
- A way to provide for the preferred outcome in locations where there is likely to be constant pressure for development inconsistent with the objectives guiding the renewal of the precinct.

At odds with growth policy and providing community benefit

The mandatory FARs have been tested to ensure that the target density for the precinct can be achieved, including with consideration of affordable housing targets and non-accommodation uses.

The use of FARs is aligned with policy to encourage significant housing growth. Capacity modelling undertaken by the City of Melbourne in November 2021 estimated that the Macaulay Precinct could accommodate at capacity approximately 18,200 residents and 10,000 jobs under the proposed density controls. This exceeds the population and employment targets established by the Victorian Government and set out in Macaulay Structure Plan of 10,000 residents and 9500 workers for Macaulay by 2051.

See above Section 4 'Density and housing capacity' for further commentary.

Testing

The FARs were developed through an iterative, design-led process, considering the existing and preferred character for Boundary, Stubbs, Melrose and Chelmsford precincts.

Officers found that testing of a 4:1 FAR building envelope best supported built form outcomes in line with the Design Recommendations and precinct visions within the Structure Plan. There were certain instances where the 4:1 FAR building envelope was unable to meet all Design Recommendations, notably for areas with sensitive interfaces. Lower FARs were tested and then adopted for these locations.

More information on the FAR development and testing is provided in the [Built Form Summary Report](#) and associated Attachment 1 ([Macaulay Built Form Control Testing](#) – Breathe Architecture) and Attachment 2 ([Macaulay Built Form Testing](#) – Lat3), available on the [Amendment C417 Participate Melbourne](#) page.

Existing approvals

Some approved developments achieve a FAR that exceeds the FARs proposed by the Amendment, as approvals were assessed against the existing controls.

Planning permits approved prior to the gazettal of Amendment C417 will have an accrued right to develop in accordance with their planning permit.

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Absence of a floor area uplift

A floor area uplift (FAU) is not considered appropriate as it will undermine the intent of the proposed planning controls and the need to respond to the existing character and heritage value of Macaulay. The preferred density and heights are set to protect access to sunlight, avoid visual bulk and respond to sensitive interfaces, such as proximity to heritage areas

An uplift would add a significant element of uncertainty and undermine one of the key objectives of the Structure Plan:

To give clarity and certainty about the level and type of development that can occur in the area by establishing a framework for land use and built form (p. 11).

Equity

The FARs establish a new benchmark for development. It is not considered justified to maintain the current controls, as these have been observed to be resulting in poor development outcomes.

Developers will have a significant period of time between development of the Macaulay Structure Plan and exhibition and future approval of the Amendment to adjust to the proposed controls.

FAR definition

The definition of 'floor area ratio' is recommended to be amended, as suggested by submissions (see 'Management recommendation').

Management recommendation

DDOs

Amend the definition of 'floor area ratio'.

The exhibited definition read:

Floor Area Ratio means the gross floor area above finished floor level of all buildings on a site, divided by the area of the site. For the purposes of this calculation:

- *gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies*
 - *the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required by Council for public realm.*
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This is proposed to be updated to:

Floor Area Ratio means the gross floor area including and above the ground floor finished floor level of all buildings on a site, divided by the area of the site.

- *gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies*
- *the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required for streets, laneways and arcades, and any other land required by Council for public realm except where provision of land is funded by the Macaulay Urban Renewal Area Development Contributions Plan or is provided as an open space contribution under Clause 53.01.*

These changes clarify exactly which finished floor level, as each storey of a building would have its own finished floor level. The revised definition addresses concerns about whether there is compensation for providing new streets and laneways.

Changes to the provisions are identified in Attachment 4.

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7. Requirement for new streets, laneways and arcades

What the exhibited Amendment proposed

Design and Development Overlay (DDO)

A mandatory requirement in Boundary precinct (DDO75) and Stubbs precinct (DDO78) for new development to provide for new public streets, laneways and arcades.

New streets, laneways and arcades must be located as identified on the maps in the DDOs and as per the alignment outlined in the Incorporated Document—Macauley – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025.

Submissions

Nine submissions addressed the requirement to provide new public streets, laneways and arcades:

- 7 developers (including corporate landowners): 35, 37, 43, 44, 45, 60, 62
- 1 community organisation (landowner): 30
- 1 resident: 63

Issue in brief

Proposed new streets, laneways and arcades

Eight submissions addressed concerns with proposed new streets, laneways and arcades (30, 35, 37, 43, 44, 45, 60, 62)

Key matters raised included:

- Opposition to the requirement to provide new streets, stating that the proposed new streets will unnecessarily fragment land.
- Specific concerns about the proposed number, layout and/or type of streets to be delivered or widened on or adjoining a particular site.
- Concern that imposing additional widths of laneways on sites is inequitable, as substantial areas of Stubbs Precinct have been developed.
- General support for the aim to provide new and widened streets.
- Opposition to, or concern with, the mandatory nature of the requirement, arguing that flexibility needs to be applied to the alignment of proposed roads, or a more considered alignment be incorporated that does not result in pockets of undevelopable land being created.
- Mandating of links and connections is of concern considering the as-built and approved conditions and other mandatory built form controls.

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- General support for the alignment of the street to be constructed adjacent to their site but stated that they reserve the right to be consulted should any realignment be proposed.

One submission was supportive of new laneways (63).

Concerns with approved development

Four submissions were concerned that existing approvals were not reflected in the proposed new and widened street network layout (30, 37, 43, 44).

Key matters raised included:

- Concern that the proposed new streets do not connect to proposed laneways in existing permits on adjacent sites, which will result in disconnected and impermeable local accessways.

Submissions on this matter generally requested that the controls reflect the layout of current approvals.

Concerns with costs

Three submissions raised concerns with the costs of the new and widened streets (35, 44, 45). Key matters raised included:

- That developers are expected to cover the cost of the delivery of this infrastructure and that this has not been factored into the preparation or application of the *Macaulay Development Contributions Plan* or the associated revised Development Contributions Plan Overlay (DCPO) Schedule 2.
- Works in kind provisions under the DCP be considered to offset the costs to landowners in delivery of roads within the precinct.
- Any new public roads to be delivered in the precinct be shared by adjoining private land.

Concerns with ownership

Two submissions had concerns with requirements for roads to be vested into public ownership (43, 60). Key matters raised included:

- Greater consideration of where widened landscape zones will be taken on and maintained by Council, contending that narrow landscape contributions are better designed and managed to an agreed standard by the developer (43).
 - That the requirement for roads to be vested into public ownership should be a discretionary control, as this constrains available basement footprints at the site (60).
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Management response

Proposed new streets, laneways and arcades

The industrial history of Macaulay has resulted in many larger land holdings, particularly in the Boundary and Stubbs precincts. In these precincts, the street network is not currently designed for pedestrian safety, comfort and legibility. A number of existing blocks in Macaulay have frontages that exceed 100 metres with some blocks exceeding 200 metres.

The current interim DDO63 includes discretionary controls related to 'connectivity and laneways'. However, the plan supporting these controls was not included in DDO63. Providing publicly accessible laneways or arcades is therefore not incentivised or mandated under the current built form controls.

Development application data demonstrates that large blocks are not delivering the quantity, alignment or quality of through-block links needed to support the walkability and permeability envisioned. Without strategic streets and laneways delivered on large lots, Macaulay will not achieve the level of walkability needed to sustain a dense urban area and will experience issues with connectivity, accessibility, attractiveness and engagement.

A well connected, activated street network supports safe and efficient walking and cycling, direct access to developments and infrastructure, and business activity at the street level. It also creates opportunities for greening and stormwater management throughout the precinct.

A network of vehicle-enabled streets will be needed to provide access to developments for servicing, loading, and emergency vehicles. New streets will also reduce the pressure of additional traffic on the precinct's existing street network. This will enable the major and arterial roads within Macaulay to have limited crossovers, improving pedestrian safety and amenity.

The Macaulay Structure Plan proposes a benchmark for achieving a permeable street network. This includes providing one new street connection on a site where the average length of a block exceeds 100 metres, and two new connections where the average length of a block exceeds 200 metres. New streets, laneways and arcades should be located a maximum of 70 metres from the nearest parallel connection. This benchmark was applied in the development of the proposed street network as exhibited as part of Amendment C417. The review of the street network ensures that this minimum standard for permeability can still be achieved.

Concerns with approved development

A number of the proposed mandatory streets and laneways within the DDO75 are not included in current permit approvals. Map 4 in DDO75 shows desired streets and laneways, which will be relevant if those permits are not acted on or if sites redevelop in the future.

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For sites where development has been constructed or is in progress, the proposed street network is compatible with the emerging conditions.

Concerns with costs

The new streets, laneways and arcades are considered necessary to achieve the vision of the Structure Plan. As the streets, laneways and arcades will facilitate site access and serve the local area instead of the broader Macaulay precinct, they are not appropriate to be included in the Macaulay DCP.

In response to submissions, the proposed network was reviewed with regard to current development activity, equity for developers, strategic intent and certainty of outcomes.

In selected cases, the review identified that the required widths of streets/laneways could be reduced, and some could be removed. This will increase the available developable site area and improve flexibility.

The review also found that a mandatory alignment was not required for all pedestrian and cycle-only laneways and could be made discretionary to allow increased flexibility in site design response, subject to meeting design and performance objectives.

Concerns with ownership

The proposed street network is required to be vested to the City of Melbourne. The street network has been designed to benefit from being part of the Macaulay's broader public realm network. A strategic approach to its delivery will ensure Macaulay will be safe, inviting, engaging and activated, drawing economic activity through the precinct.

A publicly accessible and maintained street network maximises safety, passive surveillance and public engagement. City of Melbourne requires all vested streets and public realm to be designed and delivered as per the *Design and Construction Standards, 2022*. This ensures that streets are designed and maintained with a consistent character and quality.

Management recommendation

DDOs

Amend the maps within DDO75 and DDO78, and the Incorporated Document to reflect a revised street network that:

- Rationalises and refines the applied street types by:
 - Replacing the 18m Street requirement with a 12m Street, or in one case a 9m Laneway.
 - In specific instances, replacing the requirement for a 12m Street with a 9m Laneway.

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- In specific instances, replacing the requirement for a two-way vehicular carriageway/loading with a one-way vehicular carriageway/shared zone.
 - Reduces the number of cross-sections to support a more consistent street network and providing some flexibility in their design.
 - Removes the requirement for widening of the existing laneways between Smith Street and Robertson Street.

Amend design requirements within DDO75 and DDO78 to:

- Enable the width of most new vehicle-capable streets as outlined in DDO75 Map 4 and DDO78 Map 4 to be partially delivered by adjacent properties.
- Enable new pedestrian and cycle-only laneways and arcades as outlined in DDO75 Map 4 and DDO78 Map 4 to be located flexibly within the development parcel, with consideration of design objectives within the DDO.
- Amend DDO75 Map 4, DDO78 Map 4 and Incorporated Document *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* to reflect a revised street network.

Changes to the provisions are identified in Attachment 4.

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8. Parks and open space

What the exhibited Amendment proposed

Macaulay Development Contributions Plan (DCP)

To be introduced as an incorporated document in the Melbourne Planning Scheme. The DCP includes seven open space and public realm projects to be funded by developer contributions.

Development Contributions Plan Overlay – Schedule 2 (DCPO2)

To implement the DCP.

Design and Development Overlays (DDOs)

Setbacks to CityLink in DDO75 and Moonee Ponds Creek in DDO77.

Submissions

Twenty-three submissions addressed the provision of green spaces within Macaulay:

- 16 residents: 3, 5, 10, 12, 21, 23, 27, 28, 32, 39, 40, 52, 53, 54, 55, 63
- 4 developers (including corporate landowners): 35, 37, 43, 60
- 1 individual: 62
- 1 community organisation: 26
- 1 local government: 50

The proposed approach to delivering open space along CityLink and Moonee Ponds Creek via setback requirements is addressed in Section 9.

Issue in brief

General desire for green spaces

Eleven submissions highlighted the lack of green spaces and the importance of green spaces being well-planned, delivered and maintained in new developments and the broader Macaulay precinct (3, 5, 21, 27, 28, 32, 39, 52, 53, 54, 55).

Two submissions stated that the success or failure of the vision for Macaulay would depend on improved public open space and green space (12, 23). One also highlighted the importance of connections across the creek to make Macaulay a unified place to live (12).

One requested more native plants within the precinct (10).

Dissatisfaction with the amount and quality of green space

Five submissions were not satisfied with the amount or quality of new green spaces proposed (21, 27, 28, 40, 52).

Key matters raised included:

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- Generally that there are not enough new green spaces.
 - The extension of Robertson Street Reserve is not sufficient, and the proposed Chelmsford Street open space is too far from the development on Macaulay Road.
 - More small neighbourhood parks should be planned for and committed to near residences.
 - Dissatisfaction with the anticipated quality of open spaces along Moonee Ponds Creek.
 - Connections between the east side of Macaulay to Moonee Ponds Creek and to Royal Park to the north should be improved and there should be a clear proposal for children's play and park facilities in and around all proposed urban renewal neighbourhoods.

Funding

One submission emphasised that investment in open space should be considered before upzoning (53).

One submission contended that double contributions for open space are being sought since the DCPO2 seeks to impose a contribution related to open space as well as Clause 53.01 of the Melbourne Planning Scheme (62).

Moonee Ponds Creek

Twelve submissions discussed the proposed green space surrounding Moonee Ponds Creek (12, 23, 26, 35, 37, 39, 40, 43, 52, 53, 54, 60, 63).

Six submissions voiced support for open space along Moonee Ponds Creek (12, 23, 39, 43, 53, 54). Key matters raised included:

- That the Moonee Ponds Creek area should be a showcase of open space and urban parkland in the area.
 - That the Moonee Ponds Creek corridor as pure transit corridor has an important role, but requires sufficient, urgent investment to transform into a biodiverse recreation corridor.
 - The provision of open space along Moonee Ponds creek was inadequate or inappropriate, and that the space next to the creek along Stubbs Street is flood prone and would be difficult and expensive to develop.
 - There is a large area of cultural heritage sensitivity surrounding Moonee Ponds Creek and that high impact activities under the Aboriginal Heritage Regulations 2018 will trigger a mandatory Cultural Heritage Management Plan and that development within 200 metres of waterways should be avoided.
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- There has been a lack of progress on the Moonee Ponds Creek open space and it should have been secured before pressing on with the plans.
 - Acquiring the land abutting Moonee Ponds Creek between Stubbs Street and the levee wall, north of Macaulay Road up to the Melbourne Pavillion should be reconsidered, and the access lane east of the railway line from Racecourse Road to Macaulay Road should become open space.
-

Management response

General desire for green spaces

The exhibited Amendment C417 introduces mechanisms to deliver new open space and public realm projects, in addition to Clause 53.01 Public Open Space Contribution and Subdivision. This includes introducing the DCP into the planning scheme as a funding mechanism, applying a new permanent DCPO2 and introducing setback requirements in DDO75 and DDO77. The Macaulay DCP includes six open space and public realm projects, as well as land to be acquired for drainage land, to be funded by developer contributions.

The importance of the Moonee Ponds Creek corridor is noted. The approach to delivering open space alongside Moonee Ponds Creek via setback requirements has been revised. This is discussed in detail in Section 9.

Dissatisfaction with the amount and quality of green space

The Structure Plan open space provision and City of Melbourne's Open Space Strategy has been tested by ASR Research. Their report, [Macaulay Structure Plan Community Infrastructure Needs Assessment](#), endorses the range of public open space and public realm measures in the Structure Plan.

The City of Melbourne will continue to monitor the open space network and potential opportunities for delivering more open space to achieve the Macaulay Structure Plan 2021 and the City of Melbourne Open Space Strategy.

The quality of the open space network has been considered in the preparation of the Amendment.

Due to the risk of flooding in the precinct, some of the open spaces in proximity to Moonee Ponds Creek, must serve a water management and treatment role. These open spaces may require wetlands, water storage areas and other water sensitive urban design interventions to improve the function and condition of Moonee Ponds Creek.

The design of open spaces will integrate water management requirements with passive and active recreation functions, encouraging users to acknowledge the creek's history as an important environmental corridor and providing opportunities to celebrate water within the landscape.

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For example, Macaulay Terraces will be designed to accommodate periods of inundation as a planned function. This will provide additional environmental benefits such as widening the creek riparian zone and allowing for revegetation of native riparian species.

New walking and cycling connections across the creek and between open spaces are sought by the Structure Plan, including improved connectivity between the Capital City Trail and areas east of the creek and modifications to existing rail and creek crossing on Macaulay and Racecourse roads. These will be delivered via processes separate from the Amendment. Moonee Ponds Creek Corridor Improvement Projects are reported via our website: [Moonee Ponds Creek Strategic Opportunities Plan | City of Melbourne](#).

Funding

Six open space and public realm projects and one land acquisition project required for drainage and flood mitigation are included in the Macaulay DCP. Other open space projects envisaged by the Macaulay Structure Plan but not included in the Macaulay DCP will be funded by public open space contributions required under Clause 53.01 of the Melbourne Planning Scheme or other funding sources.

Under Clause 53.01, public open space contributions may be provided as either land or cash equivalent to the contribution rate specified in Clause 53.01. Where part of a development site is suitable for public open space, land contribution is preferred. The Macaulay Structure Plan identifies land adjacent to the existing Robertson Street Reserve in Kensington for its expansion, and it is the only open space contribution to be provided as land under Clause 53.01. All other open spaces envisaged by the Macaulay Structure Plan will be delivered by consolidating monetary contributions collected under Clause 53.01.

It is common for Clause 53.01 and a DCP to operate together:

- Clause 53.01 secures land or monetary contributions for public open space;
- The DCP funds land acquisition or specific open space infrastructure works (separate list of works).

There is no overlap or duplication in the allocation of open space funding in Macaulay DCP. The open space projects included in the DCP are distinct from those funded through Clause 53.01 contributions. Landowners will not be required to pay contributions towards the delivery of open space twice. <https://www.planning.vic.gov.au/guides-and-resources/guides/guide-to-victorias-planning-system/chapter-8-agreements>

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Moonee Ponds Creek

The protection of the Moonee Ponds Creek corridor is a priority for the Macaulay area.

The vision for the Moonee Ponds Creek area was informed by the [Moonee Ponds Creek Strategic Opportunities Plan](#), which sets out opportunities for the future of the creek corridor. The proposed Amendment C417 controls include provisions that protect the amenity of the Moonee Ponds Creek, including density and overshadowing controls and design objectives.

Management notes that areas of Aboriginal cultural heritage sensitivity must be considered under Clause 15.03-2S (Aboriginal cultural heritage). To increase visibility of this requirement, management recommends updating Clause 11.03-06L (Macaulay) to reference Aboriginal heritage objectives, strategies and guidelines.

In response to a submission, management recommends amending the DCP to make the City of Melbourne the delivery agency instead of Melbourne Water for the land acquisition of the future drainage open space (Macaulay Terraces) along the Moonee Ponds Creek.

Management recommendation

Clause 11.03-06 (Macaulay)

Amend Clause 11.03-06 (Macaulay) to reference Aboriginal heritage objectives, strategies and guidelines.

Development Contributions Plan

Amend the Development Contributions Plan to make the City of Melbourne the delivery agency for the land acquisition of the future drainage open space (Macaulay Terraces).

Changes to the provisions are identified in Attachment 4. Changes to the DCP are included in Attachment 5.

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9. Setbacks to CityLink and Moonee Ponds Creek

What the exhibited Amendment proposed

Design and Development Overlay – Schedule 75 (DDO75)

A mandatory requirement for development to be set back 20 metres from the eastern boundary of CityLink.

Design and Development Overlay – Schedule 77 (DDO77)

A mandatory requirement for select development to be set back 15m from the western boundary of Moonee Ponds Creek.

Submissions

Seven submissions raised the issue of the proposed setbacks:

- 4 developers (including corporate landowners): 35, 37, 43, 60,
- 2 residents: 23, 63
- 1 community organisation: 26

Issue in brief

Proposed setbacks

Seven submissions addressed the proposed CityLink and Moonee Ponds Creek setbacks, with three of these submissions explicitly supporting the proposed setbacks (23, 26, 35, 37, 43, 60, 63).

Key matters raised included:

- That the City of Melbourne avoid developing and impacting land within 200m of Moonee Ponds Creek which is an area significantly larger than the proposed setbacks.
- The setback requirements are contrary to the recommendation of the Amendment C190 Panel Report and that Council should acquire open space if its location is strategically important.
- A request for more detail about the intention and design of the Boundary setback.
- That the CityLink setback be reduced, arguing that a range of uses can be accommodated in proximity to CityLink with sensitive acoustic treatments.
- The mandatory setback provision is unjustified and a discretionary provision would achieve the desired outcome.
- There should be pathways for landowner compensation where setbacks are identified for delivery.
- The Boundary Setback land should be offset through Clause 53.01 Public Open Space contributions and the setback should be discretionary.

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Management response

Proposed setbacks

Setting development back from CityLink and Moonee Ponds Creek will support more people living and working in the precinct.

DDO63 does not require specific setbacks to Moonee Ponds Creek. It requires that development along the eastern side of CityLink provide a direct pedestrian connection to Macaulay and Flemington Bridge stations between Macaulay Road and Racecourse Road. Specific setbacks are left to be negotiated on a site-by-site basis as development occurs.

This creates potential amenity issues for properties that interface with CityLink and puts Moonee Ponds Creek at risk of unacceptable overshadowing. Not specifying setbacks also makes it difficult to achieve strategic objectives such as a shared path.

In alignment with Macaulay Structure Plan 2021, setbacks to CityLink and Moonee Ponds Creek are established to achieve:

- North-south connections.
- Opportunities for deep soil planting, urban greening and biodiversity corridors.
- Flood management, including through water sensitive urban design.

Both setback areas are subject to new flood controls, introduced in December 2024. These will impact the development of the precincts with consideration of flood mitigation at key building thresholds and integration of water sensitive urban design strategies.

Setback to CityLink (DDO75 – Boundary Precinct)

The setback in Boundary precinct runs along the eastern edge of CityLink. In addition to providing opportunities for greening and flood management, the 20m setback in this precinct is critical to:

- Mitigate overshadowing, noise and vibration impacts to future development interfacing with CityLink.
- Divert cycling and pedestrian traffic from Boundary Road. Boundary Road is a major arterial road and freight route and proposed high-capacity public transport capable corridor. It will experience additional pressure from the proposed increase in density.
- Facilitate street block permeability to enhance walkability. Without the proposed north-south connection, the grain of streets

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within the precinct will significantly exceed the 70m maximum block length recommended for precinct permeability within the Structure Plan (page. 71).

Setback to Moonee Ponds Creek (DDO77 - Chelmsford Precinct)

The setback in Chelmsford precinct runs along a portion of the western side of Moonee Ponds Creek, from Bruce Street to the future Chelmsford Street Reserve. The 15m setback is critical to:

- Reduce overshadowing of the Moonee Ponds Creek corridor.
- Protect the Creek's riparian zone.

The connection and linking function is considered important to the Chelmsford precinct. The Chelmsford setback ideally facilitates street block permeability, as well as an open space link and biodiversity corridor. However, these functions can alternatively be delivered as part of project OS-02 as proposed in the Macaulay Development Contributions Plan (DCP).

Approach to delivering the setbacks

Post exhibition, officers identified several issues with the proposed approach to delivering the linear setback within the Boundary precinct:

- There is no way to ensure the setback would be publicly accessible.
- There is no way to ensure that a bicycle or pedestrian link (shared path) would be delivered in the setback, as per the Structure Plan.
- Recent Victorian Government planning reforms enable mandatory setbacks to be waived in certain cases.
- The approach to delivering the outcomes of the Structure Plan should be fair and equitable.

In response to submissions and further analysis, a new approach is proposed whereby the City of Melbourne acquires a portion of the setback in the Boundary precinct. This is detailed under 'Management recommendation'.

Management recommendation

A review of delivery options has been undertaken in response to submissions and uncertainty about the exhibited approach to delivering the setbacks.

The outcomes of this review are as follows:

Boundary precinct

For Boundary precinct, it is proposed to introduce the land and construction of a 10-metre active transport corridor into the Macaulay DCP. This will enable City of Melbourne to acquire the land and guarantee an active transport corridor. Management notes that the inclusion of the active transport corridor

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in the Macaulay DCP will lead to a higher development contribution levy in the DCP than the exhibited rate.

A width of 10m will allow a 4m bicycle path, a 2.5m landscape buffer with integrated water sensitive urban design and canopy tree planting, and a 2.5m pedestrian only footpath to be provided. This will interface with private property to the east. A 1m planted buffer is also proposed between the interface of CityLink and VicTrack land and the bicycle path, to account for commuter safety and amenity.

A mandatory 10-metre setback from this corridor will make of the balance of the 20 metres set back from CityLink.

The built form outcomes specified in the DDO75 are proposed to be revised to support the delivery of the active transport corridor.

This is considered the best approach to achieve the vision for the area adjacent to CityLink. There are 10 parcels that interface with CityLink, with the majority yet to be developed.

The setback area, excluding the active transport corridor, is included in the calculation of the floor area ratio (FAR) for the development site.

Chelmsford precinct

For Chelmsford precinct, the approach from the exhibited controls is recommended to be maintained, with revised built form outcomes and additional decision guidelines and application requirements.

There are only two parcels where the setbacks apply, with one parcel having an approved development application to deliver the setback and a shared path.

DDO75 – Boundary precinct

Maintain mandatory setback controls – amend the controls to apply a 10-metre setback from the eastern boundary of the active transport corridor (noting a 10-metre DCP active transport corridor project is proposed).

Revise built form outcomes – strengthen the outcomes to clearly reflect the strategic outcomes for the setback areas, as per the Macaulay Structure Plan and related background documents.

Decision guidelines – Incorporate additional decision guidelines to guide the assessment of setbacks.

Application requirements – Incorporate additional application requirements for setbacks to ensure the delivery of strategic outcomes.

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DDO77 – Chelmsford precinct

Maintain mandatory setback controls

Revise built form outcomes – strengthen the outcomes to clearly reflect the strategic outcomes for the setback area, as per the Macaulay Structure Plan and related background documents (see section 3).

Decision guidelines – Incorporate additional decision guidelines to guide the assessment of setbacks.

Application requirements – Incorporate additional application requirements for setbacks to ensure the delivery of intended strategic outcomes.

Development Contributions Plan and Development Contributions Plan Overlay

Introduce a continuous north-south 10m active transport corridor land and construction project extending from Racecourse Road to Macaulay Road within the 20-metre Boundary setback (ultimate cross-section, 10 DCP project – land and construction, 10-metre built form setback on private land).

Changes to the provisions are identified in Attachment 4. Changes to the DCP are included in Attachment 5.

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10. Flooding and drainage infrastructure

What the exhibited Amendment proposed

Clause 11.03-6 (Macaulay)

One 'Built environmental and heritage strategy' about ensuring site responsive, high quality building design in flood prone areas.

Three 'Infrastructure strategies' related to flooding, including the timely and coordinated funding of enabling infrastructure, appropriate management of sea level rise and storm events and managing the risk of flooding through solutions in the natural landscape and built environment.

Development Contributions Plan (DCP) and Development Contributions Plan Overlay – Schedule 2 (DCPO2)

To provide for the purchase of drainage land known as Macaulay Terraces.

Submissions

Eight submissions addressed flooding provisions:

- 3 developers (including corporate landowners): 35, 45, 46
- 2 residents: 40, 55
- 2 government authorities: 48, 56
- 1 community organisation (landowner): 30
- 1 individual: 62

Issue in brief

Need for a funding mechanism for drainage and flood mitigation

Five submissions addressed the need for a funding mechanism for drainage and flood mitigation (35, 45, 46, 55, 56).

Key matters raised included:

- That there is an unclear approach to funding essential drainage and flood mitigation works for Macaulay\.
- Melbourne Water expressing the need for collaboration to develop a funding mechanism, noting the Macaulay DCP does not provide for funding this infrastructure.
- The abandonment of the Urban Renewal Cost Recovery Scheme (URCRS) funding mechanism.
- Encouraging the City of Melbourne to continue working with Melbourne Water and other stakeholders, as a matter of urgency, to ensure that a new funding mechanism can be confirmed prior to the expiration of the interim DCPO2 and the finalisation of Amendment C417.
- A request that Council either place the Amendment on hold and progress a separate planning scheme amendment to introduce a statutory funding mechanism to deliver flood mitigation works across

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Macaulay and Arden, or amend Amendment C417 to introduce a statutory funding mechanism to deliver flood mitigation works.

- Melbourne Water emphasising that without the realisation of infrastructure described in the Arden Macaulay Flood Management Strategy, parts of Arden and Macaulay are not suitable for intensification of urban development.

The Amendment should include further flood mitigation measures and flood risk considerations

Four submissions addressed the need for further flood mitigation measures and flood risk considerations (35, 45, 46, 56).

Key matters raised included:

- That the provisions do not include appropriate mechanisms for addressing or responding to flooding issues.
- That the Structure Plan recognises flooding as an issue, and that provisions related to flooding were included in the original drafting of the zone.
- It is unclear why the current approach is to defer drainage and flood mitigation work contributions to a later date, and separate amendment process.
- The recent Tribunal decision on a planning permit application for the development of a multi-story mixed-used building at 280-286 Macaulay Road and 7/300 Macaulay Road. The Tribunal determined that the residual risk to life from flooding was too great to allow a permit to be granted for the development. The submissions argued that this demonstrates that until a precinct-wide flood mitigation strategy is implemented in Macaulay, almost any development resulting in increased density would pose an unacceptable residual risk to life.

Amendment C384

Five submissions noted that Amendment C384 proposed to update the flooding overlay maps in areas of the City of Melbourne prone to flooding (30, 35, 45, 46, 56).

Local policy

One submission requested clarification on how the local policy related to managing potential impacts of sea level rise and flooding will work where their land is not affected by a LSIO (30).

Amendment C417 floor area ratios (FAR) and built form controls

Melbourne Water outlined specific suggestions for the Special Use Zone – Schedule 8 (SUZ8) and the Design and Development Overlay (DDO)

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schedules to better address flood risk (56). They noted that finished floor levels or egress pathways are not addressed in the DDOs.

One submission stated that the amendment has not adequately considered the impact of flooding and the need to raise some buildings above natural ground level and requested that this be further considered (62).

Other concerns

Greater Western Water noted that expansion or reconfiguration of drinking and sewerage servicing may be needed (48).

Melbourne Water noted that the modelling and mitigation infrastructure for the precinct may need to be reviewed as a result of 2024 updates to policy and modelling (56).

Management response

Need for a funding mechanism for drainage and flood mitigation

The need for flood mitigation and new drainage infrastructure in Macaulay is acknowledged. The City of Melbourne is committed to ensuring that the right measures are put in place to address this issue.

The drainage and flood mitigation works across the Arden and Macaulay catchment are the shared responsibility of the City of Melbourne as the local drainage authority, and the Victorian Government and its agencies. Melbourne Water is working closely with the Department of Transport and Planning (DTP) and the City of Melbourne to resolve the issue of funding these works.

The interim Macaulay DCPO2 currently collects contributions for a range of new and upgraded infrastructure projects, including drainage infrastructure. When the permanent Macaulay DCP was prepared, UR CRS was proposed as the permanent funding mechanism for drainage infrastructure works. However, UR CRS was found no longer feasible and a new funding mechanism is required.

To provide certainty and a clear funding pathway for drainage and flood mitigation works, a two-part DCP approach is proposed:

- Part A is the Macaulay Urban Renewal Precinct DCP introduced via amendment C417, which funds transport, open spaces, community facilities and land for drainage infrastructure. The title of this DCP is proposed to be updated to clearly indicate that it represents stage 1 of a two-stage funding approach.
- Part B is a new drainage DCP to be introduced through a future planning scheme amendment process. This DCP will be informed by an updated drainage strategy, considering both the Arden and Macaulay urban renewal areas. The City of Melbourne is currently

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working closely with DTP and Melbourne Water to develop this updated drainage strategy.

This staged approach ensures development contributions for drainage and all other infrastructure are both secured. A separate drainage DCP process is necessary because developing an update drainage strategy and new funding mechanism for drainage and flood mitigation requires a catchment-wide consideration and a range of technical matters to be resolved. This approach ensures that Amendment C417 can proceed without delay while detailed work on drainage continues in parallel

The Amendment should include further flood mitigation measures and flood risk considerations

The pre-authorisation version of Amendment C417 proposed the SUZ8 as the appropriate mechanism to regulate land use in flood affected areas, with a purpose related to flooding supported by conditions for different land uses.

The DTP required the removal of these components when the Amendment was authorised. This was on the basis that the consideration of flood risk in the assessment of land use applications is a State-wide issue, not a Macaulay-specific issue.

The City of Melbourne has written to the Minister for Planning to advocate for this to be addressed by the DTP and Melbourne Water through new state-wide policy and/or Victoria Planning Provision tools.

The City of Melbourne prepared the Macaulay Structure Plan and DCP with the understanding that the [Urban Renewal Cost Recovery Scheme \(URCRS\)](#) was being prepared by Melbourne Water to fund the flooding and drainage infrastructure required. As a result, the proposed DCP does not fund drainage infrastructure.

The referral mechanisms required to enable the URCRS were not included in the approved planning controls for Arden. The URCRS was abandoned by Melbourne Water in 2023 after Amendment C417 had been submitted to the Minister for Planning for authorisation. Melbourne Water is working closely with DTP and the City of Melbourne to explore alternative funding mechanisms for flooding and drainage infrastructure.

Flood risk in Macaulay is addressed through:

- New controls introduced by Amendment C384.
- Local policy proposed by Amendment C417.
- The FAR and built form controls of Amendment C417.
- Future flood mitigation and drainage infrastructure.

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Amendment C384

Amendment C384 was approved by the Minister for Planning in December 2024. This was after exhibition of Amendment C417. Amendment C384 applies the LSIO3 and SBO3 to parts of Macaulay, requires urban design solutions and outcomes to be considered alongside flood risk in the preparation and assessment of applications, and includes the *Good Design Guide for Buildings in Flood Affected Areas* and the *Guidelines for Development in Flood Affected Areas* as background documents.

Flood risk within Macaulay will be addressed primarily via these controls, which trigger the consideration of flood risk and the referral of buildings and works applications to Melbourne Water on land prone to flooding.

Local policy

Strategies relating to flood risk and mitigation within the policy will be considered in decision making, where relevant to an application. The proposed local policy is recommended to be clarified and strengthened (see 'Management recommendation').

Amendment C417 FARs and built form controls

The proposed FAR and built form controls consider the impact of flooding. In the DDOs the FAR definition considers the finished floor level (of the ground floor) rather than natural ground level. This ensures that only safe, usable spaces count as part of the building's allowable size

Building heights are discretionary. Buildings exceeding the preferred maximum height due to flooding requirements can be considered when design objectives are achieved.

Other concerns

Management acknowledges that new or upgraded Greater Western Water assets may be required to serve Macaulay as the population and number of jobs in the area increases.

Management notes Melbourne Water's comment that the modelling and mitigation infrastructure for the precinct may need to be reviewed and will work with Melbourne Water on flood-related projects.

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Management recommendation

Clause 11.03-6 (Macaulay)

Amend the 'Built environment and heritage strategy' to be more aligned with the objective of the LSIO affecting Macaulay. This will strengthen this strategy by making it more specific.

Add an 'Infrastructure strategy':

Consider any precinct-wide flood management strategy and associated precinct wide infrastructure (existing and proposed) in considering flood risk and whether additional mitigation is required on a site-by-site basis.

This will ensure that sites are assessed in the full context of plans for the area and that additional mitigation will be considered where needed.

Additional minor changes for clarity.

Development Contributions Plan

Amend the Development Contributions Plan to clarify that the Macaulay DCP introduced via C417 is the part A of a two-part funding approach. Part B, being the drainage DCP, will be introduced via a future planning scheme amendment process.

Amend the Development Contributions Plan title to *Macaulay Urban Renewal Area Development Contributions Plan (Part A)*.

Changes to the provisions are identified in Attachment 4. Changes to the DCP are included in Attachment 5.

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11. Transport and car parking

What the exhibited Amendment proposed	<p>Special Use Zone – Schedule 8 (SUZ8)</p> <p>A mandatory subdivision requirement for car parking to be in a single title as common property.</p> <p>Discretionary motorcycle and bicycle parking rates.</p> <p>Parking Overlay – Schedule 16 (PO16)</p> <p>Requirement to apply for a planning permit to provide parking.</p> <p>Encourage car parking to be in the form of a consolidated car park held in single ownership.</p> <p>Design standards for car parking, including providing electric vehicle charging and car share spaces.</p>
Submissions	<p>Thirty-two submissions raised the issue of transport and car parking:</p> <ul style="list-style-type: none"> • 22 residents: 1, 2, 3, 5, 8, 10, 11, 13, 16, 17, 18, 21, 23, 27, 28, 31, 32, 39, 40, 52, 53, 58 • 5 developers: 37, 41, 43, 60, 61 • 1 community organisation (landowner): 30 • 1 business: 59 • 1 individual: 62 • 1 government department: 57 • 1 local government: 50
Issue in brief	<p>Demand for on-street carparking</p> <p>Twelve submissions voiced concerns about new development increasing the demand for on-street carparking (1, 2, 3, 13, 16, 17, 27, 28, 31, 32, 40, 58).</p> <p>Key matters raised included:</p> <ul style="list-style-type: none"> • Concerns that there is currently not enough on-street car parking and that the proposed planning changes will make this worse. • Suggestions that additional on-street car parking restrictions be introduced. • Concern that existing on-street car parking will be temporarily removed as properties develop and not put back once the development is complete.

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Traffic congestion

Thirteen submissions expressed concern about traffic congestion (1, 8, 11, 16, 18, 21, 27, 28, 30, 31, 50, 52, 58). Key matters raised included:

- Concern with the current road congestion at peak times and that further construction and medium density housing will make the roads completely unsustainable.
- Congestion on Macaulay Road was of particular concern.
- Concerns about increased residents, fewer car parks, and having no upgrades to public transport infrastructure, stating that bike lanes will not mitigate commuter congestion.
- Concern about additional traffic to the broader region.

Maximum car parking rate of zero for new development

Eight submissions did not support the maximum car parking rate of zero for new development (3, 21, 23, 27, 28, 32, 37, 62).

Key matters raised include:

- Aiming for no one driving a car is idealistic and every new development should have parking including visitor parking.
- The Parking Overlay does not provide for adequate car parking and will impact on the feasibility of developments.

Six submissions raised the issue of parking for residents who may need cars for their work, because of limited mobility or to accommodate their family (21, 23, 28, 32, 37, 40).

Four submissions supported the car parking provisions in general or support reducing the number of car parks (2, 10, 11, 53). Key matters raised included:

- The area is serviced by public transport and less car parks will encourage people to use alternative, active transport options.

Provisions encouraging parking as a consolidated car park

Two submissions expressed opposition to the idea of providing parking in the form of a consolidated car park (32, 37) and three submissions supporting the approach (10, 30, 43).

Key matters raised included:

- This will not provide certainty for dwelling owners and would discourage families with children from moving into a development.
 - Consolidated car parking would reduce security, as multiple developments would have access to the car park.
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- Further investment is needed in public transport for Macaulay before pursuing consolidated car parking.
 - It was unclear how these will be delivered and managed.

Requirement that car parking be retained in a single title as common property

Three submissions stated that the requirement for car parking spaces to be retained in a single or consolidated title as common property should be discretionary (41, 60, 61) and two submissions voiced support for this requirement (10, 43).

Key matters raised included:

- Concern that this requirement would have a flow on impact to project feasibility and would raise house prices.

Bike parking and end-of trip facilities

One submission identified the opportunity for bike parking and end-of-trip facilities to be incorporated into the planning controls and also urged a greater focus on consolidation of bicycle hoops within streets and lanes and avoidance of niches, setbacks and potential entrapment spaces (43).

Cycling

Five submissions discussed bike lanes (5, 8, 10, 11, 40).

Key matters raised included:

- Improving bike accessibility and cyclist safety, particularly on Macaulay Road.
- Consideration of protected bike lanes on 12m streets, arguing that a shared lane with cars is not adequate for cyclist safety.
- Macaulay Road already has adequate bike lanes.

Walking

Two submissions addressed the pedestrian experience (28, 40).

Key matters raised included:

- Reduction in pedestrian safety and the opportunity for quality pedestrian experiences and improved pedestrian access must be seized (i.e. better connections from Royal Park to Arden Street oval and the new Arden Station).
- Pedestrian safety on Macaulay Bridge.

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Public transport

Four submissions requested improvements to public transport or noted deficiencies in the area's public transport (16, 18, 21, 32).

Key matters raised included:

- Concern that there will be no upgrade to rail infrastructure and that level crossing removals should be done before the rezoning.
- Highlighting that Kensington Station should not be raised or put underground due to it being a heritage building.
- The current public transport system cannot cope with the existing volume of commuters.

The Department of Transport and Planning noted in their submission that where funding is required to upgrade services or infrastructure, this will be subject to State Government budget processes and state-wide budgetary priorities. They also noted that the future location of the Macaulay Road railway station will be determined through future investigations and that, at this stage, no route or terminus has been confirmed for the proposed Arden-Macaulay high-capacity public transport corridor. Future requirements of the corridor will need to be considered when projects or developments interface with the corridor.

One submission expressed satisfaction with the public transport in the area (2).

Sustainable transport in general

Three submissions addressed sustainable transport considerations in general (10, 39, 57).

Key matters raised included:

- Support that the Macaulay precinct should be car free.
- Streets should be re-prioritised to better support active transport.
- The Department of Transport and Planning noted in their submission that any changes to the declared transport network are subject to the relevant approval processes.

Management response

Demand for on-street car parking and traffic congestion

Under the current controls, standard car parking rates apply and there no policy specific to Macaulay to support sustainable transport.

The [Transport and Access Study for Macaulay](#) (GTA Consultants, 2019) indicates most roads in Macaulay will be capable of carrying the anticipated vehicle demand associated with Macaulay's projected population growth. As the level of development increases, more locations across the network become 'pinch points' where delays and travel unreliability could be expected. As

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Macaulay approaches its upper capacity the road network will also approach capacity. Submissions to the Amendment suggest that this is already occurring, with a number of residents speaking of road congestion and gridlock, especially during peak hours.

Expanding or upgrading the road network in Macaulay to accommodate the standard car parking demand is not consistent with vision and objectives for Macaulay or the City of Melbourne's Transport Strategy 2030. In Macaulay, major traffic congestion can only be avoided if demand for car use is reduced and travel shifted to walking, cycling and public transport. The Amendment has a target for 80 per cent of all trips to the precinct by sustainable transport.

The Amendment seeks to mitigate parking and traffic issues and encourage sustainable transport (i.e. walking, cycling and public transport) through:

- Controlling the amount of parking new developments can provide.
- Encouraging car parking designed to serve the broader precinct.
- Requiring car parking to be adaptable to future alternative uses.
- Setting mandatory requirements for the provision of bicycle parking, motorcycle parking and car share.

The proposed parking and transport controls are primarily designed to:

- Prevent an oversupply of car parking across the precinct.
- Facilitate the use of bicycles, shared vehicles and EVs.

They support:

- Effective use of public space.
- More pedestrian-friendly streets.
- Decreased road congestion.
- Decreased emissions.
- Local business activity.
- Use of streets for trees, water sensitive urban design, drainage and flood storage.

They are based on controls in other areas of the municipality, particularly West Melbourne and Arden.

Submissions speak of high demand for on-street car parking and concerns that this will worsen.

Introducing on-street parking restrictions is not within the scope of Amendment C417, however it is noted:

- New developments that increase residential density are not entitled to resident on-street parking permits.

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- Kensington's parking controls have been recently reviewed. New restrictions have been put in place (for further information: [Kensington parking improvement works](https://participate.melbourne.vic.gov.au/kensington-parking-review/improvement-works) (<https://participate.melbourne.vic.gov.au/kensington-parking-review/improvement-works>)).
- Feedback on car parking can be provided at any time via [Neighbourhood Parking Reviews](https://participate.melbourne.vic.gov.au/neighbourhood-parking-reviews) (<https://participate.melbourne.vic.gov.au/neighbourhood-parking-reviews>). Feedback is reviewed annually and, along with parking data, used to make adjustments to parking controls.

Changes to the proposed local policy at Clause 11.03-6 (Macaulay) are recommended to better reflect the strategic policy intent for car parking and transport in Macaulay.

Maximum car parking rate of zero for new development

PO16 requires a permit to provide parking and specifies a maximum car parking rate of zero. This does not mean 'no car parking', but justification will be required to provide car parking.

The rate is informed by the [Macaulay Transport and Access Study](#) and [Macaulay Off Street Car Parking Plan](#) (Stantec, 2022) available on the [Amendment C417 Participate Melbourne](#) page.

A permit requirement for car parking, means the amount of car parking proposed will be evaluated in the context of each site and current levels of demand. As the precinct will develop to 2051, flexibility will be critical in ensuring future opportunities can be realised and will avoid locking the precinct into a narrow approach to car parking provision.

The construction of parking represents a cost for developers, and this cost is typically passed on to consumers. As stated in the [Macaulay Feasibility Study – COVID-19 update for 2021](#) prepared by SGS Economics & Planning:

Providing appropriate levels of car parking brings a range of benefits, including reduced construction and housing costs, better use of limited space and reducing the incentive to own or drive a vehicle.

As cited in the [Transport and Access Study for Macaulay](#), studies have found that land and construction costs per parking space are between \$50,000 and \$80,000. The Real Estate Institute of Victoria estimated that a car space can add more than \$100,000 to the price of a one-bedroom apartment in central Melbourne.

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Provisions encouraging parking as a consolidated car park

A consolidated car park is where off-street parking facilities are provided for general use in the wider catchment and not just available to the occupants of the subject site. The owner can lease spaces to residents, businesses, and others based on their demand. These facilities may also be open for public use.

Consolidated car parks allow for spaces to be assigned in response to demand, rather than being left empty, as can be the case for car parks assigned to a lot or unit.

The exhibited controls used the term 'consolidated car park'. It is recommended to amend the controls to describe these car parks as:

- Held in single consolidated ownership.
- Is publicly available and accessible 24 hours a day
- Serves a catchment beyond the site on which it is located.

This change is because 'consolidated car park' is not a defined term under the Victoria Planning Provisions.

Providing car parking that meets the specifications is not mandatory. There may be cases where it is necessary for dedicated on-site parking to be provided. Where dedicated car parking is required for a particular development, the proposed PO16 decision guidelines set out preferred maximum rates for a dwelling (measured per bedroom) and for all other uses (measured per net floor area). The preferred maximum rates were identified in Stantec's [Macaulay Off-Street Car Parking Plan](#) to achieve Macaulay's mode share target.

The Arden Precinct has adopted a similar approach to car parking provision. A maximum parking rate of zero and recommendation that consolidated car parks are provided within an approximate 250-metre radius.

Requirement that car parking be retained in a single title as common property

The proposed SUZ8 states that an application to subdivide land must ensure that all car parking is retained in a single title as common property. It also requires that applications for subdivision demonstrate how the subdivision will allow for the transition of car parking to alternate uses over time. Site-based parking in common ownership ensures that parking spaces are not assigned on title to lots in the development. They can be assigned based on demand. It also supports adaption if car parking is no longer needed.

This measure is essential to supporting a less car dependent transport system and delivering on Action 53 of the Macaulay Structure Plan to, 'Investigate mechanism/s and locations to consolidate parking supply and avoid an

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oversupply of off-street parking'. Use of a mandatory mechanism to achieve these outcomes is therefore considered appropriate.

This requirement has been established in Fishermans Bend, West Melbourne and Arden and proposed for the Capital City and Docklands zones through Amendment C376 Sustainable Building Design.

For subdivision applications made after a planning permit is issued and prior to the commencement of Amendment C417, a transitional arrangement provides an exemption to the car parks in common ownership requirement.

Bike parking and end-of trip facilities

SUZ8 includes minimum discretionary requirements for bicycle parking to be provided in new developments. Similar requirements:

- Have been gazetted in Arden in SUZ7.
- Are proposed in Amendment C376, for the schedules to the Capital City Zone (CCZ) and Docklands Zone (DZ).

The Panel Report for Amendment C376 was released after the gazettal of SUZ7 and examined whether the proposed bicycle parking rates in the CCZ and DZ would result in an oversupply of bicycle parking. The Panel recommended that the bicycle parking rates in C376 be reduced to better reflect the anticipated demand for cycling by different land uses.

A similar demand for cycling is anticipated in Macaulay. It is recommended that the bicycle parking rates be reduced to match those recommended by the Panel for C376 and adopted by Council on 29 July 2025.

Cycling / walking / public transport / sustainable transport in general

The Macaulay Structure Plan identifies actions to support sustainable transport. These actions, including installation of more pedestrian crossings, footpath upgrades and protected bike lanes, will be implemented through separate processes, including Council's capital works program. The delivery of the [Arden Street and Macaulay Road protected bike lanes](#) is a priority project for the City of Melbourne.

A number of transport improvements, including any future level crossing removal, will be dependent on the Victorian Government. The City of Melbourne will advocate for public transport and active transport improvements relating to infrastructure and service provision, as identified in the Macaulay Structure Plan 2021.

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Management recommendation

The following changes are proposed to Amendment C417 in relation to this theme:

SUZ8

Amend the SUZ8 to ensure a consistent approach between the Council adopted C376 drafting and the Macaulay provisions, including:

- Reducing bicycle parking rates.
- Introducing an application requirement for a Green Travel Plan for large developments.
- Introducing decision guidelines for the design of bicycle facilities, adaptable car parking and an 80 per cent mode share for public transport.

Amend the SUZ8 to remove references to 'consolidated car parking', as this is not a defined land use term.

PO16

Add an objective to reflect that minimising car parking is a key part of the transport vision for Macaulay:

To minimise the total number of car parks in Macaulay.

Amend PO16 to ensure a consistent approach between the Council adopted C376 drafting and the Macaulay provisions, including to:

- Align the EV requirements, including adding the requirement that 5 per cent of spaces have electric vehicle charging points.
- Make changes for clarity to the provisions for car share.
- Other changes as recommended by the C376 Panel and approved by Melbourne City Council.

Amend PO16 to remove references to 'consolidated car parking', as this is not a defined land use term and replace with an alternative definition.

Amend drafting to better align with the provisions of Clause 52.06 'Car parking' and Clause 45.09 'Parking Overlay'.

Clause 11.03-6 (Macaulay)

Add two transport objectives to the local policy for Macaulay to reflect that they are an important part of the vision for the area:

To create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use and supports 80 per cent of movements via active and public transport.'

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To minimise the impact of car parking and associated vehicular movements through Macaulay.

Amend the 'Transport strategies' to:

- Add reference to the active transport corridor.
- Discourage on-site car parking.
- Facilitate car parks that function as consolidated car parks.
- Encourage car parking to be retained in a single title and adaptable to other uses over time.

These changes are to reflect the contents of the SUZ8 and PO16 in local policy.

Changes to the provisions are identified in Attachment 4.

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12. Absence of transitional arrangements

What the exhibited Amendment proposed	<p>Special Use Zone – Schedule 8 (SUZ 8)</p> <p>A transitional arrangement for subdivision applications associated with a permit issued prior to the commencement of Amendment C417 to allow subdivision to proceed in line with approved permits.</p> <p>There are no transitional arrangements proposed for other requirements.</p>
Submissions	<p>Seven submissions raised concerns about the absence of clearly articulated transitional arrangements:</p> <ul style="list-style-type: none"> • 7 developers (including corporate landowners): 33, 34, 37, 38, 41, 44, 47
Issue in brief	<p>The submissions were concerned about impositions on:</p> <ul style="list-style-type: none"> • Applications for a planning permit, or applications to amend a planning permit, made prior to the approval date of the amendment. • Accrued rights afforded to a permit holder under an existing planning permit issued prior to the approval date of the amendment.
Management response	<p>An application for a planning permit, or to amend a planning permit, must be assessed against the requirements of the planning scheme in place at the time a decision is made.</p> <p>Transitional arrangements, other than for subdivision, are not required for Amendment C417, as the market will have had significant time to adjust between development of the Macaulay Structure Plan and exhibition and future approval of the Amendment.</p>
Management recommendation	<p>No changes are proposed to Amendment C417 in relation to this theme.</p>

Amendment C417 – Summary of themes outlined in submissions and Management's response

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MELBOURNE PLANNING SCHEME

11.03-6L

~~Proposed C417melb~~

Macaulay Policy application

This policy applies to the area shown within the local area boundary on the Macaulay ~~PP~~Plan to this clause.

Objectives

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

To achieve a built form which is respectful of its context as a transition between higher scale development in Arden and lower scale established residential areas to the east and west.

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

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

To create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use and supports 80 per cent of movements via active and public transport.

To minimise the impact of car parking and associated vehicular movements through Macaulay.

To encourage non-residential uses that provide local employment and services in Special Use and Commercial Zone areas.

To celebrate, protect and interpret Aboriginal cultural values and heritage in the planning, design and curation of Macaulay, noting that land within 200m of the Moonee Ponds Creek is an area of cultural heritage sensitivity.

Aboriginal heritage strategies

Support development that celebrates, protects and interprets Aboriginal cultural values and heritage.

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

Housing strategies

~~Encourage the provision of Affordable Housing.~~

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

Require Affordable Housing contributions to be provided on land included in Schedule 8 to the Special Use Zone, in accordance with the requirements of that Schedule.

For land which is not included in Schedule 8 to the Special Use Zone, encourage an Affordable Housing contribution to be provided consistent with the requirements for an Affordable Housing contribution in Schedule 8 to the Special Use Zone.

MELBOURNE PLANNING SCHEME

Affordable Housing policy guidelines

Consider as relevant:

- For developments located in Schedule 8 to the Special Use Zone, providing 6% of dwellings as Affordable Housing at nil consideration.
- Providing Affordable Housing through one or more of the following mechanisms:
 - Transferring dwellings at nil consideration to a Registered Housing Agency, Rental Housing Agency, or any other body established or recognised under the Housing Act 1983; or
 - Leasing dwellings under the management of a Registered Housing Agency or other Rental Housing Agency at a discount to market value, and for a duration of time, that is equivalent to the value of 6% of dwellings subject to the approval of the Responsible Authority; or
 - Any other model that contributes an equivalent value of Affordable Housing, subject to the approval of the Responsible Authority.
- If in calculating the number of Affordable Housing dwellings the result is not a whole number, the number is to be rounded up to the nearest whole number.

Affordable Housing should be designed so that it:

- Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
- Has internal layouts identical to other comparable dwellings in the building.
- Is externally indistinguishable from other dwellings.

Economic development strategies

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

Encourage employment uses throughout the precinct to support local living.

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

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

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

Built environment and heritage strategies

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

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

Ensure development enhances Macaulay's industrial and streetscape character.

Ensure new development enhances the quality of the public realm.

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

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 Green Underlined Text = Text added to the Planning Scheme and exhibited

MELBOURNE PLANNING SCHEME

Encourage adaptable buildings.

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

Ensure buildings in flood prone areas provide good design and equitable access while also responding to flood risk.

~~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 and active transport corridors 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.

Encourage developments to not provide on-site car parking.

Facilitate publicly accessible car parks available for shared usage by a catchment larger than the site on which the car park is provided.

Where car parking is provided on site, minimise the provision of parking and encourage car parking to be retained in a single title or as common property and adaptable to other uses over time.

Open space strategies

Provide a high quality open space network through the improvement and expansion of existing open spaces at Bunclie 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 and cycling connectivity and access throughout ~~the precinct~~ Macaulay.

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 biodiversity, and managing water.

Infrastructure strategies

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

MELBOURNE PLANNING SCHEME

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

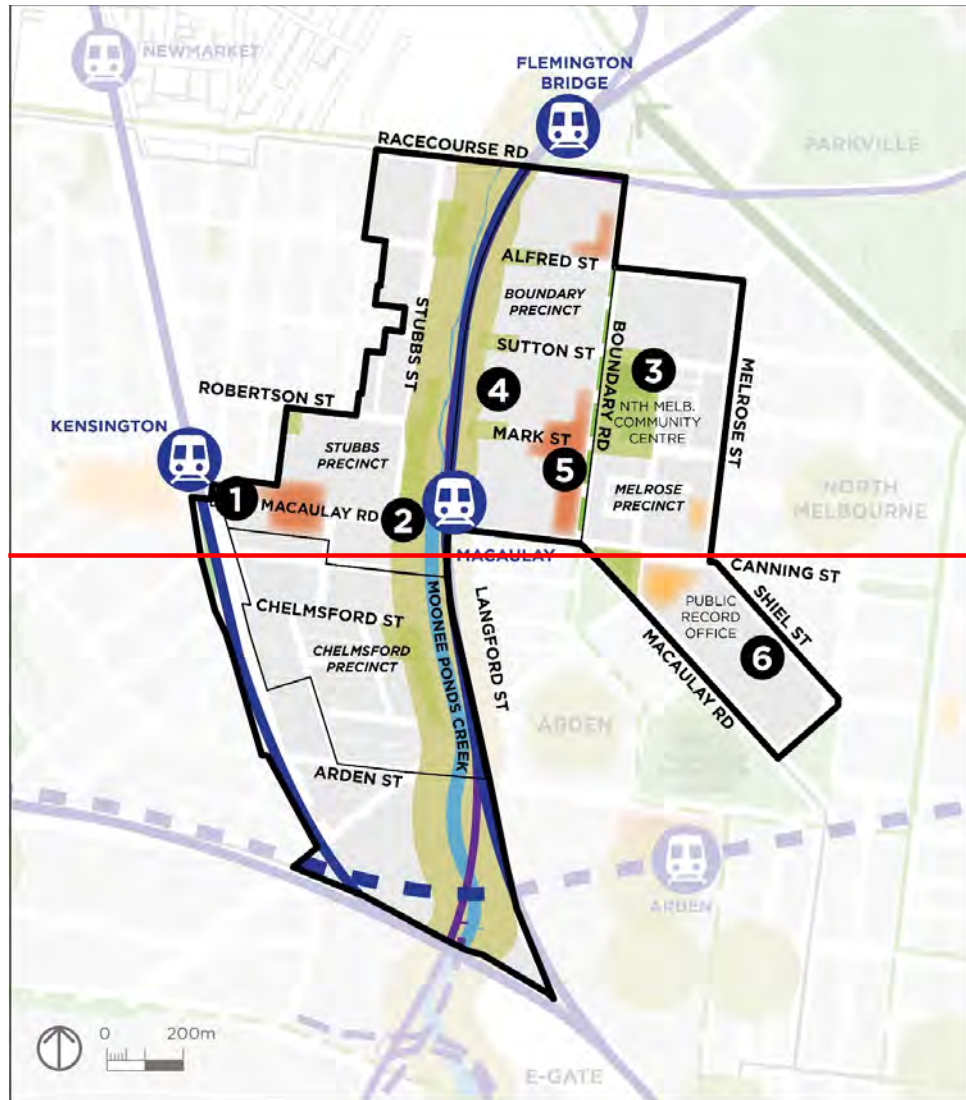
Consider any precinct-wide flood management strategy and associated precinct wide infrastructure (existing and proposed) in considering flood risk and whether additional mitigation is required on a site-by-site basis.

Manage the risk of flooding to future development through innovative and creative flood management solutions in the natural landscape and built environment.

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MELBOURNE PLANNING SCHEME

Macaulay Plan



LEGEND

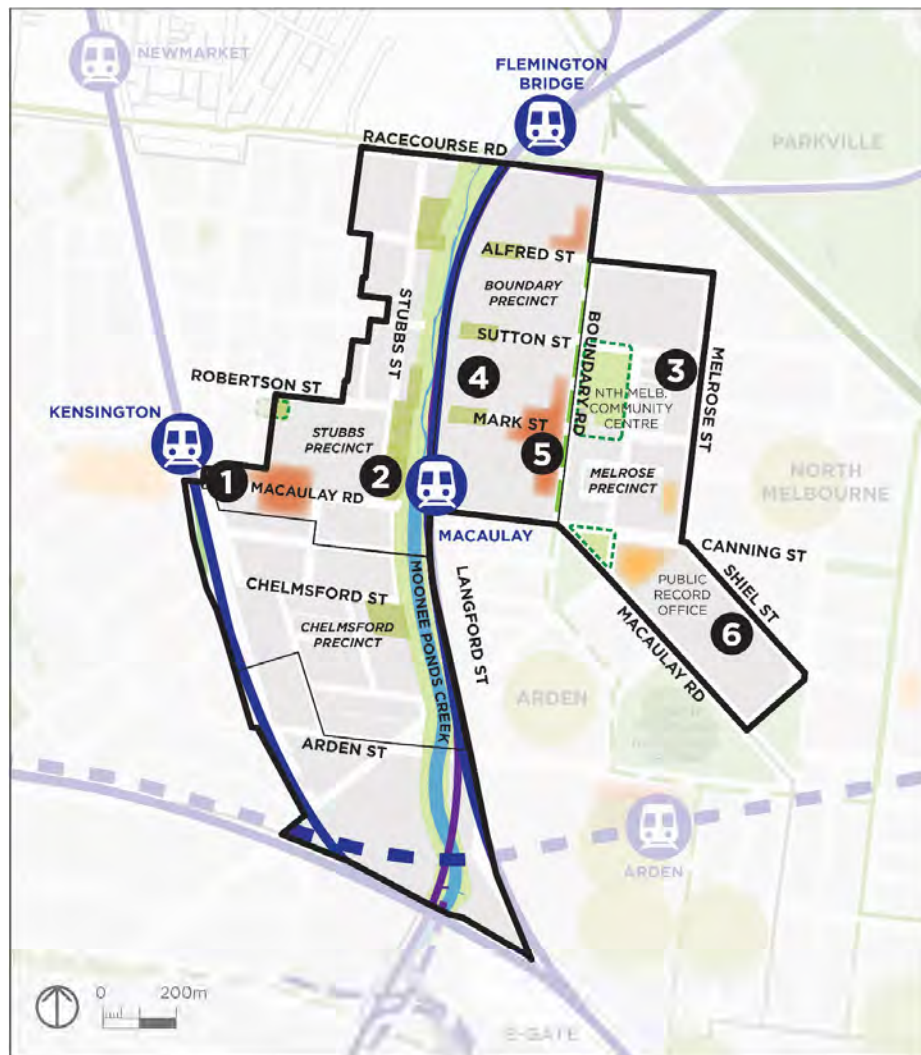
- Local area boundary
- Precinct
- 🚊 Rail - existing
- 🚊 - - - Melbourne Metro 1 - under construction
- 🚋 Tram
- 🚋 - - - Tram - proposed extension
- 🛣️ Traffic bypass
- 🛣️ - - - West Gate Tunnel Project

- 🟡 Existing local centre
- 🟠 Future local centre
- ➡️ Boulevard
- 🟢 New open space

KEY MOVES

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

MELBOURNE PLANNING SCHEME



LEGEND

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

- Existing local centre
- Future local centre
- Boulevard
- Existing open space
- Upgrade / expand existing open space
- New open space

KEY MOVES

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

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MELBOURNE PLANNING SCHEME

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Proposed C417melb

SCHEDULE 8 TO CLAUSE 37.01 SPECIAL USE ZONE

Shown on the planning scheme map as **SUZ8**.

MACAULAY

Purpose

To implement the vision in the *Macaulay Structure Plan 2021*.

To support a mix of retail, commercial, education, entertainment, creative and residential uses in Macaulay and facilitate the provision of community facilities.

To facilitate the provision of ~~and~~ affordable housing.

To promote sustainable transport patterns, ~~and~~ a less car dependent community, ~~in particular by providing active transport connections and built form that ensures opportunities to adapt and repurpose car parks and Consolidated Car Parking.~~

To meet the different needs of the growing community by protecting and enhancing existing public open space, providing new public open space, ~~areas for biodiversity and tree canopy~~ and ~~providing~~ multi-functional spaces for recreation, socialising, creative performances, rehearsal spaces and live music venues.

1.0

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Proposed C417melb

Table of uses

Section 1 - Permit not required

Use	Condition
Art gallery	
Bed and breakfast	<p>No more than 10 persons may be accommodated away from their normal place of residence.</p> <p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p> <p>On land within an activity centre identified on Plan 1, any ground floor frontage must not exceed 4 metres.</p>
Community care accommodation	<p>Must meet the requirements of Clause 52.22-2.</p> <p>The use must be:</p> <ul style="list-style-type: none"> Funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act, or Funded by, or carried out by, a registered National Disability Insurance Scheme (NDIS) provider if the design of the building is certified to the NDIS Specialist Disability Accommodation Design Standard by an accredited third party NDIS Specialist Disability Accommodation assessor. <p>No more than 20 clients may be accommodated. This does not include staff.</p> <p>No more than 5 persons at any one time who are not accommodated on the land may access support services provided on the land.</p>

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MELBOURNE PLANNING SCHEME

Use	Condition
	<p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p> <p>On land within an activity centre identified on Plan 1, any ground floor frontage must not exceed 4 metres. Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 exceeding 4 metres.</p>
Small Ssecond Ddwelling	<p>Must be the only Ssmall second dwelling on the lot.</p> <p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p>
Domestic animal husbandry (other than Domestic animal boarding)	<p>Must be no more than 2 animals.</p>
Dwelling (other than Bed and breakfast)	<p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p> <p>The total number of dwellings must not exceed 9.</p> <p>On land within an activity centre identified on Plan 1, any ground floor frontage must not exceed 4 metres. Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 exceeding 4 metres.</p>
Education centre	<p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p>
Food and drink premises	<p>The leasable floor area must not exceed 150 square metres (this does not apply to properties within the activity centres identified on Plan 1).</p>
Home based business	
Hospital	<p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p>
Informal outdoor recreation	
Medical centre	<p>The gross floor area must not exceed 250 square metres.</p>
Museum	
Office (other than Medical centre)	<p>Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 that exceeds 4 metres.</p>
Place of worship	<p>The gross floor area of all buildings must not exceed 250 square metres.</p>
Racing dog husbandry	<p>Must be no more than 2 animals.</p>
Railway-station	
Residential aged care facility	<p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p> <p>On land within an activity centre identified on Plan 1, any ground floor frontage must not exceed 4 metres. Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 exceeding 4 metres.</p>

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MELBOURNE PLANNING SCHEME

Use	Condition
Rooming house	<p>Must meet the requirements of Clause 52.23-2.</p> <p>The total floor area of all buildings on the land, measured from the outside of external walls or the centre of party walls, must not exceed 300 square metres, excluding outbuildings.</p> <p>No more than 12 persons may be accommodated.</p> <p>No more than 9 bedrooms may be provided.</p> <p>Must be outside the 'high pressure gas transmission pipeline measurement length' (240 metres) shown on Plan 2.</p> <p>On land within an activity centre identified on Plan 1, any ground floor frontage must not exceed 4 metres. Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 exceeding 4 metres.</p>
Shop (other than Adult sex product shop and Supermarket)	The leasable floor area must not exceed 150 square metres (this does not apply to properties within the activity centres identified on Plan 1).
Supermarket	<p>Must be located within the activity centres identified on Plan 1.</p> <p>The leasable floor area must not exceed 1800 square metres.</p>
Tramway	
Any use listed in Clause 62.01	Must meet the requirements of Clause 62.01

Section 2 - Permit required

Use	Condition
<p>Accommodation (other than Camping and caravan park, <u>Community care accommodation</u>, Corrective institution, <u>Dwelling</u>, Host farm, <u>Residential aged care facility, Rooming house and Small second dwelling</u>)</p>	<p>Must not have a ground floor frontage to properties within the activity centres identified on Plan 1 exceeding 4 metres.</p> <p>Should meet the requirements of Clause 2.0</p>
<u>Adult sex product shop</u>	
Car park	
Domestic animal boarding	
Domestic animal husbandry (other than Domestic animal boarding) – if the Section 1 condition is not met	Must be no more than 5 animals.
Education centre	
<u>Hospital</u>	

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MELBOURNE PLANNING SCHEME

Use	Condition
Industry (other than Rural industry and Transfer station)	Must not be a purpose listed in the table to Clause 53.10 except bakery, small goods production, manufacture of milk products and joinery with a leaseable floor area that does not exceed 500 square metres.
Leisure and recreation (other than Informal outdoor recreation, Motor racing track)	
Place of assembly (other than Art gallery, Carnival, Circus, Museum and Place of worship)	
Retail premises (other than Food and drink premises and Shop)	
Service Station	
Trade Supplies	
Utility installation (other than Minor Installation and Telecommunications facility) Warehouse	Must not be a purpose listed in the table to Clause 53.10.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

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MELBOURNE PLANNING SCHEME

Use	Condition
Adult sex product shop	
Airport	
Animal production	
Camping and caravan park	
Cemetery	
Corrective institution	
Earth and energy resources industry	
Extractive industry	
Freeway service centre	
Host farm	
Motor racing track	
Rural industry	
Saleyard	
Transfer station	

2.0

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Proposed C417melb

Use of land

Use for Accommodation – Minimum floor area requirement for use other than Accommodation

Where a permit is required to use land for Accommodation, the development should include a minimum of 20 percent of net floor area allocated to a use other than Accommodation.

This requirement does not apply to:

- An application that seeks to increase the gross floor area of an existing development where the increase in floor area is to be allocated solely to a use other than Accommodation.
- An application for nine dwellings or less.

Use for Industry, Service station, Trade supplies and Warehouse – Amenity of the neighbourhood

~~Amenity of the neighbourhood~~

The use of land for Industry, Service station, Trade supplies or Warehouse must demonstrate that amenity impacts on the neighbourhood have been satisfactorily mitigated, including through management of the following:

- The transport of materials or goods to or from the land.
- The appearance of any stored materials or goods.
- Traffic generated by the use.
- Emissions from the land.

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MELBOURNE PLANNING SCHEME

Application Requirements

An application must be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority:

- The purpose of the use and the types of activities which will be carried out.
- The likely effects on the neighbourhood, including, traffic, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation, air-borne emissions, emissions to land and water, noise, light spill, glare and solar access.
- A response to any Macaulay precinct-wide waste management plan.
- ~~For an~~ application to use land for Accommodation, ~~must be accompanied by~~ a report that addresses:
 - How the proposal meets the minimum non-accommodation floor area requirements specified in this Schedule.
 - How the proposal contributes to the employment target of 9500 workers by 2050 for the Macaulay Precinct.
- ~~For An~~ application to use land for Accommodation, Education centre or Hospital ~~must be accompanied by the following~~:
 - A written description of the likely impacts of ~~adjacent and nearby~~ existing Industry, Trade supplyies, Service station or Warehouse land uses, including noise levels, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation and light spill.
 - An Amenity Impact Plan, which includes:
 - A plan identifying the type and nature of ~~adjacent~~ existing industry, service station, trade supply or warehouse uses.
 - An assessment of the impact of the proposed sensitive use on the existing use.
 - Measures to mitigate potential amenity impacts from the existing use.
- ~~An application to use land for Dwellings or a Residential Village must be accompanied by a report that addresses:~~
 - ~~Whether (and to what extent) the proposal supports the affordable housing provisions specified in Clause 11.03-6 (Macaulay).~~
 - ~~How the proposal contributes to the delivery of 6% of housing as affordable housing in Macaulay.~~
 - ~~How the proposal responds to the matters outlined in the Ministerial Notice under Section 3AA(2) of the Planning and Environment Act 1987.~~
- ~~For An~~ application to use land for Industry, Service station, Trade supplyies or Warehouse ~~must be accompanied by the following, a report that addresses~~:
 - The type and quantity of materials and goods to be stored, processed or produced.
 - Whether ~~permission is required under the Environment Protection Act 2017-a Development License, Operating License, Permit or Registration is required from the Environment Protection Authority.~~
 - Whether a notification under the Occupational Health and Safety Regulations 2017 is required, a licence under the *Dangerous Goods Act 1985* is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012 is exceeded.

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MELBOURNE PLANNING SCHEME

- How land not required for immediate use is to be maintained.
- Any proposed mitigation measures to manage **risks or** likely effects on the neighbourhood.

Decision **g** Guidelines

The following decision guidelines apply to an application for a permit under Clause 37.01, in addition to those specified in Clause 37.01 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the land use(s) supports the development of Macaulay as a mixed use precinct.
- Whether the land use(s) supports the **land use** vision ~~of the sub-precinct identified in the Macaulay Structure Plan 2021 for the relevant precinct.~~
- ~~If Dwellings are proposed, whether the proposal provides a diverse mix of dwelling sizes, including number of bedrooms.~~
- ~~If Dwellings or Residential Village is proposed, the extent to which the proposal contributes to the delivery of 6% Affordable Housing in Macaulay.~~
- The **risks or** likely effects on the neighbourhood, including traffic, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation, airborne emissions, emissions to land and water, noise, light spill, glare, solar access and any other likely off site amenity impacts.
- If Retail is proposed, whether the use will adversely impact on the ability to establish retail focal points in the activity centres identified on Plan 1.
- For properties with a frontage in the activity centres identified on Plan 1, how the ground floor land uses support the establishment of the activity centres.
- The impact the proposal has on the realisation of the employment targets for the Macaulay Precinct being 9500 workers by 2050.
- Where the development proposes to provide a lower percentage of non-accommodation floor area than specified in this Schedule:
 - The extent of ongoing employment opportunities provided by the proposed accommodation use, for example, Residential hotel.
 - The community benefit associated with the proposed Accommodation use, for example, Community care accommodation, Residential aged care facility or Rooming house.
 - Whether the provision of the minimum non-accommodation floor area requirement results in a negligible proportion of the required floor area being splintered onto a separate floor, resulting in an impractical building design.
 - Whether there are any site constraints that limit the ability to accommodate the minimum non-accommodation floor area requirement.
 - Whether the commercial use provided is an affordable workspace or creative industry workspace.
 - Whether community infrastructure is provided in the development.
- ~~Whether car parking in the development is provided as Consolidated Car Parking which, for the purposes of this Schedule, is defined as a carpark that meets all of the following requirements:~~
 - ~~Is held in single ownership.~~
 - ~~Is available for shared usage by a catchment larger than the site on which the car parking is provided.~~

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MELBOURNE PLANNING SCHEME

~~• Should meet all of the standards included in the clauses specified in the following table.~~

Class of subdivision	Exception to Objectives and standards to be met
60 or more lots	All except Clause 56.03-5 does not apply.
16-59 lots	All except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3 do not apply.
3-15 lots	All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6 do not apply.
2 lots	All except Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2 do not apply.

Transitional Provision

~~The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single or a consolidated title as common property, does not apply to:~~

- ~~• The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C417melb to the Melbourne Planning Scheme.~~

~~This transitional provision ceases to have effect two years after gazettal of Amendment C417melb.~~

Public Open Space Equalisation Provision

~~If the land to be subdivided is identified at Table 10 of the Macaulay Development Contributions Plan, May 2022 to include an area or areas of Public Open Space that in total area exceeds the percentage specified as the Public Open Space contribution for the land as set out in Clause 53.01 (Additional Land):~~

- ~~• The owner must transfer to Melbourne City Council (Council), at no cost, all of the land in the proposed subdivision identified in the Macaulay Development Contributions Plan, May 2022 as new public open space (credited), including any Additional Land; and~~
- ~~• The Council must make an equalisation payment to the owner for the Additional Land, at a time and in a manner agreed to by the parties.~~

~~If the land to be subdivided is required by the Macaulay Development Contributions Plan, May 2022 to include an area or areas of Public Open Space that in total area is less than the percentage specified as the Public Open Space contribution required for the land to be subdivided in Clause 53.01:~~

- ~~• The owner must transfer to the Council at no cost all of the land in the proposed subdivision identified in the Macaulay Development Contributions Plan, May 2022 as Public Open Space; and~~
- ~~• The owner must make an Equalisation payment to Council.~~

~~An Equalisation payment is a payment equal to the difference between the amount of actual land being transferred as Public Open Space (as a percentage of the land to be subdivided) to Council and the percentage identified as the Public Open Space contribution for the land to be subdivided in Clause 53.01 which must be paid at a time and in a manner required by Council.~~

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MELBOURNE PLANNING SCHEME

Public open space contributions under Clause 53.01

Where the land to be subdivided includes land identified as “new open space” on Plan 1 of this schedule and is shows a POS Contribution Rate (%) greater than 0 in T13. Property-specific land budget in the *Macaulay Urban Renewal Area Development Contributions Plan (July 2024)*, the contribution required by clause 53.01 must be made by transferring the land to Melbourne City Council at no cost to Melbourne City Council.

Where the land to be subdivided does not include any land identified as “new open space” on Plan 1 of this schedule, the contribution required by clause 53.01 must be paid in cash unless otherwise agreed to in writing by Melbourne City Council.

Costs associated with the transfer or vesting of public land

The costs associated with effecting the transfer or vesting of land required for community facilities, public open space, new streets and laneways, active transport corridors or road widening must be borne by the ~~permit holder-owner~~.

Standard of open space on transfer to municipal council

Prior to Statement of Compliance, all public open space and any drainage reserves which are to be provided to Melbourne City Council must be finished to a standard that satisfies the requirements of Melbourne City Council prior to the provision of the public open space, including:

- Confirmation of suitability for use as public open space without the need for onerous ongoing management of contamination issues.
- Removal of all existing, disused structures, foundations, pipelines and stockpiles.
- Clearing of rubbish, environmental weeds and rocks.
- Levelled, top soiled and grassed with warm climate grass.
- Provision of water tapping, potable, and where available recycled, water connection points.
- Sewer, gas and electricity connection points to land, as appropriate.

Application Requirements

An application for a permit must be accompanied by the following as appropriate, to the satisfaction of the responsible authority:

- A layout plan, drawn to scale and fully dimensioned showing:
 - The location, shape and size of the site.
 - The location of any existing buildings, car parking and private open space.
 - The location, shape and size of the proposed lots to be created.
 - The location of any easement on the subject land.
 - The location of abutting roads, services, infrastructure and street trees.
 - Any proposed common property to be owned by a body corporate and the lots participating in the body corporate.
 - Any proposed street, laneway or arcade road reserve consistent with any relevant cross-section identified in the incorporated *Macaulay – ~~Stubs and Boundary Precincts~~ – New and Widened Streets, and Laneways and Arcades, – Alignments and Cross-sections, ~~June October 2022~~ 2025*.

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MELBOURNE PLANNING SCHEME

- * ~~A plan or written response demonstrating how the subdivision makes provision for the alignment, width and typology of new and widened streets, laneways, arcades identified in Plan 1 of this Schedule and as outlined in the incorporated *Macaulay – Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades – Alignments and Cross-sections, June 2022*.~~
- Information that demonstrates how the subdivision will allow for the transition of car parking spaces to alternative uses over time.
- A public infrastructure plan which addresses the following:
 - ~~How the subdivision makes provision for new streets, laneways, and arcades identified in Plan 1 of this Schedule in the incorporated *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-sections, October 2025*~~
 - What land may be affected by or required for the provision of infrastructure works.
 - The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment.
 - What, if any, infrastructure set out in the development contributions plan applying to the land is sought to be provided as “works in kind” subject to the consent of the collecting agency.
 - The provision of public open space, and land and gross floor area for any community facilities.
 - The mechanisms for transfer of land identified as required for public open space, ~~new streets and laneways, active transport corridors~~, infrastructure and community facilities.
 - Any other matter relevant to the provision of public infrastructure required by the responsible authority or other servicing authority.

Exemption from notice and review

An application for subdivision of the land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision ~~g~~ Guidelines

Before deciding on a permit application under this Schedule the responsible authority must consider as appropriate:

- Whether the subdivision appropriately responds to the urban structure shown on Plan 1 of this Schedule.
- The appropriateness of the location and function of public reserves, ~~arcades road reserves~~ ~~new streets, laneways~~ and other public spaces.
- How any proposed public roads integrate with the surrounding road network.
- Whether the subdivision will facilitate the future adaptation or repurposing of proposed car parking ~~areas~~.
- * ~~Whether the subdivision delivers Consolidated Car Parking.~~
- Whether the subdivision provides for the necessary utilities infrastructure to service the development of the subdivided parcels and allows for shared trenching and basement utilities.
- Whether any proposed staging of development is appropriate.

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MELBOURNE PLANNING SCHEME

The section 173 Agreement must provide for the Affordable Housing contribution to be delivered through one or more of the following mechanisms subject to the approval of Melbourne City Council:

- Transferring dwellings at no cost to a Registered Agency (or a Rental Housing Agency with the approval of the Responsible Authority and the Melbourne City Council). If in calculating the number of dwellings the result is not a whole number, the number is to be rounded up to the nearest whole number.
- Leasing dwellings under the management of a Registered Agency (or a Rental Housing Agency with the approval of the Responsible Authority and the Melbourne City Council), at a discount to market value that ensures households pay no more than 30% of gross household income on rental payments. The cumulative value of the discount must be equivalent in value to 3.8% of the gross floor area of the building.
- A monetary contribution equivalent in value to 3.8% of gross floor area of the building to a Registered Agency or another body to the satisfaction of the Responsible Authority and the Melbourne City Council to be used for the sole purpose of Affordable Housing.
- Any other model that provides an Affordable Housing contribution of equivalent value.

Affordable Housing should be designed so that it:

- Is a mix of one, two and three bedrooms that reflects the overall dwelling composition of the building.
- Has internal layouts identical to other comparable dwellings in the building.
- Is externally indistinguishable from and has comparable amenity to other dwellings.

Registered Agency and Rental Housing Agency have the same meaning as defined in the *Housing Act 1983 (Vic)*.

Gas pipeline construction management plan required whether or not a permit is required

Prior to the commencement of any ~~works development~~, including demolition, on land within 65 metres of the high pressure gas pipelines (depicted as radiation contour on Plan 2 of this Schedule), a construction management plan must be submitted to and approved by the responsible authority. The plan must meet all of the following:

- Prohibit the use of mechanical excavation or horizontal directional drills unless otherwise agreed by the owner/operator of the high-pressure gas pipeline.
- Include details of the works required to protect the high-pressure gas pipeline, if the owner/operator of the high-pressure gas pipeline considers necessary.
- Be endorsed by the owner/operator of the high-pressure gas transmission pipeline prior to being submitted to the responsible authority.

The construction management plan must be implemented to the satisfaction of the responsible authority.

The construction management plan may be amended to the satisfaction of the responsible authority.

Requirements – motorcycle

Where car parking is proposed, the following motorcycle parking spaces should be provided, ~~unless the responsible authority agrees to a lesser number:~~

- A minimum of 1 motorcycle space per 40 car parking spaces.

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MELBOURNE PLANNING SCHEME

Requirements – bicycle parking

Development ~~should~~**must** provide bicycle parking spaces and **associated** facilities in accordance with **Table 3**, ~~unless the responsible authority agrees to reduce the requirement.~~

~~The bicycle parking rates at Table 3 supersede the relevant parking rate specified at Clause 52.34.~~

Table 3 Bicycle parking

Type of development	Rate Requirement	Facility Requirement
Bicycle parking		
New Dwelling.	A minimum of 1 secure bicycle space per bedroom dwelling . A minimum of 12 secure visitor bicycle spaces per 5 dwellings.	None specified.
New building for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility or Education centre. Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Retail premises, Place of assembly, Minor sports and recreation facility, or Education centre. New Retail or Office development including buildings and works which result in more than 1000sqm additional gross floor area.	A minimum of 1 secure employee bicycle space per 4 2 00sqm of net floor area. A minimum of 1 secure bicycle visitor space per 4 2 00sqm of net floor area, with a minimum of 4 visitor spaces provided.	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter. 1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room. If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required. If more than 30 bicycle spaces are required, then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.
New building for the purpose of Office. Buildings and works which result in more than 1000sqm additional gross floor area for the purpose of Office.	A minimum of 1 employee bicycle space per 100sqm of net floor area. A minimum of 1 bicycle visitor space per 500sqm of net floor area.	
New Place of assembly, Minor sports and recreation facility or Education centre development	A minimum of 1 secure employee bicycle space per 100sqm of net floor area. 1 secure bicycle visitor space per 100sqm of net floor area.	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10

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MELBOURNE PLANNING SCHEME

<p>including buildings and works which result in more than 1000sqm additional gross floor area.</p>	<p>with a minimum of 8 visitor spaces provided.</p>	<p>employee bicycle spaces thereafter.</p> <p>1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.</p> <p>If 20 or more employee bicycle spaces are required, personal lockers are to be provided with each bicycle space required.</p> <p>If more than 30 bicycle spaces are required, then a change room must be provided with direct access to each shower. The change room may be a combined shower and change room.</p>
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Construction and extension of one dwelling on a lot

Permit requirement

A development must meet the requirements of Clause 54.

No permit required

No permit is required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Make structural changes to a dwelling provided the size of the dwelling is not increased or the number of dwellings is not increased.

Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings

Permit requirement

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development must meet the requirements of Clause 55. This does not apply to a development of ~~five-four~~ or more storeys, excluding a basement.

A development of four storeys, excluding a basement, must meet the requirements of Clause 57.

An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

A permit is not required to construct one small second dwelling on a lot.

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Requirements of Clause 54 and Clause 55

~~If a different requirement is not specified in this schedule, t~~The requirements ~~set out in the relevant standard~~ of Clause 54 or Clause 55 apply ~~unless a different requirement is specified in this schedule~~ies.

Residential aged care facility requirements

Permit requirements

A development must meet the requirements of Clause 53.17 - Residential aged care facility.

Buildings on lots that abut another residential zone

Any buildings or works constructed on a lot that abuts land which is in a General Residential Zone or Neighbourhood Residential Zone, must meet the requirements of Clauses 55.03-5, 55.04-1, 55.04-2, 55.04-3, 55.04-5 and 55.04-6 along that boundary. This does not apply to a building or works for a residential aged care facility.

Application requirements

An application to construct a building or construct or carry out works must be accompanied by the following information as appropriate, to the satisfaction of the responsible authority:

- A site analysis and descriptive statement explaining how the proposal responds to the site and its context.
- Plans drawn to scale and dimensioned which show:
 - The layout of proposed buildings and works.
 - An elevation of the building design and height.
 - Setbacks to property boundaries.
 - All proposed access, pedestrian areas and bicycle parking facilities.
 - All proposed driveway, car parking, service and loading areas.
 - Existing vegetation and proposed landscape areas.
 - The location of easements and services.
- Any proposed ~~street, laneway or arcade road reserve~~ consistent with any relevant cross-section identified in the incorporated *Macaulay – ~~Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades –~~ Alignments and Cross-sections, ~~June October 2022-2025.~~*
- ~~The location of any proposed active transport corridor.~~
- ~~Any proposed laneway or through block link.~~
- ~~Where an Affordable Housing contribution is required under this Schedule, a report which:~~
 - ~~Describes the proposed delivery model for the Affordable Housing contribution.~~
- ~~Responds to the matters outlined in the Ministerial Notice under Section 3AA(2) of the Planning and Environment Act 1987.~~
- An application to construct a building or construct or carry out works associated with the use of land for Accommodation, Hospital, Education centre (other than Tertiary institution), within the Vibration Buffer of a distance of 20 metres from a railway track, must be accompanied by a vibration assessment report prepared by a suitably qualified consultant to consider the vibration impact from the rail corridor on the future development of the land.

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- An application to construct a building or construct or carry out works associated with a new or existing use of the land for Minor sports and recreation facility, Retail premises, Office, Industry or Warehouse, on land affected by the Environmental Audit Overlay, must be accompanied by a Preliminary Site Investigation (PSI) prepared by a suitably qualified environmental consultant in accordance with *National Environment Protection (Assessment of Site Contamination) Measure* (National Environment Protection Council, 1999). The PSI must make a recommendation as to:
 - The likelihood of contamination and its potential to affect the planning proposal.
 - Whether a risk-based remediation or management strategy can be derived or further investigation (such as an audit) is recommended.

A Public Infrastructure Plan which addresses the following to the satisfaction of the responsible authority:

- What land may be affected by or required for the provision of infrastructure works.
 - The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment.
 - What, if any, infrastructure set out in the development contributions plan applying to the land is sought to be provided as "works in kind" subject to the consent of the collecting agency.
 - The provision of public open space, and land and gross floor area for any community facilities.
 - If the property is identified as an indicative location for a community building project in Figure 6 (Community Facilities Infrastructure Location) from the *Macaulay Urban Renewal Precinct Development Contribution Plan, May 2022-July 2024*, what community facility is proposed utilising the available budget referenced in Table 10 (Infrastructure Levy Calculation by Infrastructure Item) from the *Macaulay Urban Renewal Precinct Development Contribution Plan*.
 - Any other matter relevant to the provision of public infrastructure required by the responsible authority or other servicing authority.
- A description of any proposed upgrading of adjacent footpaths or streets and laneways to the satisfaction of the responsible authority and consistent with the incorporated *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025*.
 - An application to construct a building or to carry out works which result in more than 5000 sqm additional gross floor area must be accompanied by a Green Travel Plan demonstrating how the development supports public transport, walking and cycling prepared by a suitably qualified person.

Exemption from notice and review

None specified.

Decision Guidelines

Before deciding on an application under this Schedule the responsible authority must consider, as appropriate:

- The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots.
- Whether the buildings and works appropriately provide and respond to the existing and new and widened streets, laneways, arcades, open spaces and block structure depicted in Plan 1 of this Schedule and outlined in the *Macaulay – ~~Stubbs and Boundary Precincts~~ – New and*

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~~Widened Streets, and Laneways and Arcades, Alignments and Cross-sections, June-October 2022-2025.~~

- Whether the buildings and works appropriately provide and respond to the active transport corridor depicted in Plan 1 of this Schedule.
- Ensure new sensitive land uses and development include measures to mitigate potential amenity impacts from existing and established industrial uses.
- The extent to which the proposal delivers Affordable Housing that:
 - 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 and has comparable amenity to other dwellings.
- If dwellings are proposed, whether the proposal provides a diverse mix of dwelling sizes, including the number of bedrooms.
- For properties within the activity centres identified in Plan 1 to this Schedule, whether the proposal delivers an activated ground floor.
- How the proposal contributes to establishing sustainable transport as the primary mode of transport through integrated walking and cycling links.
- If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.
- If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.
- How the development supports the transition to a 80% mode share for public transport, walking and cycling.
- Whether, having regard to the characteristics of the site and the proposed use of the land, the number of bicycle parking spaces is appropriate.
- Whether:
 - The design, and location and accessibility of bicycle facilities is convenient given the characteristics of the site, including whether visitor spaces are located within convenient access to both the street and any office building foyer or retail premises entrance, and
 - The security (including, i.e. suitable lighting, surveillance and locking devices) of bicycle facilities is adequate.
- Whether the development provides or supports the delivery of public spaces, and public infrastructure and infrastructure related to the proposed High Capacity Public Transport Capable Corridor, as depicted in the Macaulay Structure Plan, 2021.
- Whether the proposal provides or supports the delivery of the cross-sections identified in the incorporated Macaulay – ~~Stubbs and Boundary Precincts~~ – New and Widened Streets, and Laneways and Arcades, Alignments and Cross-sections, ~~June-October 2022-2025~~ where relevant.
- For a single dwelling on a lot, the objectives, standards and decision guidelines of Clause 54.
- For two or more dwellings on a lot, dwellings on common property and residential buildings of three storeys or less, excluding a basement, the objectives, standards and decision guidelines of Clause 55. ~~This does not apply to an apartment development of five or more storeys, excluding a basement.~~

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- For two or more dwellings on a lot, dwellings on common property and residential buildings of four storeys, excluding a basement, the objectives, standards and decision guidelines of Clause 57.
- For an apartment development of five or more storeys, excluding a basement, the objectives, standards and decision guidelines of Clause 58.
- If the property is identified as an indicative location for a community building project in Figure 6 (Community Facilities Infrastructure Location) ~~from of the Macaulay Urban Renewal Precinct Development Contributions Plan, May 2022–July 2024~~, whether a community building project has been proposed to the satisfaction of the responsible authority.

5.0

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Proposed
C417melb

Signs

Sign requirements are at Clause 52.05. All land located within SUZ8 is in Category 3 except for properties within the activity centres identified on Plan 1 which are Category 1.

6.0 Transitional arrangements

~~---~~

Proposed
C417melb

The requirement of Clause 3.0 of this schedule that an application to subdivide land must ensure that all car parking spaces are retained in a single title or as common property, does not apply to:

- The subdivision of land that is undertaken in accordance with a planning permit (including for the development of land for a building) that was issued before the commencement of Amendment C417melb to the Melbourne Planning Scheme.

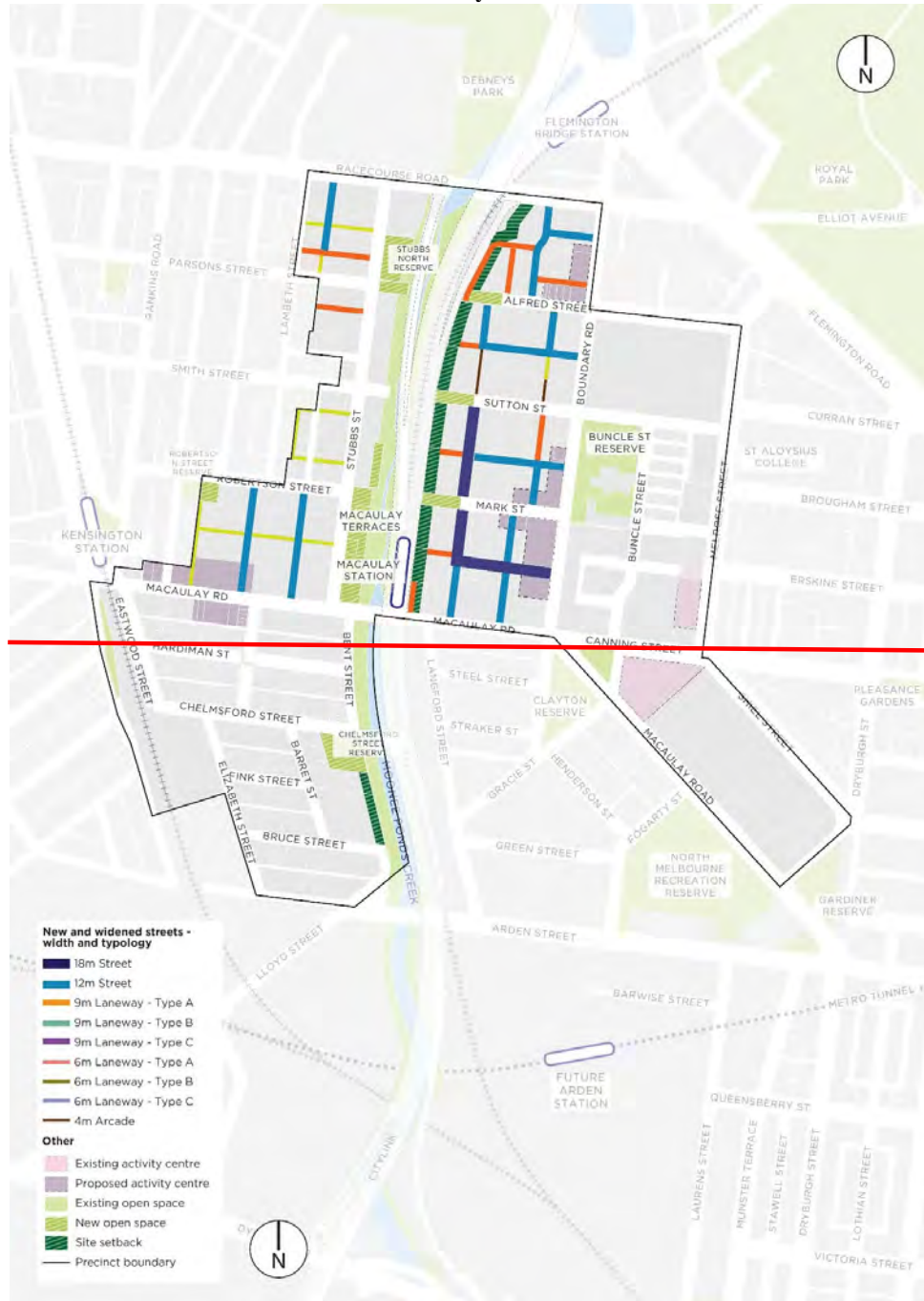
This transitional provision ceases to have effect two years after commencement of Amendment C417melb.

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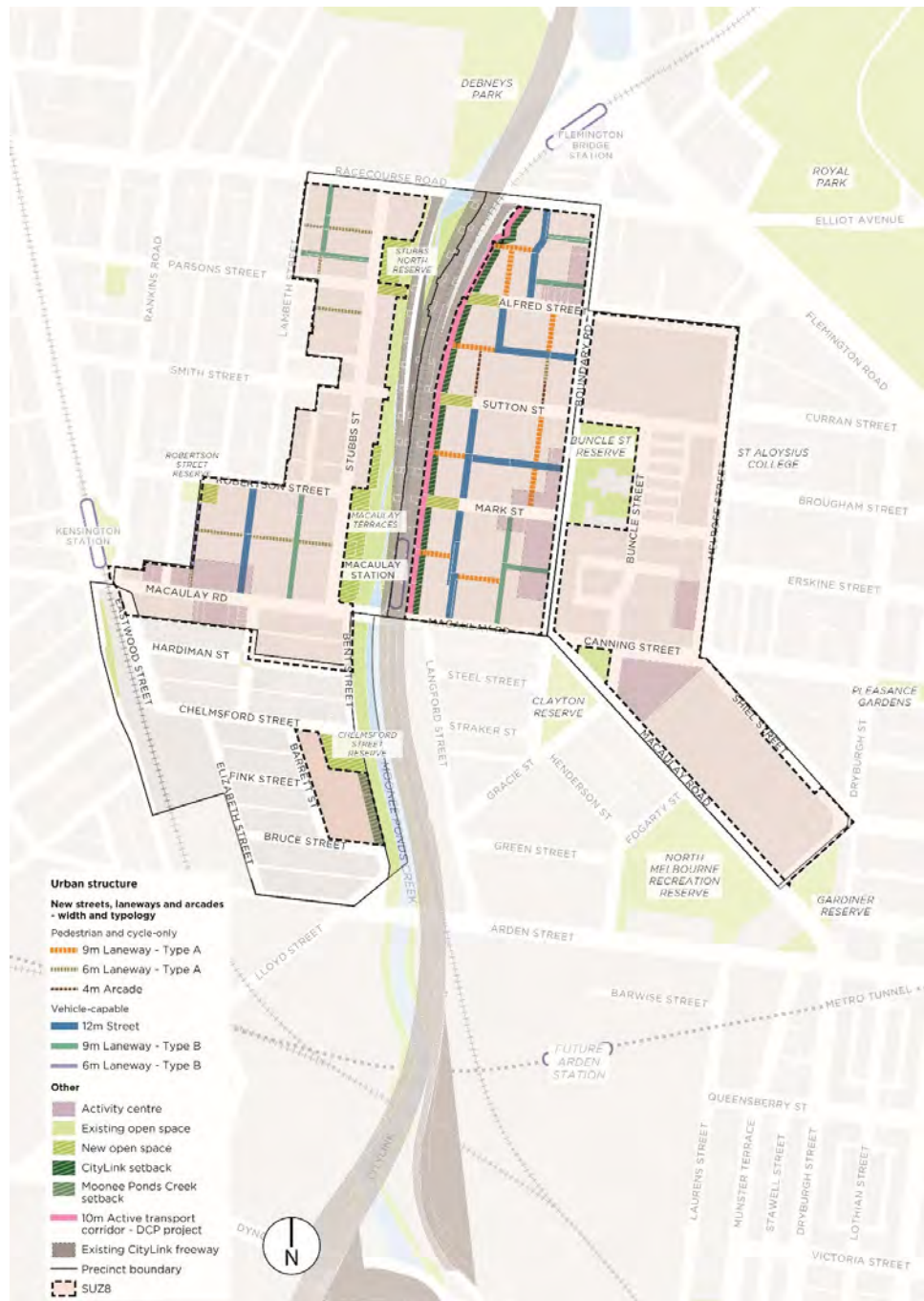
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Plan 1 to Schedule 8 to Clause 37.01: Macaulay Urban Structure



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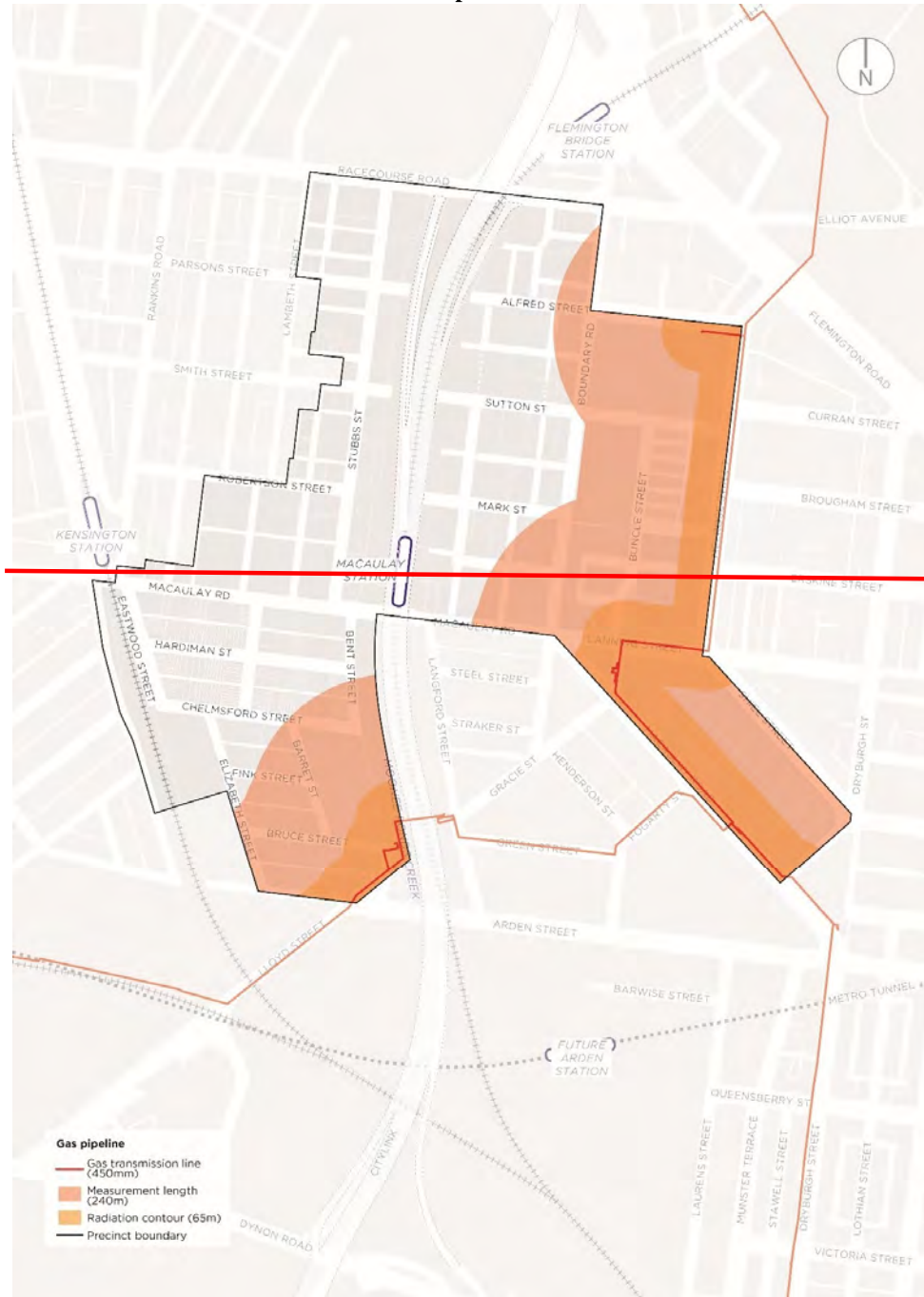


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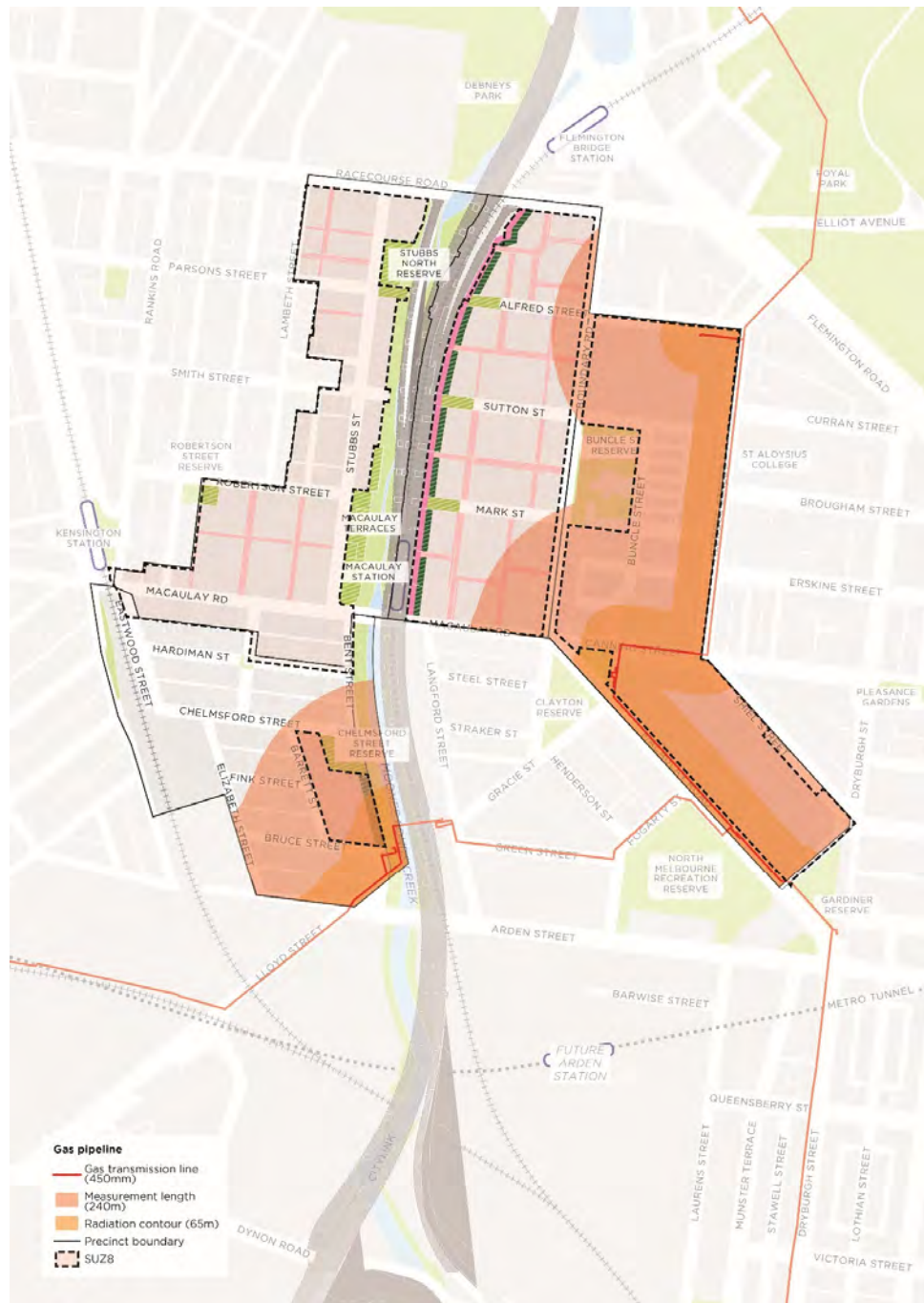
Plan 2 to Schedule 8 to Clause 37.01: Gas Pipeline



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Proposed C417melb

SCHEDULE 75 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO75**.

BOUNDARY PRECINCT**1.0**

~~-----~~

Proposed C417melb

Design objectives

To create a mixed use, mid-rise precinct with development generally ranging in height from 6 storeys (24 metres) up to ~~12~~15 storeys (~~48~~60 metres).

To ensure development delivers a diversity of built form typologies, achieves high-quality design and invites design excellence.

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces ~~and spring sunlight access to the southern footpath of east west streets and roads and is set back from the eastern boundary of CityLink to provide for deep soil planting, Moonee Ponds Creek overflow, a biodiversity corridor and a shared path.~~

To ensure development establishes a high quality permeable network for pedestrians and cyclists, ~~including a key new connection along the eastern boundary of CityLink between Racecourse Road and Macaulay Road to provide for a shared path, deep soil planting, a biodiversity corridor and Moonee Ponds Creek overflow.~~

To ensure development delivers a high amenity public realm with a human scale interface ~~and discourages vehicle access to buildings on primary active street frontages.~~

Buildings and works**2.0**

~~-----~~

Proposed C417melb

Definitions

For the purposes of this schedule:

Additional shadow means any shadow cast outside of any existing shadow from buildings and works.

Allowable shadow means the shadow that would be cast on ~~the a~~ park between 10am and 3pm, 21 June:

- by street walls built ~~on nearby land to relevant preferred maximum to the~~ street wall height ~~identified in this schedule on land near a park;~~
- if no street wall height requirement applies, buildings built ~~on nearby land~~ to the ~~preferred~~ maximum building height requirement ~~on land near the park.~~

Building services includes areas used for the purposes of loading, waste management and electrical, communications, gas, water and fire prevention infrastructure.

Character building means any of the buildings listed below (and identified as a Character Building in the *Macaulay Structure Plan 2021*):

- 288-294 Macaulay Road, North Melbourne (two storey brick warehouse).

~~**Consolidated car park** means a car park:~~

- ~~▪ where all parking bays and related facilities are held in single ownership;~~
- ~~▪ that is available for shared usage by a catchment larger than the site on which the car parking is provided;~~
- ~~▪ that is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority.~~

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Existing shadow means any shadow cast by existing buildings and works and the shadow that would be cast by a building of 9 metres in height.

Floor Area Ratio means the gross floor area **including and** above **the ground floor** finished floor level of all buildings on a site, divided by the area of the site. For the purposes of this calculation:

- gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies
- the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required **for streets, laneways and arcades, and any other land required** by Council for public realm **except where provision of land is funded by the Macaulay Urban Renewal Area Development Contributions Plan or is provided as an open space contribution under Clause 53.01.**

Laneway means a road reserve of a public highway 9 metres or less wide.

Sleeve means to position active uses between large floorplate tenancies, carpark or service areas and the public realm to achieve an active and safe street edge.

Stationary activity means activities by people that involve extended stays within a space, such as sitting and eating, rather than walking through.

Street means a road reserve of a public highway more than 9 metres wide.

Street wall means any part of a building constructed within 0.3 metres of an existing or proposed street, laneway or public open space.

Street wall height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.

~~**Tooth and gap** means built form along a street that provides vertical elements of varying heights.~~

Buildings and works for which no permit is required

A permit is not required:

- To construct a building or carry out works at ground level to provide access for persons with disabilities that comply with all legislative requirements.
- **For buildings and works to install or modify building services where the overall building height is not increased.**

Requirements

The following requirements apply to an application to construct a building or carry out works:

- Buildings and works must meet the Design Objectives specified in this schedule.
- A permit cannot be granted to vary a Built Form Requirement expressed with the term 'must'.
- A permit may be granted to vary a discretionary Built Form Requirement expressed with the term 'should'.

An application for buildings and works that does not meet a requirement expressed with the term 'should' must demonstrate how the development will achieve the relevant Built Form and/or Design Outcomes.

Floor Area Ratio

Built Form Requirement

An application to construct a building or carry out works must not exceed a Floor Area Ratio of 4:1.

Where the site includes contiguous titles in the same ownership, a section 173 agreement must be entered into and registered on each title which records the amount of Floor Area Ratio developed

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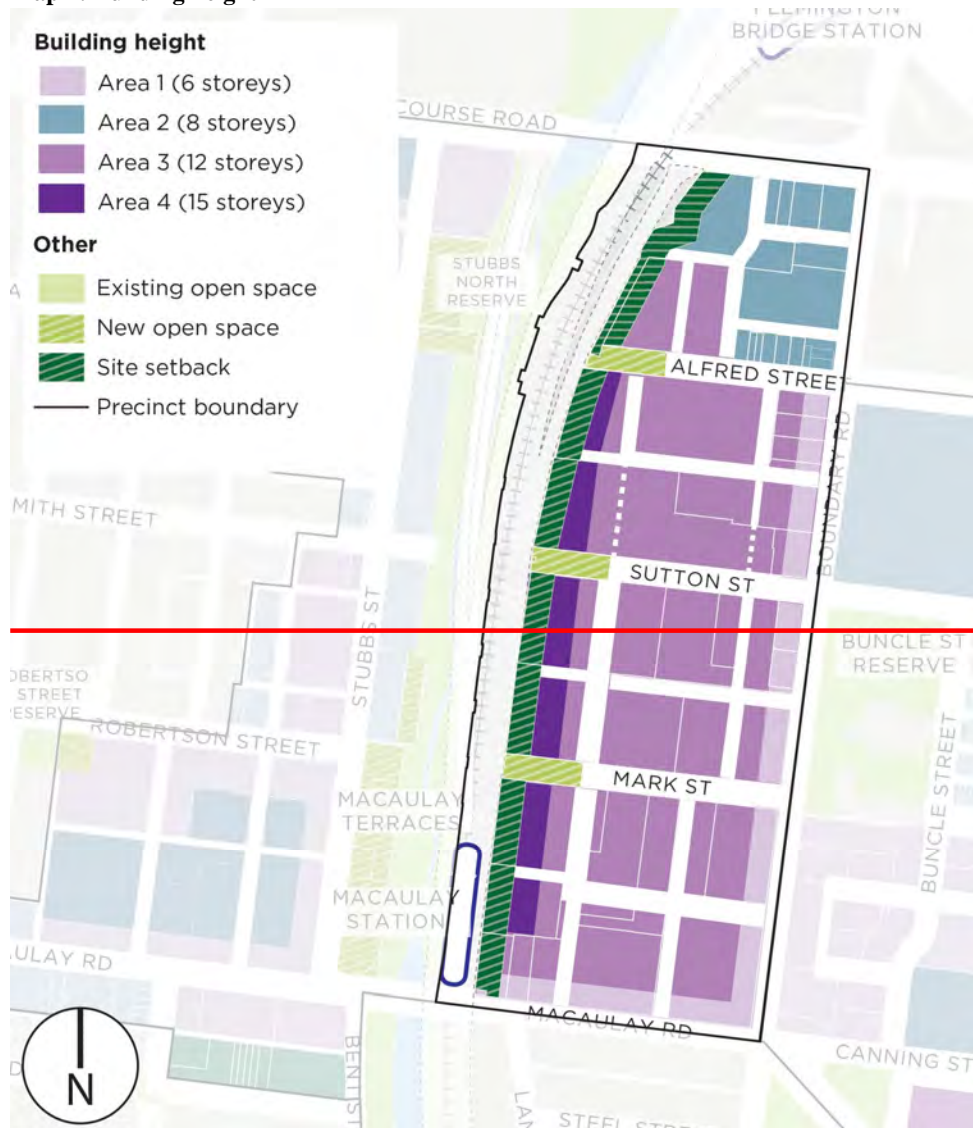
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across the entire site, and the amount (if any) of remaining Floor Area Ratio able to be developed on each title should it be individually redeveloped in future.

Building height

Buildings and works should not exceed the preferred maximum building height shown in Map 1 and as specified in Table 1 of this schedule.

Map 1: Building height



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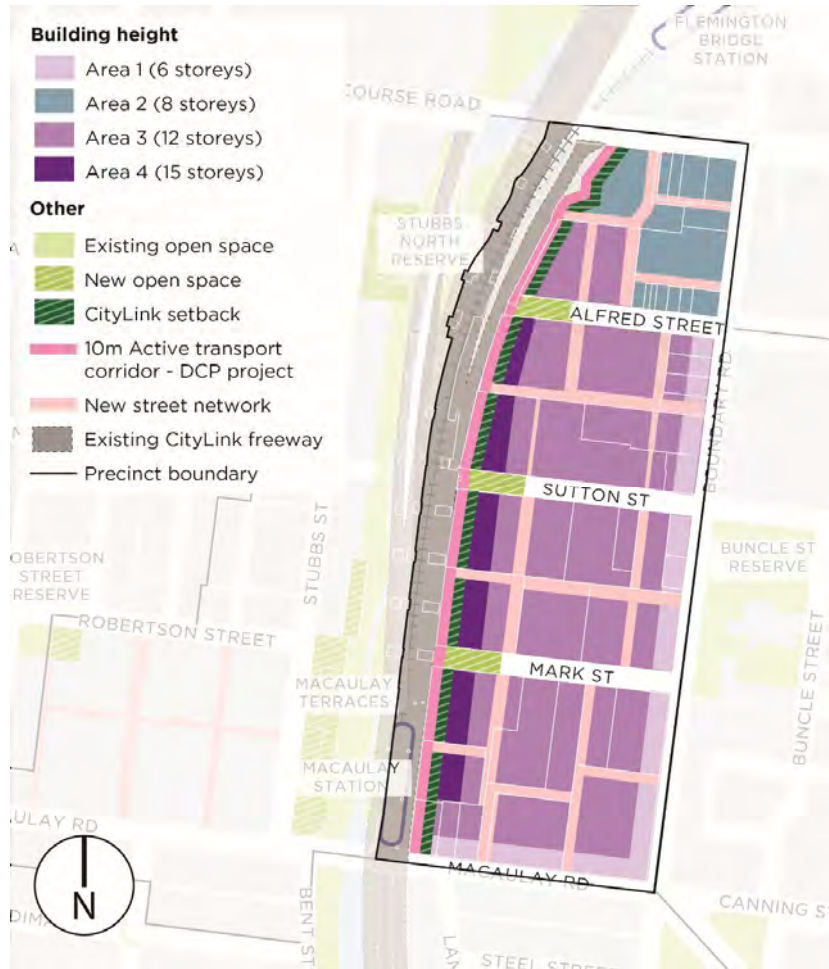


Table 1: Building height

Area	Preferred Maximum Building Height	Built Form Outcome
1	6 storeys (24 metres) to a depth of 10 metres	Building height that: <ul style="list-style-type: none"> Reinforces the pedestrian scale and legibility of Boundary Road and Macaulay Road.
2	8 storeys (32 metres)	Building height that: <ul style="list-style-type: none"> Reflects the existing character and higher built form along Racecourse Road. Enables visual transition to lower scale residential development to the east and the pedestrian scale of Boundary Road to the south.
3	12 storeys (48 metres)	Building height that: <ul style="list-style-type: none"> Allows for diverse buildings that contribute positively to public realm. Ensures appropriate transitions between taller built form along CityLink and lower built form at sensitive interfaces.

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Area	Preferred Maximum Building Height	Built Form Outcome
4	15 storeys (60 metres)	Building height that: <ul style="list-style-type: none"> <li data-bbox="746 427 1347 533">▪ Provides for greater height at the less sensitive CityLink interface, enabling lower heights and reduced visual impact of building mass at more sensitive interfaces.

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SiteCityLink setback

Buildings ~~and works~~ must have a minimum **site landscaped** setback as shown in Map 2 and specified in Table 2 of this schedule.

Map 2: SiteCityLink setbacks



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Table 2: ~~Site~~CityLink setback

Area	Mandatory site setback	Built Form Outcome
Properties including land shown on Map 2 as 10m Active transport corridor – DCP project or CityLink setback that interface with CityLink, as identified in Map 2.	<p>20 metres from the eastern property boundary of CityLink.</p> <p>Any building must be set back 10 metres from the eastern boundary of land provided for the purpose of the 10m Active transport corridor – DCP project.</p> <p>Prior to the provision of land for the purposes of the 10m Active transport corridor – DCP project, any building must be set back 20 metres from the western property boundary</p>	<p>Site setbackA building setback of 10 metres from the 10m active transport corridor – DCP project that:</p> <ul style="list-style-type: none"> has a visually interesting and engaging landscape design that enables passive surveillance to the active transport corridor. establishes points of at-grade site access to the interfacing active transport corridor to ensure safety and accessibility. avoids the use of visually obstructing barriers or fences, using planting and surface treatments to delineate the boundary between private and public realm. is suitable for deep soil planting, and establishes a biodiversity corridor.

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Area	Mandatory site setback	Built Form Outcome
		<ul style="list-style-type: none"> ▪ accommodates overflow from Moonee Ponds creek through flood management. ▪ avoids any overhead encroachment by built form or other building elements. ▪ avoids any below ground encumbrances to the land provided for the purpose of the 10m active transport corridor DCP project. <p>A building setback of 20 metres from the CityLink freeway that:</p> <ul style="list-style-type: none"> ▪ minimises overshadowing, noise and vibration impacts from CityLink to interfacing dwellings. ▪ establishes an appropriate sense of enclosure and comfortable scale for interfacing built form to the 10m active transport corridor DCP project. ▪ Delivers a contiguous setback suitable for deep soil planting, biodiversity corridor, accommodating overflow from Moonee Ponds creek, and design that considers the potential for a shared path along the CityLink interface.

Street wall height

Buildings and works should not exceed the preferred maximum street wall height shown in Map 3 and specified in Table 3 of this schedule ~~except on land with a frontage greater than 40 metres to Alfred Street, Sutton Street, Mark Street and any new east-west aligned 12 metre street in which case the preferred maximum street wall height requirements in Table 4 apply.~~

For corner conditions ~~where different preferred maximum street wall heights apply with two different street wall heights~~, the higher street wall should wrap around the corner for a maximum distance of 15 metres.

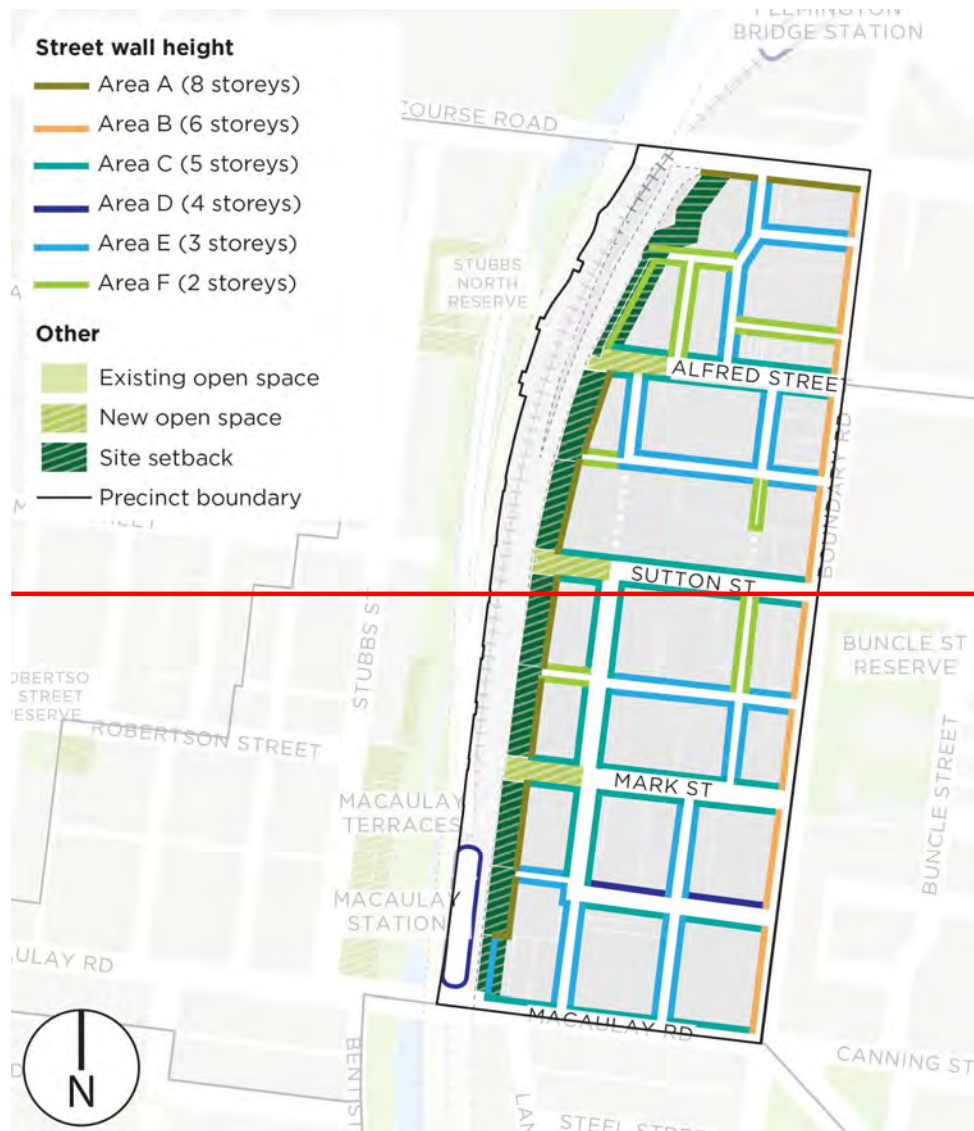
~~A Tooth and gap approach as per the description below is only applicable along Alfred, Sutton and Mark streets with a frontage greater than 40 metres as follows:~~

- ~~On any north or south street frontage the preferred maximum building height specified in Table 1 'the tooth' can be applied for a maximum width to the street of 25 metres.~~
- ~~The 'tooth' must not exceed 40 metres in depth from the street.~~
- ~~Any 'tooth' element must be adjacent to a built form element that is at or lower than the preferred street wall height - the 'gap'.~~
- ~~The 'gap' must continue for a minimum depth of 20 metres from the street.~~

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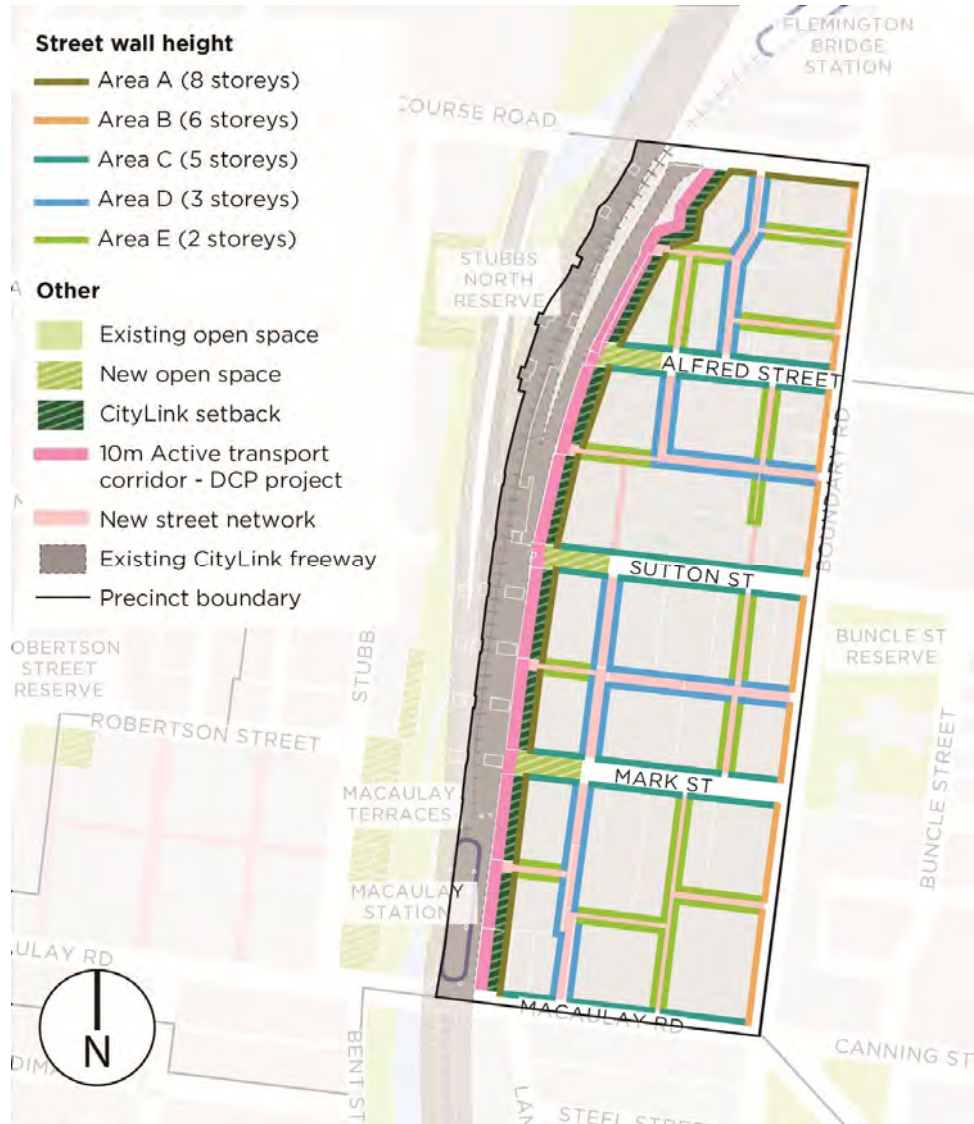
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Map 3: Street wall height



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Table 3: Street wall height

Area	Preferred Maximum Street Wall Height	Built Form Outcome
A	8 storeys (32 metres)	Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street / linear open space width ratio providing that provides an appropriate sense of enclosure and a comfortable scale at street level to the CityLink setback and active transport corridor – DCP project. Enables greater mass to be located toward Racecourse Road to respond to the existing scale of built form.
B	6 storeys (24 metres)	Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Supports the role of Boundary Road as a key north-south corridor and activity centre location.
C	5 storeys (19 metres)	Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Where tooth and gap is applied, a high amenity environment is achieved at the street level by providing a varied street edge and reduced overshadowing
D	4 storeys (16 metres)	Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level.
ED	3 storeys (12 metres)	Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level.
FE	2 storeys (8 metres)	For all new laneways shown on Map 4, sStreet wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Enables greater building separation to improve internal amenity, outlook and privacy.

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Table 4: Street Wall Tooth and Gap Approach

Area	Preferred Maximum Street Wall Height	Built Form Outcome
<p>Land with a frontage greater than 40 metres to:</p> <ul style="list-style-type: none"> ▪ Alfred Street ▪ Sutton Street ▪ Mark Street ▪ any new east-west aligned 12 metre street. 	<p>Up to the preferred maximum building height for a maximum width of 25 metres (higher built form)</p> <p>Preferred Maximum Street Wall Height identified in Table 3 for the remaining frontage (lower built form)</p>	<p>Street wall height that achieves a high amenity environment at the street level and a varied street edge that:</p> <ul style="list-style-type: none"> • reduces undesirable wind conditions • maintains views to sky for pedestrians at the street level • reduces overshadowing over the public realm. <p>Where a site has a north and south street frontage, the higher built form should be located on the north to minimise overshadowing impacts to the southern footpath.</p> <p>Any higher built form element should be adjacent to a built form element that is at or lower than the preferred street wall height in Table 3 on either side of its street frontage.</p> <p>The height of the higher built form elements should continue for a depth of no more than 40m from the street, following which the lower built form height applies.</p> <p>The height of the lower built form elements should apply from the site frontage for the entire depth of the site.</p> <p>See example at Figure 1.</p>

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Figure 1 Tooth and gap approach

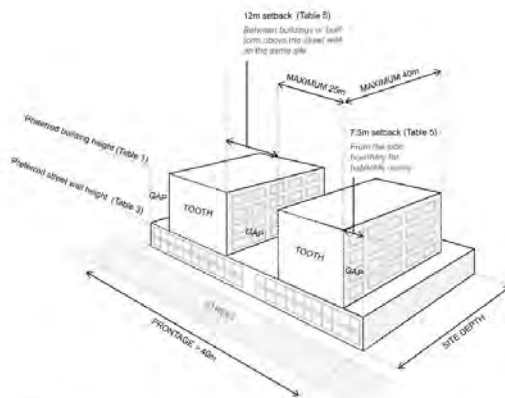


Figure 1 : Example tooth and gap development - showing non-residential uses to the street wall and residential uses above

Building setbacks

Buildings and works should be set back by the preferred minimum distance as specified in Table 54.

Table 54: Building setbacks

Location	Preferred minimum building setback	Built form outcomes
Above the street wall	5 metres	Setback that: <ul style="list-style-type: none"> Enables adequate daylight penetration in streets and internal spaces, and views to the sky. Reduces visual bulk to the street and maintains a pedestrian scale. Achieves building separation above the street wall that supports internal amenity, privacy and appropriate outlook between buildings. Reinforces the prominence of the street wall.
Building setbacks From side and rear boundaries for habitable rooms	7.5 metres from the common boundary	Setback that: <ul style="list-style-type: none"> Provides equitable development for adjoining sites. Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall

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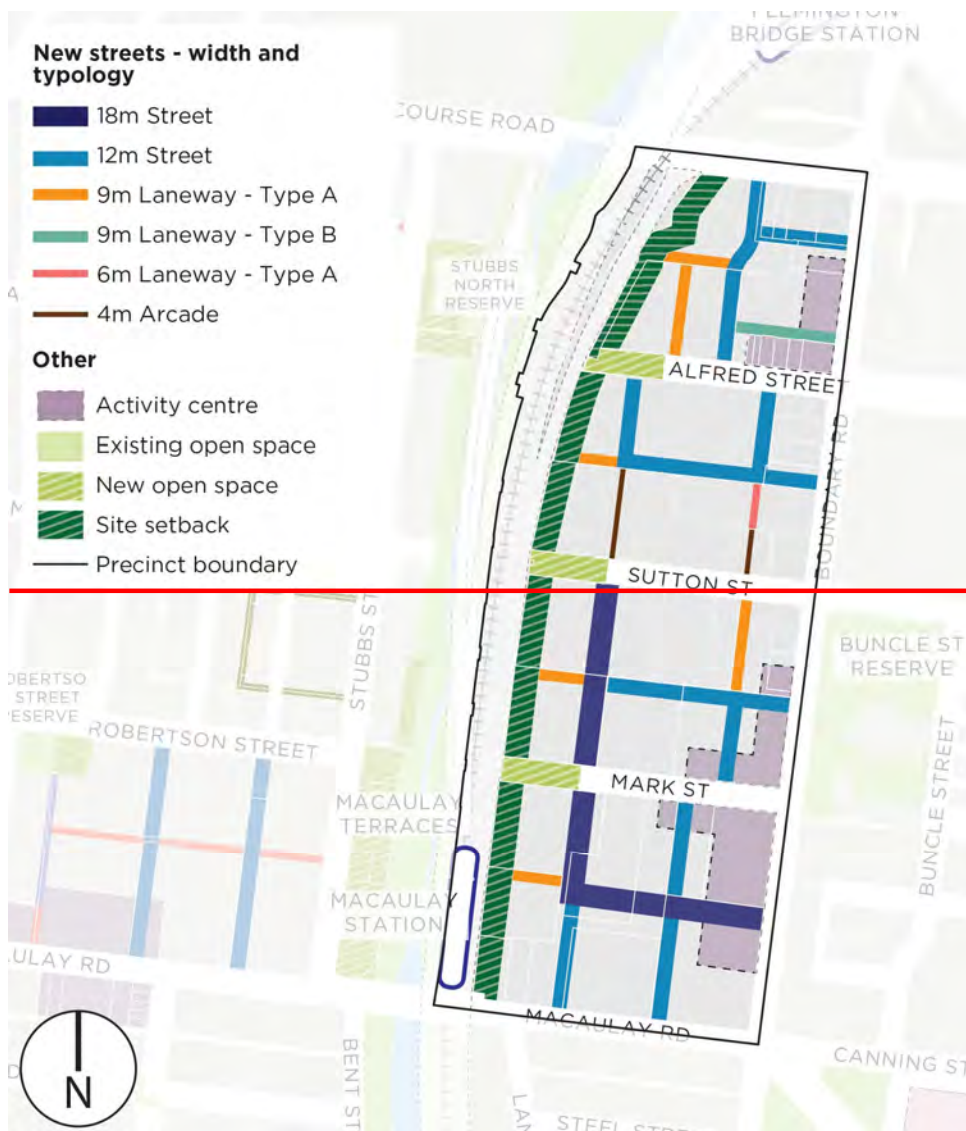
Location	Preferred minimum building setback	Built form outcomes
		and maintains open sky views between them. <ul style="list-style-type: none"> Allows sun penetration to the public realm and mitigates wind impacts at street level.
Between buildings or built form above the street wall on the same site	12 metres	Setback that: <ul style="list-style-type: none"> Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall and maintains open sky views between them. Allows sun penetration to the public realm and mitigates wind impacts at street level.
Above the street wall to the CityLink site setback and active transport corridor – DCP project shown on Map 2	3 metres	Setback that: <ul style="list-style-type: none"> Reduces visual impact of building mass to the linear site CityLink setback and active transport corridor – DCP project. Increases views to the sky and sense of openness in the linear site CityLink setback and active transport corridor – DCP project between CityLink and the taller built form. Manages wind conditions to contribute to a comfortable environment. Reinforces the prominence of the street wall.

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New streets, laneways and arcades

Development must provide for new public streets, laneways and arcades in accordance with Map 4 and the design requirements in Table 6.5.

Map 4: New streets, laneways and arcades



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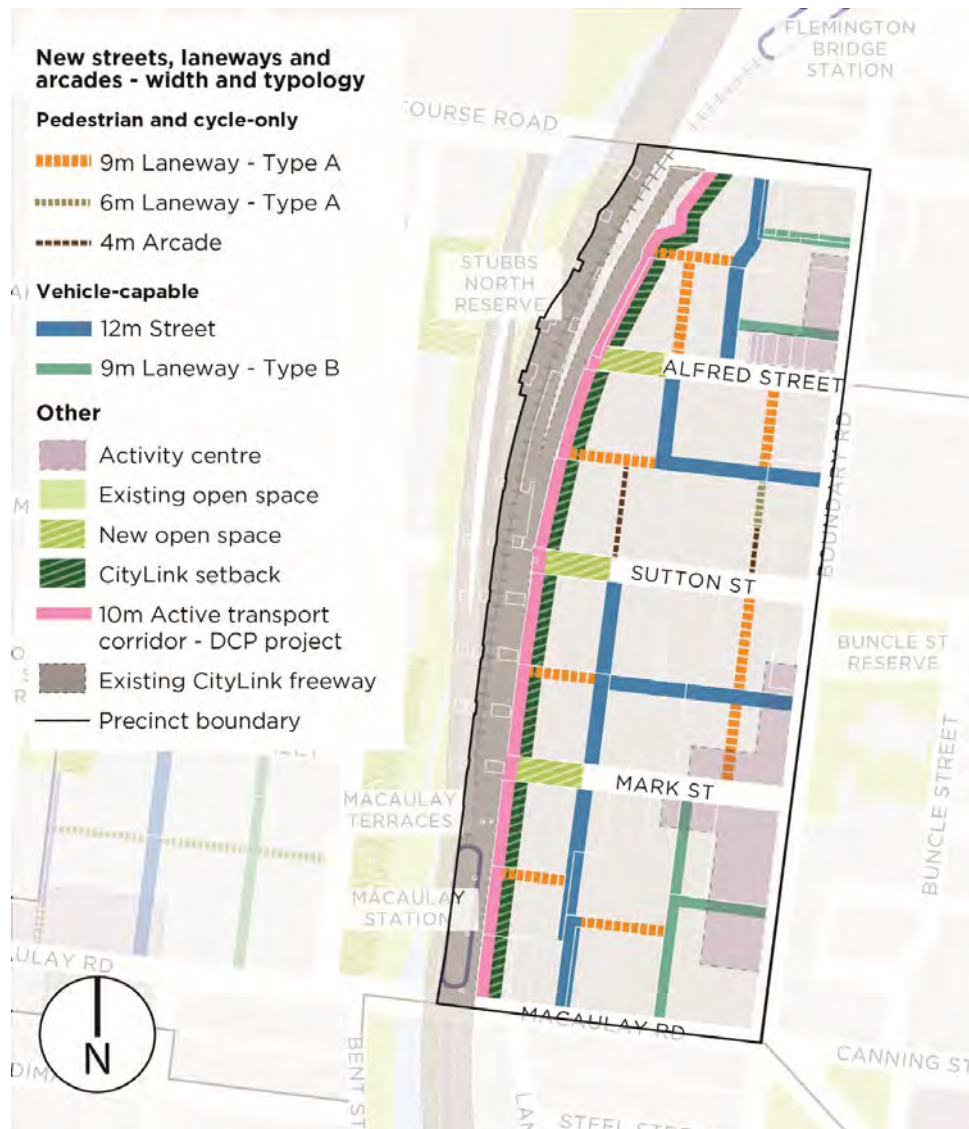


Table 65: New streets, laneways and arcades

Design Requirements	Design Outcome
<p>New streets, and laneways -Type B and arcades must be located as identified in Map 43 and as per the alignment outlined in Incorporated Document "Macaulay – Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades, – Alignments and Cross-Sections, June-October 2025", except:</p>	<p>A street network that:</p> <ul style="list-style-type: none"> Increases pedestrian and bicycle network permeability and connectivity, particularly to and from activity centres and major public infrastructure and through large blocks. Maximises the opportunity for diverse land uses to activate the public realm. Promotes a coordinated approach to delivering new connections. Enables servicing and access to be located away from primary active and pedestrian priority interfaces.

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Design Requirements	Design Outcome
<ul style="list-style-type: none"> ▪ If a street or laneway located along a property boundary has not already been delivered in the location shown on Map 4, the immediately adjoining property may deliver a part of the cross-section of the street or laneway. ▪ If a part of the street or laneway has already been delivered on the adjoining property, the remainder of the cross-section must be located on the subject site. <p>New laneways - Type A and arcades must be provided generally in accordance with the location in Map 4 and the alignment outlined in <i>Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i>.</p>	<ul style="list-style-type: none"> ▪ Creates development sites that are able to be developed independently of each other while avoiding duplication of access.
<p>New streets and laneways must be:</p> <ul style="list-style-type: none"> ▪ Of the width and of the typology specified in Map 4. and ▪ Designed generally in accordance with the cross-section outlined in Incorporated Document Macaulay – Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades, – Alignments and Cross-Sections, June October 2025. ▪ Vested to Melbourne City Council into public ownership and accessible 24/7. ▪ At-grade and open to the sky. ▪ Delivered in accordance with the City of Melbourne design and construction standards. ▪ Connected at the same finished level with another part of the street or laneway that has already been 	<p>Streets and laneways that:</p> <ul style="list-style-type: none"> ▪ Create a safe and pleasant, high-amenity and people-focussed public realm. ▪ Prioritise walking and cycling and improve connectivity. ▪ Support the overall function and capacity of the movement network. ▪ Provide building separation and setbacks between developments. ▪ Provide space for people to sit, gather and interact. ▪ Integrate blue and green infrastructure, including water sensitive urban design and large canopy tree planting. ▪ Maximise the opportunity for diverse land uses to activate the public realm.

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Design Requirements	Design Outcome
<p><u>delivered on the adjoining property.</u></p> <p>New arcades must be:</p> <ul style="list-style-type: none"> At least double floor in height, and of the width specified in Map 4, subject to achievement within heritage controls. Delivered in accordance with City of Melbourne’s design and construction standards and made publicly accessible <u>24/7</u> as formalised through an agreement with <u>Melbourne City Council</u>. <p>If the heritage building is not retained, a <u>96 metre wide</u> laneway - <u>Type A</u> must be delivered in place of <u>the each</u> arcade.</p>	<p>Arcades that:</p> <ul style="list-style-type: none"> Respond to heritage character. Improve connectivity by establishing a permeable network and enabling walking and cycling through existing built form. Feel and are safe and attractive for pedestrians and cyclists.

Solar protection

Built form requirements

Buildings and works above the preferred maximum street wall identified in Tables 3 and 4 Map 3 must not cast additional shadow to the southern footpath of Macaulay Road, Mark Street, Sutton Street and Alfred Street on 22 September between 11am and 2pm.

Buildings and works above the preferred maximum street wall identified in Tables 3 and 4 must not cast additional shadow to the southern footpath of new east-west aligned 18 metre and 12 metre streets, as identified in Map 45, on 22 September between 11am and 2pm.

These requirements do not apply to:

- Overshadowing to southern footpaths created by tooth and gap, the ‘tooth’ must not exceed 25 metres in length and must not be contiguous with adjoining lots.

Buildings and works must comply with the solar protection requirements specified in Table 76. Parks and streets with solar protection are identified in Map 5. In the event that buildings and works cast shadow over two or more parks, the requirement for each park must be met.

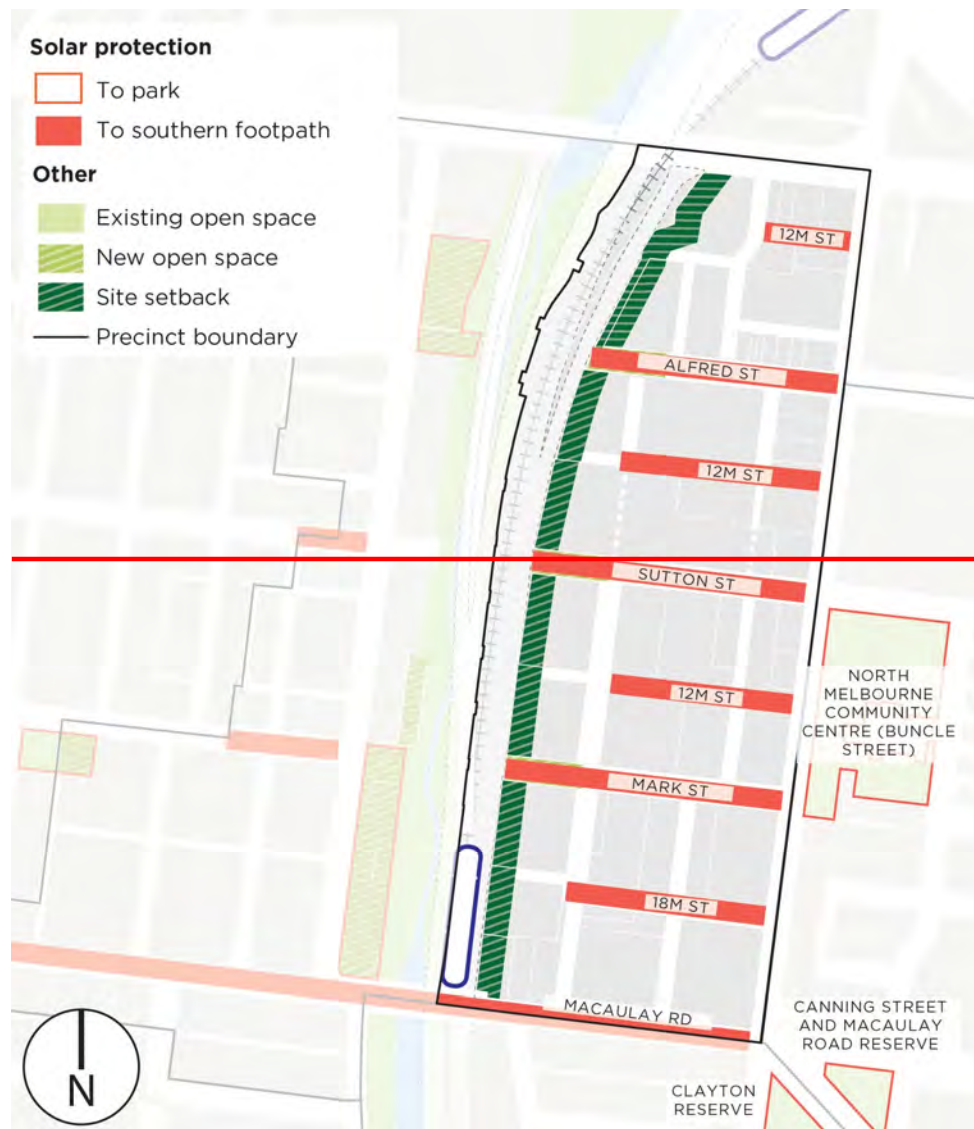
These requirements do not apply to buildings and works constructed within public parks.

Table 76: Solar protection to public parks

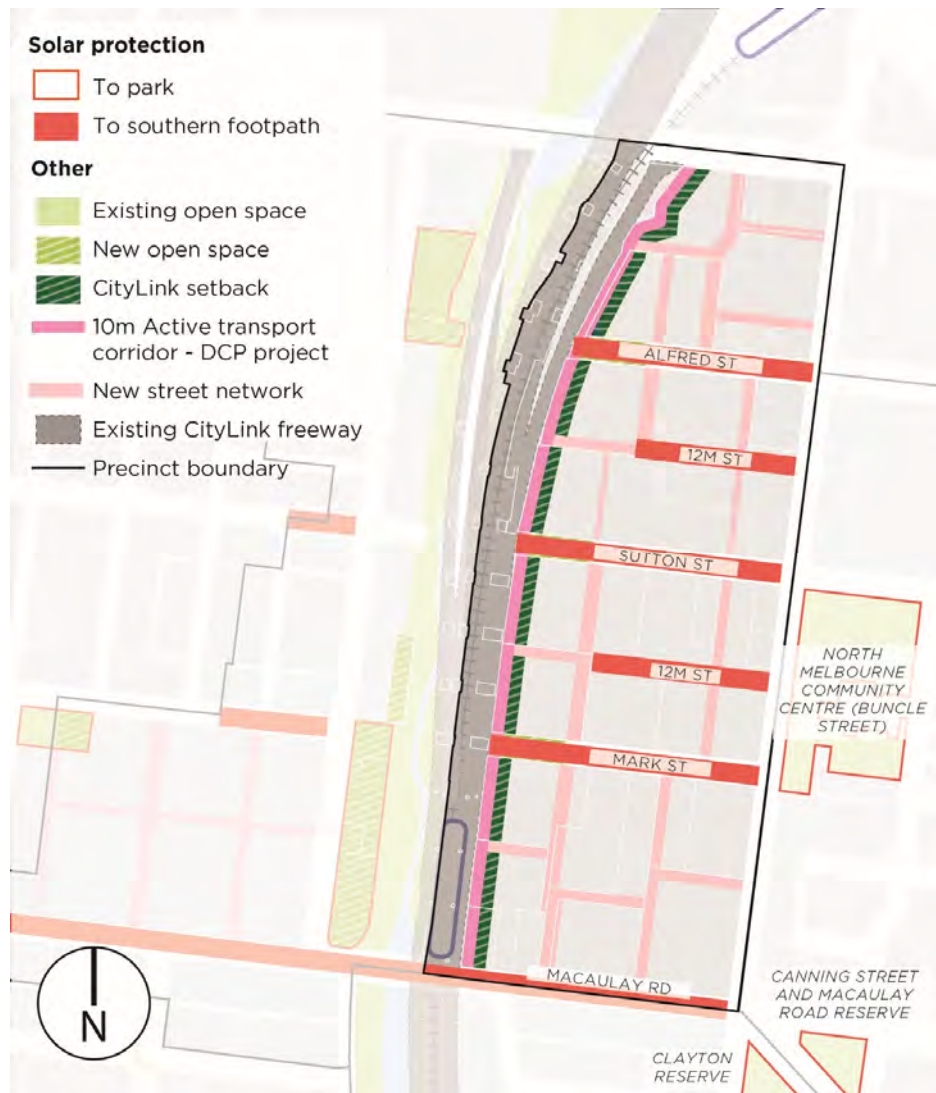
Public park	Date and hours
North Melbourne Community Centre, Buncle Street Reserve. Canning Street and Macaulay Road Reserve. Clayton Reserve.	Buildings and works must not cast additional shadow onto the park between 10am and 3pm on June 21 beyond the existing shadow, or allowable shadow, or the combination of the existing shadow and allowable shadow (whichever is the greatest).

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Map 5: Parks and streets with solar protection



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Site layout

Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.

Table 87: Site layout

Design Requirements	Design Outcome
<p>Buildings should be aligned to the street at ground level unless they provide for a plaza.</p> <p>Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose</p> <p>Development should avoid entrapment areas and areas with limited passive surveillance.</p> <p>Development should cater for anticipated pedestrian volumes.</p>	<p>Site layout that:</p> <ul style="list-style-type: none"> Reinforces the valued characteristics of streets and laneways. Delivers a well-defined public realm.

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Design Requirements	Design Outcome
<p>Plazas should:</p> <ul style="list-style-type: none"> Be open to the sky. Be accessible to people of all abilities. Provide opportunities for stationary activity. Be lined with active frontages. Incorporate soft and hard landscaping elements. Have access to sunlight. 	<p>Plazas that:</p> <ul style="list-style-type: none"> Are accessible to people of all abilities. Are safe and attractive. Deliver opportunities for stationary activity. Alleviate pedestrian congestion.
<p>Vehicle entries and loading bays should:</p> <ul style="list-style-type: none"> Be located on servicing and access interfaces shown on Map 6. Not be located on a primary active or pedestrian priority interface shown on Map 6. <p>The location and width of car park entries should minimise the impacts on the pedestrian network.</p>	<p>Vehicle entries that:</p> <ul style="list-style-type: none"> Do not create traffic conflict. Do not undermine the attractiveness or safety of the pedestrian experience.
<p>Colonnades should:</p> <ul style="list-style-type: none"> Adopt vertical proportions with a height greater than the width. Incorporate high quality design detail to all publicly visible planes and surfaces. Provide ground level spaces that are accessible to people of all abilities. Have a clear public purpose. Be well-lit and provide clear lines of sight from one end to another. Be safe and free of entrapment spaces and areas with limited passive surveillance. 	<p>Colonnades that:</p> <ul style="list-style-type: none"> Are safe and attractive. Are accessible to people of all abilities.

Building mass

Building mass relates to the three-dimensional form of a building, including its scale, height, proportions and composition.

Table 98: Building Mass

Design Requirements	Design Outcome
<p>Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large sites where a development comprises multiple buildings.</p> <p>Development on large sites should provide variation in volume and height to break up building mass, including the opportunity for multiple rather than single towers.</p>	<p>Building mass that:</p> <ul style="list-style-type: none"> Distinguishes between different buildings where a development comprises multiple buildings. Respects the height, scale and proportions of adjoining heritage places. Reinforces the fine grain and visual interest of streetscapes.

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Design Requirements	Design Outcome
	<ul style="list-style-type: none"> ▪ Maintains a diverse and interesting skyline through the design of roof profiles. ▪ Reduces the visual impact and perception of building bulk from both near and afar.

Building program

Building program relates to the position and configuration of internal spaces to a building and has a direct relationship to the public realm.

Table 109: Building program

Design Requirements	Design Outcome
<p>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. <p>Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street or laneway.</p> <p>Floor to floor heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4.5 metres at ground level. ▪ 3.2 metres for levels associated with residential, accommodation. ▪ 4 metres for levels associated with commercial, retail and other uses. <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4 metres at ground level. ▪ 2.7 metres for levels associated with residential, accommodation. ▪ 3.2 metres for above ground car parks ▪ 3.5 metres for levels associated with commercial, retail and other uses. <p>Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where this occurs on a pedestrian only laneway where this is the established character.</p>	<p>A building program that:</p> <ul style="list-style-type: none"> ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or rooftop spaces that maximise passive surveillance and interaction with the public realm.

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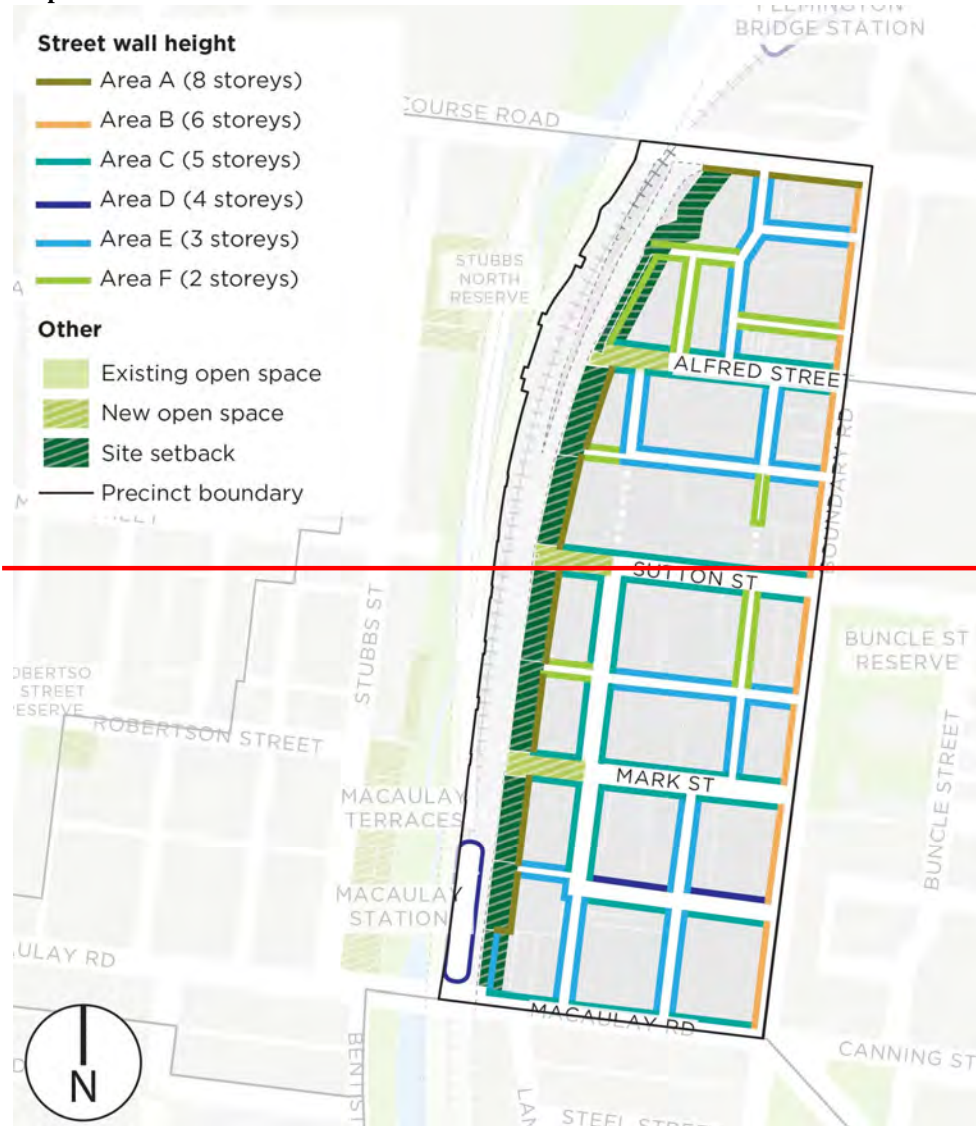
Design Requirements	Design Outcome
<p>Ground floor building services, including waste, loading and parking access:</p> <ul style="list-style-type: none"> Should be minimised. Must occupy less than 40 per cent of the ground floor area of the site area. <p>Internal waste collection areas should be sleeved.</p> <p>Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.</p> <p>Service cabinets should be located internally with loading, waste or parking areas where possible.</p> <p>Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.</p> <p>Access doors to any waste, parking or loading area should:</p> <ul style="list-style-type: none"> Be positioned no more than 500 millimetres from the street edge. Be designed as an integrated element of the building. <p>Rooftop plant, services and antennae should be integrated into the overall building form.</p>	<p>Building services that:</p> <ul style="list-style-type: none"> Minimise impacts on the public realm. Maximise the quality and activation of the public realm. Do not dominate the pedestrian experience and are designed as an integrated design element. Provide waste collection facilities as an integrated part of the building design.
<p>All car parking should be located in a basement unless it is part of a development that removes existing open to sky at grade car parking.</p> <p>Car park ramps should be capable of removal for future adaptation.</p> <p>Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm.</p> <p>Above ground car parking:</p> <ul style="list-style-type: none"> Must be located on the first floor or above unless it is a Consolidated Car Park. Must be sleeved to streets unless it is a Consolidated Car Park and its visual impact on the public realm has been minimised. 	<p>Car parking that:</p> <ul style="list-style-type: none"> Minimises the impact of car parking on the public realm. Can be adapted to other uses. is primarily delivered as a Consolidated Car Park.

Public interfaces

Public interfaces relate to the boundary between a building and the public realm along streets, laneways and open spaces.

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Map 6: Public interfaces



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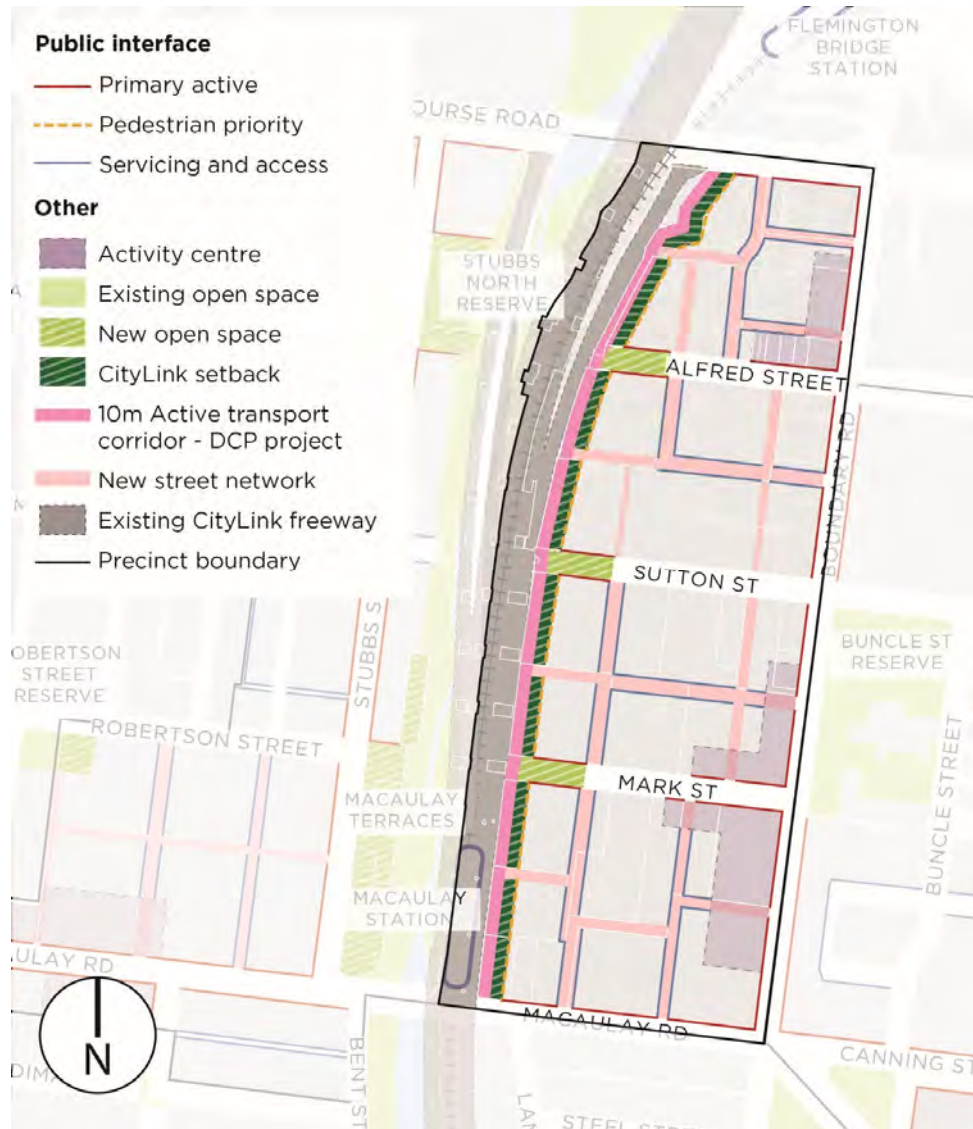


Table 11.10: Public interfaces

Design Requirements	Design Outcome
<p>The following ground level frontage requirements must be met for development along primary active and pedestrian priority interfaces, and should be met for development along pedestrian priority interfaces as shown on Map 6:</p> <ul style="list-style-type: none"> Where a street wall is provided, at least 80 per cent of the combined length of the ground level primary active and pedestrian priority interfaces of a building to streets and laneways is occupied by: 	<p>Public interfaces that:</p> <ul style="list-style-type: none"> Contribute to the use, activity, safety and interest of the public realm. Provide continuity of ground floor activity along streets and laneways. Allow unobstructed views through openings into the ground floor of buildings.

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Design Requirements	Design Outcome
<ul style="list-style-type: none"> - Building entries (including frames). - Windows (including frames and windows at ground level above stall-risers up to 700m in height). - Pilasters. - Window and door frames. <p>This requirement is discretionary for does not apply to land affected by the Land Subject to Inundation Overlay or the Special Building Overlay.</p> <p>Windows are to have clear glazing without stickers or paint that obscures views.</p> <p>The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes.</p> <p>Security grilles or mesh should:</p> <ul style="list-style-type: none"> ▪ Be transparent. ▪ Not block views into tenancies at night. ▪ Be mounted internally to the shop windows. <p>Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.</p> <p>On sloping sites, a direct connection should be established at grade to useable space within ground level tenancies, with level transitions contained within the building envelope.</p>	
<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</p> <p>Upper level projections such as juliet balconies, adjustable screens or windows, cornices or other architectural features may project into streets or laneways:</p> <ul style="list-style-type: none"> ▪ On primary active and pedestrian priority interfaces as shown on Map 6, up to 600 mm. ▪ On other streets and laneways up to 300 mm. <p>On streets with primary active or pedestrian priority interfaces, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb.</p>	<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> ▪ Do not adversely impact the levels of daylight or views to the sky from a street or laneway. ▪ Do not obstruct the service functions of a street or laneway through adequate clearance heights. ▪ Add activity to the public realm. ▪ Form part of a cohesive architectural response to the public realm.

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Design Requirements	Design Outcome
<p>Balcony projections should be at least 5 metres above any public space measured from ground level.</p> <p>Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p>	
<p>Development should include continuous weather protection along primary active and pedestrian priority interfaces as shown in Map 6, except where a heritage place warrants an alternative approach.</p> <p>Weather protection canopies should:</p> <ul style="list-style-type: none"> ▪ Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. ▪ Provide for exposure to winter sun and shelter from summer sun. ▪ Not enclose more than one third of the width of a laneway. ▪ Display a high design standard including material selection in the appearance of the soffit and fascia. 	<p>Weather protection that:</p> <ul style="list-style-type: none"> ▪ Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. ▪ Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.

Design detail

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

Table 124: Design detail

Design Requirements	Design Outcomes
<p>Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements.</p> <p>Street wall facades should avoid a predominately glazed appearance.</p> <p>Street wall facades should establish a balance of transparency and solidity.</p> <p>Facades should avoid the use of surfaces which cause unacceptable glare to the public realm.</p> <p>Materials should be durable, robust and low maintenance in the higher parts of a building</p> <p>Blank walls that are visible from the public realm should be designed as an integrated component of the building composition.</p>	<p>Exterior design that:</p> <ul style="list-style-type: none"> ▪ Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. ▪ Is visually interesting when viewed up close and from a distance. ▪ Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. ▪ Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. ▪ Delivers high quality design on all visible sides of a building including

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Design Requirements	Design Outcomes
<p>Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale.</p> <p>Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing.</p> <p>Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways.</p> <p>Service cabinets should not visually dominate street frontages and should use high quality materials.</p>	<p>rooftops, where visible from the public realm.</p> <ul style="list-style-type: none"> ▪ At the ground level interface, provides visual connection between the public realm and interior spaces.

Wind effects

Built form outcomes

Buildings must be designed to achieve local wind conditions that:

- Maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing.

Built form requirements

The following built form requirements apply to buildings and works above 20 metres.

Buildings and works:

- Must not cause unsafe wind conditions as specified in Table 1342 in publicly accessible areas, including spaces identified with solar protection, within the assessment distance from all facades.
- Should achieve comfortable wind conditions as specified in Table 1342 in publicly accessible areas within the assessment distance from all facades.

The assessment distance is shown in Figure 24 below and is the greater of:

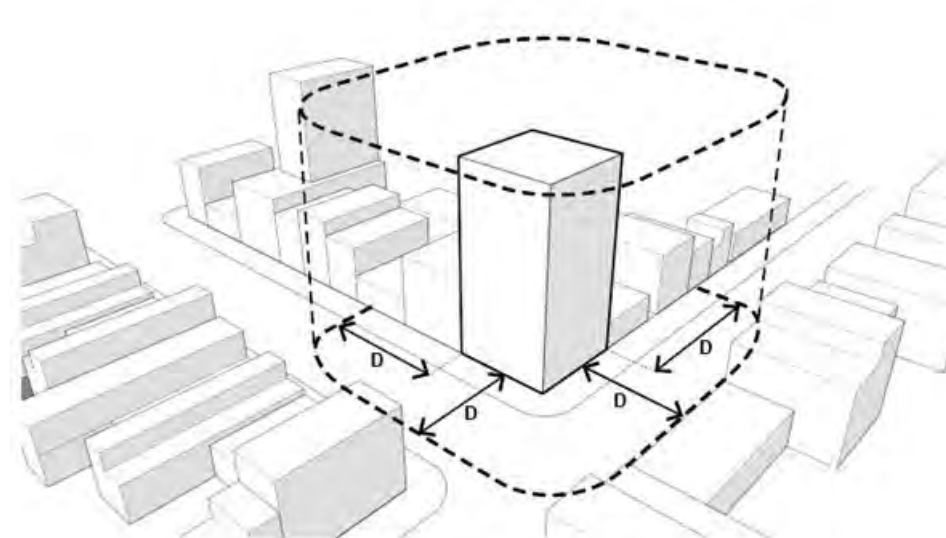
- Half the longest width of the building.
- Half the total height of the building.

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Table 13.12: Wind effects on the public realm

Wind condition	Specification
Comfortable wind conditions	<p>The hourly mean wind speed from all wind directions combined with a probability of exceedance of 20 per cent, is less than or equal to:</p> <ul style="list-style-type: none"> 3 metres/second for sitting areas. 4 metres/second for standing areas. 5 metres/second for walking areas. <p>Hourly mean wind speed is the maximum of:</p> <ul style="list-style-type: none"> The hourly mean wind speed the gust equivalent mean speed (3 second gust wind speed divided by 1.85).
Unsafe wind conditions	<p>The hourly maximum 3 second gust from any wind direction (considering at least 16 wind directions) with a corresponding probability of exceedance percentage greater than 20 per cent.</p> <p>Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.</p>

Figure 2 Assessment distance 1.



**ASSESSMENT DISTANCE D = GREATER OF:
 L/2 (HALF LONGEST WIDTH OF BUILDING) OR
 H/2 (HALF OVERALL HEIGHT OF BUILDING)**

3.0

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Subdivision

None specified.

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4.0

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Proposed C417melb

Signs

None specified.

5.0

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Proposed C417melb

Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Urban Context Report and Plans

- A site analysis and urban context report that:
 - Documents the key contextual influences on the development.
 - Demonstrates how the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
 - Includes photomontage studies of the proposal within its streetscape context taken from pedestrian eye level at street level including relevant approved developments.
 - Includes an analysis of how the amenity of the public and private realm is maximised given the relationship between the proposal and adjacent buildings (including likely adjacent development envelopes), **active transport corridors** and open space.
 - Explains the effect of proposed building and works on:
 - Microclimate including sunlight, daylight and on streets and other public spaces.
 - Vistas that is the visual impact of building massing from afar in the context of existing and proposed development.
- Street elevations of the block showing how the development proposal sits within and contributes to its context.
- Plans, elevations and section drawings (1:50 or 1:20) and a written statement showing the design of the lower levels of the building including entries, shop front design, service areas, weather protection canopies and integrated signage elements.
- Where buildings and works above 20 metres in height are proposed, a digital three-dimensional model of the proposed development in accordance with the City of Melbourne 3D Digital Modelling Advisory Note.
- Where car parking is proposed at or above ground level, a car parking adaptation strategy prepared by a qualified structural engineer or architect to demonstrate the capacity to adapt the car parking areas to alternate uses in future.
- Scaled shadow diagrams to show existing and proposed shadows at hourly intervals from 10am to 3pm to demonstrate the impact on new streets and laneways on the date and times shown on Map 5 and on the public parks for the dates and times specified at Table 76 and shown on Map 5.

CityLink setback

An application that includes land shown on Map 2 as CityLink setback must include an urban design and landscape concept plan and cross-sections which show the interface with the active transport corridor.

New streets and laneways

- **An application that incorporates a new street or laneway must include a plan or cross-section which:**
 - **demonstrates the complete state of the new street or laneway, and an interim design if the application is only required to deliver part of the street or laneway;**

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- demonstrates how that part of the street or laneway incorporated in the application contributes to and integrates with the design of the street or laneway as a whole, whether or not other parts have been delivered;
- includes a functional layout, with levels (including the levels of the part of the street or laneway incorporated in the development where it would connect with any other part delivered as part of any other application) and the location of any utility services; and
- provides for landscaping.

Wind analysis report

An application for a permit for a building with a total building height in excess of 20 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- Include details of the wind criteria used and justification for the wind criteria.
- Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height of the building, whichever is greater.
- At a minimum, model the wind effects of the proposed development and surrounding buildings (existing and proposed) using wind tunnel testing.
- Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
- Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

High quality design report

An application for a permit must be accompanied by a report to demonstrate high quality design. The report must:

- Explain how the application provides high quality architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
- Explain how the application responds to the requirements of this schedule.
- Describe how the development addresses and provides high quality public realm outcomes and ameliorates solar and wind effects to the public realm.
- Where an application seeks to vary the requirement(s) of this schedule, it must explain how the built form outcomes are achieved, and how the alternative response demonstrates appropriate built form outcomes having regard to the decision guidelines of this schedule.

Design Excellence report

An application for a permit on **key**-significant and strategic sites should be accompanied by a report to demonstrate design excellence.

- Significant and strategic sites are sites that are:
 - Consolidated sites and large sites over 1000 sqm.
 - Proposed to facilitate masterplanned developments.
 - Prominent locations including those sites that will deliver, or are adjacent to, public spaces, community uses, or major public infrastructure.
 - On, or adjacent to, an identified heritage place or character building.

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- On key interfaces including Moonee Ponds Creek, Boundary Road, Macaulay Road and Racecourse Road or at their intersection.
- The report should:
 - Demonstrate the use of a design review panel process or a design competition which has been endorsed by Melbourne City Council.
 - Demonstrate how any feedback provided by a design review panel or design competition panel has been successfully responded to and adopted in the design response.

3D digital model of buildings and works

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes. The 3D model must show:

- Any existing shadow cast on the nominated public open spaces during the periods specified in Table 76.
- Any extent of shadow cast by the nominated street wall height on the public open spaces specified in Table 76.
- The extent of shadow to be cast by the proposed buildings and works.

6.0

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Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The extent to which the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
- Whether the development responds to its context including the built form character, height and scale of adjacent and nearby buildings and adjacent and nearby heritage places.
- Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm (~~public parks, open spaces,~~ footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.
- On sites where a development comprises multiple buildings, whether the buildings adopt a diversity of forms, typologies and architectural language, within a cohesive design framework.

Building Height

- Whether the building height responds to the site and provides variation in building height compared with adjacent existing or proposed development.
- Whether the building height provides transition to lower scaled areas adjacent.

CityLink setback

- Whether the development appropriately provides and responds to the active transport corridor depicted in Map 2.
- Whether the development provides a high quality landscape architecture and urban design response.
- Whether the proposed development, in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm, in relation to human scale.

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- Whether the development provides a high level of amenity for building occupants in relation to overshadowing, noise and vibration impacts from CityLink.

Street wall height

- Whether the building responds appropriately to the streetscape, including its width, and the scale and height of neighbouring buildings.
- If the proposed street wall height exceeds the preferred maximum height specified, the development should demonstrate that the proposed street wall height:
 - Is proportional to the street width.
 - Provides articulation, visual interest and variety over the length of the street frontage.

Building Setbacks

- Whether the building setbacks appropriately consider the:
 - Built form response on site including consideration of the size and shape of the parcel of land to which the application relates.
 - The siting of the proposed development and the areas to be occupied by the development in relation to the size and shape of the land.
 - Relationship to adjoining sites and consideration of the potential redevelopment opportunities.
 - Articulation, visual interest and building modulation to decrease the impact of visual bulk and improve amenity outcomes.

New streets, laneways and arcades

- Whether development is in accordance with Incorporated Document Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025.
- Whether any proposed variation from the location of a new laneway or arcade shown on Map 4 or design shown in the cross sections in Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025 is:
 - Required to ensure functionality of the development.
 - Required to enable vehicular and pedestrian access for a temporary period of time if only part of the street or laneway is required to be delivered.
 - Consistent with the Design Outcomes of Table 6 and the Requirements stipulated in the relevant cross-section in Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025.

Wind Effects

- Whether the proposal maintains safe and pleasant pedestrian microclimatic conditions on the footpath adjacent to the development and demonstrates:
 - A maximum of 3 metres per second for sitting which is associated with activities such as outdoor cafes, pool areas, gardens.
 - A maximum of 4 metres per second for standing which is associated with activities such as window shopping, drop off, queuing.
 - A maximum of 5 metres per second for walking adjacent to the development.
- The cumulative wind effects within the publicly accessible areas within the assessment distance, including streets, laneways, arcades and public open spaces ~~public spaces subject to solar protection identified in Table 712 to this schedule.~~

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Design Excellence

- The extent to which the development responds to the feedback of any design review panel or design competition process, whether or not that process occurs before the application is made.

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~~Proposed C417melb~~
 Proposed C417melb

SCHEDULE 76 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO76**.

MELROSE PRECINCT

1.0
~~Proposed C417melb~~
 Proposed C417melb

Design objectives

To create a mixed use, mid-rise precinct with development generally ranging in height from 4 storeys (16 metres) up to 8 storeys (32 metres).

To ensure development responds to its context and protects the amenity of the adjacent low rise residential areas.

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces.

To deliver high quality design throughout the precinct and achieve design excellence on strategic sites.

To ensure development delivers a high amenity public realm with a human scaled interface.

2.0
~~Proposed C417melb~~
 Proposed C417melb

Buildings and works

2.1 Definitions

For the purposes of this schedule:

Additional shadow means any shadow cast outside of any existing shadow from buildings and works.

Allowable shadow means the shadow that would be cast on ~~the~~ park between 10am and 3pm, 21 June:

- By street walls built ~~on nearby land to relevant preferred maximum to the~~ street wall height ~~identified in this schedule on land near a park.~~
- If no street wall height requirement applies, buildings built ~~on nearby land~~ to the ~~preferred~~ maximum building height requirement ~~on land near the park.~~

Building services includes areas used for the purposes of loading, waste management and electrical, communications, gas, water and fire prevention infrastructure.

~~Consolidated car park means a car park:~~

- ~~▪ Where all parking bays and related facilities are held in single ownership;~~
- ~~▪ That is available for shared usage by a catchment larger than the site on which the car parking is provided;~~
- ~~▪ That is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority.~~

Existing shadow means any shadow cast by existing buildings and works and the shadow that would be cast by a building of 9 metres in height.

Floor Area Ratio means the gross floor area ~~including and~~ above ~~the ground floor~~ finished floor level of all buildings on a site, divided by the area of the site. For the purposes of this calculation:

- gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies
- the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required ~~for~~

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~~streets, laneways and arcades, and any other land required~~ by Council for public realm ~~except where provision of land is funded by the Macaulay Urban Renewal Area Development Contributions Plan or is provided as an open space contribution under Clause 53.01.~~

Laneway means a road reserve of a public highway 9 metres or less wide.

Sleeve means to position active uses between large floorplate tenancies, carpark or service areas and the public realm to achieve an active and safe street edge.

Stationary activity means activities by people that involve extended stays within a space, such as sitting and eating, rather than walking through.

Street means a road reserve of a public highway more than 9 metres wide.

Street wall means any part of a building constructed within 0.3 metres of an existing or proposed street, laneway or public open space.

Street wall height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.

2.2 Buildings and works for which no permit is required

A permit is not required:

- to construct a building or carry out works at ground level to provide access for persons with disabilities that comply with all legislative requirements.
- ~~for buildings and works to install or modify building services where the overall building height is not increased.~~

2.3 Requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

- Buildings and works must meet the Design Objectives specified in this schedule.
- A permit cannot be granted to vary a Built Form Requirement expressed with the term 'must'.
- A permit may be granted to vary a discretionary Built Form Requirement expressed with the term 'should'.

An application for buildings and works that does not meet a requirement expressed with the term 'should' must demonstrate how the development will achieve the relevant Built Form and/or Design Outcomes.

Floor Area Ratio

Built Form Requirement

An application to construct a building or carry out works must not exceed the Floor Area Ratio of 4:1.

Where the site includes contiguous titles in the same ownership, a section 173 agreement must be entered into and registered on each title which records the amount of Floor Area Ratio developed across the entire site, and the amount (if any) of remaining Floor Area Ratio able to be developed on each title should it be individually redeveloped in future.

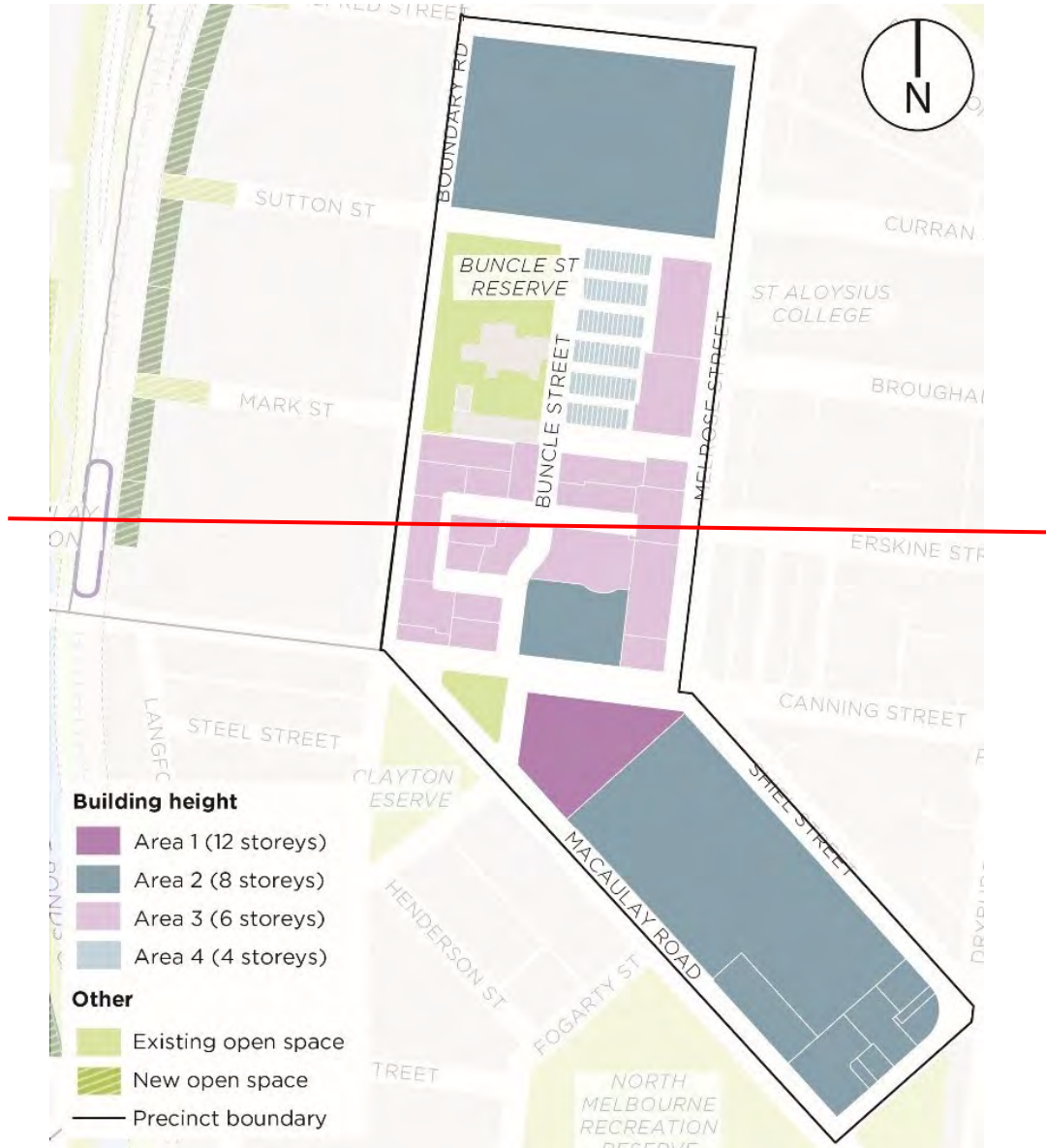
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Building height

Buildings and works should not exceed the preferred maximum building height shown in Map 1 and as specified in Table 1 of this schedule.

Map 1: Building height



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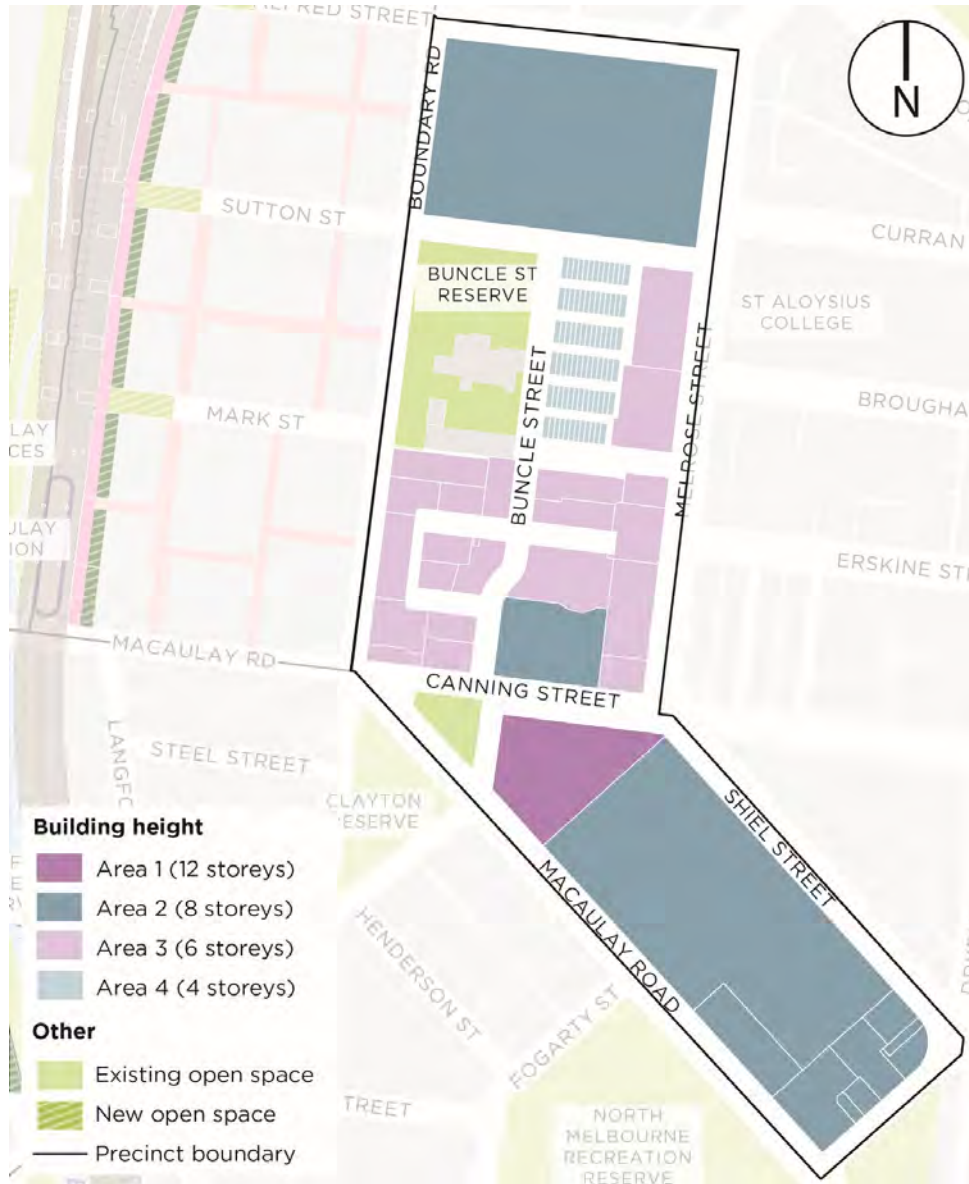


Table 1: Building height

Area	Preferred Maximum Building Height	Built Form Outcome
1	12 storeys (48 metres)	Building height that: <ul style="list-style-type: none"> ▪ Defines the corner of the Canning Street, Vaughan Terrace and Shiel Street intersection. ▪ Acts as a point of transition between lower scale development to the

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Area	Preferred Maximum Building Height	Built Form Outcome
		east and higher scale development in the Boundary precinct.
2	8 storeys (32 metres)	Building height that: <ul style="list-style-type: none"> ▪ Locates massing away from existing low scale residential development and limits overshadowing to the public realm. ▪ Enables height and massing to be located within larger sites to mitigate amenity impacts. ▪ Provides transition to the taller built form of the Arden Precinct to the south-westeast. ▪ Defines the intersection of Buncle and Canning streets. ▪ Allows diverse building typologies that contribute positively to public realm.
3	6 storeys (24 metres)	Building height that: <ul style="list-style-type: none"> ▪ Provides a transition to the low scale residential areas in North Melbourne and higher scale development west of Boundary Road. ▪ Provides a sensitive scale of development between North Melbourne Community Centre (Buncle Street Reserve) and Canning Street and Macaulay Road Reserve.
4	4 storeys (16 metres)	Building height that: <ul style="list-style-type: none"> ▪ Responds to the scale of the existing fine grain lot typologies. ▪ Provides a sensitive scale of development adjacent to North Melbourne Community Centre (Buncle Street Reserve).

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Street wall height

Buildings and works should not exceed the preferred street wall height shown in Map 2 and specified in Table 2 of this schedule. Buildings and works must not exceed the mandatory street wall heights shown in Map 2 and as specified in Table 2 of this schedule.

For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15 metres except:

- Where mandatory street wall heights are specified in Table 2.
- On sites on the north-west corner of Canning and Buncl Streets and the north-east corner of Macaulay and Boundary roads.

Map 2: Street wall height



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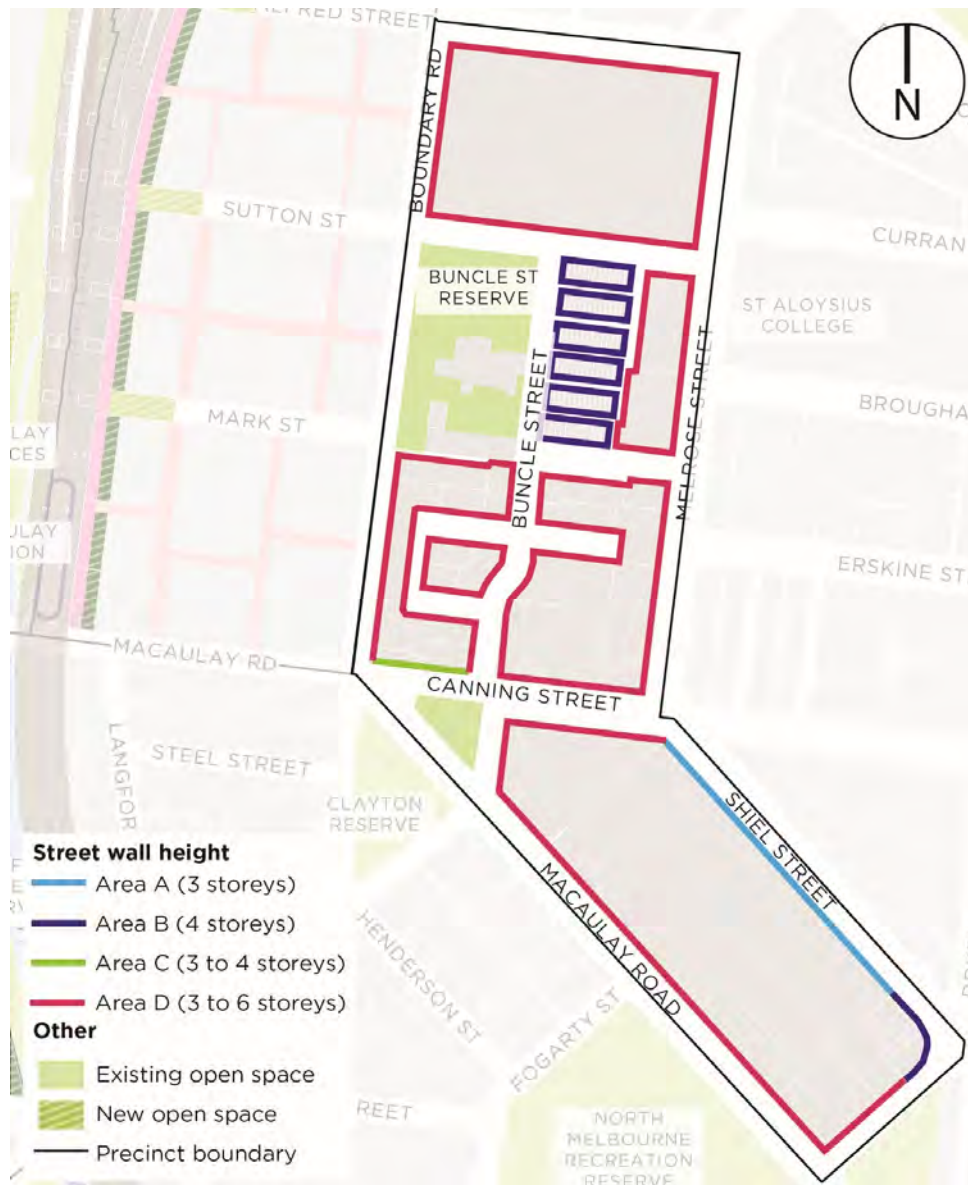


Table 2: Street wall height

Area	Preferred Maximum Building Height	Mandatory maximum street wall height	Built Form Outcome
A		3 storeys (12 metres)	Street wall height that: <ul style="list-style-type: none"> Respects the adjacent low scale residential areas. Limits visual bulk to the sensitive residential interface.
B		4 storeys (16 metres)	Street wall height that: <ul style="list-style-type: none"> Creates a legible edge to the Shiel, Dryburgh and Haines

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Area	Preferred Maximum Building Height	Mandatory maximum street wall height	Built Form Outcome
			streets intersection and defines the corner. <ul style="list-style-type: none"> ▪ Limits visual bulk to North Melbourne Community Centre (Buncle Street Reserve).
C	3 to 4 storeys (12 metres to 16 metres)		Street wall height that: <ul style="list-style-type: none"> ▪ Provides an appropriate transition in scale to heritage places. ▪ Transitions in height towards the widest streets to provide an appropriate sense of enclosure and comfortable scale at street level. ▪ Is taller at the intersections of wide streets to reinforce key corners and promote legibility of the precinct (Boundary and Macaulay roads).
D	3 to 6 storeys (12 metres to 24 metres)		Street wall height that: <ul style="list-style-type: none"> ▪ Is lower to narrow streets and laneways to deliver a comfortable pedestrian environment that achieves access to sunlight and sky views and minimises the impact of wind. ▪ Generally establishes 1:1 street wall height to street width ratio providing an appropriate sense of enclosure and comfortable scale at street level. ▪ Provides an appropriate transition in scale to heritage places. ▪ Responds to the varying height and change in character on either side of Melrose and Alfred streets and provides an appropriate transition to low scale residential areas. ▪ Transitions in height towards the widest streets to provide an appropriate sense of enclosure and comfortable scale at street level. ▪ Is taller at the intersections of wide streets to reinforce key corners and promote legibility of the precinct (corner of Canning and Melrose streets and at the intersection of east-west streets and Boundary Road).

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Area	Preferred Maximum Building Height	Mandatory maximum street wall height	Built Form Outcome
			<ul style="list-style-type: none"> Is taller at the interface with existing open space to define the edge and allow for passive surveillance.

Building setbacks

Buildings and works should be setback by the preferred minimum distance as specified in Table 3.

Table 3: Building Setbacks

Location	Preferred minimum building setback	Built Form Outcomes
Above the street wall (except for Shiel Street)	5 metres	Setback that: <ul style="list-style-type: none"> Enables adequate daylight penetration in streets and internal spaces, and views to the sky. Reduces visual bulk to the street and maintains a pedestrian scale. Achieves building separation above the street wall that supports internal amenity, privacy and appropriate outlook between buildings. Reinforces the prominence of the street wall.
Above the street wall on Shiel Street	5 metres	Setback that: <ul style="list-style-type: none"> Enables adequate daylight penetration in streets and internal spaces, and views to the sky. Reduces visual bulk to the street and maintains a pedestrian scale. Achieves building separation above the street wall that supports internal amenity, privacy and appropriate outlook between buildings. Reinforces the prominence of the street wall. Achieves visually recessive development in response to the adjacent low scale residential interface and provides an appropriate response to surrounding conditions.
Building setbacks from side and rear boundaries for habitable rooms	7.5 metres from the common boundary	Setback that: <ul style="list-style-type: none"> Provides equitable development for adjoining sites. Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall and maintains open sky views between them. Allows sun penetration to the public realm and mitigates wind impacts at street level.

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Location	Preferred minimum building setback	Built Form Outcomes
Between buildings or built form above the street wall on the same site	12 metres	Setback that: <ul style="list-style-type: none"> Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall and maintains open sky views between them. Allows sun penetration to the public realm and mitigates wind impacts at street level.

Solar protection

Built Form Requirements

Buildings and works must comply with the solar protection requirements ~~for public parks~~ specified in Table 4. Parks and streets with solar protection are identified in Map 3. In the event that buildings and works cast shadow over two or more parks, the requirement for each ~~respective~~ park must be met.

These requirements do not apply to buildings and works constructed within public parks.

Table 4: Solar protection to public parks

Park	Date and hours
North Melbourne Community Centre (Buncle Street Reserve). Canning Street and Macaulay Road Reserve. Clayton Reserve. North Melbourne Recreation Reserve	Buildings and works must not cast additional shadow onto the park between 10am and 3pm on 21 June beyond the existing shadow, or allowable shadow, or the combination of the existing shadow and allowable shadow (whichever is the greatest).
Gardiner Reserve.	Buildings and works must not cast additional shadow onto the park between 10am and 3pm on 21 June beyond the existing shadow.

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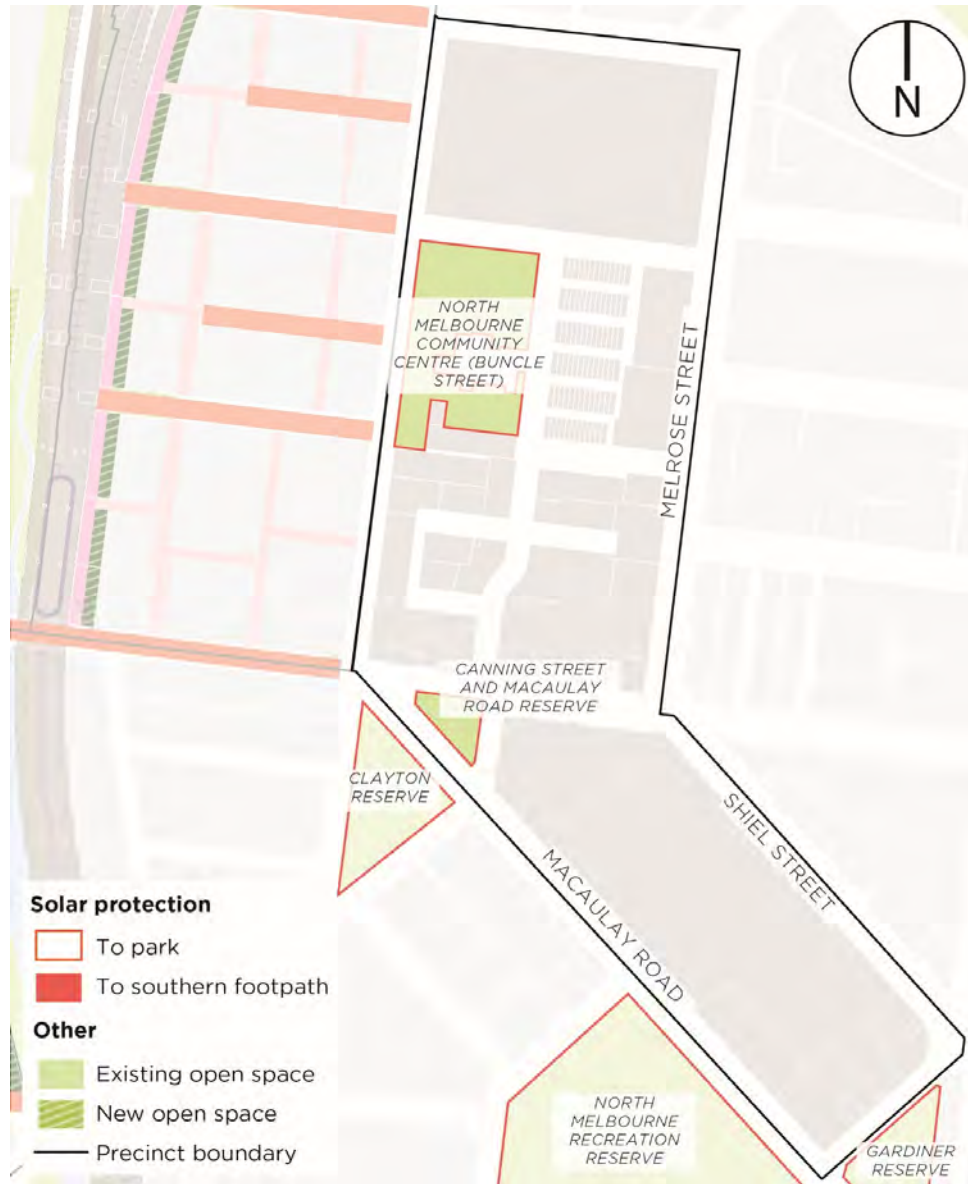
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Map 3: Solar protection



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Site layout

Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.

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Table 5: Site layout

Design Requirements	Design Outcome
<p>Buildings should be aligned to the street at ground level unless they provide for a plaza. Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose.</p> <p>Development should avoid entrapment areas and areas with limited passive surveillance.</p> <p>Development should cater for anticipated pedestrian volumes.</p>	<p>Site layout that:</p> <ul style="list-style-type: none"> Reinforces the valued characteristics of streets and laneways. Delivers a well-defined public realm.
<p>Plazas should:</p> <ul style="list-style-type: none"> Be open to the sky. Be accessible to people of all abilities. Provide opportunities for stationary activity. Be lined with active frontages. Incorporate soft and hard landscaping elements. Have access to sunlight. 	<p>Plazas that:</p> <ul style="list-style-type: none"> Are accessible to people of all abilities. Are safe and attractive. Deliver opportunities for stationary activity. Alleviate pedestrian congestion.
<p>Vehicle entries and loading bays should:</p> <ul style="list-style-type: none"> Be located on servicing and access interfaces shown on Map 4. Not be located on a primary active or pedestrian priority interface shown on Map 4. <p>The location and width of car park entries should minimise the impacts on the pedestrian network.</p>	<p>Vehicle entries that:</p> <ul style="list-style-type: none"> Do not create traffic conflict. Do not undermine the attractiveness or safety of the pedestrian experience.
<p>Colonnades should:</p> <ul style="list-style-type: none"> Adopt vertical proportions with a height greater than the width. Incorporate high quality design detail to all publicly visible planes and surfaces. Provide ground level spaces that are accessible to people of all abilities. Have a clear public purpose. Be well-lit and provide clear lines of sight from one end to another. Be safe and free of entrapment spaces and areas with limited passive surveillance. 	<p>Colonnades that:</p> <ul style="list-style-type: none"> Are safe and attractive. Are accessible to people of all abilities

Building mass

Building mass relates to the three-dimensional form of a building, including its scale, height, proportions and composition.

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Table 6: Building mass

Design Requirements	Design Outcome
<p>Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large sites where a development comprises multiple buildings.</p> <p>Development on large sites should provide variation in volume and height to break up building mass, including the opportunity for multiple rather than single towers.</p>	<p>Building mass that:</p> <ul style="list-style-type: none"> ▪ Distinguishes between different buildings where a development comprises multiple buildings. ▪ Respects the height, scale and proportions of adjoining heritage places. ▪ Reinforces the fine grain and visual interest of streetscapes. ▪ Maintains a diverse and interesting skyline through the design of roof profiles. ▪ Reduces the visual impact and perception of building bulk from both near and afar.

Building program

Building program relates to the position and configuration of internal spaces to a building and has a direct relationship to the public realm.

Table 7: Building program

Design Requirements	Design Outcome
<p>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. <p>Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street or laneway.</p> <p>Floor to floor heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4.5 metres at ground level. ▪ 3.2 metres for levels associated with residential, accommodation. ▪ 4 metres for levels associated with commercial, retail and other uses. <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4 metres at ground level. ▪ 2.7 metres for levels associated with residential, accommodation. ▪ 3.2 metres for above ground car parks ▪ 3.5 metres for levels associated with commercial, retail and other uses. 	<p>A building program that:</p> <ul style="list-style-type: none"> ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or rooftop spaces that maximise passive surveillance and interaction with the public realm.

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Design Requirements	Design Outcome
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Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where this occurs on a pedestrian only laneway where this is the established character.

Ground floor building services, including waste, loading and parking access:

- Should be minimised.
- Must occupy less than 40 per cent of the ground floor area of the site area.

Internal waste collection areas should be sleeved.

Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.

Service cabinets should be located internally with loading, waste or parking areas where possible.

Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.

Access doors to any waste, parking or loading area should:

- Be positioned no more than 500 millimetres from the street edge.
- Be designed as an integrated element of the building.

Rooftop plant, services and antennae should be integrated into the overall building form.

Building services that:

- Minimise impacts on the public realm.
- Maximise the quality and activation of the public realm.
- Do not dominate the pedestrian experience and are designed as an integrated design element.
- Provide waste collection facilities as an integrated part of the building design.

All car parking should be located in a basement ~~unless it is part of a development that removes existing open to sky at grade car parking.~~

Car park ramps should be capable of removal for future adaptation.

Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm.

Above ground car parking:

- Must be located on the first floor or above ~~unless it is a Consolidated Car Park.~~
- Must be sleeved to streets ~~unless it is a Consolidated Car Park and the visual impact of the car park on the public realm has been minimised.~~

Car parking that:

- Minimises the impact of car parking on the public realm.
- Can be adapted to other uses.

~~is primarily delivered as a Consolidated Car Park.~~

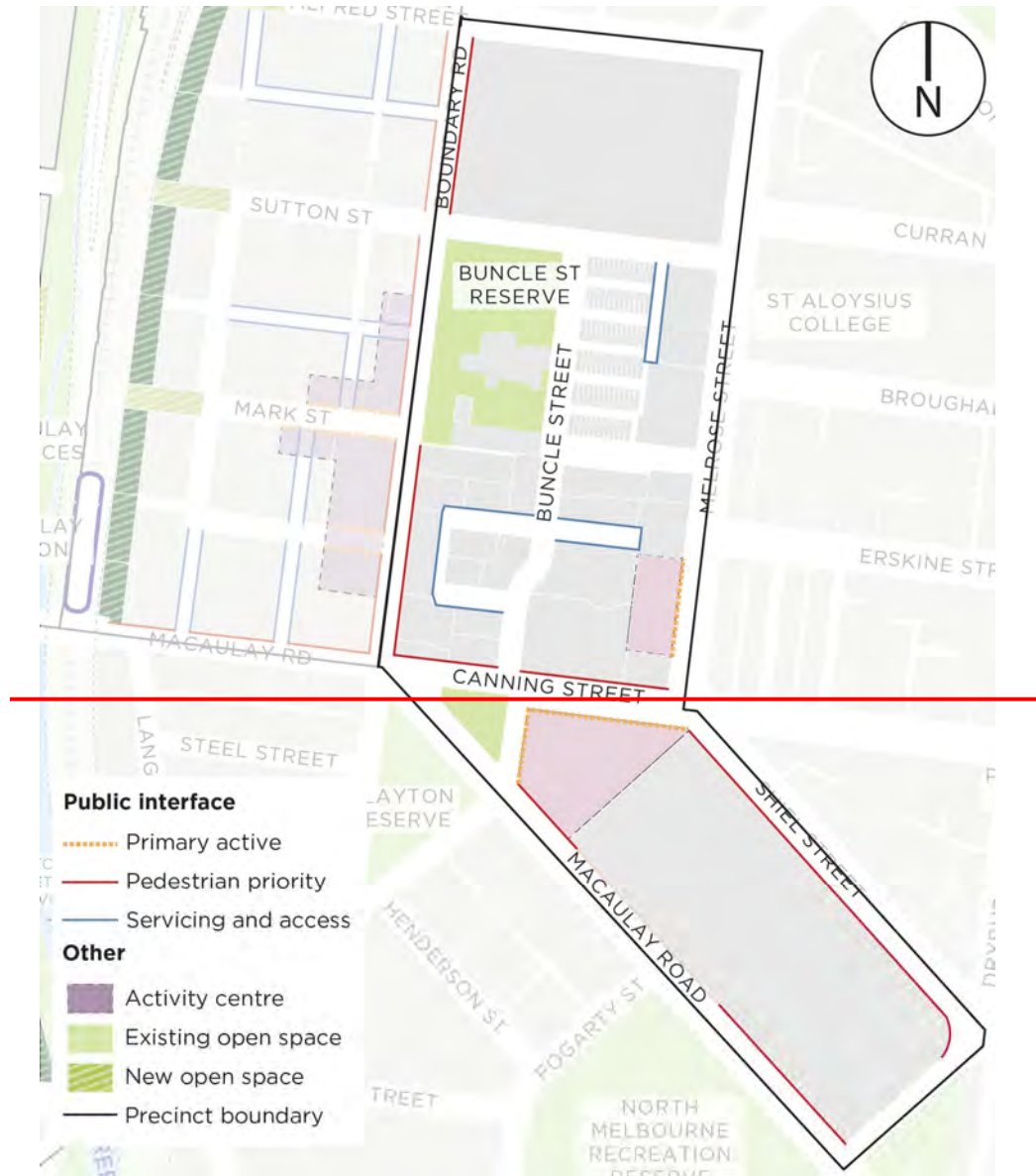
Public interfaces

Public interfaces relate to the boundary between a building and the public realm along streets, laneways and open spaces.

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Map 4: Public interface



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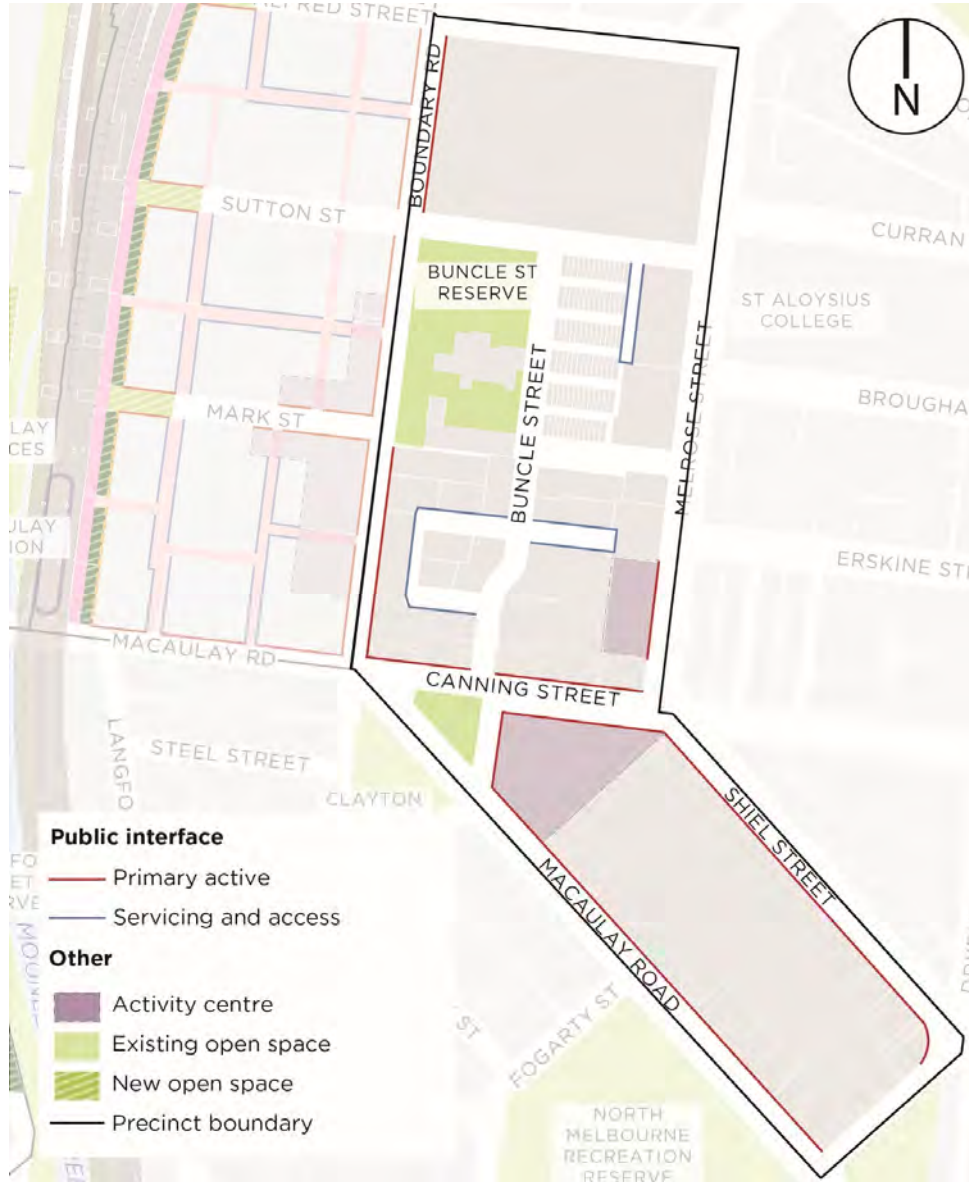


Table 8: Public interfaces

Design Requirements	Design Outcome
<p>The following ground level frontage requirements must be met for development along primary active and pedestrian priority interfaces, as shown on Map 4:</p> <ul style="list-style-type: none"> At least 80 per cent of the combined length of the ground level primary active interfaces of a building to streets and laneways is occupied by: 	<p>Public interfaces that:</p> <ul style="list-style-type: none"> Contribute to the use, activity, safety and interest of the public realm. Provide continuity of ground floor activity along streets and laneways.

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Design Requirements	Design Outcome
<ul style="list-style-type: none"> - Building entries (including frames). - Windows (including frames and windows at ground floor level above stall-risers up to 700mm in height), - Pilasters. - Window and door frames. <p>This requirement is discretionary for does not apply to land affected by the Land Subject to Inundation Overlay or the Special Building Overlay.</p> <p>Windows are to have clear glazing without stickers or paint that obscures views.</p> <p>The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes.</p> <p>Security grilles or mesh should:</p> <ul style="list-style-type: none"> ▪ Be transparent. ▪ Not block views into tenancies at night. ▪ Be mounted internally to the shop windows. <p>Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.</p> <p>On sloping sites, a direct connection should be established at grade to useable space within ground level tenancies, with level transitions contained within the building envelope.</p>	<ul style="list-style-type: none"> ▪ Allow unobstructed views through openings into the ground floor of buildings.
<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</p> <p>Upper level projections such as juliet balconies, adjustable screens or windows, cornices or other architectural features may project into streets or laneways:</p> <ul style="list-style-type: none"> ▪ On primary active and pedestrian priority interfaces as shown on Map 4, up to 600 mm. ▪ On other streets and laneways up to 300 mm. <p>On streets with primary active or pedestrian priority interfaces, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb.</p> <p>Balcony projections should be at least 5 metres above any public space measured from ground level.</p>	<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> ▪ Do not adversely impact the levels of daylight or views to the sky from a street or laneway. ▪ Do not obstruct the service functions of a street or laneway through adequate clearance heights. ▪ Add activity the public realm. ▪ Form part of a cohesive architectural response to the public realm.

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Design Requirements	Design Outcome
<p>Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p>	
<p>Development should include continuous weather protection along primary active and pedestrian priority interfaces as shown in Map 4, except where a heritage place warrants an alternative approach.</p> <p>Weather protection canopies should:</p> <ul style="list-style-type: none"> Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. Provide for exposure to winter sun and shelter from summer sun. Not enclose more than one third of the width of a laneway. Display a high design standard including material selection in the appearance of the soffit and fascia. 	<p>Weather protection that:</p> <ul style="list-style-type: none"> Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.

Design detail

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

Table 9: Design detail

Design Requirements	Design Outcome
<p>Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements.</p> <p>Street wall facades should avoid a predominately glazed appearance.</p> <p>Street wall facades should establish a balance of transparency and solidity.</p> <p>Facades should avoid the use of surfaces which cause unacceptable glare to the public realm.</p> <p>Materials should be durable, robust and low maintenance in the higher parts of a building.</p> <p>Blank walls that are visible from the public realm should be designed as an integrated component of the building composition.</p> <p>Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale.</p> <p>Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing.</p>	<p>Exterior design that:</p> <ul style="list-style-type: none"> Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. Is visually interesting when viewed up close and from a distance. Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm. At the ground level interface, provides visual connection between the public realm and interior spaces

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Design Requirements	Design Outcome
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Design Requirements	Design Outcome
<p>Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways.</p> <p>Service cabinets should not visually dominate street frontages and should use high quality materials.</p>	

Wind effects

Built form outcomes

Buildings must be designed to achieve local wind conditions that:

- Maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing

Built form requirements

The following built form requirements apply to buildings and works above 20m:

Buildings and works:

- Must not cause unsafe wind conditions as specified in Table 10 in publicly accessible areas, including spaces identified with solar protection, within the assessment distance from all facades.
- Should achieve comfortable wind conditions as specified in Table 10 in publicly accessible areas within the assessment distance from all facades.

The assessment distance is shown in Figure 1 below and is the greater of:

- Half the longest width of the building.
- Half the total height of the building.

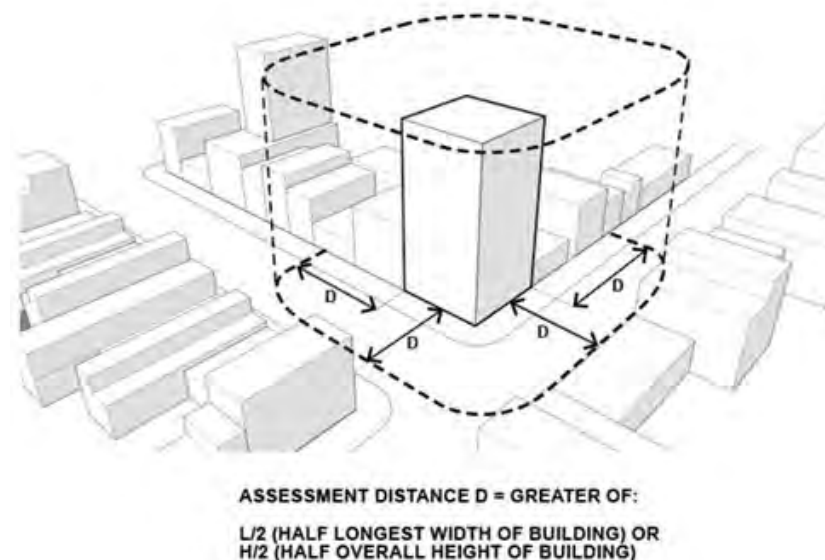
Table 10: Wind effects on the public realm

Wind condition	Specification
Comfortable wind conditions	<p>The hourly mean wind speed from all wind directions combined with a probability of exceedance of 20 per cent, is less than or equal to:</p> <ul style="list-style-type: none"> ▪ 3 metres/second for sitting areas. ▪ 4 metres/second for standing areas. ▪ 5 metres/second for walking areas. <p>Hourly mean wind speed is the maximum of:</p> <ul style="list-style-type: none"> ▪ The hourly mean wind speed the gust equivalent mean speed (3 second gust wind speed divided by 1.85).
Unsafe wind conditions	<p>The hourly maximum 3 second gust from any wind direction (considering at least 16 wind directions) with a corresponding probability of exceedance percentage greater than 20 per cent.</p> <p>Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.</p>

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Figure 1 Assessment distance



3.0 Subdivision
~~Proposed C417melb~~ None specified.

4.0 Signs
~~Proposed C417melb~~ None specified.

5.0 Application requirements
~~Proposed C417melb~~ The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Urban Context Report and Plans

- A site analysis and urban context report that:
 - Documents the key contextual influences on the development.
 - Demonstrates how the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
 - Includes photomontage studies of the proposal within its streetscape context from pedestrian eye level at street level including relevant approved developments.
 - Includes an analysis of how the amenity of the public and private realm is maximised given the relationship between the proposal and adjacent buildings and open space.
 - Explains the effect of proposed building and works on microclimate including sunlight, daylight and on streets and other public spaces.

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- Street elevations of the block showing how the development proposal sits within and contributes to its context.
- Plans, elevations and section drawings (1:50 or 1:20) and a written statement showing the design of the lower levels of the building including entries, shop front design, service areas, weather protection canopies and integrated signage elements.
- Where buildings and works above 20 metres in height are proposed, a three-dimensional digital model of the proposed development in accordance with the City of Melbourne 3D Digital Modelling Advisory Note.
- Where car parking is proposed at or above ground level, a car parking adaptation strategy prepared by a qualified structural engineer or architect to demonstrate the capacity to adapt the car parking areas to alternate uses in future.
- Scaled shadow diagrams to show existing and proposed shadows at hourly intervals from 10am to 3pm to demonstrate the impact on the public parks for the dates and times specified at Table 4 and shown on Map 3.

Wind analysis report

An application for a permit for a building with a total building height in excess of 20 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- Include details of the wind criteria used and justification for the wind criteria.
- Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height of the building, whichever is greater.
- At a minimum, model the wind effects of the proposed development and surrounding buildings (existing and proposed) using wind tunnel testing.
- Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
- Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

High quality design report

An application for a permit must be accompanied by a report to demonstrate high quality design. The report must:

- Explain how the application provides high quality architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
- Explain how the application responds to the requirements of this schedule.
- Describe how the development addresses and provides high quality public realm outcomes and ameliorates solar and wind effects to the public realm.
- Where an application seeks to vary the requirement(s) of this schedule, it must explain how the built form outcomes are achieved, and how the alternative response demonstrates appropriate built form outcomes having regard to the decision guidelines of this schedule.

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Design Excellence report

An application for a permit on **key** significant and strategic sites should be accompanied by a report to demonstrate design excellence.

- Significant and strategic sites include:
 - Consolidated sites and large sites over 1000 sqm.
 - Proposed to facilitate masterplanned developments.
 - Prominent locations including those sites that will deliver, or are adjacent to, public spaces, community uses, or major public infrastructure.
 - On, or adjacent to, an identified heritage place or character building.
 - On key interfaces including Moonee Ponds Creek, Boundary Road, Macaulay Road and Racecourse Road or at their intersection.
- The application should be accompanied by a report to demonstrate that one of the following Design Excellence processes has been undertaken. The report should:
 - Demonstrate the use of a design review panel process or a design competition which has been endorsed by Melbourne City Council.
 - Demonstrate how any feedback provided by a design review panel or design competition panel has been successfully responded to and adopted in the design response.

3D digital model of buildings and works

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes. The 3D model must show:

- Any existing shadow cast on the nominated public open spaces during the periods specified in Table **64**.
- Any extent of shadow cast by the nominated street wall height on the public open spaces specified in Table **64**.
- The extent of shadow to be cast by the proposed buildings and works.

6.0

 Proposed C417melb

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The extent to which the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
- Whether the development responds to its context including the built form character, height and scale of adjacent and nearby buildings and adjacent and nearby heritage places.
- Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the

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public realm (~~public parks, open spaces~~, footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.

- On sites where a development comprises multiple buildings, whether the buildings adopt a diversity of forms, typologies and architectural language, within a cohesive design framework.

Building Height

- Whether the building height responds to the site and provides variation in building height compared with adjacent existing or proposed development.
- Whether the building height provides transition to lower scaled areas adjacent.

Street Wall Height

- Whether the building responds appropriately to the streetscape, including its width, and the scale and height of neighbouring buildings.
- If the proposed street wall height exceeds the preferred maximum height specified, the development should demonstrate that the proposed street wall height:
 - Is proportional to the street width.
 - Provides articulation, visual interest and variety over the length of the street frontage.

Building Setbacks

- Whether the building setbacks appropriately consider the:
 - Built form response on site including consideration of the size and shape of the parcel of land to which the application relates.
 - The siting of the proposed development and the areas to be occupied by the development in relation to the size and shape of the land.
 - Relationship to adjoining sites and consideration of the potential redevelopment opportunities.
 - Articulation, visual interest and building modulation to decrease the impact of visual bulk and improve amenity outcomes.

Wind Effects

- Whether the proposal maintains safe and pleasant pedestrian microclimatic conditions on the footpath adjacent to the development and demonstrates:
 - A maximum of 3 metres per second for sitting which is associated with activities such as outdoor cafes, pool areas, gardens.
 - A maximum of 4 metres per second for standing which is associated with activities such as window shopping, drop off, queuing.
 - A maximum of 5 metres per second for walking adjacent to the development.
- The cumulative wind effects within the publicly accessible areas within the assessment distance, including ~~streets, laneways, arcades and public open spaces~~ ~~public spaces subject to solar protection identified in Table 12 to this schedule~~.

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Design Excellence

- The extent to which the development responds to the feedback of any design review panel or design competition process, whether or not that process occurs before the application is made.

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~~1.1~~
 Proposed C417melb

SCHEDULE 77 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO77**.

CHELMSFORD PRECINCT

Design objectives

1.0
~~1.1~~
 Proposed C417melb

To create a predominantly commercial, mid-rise precinct with development generally ranging in height from 4 storeys (16 metres) to 6 storeys (24 metres).

To ensure development protects the amenity of existing low scale residential properties within the precinct and adjacent residential areas.

To ensure development achieves high quality design and invites design excellence in responding to the context of the precinct’s industrial heritage, including heritage places and character buildings.

To ensure development delivers a high amenity public realm with a human scaled interface.

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces and ~~is set back from the~~ **includes a new connection along the** interface with the Moonee Ponds Creek to **provide a new shared path, deep soil landscaping and to** protect sunlight access to the creek corridor.

2.0
~~2.1~~
 Proposed C417melb

Buildings and works

2.1 Definitions

For the purposes of this schedule:

Additional shadow means any shadow cast outside of any existing shadow from buildings and works.

Allowable shadow means the shadow that would be cast on ~~the~~ **a** park between 10am and 3pm, 21 June:

- By street walls built **on nearby land to relevant preferred maximum-to-the** street wall height **identified in this schedule** ~~on land near a park;~~
- If no street wall height requirement applies, buildings built **on nearby land** to the **preferred** maximum building height requirement on land near the park.

Building services includes areas used for the purposes of loading, waste management and electrical, communications, gas, water and fire prevention infrastructure.

Character building means any of the building listed below (and identified as a Character Building in the *Macaulay Structure Plan 2021*):

- 1-7 Elizabeth Street, Kensington (single storey brick building)
- 5 Fink Street, Kensington (single storey brick factory)
- 9-15 Bruce Street, Kensington (two storey brick building)
- 350 Arden Street, Kensington (two storey brick warehouse)
- 348 Arden Street, Kensington (two storey brick warehouse)
- 330-344 Arden Street, Kensington (two storey brick warehouse)

Consolidated car park means a car park:

- ~~Where all parking bays and related facilities are held in single ownership.~~
- ~~That is available for shared usage by a catchment larger than the site on which the car parking is provided.~~
- ~~That is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority.~~

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Existing shadow means any shadow cast by existing buildings and works and the shadow that would be cast by a building of 9 metres in height.

Floor Area Ratio means the gross floor area including and above the ground floor finished floor level of all buildings on a site, divided by the area of the site. For the purposes of this calculation:

- gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies.
- the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required for streets, laneways and arcades, and any other land required by Council for public realm, except where provision of land is funded by the Macaulay Urban Renewal Area Development Contributions Plan or is provided as an open space contribution under Clause 53.01.

Laneway means a road reserve of a public highway 9 metres or less wide.

Sleeve means to position active uses between large floorplate tenancies, carpark or service areas and the public realm to achieve an active and safe street edge.

Stationary activity means activities by people that involve extended stays within a space, such as sitting and eating, rather than walking through.

Street means a road reserve of a public highway more than 9 metres wide.

Street wall means any part of a building constructed within 0.3 metres of an existing or proposed street, laneway or public open space.

Street wall height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.

2.2 Buildings and works for which no permit is required

A permit is not required:

- to construct a building or carry out works at ground level to provide access for persons with disabilities that comply with all legislative requirements.
- ~~for buildings and works to install or modify building services where the overall building height is not increased.~~

2.3 Requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

- Buildings and works must meet the Design Objectives specified in this schedule.
- A permit cannot be granted to vary a Built Form Requirement expressed with the term 'must'.
- A permit may be granted to vary a discretionary Built Form Requirement expressed with the term 'should'.

An application for buildings and works that does not meet a requirement expressed with the term 'should' must demonstrate how the development will achieve the relevant Built Form and/or Design Outcomes.

Floor Area Ratio

Built Form Requirement

An application to construct a building or carry out works must not exceed the Floor Area Ratio shown in Map 1.

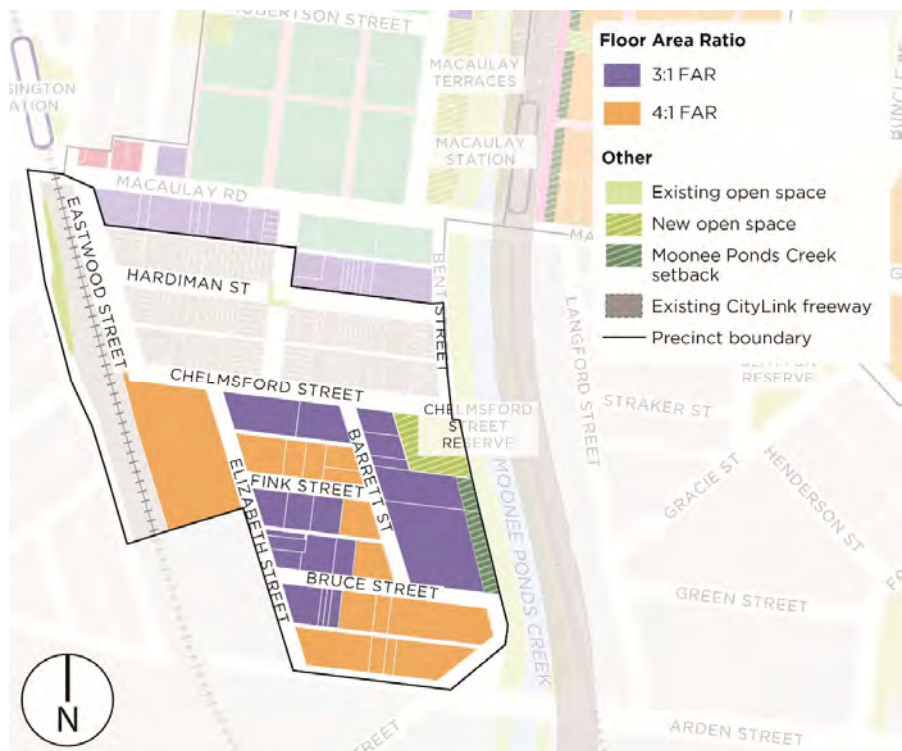
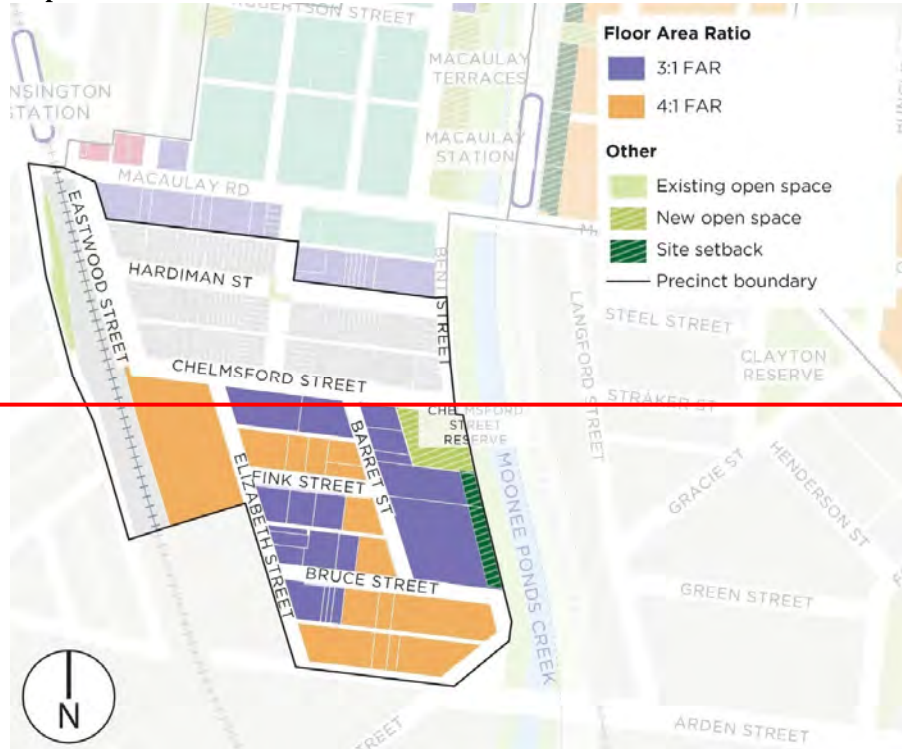
Where the site includes contiguous titles in the same ownership, a section 173 agreement must be entered into and registered on each title which records the amount of Floor Area Ratio developed across the entire site, and the amount (if any) of remaining Floor Area Ratio

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able to be developed on each title should it be individually redeveloped in future.

Map 1: Floor Area Ratio



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Building height

Buildings and works should not exceed the preferred maximum building height shown in Map 2 and as specified in Table 1 of this schedule.

Map 2: Building height



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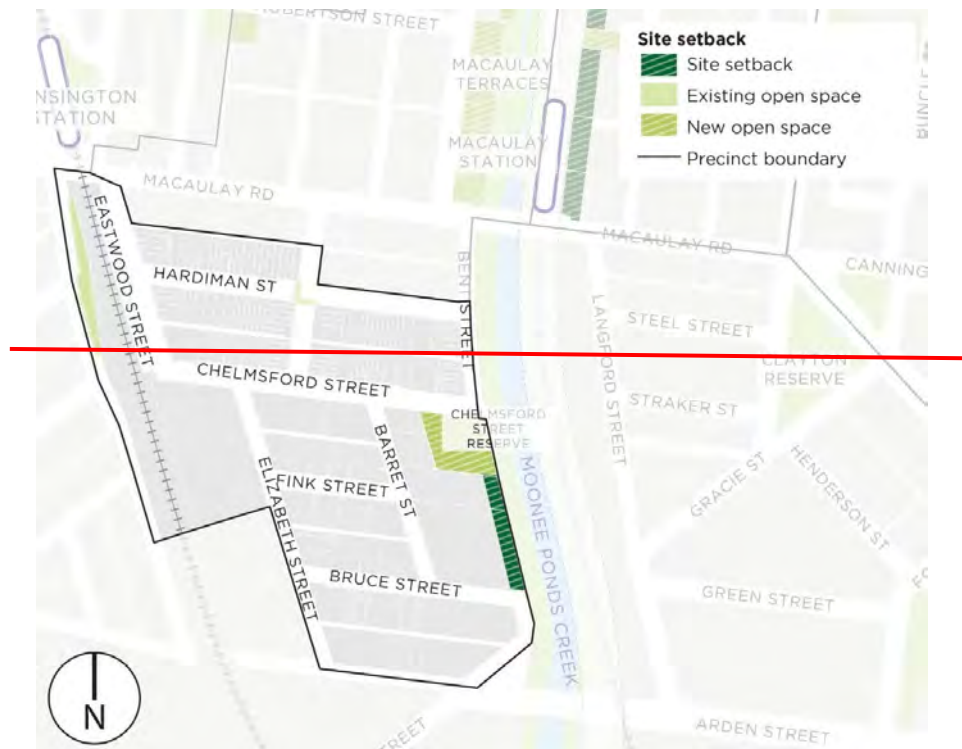
Table 1: Building height

Area	Preferred Maximum Building Height	Built Form Outcome
1	4 storeys (16 metres)	Building height that: <ul style="list-style-type: none"> Ensures new development respects the scale and height of adjoining residential buildings.
2	5 storeys (20 metres)	Building height that: <ul style="list-style-type: none"> Provides a transition to established low scale residential areas north of Chelmsford Street.
3	6 storeys (24 metre)	Building height that: <ul style="list-style-type: none"> Allows for a range of building typologies that contribute positively to the public realm. Responds to the existing scale and character of the precinct. Limits overshadowing of Moonee Ponds Creek corridor.

Site Moonee Ponds Creek setback

Buildings ~~and works~~ must have a minimum ~~site landscaped~~ setback as shown in Map 3 and specified in Table 2 of this schedule.

Map 3: Site Moonee Ponds Creek setback



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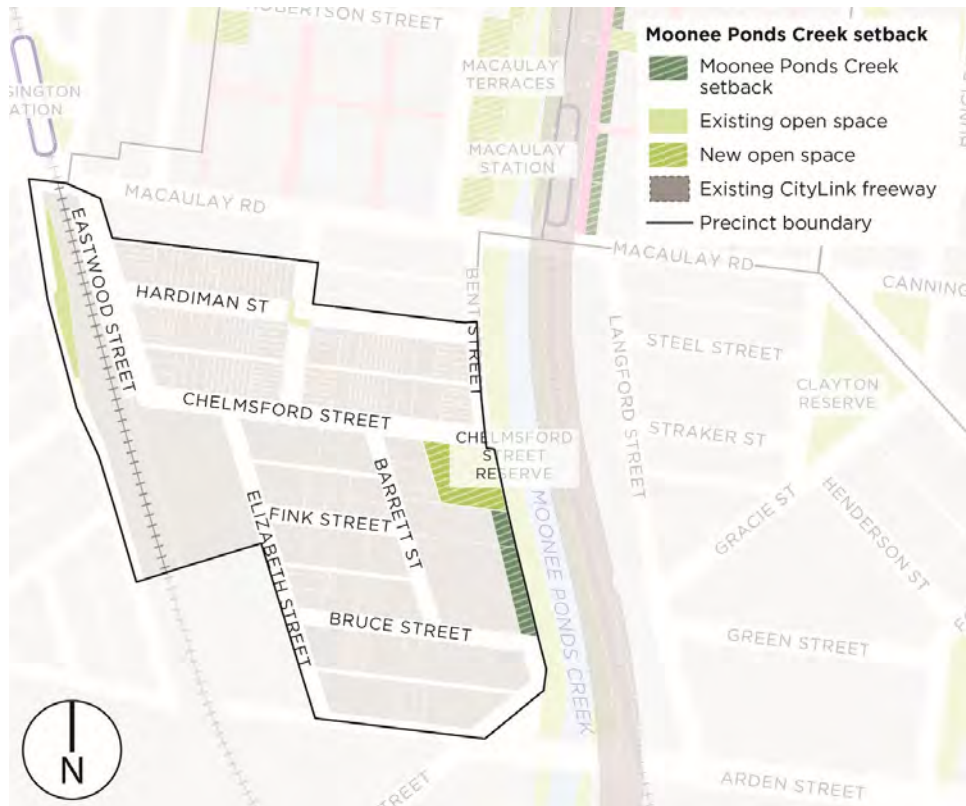


Table 2: ~~Site~~ Moonee Ponds Creek setback

Area	Mandatory site setback	Built Form Outcome
Properties including land shown on Map 3 as Moonee Ponds Creek setback that interface with Moonee Ponds Creek as identified in Map 3.	15 metres from the eastern property boundary western boundary of Moonee Ponds Creek.	<p>Site A building setback 15 metres from the Moonee Ponds Creek corridor that:</p> <ul style="list-style-type: none"> has a visually interesting and engaging landscape design that enables passive surveillance to the Moonee Ponds Creek corridor. limits overshadowing of the Moonee Ponds Creek corridor. achieves a safe, direct and high amenity local access path that connects from the Chelmsford Street reserve to Bruce Street. establishes points of at-grade site access from a local access path to the Moonee Ponds Creek and future DCP project 'Moonee Ponds Creek – Bent Street access'. avoids the use of visually obstructing barriers or fences, using planting and surface treatments to delineate the

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boundary between private and public realm.

- is suitable for deep soil planting, and establishes a biodiversity corridor.
- accommodates overflow from Moonee Ponds creek through flood management.
- ~~Delivers a setback along the Moonee Ponds Creek with a design that considers the potential for a shared path and~~
- ~~is open to the sky and contains deep soil.~~

Street wall heights

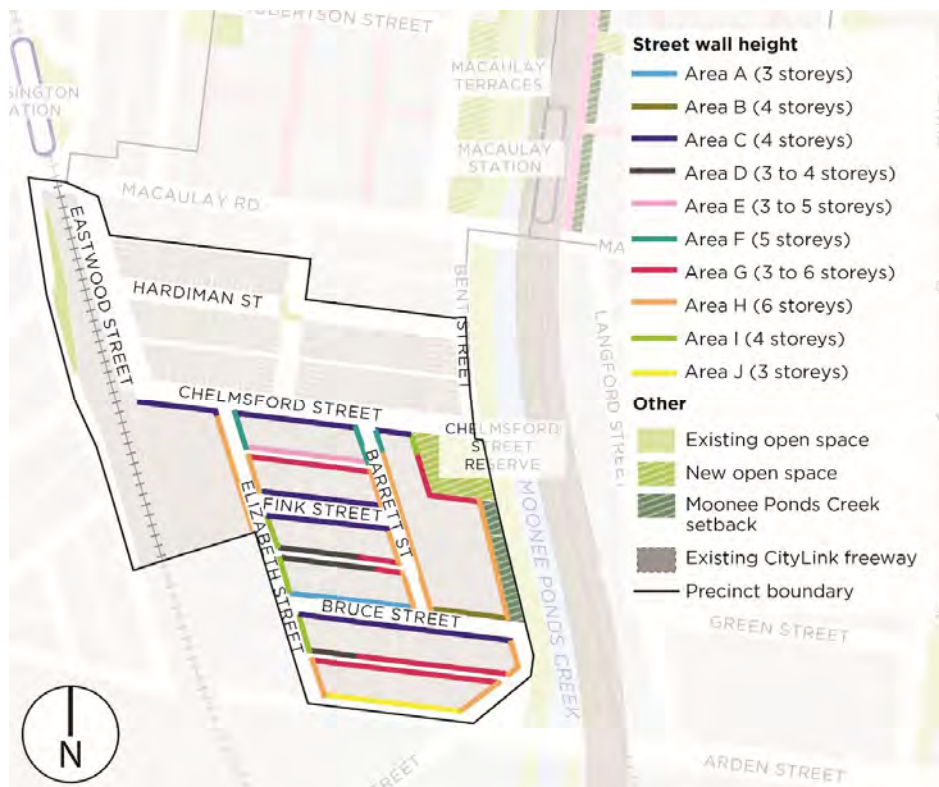
Buildings and works should not exceed the preferred maximum street wall height as shown in Map 4 and specified in Table 3 of this schedule. Buildings and works must not exceed the mandatory street wall height requirement as shown in Map 4 and as specified in Table 3 of this schedule.

For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15 metres except where mandatory street wall heights are specified in Table 3.

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Map 4: Street wall height



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Table 3: Street wall height

Area	Preferred Maximum Street Wall Height	Mandatory maximum street wall height	Built Form Outcome
A		3 storeys (16 -12 metres)	Street wall height that: <ul style="list-style-type: none"> Does not overshadow the southern footpath of Bruce Street on 22 September between 11am and 2pm.
B		4 storeys (16m)	Street wall height that: <ul style="list-style-type: none"> Does not overshadow the southern footpath of Bruce Street on 22 September between 11am and 2pm.
C		4 storeys (16.5 metres)	Street wall height that: <ul style="list-style-type: none"> Responds to existing low scale residential areas to the north of Chelmsford Street and does not overwhelm the streetscape. Does not overshadow the southern footpath of Fink Street on 22 September between 11am and 2pm. Generally establishes a 1:1 street wall height to street width ratio along Bruce and Fink streets, providing an appropriate sense of enclosure and a comfortable scale at street level.
D	3 storeys (12 metres)	4 storeys (16 metres)	Street wall height that: <ul style="list-style-type: none"> Respects the scale of residential buildings and heritage places and does not overwhelm existing buildings and streetscape.
E	3 to 5 storeys (12 metres to 20 metres)		Street wall height that: <ul style="list-style-type: none"> Enables daylight and sunlight penetration to adjoining residential sites. Responds to the narrow laneway.
F	5 storeys (20 metres)		Street wall height that: <ul style="list-style-type: none"> Defines a legible street edge to the north-south streets. Provides a comfortable scale at street level.

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Area	Preferred Maximum Street Wall Height	Mandatory maximum street wall height	Built Form Outcome
G	3 to 6 storeys (12 metres to 24 metres)		Street wall height that: <ul style="list-style-type: none"> Is lower to narrow streets and laneways to deliver a comfortable pedestrian environment that achieves access to sunlight and sky views and minimises the impact of wind. Is lower to adjoining buildings with a 3 to 4 storey street wall height. Is taller where the street wall meets Barrett, Elizabeth and Lloyd streets to define street edges and promote legibility of the precinct. Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to the future Chelmsford Street Reserve. Is taller at the southern boundary of the future Chelmsford Street Reserve to define the edge and allow for passive surveillance.
H	6 storeys (24 metres)		Street wall height that: <ul style="list-style-type: none"> Defines a legible street edge to the north-south streets. Does not overwhelm the streetscape. Limits overshadowing of the Moonee Ponds Creek corridor.
I	4 storeys (16 metres)		Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to the future Chelmsford Street Reserve.
J		3 storeys (15 metres)	Street wall height that: <ul style="list-style-type: none"> Does not overshadow the southern footpath of Arden Street on 22 September between 11am and 2pm.

Building setbacks

Buildings and works should be setback by the preferred minimum distance as specified in Table 4.

Table 4: Building setbacks

Location	Preferred Minimum Building Setback	Built Form Outcomes
Location Above the street wall	5 metres	Setback that:

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Location	Preferred Minimum Building Setback	Built Form Outcomes
		<ul style="list-style-type: none"> ▪ Enables adequate daylight penetration in streets and internal spaces, and views to the sky. ▪ Reduces visual bulk to the street and maintains a pedestrian scale. ▪ Achieves building separation above the street wall that supports internal amenity, privacy and appropriate outlook between buildings. ▪ Reinforces the prominence of the street wall.
<p>Building setbacks From side and rear boundaries for habitable rooms</p>	<p>7.5 metres from the common boundary</p>	<p>Setback that:</p> <ul style="list-style-type: none"> ▪ Provides equitable development for adjoining sites. ▪ Allows reasonable access to privacy, sunlight, daylight and outlook to windows. ▪ Ensures buildings do not appear as a continuous wall and maintains open sky views between them. ▪ Allows sun penetration to the public realm and mitigates wind impacts at street level.
<p>Between buildings or built form above the street wall on the same site</p>	<p>12 metres</p>	<p>Setback that:</p> <ul style="list-style-type: none"> ▪ Allows reasonable access to privacy, sunlight, daylight and outlook to windows. ▪ Ensures buildings do not appear as a continuous wall and maintains open sky views between them. ▪ Allows sun penetration to the public realm and mitigates wind impacts at street level.

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Solar protection

Built form requirements

Buildings and works above the preferred maximum street wall identified in Table 3 must not cast additional shadow to the southern footpath of Fink Street, Bruce Street and, Arden Street and on 22 September between 11am and 2pm.

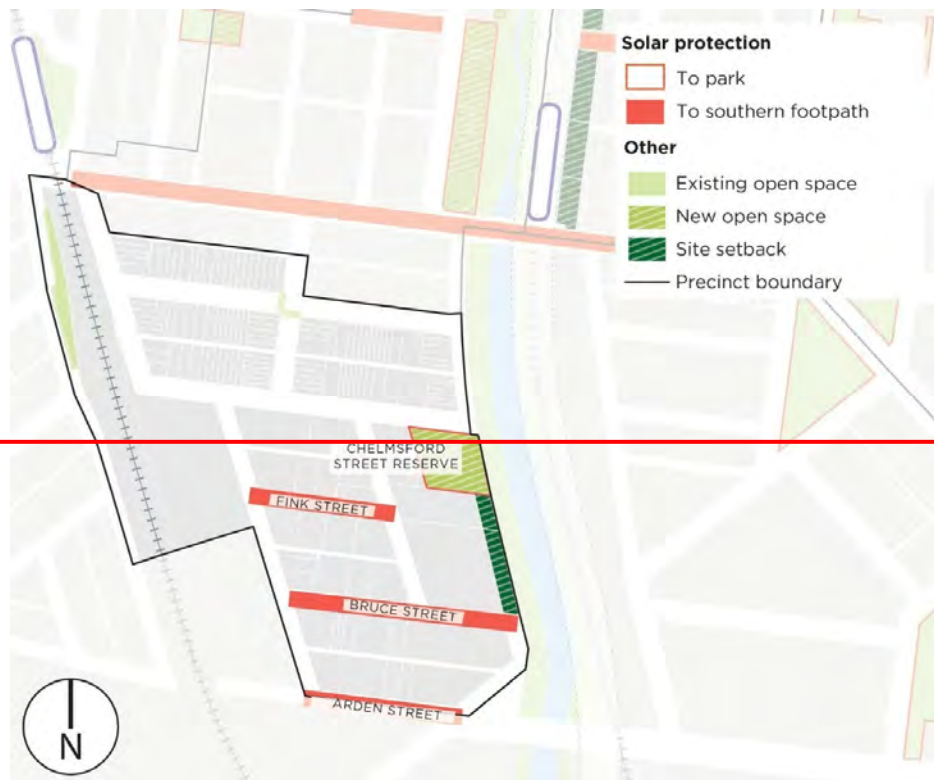
Buildings and works must comply with the solar protection requirements to public parks specified in Table 5. Parks and streets with solar protection are identified in Map 5. In the event that buildings and works cast shadow over two or more parks, the requirement for each park must be met.

These requirements do not apply to buildings and works constructed within public parks.

Table 5: Solar protection to public parks

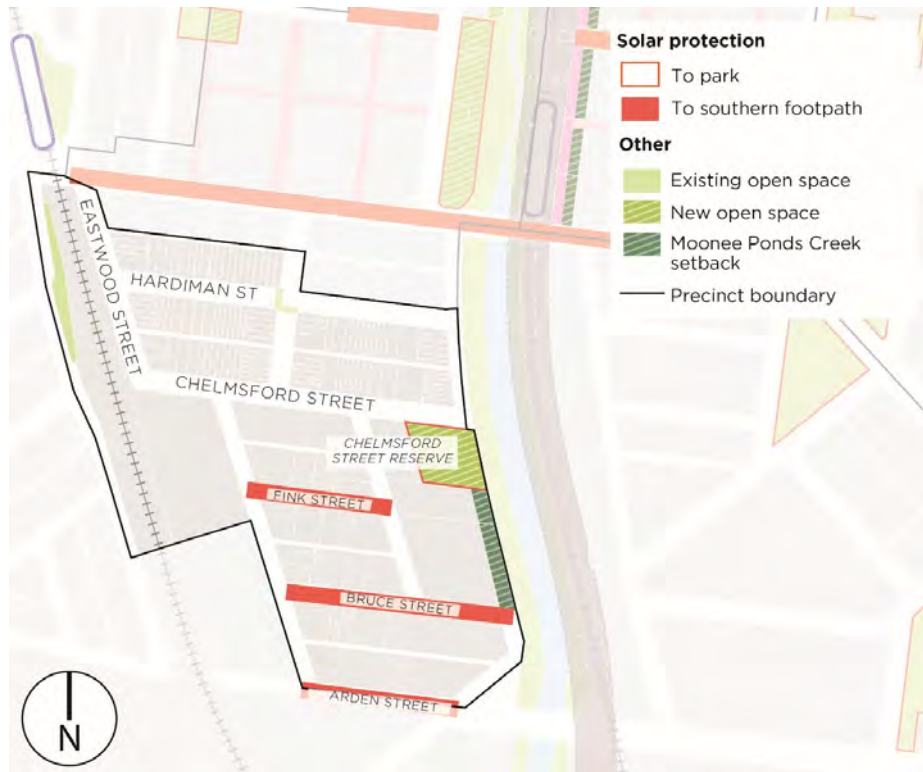
Public park	Date and hours
Proposed Chelmsford Street Reserve	Buildings and works must not cast additional shadow onto the park between 10am and 3pm on June 21 beyond the existing shadow, or allowable shadow, or the combination of the existing shadow and allowable shadow (whichever is the greatest).

Map 5: Parks and streets with solar protection



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Site layout

Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.

Table 6: Site layout

Design Requirements	Design Outcome
<p>Buildings should be aligned to the street at ground level unless they provide for a plaza.</p> <p>Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose.</p> <p>Development should avoid entrapment areas and areas with limited passive surveillance.</p> <p>Development should cater for anticipated pedestrian volumes.</p>	<p>Site layout that:</p> <ul style="list-style-type: none"> Reinforces the valued characteristics of streets and laneways Delivers a well-defined public realm.
<p>Plazas should:</p> <ul style="list-style-type: none"> Be open to the sky. Be accessible to people of all abilities. Provide opportunities for stationary activity. Be lined with active frontages. Incorporate soft and hard landscaping elements. Have access to sunlight 	<p>Plazas that:</p> <ul style="list-style-type: none"> Are accessible to people of all abilities. Are safe and attractive. Deliver opportunities for stationary activity. Alleviate pedestrian congestion.

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Design Requirements	Design Outcome
<p>Vehicle entries and loading bays should:</p> <ul style="list-style-type: none"> Be located on servicing and access interfaces shown on Map 6. Not be located on a primary active interface shown on Map 6. <p>The location and width of car park entries should minimise the impacts on the pedestrian network.</p>	<p>Vehicle entries that:</p> <ul style="list-style-type: none"> Do not create traffic conflict. Do not undermine the attractiveness or safety of the pedestrian experience.
<p>Colonnades should:</p> <ul style="list-style-type: none"> Adopt vertical proportions with a height greater than the width. Incorporate high quality design detail to all publicly visible planes and surfaces. Provide ground level spaces that are accessible to people of all abilities. Have a clear public purpose. Be well-lit and provide clear lines of sight from one end to another. Be safe and free of entrapment spaces and areas with limited passive surveillance. 	<p>Colonnades that:</p> <ul style="list-style-type: none"> Are safe and attractive. Are accessible to people of all abilities

Building mass

Building mass relates to the three dimensional form of a building, including its scale, height, proportions and composition.

Table 7: Building mass

Design Requirements	Design Outcome
<p>Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large sites where a development comprises multiple buildings.</p> <p>Development on large sites should provide variation in volume and height to break up building mass, including the opportunity for multiple rather than single towers.</p>	<p>Building mass that:</p> <ul style="list-style-type: none"> Distinguishes between different buildings where a development comprises multiple buildings. Respects the height, scale and proportions of adjoining heritage places. Reinforces the fine grain and visual interest of streetscapes. Maintains a diverse and interesting skyline through the design of roof profiles. Reduces the visual impact and perception of building bulk from both near and afar.

Building program

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Building program relates to the position and configuration of internal spaces to a building and has a direct relationship to the public realm.

Table 8: Building program

Design Requirements	Design Outcome
<p>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. <p>Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street or laneway.</p> <p>Floor to floor heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4.5 metres at ground level. ▪ 3.2 metres for levels associated with residential, accommodation. ▪ 4 metres for levels associated with commercial, retail and other uses. <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4 metres at ground level. ▪ 2.7 metres for levels associated with residential, accommodation. ▪ 3.2 metres for above ground car parks. ▪ 3.5 metres for levels associated with commercial, retail and other uses. <p>Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where this occurs on a pedestrian only laneway where this is the established character.</p>	<p>A building program that:</p> <ul style="list-style-type: none"> ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or rooftop spaces that maximise passive surveillance and interaction with the public realm.

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Design Requirements	Design Outcome
<p>Ground floor building services, including waste, loading and parking access:</p> <ul style="list-style-type: none"> Should be minimised. Must occupy less than 40 per cent of the ground floor area of the site area. <p>Internal waste collection areas should be sleeved.</p> <p>Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.</p> <p>Service cabinets should be located internally with loading, waste or parking areas where possible.</p> <p>Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.</p> <p>Access doors to any waste, parking or loading area should:</p> <ul style="list-style-type: none"> Be positioned no more than 500 millimetres from the street edge. Be designed as an integrated element of the building. <p>Rooftop plant, services and antennae should be integrated into the overall building form.</p> <p>All car parking should be located in a basement unless it is part of a development that removes existing open to sky at grade car parking.</p> <p>Car park ramps should be capable of removal for future adaptation.</p> <p>Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm.</p> <p>Above ground car parking:</p> <ul style="list-style-type: none"> Must be located on the first floor or above unless it is a Consolidated Car Park. Must be sleeved to streets unless it is a Consolidated Car Park and its visual impact on the public realm has been minimised. 	<p>Building services that:</p> <ul style="list-style-type: none"> Minimise impacts on the public realm. Maximise the quality and activation of the public realm. Do not dominate the pedestrian experience and are designed as an integrated design element. Provide waste collection facilities as an integrated part of the building design. <p>Car parking that:</p> <ul style="list-style-type: none"> Minimises the impact of car parking on the public realm. Can be adapted to other uses. Is primarily delivered as a Consolidated Car Park

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Public interfaces

Public interfaces relate to the boundary between a building and the public realm along streets, laneways and open spaces.

Table 9: Public interfaces

Design Requirements	Design Outcome
<p>The following ground level frontage requirements must be met for development along primary active interfaces, as shown on Map 6:</p> <ul style="list-style-type: none"> ▪ At least 80 per cent of the combined length of the ground level primary active interfaces of a building to streets and laneways is occupied by <ul style="list-style-type: none"> – Building entries (including frames). – Windows (including frames and windows at ground level above stall-risers up to 700mm in height). – Pilasters. <p>This requirement is discretionary for does not apply to land affected by the Land Subject to Inundation Overlay and the Special Building Overlay.</p> <p>Windows are to have clear glazing without stickers or paint that obscures views.</p> <p>The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes.</p> <p>Security grilles or mesh should:</p> <ul style="list-style-type: none"> ▪ Be transparent. ▪ Not block views into tenancies at night. ▪ Be mounted internally to the shop windows. <p>Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.</p> <p>On sloping sites, a direct connection should be established at grade to useable space within ground level tenancies, with level transitions contained within the building envelope.</p>	<p>Public interfaces that:</p> <ul style="list-style-type: none"> ▪ Contribute to the use, activity, safety and interest of the public realm. ▪ Provide continuity of ground floor activity along streets and laneways. ▪ Allow unobstructed views through openings into the ground floor of buildings.

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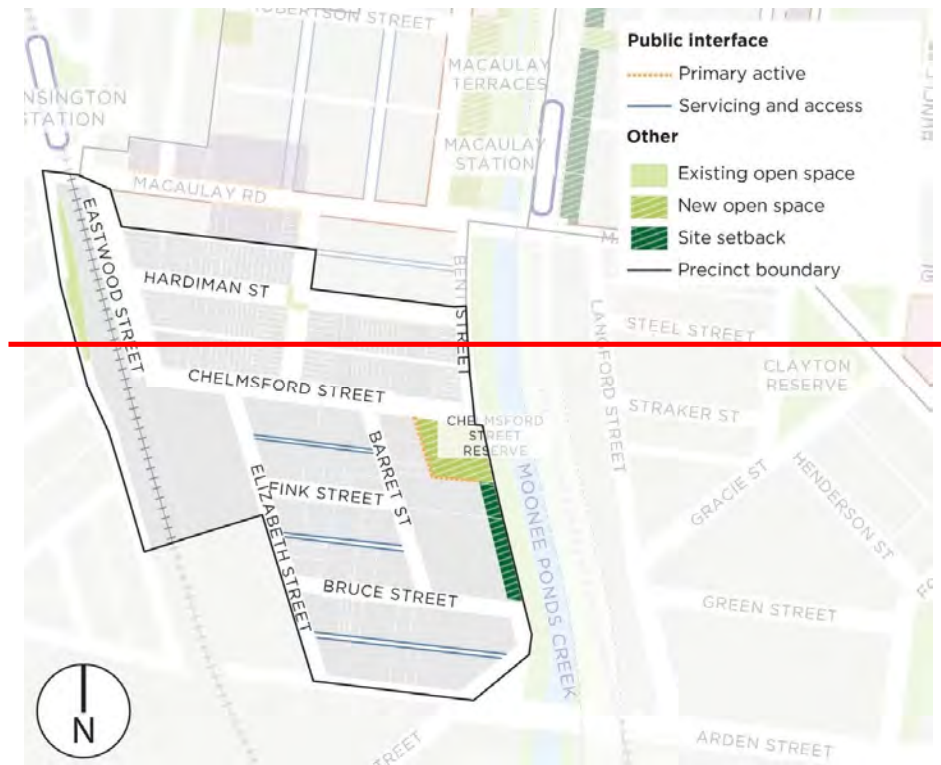
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Design Requirements	Design Outcome
<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</p> <p>Upper level projections such as juliet balconies, adjustable screens or windows, cornices or other architectural features may project into streets or laneways:</p> <ul style="list-style-type: none"> ▪ On primary active interfaces as shown on Map 64, up to 600 mm. ▪ On other streets and laneways up to 300 mm. <p>On streets with primary active interfaces, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb.</p> <p>Balcony projections should be at least 5 metres above any public space measured from ground level.</p> <p>Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p>	<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> ▪ Do not adversely impact the levels of daylight or views to the sky from a street or laneway. ▪ Do not obstruct the service functions of a street or laneway through adequate clearance heights. ▪ Add activity the public realm. ▪ Form part of a cohesive architectural response to the public realm.
<p>Development should include continuous weather protection along primary active interfaces as shown in Map 6, except where a heritage place warrants an alternative approach.</p> <p>Weather protection canopies should:</p> <ul style="list-style-type: none"> ▪ Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. ▪ Provide for exposure to winter sun and shelter from summer sun. ▪ Not enclose more than one third of the width of a laneway. ▪ Display a high design standard including material selection in the appearance of the soffit and fascia. 	<p>Weather protection that:</p> <ul style="list-style-type: none"> ▪ Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. ▪ Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.

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Map 6: Public interface



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Design detail

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

Table 10: Design detail

Design Requirements	Design Outcomes
<p>Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements.</p> <p>Street wall facades should avoid a predominately glazed appearance.</p> <p>Street wall facades should establish a balance of transparency and solidity.</p> <p>Facades should avoid the use of surfaces which cause unacceptable glare to the public realm.</p> <p>Materials should be durable, robust and low maintenance in the higher parts of a building.</p> <p>Blank walls that are visible from the public realm should be designed as an integrated component of the building composition.</p> <p>Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale. Street wall facades should avoid a predominately glazed appearance.</p> <p>Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing.</p> <p>Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways.</p> <p>Service cabinets should not visually dominate street frontages and should use high quality materials.</p>	<p>Exterior design that:</p> <ul style="list-style-type: none"> ▪ Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. ▪ Is visually interesting when viewed up close and from a distance. ▪ Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. ▪ Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. ▪ Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm. ▪ At the ground level interface, provides visual connection between the public realm and interior spaces.

Wind effects

Built form requirements

The following built form requirements apply to buildings and works above 20 metres:

Buildings and works:

- Must not cause unsafe wind conditions as specified in Table 11 in publicly accessible areas, including spaces identified with solar protection, within the assessment distance from all facades.
- Should achieve comfortable wind conditions as specified in Table 11 in publicly accessible areas within the assessment distance from all facades.

The assessment distance is shown in Figure 1 below and is the greater of:

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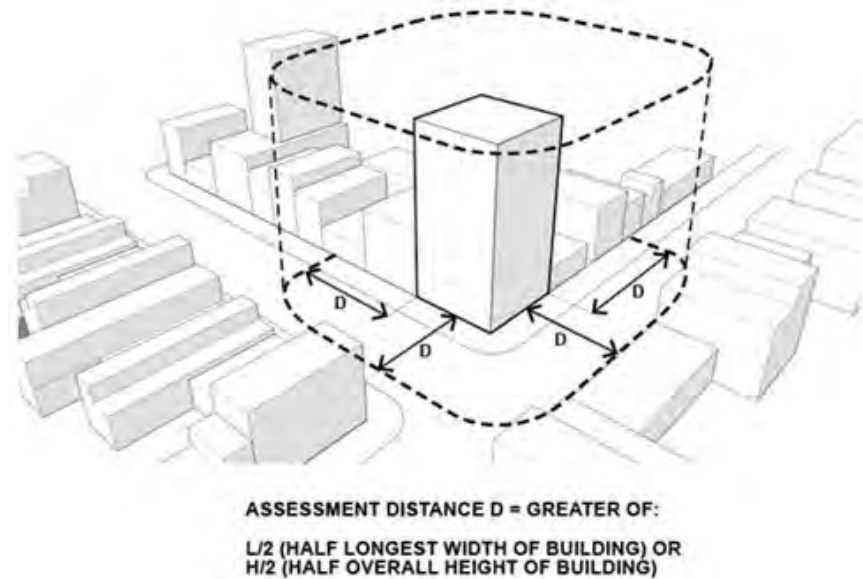
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- Half the longest width of the building.
- Half the total height of the building.

Table 11: Wind effects on the public realm

Wind condition	Specification
Comfortable wind conditions	The hourly mean wind speed from all wind directions combined with a probability of exceedance of 20 per cent, is less than or equal to: <ul style="list-style-type: none"> ▪ 3 metres/second for sitting areas. ▪ 4 metres/second for standing areas. ▪ 5 metres/second for walking areas. Hourly mean wind speed is the maximum of: <ul style="list-style-type: none"> ▪ The hourly mean wind speed the gust equivalent mean speed (3 second gust wind speed divided by 1.85).
Unsafe wind conditions	The hourly maximum 3 second gust from any wind direction (considering at least 16 wind directions) with a corresponding probability of exceedance percentage greater than 20 per cent. Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.

Figure 1 Assessment distance



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Subdivision
 None specified.

4.0
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Signs

None specified.

5.0

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Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Urban Context Report and Plans

- A site analysis and urban context report that:
 - Documents the key contextual influences on the development.
 - Demonstrates how the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
 - Includes photomontage studies of the proposal within its streetscape context from pedestrian eye level at street level including relevant approved developments.
 - Includes an analysis of how the amenity of the public and private realm is maximised given the relationship between the proposal and adjacent buildings and open space.
 - Explains the effect of proposed building and works on microclimate including sunlight, daylight and on streets and other public spaces.
- Street elevations of the block showing how the development proposal sits within and contributes to its context.
- Plans, elevations and section drawings (1:50 or 1:20) and a written statement showing the design of the lower levels of the building including entries, shop front design, service areas, weather protection canopies and integrated signage elements.
- Where buildings and works above 20 metres in height are proposed, a three-dimensional digital model of the proposed development in accordance with the City of Melbourne 3D Digital Modelling Advisory Note.
- Where car parking is proposed at or above ground level, a car parking adaptation strategy prepared by a qualified structural engineer or architect to demonstrate the capacity to adapt the car parking areas to alternate uses in future.
- Scaled shadow diagrams to show existing and proposed shadows at hourly intervals from 10am to 3pm to demonstrate the impact on the public parks for the dates and times specified at Table 5 and shown on Map 5.

Moonee Ponds Creek setback

An application that includes land shown on Map 3 as Moonee Ponds Creek setback must include an urban design and landscape concept plan and cross-sections which show the interface with the Moonee Ponds Creek corridor.

Wind analysis report

An application for a permit for a building with a total building height in excess of 20 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- Include details of the wind criteria used and justification for the wind criteria.
- Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height of the building, whichever is greater.
- At a minimum, model the wind effects of the proposed development and surrounding buildings (existing and proposed) using wind tunnel testing.
- Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.
- Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

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High quality design report

An application for a permit must be accompanied by a report to demonstrate high quality design. The report must:

- Explain how the application provides high quality architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
- Explain how the application responds to the requirements of this schedule.
- Describe how the development addresses and provides high quality public realm outcomes and ameliorates solar and wind effects to the public realm.
- Where an application seeks to vary the requirement(s) of this schedule, it must explain how the built form outcomes are achieved, and how the alternative response demonstrates appropriate built form outcomes having regard to the decision guidelines of this schedule.

Design Excellence report

An application for a permit on **key** significant and strategic sites should be accompanied by a report to demonstrate design excellence.

- Significant and strategic sites include:
 - Consolidated sites and large sites over 1000 sqm.
 - Proposed to facilitate masterplanned developments.
 - Prominent locations including those sites that will deliver, or are adjacent to, public spaces, community uses, or major public infrastructure.
 - On, or adjacent to, an identified heritage place or character building.
 - On key interfaces including Moonee Ponds Creek.
- The report should:
 - Demonstrate the use of a design review panel process or a design competition which has been endorsed by Melbourne City Council.
 - Demonstrate how any feedback provided by a design review panel or design competition panel has been successfully responded to and adopted in the design response.

3D digital model of buildings and works

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes. The 3D model must show:

- Any existing shadow cast on the nominated public open spaces during the periods specified in Table 65.
- Any extent of shadow cast by the nominated street wall height on the public open spaces specified in Table 65.
- The extent of shadow to be cast by the proposed buildings and works

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Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

- The extent to which the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
- Whether the development responds to its context including the built form character, height and scale of adjacent and nearby buildings and adjacent and nearby heritage places.
- Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the

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public realm (~~public parks, open spaces,~~ footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.

- On sites where a development comprises multiple buildings, whether the buildings adopt a diversity of forms, typologies and architectural language, within a cohesive design framework.

Building Height

- Whether the building height responds to the site and provides variation in building height compared with adjacent existing or proposed development.
- Whether the building height provides transition to adjacent lower scaled areas.

Moonee Ponds Creek setback

- ~~Whether the development provides a high quality landscape architecture and urban design response.~~
- ~~Whether the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm, in relation to human scale.~~
- ~~Whether the development protects the amenity of the Moonee Ponds Creek corridor, in relation to overshadowing and public interface quality.~~

Street Wall Height

- Whether the building responds appropriately to the streetscape, including its width, and the scale and height of neighbouring buildings.
- If the proposed street wall height exceeds the preferred maximum height specified, the development should demonstrate that the proposed street wall height:
 - Is proportional to the street width.
 - Provides articulation, visual interest and variety over the length of the street frontage.

Building Setbacks

- Whether the building setbacks appropriately consider the:
 - Built form response on site including consideration of the size and shape of the parcel of land to which the application relates.
 - The siting of the proposed development and the areas to be occupied by the development in relation to the size and shape of the land.
 - Relationship to adjoining sites and consideration of the potential redevelopment opportunities.
 - Articulation, visual interest and building modulation to decrease the impact of visual bulk and improve amenity outcomes.

Wind Effects

- Whether the proposal maintains safe and pleasant pedestrian microclimatic conditions on the footpath adjacent to the development and demonstrates:
 - A maximum of 3 metres per second for sitting which is associated with activities such as outdoor cafes, pool areas, gardens.
 - A maximum of 4 metres per second for standing which is associated with activities such as window shopping, drop off, queuing.
 - A maximum of 5 metres per second for walking adjacent to the development.
- The cumulative wind effects within the publicly accessible areas within the assessment distance, including ~~streets, laneways, arcades and public open space~~ ~~public spaces subject to solar protection identified in Table 12 to this schedule.~~

Design Excellence

- The extent to which the development responds to the feedback of any design review panel or design competition process, whether or not that process occurs before the application is made.

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Proposed C417melb

SCHEDULE 78 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO78**

STUBBS PRECINCT

1.0

Proposed C417melb

Design objectives

To create a mixed use, mid-rise precinct with development generally ranging in height from 4 storeys (16 metres) up to 8 storeys (32 metres).

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces and responds to adjacent low scale residential areas.

To ensure all development delivers high quality design and on larger sites delivers multiple buildings with a diversity of built form typology and invites design excellence.

To ensure development supports a high quality permeable environment for pedestrians and cyclists.

To ensure development delivers a high amenity public realm with a human scaled interface

2.0

Proposed C417melb

Buildings and works

2.1 Definitions

For the purposes of this schedule:

Additional shadow means any shadow cast outside of any existing shadow from buildings and works.

Allowable shadow means the shadow that would be cast on ~~the~~ park between 10am and 3pm, 21 June:

- By street walls built ~~on nearby land to relevant preferred maximum to the~~ street wall height ~~identified in this schedule on land near a park~~;
- If no street wall height requirement applies, buildings built ~~on nearby land~~ to the ~~preferred~~ maximum building height requirement ~~on land near the park~~.

Building services includes areas used for the purposes of loading, waste management and electrical, communications, gas, water and fire prevention infrastructure.

Character building means any of the buildings listed below (and identified as a Character Building in the *Macaulay Structure Plan 2021*):

- 456 Macaulay Road, Kensington (single storey brick workshop)

~~Consolidated car park means a car park:~~

- ~~▪ Where all parking bays and related facilities are held in single ownership;~~
- ~~▪ That is available for shared usage by a catchment larger than the site on which the car parking is provided;~~
- ~~▪ That is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority;~~

Existing shadow means any shadow cast by existing buildings and works and the shadow that would be cast by a building of 9 metres in height.

Floor Area Ratio means the gross floor area ~~including and~~ above ~~the ground floor~~ finished floor level of all buildings on a site, divided by the area of the site. For the purposes of this calculation:

- gross floor area includes all enclosed areas, services, lifts, car stackers and covered balconies.
- ~~the area of the site includes all contiguous titles in the same ownership that form part of the proposed development before redevelopment and/or subdivision, including land required~~ ~~streets, laneways and arcades, and any other land required~~ by Council for public realm ~~except where provision of land is funded by the Macaulay Urban Renewal Area Development Contributions Plan or is provided as an open space contribution under Clause 53.01.~~

Laneway means a road reserve of a public highway 9 metres or less wide.

Sleeve means to position active uses between large floorplate tenancies, carpark or service areas and the public realm to achieve an active and safe street edge.

Stationary activity means activities by people that involve extended stays within a space, such as sitting and eating, rather than walking through.

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Street means a road reserve of a public highway more than 9 metres wide.

Street wall means any part of a building constructed within 0.3 metres of an existing or proposed street, laneway or public open space.

Street wall height means the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the street wall, with the exception of non-habitable architectural features not more than 3.0 metres in height and building services setback at least 3.0 metres behind the street wall.

2.2 Buildings and works for which no permit is required

A permit is not required:

- to construct a building or carry out works at ground level to provide access for persons with disabilities that comply with all legislative requirements.

~~▪ for buildings and works to install or modify building services where the overall building height is not increased.~~

2.3 Requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

- Buildings and works must meet the Design Objectives specified in this schedule.
- A permit cannot be granted to vary a Built Form Requirement expressed with the term 'must'.
- A permit may be granted to vary a discretionary Built Form Requirement expressed with the term 'should'.

An application for buildings and works that does not meet a requirement expressed with the term 'should' must demonstrate how the development will achieve the relevant Built Form and/or Design Outcomes.

Floor Area Ratio

Built Form Requirement

An application to construct a building or carry out works must not exceed the Floor Area Ratio shown in Map 1.

Where the site includes contiguous titles in the same ownership, a section 173 agreement must be entered into and registered on each title which records the amount of Floor Area Ratio developed across the entire site, and the amount (if any) of remaining Floor Area Ratio able to be developed on each title should it be individually redeveloped in future.

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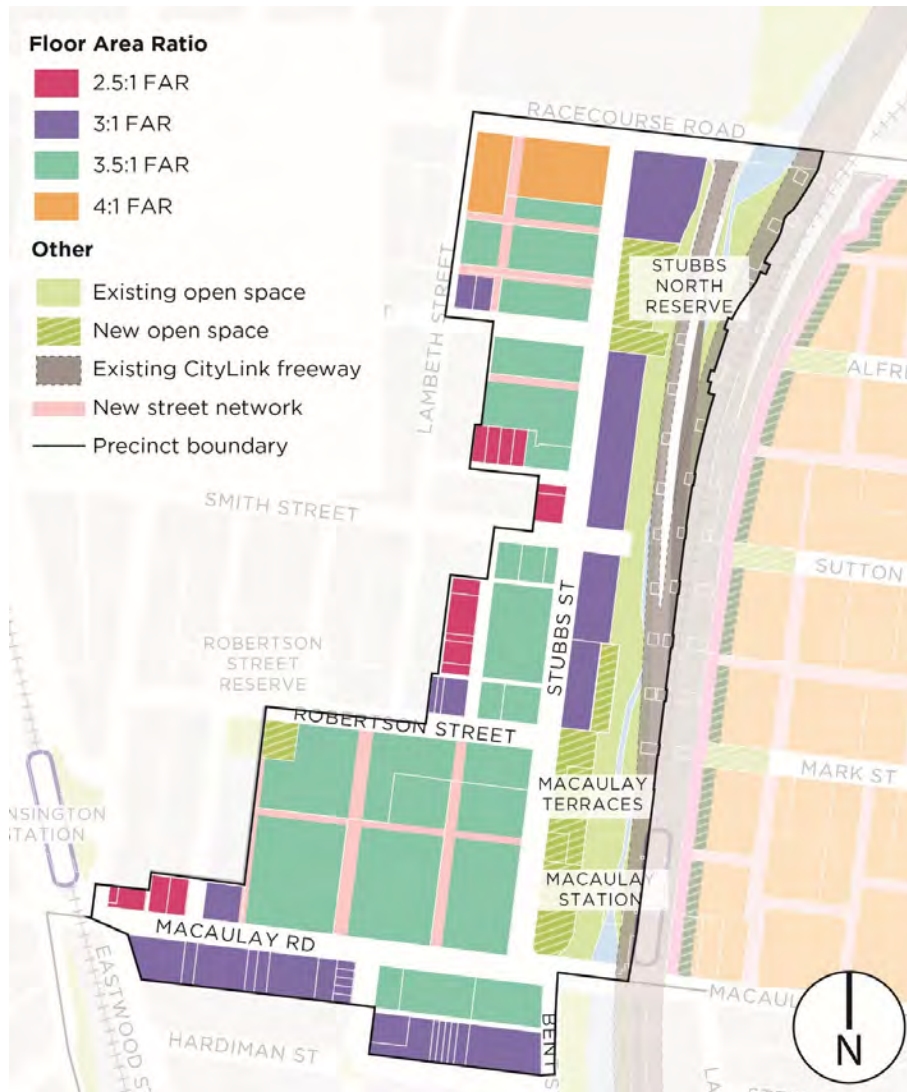
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Map 1: Floor Area Ratio



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Building height

Buildings and works should not exceed the preferred maximum building height shown in Map 2 and as specified in Table 1 of this schedule.

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Map 2: Building height



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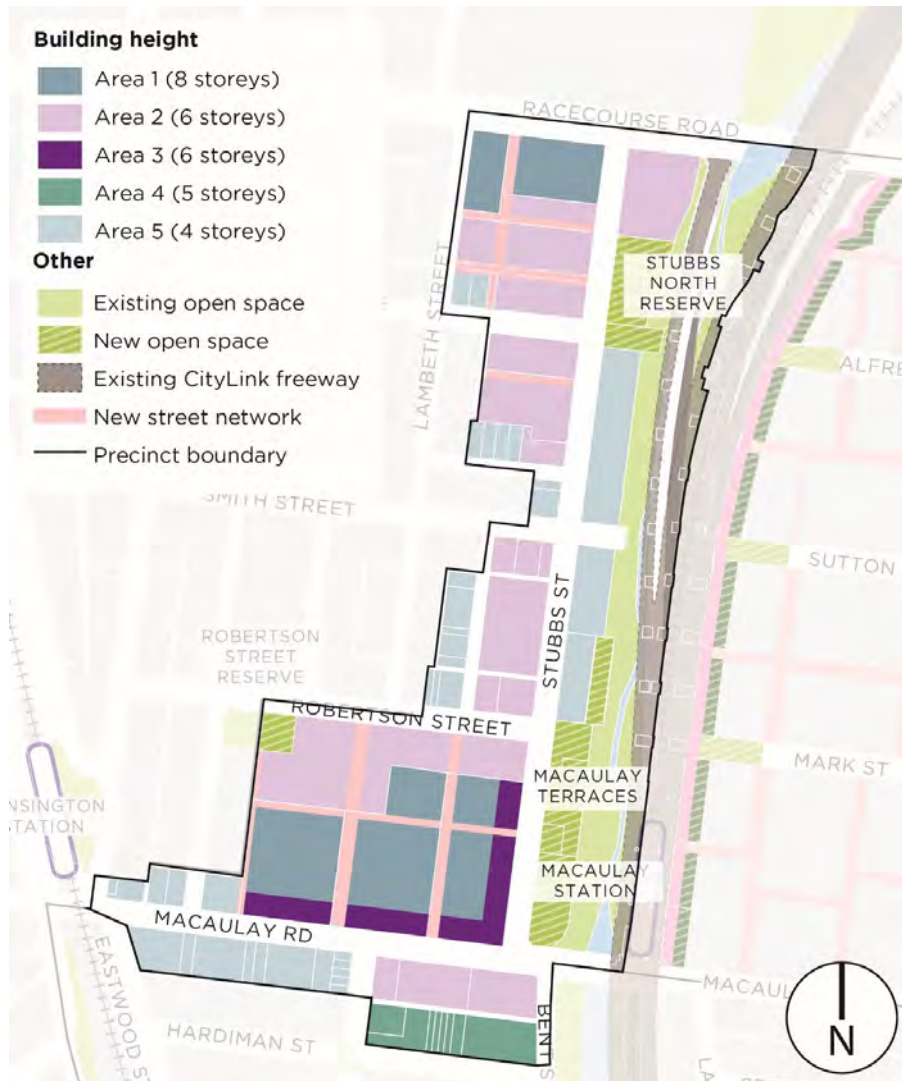


Table 1: Building height

Area	Preferred Maximum Building Height	Built form outcome
1	8 storeys (32 metres)	Building height that: <ul style="list-style-type: none"> Reflects the existing character and higher built form along Racecourse Road arterial connection. Supports greater building mass along Racecourse Road and central to Macaulay Road blocks. Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to the new Stubbs North Reserve and Macaulay Terraces. Does not cast a shadow beyond the street wall to the southern footpath of Macaulay Road between 11am and

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Area	Preferred Maximum Building Height	Built form outcome
2pm on 22 September.		
2	6 storeys (24 metres)	Building height that: <ul style="list-style-type: none"> Limits overshadowing to Moonee Ponds Creek. Does not cast a shadow beyond the street wall to the southern footpath of Parsons and Robertson streets between 11am and 2pm on 22 September Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to the new Stubbs North Reserve, Robertson Street Reserve expansion and Macaulay Terraces. Provides a transition from higher built form along Racecourse Road to a lower scale fronting Moonee Ponds Creek and the low scale residential development south of Macaulay Road.
3	6 storeys (24 metres) to a depth of 10 metres	Building height that: <ul style="list-style-type: none"> Does not cast a shadow beyond the street wall to the southern footpath of Macaulay Road between 11am and 2pm on 22 September Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to Macaulay Terraces.
4	5 storeys (20 metres)	Building height that: <ul style="list-style-type: none"> Respects the character of the existing low scale residential development to the south.
5	4 storeys (16 metres)	Building height that: <ul style="list-style-type: none"> Is sensitive to adjacent low scale residential buildings. Does not cast a shadow beyond the street wall to the southern footpath of Parsons, Smith and Robertson streets and Macaulay Road between 11am and 2pm on 22 September. Limits overshadowing to Moonee Ponds Creek corridor.

Street wall heights

Buildings and works should not exceed the preferred maximum street wall height shown in Map 3 and as specified in Table 2 of this schedule. Buildings and works must not exceed the mandatory street wall heights shown in Map 3 and as specified in Table 2 of this schedule.

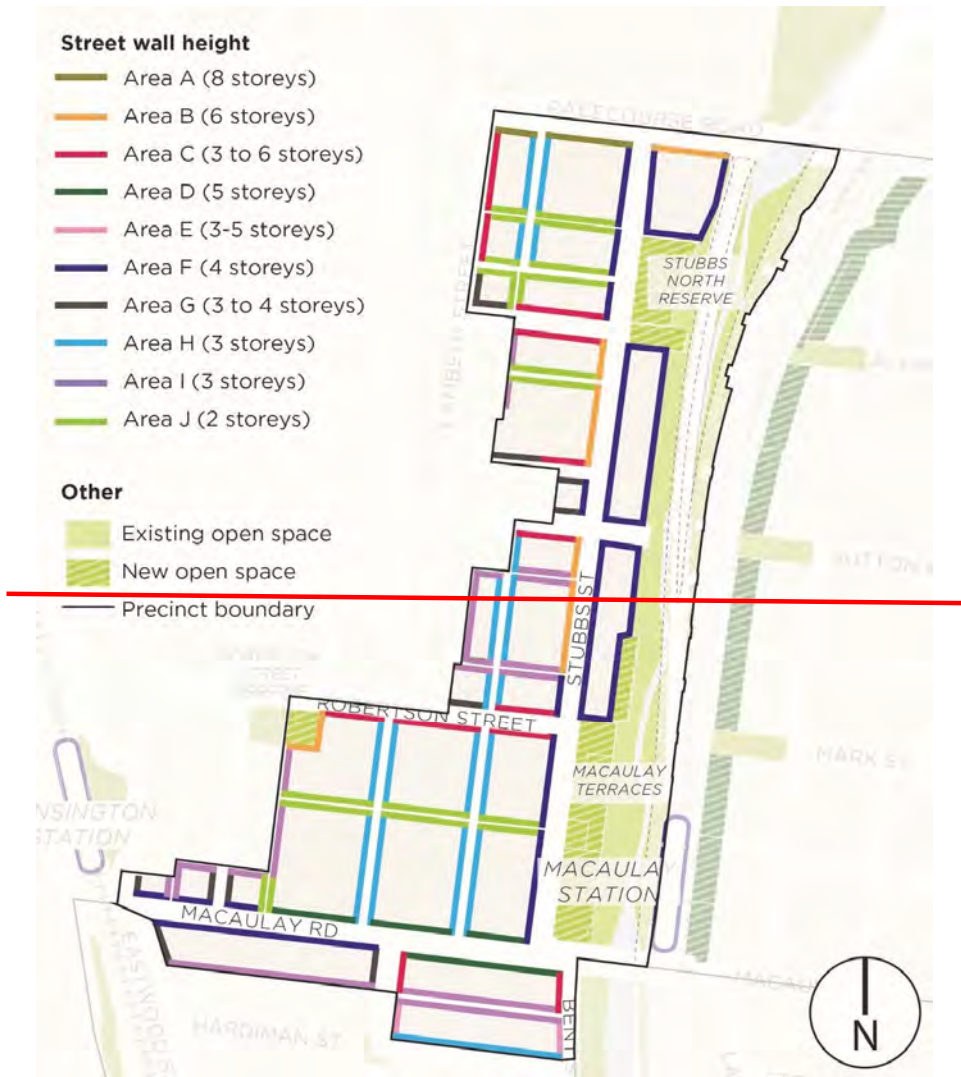
For corner conditions with two different street wall heights, the higher street wall should wrap around the corner for a maximum distance of 15 metres except:

- Where mandatory street wall heights are specified in Table 2.
- For sites located on the north-west corner of Parsons and Stubbs streets and the north-west and south-west corners of Robertson and Stubbs streets.

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Map 3: ~~Site setbacks~~ Street wall height



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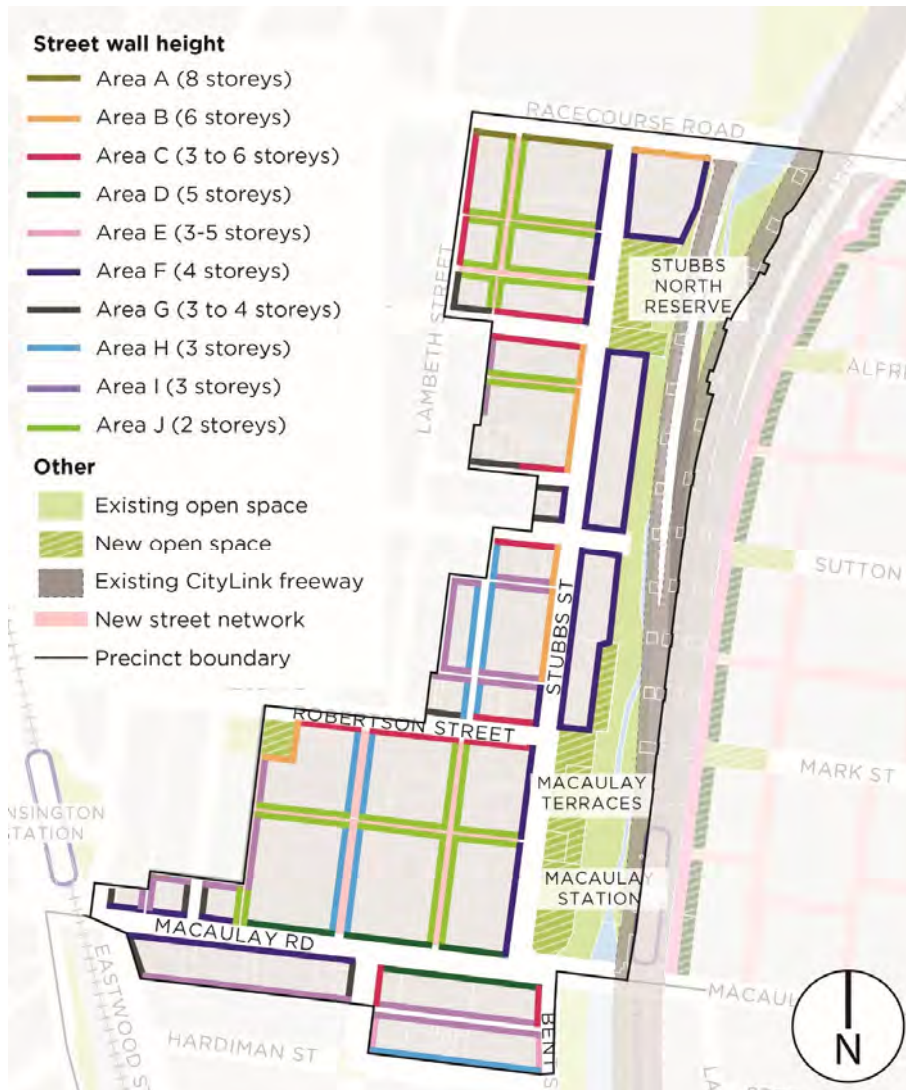


Table 2: Street wall height

Area	Preferred Maximum Street Wall Height	Mandatory maximum street wall height	Built form outcome
A	8 storeys (32 metres)		Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Allows greater mass to be located towards Racecourse Road to respond to the existing scale of built form.

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Area	Preferred Maximum Street Wall Height	Mandatory maximum street wall height	Built form outcome
B	6 storeys (24 metres)		<p>Street wall height that:</p> <ul style="list-style-type: none"> Transitions height along Racecourse Road to a lower scale at Moonee Ponds Creek interface Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to Robertson Street Reserve expansion.
C	3 to 6 storeys (12 metres to 24 metres)		<p>Street wall height that:</p> <ul style="list-style-type: none"> Enables transition in height to respond to local context. Does not overshadow the southern footpath of Parsons and Robertson streets on 22 September between 11am and 2pm. Is taller at the corners to define street edges and promote legibility of the precinct. Transitions street wall down in height from Stubbs Street to lower scale residential areas to the west. Responds to the varying height and character on either side of Robertson and Lambeth streets and provides an appropriate transition to low scale residential areas. Responds to scale of heritage places.
D	5 storeys (20 metres)		<p>Street wall height that:</p> <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Does not overshadow the southern footpath of Macaulay Road on 22 September between 11am and 2pm.
E	3 to 5 storeys (12 metres to 20 metres)		<p>Street wall height that:</p> <ul style="list-style-type: none"> Defines a legible street edge to north-south streets. Provides a comfortable scale at street level.
F	4 storeys (16 metres)		<p>Street wall height that:</p> <ul style="list-style-type: none"> Does not overshadow the southern footpath of Macaulay Road on 22 September between 11am and 2pm. Does not cast additional shadow between 10am and 3pm on 21 June beyond the allowable shadow to the new Stubbs North Reserve and Macaulay Terraces. Limits overshadowing to Moonee Ponds

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Area	Preferred Maximum Street Wall Height	Mandatory maximum street wall height	Built form outcome
Creek			
G	3 to 4 storeys (12 metres to 16 metres)		Street wall height that: <ul style="list-style-type: none"> Responds to adjacent lower scale residential areas. Does not overshadow the southern footpath of Parsons, Smith and Robertson streets on 22 September between 11am and 2pm.
H	3 storeys (12 metres)		Street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level.
I		3 storeys (12 metres)	Street wall height that: <ul style="list-style-type: none"> Responds to narrow laneway width. Enables daylight and sunlight penetration to adjoining residential sites. Reduces building mass to narrow laneways as it transitions to residential development to the west.
J	2 storeys (8 metres)		For all new laneways shown on Map 3 S street wall height that: <ul style="list-style-type: none"> Generally establishes a 1:1 street wall height to street width ratio, providing an appropriate sense of enclosure and a comfortable scale at street level. Enables greater building separation to improve internal amenity, outlook and privacy.

Building setbacks

Buildings and works should be setback by the preferred minimum distance as specified in Table 3.

Table 3: Building setbacks

Location	Preferred minimum building setback	Built form outcomes
Above the street wall	5 metres	Setback that: <ul style="list-style-type: none"> Enables adequate daylight penetration in streets and internal spaces, and views to the sky. Reduces visual bulk to the street and maintains a pedestrian scale. Achieves building separation above the street wall that supports internal amenity, privacy and appropriate outlook between buildings.

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Location	Preferred minimum building setback	Built form outcomes
		<ul style="list-style-type: none"> Reinforces the prominence of the street wall.
<p>Building setbacks from side and rear boundaries for habitable rooms</p>	<p>7.5 metres from the common boundary</p>	<p>Setback that:</p> <ul style="list-style-type: none"> Provides equitable development for adjoining sites. Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall and maintains open sky views between them. Allows sun penetration to the public realm and mitigates wind impacts at street level.
<p>Between buildings or built form above the street wall on the same site</p>	<p>12 metres</p>	<p>Setback that:</p> <ul style="list-style-type: none"> Allows reasonable access to privacy, sunlight, daylight and outlook to windows. Ensures buildings do not appear as a continuous wall and maintains open sky views between them. Allows sun penetration to the public realm and mitigates wind impacts at street level.

New ~~and widened~~ streets and laneways

Development must provide for new ~~and widened~~ public streets and laneways in accordance with Map 4 and the design requirements in Table 4.

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Map 4: New ~~and widened~~ streets and laneways



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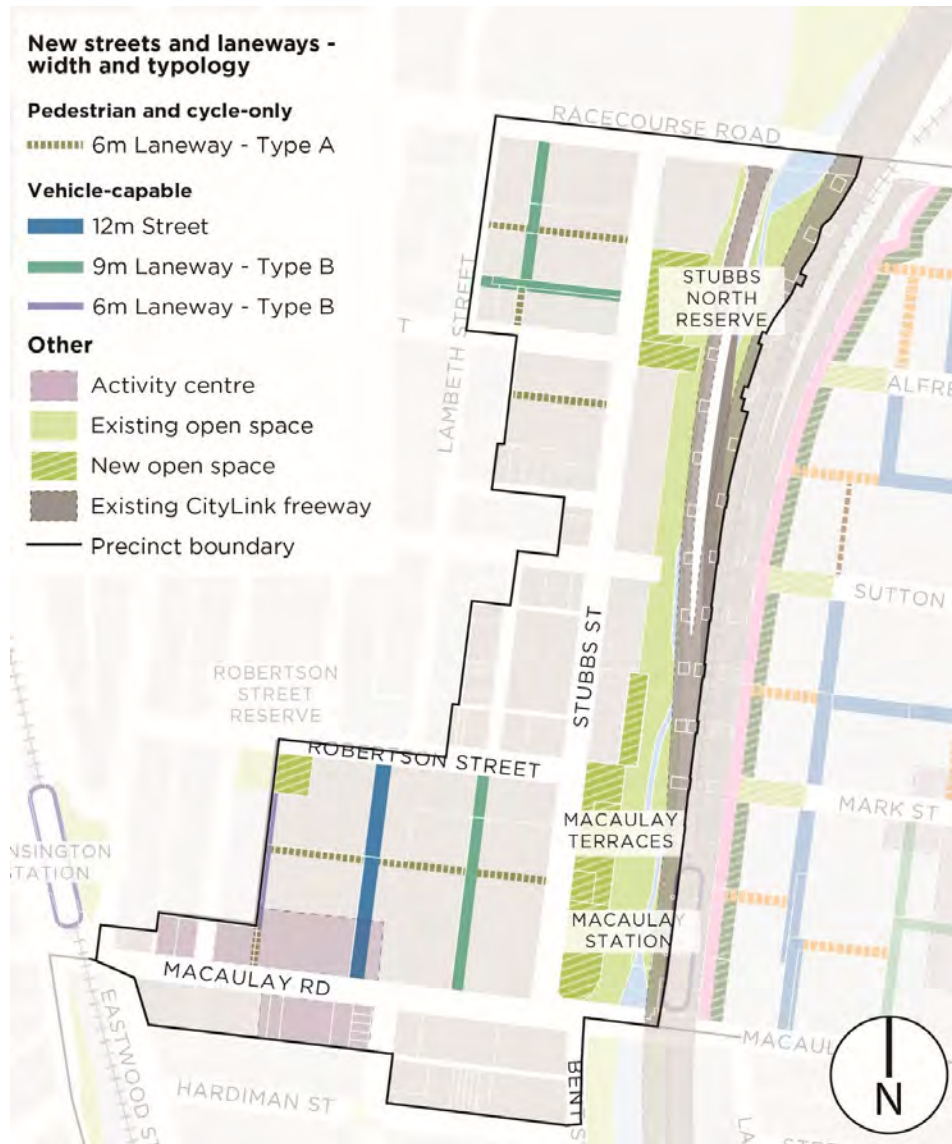


Table 4: New ~~and widened~~ streets and laneways

Location-Design Requirements	Preferred- Minimum Building Setbacks-Design Outcomes
<p>New and widened streets and laneways - Type B must be located as identified in Map 4 and as per the alignment outlined in Incorporated Document Macaulay – Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades – <u>Alignments and Cross-Sections, October June 202225</u>, <u>except:</u></p> <ul style="list-style-type: none"> If a street or 9m laneway - Type B located along a property boundary has not already been delivered in the location shown on Map 4, the 	<p>A street network that:</p> <ul style="list-style-type: none"> Increases pedestrian and bicycle network permeability and connectivity, particularly to and from activity centres, <u>and</u> major public infrastructure and through large blocks. Maximises the opportunity for diverse land uses to activate the public realm. Promotes a coordinated approach to delivering new connections. Enables servicing and access to be located

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Location-Design Requirements	Preferred- Minimum Building Setbacks- Design Outcomes
<p>immediately adjoining property may deliver a part of the cross-section of the street or laneway.</p> <ul style="list-style-type: none"> If a part of the street or 9m laneway - Type B has already been delivered on the adjoining property, the remainder of the cross-section must be located on the subject site. <p>New laneways - Type A must be provided generally in accordance with the location in Map 4 and the alignment outlined in <i>Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025</i>.</p>	<p>away from primary active and pedestrian priority interfaces.</p> <ul style="list-style-type: none"> Creates development sites that are able to be developed independently of each other while avoiding duplication of access.

New ~~and widened~~ streets and laneways must be:

- Of the width and ~~of the~~ typology specified in Map 4.
- Designed ~~generally in accordance with the~~ ~~and~~-cross-section outlined in Incorporated Document *Macaulay – Stubbs and Boundary Precincts – New and Widened Streets, and Laneways and Arcades, – Alignments and Cross-Sections, October June 2025²*.
- Vested ~~to Melbourne City Council into~~ ~~public ownership~~ and accessible 24/7.
- At-grade and open to the sky.
- Delivered in accordance with the City of Melbourne design and construction standards.
- Connected at the same finished level with another part of the street or laneway that has already been delivered on the adjoining property.

Street and laneways that:

- Create a safe and pleasant, high-amenity and people-focussed public realm.
- Prioritise walking and cycling and improve connectivity.
- Support the overall function and capacity of the movement network.
- Provide building separation and setbacks between developments.
- Provide space for people to sit, gather and interact.
- Integrate blue and green infrastructure, including water sensitive urban design and large canopy tree planting.
- Maximise the opportunity for diverse land uses to activate the public realm.

Solar protection

Built form requirements

Buildings and works above the preferred maximum street wall identified in Table 2 must not cast additional shadow to the southern footpath of ~~Fink Parsons Street, Bruce Smith Street, Robertson Street and Macaulay Road, Arden Street and~~ on 22 September between 11am and 2pm.

Buildings and works must comply with the solar protection requirements ~~to public parks~~ specified in Table 5. Parks and streets with solar protection are identified in Map 5. ~~In the event that buildings and works cast shadow over two or more parks, the requirement for each park must be met.~~

These requirements do not apply to buildings and works constructed within public parks.

Table 5: Solar protection to public parks

Public Park	Date and hours
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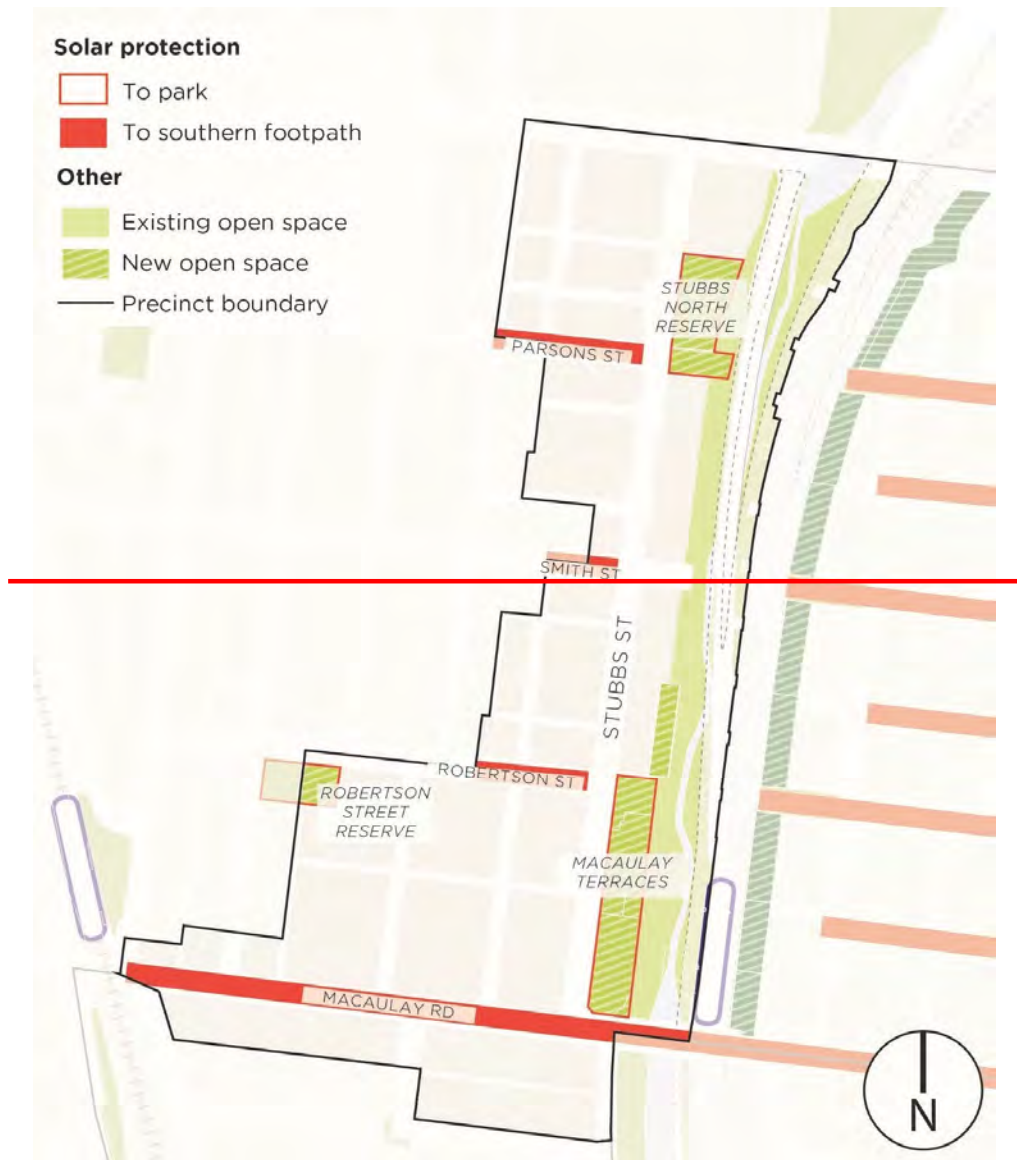
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- Robertson Park
- Robertson Street Reserve (proposed extension).
- Proposed Stubbs North Reserve.
- Proposed Macaulay Terraces.

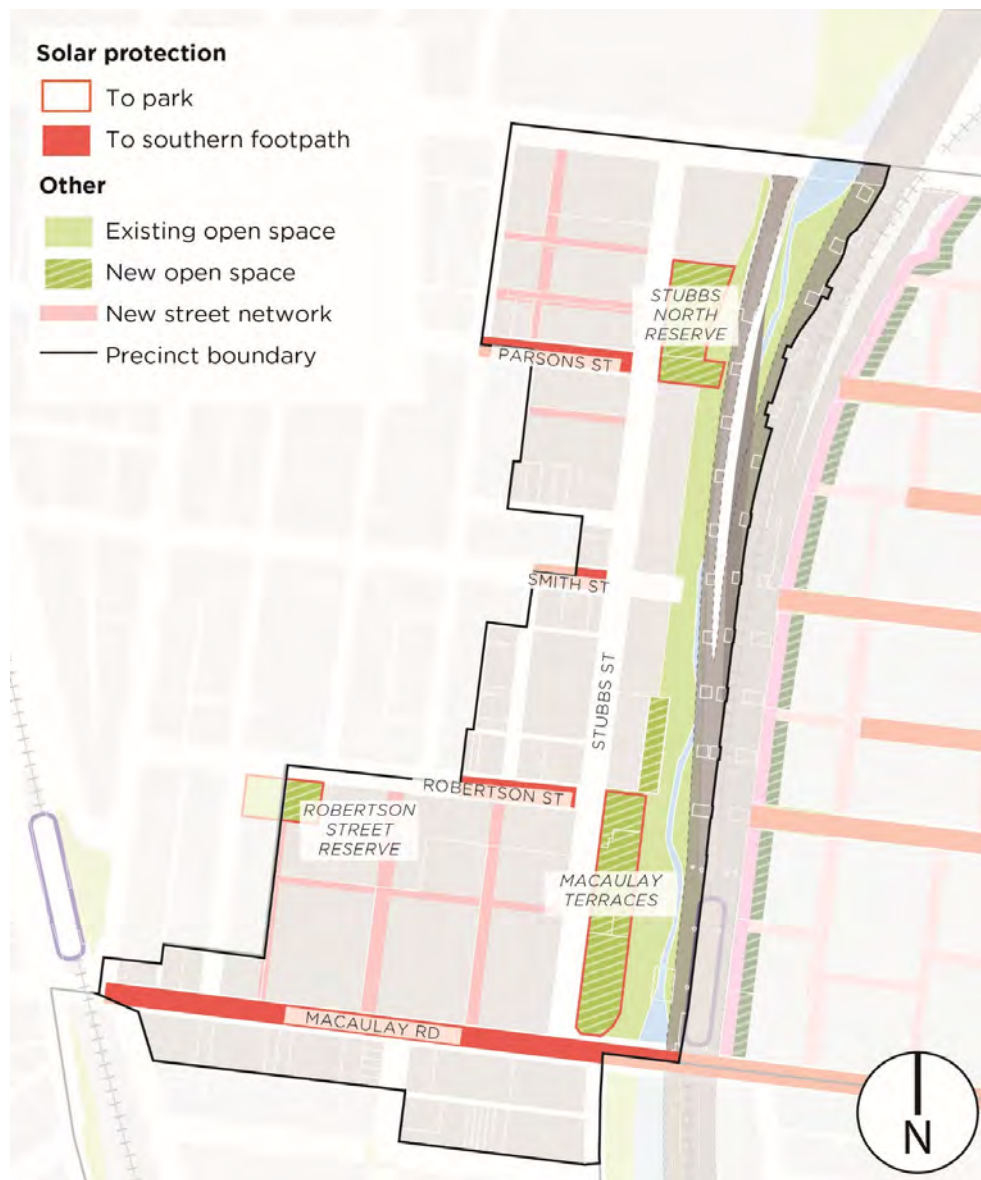
Buildings and works must not cast additional shadow onto the park between 10am and 3pm on June 21 beyond the existing shadow, or allowable shadow, or the combination of the existing shadow and allowable shadow (whichever is the greatest).

Map 5: Parks and streets with solar protection



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Site layout

Site layout refers to the arrangement of buildings and spaces, including the position of entries, building services and circulation cores and how these elements respond to and reinforce the character of streets and laneways.

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Table 6: Site layout

Design Requirements	Design Outcome
<p>Buildings should be aligned to the street at ground level unless they provide for a plaza.</p> <p>Development should avoid narrow publicly accessible alcoves and recesses that lack a clear public purpose.</p> <p>Development should avoid entrapment areas and areas with limited passive surveillance.</p> <p>Development should cater for anticipated pedestrian volumes.</p>	<p>Site layout that:</p> <ul style="list-style-type: none"> ▪ Reinforces the valued characteristics of streets and laneways. ▪ Delivers a well-defined public realm.
<p>Plazas should:</p> <ul style="list-style-type: none"> ▪ Be open to the sky. ▪ Be accessible to people of all abilities. ▪ Provide opportunities for stationary activity. ▪ Be lined with active frontages. ▪ Incorporate soft and hard landscaping elements. ▪ Have access to sunlight 	<p>Plazas that:</p> <ul style="list-style-type: none"> ▪ Are accessible to people of all abilities. ▪ Are safe and attractive. ▪ Deliver opportunities for stationary activity. ▪ Alleviate pedestrian congestion.
<p>Vehicle entries and loading bays should:</p> <ul style="list-style-type: none"> ▪ Be located on servicing and access interfaces shown on Map 6. ▪ Not be located on a primary active interface shown on Map 6. <p>The location and width of car park entries should minimise the impacts on the pedestrian network.</p>	<p>Vehicle entries that:</p> <ul style="list-style-type: none"> ▪ Do not create traffic conflict. ▪ Do not undermine the attractiveness or safety of the pedestrian experience.
<p>Colonnades should:</p> <ul style="list-style-type: none"> ▪ Adopt vertical proportions with a height greater than the width. ▪ Incorporate high quality design detail to all publicly visible planes and surfaces. ▪ Provide ground level spaces that are accessible to people of all abilities. ▪ Have a clear public purpose. ▪ Be well-lit and provide clear lines of sight from one end to another. ▪ Be safe and free of entrapment spaces and areas with limited passive surveillance. 	<p>Colonnades that:</p> <ul style="list-style-type: none"> ▪ Are safe and attractive. ▪ Are accessible to people of all abilities.

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Building mass

Building mass relates to the three dimensional form of a building, including its scale, height, proportions and composition.

Table 7: Building mass

Design Requirements	Design Outcome
<p>Development should adopt a diversity of forms, typologies and architectural language, within a cohesive design framework, on large sites where a development comprises multiple buildings.</p> <p>Development on large sites should provide variation in volume and height to break up building mass, including the opportunity for multiple rather than single towers.</p>	<p>Building mass that:</p> <ul style="list-style-type: none"> ▪ Distinguishes between different buildings where a development comprises multiple buildings. ▪ Respects the height, scale and proportions of adjoining heritage places. ▪ Reinforces the fine grain and visual interest of streetscapes. ▪ Maintains a diverse and interesting skyline through the design of roof profiles. ▪ Reduces the visual impact and perception of building bulk from both near and afar

Building program

Building program relates to the position and configuration of internal spaces to a building and has a direct relationship to the public realm.

Table 8: Building program

Design Requirements	Design Outcome
<p>Development should position active uses to address the public realm.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Maximise the number of pedestrian building entries. ▪ Avoid long expanses of frontage without a building entry. <p>Large floorplate tenancies should be sleeved with smaller tenancies at ground level at a boundary to a street or laneway.</p> <p>Floor to floor heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4.5 metres at ground level. ▪ 3.2 metres for levels associated with residential, accommodation. ▪ 4 metres for levels associated with commercial, retail and other uses. <p>Floor to ceiling heights should be a minimum of:</p> <ul style="list-style-type: none"> ▪ 4 metres at ground level. ▪ 2.7 metres for levels associated with residential, accommodation. ▪ 3.2 metres for above ground car parks. 	<p>A building program that:</p> <ul style="list-style-type: none"> ▪ Delivers safe and high quality interfaces between the public and private realm. ▪ Maximises activation of the public realm. ▪ Can accommodate a range of tenancy sizes, including smaller tenancies in the lower levels of the building. ▪ Allows for adaptation to other uses over time. ▪ Delivers internal common areas or rooftop spaces that maximise passive surveillance and interaction with the public realm.

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Design Requirements	Design Outcome
<ul style="list-style-type: none"> 3.5 metres for levels associated with commercial, retail and other uses. <p>Ground floor tenancies should be configured so that they do not rely upon queuing within the public realm, except where this occurs on a pedestrian only laneway where this is the established character.</p> <p>Ground floor building services, including waste, loading and parking access:</p> <ul style="list-style-type: none"> Should be minimised. Must occupy less than 40 per cent of the ground floor area of the site area. <p>Internal waste collection areas should be sleeved.</p> <p>Services, loading and waste areas should be located away from streets and public spaces, or within basements or upper levels.</p> <p>Service cabinets should be located internally with loading, waste or parking areas where possible.</p> <p>Undercroft spaces for waste or loading should not adversely impact safety and continuity of the public realm.</p> <p>Access doors to any waste, parking or loading area should:</p> <ul style="list-style-type: none"> Be positioned no more than 500 millimetres from the street edge. Be designed as an integrated element of the building. <p>Rooftop plant, services and antennae should be integrated into the overall building form.</p> <p>All car parking should be located in a basement unless it is part of a development that removes existing open to sky at grade car parking.</p> <p>Car park ramps should be capable of removal for future adaptation.</p> <p>Avoid car parking entries on small sites, where they impact on the activation and safety of the public realm.</p> <p>Above ground car parking:</p> <ul style="list-style-type: none"> Must be located on the first floor or above unless it is a Consolidated Car Park. Must be sleeved to streets unless it is a Consolidated Car Park and its visual impact on the public realm has been minimised. 	<p>Building services that:</p> <ul style="list-style-type: none"> Minimise impacts on the public realm. Maximise the quality and activation of the public realm. Do not dominate the pedestrian experience and are designed as an integrated design element. Provide waste collection facilities as an integrated part of the building design. <p>Car parking that:</p> <ul style="list-style-type: none"> Minimises the impact of car parking on the public realm. Can be adapted to other uses. Is primarily delivered as a Consolidated Car Park

Public interfaces

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Public interfaces relate to the boundary between a building and the public realm along streets, laneways and open spaces.

Table 9: Public interfaces

Design Requirements	Design Outcome
<p>The following ground level frontage requirements must be met for development along primary active interfaces, as shown on Map 6:</p> <ul style="list-style-type: none"> ▪ At least 80 per cent of the combined length of the ground level primary active interfaces of a building to streets and laneways is occupied by: <ul style="list-style-type: none"> - Building Entries (including frames). - Windows (including frames and windows at ground level above stall-risers up to 700mm in height). - Pilasters. <p>Window and door frames.</p> <p>This requirement is discretionary for does not apply to land affected by the Land Subject to Inundation Overlay and the Special Building Overlay.</p> <p>Windows are to have clear glazing without stickers or paint that obscures views.</p> <p>The ground level frontage requirements do not apply to the development of a building in a heritage overlay or heritage graded building. Development of a building in a heritage overlay or a heritage graded building should not reduce compliance with the public interface design outcomes.</p> <p>Security grilles or mesh should:</p> <ul style="list-style-type: none"> ▪ Be transparent. ▪ Not block views into tenancies at night. ▪ Be mounted internally to the shop windows. <p>Avoid tinted, opaque or high reflectivity glass which obscures views between the public realm and building interior.</p> <p>On sloping sites, a direct connection should be established at grade to useable space within ground level tenancies, with level transitions contained within the building envelope.</p>	<p>Public interfaces that:</p> <ul style="list-style-type: none"> ▪ Contribute to the use, activity, safety and interest of the public realm. ▪ Provide continuity of ground floor activity along streets and laneways. ▪ Allow unobstructed views through openings into the ground floor of buildings.
<p>Upper level projections and canopies should allow for the growth of existing and planned street trees.</p> <p>Upper level projections such as juliet balconies, views to the sky from a street or laneway, adjustable screens or windows, cornices or other architectural features may project into streets or laneways.</p>	<p>Facade projections and balconies that:</p> <ul style="list-style-type: none"> ▪ Do not adversely impact the levels of daylight or views to the sky from a street or laneway. ▪ Do not obstruct the service functions of a street or laneway through adequate clearance heights. ▪ Add activity the public realm.

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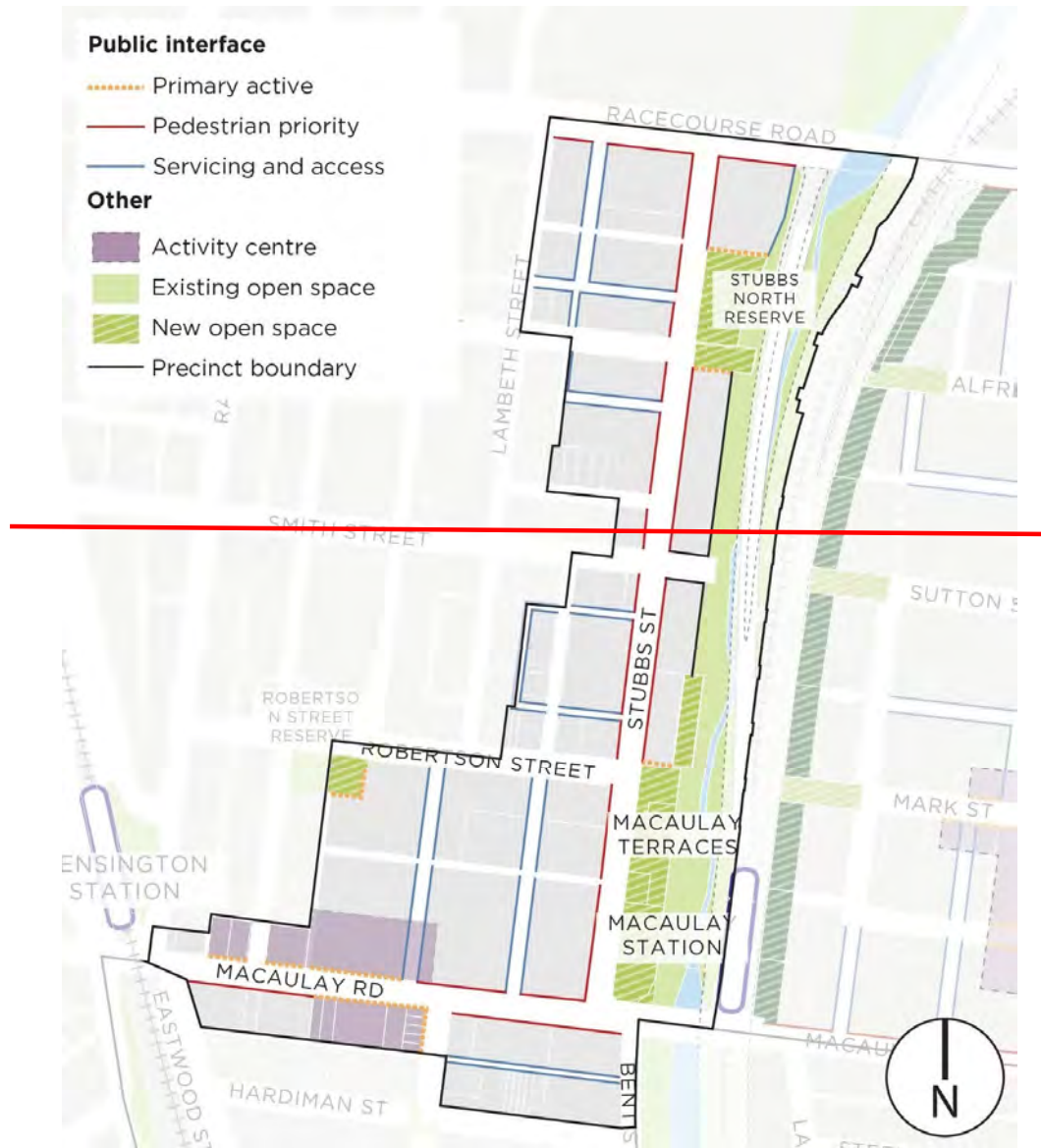
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Design Requirements	Design Outcome
<ul style="list-style-type: none"> ▪ On primary active interfaces as shown on Map 64, up to 600 mm. ▪ On other streets and laneways up to 300 mm. <p>On streets with primary active interfaces, balconies associated with an active commercial use may project up to 1.6 metres from the facade or 800 mm from the back of kerb.</p> <p>Balcony projections should be at least 5 metres above any public space measured from ground level.</p> <p>Development should not include enclosed balconies or habitable floor space projecting over the public realm. Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p> <p>Ensure that public realm projections (excluding canopies) at the upper levels do not extend the full width of a building frontage.</p>	<ul style="list-style-type: none"> ▪ Form part of a cohesive architectural response to the public realm.
<p>Development should include continuous weather protection along primary active interfaces as shown in Map 6, except where a heritage place warrants an alternative approach.</p> <p>Weather protection canopies should:</p> <ul style="list-style-type: none"> ▪ Be between 3.5 metres and 5 metres above ground measured to the underside of the soffit. ▪ Provide for exposure to winter sun and shelter from summer sun. ▪ Not enclose more than one third of the width of a laneway. ▪ Display a high design standard including material selection in the appearance of the soffit and fascia. 	<p>Weather protection that:</p> <ul style="list-style-type: none"> ▪ Delivers pedestrian comfort in the public realm and protection from rain, wind and summer sun. ▪ Uses canopies that are functional, of high quality design, and contribute to the human scale of the street.

Map 6: Public interfaces

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Design detail

Design detail refers to the resolution of a contextually responsive building exterior that contributes to the quality of the public realm through its architectural expression, materials and finishes.

Table 10: Design detail

Design Requirements	Design Outcome
Exterior design that: <ul style="list-style-type: none"> Establishes a positive relationship between the appearance of new development and the valued characteristics of its context. 	Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements. Street wall facades should avoid a predominately glazed appearance. Street wall facades should establish a balance of transparency and solidity.

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Design Requirements	Design Outcome
<ul style="list-style-type: none"> Is visually interesting when viewed up close and from a distance. Responds to the distance at which the building is viewed and experienced from the public realm in the selection, scale and quality of design elements. Incorporates sufficient design detail in the lower levels of a building to deliver a visually rich and engaging pedestrian experience. Delivers high quality design on all visible sides of a building including rooftops, where visible from the public realm. At the ground level interface, provides visual connection between the public realm and interior spaces 	<p>Facades should avoid the use of surfaces which cause unacceptable glare to the public realm.</p> <p>Materials should be durable, robust and low maintenance in the higher parts of a building.</p> <p>Blank walls that are visible from the public realm should be designed as an integrated component of the building composition.</p> <p>Materials should be natural, tactile and visually interesting at the lower levels near the public interface to reinforce a human scale.</p> <p>Ground level interfaces including shopfronts should provide thickness, depth and articulation and avoid long expanses of floor to ceiling glazing.</p> <p>Materials and finishes such as painted concrete or ventilation louvres should be avoided at the lower levels where they undermine the visually rich, tactile quality of streets and laneways.</p> <p>Service cabinets should not visually dominate street frontages and should use high quality materials.</p>

Wind effects

Built form outcomes

Buildings must be designed to achieve local wind conditions that:

- Maintain a safe and pleasant pedestrian environment on footpaths and other public spaces for walking, sitting or standing.

Built form requirements

The following built form requirements apply to buildings and works above 20 metres:

Buildings and works:

- Must not cause unsafe wind conditions as specified in Table 11 in publicly accessible areas, including spaces identified with solar protection, within the assessment distance from all facades.
- Should achieve comfortable wind conditions as specified in Table 11 in publicly accessible areas within the assessment distance from all facades.

The assessment distance is shown in Figure 1 below and is the greater of:

- Half the longest width of the building.
- Half the total height of the building.

Table 11: Wind effects on the public realm

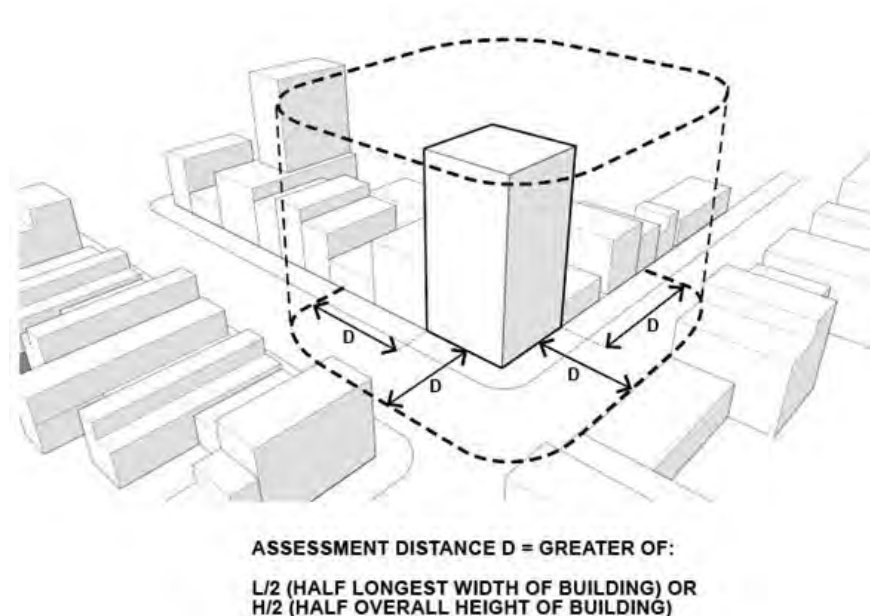
Wind condition	Specification
Comfortable wind conditions	The hourly mean wind speed from all wind directions combined with a probability of exceedance of 20 per cent, is less than or equal to: <ul style="list-style-type: none"> 3 metres/second for sitting areas.

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Wind condition	Specification
	<ul style="list-style-type: none"> 4 metres/second for standing areas. 5 metres/second for walking areas. <p>Hourly mean wind speed is the maximum of:</p> <ul style="list-style-type: none"> The hourly mean wind speed the gust equivalent mean speed (3 second gust wind speed divided by 1.85).
Unsafe wind conditions	<p>The hourly maximum 3 second gust from any wind direction (considering at least 16 wind directions) with a corresponding probability of exceedance percentage greater than 20 metres per cent.</p> <p>Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind directions.</p>

Figure 1 Assessment distance



3.0
~~Proposed C417/melb~~
 Proposed C417/melb

Subdivision

None specified.

4.0
~~Proposed C417/melb~~
 Proposed C417/melb

Advertising Signs

None specified.

5.0
~~Proposed C417/melb~~
 Proposed C417/melb

Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

Urban Context Report and Plans

- A site analysis and urban context report that:

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- Documents the key contextual influences on the development.
- Demonstrates how the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
- Includes photomontage studies of the proposal within its streetscape context from pedestrian eye level at street level including relevant approved developments.
- Includes an analysis of how the amenity of the public and private realm is maximised given the relationship between the proposal and adjacent buildings and open space.
- Explains the effect of proposed building and works on:
 - Microclimate including sunlight, daylight and on streets and other public spaces.
 - Vistas and the visual impact of building massing from afar in the context of existing and proposed development.
- Street elevations of the block showing how the development proposal sits within and contributes to its context.
- Plans, elevations and section drawings (1:50 or 1:20) and a written statement showing the design of the lower levels of the building including entries, shop front design, service areas, weather protection canopies and integrated signage elements.
- Where buildings and works above 20 metres in height are proposed, a three-dimensional digital model of the proposed development in accordance with the City of Melbourne 3D Digital Modelling Advisory Note.
- Where car parking is proposed at or above ground level, a car parking adaptation strategy prepared by a qualified structural engineer or architect to demonstrate the capacity to adapt the car parking areas to alternate uses in future.
- Scaled shadow diagrams to show existing and proposed shadows at hourly intervals from 10am to 3pm to demonstrate the impact on the public parks for the dates and times specified at Table 5 and shown on Map 5.

New streets and laneways

An application that incorporates a new street or laneway must include a plan and cross-section which:

- demonstrates the complete state of the new street or laneway, and an interim design if the application is only required to deliver part of the street or laneway;
- demonstrates how that part of the street or laneway incorporated in the application contributes to and integrates with the design of the street or laneway as a whole, whether or not other parts have been delivered.
- includes a functional layout, with levels (including the levels of the part of the street or laneway incorporated in the development where it would connect with any other part delivered as part of any other application and the location of any utility services; and
- provides for landscaping.

Wind analysis report

An application for a permit for a building with a total building height in excess of 20 metres must be accompanied by a wind analysis report prepared by a suitably qualified person. The wind analysis report must:

- Include details of the wind criteria used and justification for the wind criteria.
- Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height of the building, whichever is greater.
- At a minimum, model the wind effects of the proposed development and surrounding buildings (existing and proposed) using wind tunnel testing.
- Identify the principal role of each portion of the publicly accessible areas for sitting, standing or walking purposes.

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- Not rely on street trees or any other element such as screens, within public areas for wind mitigation.

High quality design report

An application for a permit must be accompanied by a report to demonstrate high quality design. The report must:

- Explain how the application provides high quality architecture, landscape architecture and urban design which demonstrates function, liveability, sustainability, and public contribution to buildings and urban spaces.
- Explain how the application responds to the requirements of this schedule.
- Describe how the development addresses and provides high quality public realm outcomes and ameliorates solar and wind effects to the public realm.
- Where an application seeks to vary the requirement(s) of this schedule, it must explain how the built form outcomes are achieved, and how the alternative response demonstrates appropriate built form outcomes having regard to the decision guidelines of this schedule.

Design Excellence report

An application for a permit on **key** significant and strategic sites should be accompanied by a report to demonstrate design excellence.

- Significant and strategic sites include:
 - Consolidated sites and large sites over 1000 sqm.
 - Proposed to facilitate masterplanned developments.
 - Prominent locations including those sites that will deliver, or are adjacent to, public spaces, community uses, or major public infrastructure.
 - On, or adjacent to, an identified heritage place or character building.
 - On key interfaces including Moonee Ponds Creek, Boundary Road, Macaulay Road and Racecourse Road or at their intersection.
- The report should:
 - Demonstrate the use of a design review panel process or a design competition which has been endorsed by Melbourne City Council.
 - Demonstrate how any feedback provided by a design review panel or design competition panel has been successfully responded to and adopted in the design response.

3D digital model of buildings and works

An application for a permit must be accompanied by a 3D digital model of the proposed buildings and works in a format to the satisfaction of the responsible authority. The model may be used for assessing overshadowing and visual impacts caused by the proposal and for general archive, research and public information purposes. The 3D model must show:

- Any existing shadow cast on the nominated public open spaces during the periods specified in Table 56.
- Any extent of shadow cast by the nominated street wall height on the public open spaces specified in Table 56.
- The extent of shadow to be cast by the proposed buildings and works.

6.0

Proposed C417/melb

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

General

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- The extent to which the development addresses the Design Objectives, Built Form Outcomes and Built Form Requirements in this schedule.
- Whether the development responds to its context including the built form character, height and scale of adjacent and nearby buildings and adjacent and nearby heritage places.
- Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm (~~public parks, open spaces~~, footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.
- On sites where a development comprises multiple buildings, whether the buildings adopt a diversity of forms, typologies and architectural language, within a cohesive design framework.

Building Height

- Whether the building height responds to the site and provides variation in building height compared with adjacent existing or proposed development.
- Whether the building height provides transition to lower scaled areas adjacent.

Street Wall Height

- Whether the building responds appropriately to the streetscape, including its width, and the scale and height of neighbouring buildings.
- If the proposed street wall height exceeds the preferred maximum height specified, the development should demonstrate that the proposed street wall height:
 - Is proportional to the street width.
 - Provides articulation, visual interest and variety over the length of the street frontage.

Building Setbacks

- Whether the building setbacks appropriately consider the:
 - Built form response on site including consideration of the size and shape of the parcel of land to which the application relates.
 - The siting of the proposed development and the areas to be occupied by the development in relation to the size and shape of the land.
 - Relationship to adjoining sites and consideration of the potential redevelopment opportunities.
 - Articulation, visual interest and building modulation to decrease the impact of visual bulk and improve amenity outcomes.

New streets and laneways

- Whether development is in accordance with Incorporated Document *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025*.
- Whether any proposed variation from the location of a new laneway shown on Map 4 or design shown in the cross sections in *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025* is:
 - Required to ensure functionality of the development.
 - Required to enable vehicular and pedestrian access for a temporary period of time if only part of the street or laneway is required to be delivered.
 - Consistent with the Design Outcomes of Table 4 and the Requirements stipulated in the relevant cross-section in *Macaulay – New Streets, Laneways and Arcades, Alignments and Cross-Sections, October 2025*.

Wind Effects

- Whether the proposal maintains safe and pleasant pedestrian microclimatic conditions on the footpath adjacent to the development and demonstrates:
 - A maximum of 3 metres per second for sitting which is associated with activities such as outdoor cafes, pool areas, gardens.

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- A maximum of 4 metres per second for standing which is associated with activities such as window shopping, drop off, queuing.
- A maximum of 5 metres per second for walking adjacent to the development.
- The cumulative wind effects within the publicly accessible areas within the assessment distance, including ~~streets, laneways, arcades and public open space~~ ~~public spaces subject to solar protection identified in Table 12 to this schedule.~~

Design Excellence

- The extent to which the development responds to the feedback of any design review panel or design competition process, whether or not that process occurs before the application is made.

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MELBOURNE PLANNING SCHEME

23/10/2017
 C296
 Proposed C417melb

SCHEDULE 2 TO CLAUSE 45.06 THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as DCPO2.

MACAULAY URBAN RENEWAL AREA DEVELOPMENT CONTRIBUTIONS PLAN (PART A)

1.0
 23/10/2017
 C296
 Proposed C417melb

Area covered by this development contributions plan

The Macaulay Urban Renewal Area, which is covered by the DCPO2.

2.0
 23/10/2017
 C296
 Proposed C417melb

Summary of costs

None specified.

Item	Total Cost \$	Time of provision	Actual cost contributions attributable to development \$	Proportion of cost attributable to development %
CI - Community Facilities	\$47,804,876.37	2022 - 2051	\$19,220,562.31	40.21%
Total Community Infrastructure	\$47,804,876.37	2022 - 2051	\$19,220,562.31	40.21%
Transport	\$61,177,484.57	2022 - 2051	\$7,324,255.81	93.70%
Open Space	\$43,602,056.85	2022 - 2051	\$43,602,056.85	100.00%
Public Realm	\$11,306,348.07	2022 - 2051	\$11,306,348.07	100.00%
Drainage Land	\$20,970,000.00	2022 - 2051	\$20,970,000.00	100.00%
DI - Community Facilities	\$9,349,553.50	2022 - 2051	\$9,349,553.50	100.00%
Total Development Infrastructure	\$146,405,442.98	2022 - 2051	\$142,552,214.23	97.37%
TOTAL	\$194,210,319.35		\$161,772,776.53	83.30%

Notes: Contributions are listed in June 2024 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

32.0
 23/10/2017
 C296
 Proposed C417melb

Summary of levies payable contributions

None specified.

Charge area	Levies payable by Residential development (\$)	
	Development Infrastructure per Dwelling	Community Infrastructure per Dwelling
Transport	\$4,654.75	\$-
Open Space	\$3,975.37	\$-
Public Realm	\$1,030.84	\$-
Drainage Land	\$2,038.40	\$-
Community Facilities	\$1,230.19	\$1,450.00
TOTAL	\$12,929.56	\$1,450.00

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Charge area	Levies payable by Commercial development (\$)	
	Development infrastructure per sqm floorspace	Community infrastructure per sqm floorspace
Transport	\$97.95	\$-
Open Space	\$59.75	\$-
Public Realm	\$15.49	\$-
Drainage Land	\$25.48	\$-
Community Facilities	\$0.00	\$-
TOTAL	\$198.68	\$-

Charge area	Levies payable by Retail development (\$)	
	Development infrastructure per sqm floorspace	Community infrastructure per sqm floorspace
Transport	\$117.54	\$-
Open Space	\$71.71	\$-
Public Realm	\$18.59	\$-
Drainage Land	\$25.48	\$-
Community Facilities	\$0.00	\$-
TOTAL	\$233.32	\$-

Charge Area	Levies Payable by the Development			
	Residential (per dwelling)		Commercial (per sqm floorspace)	Retail (per sqm floorspace)
	Development Infrastructure Levy (DIL)	Community Infrastructure Levy (CIL)	Development Infrastructure Levy (DIL)	Development Infrastructure Levy (DIL)
Transport	\$4,654.75	\$-	\$97.95	\$117.54
Open Space	\$3,975.37	\$-	\$59.75	\$71.71
Public Realm	\$1,030.84	\$-	\$15.49	\$18.59
Drainage Land	\$2,038.40	\$-	\$25.48	\$25.48
Community Facilities	\$1,230.19	\$1,450.00	\$0.00	\$0.00
Total Levy Payable	\$12,929.56	\$1,450.00	\$198.68	\$233.32

Note: For development that does not fall within one of the three development types set out in this DCP, the development contribution that applies to Commercial development will apply.
 There is no CIL applicable for non-residential uses, as such no CIL is shown in the Summary of Contributions for Employment land uses.
 Square metres of floorspace (SQM) refers to gross floorspace.
 Contributions are listed in July 2024 values. Under the DCP the contributions are to be adjusted following annual indexation. These figures exclude GST.

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The Development Contribution for each demand unit must be adjusted as follows:

- In relation to the costs associated with infrastructure items other than land, the cost must be adjusted and the contribution amounts recalculated according to the following methods:
 - The capital costs of each transport infrastructure item must be adjusted by reference to the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria, or similar index if not available.
 - The capital costs of all other infrastructure items must be adjusted by reference to the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria, or similar index if not available.
 - The revised infrastructure costs and the adjustment of the contributions must be calculated as at 1 July in each year, utilising the formula for indexation rates, costs and amounts in Annexure 1 - Attachment 2 to the Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans.
- In relation to the cost of land to be acquired under the Development Contributions Plan, the land value must be adjusted by adopting a revised land value for each parcel to be acquired based on the same valuation principles as outlined in the Macaulay Urban Renewal Area Development Contributions Plan, July 2024.
- Within 14 days of the adjustments being made, the responsible authority must publish a notice of the amended contributions on its website.

The CIL cap (currently \$1,450 per dwelling for the 2024-25 financial year) is indexed annually on July 1 by the Minister for Planning and is published on the department website. The Macaulay Urban Renewal Area Development Contributions Plan (July 2024) Council reserves the right to increase the CIL in this DCP to allow for cost escalation in accordance with sets out the indexation method for the CIL levy to allow for cost escalation in this DCP up to any new CIL cap. The higher indexed levy up to the new CIL cap, will be collected is payable from the date the new CIL cap is introduced.

43.0
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Land or development excluded from development contributions plan

~~A permit may be granted to subdivide, construct a building or construct and carry out works before a development contributions plan has been prepared to the satisfaction of the responsible authority if any of the following apply:~~

- ~~An agreement under Section 173 of the Planning and Environment Act 1987 has been entered into with the responsible authority that makes provision for development contributions;~~
- ~~The permit contains a condition requiring an agreement under Section 173 of the Planning and Environment Act 1987 that makes provision for development contributions to be entered into before the commencement of the development;~~
- ~~A permit for the construction of a building or construction or carrying out works for:~~
 - ~~Additions or alterations to a single dwelling or development ancillary to use of land for a single dwelling;~~
 - ~~A single dwelling on a lot~~
 - ~~Development associated with an existing use provided the gross floor area of the development is not increased by more than 1000 square metres;~~
 - ~~The development of land for a small second dwelling;~~
 - ~~A sign;~~
- ~~The permit for a boundary realignment.~~

~~The following land or development is exempt from the provisions of this overlay:~~

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- ~~▪ A government and non government school~~
- ~~▪ Housing provided by or on behalf of the Department of Health and Human Services~~
- ~~▪ Development associated with a dwelling that is existing or approved at the approval date of this provision.~~

The development of land for a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy.

The requirements of this overlay cease to have effect after 31 July 2026.

No land or development is exempt from this DCP unless exempt by Legislation or Ministerial Direction or Legal Agreement with Melbourne City Council.

Partial exemptions may apply if a Legal Agreement with Melbourne City Council relates to development contributions for some infrastructure types included in the DCP but not all.

Examples of exemptions are stated below:

The following land or development is exempt from payment of development contributions:

- A sign.
- The development of land for a small second dwelling.
- Development of Land developed for a non-government school, as defined in Ministerial Direction on the Preparation and Content of Development Contributions Plans of 11 April 2025 ~~11 October 2016~~.
- Development of Land developed for housing provided by or on behalf of the Chief Executive Officer of Homes Victoria for the Department of Families, Fairness and Housing, as defined in Ministerial Direction on the Preparation and Content of Development Contributions Plans of 11 April 2025 ~~11 October 2016~~.
- Minor changes to pre-existing non-residential development provided the total gross floor area is not increased by more than 50 sqm.
- Residential development of land with existing dwellings is subject to an exemption equal to the number of existing dwellings.
- Commercial development of land with existing commercial floorspace is subject to an exemption equal to the existing commercial floorspace.
- Retail development of land with existing retail floorspace is subject to an exemption equal to the existing retail floorspace.

~~▪ Replacement of a single dwelling.~~

- Land which is, or has been, developed in accordance with an existing authorisation issued or approved before Amendment C417melb commences if that authorisation requires the payment of development contributions. If the land is developed in accordance with a new authorisation issued or approved after Amendment C417melb commences, then this exemption does not apply. Where this exemption applies, payment of development contributions is still required in accordance with the relevant authorisation.

Note: This schedule sets out a summary of the costs and contributions/levies prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.

Additional changes are proposed to be made to the Development Contribution Plan and Development Contributions Plan Overlay Schedule 2 prior to the Panel hearing. Please refer to Attachment 5 for details.

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MELBOURNE PLANNING SCHEME

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 Proposed
 C417melb

SCHEDULE 16 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as **PO16**.

MACAULAY PRECINCT

1.0 Parking objectives to be achieved

--/--/---
 Proposed
 C417melb

To encourage a travel mode shift toward 80 per cent of all trips ~~to the precinct~~ being by sustainable transport options.

~~To encourage provision of consolidated car parking and discourage the provision of on-site car parking on a site by site basis.~~

To minimise the impacts of on-site car parking and vehicle access on the transport system and the public realm.

To provide for the future adaptation of car parking to other uses and innovations in transport technology and practice.

~~To encourage provision of consolidated car parking and publicly accessible Car Parks and discourage the provision of on-site car parking.~~

~~To minimise the total number of car parks in Macaulay.~~

2.0 Permit requirement

--/--/---
 Proposed
 C417melb

~~A permit is required to provide car parking spaces as part of any use or development.~~
~~None specified.~~

3.0 Number of car parking spaces required

The maximum car parking rate for any land use (other than ~~consolidated eCar-pPark~~) is zero.

~~Any car parking spaces which are provided on a site should be provided as a consolidated car park.~~

~~For the purpose of this schedule, a consolidated car park is a car park that meets all of the following requirements:~~

- ~~• Is held in single ownership.~~
- ~~• Is available for shared usage by a catchment larger than the site on which the car parking is provided.~~
- ~~• Is managed in accordance with a car parking plan that is to the satisfaction of the responsible authority.~~

~~The number of car parking spaces should not exceed the rates set out in Table 1:~~

~~Table 1~~

Use	Rate	Measure
Dwelling	0.3 spaces	To each 1 bedroom dwelling
	0.45 spaces	To each 2 bedroom dwelling
	0.6 spaces	To each 3 or more bedroom dwelling
All other uses (Other than Consolidated Car Park)	0.5 spaces	To each 100 sqm of net floor area

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MELBOURNE PLANNING SCHEME

4.0 Application requirements and decision guidelines for permit applications

~~Proposed~~
 C417melb

Application Requirements

The following application requirements apply to an application for a permit under Clause 45.09-5, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A report that provides clear justification and analysis as appropriate to demonstrate:
 - How the provision of car parking achieves each of the objectives of this Overlay.
 - ~~Whether public transport alternatives are available within 200 metres of the site.~~
 - ~~How many existing and approved publicly accessible on-street or off-street parking spaces are, or are likely to be, available within 250 metres of the site.~~
 - The number of car parking spaces proposed and the proposed ownership structure.
 - ~~The purpose and need for car parking being provided on the site, including proportions of car share, bicycle, motorcycle, disabled and loading car parking spaces provided on the site.~~
 - ~~Where private car parking is to be provided, whether the car parking will be as part of a consolidated car park retained in a single title or common property.~~
 - The adaptability of the car parking to other land uses.
 - ~~Whether existing and approved publicly accessible on-street or off-street parking spaces are, or are likely to be, available within 250 metres of the site.~~
 - ~~Whether public transport alternatives are available within 200 metres of the site and the timing of future improvements to the network~~
 - ~~The need for car parking~~ ~~How the number of car spaces proposed is the minimum needed to viably~~ to serve the land use, ~~including the need for accessible car parking i.e. car parking spaces.~~
 - ~~Where private car parking is proposed, the extent that the carparking could be adapted for use as a consolidated car park.~~
- A car parking plan responding to the Requirements at Clause 6 of this Schedule.

Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 45.09-2, in addition to those specified in Clause 52.06-7 and elsewhere in the scheme and must be considered, as appropriate, by the responsible authority:

- Whether the objectives of this schedule have been met.
- ~~Whether the proposed provision of parking exceeds the following guidance rates:~~

Use	Rate	Measure
Dwelling	0.3 spaces	To each 1 bedroom dwelling
	0.45 spaces	To each 2 bedroom dwelling
	0.6 spaces	To each 3 or more bedroom dwelling
All other uses (Other than Car Park)	0.5 spaces	To each 100 sqm of net floor area

- The availability and proximity of public transport in the locality and the timing of future improvements to the network.
- ~~The use of the land and the need for the car parking.~~
- ~~Whether public transport alternatives are available within 200 metres of the site and the timing of future improvements to the network.~~

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MELBOURNE PLANNING SCHEME

- How many existing and approved off-street car parking spaces are, or are likely to be, available within 250 metres of the site.
- ~~Whether the car parking is provided as a consolidated car park.~~
- ~~The ownership structure of any car parking spaces provided and whether the ownership structure prejudices them being able to be managed as a publicly available car park.~~
- ~~Where private car parking is proposed, whether the car parking rates comply with the maximum rates set out in Table 1.~~
- ~~The extent to which the proposed car parking meets the requirements of Clause 6 of this schedule.~~
- Whether the car parking is being provided as ~~accessible~~disabled, car share, or electric vehicle car parking spaces or spaces used for loading.
- ~~The extent to which the car parking could be adapted to allow for other uses in the future.~~
- The impact of the proposed car parking on local amenity, including pedestrian amenity and the creation of a high quality public realm.
- The impact of the vehicle access on bicycle, public transport and pedestrian infrastructure, on-street parking and loading facilities and traffic movements on the nearby road network.
- ~~The extent to which the proposed car parking meets the design standards in Clause 7 of this schedule.~~
- ~~The use of the land and the need for the car parking.~~

5.0 Financial contribution requirement

~~Proposed C417melb~~

None specified

6.0 Requirements for a car parking plan

~~Proposed C417melb~~

In addition to the requirements of Clause 52.06-8, a car parking plan must contain the following as appropriate:

- The proposed allocation and ownership structure of the car parking.
- An indicative car park management plan framework detailing how the car parking spaces are proposed to be made available for shared use.
- Details of how the vehicle access point(s) impact on the existing and future road network and on the public realm and pedestrian and cyclist safety.
- Plans demonstrating how the car parking can efficiently be adapted to alternative uses in the long-term.
- Detail of all car share, electric vehicle, and ~~disabled~~ accessible car parking spaces and spaces used for loading.
- Details of how all car spaces provided have the capability for electric vehicle charging facilities parking.

~~A car parking plan for a Car Park must implement the objectives of the Macaulay Off-Street Car Parking Plan (June 2022) and demonstrate that the Car Park:~~

- Is held in single consolidated ownership
- Is publicly available and accessible 24 hours a day
- Serves a catchment beyond the site on which it is located

7.0 Design standards for car parking

~~Proposed C417melb~~

In addition to the requirements of Clause 52.06-9, the following design standards for car parking and other requirements for the design and management of car parking must be met as appropriate:

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- All car parking spaces are to be retained held in a single title or ownership common property.
 - The layout and design of above ground car parking areas to allow for adaptation to alternative land uses.
 - ~~The design must not prejudice the ability to adapt the car park for use as a Consolidated Car Park.~~
 - The location and width of vehicle access-ways, crossovers and carpark entries must minimise the impacts on the pedestrian network.
 - Vehicle access points wider than 6.1 metres must provide pedestrian refuges.
 - ~~The layout and design of above ground car parking areas must allow for adaptation to alternative land uses.~~
 - The layout and design of car parking areas must:
 - § Include the provision for internal queuing and minimise the need for cars to queue on the street.
 - § Prioritise pedestrian and cyclist safety within the car park and at access points.
 - § Prioritise provision of spaces for disabled accessible parking, car share ~~scheme~~ vehicles, motorcycles and bicycle facilities designed in accordance with the requirements of Clause 52.34.
 - § Allow natural ventilation.
 - The location and design of car share bays parking spaces must be:
 - § Publicly accessible.
 - § As close to the carpark entry as possible.
 - § In the most accessible level of a multi-storey car park.
 - § Well-lit and a short distance from an entry point, lift or staircase.
 - § Located together and not dispersed throughout the parking area.
 - § Signed and marked for the exclusive use of car share vehicles.
 - § Not equipped with a bay by bay mechanical tandem or stacking system.
 - § In a location with a minimum height clearance to allow access by a cleaning van.
 - A minimum of 5 per cent of any car spaces parking i.e. car parking spaces must be designated for access for people with Accessible Parking Permits ~~disabled permit holders~~ and designed to comply with the Disability Discrimination Act 1992 (Cth) (DDA).
 - ~~All car parks must provide for electric vehicle charging~~ Development of car parking areas should include the delivery of infrastructure (including electricity supply and signage), space and metering arrangements to support the installation of electric vehicle (EV) charging points.
 - Where a facility is proposed with 50 car parking spaces or more, all of the following should be provided:
 - EV charging points for a minimum of 5% of parking spaces (not including car share bays).
 - Sufficient infrastructure capacity to accommodate EV charging for all of parking spaces.
 - EV charging points at all allocated car share spaces.
- The following design standards for car parking and other requirements for the design and management of car parking should be met, in addition to the matters that must be shown on plans prepared under Clause 52.06-9:
- All car parking spaces are to be made available for shared use.
 - For developments of more than 50 dwellings a ~~A~~ minimum of 5 per cent of a any

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MELBOURNE PLANNING SCHEME

car parking spaces ~~is to be~~ provided ~~as car share spaces for use by car share vehicles designated as car share.~~ as car share spaces for use by car share vehicles.

8.0

~~Proposed C417melb~~
 Proposed C417melb

Decision guidelines for car parking plans

The following decision guidelines apply to car parking plans under Clause 45.09, in addition to those specified in Clause 45.09, and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- ~~The extent that the car parking is adaptable to alternative land uses.~~
- ~~If the car parking facility is provided above ground, whether the car parking areas have been designed to be adapted to alternative uses over time, including whether appropriate floor to ceiling clearances are provided.~~
- ~~If the car parking facility is provided below ground, whether the car parking areas are appropriate for alternative uses over time, and if so, whether they have been designed to facilitate adaptation, including whether appropriate floor to ceiling clearances are provided.~~
- ~~The contribution of the development to an increase in the availability of off-street electric vehicle charging facilities.~~
- ~~The contribution the development makes to increasing the provision of car share facilities.~~
- The accessibility of car share, electric vehicle, and disabled car parking spaces and spaces used for loading.
- Whether the car parking plan encourages sustainable transport use.
- The impact of the proposed vehicle access on the existing or future transport infrastructure and local traffic management.
- The impact of the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.

9.0

~~Proposed C417melb~~
 Proposed C417melb

Background document

Macaulay Off-Street Car Parking Plan 2022.

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MELBOURNE PLANNING SCHEME

05/10/2018
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SCHEDULE TO CLAUSE 66.06 NOTICE OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS

1.0

28/07/2022
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Proposed C417melb

Notice of permit applications under local provisions

Clause	Kind of application	Person or body to be notified
Clause 1.0 of Schedule 8 to Clause 37.01 (SUZ8) Clause 4.0 of Schedule 8 to Clause 37.01 (SUZ8)	<p>An application to use land or construct a building or carry out works associated with any of the following uses within the 'high pressure gas transmission pipeline 240 metre measurement length' shown on Plan 2 of Schedule 8 to the Special Use Zone:</p> <ul style="list-style-type: none"> ▪ Accommodation ▪ Child care centre ▪ Education centre ▪ Hospital ▪ Leisure and recreation ▪ Place of assembly ▪ Place of worship 	<p>Any owner or operator of the high pressure gas transmission pipeline</p>
<p>Clause 4.0 of Schedule 4 to Clause 37.04 (CCZ4)</p>	<p>Where a permit is required for the construction of a building or the construction and carrying out of works under another provision in this scheme.</p>	<p>Secretary to the Department of Environment, Land, Water and Planning</p>
<p>Clause 4.0 of Schedule 4 to 37.04 (CCZ4)</p>	<p>Where a permit is required within 50 metres of the proposed Metro alignment, possible tram routes, proposed bus routes and possible elevated freight routes</p>	<p>Transport for Victoria</p>
<p>Clause 4.0 of Schedule 27 to DDO (Clause 43.02) City link exhaust stack and environs</p>	<p>All applications for use, buildings and works under another provision.</p>	<p>Environment Protection Authority Transurban City Link Ltd Roads Corporation</p>
<p>Clause 3.0 of Schedule 55 to Clause 43.02</p>	<p>Any permit application for use or development within the area defined by the plan to the schedule.</p>	<p>The relevant gas supply, transmission and distribution companies.</p>
<p>Clause 3.0 of Schedule 6 to 43.02 (DDO)</p>	<p>Permit application required under Schedule 6 for buildings and works at 83-95 Rathdowne Street, 80 Drummond Street and the Queensberry Street road reserve.</p>	<p>Executive Director, Heritage Victoria</p>
<p>Clause 3.0 of Schedule 13 to 43.02 (DDO)</p>	<p>Permit application required under Schedule 13 for buildings and works at 250-290 Spring Street.</p>	<p>Executive Director, Heritage Victoria</p>

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MELBOURNE PLANNING SCHEME

Clause	Kind of application	Person or body to be notified
Clause 3.0 of Schedule 58 to 43.02 (DDO)	Permit application to display a sign under Clause 52.05 of this scheme and the sign is located above 23 metres to Australian Height Datum.	Shrine of Remembrance Trustees
Clause 3.0 of Schedule 60 to 43.02 (DDO)	Permit application to display a sign under Clause 52.05 of this scheme and the sign is located above 23 metres to Australian Height Datum.	Shrine of Remembrance Trustees
Clause 1.0 of Schedule 7 to Clause 37.01 (SUZ7) Clause 4.0 of Schedule 7 to Clause 37.01 (SUZ7)	An application to use land or construct a building or carry out works associated with any of the following uses within the 'high pressure gas transmission pipeline 240 metre measurement length' shown on Plan 2 of Schedule 7 to the Special Use Zone: <ul style="list-style-type: none"> ▪ Accommodation ▪ Child care centre ▪ Education centre ▪ Hospital Leisure and recreation ▪ Place of assembly ▪ Place of worship 	Any owner or operator of the high pressure gas transmission pipeline

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MELBOURNE PLANNING SCHEME

SCHEDULE TO CLAUSE 72.04 INCORPORATED

15/01/2024
 VC249

DOCUMENTS

1.0

~~26/07/2024~~
~~C384melb~~
 Proposed C417melb

Incorporated documents

Name of document	Introduced by:
1 Spring Street & 21 – 25 Flinders Street, Melbourne (Department of Transport and Planning, March 2024)	C401melb
86-96 Stubbs Street, Kensington - August 2022	C436melb
2 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
12 Riverside Quay, Southbank, November 2020	C391melb
13-33 Hartley Street, Docklands, Incorporated Document, February 2023	C413melb
19 Gower Street, Kensington Statement of Significance, March 2022	C396melb
17 Westbourne Road, Kensington Statement of Significance, March 2022	C396melb
17-19 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
29-31 Rathdowne Street, Carlton Statement of Significance, March 2022	C396melb
47-55, 59 & 69 Westbourne Road Precinct, Kensington Statement of Significance, March 2022	C396melb
53-57 Lonsdale Street, Melbourne Statement of Significance, April 2022	C387melb
59 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
72-74 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
73-77 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
83 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
86 Bourke Street, Melbourne Statement of Significance, March 2022	C396melb
90-92 Bayswater Road, Kensington Statement of Significance, March 2022	C396melb
111 Lorimer Street, Docklands, Incorporated Document, November 2022	C364melb
150 Lonsdale Street, Melbourne - Australian Federal Police, Melbourne State Office, May 2020	C375melb
150-160 & 162-188 Turner Street, Port Melbourne, Incorporated Document, November 2022	C420melb
166 Russell Street, Melbourne Statement of Significance, April 2022	C387melb
21-35 Power Street & 38 Freshwater Place, Southbank, July 2021	C398melb
271 Spring Street, Melbourne, Transitional Arrangements, May 2016	C287
285 Walsh Street, South Yarra Statement of Significance, March 2022	C396melb
55 Southbank Boulevard, Southbank, February 2017	C288
310-316 Walsh Street, South Yarra Statement of Significance, March 2022	C396melb
346-376 Queen Street, 334-346 La Trobe Street and 142-171 A'Beckett Street Open Lot Car Park, Melbourne	NPS1
447 Collins Street, Melbourne, Transitional Arrangements, May 2016	C289
70 Southbank Blvd, June 2014	C239
80 Collins Street Melbourne Development, May 2013	C219
87-127 Queens Bridge Street, Southbank, July 2018 (Amended August 2020)	C386melb

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MELBOURNE PLANNING SCHEME

Name of document	Introduced by:
850-858 Lorimer Street, Port Melbourne, Incorporated Document, March 2022	C361melb
ABC Melbourne New Office and Studio Accommodation Project (Southbank), December 2013	C226
Advertising Signs - Mercedes-Benz, 135-149 Kings Way, Southbank	C103
AMP Tower and St James Building Complex Statement of Significance (527-555 Bourke Street, Melbourne), April 2022	C387melb
Apartment Building Statement of Significance (13-15 Collins Street, Melbourne), April 2022	C387melb
Arden Macaulay Heritage Review 2012: Statements of Significance June 2016	C207
Arden Parking Precinct Plan, August 2021	C407melb
Arden Precinct Cross Sections, July 2022	C407melb
<i>Arden Precinct Wurundjeri Woi Wurrung Country Development Contributions Plan</i> (Victorian Planning Authority, December 2023)	VC249
Australia-Netherlands House Statement of Significance (468-478 Collins Street, Melbourne), April 2022	C387melb
Big Day Out Music Festival, January 2006	C112
Building Envelope Plan – Replacement Plan No.1, DDO 20 Area 45	NPS1
Carlton Brewery Comprehensive Development Plan October 2007	C126
Central City (Hoddle Grid) Heritage Review: Statements of Significance June 2013	C186(Part 1)
Carlton Connect Initiative Incorporated Document, March 2018	C313
Carlton Recreation Ground Incorporated Document, September 2020	C377melb
Charles Grimes Bridge Underpass, December 2011	C191
City North Heritage Review 2013: Statements of Significance (Revised June 2015)	C198
Cliveden Hill Private Hospital, 29 Simpson Street, East Melbourne, July 1999	C6
Caulfield Dandenong Rail Upgrade Project, Incorporated Document, April 2016	C349melb
Coates Building Statement of Significance (18-22 Collins Street, Melbourne), April 2022	C387melb
Collins Gate Statement of Significance (377-379 Little Collins Street, Melbourne), April 2022	C387melb
Commercial building Statement of Significance (480 Bourke Street, Melbourne), April 2022	C387melb
Commercial building Statement of Significance (582-584 Little Collins Street, Melbourne), April 2022	C387melb
Crown Casino Third Hotel, September 2007	C136
David Jones Melbourne City Store Redevelopment, May 2008	C139
Docklands Stadium - Signs, Incorporated Document, October 2023	C454melb
Downs House Statement of Significance (441-443 Little Bourke Street, Melbourne), April 2022	C387melb
Dreman Building Statement of Significance (96-98 Flinders Street, Melbourne), April 2022	C387melb
Drewery Lane Precinct Statement of Significance, April 2022	C387melb

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Name of document	Introduced by:
Dynon Port Rail Link Project	C113
Electricity Substation Statement of Significance (224-236 Salmon Street, Port Melbourne), May 2022	C394melb
Emporium Melbourne Development, July 2009	C148
Epstein House Statement of Significance (134-136 Flinders Street, Melbourne), April 2022	C387melb
Equitable House Statement of Significance (335-349 Little Collins Street, Melbourne), April 2022	C387melb
Federation Arch and Sports and Entertainment Precinct Signs, April 2002	C66
Flinders Gate car park, Melbourne, July 1999	C6
Flinders Lane East Precinct Statement of Significance, April 2022	C387melb
Flinders Street Railway Viaduct Statement of Significance (Flinders Street, Melbourne), April 2022	C387melb
Former Ajax House Statement of Significance (103-105 Queen Street, Melbourne), April 2022	C387melb
Former Allans Building Statement of Significance (276-278 Collins Street, Melbourne), April 2022	C387melb
Former AMP Building Statement of Significance (344-350 Collins Street, Melbourne), April 2022	C387melb
Former AMP Building Statement of Significance (402-408 Lonsdale Street, Melbourne), April 2022	C387melb
Former Atlas Assurance Building Statement of Significance (404-406 Collins Street, Melbourne), April 2022	C387melb
Former Australia Pacific House Statement of Significance (136-144 Exhibition Street, Melbourne), April 2022	C387melb
Former Bank of Adelaide Building Statement of Significance (265-269 Collins Street, Melbourne), April 2022	C387melb
Former Bank of Australasia Statement of Significance (152-156 Swanston Street, Melbourne), April 2022	C387melb
Former Bank of New South Wales Statement of Significance (137-139 Flinders Lane, Melbourne), April 2022	C387melb
Former Batman Automatic Telephone Exchange Statement of Significance (376-382 Flinders Lane, Melbourne), April 2022	C387melb
Former Bryson Centre Statement of Significance (174-192 Exhibition Street, Melbourne), April 2022	C387melb
Former Cassells Tailors Pty Ltd Statement of Significance (341-345 Elizabeth Street, Melbourne), April 2022	C387melb
Former Coles and Garrard Building Statement of Significance (376-378 Bourke Street, Melbourne), April 2022	C387melb
Former Colonial Mutual Life Assurance Building and Plaza with 'Children's Tree' Sculpture Statement of Significance (308-336 Collins Street, Melbourne), April 2022	C387melb
Former Commercial Banking Company of Sydney Building Statement of Significance (251-257 Collins Street, Melbourne), April 2022	C387melb
Former Commonwealth Banking Corporation Building Statement of Significance (359-373 Collins Street, Melbourne), April 2022	C387melb

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Name of document	Introduced by:
Former Craig, Williamson Pty Ltd complex Statement of Significance (57-67 Little Collins Street, Melbourne), April 2022	C387melb
Former Dalgety House Statement of Significance (457-471 Bourke Street, Melbourne), April 2022	C387melb
Former Dillingham Estates House Statement of Significance (114-128 William Street, Melbourne), April 2022	C387melb
Former Excelsior Chambers Statement of Significance (17-19 Elizabeth Street, Melbourne), April 2022	C387melb
Former Exhibition Towers Statement of Significance (287-293 Exhibition Street, Melbourne), April 2022	C387melb
Former Factory Statement of Significance (203-207 King Street, Melbourne), April 2022	C387melb
Former Fishmarket Site, Flinders Street Melbourne, September 2002	C68
Former Gilbert Court Statement of Significance (100-104 Collins Street, Melbourne), April 2022	C387melb
Former Godfrey's Building Statement of Significance (188-194 Little Collins Street, Melbourne), April 2022	C387melb
Former Gordon Buildings Statement of Significance (384-386 Flinders Lane, Melbourne), April 2022	C387melb
Former Gothic Chambers and warehouse Statement of Significance (418-420 Bourke Street and 3 Kirks Lane, Melbourne), April 2022	C387melb
Former Guardian Building Statement of Significance (454-456 Collins Street, Melbourne), April 2022	C387melb
Former Herald and Weekly Times building, 46-74 Flinders Street, Melbourne, August 2002	C69
Former Hosie's Hotel Statment of Significance (1-5 Elizabeth Street, Melbourne), April 2022	C387melb
Former John Danks & Son Statement of Significance (Part 393-403 Bourke Street, Melbourne), April 2022	C387melb
Former Kantay House Statement of Significance (12-18 Meyers Place, Melbourne), April 2022	C387melb
Former Kraft Vegemite Factory Statement of Significance (1 Vegemite Way, Port Melbourne), July 2022	C394melb
Former Law institute House (382 Little Collins Street, Melbourne), April 2022	C387melb
Former Law Department's Building Statement of Significance (221-231 Queen Street, Melbourne), April 2022	C387melb
Former Legal and General House Statement of Significance (375-383 Collins Street, Melbourne), April 2022	C387melb
Former London Assurance House Statement of Significance (Part 468-470 Bourke Street, Melbourne), April 2022	C387melb
Former Malcolm Reid & Co Department Store Statement of Significance (151-163 Bourke Street, Melbourne), April 2022	C387melb
Former Manchester Unity Oddfellows Building Statement of Significance (335-347 Swanston Street, Melbourne), April 2022	C387melb
Former Markillie's Prince of Wales Hotel Statement of Significance (562-564 Flinders Street and rear in Downie Street, Melbourne), April 2022	C387melb
Former Melbourne and Metropolitan Tramways Board Building Statement of Significance (616-622 Little Collins Street, Melbourne), April 2022	C387melb

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Name of document	Introduced by:
Former Melbourne City Council Power Station Statement of Significance (617-639 (part) and 651-669 Lonsdale Street, 602-606 and 620-648 Little Bourke Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Substation Statement of Significance (23-25 George Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Substation Statement of Significance (10-14 Park Street, Melbourne), April 2022	C387melb
Former Melbourne City Council Substation Statement of Significance (11-27 Tavistock Place, Melbourne), April 2022	C387melb
Former Melbourne Shipping Exchange Statement of Significance (25 King Street, Melbourne), April 2022	C387melb
Former National Bank of Australasia Stock Exchange Branch Statement of Significance (85-91 Queen Street, Melbourne), April 2022	C387melb
Former Olympic Swimming Stadium, Collingwood Football Club signage, April 2004	C91
Former Palmer's Emporium Statement of Significance (220 Bourke Street, Melbourne), April 2022	C387melb
Former Patersons Pty Ltd Statement of Significance (Part 152-158 Bourke Street, Melbourne), April 2022	C387melb
Former Paramount House Statement of Significance (256-260 King Street, Melbourne), April 2022	C387melb
Former Printcraft House Statement of Significance (428-432 Little Bourke Street, Melbourne), April 2022	C387melb
Former Queen Victoria Hospital Site - Open Lot Car Park, Melbourne	NPS1
Former Princes Bridge Lecture Room Statement of Significance (Princes Walk, Birrarung Marr, Melbourne), April 2022	C387melb
Former Ridgway Terrace Statement of Significance (20 Ridgway Place, Melbourne), April 2022	C387melb
Former Rockman's Showrooms Pty Ltd Statement of Significance (188 Bourke Street, Melbourne), April 2022	C387melb
Former Royal Automobile Club of Victoria Statement of Significance (111-129 Queen Street, Melbourne), April 2022	C387melb
Former Russell Street Automatic Telephone Exchange and Postal Building Statement of Significance (114-120 Russell Street, Melbourne), April 2022	C387melb
Former Sharpe Bros Pty Ltd Statement of Significance (202-204 Bourke Street Melbourne), April 2022	C387melb
Former Sleigh Buildings Statement of Significance (158-172 Queen Street, Melbourne), April 2022	C387melb
Former South British Insurance Company Ltd Building Statement of Significance (155-161 Queen Street, Melbourne), April 2022	C387melb
Former Southern Cross Hotel site, Melbourne, March 2002	C64
Former State Savings Bank of Victoria Statement of Significance (258-264 Little Bourke Street, Melbourne), April 2022	C387melb
Former State Savings Bank of Victoria Statement of Significance (233-243 Queen Street, Melbourne), April 2022	C387melb
Former State Savings Bank of Victoria Statement of Significance (45-63 Swanston Street, Melbourne), April 2022	C387melb

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Name of document	Introduced by:
Former Sunday School Union of Victoria Statement of Significance (100-102 Flinders Street, Melbourne), April 2022	C387melb
Former Thomas Warburton Pty Ltd Statement of Significance (365-367 Little Bourke Street, 2-6 and 8-14 Rankins Lane. Melbourne), April 2022	C387melb
Former Union House Statement of Significance (43-51 Queen Street, Melbourne), April 2022	C387melb
Former Victoria Brewery site, East Melbourne – 'Tribeca' Redevelopment October 2003	C86
Former Victorian Amateur Turf Club Statement of Significance (482-484 Bourke Street, Melbourne), April 2022	C387melb
Former Wenley Motor Garage Statement of Significance (39-41 Little Collins Street, Melbourne), April 2022	C387melb
Former Zander's No 2 Store Statement of Significance (11 Highlander Lane, Melbourne), April 2022	C387melb
Freshwater Place, Southbank, August 2001 (Amended 2012)	C193
Grange Lynne Pty Ltd Statement of Significance (183-189 A'Beckett Street, Melbourne), April 2022	C387melb
Great Western Hotel Statement of Significance (204-208 King Street, Melbourne), April 2022	C387melb
Guildford and Hardware Laneways Heritage Study May 2017: Statements of Significance, November 2018 (Amended April 2022)	C387melb
Hamer Hall Redevelopment July 2010	C166
Henty House Statement of Significance (499-503 Little Collins Street, Melbourne), April 2022	C387melb
Heritage Places Inventory March 2022 (City of Melbourne, June 2024)	C381melb
Heritage Places Inventory February 2020 Part B (Amended September 2022)	C409melb
Heritage Precincts Statements of Significance February 2020 (Amended April 2022)	C387melb
High wall signs - 766 Elizabeth Street, Carlton	NPS1
Hilton on the Park Complex Redevelopment, December 2004	C101
Hobsons Road Precinct Incorporated Plan, March 2008	C124
<i>Helicopter Emergency Medical Services - Royal Children's Hospital South-East Helicopter Flight Path Protection Incorporated Document</i> (Victorian Health Building Authority, November 2023)	C457melb
Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017	GC49
Hotham Estate	C134
Hoyts Mid City Cinemas Statement of Significance (194-200 Bourke Street, Melbourne), April 2022	C387melb
Incorporated Plan Overlay No. 1 – 236-254 St Kilda Road	NPS1
Judy Lazarus Transition Centre, March 2005	C102
Kensington Heritage Review Statements of Significance, March 2018	C324
Laurens House Statement of Significance (414-416 Lonsdale Street, Melbourne), April 2022	C387melb
Little Lonsdale Street Precinct Statement of Significance, April 2022	C387melb

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Name of document	Introduced by:
Lonsdale Exchange Building Statement of Significance (447-453 Lonsdale Street, Melbourne), April 2022	C387melb
M1 Redevelopment Project, October 2006	C120
Macaulay Stubbs and Boundary Precincts New and Widened Streets and Laneways and Arcades, Alignments and Cross Sections (Urban Enterprise, June 2022) City of Melbourne, October 2025	<u>C417melb</u>
<u>Macaulay Urban Renewal Precinct Development Contributions Plan (Urban Enterprise, July 2024)</u>	<u>C417melb</u>
Major Promotion Signs, December 2008	C147
Melbourne Aquarium Signs, July 2001	C11
Melbourne Arts Precinct Transformation Project, Phase One, January 2022	C356melb
Melbourne Assessment Prison (MAP) 317-353 Spencer Street, West Melbourne, February 2020	C258melb
Melbourne Central redevelopment, March 2002 (Amended October 2019)	C344melb
Melbourne City Link Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44
Melbourne Girls Grammar – Merton Hall Campus Master Plan, June 2002	C22
Melbourne Grammar School Master Plan - Volume One, Senior School South Yarra Campus, Issue Date 14 October 2003.	C90
Melbourne House Statement of Significance (354-360 Little Bourke Street, Melbourne), April 2022	C387melb
Melbourne Metro Rail Project Incorporated Document, May 2018	GC82
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Park Redevelopment February 2014	C229
Melbourne Planning Scheme Incorporated Plan, June 2016, Melbourne Water Permit Exemptions to the Schedule to Clause 43.01 for the Moonee Ponds Creek (HO1092)	C207
Melbourne Recital Hall and MTC Theatre project , August 2005	C111
Mental Health Beds Expansion Program Incorporated Document, November 2020	GC176
Metro Tunnel: Over Site Development – CBD North Incorporated Document, October 2017	C315
Metro Tunnel: Over Site Development – CBD South Incorporated Document, October 2017	C316
Metropolitan Hotel Statement of Significance (263-267 William Street, Melbourne), April 2022	C387melb
Mirvac, Residential Towers, 236-254 St. Kilda Road, Southbank	NPS1
Moonee Ponds Creek Concept Plan	C134
Myer Melbourne Bourke Street store redevelopment, Melbourne, October 2007	C137
North Melbourne Recreation Reserve Signage, 2022	C422melb
North West Corner of Mark and Melrose Street, North Melbourne	C134
Nubrik House Statement of Significance (269-275 William Street, Melbourne), April 2022	C387melb

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Name of document	Introduced by:
Office building Statement of Significance (589-603 Bourke Street), April 2022	C387melb
Offices Statement of Significance (422-424 Bourke Street, Melbourne), April 2022	C387melb
One Queensbridge, 1-29 Queens Bridge Street, Southbank (Crown's Queensbridge Hotel Tower), February 2017	C310
Park Tower Statement of Significance (199-207 Spring Street, Melbourne), April 2022	C387melb
Peter Hall Building (formerly known as the Richard Berry Building) Statement of Significance (The University of Melbourne, Parkville), March 2022	C396melb
PMG Postal Workshops, Garages & Stores complex, Part 45-99 Sturt Street Southbank Incorporated Plan, November 2020	C305melb
Port Capacity Project, Webb Dock Precinct, Incorporated Document, October 2012 (Amended August 2016)	GC54
Project Core Building, Federation Square, December 2017	C314
Promotional Panel sign, Crown Allotment 21D, Power Street, Southbank, July 1999	C6
Punt Road Oval Redevelopment – Part Crown Allotment 2114 at East Melbourne City of Melbourne Parish of Melbourne North, June 2022	C421melb
Rectangular Pitch Stadium Project: Olympic Park and Gosch's Paddock, Melbourne, August 2007	C130
Regional Rail Link Project Section 1 Incorporated Document, March 2015	GC26
Residences Statement of Significance (120-122 Little Lonsdale Street, Melbourne), April 2022	C387melb
Residence Statement of Significance (474 Little Lonsdale Street, Melbourne), April 2022	C387melb
Rialto South Tower Communications Facility Melbourne, November 2020	C57
Royal Insurance Group building Statement of Significance (430 - 442 Collins Street, Melbourne), April 2022	C387melb
Royal Mail House Statement of Significance (253-267 Bourke Street, Melbourne), April 2022	C387melb
Royal Melbourne Showgrounds Redevelopment Master Plan – December 2004	C100
Royal Melbourne Showgrounds Redevelopment Project – December 2004	C100
Sanders and Levy Building Statement of Significance (149-153 Swanston Street, Melbourne), April 2022	C387melb
Scots Church Site Redevelopment, Melbourne, May 2013	C202
Shadow Controls, 555 Collins Street, Melbourne, February 2013	C216
Shed 21 Statement of Significance (206 Lorimer Street, Docklands), May 2022	C394melb
Shop and residence Statement of Significance (215-217 Swanston Street, Melbourne), April 2022	C387melb
Shop, cafe and office Statement of Significance (7-9 Elizabeth Street, Melbourne), April 2022	C387melb
Shops and dwellings Statement of Significance (201-207 Bourke Street, Melbourne), April 2022	C387melb
Shops and dwellings Statement of Significance (209-215 Bourke Street, Melbourne), April 2022	C387melb

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Name of document	Introduced by:
Shops and offices Statement of Significance (359-363 Lonsdale Street, Melbourne), April 2022	C387melb
Shops, residence and former bank Statement of Significance (146-150 Bourke Street, Melbourne), April 2022	C387melb
Shops Statement of Significance (173-175 Bourke Street, Melbourne), April 2022	C387melb
Shops Statement of Significance (470-472 Little Lonsdale Street, Melbourne), April 2022	C387melb
Shop Statement of Significance (171 Bourke Street, Melbourne), April 2022	C387melb
Shop Statement of Significance (37 Little Collins Street, Melbourne), April 2022	C387melb
Shop Statement of Significance (215 Queen Street, Melbourne), April 2022	C387melb
Shrine of Remembrance Signage, July 2021	C388melb
Shrine of Remembrance Vista Control April 2014	C220
Simplot Australia head office, Kensington, October 2001	C52
Sky sign - 42 Clarendon Street, South Melbourne	NPS1
Southbank Statements of Significance, December 2020	C305melb
Southgate Redevelopment Project, 3 Southgate Avenue, Southbank, September 2021	C390melb
Spencer Street Station redevelopment, June 2013	C218
Sports and Entertainment Precinct, Melbourne, August 2007	C130
State Coronial Services Centre Redevelopment Project, August 2007	C130
State Netball and Hockey Centre, Brens Drive Royal Park, Parkville, May 2000 (Amended September 2018)	C341
Swanston Street North Precinct Statement of Significance, April 2022	C387melb
Swanston Street South Precinct Statement of Significance, April 2022	C387melb
Swiss Club of Victoria Statement of Significance (87-89 Flinders Lane, Melbourne), April 2022	C387melb
The Former Houston Building Statement of Significance (184-192 Queen Street, Melbourne), April 2022	C387melb
The Games Village Project, Parkville, September 2015	C281
The New Royal Children's Hospital Project, Parkville, October 2007	C128
The University of Melbourne Fishermans Bend Campus, August 2020	C371melb
The Waiters Restaurant Statement of Significance (20 Meyers Place, Melbourne), April 2022	C387melb
Tram Route 109 Disability Discrimination Act compliant Platform Tram Stops, August 2007	C130
Tramway Infrastructure Upgrades Incorporated Document, May 2017	GC68
Treasury Gate Statement of Significance (93-101 Spring Street, Melbourne), April 2022	C387melb
Turnverein Hall Statement of Significance (30-34 La Trobe Street, Melbourne), April 2022	C387melb
University of Melbourne Bio 21 Project Parkville, November 2018	C342melb
University of Melbourne, University Square Campus, Carlton, November 1999	C17

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MELBOURNE PLANNING SCHEME

Name of document	Introduced by:
Veterinary and Agricultural Sciences Building Statement of Significance (The University of Melbourne, Parkville), March 2022	C396melb
Victoria Club Building Statement of Significance (131-141 Queen Street, Melbourne), April 2022	C387melb
Victoria Police Precinct, Sky Bridges 263 – 283 Spencer Street and 313 Spencer Street, Docklands Incorporated Document June 2018	C317
Visy Park Signage, 2012	C172
Wales Corner Statement of Significance (221-231 Collins Street, Melbourne), April 2022	C387melb
Warehouse Statement of significance (1-5 Coverlid Place, Melbourne), April 2022	C387melb
Warehouse statement of Significance (11-15 Duckboard Place, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (353 Exhibition Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (11A Highlander Lane, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (26-32 King Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (171-173 King Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (34-36 Little La Trobe Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (27-29 Little Lonsdale Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (410-412 Lonsdale Street, Melbourne), April 2022	C387melb
Warehouse Statement of Significance (577-583 Little Collins Street, Melbourne), April 2022	C387melb
West Gate Tunnel Project Incorporated Document, December 2017	GC93
West Melbourne Heritage Review 2016: Statements of Significance February 2020 (Amended March 2022)	C396melb
Yarra Park Master Plan Implementation September 2010	C158
Young and Jackson's Hotel, Promotional Panel Sky sign, Melbourne, July 1999	C6

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MELBOURNE PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0

Background documents

~~22/02/2024
C379melb~~
~~4/4/2024
Proposed C417melb~~

Name of background document	Amendment number - clause reference
<i>A Strategy for a Safe City 2000-2002</i> (City of Melbourne, 2000)	C162 Clause 13.07-1L Clause 15.01-1L
<i>Amendment C396 Heritage Category Conversion Review</i> (Lovell Chen and Anita Brady Heritage, July 2021)	C396melb Clause 15.03-1L
<i>Arden Macaulay Heritage Review</i> (Graeme Butler & Associates, 2012)	C258 Clause 15.03-1L
<i>Arden Precinct Flood Management Policy</i> (Melbourne Water, June 2022)	C407melb Clause 11.03-6L
<i>Arden Structure Plan</i> (Victorian Planning Authority, July 2022)	C407melb Clause 11.03-6L
<i>Bike Plan 2002—2007—A Transportation Strategy</i> (City of Melbourne, 2002)	C162
<i>Bourke Hill Heritage, Planning and Urban Design Review</i> (Department of Transport, Planning and Local Infrastructure, 2014)	C240 Clause 15.01-1L
<i>Bourke Hill Precinct Heritage Review Amendment C240</i> (Trethowan, 2015)	C258 Clause 15.03-1L
<i>The Burra Charter: the Australia ICOMOS charter for Places of Cultural Significance</i> (Australia ICOMOS, 2013)	C258 Clause 15.03-1L
<i>Carlton Access and Parking Strategy</i> (City of Melbourne, 2004)	C162
<i>Carlton Brewery Masterplan</i> (City of Melbourne, 2007)	C126
<i>Carlton Gardens Master Plan</i> (City of Melbourne, 1991)	C162
<i>Carlton Integrated Local Area Plan—A Vision to 2010</i> (City of Melbourne, 2000)	C162
<i>Carlton, North Carlton and Princes Hill Conservation Study</i> (Nigel Lewis and Associates, 1994 & 1985)	C258 Clause 15.03-1L
<i>City North Heritage Review</i> , RBA Architects (RBA Architects, 2013)	C258 Clause 15.03-1L
<i>Central Activities District Conservation Study</i> (Graeme Butler, 1985)	C258 Clause 15.03-1L
<i>Central City Built Form Review Synthesis Report</i> (Department of Environment, Land, Water and Planning, 2016)	C270 Clause 15.01-1L Clause 15.01-2L
<i>Central City Built Form Review Overshadowing Technical Report</i> (Department of Environment, Land, Water and Planning, April 2016)	C270 Clause 15.01-1L

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Name of background document	Amendment number - clause reference
<i>Central City (Hoddle Grid) Heritage Review</i> (Graeme Butler, 2011)	C258 Clause 15.03-1L
<i>Central City Planning and Design Guidelines</i> (City of Melbourne, 1991)	C105 Clause 15.01-1L
<i>Central Melbourne Design Guide</i> (City of Melbourne, 2019)	C308melb Schedule 1 to Clause 43.02
<i>City Plan 2010</i> (City of Melbourne, 2001)	C162
<i>City of Melbourne: Energy, Water and Waste Review</i> (City of Melbourne, 2011)	C187 Clause 15.01-2L
City of Melbourne Exceptional Tree Register 2019	C379melb Schedule 2 to Clause 42.01
<i>City of Melbourne Open Space Strategy</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209 Clause 19.02-6L
<i>City of Melbourne Open Space Strategy, Technical Report</i> (Thompson Berrill Landscape Design and Environment & Land Management, 2012)	C209 Clause 19.02-6L
<i>City of Melbourne Open Space Strategy, Open Space Contributions Framework</i> (Environment & Land Management and Thompson Berrill Landscape Design, 2012)	C209 Clause 19.02-6L
<i>City of Melbourne, Zero, Net Emissions by 2020</i> (City of Melbourne, 2002)	C187 Clause 15.01-2L
<i>City of Melbourne, Zero Net Emissions by 2020 Update 2008</i> (City of Melbourne, 2008)	C187 Clause 15.01-2L
<i>CBD Lanes Built Form Review ID Sheets</i> (Hansen Partnership Ltd, 2005)	C105 Clause 15.01-1L
<i>City of Melbourne, Total Watermark - City as a Catchment</i> (City of Melbourne, 2009)	C187 Clause 15.01-2L
<i>City of Melbourne Waste Management Strategy</i> (City of Melbourne, 2005)	C187 Clause 15.01-2L
<i>City of Melbourne Water Sensitive Urban Design Guidelines</i> (City of Melbourne, 2009)	C142 Clause 19.03-3L
<i>Guidelines for Preparing a Waste Management Plan</i> (City of Melbourne, 2021)	C187 Clause 15.01-2L
<i>City of Melbourne Social Planning Framework</i> (City of Melbourne, 2002)	C162
<i>City of Melbourne Stormwater Management Plan</i> (City of Melbourne, 2000)	C162
<i>City North Heritage Review</i> , RBA Architects (RBA Architects, 2013)	C198 Clause 15.03-1L
<i>City of Port Phillip and City of Moreland, Sustainable Design Scorecard</i> (City of Port Phillip and City of Moreland)	C187 Clause 15.01-2L
<i>City West Plan, 2002</i> (City of Melbourne, 2002)	C162
<i>Disability Action Plan 2001—2004</i> (City of Melbourne, 2001)	C162

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Name of background document	Amendment number - clause reference
<i>Docklands Community Development Plan 2001-2016</i> (City of Melbourne, 2002)	C162 Clause 11.03-6L
<i>Drugs Action Plan 2001-2003</i> (City of Melbourne, 2001)	C162
<i>East Melbourne & Jolimont Conservation Study</i> (Meredith Gould, 1985)	C258 Clause 15.03-1L
<i>Extract from Fishermans Bend In-Depth Heritage Review and Stakeholder Engagement Summary Report</i> (HLCD, 2022)	C394melb Clause 02.03-4 and Clause 15.03-1L
<i>Fitzroy and Treasury Gardens Management Plan</i> (City of Melbourne, 1996)	C162
<i>Fishermans Bend Vision</i> (DELWP, 2016)	C162 Clause 11.03-6L
<i>Fishermans Bend Framework</i> (DELWP, 2018)	C162 Clause 11.03-6L
<i>Fishermans Bend Community Infrastructure Plan</i> (DELWP, 2017)	C162
<i>Fishermans Bend Urban Design Strategy</i> (Hodyl and Co, 2017)	C162
<i>Fishermans Bend Public Space Strategy</i> (Planisphere, 2017)	C162
<i>Fishermans Bend Integrated Transport Plan</i> (DEDJTR, 2017)	C162
<i>Fishermans Bend Sustainability Strategy</i> (DELWP, 2017)	C162
<i>Flagstaff Gardens Master Plan</i> (City of Melbourne, 2000)	C162
<i>Flemington & Kensington Conservation Study</i> (Graeme Butler & Associates, 1985)	C258 Clause 15.03-1L
<i>Future Melbourne Community Plan</i> (City of Melbourne, September 2008)	C187 Clause 15.01-2L
<i>Grids and Greenery: The Character of Inner Melbourne</i> (City of Melbourne, 1987)	C162 Clause 15.01-1L
<i>Growing Green</i> (City of Melbourne, 2003)	C162
<i>Green Star Rating Tools</i> (Green Building Council of Australia)	C187 Clause 15.01-2L
<i>Guildford and Hardware Laneways Heritage Study</i> (Lovell Chen, 2017) (Updated October 2018)	C387melb Clause 15.03-1L
<i>Harbour, Railway, Industrial Conservation Study</i> (Meredith Gould Architects, 1985)	C258 Clause 15.03-1L
<i>Hoddle Grid Heritage Review</i> (GML and GJM, July 2020) (Updated March 2022)	C387melb Clause 15.03-1L
<i>How to Calculate Floor Area Uplifts and Public Benefits</i> (DELWP, 2016)	C270 Clause 15.01-2L
<i>Integration and Design Excellence, Melbourne Docklands</i> (Docklands Authority, July 2000)	C162 Clause 11.03-6L
<i>JJ Holland Park Concept Plan</i> (City of Melbourne, 1998)	C162

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Name of background document	Amendment number - clause reference
<i>Kensington Heritage Review</i> (Graeme Butler & Associates, 2013)	C215 Clause 15.03-1L
<i>Linking People, Homes and Communities - A Social Housing Strategy 2001—2004</i> (City of Melbourne, 2001)	C162
<i>Lygon Street Action Plan</i> (Melbourne Metropolitan Board of Works and City of Melbourne, 1984)	C59 Clause 17.02-1L
<u><i>Macaulay Off-Street Car Parking Plan</i> (Stantec, June 2022)</u>	<u>C417melb</u> <u>Schedule 16 to Clause 45.09</u>
<u><i>Macaulay Structure Plan</i> (City of Melbourne, November 2021)</u>	<u>C417melb</u> <u>Schedule 8 to Clause 37.01</u>
<i>Melbourne BioAgenda</i> (City of Melbourne, 2002)	C162
<i>Melbourne Docklands Bicycle Strategy</i> (EDAW in association with SKM, 2000)	C92 Clause 11.03-6L
<i>Melbourne Docklands Community Development Plan 2001-2016</i> (Docklands Authority, 2001)	C92 Clause 11.03-6L
<i>Melbourne Docklands ESD Guide</i> (Docklands Authority, 2002)	C92 Clause 11.03-6L
<i>Melbourne Docklands Outdoor Signage Guidelines</i> (VicUrban, 2004)	C162 Clause 11.03-6L Clause 15.01-1L
<i>Melbourne's Greenhouse Action Plan 2001-2003</i> (City of Melbourne, 2001)	C162
<i>Melbourne Sustainable Energy and Greenhouse Strategy</i> (City of Melbourne, 2000)	C162
<i>Melbourne Docklands Water Plan</i> (Docklands Authority, June 2001)	C92 Clause 11.03-6L
<i>Moving Melbourne into the Next Century-Transport Strategy</i> (City of Melbourne, 1997)	C162
<i>National Australian Built Environment Rating System 'NABERS'</i>	C187 Clause 15.01-2L
<i>North and West Melbourne Conservation Study</i> (Graeme Butler 1985 & 1994)	C258 Clause 15.03-1L
<i>North West 2010 Local Plan</i> (City of Melbourne, 1999)	C162
<i>Parks Policy</i> (City of Melbourne, 1997)	C162
<i>Parkville Conservation Study</i> (City of Melbourne, 1985)	C258 Clause 15.03-1L
<i>Places for People</i> (City of Melbourne and Jan Gehl, 1994)	C60 (part1A) Clause 15.01-1L

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Name of background document	Amendment number - clause reference
<i>Places for Everyone – A Strategy for Creating and Linking Public Open Spaces at Melbourne Docklands (Melbourne Docklands, 2002)</i>	C92 Clause 11.03-6L
<i>Port of Melbourne Land Use Plan (Maunsell McIntyre Pty Ltd., 2002)</i>	C162
<i>Port Melbourne Structure Plan (City of Melbourne, 1999)</i>	C162
<i>Princes Park Ten Year Plan (City of Melbourne, 1998)</i>	C162
<i>Queen Victoria Market Precinct Renewal Built Form Review & Recommendations (Jones and Whitehead Pty Ltd, 2015)</i>	C245
<i>Queen Victoria Market Precinct Renewal Master Plan (City of Melbourne, 2015)</i>	C245
<i>Retail Core Development Strategy (City of Melbourne, 2001)</i>	C162
<i>Review of Heritage Buildings in Kensington: Percy Street Area (Graeme Butler, 2013)</i>	C215 Clause 15.03-1L
<i>Royal Park Master Plan (City of Melbourne, 1998)</i>	C162
<i>Southbank Heritage Review (Biosis and Graeme Butler, 2017) (updated November 2020)</i>	C305 Clause 15.03-1L
<i>Southbank Structure Plan 2010 (AECOM, 2010)</i>	C162
<i>South Melbourne Urban Conservation Study (Allom Lovell Sanderson Pty Ltd , 1987)</i>	C258 Clause 15.03-1L
<i>State Environment Protection Policy (Waters of Victoria), (Environment Protection Authority, 2003)</i>	C142 Clause 19.03-3L
<i>South Melbourne Conservation Study (Bryce Raworth Pty Ltd, 1985 & 1998)</i>	C258 Clause 15.03-1L
<i>South Yarra Conservation Study (Meredith Gould, 1985)</i>	C258 Clause 15.03-1L
<i>Swanston Street, Carlton- Urban Design Guidelines (City of Melbourne, 1999)</i>	C162
<i>Swanston Street Walk – Precinct Amenity Planning Report (Department of Planning and Housing, City of Melbourne, 1992)</i>	C60 Clause 15.01-1L
<i>The Docklands Authority Environmental Management Plan (EMP, 2000)</i>	C92 Clause 11.03-6L
<i>The Shrine of Remembrance: Managing the significance of the Shrine (Message Consultants Australia, 2013)</i>	C162 Clause 15.01-1L
<i>The Bourke Russell Street Area Development Strategy (City of Melbourne, 1999)</i>	C60 Clause 13.07-1L
<i>Total Watermark 2004 (City of Melbourne, 2004)</i>	C162
<i>Towards a Knowledge City Strategy (SGS Economics & Planning and The Eureka Project for City of Melbourne , 2002)</i>	C162
<i>Transport Program 2003-2006 (City of Melbourne 2003)</i>	C162

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Name of background document	Amendment number - clause reference
<i>Urban Stormwater Best Practice Environmental Management Guidelines</i> (CSIRO, 1999)	C187 Clause 19.03-3L
<i>Victoria Harbour Development Plan</i> (Lend Lease, 2010)	C92 Clause 11.03-6L
<i>Water Sensitive Urban Design – Engineering Procedures: Stormwater</i> (Melbourne Water, 2005)	C142 Clause 19.03-3L
<i>West Melbourne Heritage Review</i> (Graeme Butler & Associates, 2016)	C258 Clause 15.03-1L
<i>West Melbourne Structure Plan</i> (City of Melbourne, 2018)	C385melb
<i>World Heritage Environs Area Strategy Plan: Royal Exhibition Building and Carlton Gardens</i> (Lovell Chen, 2009)	C154 Clause 15.03-1L
<i>Yarra River: Use and Development Guidelines</i> (R.G. Harvey Pty. Ltd., 1991)	C60 Clause 15.01-1L
<i>Zero Net Emissions by 2020 – A Roadmap to a Climate Neutral City</i> (City of Melbourne, 2003)	C162

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MELBOURNE PLANNING SCHEME

21/09/2022
C409melb

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

1.0

Further strategic work

21/09/2022
C409melb
~~---/---~~
Proposed C417melb

- Update structure plans for existing urban renewal areas and implement structure plans into the planning scheme for proposed urban renewal areas and define their exact extent.
- ~~Implement the directions of the Arden Macaulay Structure Plan (City of Melbourne, 2012) into the planning scheme.~~
- Investigate the potential future development of the Jolimont railyards corridor and reflect in the planning scheme.
- Implement plans for E-Gate into the planning scheme.

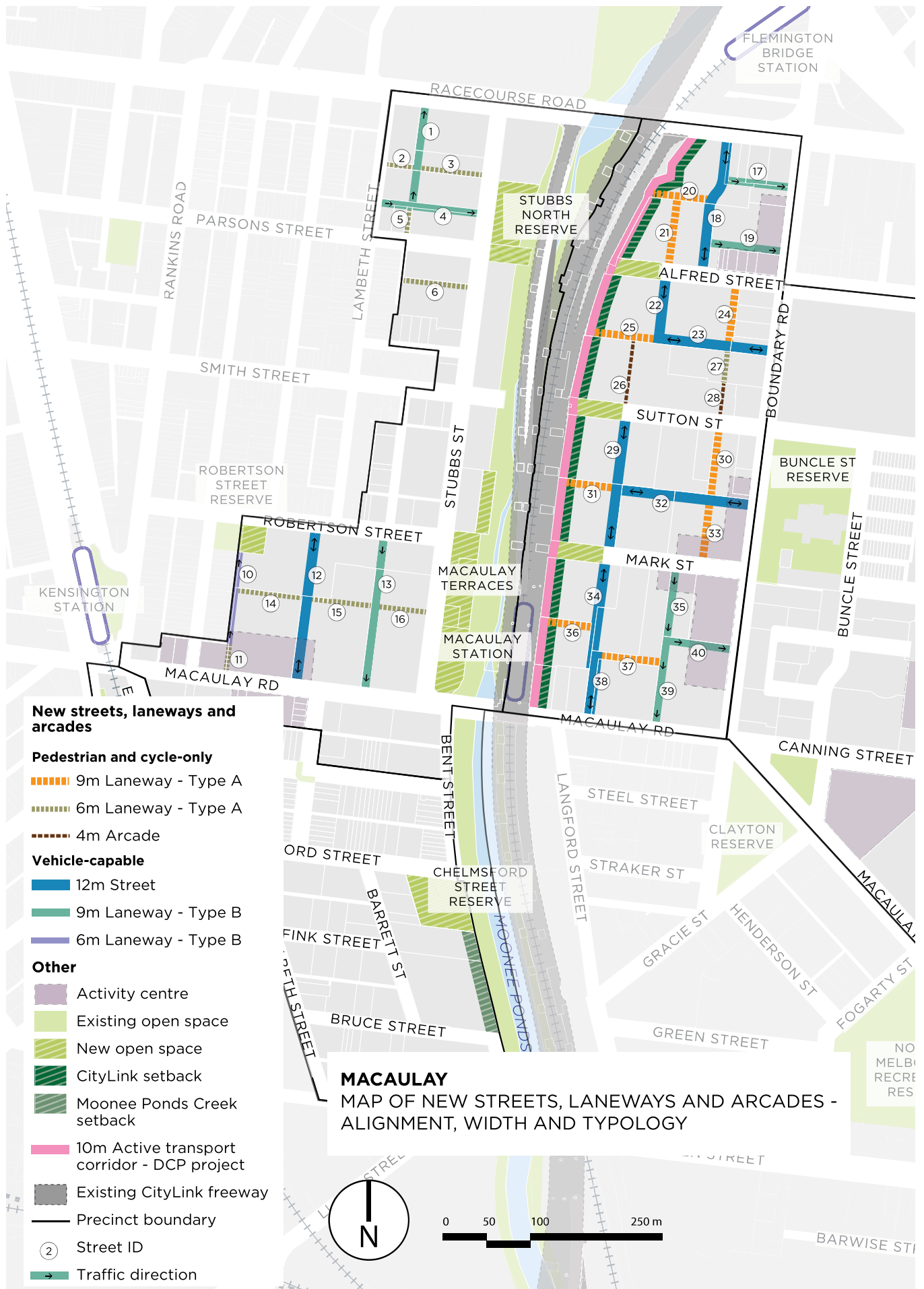
MELBOURNE PLANNING SCHEME

INCORPORATED DOCUMENT

**Macaulay - New Streets, Laneways and Arcades,
Alignments and Cross-Sections**

October 2025

**This document is an incorporated document in the Melbourne Planning Scheme pursuant to
Section 6(2)(j) of the *Planning and Environment Act 1987***



Macaulay New Streets - Location, Alignment and Type by Property

Street ID	Orientation	Street Location - Properties	Street Alignment - Within Properties	Street Type
Stubbs Precinct				
Racecourse Road to Parsons Street				
1	North-South	159-189 Racecourse Road, Kensington, 3031 8-12 Stubbs Street, Kensington, 3031 20-26 Stubbs Street, Kensington, 3031	Along western boundary (north) and through property (south)	9m Laneway – Type B
2	East-West	8-12 Stubbs Street, Kensington, 3031	Along southern boundary	6m Laneway - Type A
3	East-West	8-12 Stubbs Street, Kensington, 3031	Along southern boundary	6m Laneway - Type A
4	East-West	Street ID: PL5387* 61-65 Parsons Street, Kensington, 3031 67-71 Parsons Street, Kensington, 3031 73 Parsons Street, Kensington, 3031 75-103 Parsons Street, Kensington, 3031	Along northern boundary	9m Laneway - Type B
5	North-South	73 Parsons Street, Kensington, 3031	Along western boundary	6m Laneway - Type A
Parsons Street to Smith Street				
6	East-West	50-62 Stubbs Street, Kensington, 3031	Along northern boundary	6m Laneway - Type A
Robertson Street to Macaulay Road				
10	North-South	Street ID: CL0167* 18-76 Robertson Street, Kensington, 3031 402-432 Macaulay Road, Kensington, 3031	Widening of existing C167 lane	6m Laneway – Type B
11	North-South	434-444 Macaulay Road, Kensington, 3031 402-432 Macaulay Road, Kensington, 3031	Extension of existing C167 lane south to Macaulay Road, along western boundary of property.	6m Laneway - Type A
12	North-South	18-76 Robertson Street, Kensington, 3031 Street 352 Macaulay Road, Kensington, 3031	Through property (north) and along western boundary (south)	12m Street
13	North-South	18-76 Robertson Street, Kensington, 3031 346-350 Macaulay Road, Kensington, 3031	Through property (north) and along western boundary (south)	9m Laneway - Type B
14	East-West	402-432 Macaulay Road, Kensington, 3031	Along northern boundary	6m Laneway - Type A
15	East-West	352-400 Macaulay Road, Kensington, 3031	Through property	6m Laneway - Type A
16	East-West	346-350 Macaulay Road, Kensington, 3031	Through property	6m Laneway - Type A
Boundary Precinct				
Racecourse Road to Alfred Street				
17	East-West	Plessey Lane 81-83 Racecourse Road, North Melbourne, 3051 77-79 Racecourse Road, North Melbourne, 3051 69-75 Racecourse Road, North Melbourne, 3051 163-173 Boundary Road, North Melbourne, 3051 155-161 Boundary Road, North Melbourne, 3051	Widening of existing Plessey Lane along southern boundary	9m Laneway - Type B
18	North-South	Plessey Lane 87-105 Racecourse Road, North Melbourne, 3051 68-102 Alfred Street, North Melbourne, 3051	Along eastern boundary	12m Street
19	East-West	139-149 Boundary Road, North Melbourne, 3051	Along southern boundary	9m Laneway - Type B
20	East-West	87-105 Racecourse Road, North Melbourne, 3051	Along southern boundary	9m Laneway - Type A
21	North-South	68-102 Alfred Street, North Melbourne, 3051	Through property, east of new Alfred Street open space	9m Laneway - Type A
Alfred Street to Sutton Street				
22	North-South	59-101 Alfred Street, North Melbourne, 3051	Through property, east of new Alfred Street open space - connecting to east-west street (ID 23)	12m Street
23	East-West	59-101 Alfred Street, North Melbourne, 3051 103 Boundary Road, North Melbourne, 3051	Along southern boundary - connecting to north-south street (ID 22)	12m Street
24	North-South	59-101 Alfred Street, North Melbourne, 3051	Along eastern boundary	9m Laneway - Type A
25	East-West	59-101 Alfred Street, North Melbourne, 3051	Along southern boundary	9m Laneway - Type A
26	North-South	64-90 Sutton Street, North Melbourne, 3051	Through ground floor of retained heritage building	4m Arcade
27	North-South	91-101 Boundary Road, North Melbourne, 3051	Through property, in alignment with new arcade to south (ID 28)	6m Laneway - Type A
28	North-South	64-90 Sutton Street, North Melbourne, 3051	Through ground floor of retained heritage building, in alignment with new laneways to the north (ID 27)	4m Arcade

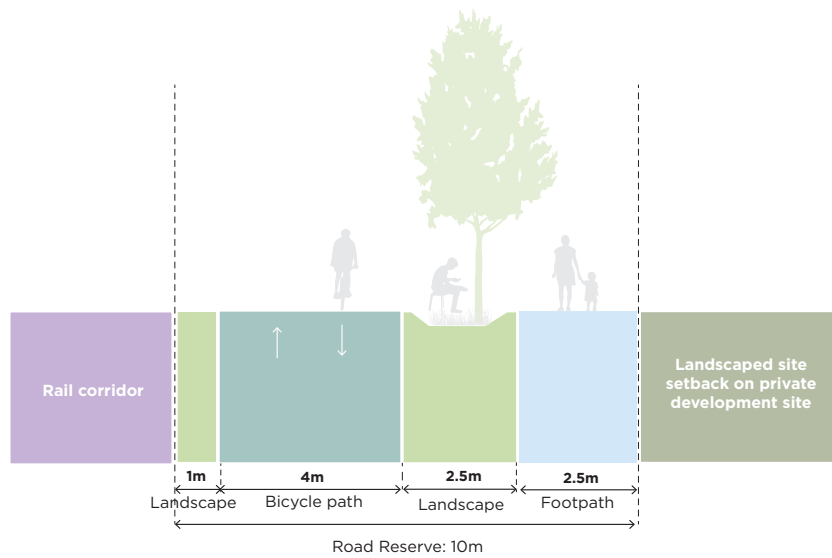
Street ID	Orientation	Street Location - Properties	Street Alignment - Within Properties	Street Type
Sutton Street to Mark Street				
29	North-South	85-105 Sutton Street, North Melbourne, 3051 74-88 Mark Street, North Melbourne, 3051	Through property (north) and along eastern boundary (south)	12m Street
30	North-South	65-69 Sutton Street, North Melbourne, 3051	Along western boundary	9m Laneway - Type A
31	East-West	74-88 Sutton Street, North Melbourne, 3051	Along northern boundary	9m Laneway - Type A
32	East-West	62-72 Mark Street, North Melbourne, 3051 63-71 Boundary Road, North Melbourne, 3051	Along northern boundary	12m Street
33	North-South	63-71 Boundary Road, North Melbourne, 3051	Through property	9m Laneway - Type A
Mark Street to Macaulay Road				
34	North-South	83-87 Mark Street, North Melbourne, 3051 75-81 Mark Street, North Melbourne, 3051	Through property (north) and along western boundary (south)	12m Street
35	North-South	59-63 Mark Street, North Melbourne, 3051	Along western boundary	9m Laneway - Type B
36	East-West	300 Macaulay Road, North Melbourne, 3051	Along northern boundary	9m Laneway - Type A
37	East-West	65-73 Mark Street, North Melbourne, 3051	Through property	9m Laneway - Type A
38	North-South	65-73 Mark Street, North Melbourne, 3051 248-276 Macaulay Road, North Melbourne, 3051	Along western boundary	12m Street
39	North-South	218-246 Macaulay Road, North Melbourne, 3051	Along western boundary	9m Laneway - Type B
40	East-West	218-246 Macaulay Road, North Melbourne, 3051	Along northern boundary	9m Laneway - Type B

*Note: A street ID is referenced under 'Street Location – Properties' where a street does not have a name.

MACAULAY - NEW STREETS CROSS SECTIONS

DCP FUNDED - PEDESTRIAN AND CYCLE ONLY

10m active transport corridor

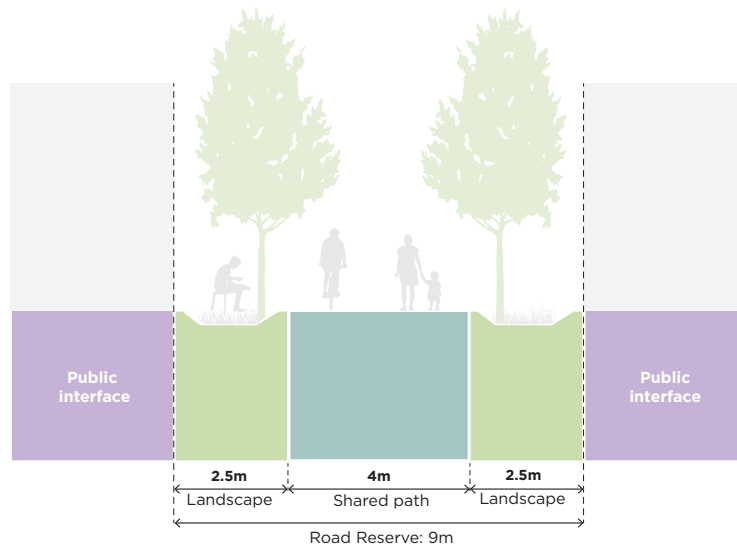


REQUIREMENTS

Footpath	<ul style="list-style-type: none"> • 2.5m footpath to interface with private development site
Bicycle path	<ul style="list-style-type: none"> • Minimum 4m two-way shared zone for bicycles and micromobility devices
Landscape	<ul style="list-style-type: none"> • 3.5m landscape area for Water Sensitive Urban Design (WSUD), canopy trees, planting and continuous landscape link

PEDESTRIAN AND CYCLE ONLY

New Laneways - 9 metres (TYPE A)

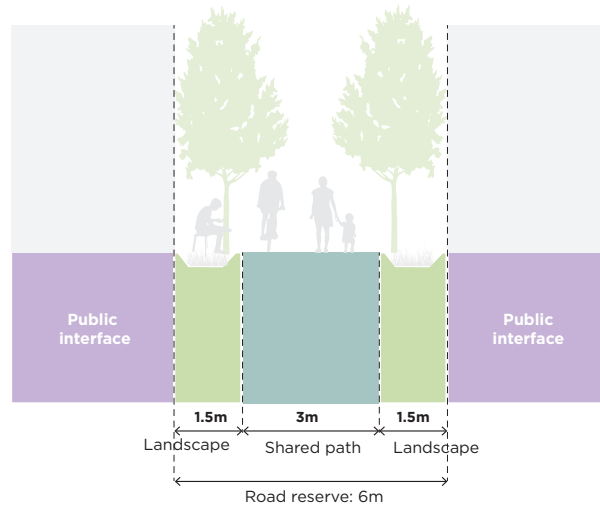


REQUIREMENTS

Shared path	<ul style="list-style-type: none"> Minimum 4m centrally located shared zone for pedestrian and bicycle movement
Landscape	<ul style="list-style-type: none"> Minimum 2.5m zone to both interfaces for WSUD and canopy trees Designated areas for pedestrian access into buildings Designated areas for street furniture

PEDESTRIAN AND CYCLE ONLY

New Laneways - 6 metres (TYPE A)

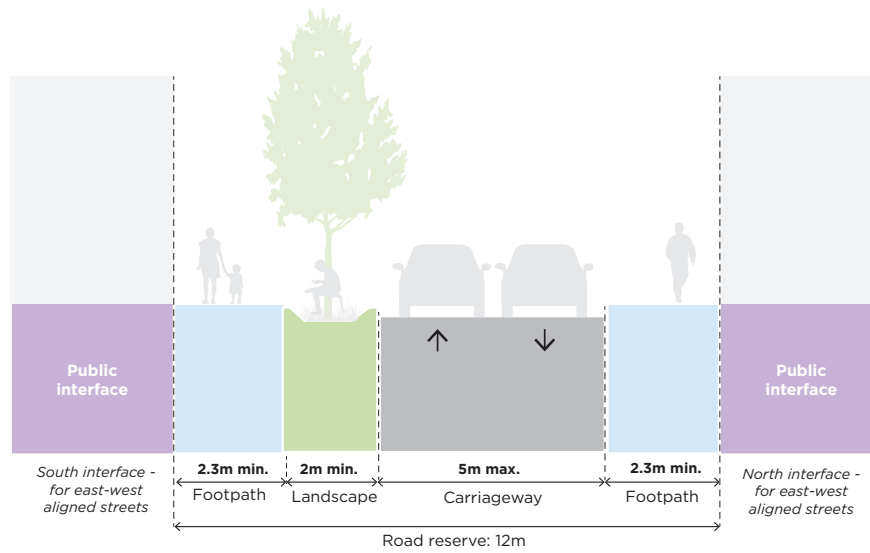


REQUIREMENTS

Shared path	<ul style="list-style-type: none"> 3m unobstructed shared zone for pedestrian and bicycle movement located centrally or to one interface
Landscape	<ul style="list-style-type: none"> 1.5m zone to both interfaces for WSUD and canopy trees, or 3m to one interface Designated areas for pedestrian access into buildings Designated areas for street furniture

VEHICLE-CAPABLE

New Streets - 12 metres

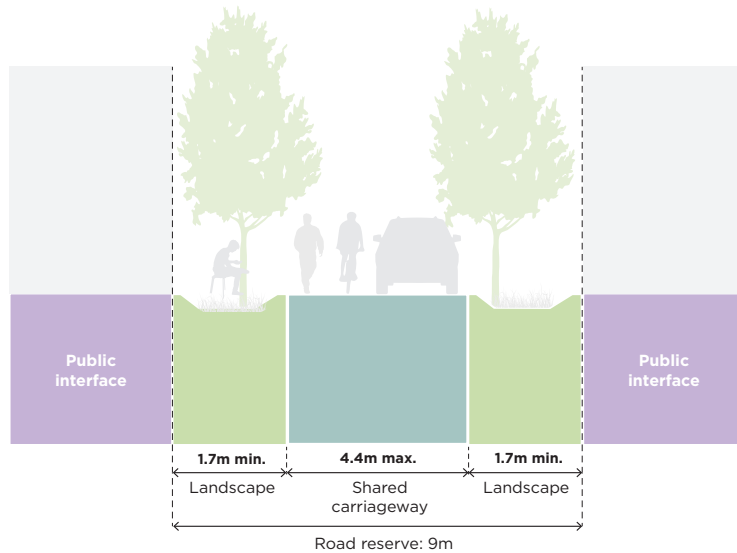


REQUIREMENTS

Footpath	<ul style="list-style-type: none"> Minimum 2.3m to both interfaces
Landscape	<ul style="list-style-type: none"> Minimum 2m to accommodate WSUD, canopy trees and street furniture
Carriageway	<ul style="list-style-type: none"> Sufficient to accommodate two-way vehicle and bicycle movement

VEHICLE-CAPABLE

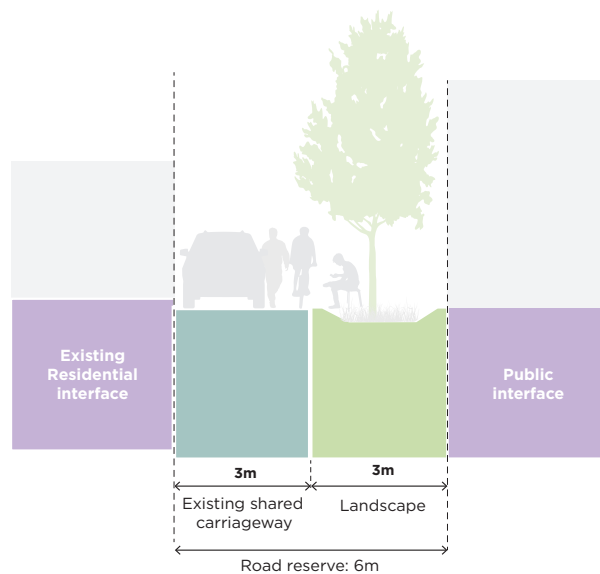
New Laneways - 9 metres (TYPE B)



REQUIREMENTS

Landscape	<ul style="list-style-type: none"> Minimum 1.7m zone to both interfaces for WSUD and canopy trees Designated areas for pedestrian access into buildings, and furniture Designated cross-overs for vehicle access into buildings
Shared carriageway	<ul style="list-style-type: none"> Facilitate safe pedestrian movement within shared carriageway Maximum 4.4m width to accommodate safe two-way cycle movement and one-way vehicle movement The carriageway should be no narrower than 3.85m in constrained locations Where interim vehicle turn-around is required, enable a maximum carriageway of 5.5m width

New Laneways - 6 metres (TYPE B)



REQUIREMENTS

Landscape	<ul style="list-style-type: none"> 3m for WSUD, canopy trees and street furniture Designated hardstand areas for pedestrian access into buildings, and furniture
Existing shared carriageway	<ul style="list-style-type: none"> Retain 3m for one-way vehicle and bicycle movement Facilitate safe pedestrian movement within shared carriageway

AMENDMENT C417

MACAULAY STRUCTURE PLAN

Summary of Recommended Changes to the Exhibited Macaulay Development Contributions Plan (DCP) and Development Contributions Overlay Schedule 2 (DCPO2)

Introduction

This document summarises recommended changes to the exhibited Macaulay DCP (Table 1) and DCPO2 (Table 2) prior to the planning panel hearing. These changes have been identified by officers.

What is a DCP?

The Macaulay DCP identifies essential infrastructure and how it will be funded to support development envisaged by the Macaulay Structure Plan. The DCPO2 is the planning control to enable development contributions collection from new development.

The DCP includes two categories of levies – Development Infrastructure Levy (DIL) and Community Infrastructure Levy (CIL).

DIL is a contribution that a developer of the land pays to fund essential infrastructure needed to make the precinct functional. In Macaulay DCP, DIL-funded essential infrastructure includes:

- acquisition of land for drainage and roads,
- construction of roads, including construction of bicycle and foot paths, traffic management and control devices,
- basic improvements to public open spaces,
- buildings and works associated with the construction of childcare centre rooms, kindergarten, or a centre which provides these facilities in combination.

CIL is a separate contribution payable by a developer of the land to fund the construction of a building or facility used for a community or social purpose that are not funded by the DIL, and which do not fall within the above categories. CIL does not fund the land on which the facility or building is constructed. The CIL is currently capped at \$1,450 per dwelling (2024/25 dollars). In Macaulay DCP, CIL-funded infrastructure include:

- library and cultural centre, and
- community facilities not funded by DIL.

There is currently no clear funding mechanism for drainage infrastructure in the Macaulay Urban Renewal Area. The exhibited Macaulay DCP funds land for drainage but excludes infrastructure works, and notes that these will be addressed through a future contributions mechanism. To provide certainty and a clear funding pathway for drainage infrastructure works, it is proposed that the Macaulay DCP introduced via this Amendment is stage 1 of a two-stage funding approach (referred to as Part A). Stage 2, being the drainage DCP (referred to as Part B), will be introduced via a future planning scheme amendment process to be led by the Victorian Government.

AMENDMENT C417

MACAULAY STRUCTURE PLAN

Recommended Changes to the Exhibited Macaulay Development Contributions Plan

Table 1 includes recommended changes to be made to the exhibited DCP prior to the panel hearing.

Table 1. Summary table of exhibited Macaulay DCP recommended changes

DCP reference and page number	Issue	Recommended changes
<p>Active Transport Corridor</p> <p>A new DCP project, active transport corridor, is proposed along the eastern edge of CityLink.</p> <p>The active transport corridor is proposed to be a continuous 10m wide north-south link between Racecourse Road and Macaulay Road in the Boundary Precinct. It is proposed to accommodate a bicycle path, a pedestrian path, and landscaped areas.</p> <p>The new project includes the following components to be funded through the DCP:</p> <ul style="list-style-type: none"> • Purchase of land between Racecourse Road and Macaulay Road needed to construct the active transport corridor. • Construction of a pedestrian and a cycling path and landscaping of the area along the active transport corridor. 	<p>The Macaulay Structure Plan envisages an active transport corridor consisting of a pedestrian and cycling path along the eastern edge of CityLink.</p> <p>The vision cannot be achieved through the exhibited planning controls (DDO75) due to the delivery risks identified following exhibition of the amendment documents, which limit the City of Melbourne’s ability to secure publicly accessible land required to deliver the corridor.</p> <p>More information can be found at Section 9 (‘Setbacks to CityLink and Moonee Ponds Creek’) of Attachment 3.</p>	<p>The DCP is proposed to be updated to:</p> <ul style="list-style-type: none"> • Include the new active transport corridor project. • Include the designs and costs for the new project in the DCP. Project costs are estimated at \$15,745,000 for land acquisition and \$4,974,000 for construction. Refer to Appendix 1 in this document for the proposed project design and cost breakdown. • Include the revised DIL rates. The DIL rates are estimated to increase by: <ul style="list-style-type: none"> ○ \$1,690.23 per dwelling for residential DIL. ○ \$35.42 per sqm for commercial DIL. ○ \$41.11 per sqm for retail DIL.
<p>Public open space amount calculations at 18-76 Robertson Street KENSINGTON VIC 3031</p> <p>Credited open space amount 0.0838 ha identified for Map ID D4 in Table 13 Property-Specific Land Budget – Credited Open</p>	<p>An error was identified in the public open space (POS) amount calculation.</p> <p>The draft DCP currently identifies 0.0838 ha of POS for this site.</p> <p>Under Clause 53.01 of the Melbourne Planning Scheme, the</p>	<p>Table 13 – Credited Open Space (Clause 53.01), Map ID ‘D4’ is proposed to be updated to correct the land budget calculation error by amending the POS area from 0.0838 ha to 0.0835 ha.</p>

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MACAULAY STRUCTURE PLAN

DCP reference and page number	Issue	Recommended changes
Space – Public Open Space (53.01) (page 26)	<p>POS contribution should be 7.06% of the total land area (1.1834 ha), equal 0.0835 ha.</p> <p>In the draft DCP 7.08% was used instead of 7.06%, resulting in the discrepancy.</p>	The POS amount will reduce by 3 sqm.
<p>Moonee Pond Creek Bent Street Access project (OS-02)</p> <p>Figure 3 - DCP projects (page 12), Figure 5 - Open Space Plan (page 16) and the concept plan for OS-02 contained in DCP Part 2.</p>	<p>The relevant plans for OS-02 appear to include the setback of the private land at 341-343 Macaulay Road, Kensington within the Chelmsford Precinct.</p> <p>The project included and costed in the DCP is the embellishment of the existing roadway to the north and creek corridor. There is no funding for the land or embellishment of private land.</p>	Figure 3 - DCP projects, Figure 5 - Open Space Plan and the concept plan contained in DCP Part 2 is proposed to be updated to reflect the correct OS-02 boundary.
<p>Commercial and Retail Development Infrastructure Levy (DIL)</p> <p>Table 5 Demand Unit Calculations (page 11)</p>	<p>The DCP proposes separate DILs for commercial and retail developments, based on bespoke demand units (DCP Table 5).</p> <p>As a mixed-use urban renewal precinct, a simple two-type development model of residential and employment will be easier to administer and consistent with the recent draft Fishermans Bend DCP approach. This simplifies the DCP and avoids confusion between retail and commercial classifications.</p>	The DCP is proposed be updated to combine the commercial and retail DILs into an employment DIL.
<p>Community Infrastructure Levy (CIL)</p> <p>Projects in Table 10 Infrastructure Levy Calculation (page 23, 4 lines at the bottom of the table) and residential rate per</p>	The DCP currently lists two values for CIL: “Levy per demand unit” at \$1,225 (outdated in 2023/24 dollars) and “Cost per dwelling residential” at \$1,450 (in 2024/25 dollars).	The CIL levy per demand unit is proposed to be updated to reflect the current capped CIL of \$1,450 in 2024/25 dollars.

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DCP reference and page number	Issue	Recommended changes
dwelling in Table 12 Summary of levies (page 24).		
<p>Total cost for Community Infrastructure Projects funded by CIL</p> <p>Table 10 Infrastructure Levy Calculation by Infrastructure Item –Total Cost Attributable to MCA column for community infrastructure projects CF-01 and CF-03.</p> <p>The total cost is \$19,220,562,31 (CF-01 and CF-03).</p>	CIL levy is capped at \$1,450 per dwelling in 2024/25 dollars and will not fully fund the total community infrastructure project costs.	<p>Levy per demand unit is proposed to be updated to reflect the 2024/25 financial year capped CIL levy at \$1,450 per dwelling.</p> <p>DCP is proposed to be updated to add a note at the bottom of Table 10 clarifying that the CIL is capped and will not fully fund the apportioned cost of CF-01 and CF-03.</p>
Payment provisions for CIL	Payment provisions for the Community Infrastructure Levy are missing from the DCP.	The DCP is proposed to be updated to refer to the payment provision for CIL as specified in DCPO2 schedule.
<p>Location of CF_03 – Macaulay East Community Centre (also known as North Melbourne Community Hub) project</p> <p>Figure 3 DCP Projects (page 12) and Figure 6 Community Facilities Infrastructure Location (page 18)</p>	The DCP currently illustrates the new project at the Buncle Street Reserve, existing site of the North Melbourne Community Centre.	<p>The location of the new hub has been confirmed for delivery at 113 Melrose Street and will be referred to as the North Melbourne Community Hub.</p> <p>The DCP is proposed to be updated to reflect both the name and location of this community facility.</p>
Funding of CF_03 – Macaulay East Community Centre (also known as North Melbourne Community Hub) project	The DCP currently proposes the project to be funded by CIL. However, the early years facilities should be funded by DIL.	The DCP is proposed to be updated to split the early years components of the project to be funded by DIL and the remaining components to be funded by CIL.
DCP indexation	The DCP was exhibited with cost estimates indexed for the 2024/25 financial year.	Project costs in the DCP is proposed to be indexed to reflect 2025/26 dollars prior to the Panel Hearing.
DCP timeframe and year of commencement	The first version of draft DCP was prepared in 2022. This	The DCP indicative project delivery timing is proposed to be

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DCP reference and page number	Issue	Recommended changes
<p>The DCP has indicative project timing listed as 2022-2051 in the relevant DCP Project Tables. The interim Macaulay DCP (DCPO2) was in place in 2017 but no DCP projects have been delivered in the absence of the approved and gazetted DCP.</p>	<p>informed the indicative project timing in Project Tables.</p> <p>Collection period for the DCP has been longer than originally anticipated after the interim DCPO2 was introduced in 2017.</p> <p>The DCP timeframe for infrastructure delivery is approximately 25 years however, collection commenced when the first payment was made under the interim DCPO.</p> <p>Indicative project timing is listed as 2022-2051 in DCP Project Tables.</p>	<p>updated to reflect the date the approved DCP comes into effect through gazettal.</p> <p>Section 1.4. DCP Timeframe is proposed to be updated to explain that interim DCPO2 was in place since 2017 to enable the payment of development contributions to Council toward the delivery of projects described in the Macaulay DCP and the future drainage DCP.</p>
<p>Development Agency for LA-01 Macaulay Terraces drainage land</p> <p>Section 5.4 Development Agency (page 26).</p>	<p>The DCP identifies the City of Melbourne as the Development Agency for all projects, except for the land acquisition of the Macaulay Terraces drainage land.</p> <p>City of Melbourne is prioritising securing the land for the future drainage open space.</p> <p>More information can be found at Section 10 ('Flooding and drainage infrastructure') of Attachment 3.</p>	<p>Section 5.4 is proposed to be updated to remove Melbourne Water as development agency for the Macaulay Terraces drainage land project to replace it with the City of Melbourne.</p>
<p>Exemptions provisions</p>	<p>The DCP report does not include or refer to exemption provisions (conditions under which land/development is not required to pay development contributions). These should be included in the document.</p>	<p>The DCP is proposed to be updated to refer to the relevant exemption provisions as specified in the DCPO2 schedule.</p>
<p>DCP Part 2 Strategic Basis (page 4)</p>	<p>The DCP is missing a reference to the Planning and Environment Act 1987 in the strategic basis</p>	<p>The DCP Strategic Basis section is proposed to be updated to add</p>

AMENDMENT C417

MACAULAY STRUCTURE PLAN

DCP reference and page number	Issue	Recommended changes
	section where the DCP references the Ministerial Directions and DCP Guidelines.	a reference to the Planning and Environment Act 1987.
Reference to Arden DCP (pages 7, 70, 71, 76, 90)	The gazetted Arden Precinct DCP is referenced as Arden Precinct Draft Development Contributions Plan – August 2021 throughout the document.	The DCP is proposed to be updated to add a reference to the gazetted Arden Precinct Development Contributions Plan July 2022 Amended December 2023 instead of draft version.
Funding for Drainage Infrastructure Construction	<p>There is currently no clear funding mechanism for drainage infrastructure in the Macaulay Urban Renewal Area. The exhibited DCP funds land for drainage but excludes infrastructure works, with Section 3.5.2 noting these will be addressed through a future contributions mechanism.</p> <p>To provide certainty and a clear funding pathway for drainage infrastructure works, a two-part DCP approach is proposed:</p> <ul style="list-style-type: none"> • Part A is the Macaulay Urban Renewal Precinct DCP introduced via C417, to fund transport, open spaces, community facilities and land for drainage infrastructure. • Part B is a new drainage DCP to be introduced through a future planning scheme amendment process. This DCP will be informed by an updated drainage strategy, considering both the Arden and Macaulay urban renewal areas. The City of Melbourne is currently working closely 	<p>The DCP is proposed to be updated to clarify that it is the part A of a two-part funding approach. Part B, being the drainage DCP will be introduced via a future planning scheme amendment process.</p> <p>The City of Melbourne will continue to work closely with the Victorian Government and Melbourne Water on the drainage DCP (Part B) to ensure the required drainage infrastructure in Macaulay are funded and delivered.</p>

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DCP reference and page number	Issue	Recommended changes
	with DTP and Melbourne Water to develop this updated drainage strategy.	
DCP page numbers	Some pages are numbered incorrectly.	The DCP is proposed to be updated with correct page numbers within the document.
DCP name	<p>To provide certainty and a clear funding pathway for drainage infrastructure works, a two-part funding approach is proposed:</p> <ul style="list-style-type: none"> Part A is the Macaulay Urban Renewal Precinct DCP introduced via C417, to fund transport, open spaces, community facilities and land for drainage infrastructure. Part B is a new drainage DCP to be introduced through a future planning scheme amendment process. 	It is proposed to amend the DCP document title name to <i>Macaulay Urban Renewal Area Development Contributions Plan (Part A)</i> to reflect the two-part funding approach.

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MACAULAY STRUCTURE PLAN

Recommended Changes to the Exhibited DCPO2

Table 2 includes recommended changes to DCPO2 following the exhibition (and shown in Attachment 4) and further recommended changes to be made prior to the panel hearing.

Table 2. Summary table of DCPO2 drafting changes

DCPO2 reference	Issue	Recommended changes
Schedule Formatting	The DCPO2 schedule needs formatting refinement as per the updated template and the Ministerial Directions on the form and content of the planning schemes (April 2025).	The DCPO2 schedule has been formatted to align with the new template.
DCPO name	To provide certainty and a clear funding pathway for drainage infrastructure works, a two-part DCP approach is proposed: <ul style="list-style-type: none"> Part A is the Macaulay Urban Renewal Precinct DCP introduced via C417, to fund transport, open spaces, community facilities and land for drainage infrastructure. Part B is a new drainage DCP to be introduced through a future planning scheme amendment process. 	It is proposed to amend the DCPO name to align with the proposed DCP document title to <i>Macaulay Urban Renewal Area Development Contributions Plan (Part A)</i> .
Section 2 Summary of Costs (exhibited DCPO2)	Section 2 Summary of costs in the exhibited DCPO2 is required to be replaced by the new Section 2 Summary of levies payable in accordance with the latest Ministerial Directions on the form and content of the planning schemes (April 2025).	Section 2 Summary of costs is proposed to be replaced by new Section 2 Summary of levies payable.
Section 2 Summary of levies payable – New Project Addition of a new project – Land, construction and embellishment for an active transport corridor containing pedestrian and cycling	The proposed addition of a new DCP project will change the DCP Development Infrastructure Levy (DIL) rates in Section 2.	Section 2 is proposed to be updated to reflect the costs of the new project prior to panel hearing. The DILs are estimated to increase:

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MACAULAY STRUCTURE PLAN

DCPO2 reference	Issue	Recommended changes
<p>path between Racecourse Road and Macaulay Road within Boundary Precinct</p>		<ul style="list-style-type: none"> • \$1,690.23 per dwelling for residential DIL. • \$35.42 per sqm for commercial DIL. • \$41.11 per sqm for retail DIL.
<p>Section 2 Summary of levies payable – Commercial and Retail DIL</p>	<p>The DCP proposes separate DILs for commercial and retail developments, based on bespoke demand units (Table 5).</p> <p>As a mixed-use urban renewal precinct, a simple two development model of residential and employment will be easier to administer and consistent with the recent draft Fishermans Bend DCP approach. This simplifies the DCP and avoids confusion between retail and commercial classifications.</p>	<p>Section 2 is proposed to be updated to replace the commercial and retail levies payable table with a new employment levies payable table prior to panel hearing.</p>
<p>Section 3 – Land or development excluded from development contributions plan</p>	<p>Further clarity is required on the exemption provisions contained in DCPO2 schedule:</p> <ul style="list-style-type: none"> • It lacks clarity on the types of land or development that will be excluded from the payment of development contributions. • It does not include an exemption for section 173 agreements for land that has paid interim DCP levies. This should be included. • It references an outdated version of the Ministerial Directions. This should be amended. 	<p>Section 3 is proposed to be updated to:</p> <ul style="list-style-type: none"> • Improve drafting on the types of land or development exempt from paying development contributions • Exempt land or development that has paid levies under interim DCPO2 via section 173 agreement • Reference the April 2025 Ministerial Directions for Development Contributions Plan
<p>Timing trigger for CIL Payment</p>	<p>The timing trigger for CIL payment is missing from the DCPO2 schedule.</p>	<p>The DCPO2 Schedule is proposed to be updated to include trigger of payment provision for CIL prior to the panel hearing. The trigger will</p>

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DCPO2 reference	Issue	Recommended changes
		indicate when CIL payment should to be made.

Management recommendation	Update the DCP and DCPO schedule to incorporate the changes in Table 1 and Table 2.
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MACAULAY STRUCTURE PLAN

Appendix 1

Proposed project designs and estimated costs for land and construction for an active transport corridor project between Racecourse Road and Macaulay Road in the Boundary Precinct.

Table 3. Westlink summary of estimated land valuation for the active transport corridor project in 2025/26 dollars

Property #	Address	Land Area to be Acquired (sqm)	Valuation
H4	87-105 Racecourse Road, North Melbourne	1,013	\$2,635,000
H9	68-102 Alfred Street, North Melbourne	128	\$320,000
I8	59-101 Alfred Street, North Melbourne	733	\$2,200,000
I7	64-90 Sutton Street, North Melbourne	727	\$1,745,000
K7	85-105 Sutton Street, North Melbourne	733	\$1,905,000
K8	74-88 Mark Street, North Melbourne	731	\$2,045,000
M1	83-87 Mark Street, North Melbourne	685	\$1,850,000
M4	300 Macaulay Road, North Melbourne	554	\$1,550,000
M3	296-304 Macaulay Road, North Melbourne	498	\$1,495,000
Total		5,802	\$15,745,000


Table 4. Zinc summary of estimated construction costs for the active transport corridor project in 2025/26 dollars

Works	Cost
External Works and Services	\$3,361,000
Provisional Sum Allowances	\$75,000
Sub-Total (excl. GST)	\$3,436,000
Delivery Costs	\$1,538,000
Total End Cost (excl. GST)	\$4,974,000

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Table 5. Zinc detailed breakdown of estimated construction costs for the active transport corridor project in 2025/26 dollars

SUMMARY



3.4 Active Transport Corridor				
Macauley Urban Renewal Precinct, North Melbourne				5 November, 2025
Cost Plan No. 1 based on Concept Design documentation				
Description of Works	Unit	Quantity	Rate (\$/unit)	Cost (\$)
External Works and Services				
Demolition	Item			187,000
Asbestos / hazardous material removal	Note			Excluded
Site preparation	Item			70,000
Bulk earthworks / site levelling	Item			150,000
Roads, footpaths and paved areas	Item			1,029,000
Boundary walls, fencing & gates	Note			Excluded
Landscaping and improvements	Item			756,000
External services	Item			765,000
Allowance to protect and relocate existing utilities	Prov. Sum			25,000
Allowance for hydro-excavation works, i.e., NDD	Prov. Sum			50,000
Relocate or upgrade of existing services and infrastructure	Note			Excluded
Works outside site boundary	Note			Excluded
Abnormal ground conditions / site decontamination / remediation	Note			Excluded
Establishment and maintenance period on soft landscaping	Weeks	52	750	39,000
Miscellaneous Costs / Builder's Preliminaries				
Builder's supervision / project management	Item			275,000
Builder's site establishment	Item			90,000
Total Construction Cost (at November, 2025)	m2	7,068	486	3,436,000
Delivery Costs				
Council fees	Item		3.25%	112,000
Authority / headwork's charges	Item		1.0%	34,000
Traffic management	Item		7.0%	241,000
Environmental management	Item		0.5%	17,000
Survey / design	Item		8.0%	275,000
Project contingency	Item		20.0%	687,000
WSUD related infrastructure	Item		5.0%	172,000
Cost escalation (to Tender at November, 2025)	Note			Excluded
Goods & Services Tax	Note			Excluded
Total End Cost (at November, 2025)	m2	7,068	704	4,974,000

This cost plan is based on preliminary information and therefore is indicative only of the possible order of cost. All components of the cost plan will require confirmation once the design has developed further. Refer to the accompanying letter for details of basis of cost plan and exclusions from above costs.

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Figure 1. McGregor Coxall proposed concept designs for the active transport corridor project

DRAWING INDEX

LD-SK-00	Cover Page
LD-SK-01	Legend
LD-SK-02	Material Schedule
LD-SK-03	Material Schedule
LD-SK-04	Material Schedule
LD-SK-11	Macaulay Public Open Spaces
LD-SK-12	Key Plan
LD-SK-110	1.1 Parsons Street
LD-SK-121	1.2 Macaulay Terraces
LD-SK-122	1.2 Macaulay Terraces
LD-SK-130	1.3 Robertson St Reserve
LD-SK-210	2.1 Chelmsford Street
LD-SK-221	2.2 Bent Street Access
LD-SK-222	2.2 Bent Street Access
LD-SK-223	2.2 Bent Street Access
LD-SK-224	2.2 Bent Street Access
LD-SK-225	2.2 Bent Street Access
LD-SK-311	3.1 Alfred Street
LD-SK-312	3.1 Alfred Street
LD-SK-321	3.2 Sutton Street
LD-SK-322	3.2 Sutton Street
LD-SK-331	3.3 Mark Street
LD-SK-332	3.3 Mark Street
LD-SK-341	3.4 Active Transport Corridor
LD-SK-342	3.4 Active Transport Corridor
LD-SK-343	3.4 Active Transport Corridor
LD-SK-344	3.4 Active Transport Corridor
LD-SK-345	3.4 Active Transport Corridor
LD-SK-346	3.4 Active Transport Corridor
LD-SK-347	3.4 Active Transport Corridor
LD-SK-351	3.5 Bunclre Street Precinct
LD-SK-352	3.5 Bunclre Street Precinct
LD-SK-410	Stubbs Precinct Sections
LD-SK-411	Stubbs Precinct Sections
LD-SK-412	Stubbs Precinct Sections
LD-SK-420	Chelmsford Precinct Sections
LD-SK-430	Boundary Precinct Sections
LD-SK-431	Boundary Precinct Sections
LD-SK-440	Bunclre Street Precinct Sections

This package covers the red highlighted sheets only.



General Notes

1. These drawings represent a concept design sufficient for the purpose of aiding costing only. All drawings are based on limited survey information and indicative existing conditions.
2. Melbourne Water creek access. Access requirements to be confirmed by Melbourne Water and City of Melbourne prior to detailed design.
3. Final levee heights to be confirmed by Melbourne Water prior to detailed design.
4. All existing overhead powerlines within project boundaries to be undergrounded.
5. Required flood storage arrangements to be confirmed by Melbourne Water and City of Melbourne prior to detailed design.



LANDSCAPE ARCHITECTURE
URBANISM
ENVIRONMENT
BIOCITY RESEARCH

SYDNEY
MELBOURNE
SHENZHEN
BRISTOL

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Client
City of Melbourne

Project Team
Zinc Cost Management

Project Name
Macaulay Active Transport Corridor

Project No.
1185MEL

Address
Macaulay, Melbourne
VIC

Phase
Concept
Sheet Title
Cover Page
Sheet No.
LD-SK-00

Rev
A

Legend	1000 - Preparation	2000 - Walls Edges Slabs	3000 - Pavements	4000 - Architecture and Site Structures	5000 - Rails and Fences	6000 - Water Elements	7000 - Furniture	8000 - Planting
<p>Site Boundary</p> <p>Macaulay Urban Renewal Boundary</p> <p>Drawing Continuation Lines</p> <p>Existing Water</p> <p>Existing Open Space</p> <p>Existing Asphalt</p> <p>Existing Concrete</p> <p>Existing Building Footprints outside of EOW boundary</p> <p>Existing Buildings & Site Structure</p> <p>Existing Cadaster</p> <p>Existing Levee Wall</p> <p>Note: Existing levee walls to be upgraded. Final levee heights to be confirmed by Melbourne Water prior to detailed design.</p> <p>Future Street/Access path by others</p> <p>Future Open Space by others</p> <p>Future Building Setback by others</p> <p>Ramp Slope Refer to 3000 section for pavement types</p> <p>Existing stormwater</p> <p>Existing electrical</p> <p>Existing OH electrical</p> <p>Existing sewer</p> <p>DSS Drainage Upgrade works by others</p>	<p>Contours existing 560.00 proposed 560.00</p> <p>Existing level + EL 25.50</p> <p>Finished level + FL 25.50</p> <p>Top wall/ bottom wall level TW 25.5 BW 25.5</p> <p>Water Storage type WS01 DDS Flood Storage Area</p> <p>Note: Required flood storage arrangements to be confirmed by Melbourne Water and City of Melbourne prior to detailed design.</p> <p>Tree Pit Type Tree Pit w/ Structural Soil TPO1 Structural soil area below pavement</p> <p>Tree Pit Type TPO2 Bio-retention Tree Pit</p>	<p>ED01 Edge type Bluestone Kerb</p> <p>ED06 Edge type Steel Edge</p> <p>ED08 Edge Type Access Ramp</p> <p>ED10 Edge Type Dolphin Kerb</p> <p>ED11 Edge Type Bluestone Edge</p> <p>ED12 Edge type Semi-mountable Kerb</p> <p>WL02 Wall type Bluestone Wall</p> <p>WL03 Wall type Spliface Bluestone Wall</p> <p>WL04 Wall type Insitu Concrete Wall</p>	<p>Pavement type PV01 Asphalt VEH</p> <p>Pavement type PV02 Granitic Sand</p> <p>Pavement type PV03 Bluestone PED</p> <p>Pavement type PV08 Concrete PED</p> <p>Pavement type PV10 FRP Decking PED</p> <p>Pavement type PV11 FRP Decking VEH</p> <p>Pavement type PV12 Bluestone Pitchers VEH</p> <p>Pavement type PV13 Concrete VEH</p> <p>Pavement type PV14 Sports Surface</p> <p>Pavement type PV15 Informal Access Path</p> <p>Pavement type PV16 Recycled Bluestone Steppers</p> <p>Pavement type PV17 Concrete Exposed VEH</p> <p>Pavement type PV18 Permeable Asphalt VEH</p> <p>Pavement type PV19 Asphalt PED</p> <p>Pavement type PV20 Softfall Rubber</p> <p>Pavement type PV21 Softfall Sand</p> <p>Pavement type PV22 Concrete Exposed PED</p>	<p>Stair Type SR01 Concrete Stair</p> <p>Stair type SR02 Concrete Exposed Stair</p> <p>Stair type SR03 FRP Decking Stair</p> <p>Extent of Building/Structure structure above structure below</p> <p>Extent of building proposed</p> <p>SS01 Site Structure type Future Bridge by others</p> <p>SS02 Site Structure type Shade Structure</p> <p>SS03 Site Structure type Toilet - Self Cleaning</p>	<p>Fence type HR01 Balustrade</p> <p>Fence type HR02 Handrail</p> <p>Water type WR01 Steel Water Element</p> <p>Water type WR02 Weir</p>	<p>FR01 Furniture type Bench</p> <p>FR02 Furniture type Seat</p> <p>FR03 Furniture type Seating [Custom]</p> <p>FR04 Furniture type Bins</p> <p>FR05 Furniture type Drinking Fountain</p> <p>FR06 Furniture type Bike Hoops</p> <p>FR08 Furniture type Picnic Table</p> <p>FR09 Furniture type Picnic Table (Custom)</p> <p>FR10 Furniture type BBQ Set Double</p> <p>FR11 Furniture type Bollard (Non-HVM-Removable)</p> <p>FR13 Furniture type Rock Feature</p> <p>FR14 Furniture type Park Swivel Chair</p> <p>FR15 Furniture type Bike Station</p> <p>FR16 Furniture type Sawn Basalt Boulder</p>	<p>NO LONGER IN USE</p> <p>Play type PL02 Outdoor Fitness Equipment</p> <p>Play type PL03 Water Play Item</p> <p>Play type PL04 Nature Play</p> <p>Play type PL05 Play</p> <p>Play type PL05 Multi Sport Play Area</p> <p>LT01 Furniture type Street/Park Lighting</p>	<p>01 Existing Tree Retained</p> <p>01 Existing Tree Removed</p> <p>Tree Type Proposed Tree TR01</p> <p>Vegetation type VE01 Wicking Lawn</p> <p>Vegetation type VE02 Planting Layout</p> <p>Vegetation type VE03 Welland</p> <p>Vegetation type VE04 Swale/Raingarden</p> <p>Vegetation type VE05 Slope Embankment</p> <p>Vegetation type VE06 Creek Corridor</p>



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Client
 City of Melbourne

Project Team
 Zinc Cost Management

Project Name
 Macaulay Active Transport Corridor

Project No.
 1185MEL

Address
 Macaulay, Melbourne VIC

Key Plan

Issue Log
 A CONCEPT DESIGN FOR COSTING RL/CB 27/10/2025

Rev Revision Description By / Checked Date

Scale
 All dimensions are in millimetres unless otherwise noted.
 Do not scale from this drawing.

North
 Phase
 Concept
 Sheet Title
 Legend
 Sheet No.
 LD-SK-01

Rev
 A

Type	Item	Description/location	Image	Description	Size [tbc by engineer]	Laying / Installation [tbc by engineer]	Additional Notes
1000 Preparation							
TP01	Tree Pit	Tree Pit with Structural Soil		Structural Soil to tree planting and surrounding pavements.	Refer plans	Refer to City of Melbourne standard detail-501.11	Refer to City of Melbourne standard detail-501.11
TP02	Bio-retention Tree Pit	Bio-retention tree pit for use in footpaths on blue streets		Bio-retention tree pits divert stormwater before it flows into our drains. They filter out litter, oil and other pollutants washed from streets, car parks and roads before it enters our waterways		Refer to City of Melbourne standard detail-501.08	Refer to City of Melbourne standard detail-501.08
2000 Walls & Edges							
ED01	Bluestone Kerb	Standard sawn bluestone kerb and channel, located along street edge interfaces		Sawn bluestone kerb and channel to match with City of Melbourne standards	Sawn Bluestone kerb 300 x 300 Channels: 250mm x 100mm Length: 900mm		Refer to City of Melbourne standard detail-301.01 Refer to Docklands design and construction standard 402.01 And 402.05
ED06	Steel Edge	Used as an edge treatment to asphalt or gravel paths, alongside garden beds in parks.		Mild steel edge, garden 300 mild steel (non galvanised) Fixed to stakes with 2 x M6 30mm long steel bolts with nut and washers.	100 x 6mm flat (for curved sections) 100 x 75 x 6mm unequal angle (straight angle) 80 x 50 x 5mm 300mm long	Refer to City of Melbourne standard detail-305.2	Refer to City of Melbourne standard detail-305.2
ED08	Access Ramp	Access ramp at street crossings. Material to match as specified on plan.				Refer to City of Melbourne standard details	Refer to City of Melbourne standard details
ED10	Dolphin Kerb	Sawn Bluestone broken kerb		Sawn Bluestone broken kerb. Broken at intervals to allow water movement between road and adjacent garden bed	Sawn Bluestone broken kerb Channels: 250mm x 100mm Length: 800-1000mm		
ED11	Bluestone Edge	Sawn Bluestone raised edge		Sawn Bluestone raised kerb. No channel	Kerbstones 300 x 300mm with a 25mm bullnose. Length: 800-1000mm		
ED12	Semi-mountable bluestone Kerb	Semi-mountable sawn bluestone kerb and channel, located along street edge interfaces		Sawn bluestone kerb and channel to match with City of Melbourne standards	Sawn Bluestone kerb 300 x 300 Channels: 250mm x 100mm Length: 900mm		Refer to City of Melbourne standard detail-301.01 Refer to Docklands design and construction standard 402.01 And 402.05
WLD2	Bluestone Wall	Sawn Bluestone Block		Sawn bluestone wall with skate defaments either protruding fins or buttons.	Bluestone blocks 400x600x300mm		
WLD3	Spill face Bluestone Wall	Spill face Bluestone Block Wall		Spill face Bluestone Block Wall	Bluestone blocks 400x600x300mm		
WLD4	Concrete Wall	In situ concrete wall		In situ concrete retaining or seating wall. Portland Gray, Class 2 finish	Varies. Refer Plans		

3000 Pavements							
PV01	Asphalt VEH	Standard footpath pavement		Vehicular Grade Asphalt	Depth 100mm	35mm of 7mm hotmix asphalt wearing course, type N 65mm of size 14mm hotmix asphalt base course, type no top of compacted crush rocks	Refer to City of Melbourne standard detail-201.03
PV02	Grantic Sand	Standard granitic gravel pavement with edge restraint steel/concrete/bluestone		Grantic gravel to match City of Melbourne standards	Depth 140mm	50mm compacted granitic and on top of 90mm class 3 compacted crushed rock	Refer to City of Melbourne standard detail-201.04
PV03	Bluestone PED	Standard bluestone paving in central city		40mm Thick sawn bluestone to match City of Melbourne standards	Depth total 240mm	995 x 495 x 40mm thick sawn bluestone pavers 50mm bedding mortar 100mm thick concrete slab F'c=32 MPa 50mm class 2 crushed rock	Refer to City of Melbourne standard detail-201.01
PV08	Concrete PED	In situ Concrete footpath		Reinforced in situ concrete, Broom finish to exposed faces	Depth 125mm	125mm depth N25 concrete SL72 central Class 1 finish 100mm compacted depth of 20mm N.S. Class 3 FCR Approved subgrade.	
PV10	FRP Decking PED	Fibreglass reinforced plastic decking to be used in walkways and overhead platforms over vegetation.		Fibre Reinforced Plastic decking	1219x1219x30mm units	FRP decking mounted and fixed to powdercoated steel substructure. Allow for 150mm kickrail. Allow for hidden fixing detail.	Refer to manufactures guide
PV11	FRP Decking VEH	Fibreglass reinforced plastic decking to be used in walkways and overhead platforms over vegetation. Structural Allowance for vehicles		Fibre Reinforced Plastic decking	1219x1219x60mm units	FRP decking mounted and fixed to powdercoated steel substructure. Allow for 150mm kickrail. Allow for hidden fixing detail.	Refer to manufactures guide
PV12	Bluestone Pitcher VEH	Sawn bluestone pitchers used in vehicle and shared access ways.		Sawn bluestone pitchers bullied together and finished with 'readymix bluestone grout	Varies	Bluestone pitchers 75mm bedding mortar 150mm class 2 crushed rock, 3% cement treated	Refer to City of Melbourne engineering detail-1P 50410
PV13	Concrete VEH	Standard footpath pavement. Vehicular grade		Reinforced in situ concrete, 10 mm pencil rolled finish to all exposed edges. Broom finish to exposed faces. Vehicular grade	200mm Depth	200mm depth N32 concrete SL92 top. 100mm compacted depth of 20mm N.S. class 3 FCR. Approved Subgrade	
PV14	Sports Surface	Concrete/ Asphalt with Line marking		Multipurpose courts with thermal bonded line marking and painted ground surface.	125mm depth		Refer to manufacturers guide Refer to manufacturers guide
PV16	Recycled Bluestone Blocks	Recycled Bluestone Blocks within rain gardens		Recycled Bluestone Blocks	Varies. Refer Plans	Recycled Bluestone Blocks boulders 500-1000mm dia. Blocks to be submerged 1/3-1/2 under FL of adjacent surface material and sit 50-150mm above adjacent surface.	
PV17	Concrete Exposed VEH	Feature in situ concrete footpath. Vehicular grade		Reinforced in situ concrete, Grit blast finish. Boral 'Elwood' mix or similar approved. Vehicular grade	200mm Depth	200mm depth N32 concrete SL92 top. 100mm compacted depth of 20mm N.S. class 3 FCR. Approved Subgrade	
PV18	Permeable Asphalt VEH	Porous Asphalt to allow free movement of water		Porous Asphalt	200mm Depth	90mm porous asphalt Sand/ gravel Geotextile Fabric Coarse Gravel Geotextile fabric Subsoil	
PV19	Asphalt PED	Feature in situ concrete footpath		Pedestrian Grade Asphalt	Depth 60mm	25mm of 7mm hotmix asphalt wearing course, type N 35mm of size 14mm hotmix asphalt base course, type no top of compacted crush rocks	Refer to City of Melbourne standard detail-201.03
PV20	Sofftail rubber	Utilised in play equipment area as a sofftail within fall zones		EDM UV stable sofftail rubber with recycled rubber impact attenuation base installed as per manufacturers and AS	Depth to AS		
PV21	Sofftail sand	Utilised in play equipment area as a sofftail within fall zones		Washed no fines certified playground sand	Depth 500mm minimum		



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Client
 City of Melbourne

Project Team
 Zinc Cost Management

Project Name
 Macaulay Active Transport Corridor

Project No.
 1185MEL

Address
 Macaulay, Melbourne VIC

Key Plan

Issue Log

A	CONCEPT DESIGN FOR COSTING	RL/CB	27/10/2025
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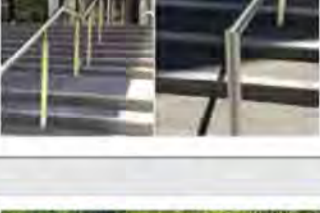



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North

Phase

Concept
 Sheet Title
 Material Schedule
 Sheet No.
 LD-SK-02

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FR22	Concrete Exposed PED	Feature insitu concrete footpath		Reinforced insitu concrete, Grit blast finish, Boral 'Elwood' mix or similar approved.	Depth 125mm	125mm depth N25 concrete S1.72 central 100mm compacted depth of 20mm N.S. Class 3 FCR Approved subgrade.	
SR01	Concrete Stair	Precast Concrete Stair		Precast concrete stair. Allow for stair nosing inlay strip with luminance contrast.	Varies. Refer Plans	Class 1 finish Brightonite Off-White Cement	
SR02	Concrete Exposed stair	Feature insitu concrete exposed stair		Insitu concrete stair. Allow for stair nosing inlay strip with luminance contrast. Grit blast finish, Boral 'Elwood' mix or similar approved.	Varies. Refer Plans	min 125mm depth N25 concrete SL72 central 100mm compacted depth of 20mm N.S. Class 3 FCR Approved subgrade. Class 1 finish	
SR03	FRP Decking stair	Fibreglass reinforced plastic stairways over vegetation.		Fibre Reinforced Plastic decking stair structure	1219 x 1219 x 30mm units	FRP decking mounted and fixed to powdercoated steel substructure. Allow for 150mm kickrail. Allow for stair nosing inlay strip with luminance contrast. Allow for hidden fixing detail.	Refer to manufacturers guide
TG01	Hazard TGIS	Eigen stonotac for hazard TGIS		Versa TAC made from natural Granite. For use in Bluestone Paving	Tiles dimension 300 x 300mm Depth 20-40mm	Refer to City of Melbourne standard detail-401.01	Refer to City of Melbourne standard detail-401.01
		ECOTAC classic stainless steel for hazard TGIS		ECOTAC made from stainless steel. For use on Asphalt/Concrete paving	35 dia x 5mm	Refer to manufacturers guide	Refer to manufacturers guide
TG02	Directional TGIS	Eigen stonotac for directional TGIS		Versa TAC made from natural Granite. For use in Bluestone Paving	Tile dimension 300 x 300mm Depth 20-40mm	Refer to City of Melbourne standard detail-401.01	Refer to City of Melbourne standard detail-401.01
		ECOTAC classic stainless steel for directional TGIS		ECOTAC made from stainless steel. For use on Asphalt/Concrete paving	290 x 95 x 5mm	Refer to manufacturers guide	Refer to manufacturers guide
4000 Site Structures							
SS01	Proposed Bridge by others	Pedestrian creek crossing					
SS02	Site Structure	Shade Structure		Steel construction. Allow for internal downpipes, integrated lighting and GPO's	Varies Min. 9000 x4 000mm		
SS05	Toilet-Self Cleaning	Used in parks, gardens and streetscapes. They should be placed accordance with City of Melbourne toilet strategy.		Toilet walls are fabricated using galvanised steel frame with grade 316 stainless steel sheet lining to exterior and interior faces. Floor is reinforced concrete paving.	The facility is 4100 x 2300 x 2235mm. Refer to City of Melbourne standard detail for more information.	Refer to City of Melbourne standard detail.	Refer to City of Melbourne standard detail-710.09/710.08
5000 Fencing							
HR01	Balustrade	Custom balustrade		Powdercoated Steel Balustrade	Min 1000mm height	Sub-surface mounted to slab or footing where appropriate	Compliant with AS and DDA reporting
HR02	Handrail	Custom handrail		Stainless Steel Handrail	Min 800mm height stanchion. Min 30mm CHS handrail.	Sub-surface mounted to slab or footing where appropriate	Compliant with AS and DDA reporting
6000 Water Elements							
WR01	Steel water element	Water Channel within rain gardens		Mild steel 'U' shape water channel/ trough.	6mm Thick 250x200mm Length varies		
WR01	Weir	Weir within rain gardens		Mild steel weir with outlets to allow water to pass through.	6mm Thick Concrete footing		

7000 Furniture & Fittings							
FR01	Bench	Bench seat located within wide promenades and plazas, not suitable for narrow footpaths		Seat fabricated from grade 316 stainless steel	2045 x 700 x 420mm	Seat is fixed within pavement surface using a gib key and socket detail	Refer to City of Melbourne standard detail-701 series
FR02	Seat	'Park seat used in parks and gardens. They should be located adjacent to and aligned with pedestrian paths in mix of sunny and shaded locations.		Seat fabricated from grade 316 stainless steel	1987 x 505 x 810mm	Seat is fixed within pavement surface using a gib key and socket detail	Refer to City of Melbourne standard detail-701 series
FR03	Custom seating	Custom made seating		Timber and steel. Timber to be treated with natural oils and part of regular maintenance program.	Varies Nom. 2500 x 600 x 800mm	Sub-surface mounted to slab or footing as appropriate	
FR04	Bins	Dog: used in areas with high 'long walking' traffic. It incorporate a stainless steel dispenser for biodegradable dog waste bag. City litter and recycling: located regular intervals in high pedestrian traffic.		Dog: Grade 316 stainless steel serviced with an 80 litre wheeled plastic bin. Lid is made from pressed grade 316 stainless steel with polish bright satin finish. Litter and recycling: Grade 316 stainless steel serviced by and 60 litre wheeled plastic bin.	Dog: 565 x 565 x 1135mm Litter and recycling: 565 x 565 x 1151mm To fit 240L wheeled bin	This stainless steel casing is held by concrete footing connected via gib key socket fixing.	Refer to City of Melbourne standard detail-702 series (702.01, 702.07, 702.02)
FR05	Drinking fountain	Drinking fountain with dog bowl used in parks and gardens.		Fabricated from grade 316 stainless steel polished to a satin finish.	800mm in height	Refer to City of Melbourne standard	Refer to City of Melbourne standard detail-703.02
FR06	Bike hoops	Bike hoop located within footpaths along cycle routes		Fabricated from grade 316 stainless steel polished to a 'No.4' satin finish.	1150mm total height 750mm bike hoop above ground with 300mm in concrete footing	Bike hoops are installed in groups (two or more), spaced 1000mm apart offset a minimum of 800mm from kerb. Bicycle hoops should be fixed securely to footings.	Refer to City of Melbourne standard detail-706.08
FR08	Picnic Table	Picnic table set are used in parks and gardens outside the central city. Ideally placed near BBQ set double		Frames are fabricated from grade 316 stainless steel. Seats are clad in timber battens, table top is grade 316 perforated stainless steel sheet.	Picnic table fit within 3200 x 2600mm area.	Fixing details is with a gib key and socket.	Refer to City of Melbourne standard detail-707.01
FR09	Picnic Table (Custom)	Custom made picnic table		Timber and steel. Timber to be treated with natural oils and part of regular maintenance program.	Varies Min 3000 x 900 x 750mm	Refer to manufacture guide	Refer to manufacture guide
FR10	BBQ Set Double	Double BBQ is used in parks and gardens outside the central city. Ideally placed near picnic table set.		BBQ set is fabricated from galvanised steel. Bench top is grade 316 stainless steel sheet. Concrete slab to be charcoal coloured achievable by adding 15kg/m cubed, black oxide 'paver 318'.	Fit within 3100 x 3903mm concrete slab BBQ double set 1100 x 900 x 511mm	Refer to City of Melbourne	Refer to City of Melbourne standard detail-707.03
FR11	Bollard	Fin bollard - removable to be used to prevent private vehicle access and allow for access by authorised vehicles		Refer to manufacturers guide	Refer to manufacturers guide	Refer to manufacturers guide	Refer to City of Melbourne standard detail-704.04
FR13	Rock Feature	Rock feature within garden beds		Basalt boulders	Min 150mm to 500mm high, various shapes.	Basalt Boulders boulders 300-1000mm dia. Boulders to be submerged 1/3-1/2 under FL of adjacent surface material.	
FR14	Park Swivel Chair	Park Swivel Seat. The swivel seats are to be installed in groups and located carefully to ensure views and pedestrian circulation are unimpeded.		The seats are fabricated from black but timber and grade 316 stainless steel with a satin polish.	710 x 600 x 995mm	For fabrication & installation drawings, refer to City of Melbourne, City Design drawings, Project No: 901611 - Park Swivel Seat	Refer to City of Melbourne standard detail-701.05
FR15	Bike Station	Bike Fixation Deluxe Public Work Stand		Steel and cast aluminium fixed Bicycle repair stand equipped with: Phillips & standard screwdrivers, Steel cone tire levers, Headset/pedal wrench, cone wrenches, Torx T-25 and Hex key set.	216 x 1408 x 530mm	Surface mounted.	Refer to manufacturers guide
FR16	Sawn Basalt Boulder	Rock feature seats within surround pavement & softscape.		Sawn Basalt Boulder	Min 350mm to 500mm high, various shapes.	Basalt Boulders boulders 300-1000mm dia. Boulders to be submerged 1/3-1/2 under FL of adjacent surface material.	



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Client
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Project Team
Zinc Cost Management

Project Name
Macaulay Active Transport Corridor

Project No.
1185MEL

Address
Macaulay, Melbourne VIC

Key Plan

Issue Log

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Phase

Concept
Sheet Title
Material Schedule
Sheet No.
LD-SK-03

Rev
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PL01	Stalls (Proposed)	Proposed stalls (not)		Concrete stalls (not with multiple bollards and bollard posts) - Allow for public availability if possible	Varies, Refer Plans		
PL02	Outdoor fitness equipment	Assortment of fitness equipment		Various pieces of static and dynamic proprietary outdoor fitness equipment	Refer to manufacturers guide	Refer to manufacturers guide	Refer to manufacturers guide
PL03	Water play item	Assortment of pumping station, fountains, ponds and pools		Concrete and steel water channels, hand pumps connected to potable water system.	Varies, Refer Plans	-	-
PL04	Nature play	Assortments of rocks, logs and surface treatment.			Varies, Refer Plans	-	-
PL05	Play	Children's play equipment		Various proprietary and custom children's play equipment, including swings, climbing towers, disc spinners, slides, mounds, rope and agility equipment.	Varies, Refer Plans	-	-
PL06	Multi Sport Play Area	Sports surface with multiple opportunities to play different sports		Various proprietary and custom sports equipment such as nets, hoops, tables, walls and targets for solo and group activity	-	-	-
LT01	Light	Solar Light fitting and pole to pedestrian paths and nodes		Leadsun AE2 Solar light fitting, EZVirt pole	Pole: 8000mm h 200mm dia	Refer to manufacturers guide	Refer to manufacturers guide
8000 Planting							
TR01	Tree	Tree Planting		Multistorey tree planting, 75% 45L pot size 25% 155L pot size	Refer Plans	75mm mulch Min 400mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) 300mm cultivated subgrade Allow for 3 x hardwood stakes	-
VE01	Wicking Lawn	Wicking Lawn for all lawn areas		Lawn laid above wicking zone	Refer Plans	150mm soil media 150mm subsoil cultivation 300mm aquifer storage zone of washed river sand	\$200/m² for the turf open space with wicking zone (cost includes bulk earthworks, impervious liner, flow distribution and drainage system, sand wicking layer, topsoil, and turf)
VE02	Planting Layout	Native understory planting		140mm pots Plants @ 10 per m2	Refer Plans	75mm organic mulch Min 400mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) 300mm cultivated subgrade	-
VE03	Wetland	Wetland planting detail		140mm pots Plants @ 10 per m2	Refer Plans	Min 400mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) 300mm cultivated subgrade	-
VE04	Swale/Raingarden	Swale/Raingarden		140mm pots Plants @ 10 per m2	Refer Plans	75mm aggregate mulch Min 600mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) City of Melbourne Tree Planter Soil Specification 300mm cultivated subgrade	Refer to City of Melbourne blue green infrastructure design typologies for streetscapes - Typology 4 - Large Outstand Raingarden
VE05	Slope Embankment	Slope Embankment		Jute matting pinned 140mm pots Plants @ 10 per m2	Refer Plans	Jute matting 75mm mulch Min 400mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) 300mm cultivated subgrade	-
VE06	Creek corridor	Upgraded planting in creek corridor to enhance biodiversity and habitat		140mm pots Plants @ 10 per m2	Refer Plans	Min 400mm soil profile Organic soil conditioner applied to cultivated sub grade (as per soil test requirements) 300mm cultivated subgrade	-



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Phase

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Sheet Title
Material Schedule
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Phase
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 Macaulay Public Open Spaces
 Sheet No.
 LD-SK-11

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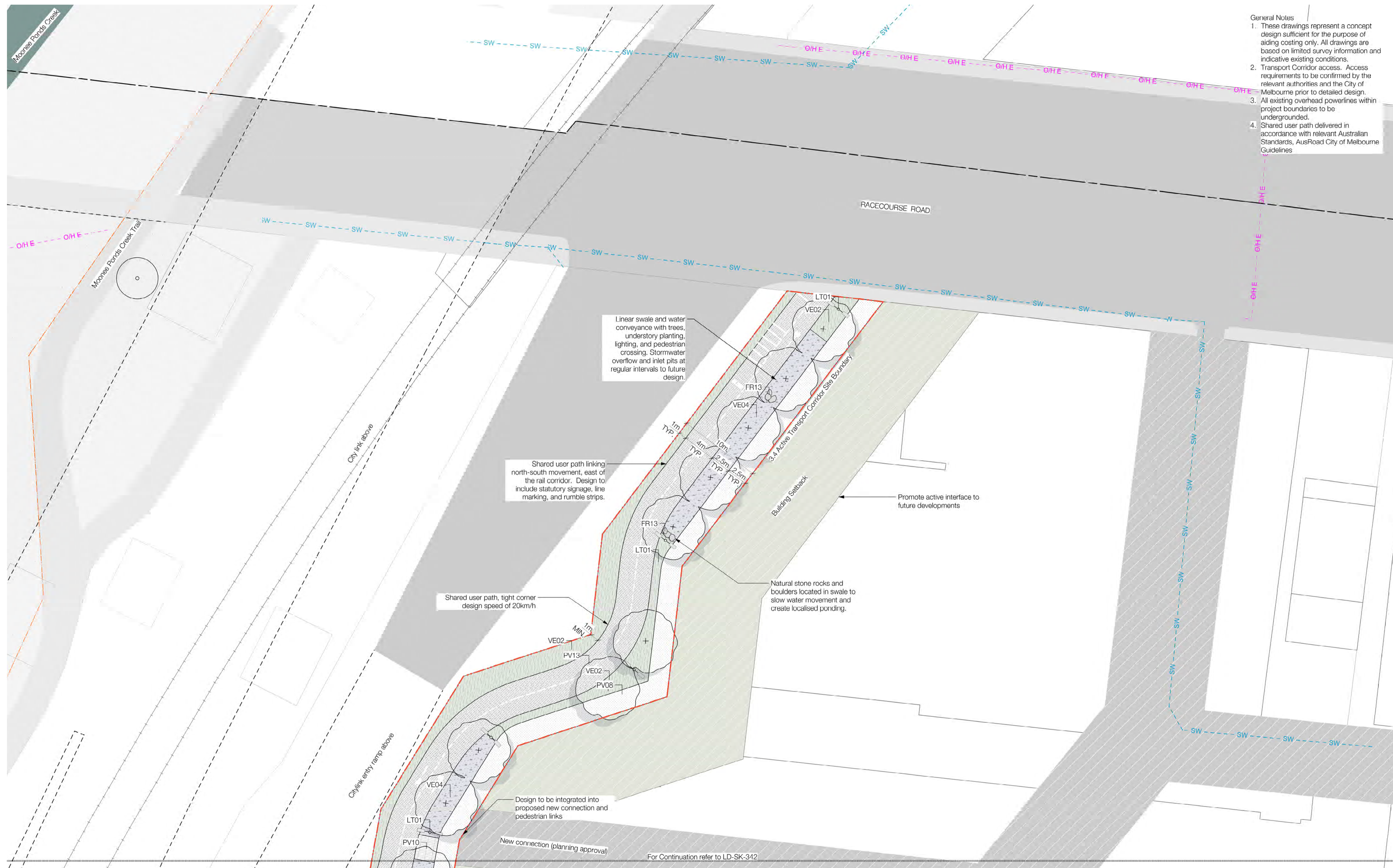


Phase
Concept

 Sheet Title
Key Plan

 Sheet No.
LD-SK-12

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- General Notes
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 2. Transport Corridor access. Access requirements to be confirmed by the relevant authorities and the City of Melbourne prior to detailed design.
 3. All existing overhead powerlines within project boundaries to be undergrounded.
 4. Shared user path delivered in accordance with relevant Australian Standards, AusRoad City of Melbourne Guidelines



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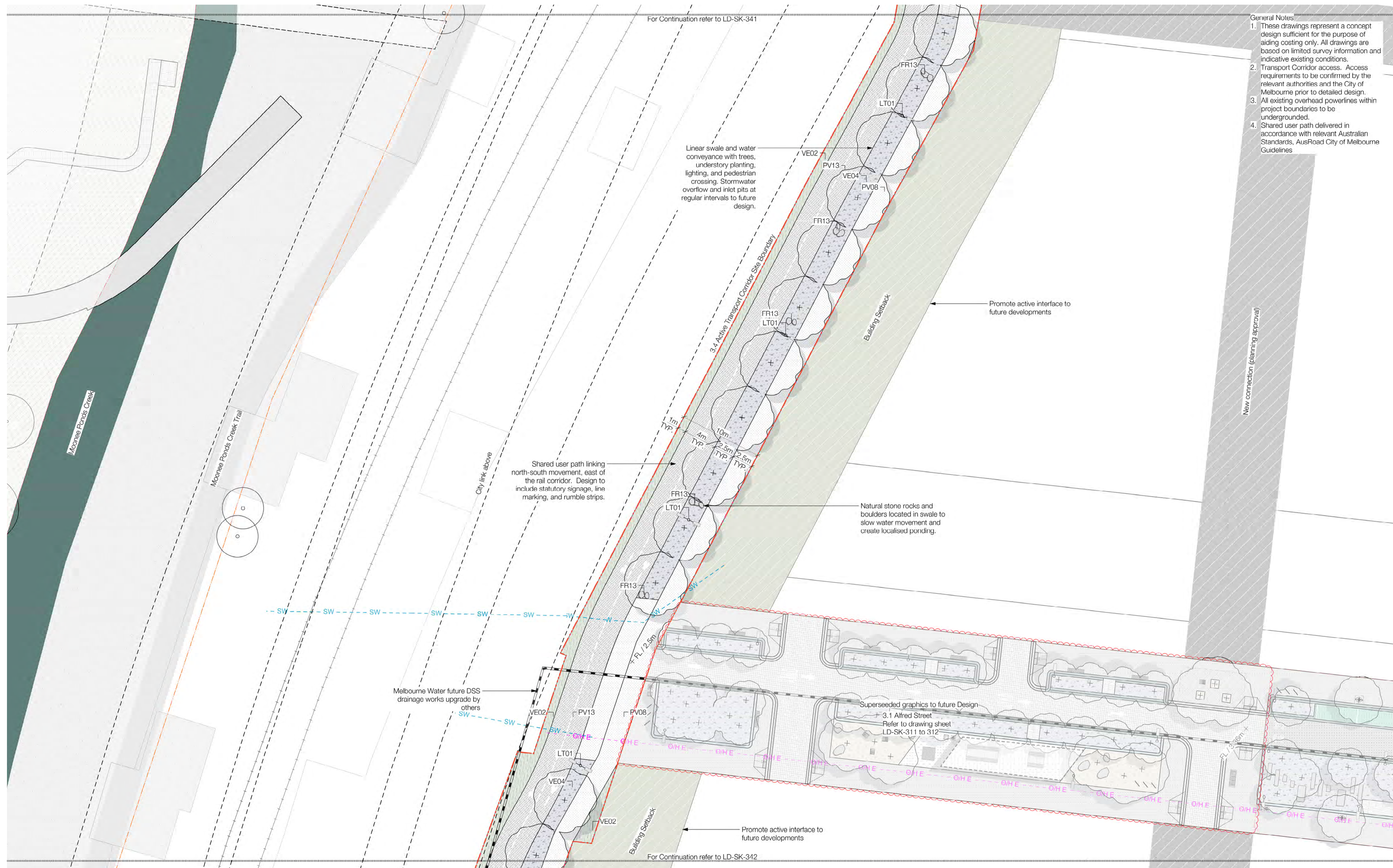
Phase

Concept

Sheet Title
3.4 Active Transport Corridor

Sheet No.
 LD-SK-341

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- General Notes:
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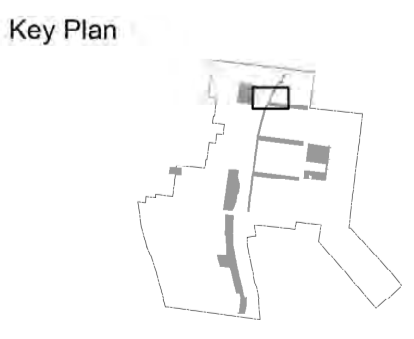
Client
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Project Team
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Macaulay Active Transport Corridor

Project No.
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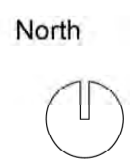
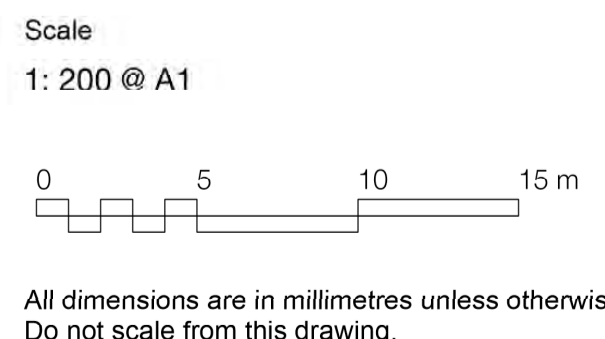
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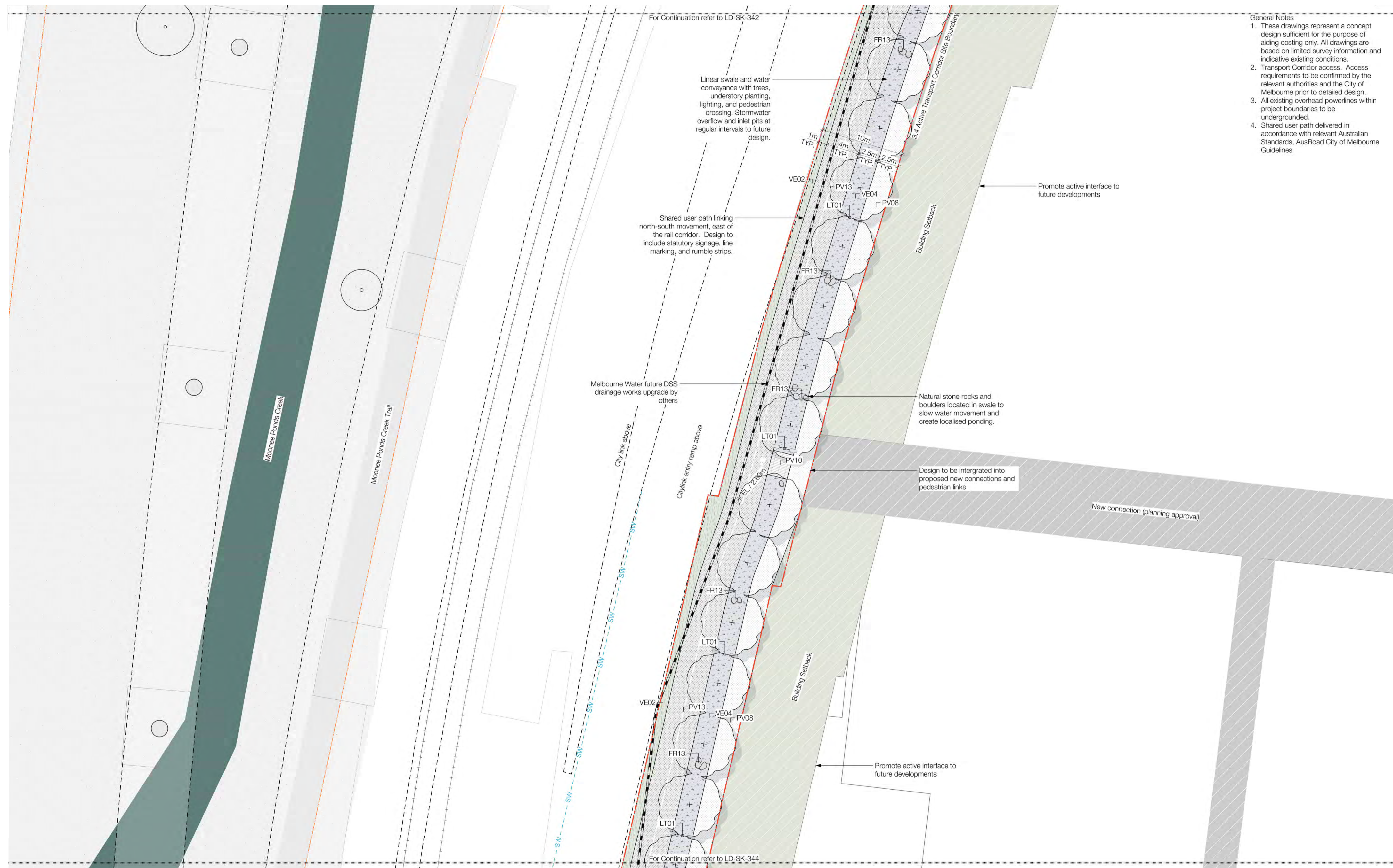


Phase
Concept

Sheet Title
3.4 Active Transport Corridor

Sheet No.
LD-SK-342

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- General Notes
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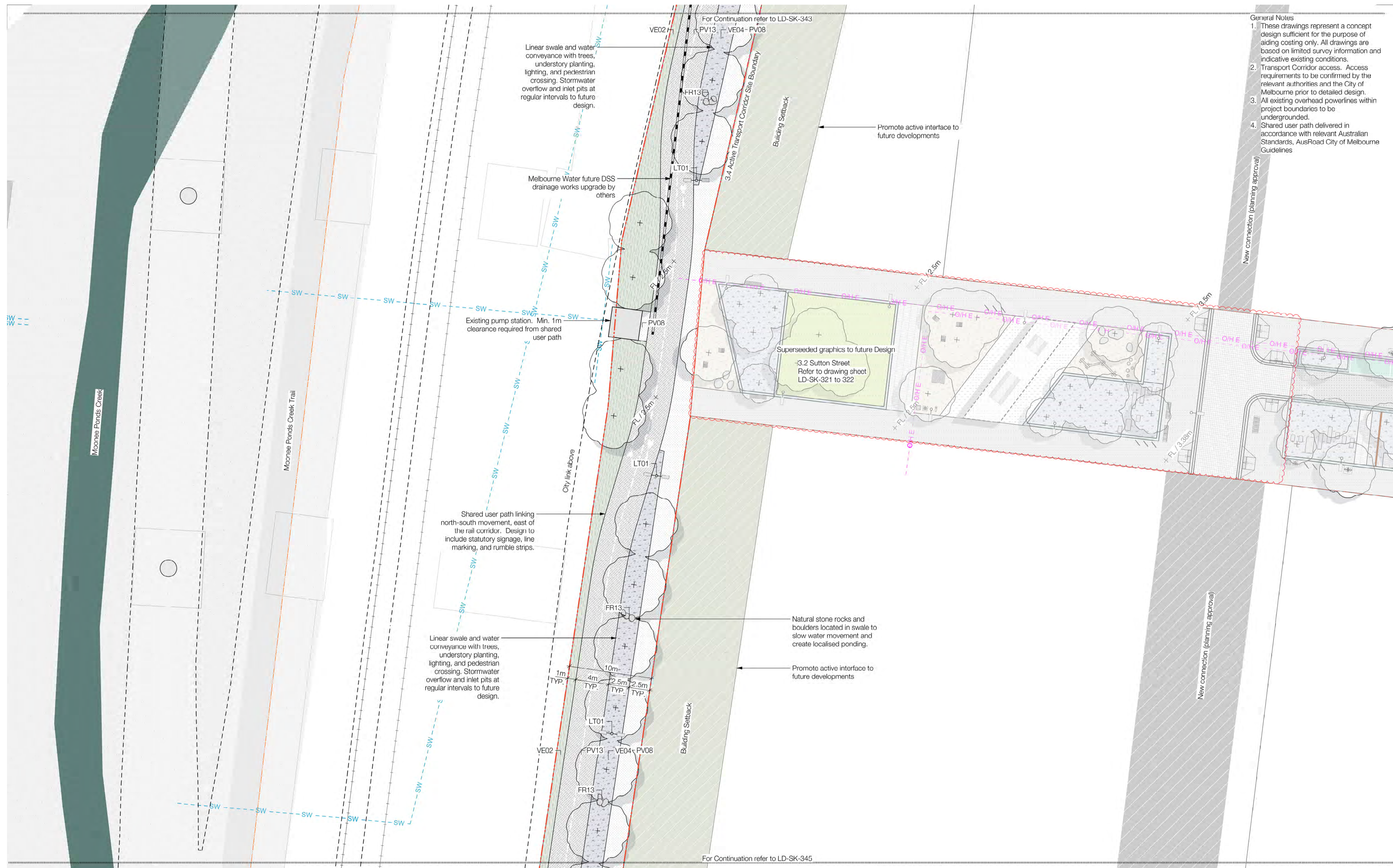


Phase
Concept

Sheet Title
3.4 Active Transport Corridor

Sheet No.
LD-SK-343

Rev
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- General Notes
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Scale
 1: 200 @ A1



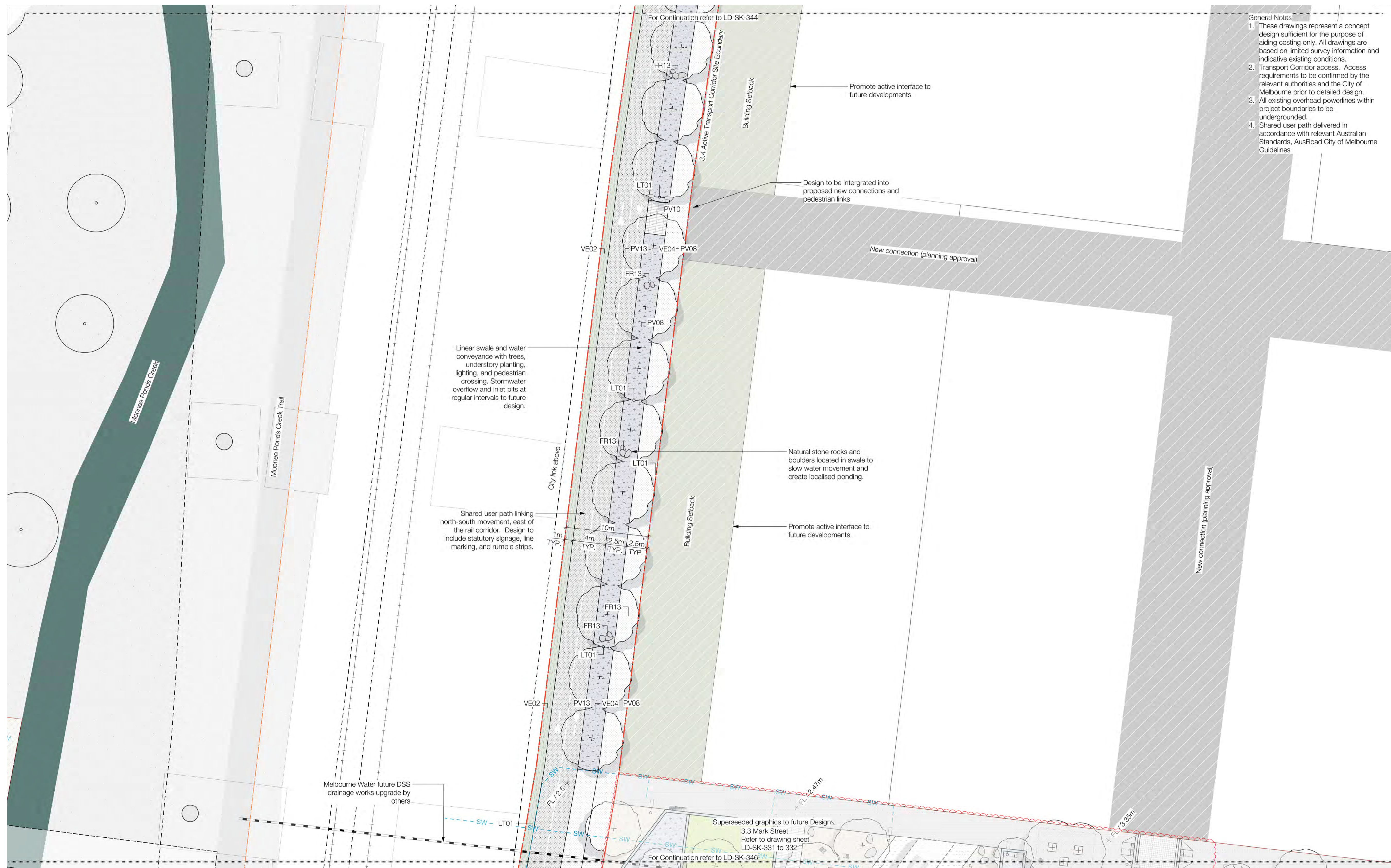
All dimensions are in millimetres unless otherwise noted.
 Do not scale from this drawing.

North



Phase
Concept
 Sheet Title
3.4 Active Transport Corridor
 Sheet No.
 LD-SK-344

Rev
A



- General Notes:
1. These drawings represent a concept design sufficient for the purpose of aiding costing only. All drawings are based on limited survey information and indicative existing conditions.
 2. Transport Corridor access. Access requirements to be confirmed by the relevant authorities and the City of Melbourne prior to detailed design.
 3. All existing overhead powerlines within project boundaries to be undergrounded.
 4. Shared user path delivered in accordance with relevant Australian Standards, AusRoad City of Melbourne Guidelines



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 UK 10199853
 PRC ID NO. 06000002201607080008
 Sydney Melbourne Shenzhen Bristol
 www.mcgregorcoxall.com

Client
 City of Melbourne
 Project Team
 Zinc Cost Management

Project Name
Macaulay Active Transport Corridor
 Project No.
 1185MEL
 Address
 Macaulay, Melbourne VIC

Key Plan



Issue Log

A CONCEPT DESIGN FOR COSTING RL/CB 27/10/2025

Rev	Revision Description	By / Checked	Date

Scale
 1: 200 @ A1



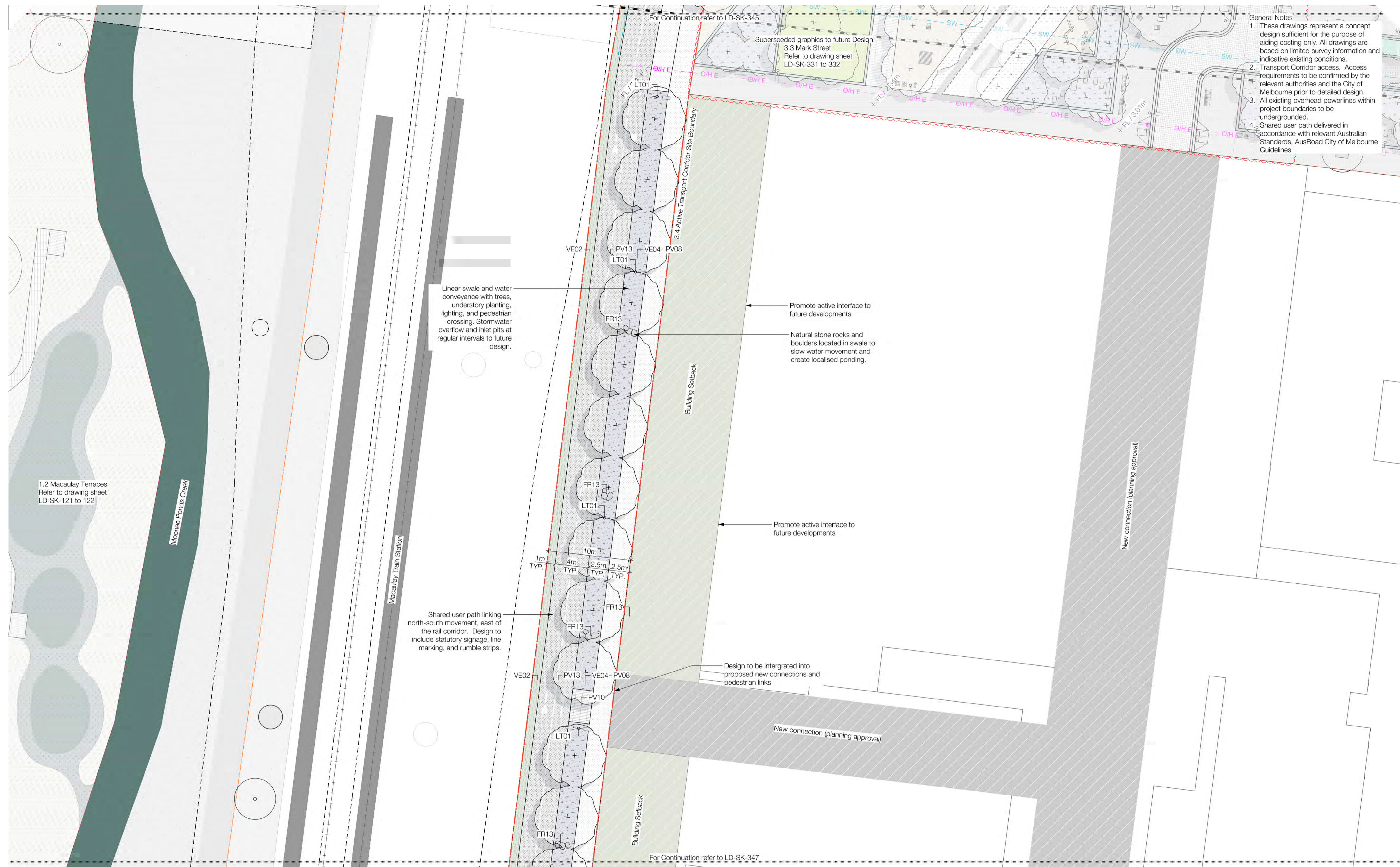
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North



Phase
Concept
 Sheet Title
3.4 Active Transport Corridor
 Sheet No.
 LD-SK-345

Rev
A



General Notes

1. These drawings represent a concept design sufficient for the purpose of aiding costing only. All drawings are based on limited survey information and indicative existing conditions.
2. Transport Corridor access. Access requirements to be confirmed by the relevant authorities and the City of Melbourne prior to detailed design.
3. All existing overhead powerlines within project boundaries to be undergrounded.
4. Shared user path delivered in accordance with relevant Australian Standards, AusRoad City of Melbourne Guidelines



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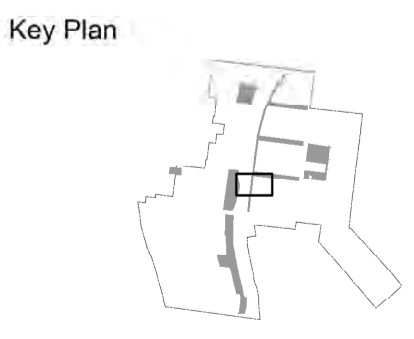
Client
 City of Melbourne

Project Team
 Zinc Cost Management

Project Name
 Macaulay Active Transport Corridor

Project No.
 1185MEL

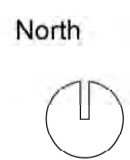
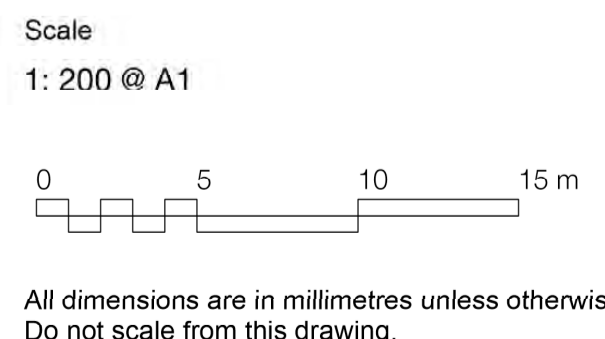
Address
 Macaulay, Melbourne VIC



Issue Log

A	CONCEPT DESIGN FOR COSTING	RL/CB	27/10/2025
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Rev	Revision Description	By / Checked	Date
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Phase
 Concept

Sheet Title
 3.4 Active Transport Corridor

Sheet No.
 LD-SK-346

Rev
A



- General Notes
1. These drawings represent a concept design sufficient for the purpose of aiding costing only. All drawings are based on limited survey information and indicative existing conditions.
 2. Transport Corridor access. Access requirements to be confirmed by the relevant authorities and the City of Melbourne prior to detailed design.
 3. All existing overhead powerlines within project boundaries to be undergrounded.
 4. Shared user path delivered in accordance with relevant Australian Standards, AusRoad City of Melbourne Guidelines

1.2 Macaulay Terraces
Refer to drawing sheet LD-SK-121 to 122

Linear swale and water conveyance with trees, understory planting, lighting, and pedestrian crossing. Stormwater overflow and inlet pits at regular intervals to future design.

Shared user path linking north-south movement, east of the rail corridor. Design to include statutory signage, line marking, and rumble strips.

Promote active interface to future developments

Natural stone rocks and boulders located in swale to slow water movement and create localised ponding.

10m
4m TYP.
2.5m TYP.

Melbourne Water future DSS drainage works upgrade by others

New connection (planning approval)

MCGREGOR COXALL

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Sydney Melbourne Shenzhen Bristol
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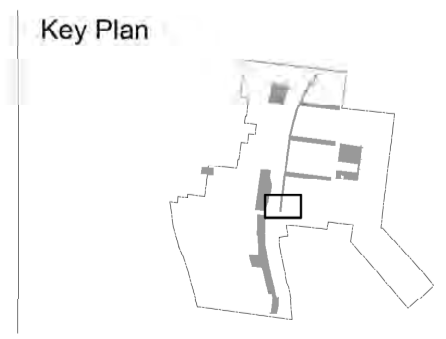
Client
City of Melbourne

Project Team
Zinc Cost Management

Project Name
Macaulay Active Transport Corridor

Project No.
1185MEL

Address
Macaulay, Melbourne VIC



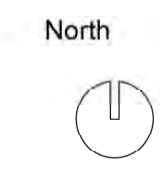
Issue Log

A	CONCEPT DESIGN FOR COSTING	RL/CB	27/10/2025
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Rev	Revision Description	By / Checked	Date
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Scale
1: 200 @ A1

All dimensions are in millimetres unless otherwise noted.
Do not scale from this drawing.

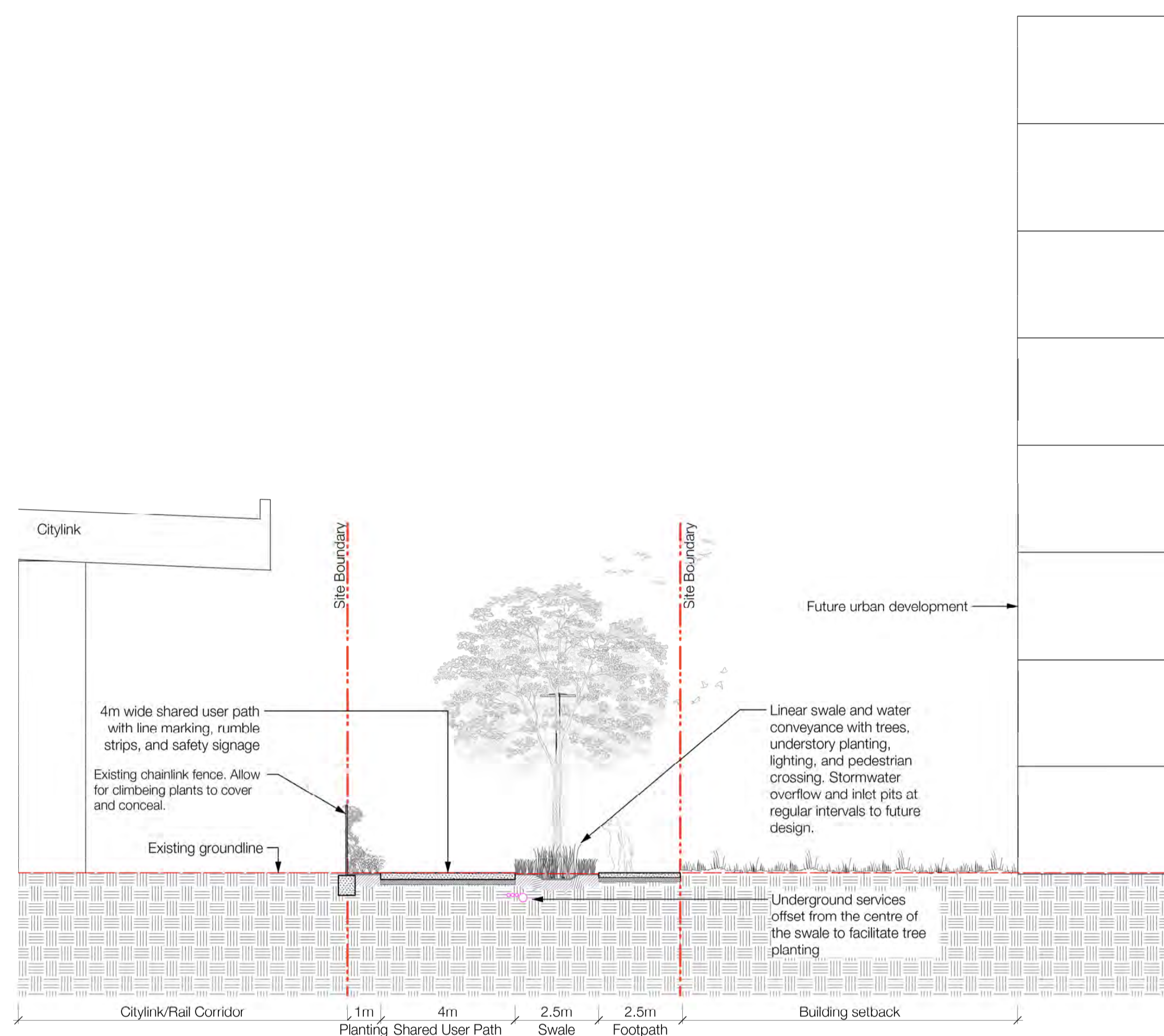


Phase
Concept

Sheet Title
3.4 Active Transport Corridor

Sheet No.
LD-SK-347

Rev
A



J SECTION J - 3.4 - BOUNDARY ACTIVE TRANSPORT CORRIDOR
Typical Section - Scale 1:100

- General Notes
1. These drawings represent a concept design sufficient for the purpose of aiding costing only. All drawings are based on limited survey information and indicative existing conditions.
 2. Melbourne Water creek access. Access requirements to be confirmed by Melbourne Water and City of Melbourne prior to detailed design.
 3. Final levee heights to be confirmed by Melbourne Water prior to detailed design.
 4. All existing overhead powerlines within project boundaries to be undergrounded.
 5. Required flood storage arrangements to be confirmed by Melbourne Water and City of Melbourne prior to detailed design.



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Client
City of Melbourne

Project Team
Zinc Cost Management

Project Name
Macaulay Active Transport Corridor

Project No.
1185MEL

Address
Macaulay, Melbourne VIC

Key Plan



Issue Log

A	CONCEPT DESIGN FOR COSTING	RL/CB	27/10/2025
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Rev	Revision Description	By / Checked	Date
-----	----------------------	--------------	------

Scale

All dimensions are in millimetres unless otherwise noted.
Do not scale from this drawing.

North

Phase
Concept

Sheet Title
Boundary Precinct Sections

Sheet No.
LD-SK-431

Rev
A

Submission: 1

From: [REDACTED]

With all the development going on this is going to have an effect on all existing resident and parking restrictions for the whole of Kensington, not just the areas covered by the planning scheme need to be introduced. There is already a big problem with parking due to commuters, more workers and residents will only cause more congestion and problems so I ask that parking be considered now, as part of the planning.

[REDACTED]

[REDACTED]

[REDACTED]

Submission: 2

From: [REDACTED]

Hi there.

I am all for more density, mixed use developments, building setbacks and activating the street interfaces. The area surrounding city link on both sides of the river are prime development zones and will be amazing in the years to come.

My issue isn't with any of the amendments, although it stems out of a result which the reduction of the parking amendment will have.

I agree with the parking amendment, there is a lot of public transport and you don't really need a car.

That being said, as a resident very close to the amendment zone, I have already felt the impact of the current developments and how the influx of occupants whom may not have an on-site carpark are beginning to fill up the streets.

I would ask that as part of the amendment, the parking regulations are changed within the streets that boarder Eastwood St, Macaulay Rd, Stubbs St & Racecourse Rd so that they all become permit only or 2hr limits with permit allowance. So to allow the residences in cottages or small terraces [REDACTED] who have no off street parking to continue being able to park outside or at least in the same street as their respective homes.

Kind Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Submission: 3

From: [REDACTED]

I oppose the proposition based upon the current overdevelopment that is currently being conducted along Stubbs and Macauley Roads.

The huge developments do overshadow the rest of the existing dwellings, creating huge shadows and a lack of light to these properties.

Secondly. As much as you wish to idealistically aim that no one drives a car. Come down in the morning, and compare those who drive to their workplaces, vs those who walk to the train or bus. Then add in those who drive from other suburbs to catch the train at Macauley and Kensington stations. Australia has a driving culture. Put your bike lanes in, absolutely. But it's not going to make the average Joe want to cycle in a Melbourne Winter. Every new development should have minimum one car park per dwelling. The developers make a lot of money and they don't have one park per apartment. Will you be putting the on street parking back after they finish the developments along Macauley and Stubbs? I'm guessing not.

Furthmore... residents mental health and physical health is directly correlated to green space. Given the horrendous lockdowns, and the limited time we were allowed outside, I think it's a disgrace that the current developments have zero green space, are concrete to the footpath and definitely do not blend in to the neighbourhood. They are not aesthetically pleasing, won't age well and have already negatively impacted on the surrounding properties (sunlight, outlook, warmth as now the entire area is shrouded in shadows).

I would like to see, controlled planning, with less high rise type buildings. Considerate planning to green space, given that the more concrete we add, the warmer the temperature. We aren't near the bay... so green spaces and trees have to be increased.

I am extremely disappointed with the current thoughtless planning, with no consideration to the existing residents and the environment.

[REDACTED]

[REDACTED]

[REDACTED]

Submission: 4

From: [REDACTED]

The built form being presently constructed in the Stubb Precinct Kensington does not reflect exemplary urban design practice and built form outcomes as required under Amendment C417.

The buildings are incredibly bulky and have formed canyons along both Macaulay Road and Stubb Street. The designs and materials used are very poor quality and are a very disappointing outcome for the Macaulay Urban Renewal Area.

[REDACTED]

[REDACTED]

[REDACTED]

Submission: 5

From: [REDACTED]

Fully Support Mixed Use Zone. More greenery and bike accessibility to the area

[REDACTED]

[REDACTED]

[REDACTED]

Submission: 6

From: [REDACTED]

I am supportive of the amendment in general. More medium density housing in well located areas where people want to live, close to work and opportunities

[REDACTED]

[REDACTED]

[REDACTED]

Submission: [7](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Tuesday, 13 August 2024 2:17 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

[REDACTED]

Formal comment on Amendment C417

I am concerned about the building of mid and high rise buildings in streets adjacent to heritage areas.

[REDACTED] I believe the proposed alterations in Amendment C417 will allow for buildings to be built that will overshadow and reduce the amenity and heritage value of the surrounding neighbourhood. Melrose St is currently all low rise buildings, and the public housing blocks on Alfred st are so far set back with ample green space and established trees that they do not impact the houses. I would be really concerned about any proposed building works that are built any closer to the footpath.

I am also concerned about the lost of substantial vegetation and established trees at these sites.

Another issue with the proposed amendment is the potential health and environmental impacts that these changes could produce. What compensation will there be provided for local residents who will have to endure many years of such large scale development including noise and dust pollution??

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?
[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?
[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Age Group
[REDACTED]

Do you identify with any of the following?
[REDACTED]

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Submission: 8

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Sunday, 18 August 2024 7:40 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Formal comment on Amendment C417

The plan does not facilitate car traffic well. Macaulay road already has adequate bike lanes. What it lacks is adequate car traffic flow. I am mostly a pedestrian and bike user, but I recognise that there are days I have to drive to the city: this plan does not facilitate that. If anything, it makes life worse for existing residents. Moreover, current construction and design seems to further increase pressure on the roads, inducing more frustration, less awareness and adding to the likelihood of more congestion. By the way, I'm insulted by the questions below... all that should matter is that I'm a resident, not what gender, age or other attribute. It makes me wonder why such data is being collected: what possible relevance does it have here?

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a

business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Do you identify with any of the following?
[REDACTED]

To view all of this form's submissions, visit

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Submission: [9](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Wednesday, 21 August 2024 6:04 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

Whole area

Formal comment on Amendment C417

We are allowing wind tunnels with zero street engagement to be built.

These designs lack any capacity for a vibrant community to be developed.

There is no space for cafes, shops, restaurants - amenities that will bring life and enterprise into the area.

These should be at street level - there should be set back to allow for greening of the street, for cafe seating.

If you experience highly liveable medium density cities like Paris these areas are essential.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [10](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Thursday, 22 August 2024 10:58 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

More Protected Bike Lanes. Celebrating Water Sensitive Urban Design.

Formal comment on Amendment C417

Requiring car parking to be on a title sounds like a great idea which I know is the standard in many places. Yet Will the standard car parking provisions apply? Unless you can significantly reduce the number of car parks you are setting up this precinct to be as car centric as the rest of Melbourne.

plus Seriously on a 12m wide street you cant find any place for a PROTECTED BIKE LANE, A shared lane with cars is not good enough!! You know this. People are put at serious danger when cars and bikes mix and you are writing the failure on the wall of this place as a thriving centre. You are destining it to car dependency.

ABOLISH CAR PARKS

PROTECTED BIKE LANES EVERYWHERE

NATIVE PLANTS EVERYWHERE

make macauly a car free zone and life will be good there.

I understand that the content of my submission, minus my personal information or

property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?
[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?
[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Age Group
[REDACTED]

Do you identify with any of the following?
[REDACTED]

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Submission: [11](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Saturday, 24 August 2024 4:25 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

██████

Last Name

██████

Postal Address

██████████

Postcode

██████

Contact email

██████████████████

My submission is being made on behalf of:

Individual

Subject property

General feedback to the government

Formal comment on Amendment C417

The traffic is already absolute hell in this area. The construction a danger to cyclists especially on Macauley rd. I am surprised I have not been hit by a truck, the whole area has been taken over by building companies....Please include safe bike lanes in your re development of the area. Also I would restrict parking in new appartments. The area will come into gridlock. There is only a few single lanes in the west. How do you anticipate people in these suburbs will be able to drive???

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

██████████████████

Which of the following best describes your connection to this City of Melbourne project?

██████████

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [12](#)

From: [REDACTED]

From: [Participate Melbourne](#)
 To: [Planning Policy](#)
 Subject: Make a submission on Amendment C417 Form Submission
 Date: Thursday, 29 August 2024 8:57 AM



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
 Individual

Formal comment on Amendment C417

I strongly support amendment C417. The vision of new streets/laneways and building controls (especially the density control which will prevent developers from maximising footprint and height at the same time) will create a more walkable neighbourhood. While the creek is covered separately in another process, the success of the vision of this amendment will depend on the new green spaces and connection across the creek to make it a more unified place to live, instead of the natural segmentation and solitary bridge to cross near Macaulay station.

I understand the council advocated for mandatory rates of affordable housing and this was rejected by the state government - I would urge the council to investigate any opportunity to increase affordable housing through incentives for developers. Once the developments in this precinct are approved, there is no going back.

There is some state government land owned in this space that could be an opportunity for affordable housing (greater %), and other community activities. It was mentioned that a new school is being considered. We are also lacking other kinds of community developments such as theatres, spaces for artists - places where community can come together.

Thanks for your consideration.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [13](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 30 August 2024 11:44 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Subject property

New Macaulay local policy
Schedule 8
Schedule 16
Schedule 78
Schedule 2

Formal comment on Amendment C417

I oppose the above schedules as well as other proposed changes which allow more high rise apartments in this area of Kensington.

Reasons for opposing the above schedules ::

If apartments are built which are 4 stories, this will overshadow [REDACTED] apartments, parking will be more difficult due to increased residents. Rubbish collection will be increased and thus noisy collections at early times of the day.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

To view all of this form's submissions, visit

https://participate.melbourne.vic.gov.au/index.php/dashboard/reports/forms_new/data/1199

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Submission: [14](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 30 August 2024 11:59 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

[REDACTED]

Formal comment on Amendment C417

As an owner occupier

[REDACTED] I am incredibly dissatisfied by the proposed zoning changes recently announced. A 4 story building would result in limitations in direct light into our building. Further, there are already 5000 new residents moving in, in coming years. I think this is fantastic, but let's not get too greedy and have even more apartments and/or high rise buildings. Thank you.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [15](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 30 August 2024 12:00 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Formal comment on Amendment C417

I support and endorse the Amendment. With the housing crisis the way it is in this country, not just availability of housing, but quality of housing, I fully support this endorsement to provide much needed access to housing which is hopefully liveable (e.g. medium density apartments and not cookie cutter high rise shoebox glass towers). This supports growing communities sustainably and hopefully more community building and retail in Kensington too - it pales a little bit compared to its neighbour Flemington.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

██████

How do you describe your gender?

████

Age Group

████

Do you identify with any of the following?

██████████

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Submission: [16](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 30 August 2024 12:07 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

[REDACTED]

Formal comment on Amendment C417

The re-zoning of this area will lead to the following;

Increased residency, fewer car parks, no upgrade to rail infrastructure.

This will cause problems with transit to and from work. The answer is not bike lanes.

There has been significant dwelling increase already with horrible looking structures.

We don't need more apartments in this area.

This will displace 3-4 local businesses who are a corner stone to the community.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [17](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 30 August 2024 5:13 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

[REDACTED]

Formal comment on Amendment C417

There are enough high rise buildings on Macaulay road at the moment. Please stop. Plus 4 stories will further destroy the view. Stubby St is already depressing. Parking is already impossible. I object.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[Redacted]

Have you participated in a consultation with City of Melbourne before?

[Redacted]

How do you describe your gender?

[Redacted]

Age Group

[Redacted]

Do you identify with any of the following?

[Redacted]

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Submission: [18](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Saturday, 31 August 2024 9:16 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Subject property

[REDACTED]

Formal comment on Amendment C417

[REDACTED]

Whilst we welcome the proposed development, the railway level crossings on Macaulay road both the Kensington and South Kensington station require addressing prior to the commencement of any further development in the Macaulay renewal area. Not addressing these level crossings and not making it conditional as part of this rezoning would be negligent by council and detrimental to the existing Kensington residents.

The existing residential traffic, the construction traffic along with the new additional medium density residential towers traffic nearing completion make Kensington grid locked for up to 4 hours a day during peak times. This will only get worse if not addressed now.

At times Kensington station will have 4 trains pass during a 5-minute period where the boom gates do not raise. This is only going to increase with optimisation of the city loop with the new cross city

train tunnel and the planned increase capacity of the Craigieburn line with even more trains. Currently road traffic becomes gridlocked and does not clear during peak times. It can take up 15 minutes to leave and enter the Macaulay village area purely due to this single level crossing. It is not uncommon to wait 10 minutes or more in the direct vicinity. Any further construction or medium density housing will make these areas completely unsustainable.

There appears to be growing acceptance amongst even the more senior Kensington residents that change to the area is enviable. With this change, there needs to be change to the level crossings, particularly the Kensington station/strip shops. Something must be done; the station cannot remain in the 19th century whilst the remaining area developed beyond the 21st. With the level of development being proposed, if the existing level crossing was to remain it would destroy Kensington as the area will be so gridlocked, it will be unsustainable and unliveable. Its simple, if the rail crossing can't be addressed the proposed increase of density cannot happen.

There are some excellent raised rail stations in Melbourne these days and they have shown that with some careful and considerate designs with the use of green spaces the character and charm of Kensington could be retained yet bringing it into the 21st century. The existing station buildings could be retained and repurposed into something suitable (community space) if so desired, whilst new above ground rail line constructed above it.

A new raised station could be built either south of Macaulay rd or north of the existing Kensington station. For example, building a station at or around the Young husband site would enable the Kensington village to expand into the heritage rail station building area into something quite impressive. Increasing the short distance between Kensington station and Newmarket station would also be a benefit as these stations are currently too close together.

In the meantime, efficiencies in the rail crossing need to be looked at immediately at little to no costs. The council needs to be involved in driving these improvements as the inefficiency of the level crossing is having a detrimental impact on the residents of Kensington. Metro trains and VLine are not interested in the impact of Kensington residents hence they have never been addressed, the following could be reviewed

1. Whenever a V line train is crossing at a similar time to metro trains, there can be 3-4 minute delay period where the boom gates could be raised to release the grid locked traffic. V Line trains are often out of sync and a common problem.
2. The boom gate closes before a train heading southbound to the city. Once the train stops and unloads/loads passengers it then crosses the level crossing some 2 minutes after the boom gate is lowered. Surely in this day and age, additional safety measures can be introduced to resolve this issue.
3. The boom gate could be raised between trains at times. Sometimes there can be a 3-4 minute wait even for metro trains between crossing trains.

Upload a written comment / attachments

- [Feedback_to_Macaulay_Amendment_C417_-_██████████.pdf](#)

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?
██████████

Which of the following best describes your connection to this City of Melbourne project?
██████████

Based on your connection to this project, where do you live/work/own a business/study/visit?
██████████

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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From: [REDACTED]
To: [Planning Policy](#)
Subject: Macaulay Amendment feedback C417 & Kensington level crossing issues.
Date: Saturday, 31 August 2024 9:14 AM
Attachments: [Feedback to Macaulay Amendment C417 - \[REDACTED\].pdf](#)

Please find attached letter as feedback to C417 Macaulay planning amendment for Kensington.

Could you please pass this onto the relevant department to seek to resolve some immediate improvements to the efficiency of the level crossing at Kensington station.

Kind regards,

[REDACTED]

Feedback to Macaulay Amendment C417: *Proposed Macaulay area as a mixed-use, mid-rise precinct within North Melbourne and Kensington*

The following is feedback and required action regarding the City of Melbourne’s proposed rezoning.

[REDACTED]

Whilst we welcome the proposed development, the railway level crossings on Macaulay road both the Kensington and South Kensington station require addressing prior to the commencement of any further development in the Macaulay renewal area. Not addressing these level crossings and not making it conditional as part of this rezoning would be negligent by council and detrimental to the existing Kensington residents.

The existing residential traffic, the construction traffic along with the new additional medium density residential towers traffic nearing completion make Kensington grid locked for up to 4 hours a day during peak times. This will only get worse if not addressed now.

At times Kensington station will have 4 trains pass during a 5-minute period where the boom gates do not raise. This is only going to increase with optimisation of the city loop with the new cross city train tunnel and the planned increase capacity of the Craigieburn line with even more trains.

Currently road traffic becomes gridlocked and does not clear during peak times. It can take up 15 minutes to leave and enter the Macaulay village area purely due to this single level crossing. It is not uncommon to wait 10 minutes or more in the direct vicinity. Any further construction or medium density housing will make these areas completely unsustainable.

There appears to be growing acceptance amongst even the more senior Kensington residents that change to the area is enviable. With this change, there needs to be change to the level crossings, particularly the Kensington station/strip shops. Something must be done; the station cannot remain in the 19th century whilst the remaining area developed beyond the 21st. With the level of development being proposed, if the existing level crossing was to remain it would destroy Kensington as the area will be so gridlocked, it will be unsustainable and unliveable. Its simple, if the rail crossing can’t be addressed the proposed increase of density cannot happen.

There are some excellent raised rail stations in Melbourne these days and they have shown that with some careful and considerate designs with the use of green spaces the character and charm of Kensington could be retained yet bringing it into the 21st century. The existing station buildings could be retained and repurposed into something suitable (community space) if so desired, whilst new above ground rail line constructed above it.

A new raised station could be built either south of Macaulay rd or north of the existing Kensington station. For example, building a station at or around the Young husband site would enable the Kensington village to expand into the heritage rail station building area into something quite impressive. Increasing the short distance between Kensington station and Newmarket station would also be a benefit as these stations are currently too close together.

In the meantime, efficiencies in the rail crossing need to be looked at immediately at little to no costs. The council needs to be involved in driving these improvements as the inefficiency of the level crossing is having a detrimental impact on the residents of Kensington. Metro trains and VLine are not interested in the impact of Kensington residents hence they have never been addressed, the following could be reviewed

1. Whenever a V line train is crossing at a similar time to metro trains, there can be 3-4 minute delay period where the boom gates could be raised to release the grid locked traffic. V Line trains are often out of sync and a common problem.
2. The boom gate closes before a train heading southbound to the city. Once the train stops and unloads/loads passengers it then crosses the level crossing some 2 minutes after the boom gate is lowered. Surely in this day and age, additional safety measures can be introduced to resolve this issue.
3. The boom gate could be raised between trains at times. Sometimes there can be a 3-4 minute wait even for metro trains between crossing trains.



Submission: [19](#)

From: [REDACTED]

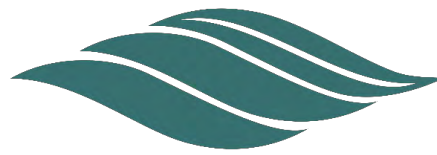
From: [Friends of Moonee Ponds Creek](#)
To: [Planning Policy](#)
Subject: FoMPC Submission - Amendment C417
Date: Saturday, 31 August 2024 9:36 PM
Attachments: [FoMPC Submission AmC417.pdf](#)

Please find attached the submission from the Friends of Moonee Ponds Creek to Amendment C417 to the Melbourne Planning Scheme.

We would be grateful for acknowledgement of receipt of our submission.

Sincerely

A black rectangular redaction box covering the signature of the sender.



Friends of Moonee Ponds Creek Inc

PO Box 1092, MOONEE PONDS, Victoria, 3039

www.mooneepondscreek.org.au

friends@mooneepondscreek.org.au

facebook.com/groups/friendsfomooneepondscreek

A0020337R ABN 92 871 466 322

To ensure the preservation, restoration, environment protection and ecologically sensitive development and maintenance of the Moonee Ponds Creek and adjoining catchment areas.

31/8/24

Manager, Planning Policy
City of Melbourne
planningpolicy@melbourne.vic.gov.au

**SUBMISSION - MELBOURNE PLANNING SCHEME AMENDMENT C417
MACAULAY STRUCTURE PLAN 2021**

The Friends of Moonee Ponds Creek is a long-established (35 years) community organisation with key objective:

- *to ensure the preservation, restoration, environment protection and ecologically sensitive development and maintenance of the Moonee Ponds Creek and adjoining catchment areas.*

These aims are supported by the Creek's **Significant Landscape Overlay SLO1** in the Melbourne Planning Scheme clause 42.03 and its statement is relevant to AmC417:

Statement of nature and key elements of landscape

The Moonee Ponds Creek (Moonee Moonee) forms part of the connected system of rivers, wetlands and creeks of the lower Yarra catchment. While the river has been modified in places and adapted to respond to urbanisation, it is still a significant and valued natural system in the urban landscape and there are opportunities to repair and enhance the river and its interfaces through careful management of future development.

Under AmC417, provisions set out for three DDOs are relevant to the Moonee Ponds Creek: DDO 75 - Boundary Precinct, DDO 77 - Chelmsford Precinct and DDO 78 – Stubbs Precinct. We are concerned that provisions under these DDOs will detrimentally impact the Creek, its natural values and amenity and detract from its interfaces. Our concerns are detailed below.

In our comments, we define the Moonee Ponds Creek corridor as including the waterway, banks of the waterway, benches, levee banks and flood walls (concrete or earthen).

SCHEDULE 75 TO CLAUSE 43.02 DESIGN & DEVELOPMENT OVERLAY (DDO75)**BOUNDARY PRECINCT**

This precinct runs along the eastern side of the Creek corridor from Racecourse Rd to Macaulay Rd. The elevated CityLink structure is situated between the waterway and the urban renewal area. There a mandatory minimum 20m setback for buildings and works from the eastern edge of CityLink. For buildings closest to the Creek corridor, under the DDO, building height *should* not exceed a *preferred* maximum 15 storeys (Area 4). However, building heights could well exceed 15 storeys under the floor area ratio provision of 4:1 and the non-binding height control. Minimal upper storey setback of 3m is of little mitigating relevance.

Under the above provisions, overshadowing of the Creek corridor over and beyond CityLink is a likely scenario. Yet there is no consideration about protecting the amenity of the Creek corridor – not under the Built Form Outcomes described for building height, street wall or building setback, and there is NO consideration of solar access/overshadowing of the Creek corridor. Yet the Moonee Ponds Creek corridor is set to be a key open space area for the urban renewal areas of both Macaulay and Arden! And as set out in the Council’s own **Moonee Ponds Creek Strategic Opportunities Plan 2019:**

“The Arden and Macaulay, Dynon and E-Gate urban renewal precincts, along with Docklands are opportunities to enhance the inner city’s liveability, sustainability and affordability; set benchmarks for smart, sustainable development; and strengthen the city’s biodiversity. However, those opportunities for economic, social and environmental renewal cannot be fully realised without the revival of the Moonee Ponds Creek corridor.

Renewing the creek corridor will support a new inner city of existing and developing neighbourhoods – as well as creating urgently needed public spaces for the inner city’s rapidly growing population. Ignoring the Creek corridor will dislocate local suburbs and urban renewal precincts – and harm Melbourne’s liveability, sustainability and prosperity.”

and that the Opportunities Plan will:

- revitalise an ancient and vital waterway
- reconnect the creek corridor to its Aboriginal heritage and local history
- create new, high quality and restorative public spaces
- connect new and established communities
- protect and enhance opportunities for biodiversity
- reduce the severity and impacts of a changing climate
- enable the region’s urban renewal projects to set new benchmarks for water management and sustainable development

If DDOs 77 and 78 can protect the Creek corridor with their Built Form Outcomes: “does not cast additional shadow” and “limit overshadowing of the Moonee Ponds Creek corridor”, DDO 75 must also. The Council must amend/mandate height, setback and solar access provisions for DDO 75 so that developments do not visually dominate the Creek and do not overshadow it. Production of overshadowing diagrams would demonstrate how amended provisions/built form outcomes would protect the Creek corridor’s public open space amenity, biodiversity and other natural values.

SCHEDULE 77 TO CLAUSE 43.02 DESIGN & DEVELOPMENT OVERLAY (DDO77)**CHELMSFORD PRECINCT**

This precinct runs from Macaulay Rd to Arden St, on the western side of the Moonee Ponds Creek corridor. It abuts the revegetated 'Kensington Embankment' along the waterway – a key open space corridor of good environmental and social amenity, especially for the local residential community, and for biodiversity and habitat. Value adding will be the development of the Chelmsford Open Space Reserve in the adjoining former warehouse at 70-90 Chelmsford St.

DDO77 recognises the importance of the Moonee Ponds Creek in the Design objective:

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces and is set back from the interface with the Moonee Ponds Creek to protect sunlight access to the creek corridor.

and in Built Form Outcomes, the DDO stipulates:

- Building height: Limits overshadowing of Moonee Ponds Creek corridor
- Site setback: Delivers a setback along the Moonee Ponds Creek with a design that considers the potential for a shared path and prevents overshadowing of the creek corridor.
- Street wall height: Limits overshadowing of Moonee Ponds Creek corridor

However, like DDO75, use of '*should not exceed*' and '*preferred*' maximum heights and street wall heights are non-mandatory. So, for the land directly adjoining the Creek corridor, building height 6+ storeys, street wall height 6+ storeys with FAR of 3:1 and no upper storey setback could well lead to much higher 'brick blocks' on the Creek interface and visual domination and overshadowing of the Creek, detrimentally impacting on its open space amenity and natural values.

We believe that a mandatory street wall height of 3 storeys along the Creek corridor interface, with mandatory maximum building height of 4 storeys (cf the Stubbs Street/Creek interface provision in DDO78), setback of upper storey 5m and retaining the site setback of 15m would meet the criteria to prevent overshadowing of the Creek corridor, i.e. preventing detrimental environmental and social impacts on the Creek corridor and allowing "high quality pedestrian amenity in the public realm" (including open spaces) (cf Decision guidelines). We believe the Design outcome provision in DDO78 – Stubbs Precinct (Table 7: Building mass) should equally apply in this DDO:

- Reduces the visual impact and perception of building bulk from both near and afar.

Relevant to the comment above, not addressed in the DDO, is the issue of Melbourne Water flood risk/Land Subject to Inundation Overlay (LSIO) requirements, which could see 1 to 2m or more added to the building heights. A commensurate decrease in maximum and mandatory building heights and street wall heights must be built in to the DDO provisions.

Imprecise terminology and definitions do not assist in achieving the Built form outcomes:

- What measure is used to determine "*limits*" overshadowing of the Moonee Ponds Creek corridor? Are 5%, 10%, 30%, 50% overshadowing acceptable limits?
- Mandatory site setback from the Creek corridor is cited (Table 2): '15 metres from the boundary of the Moonee Ponds Creek'. But what constitutes the 'boundary' – the existing concrete flood wall or the top bank of the waterway itself – which are

significantly different measures. This must be clarified so as to be consistent with the diagram and should read:

15 metres from the western boundary of Moonee Ponds Creek as defined by the concrete flood wall.

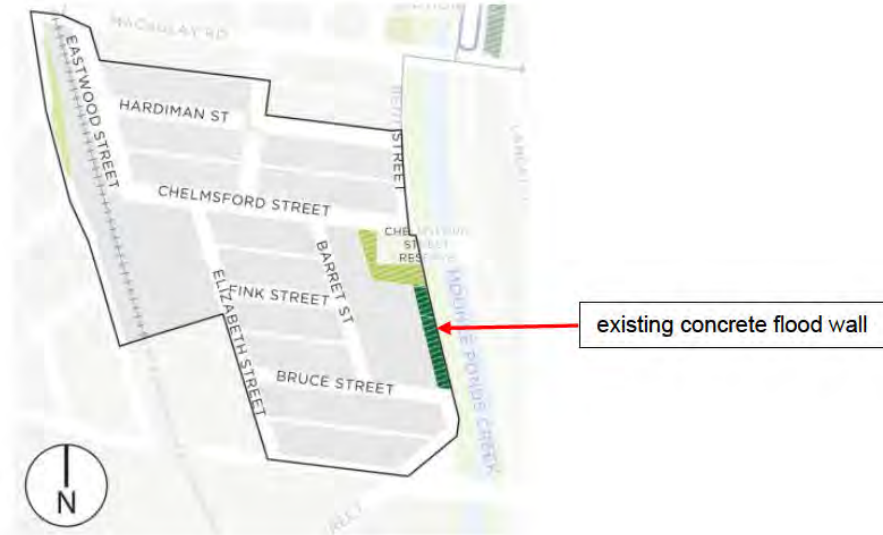


Table 2: Site setback

- Why is there provision for *Solar access protection* for the public park (Chelmsford St Reserve), but none for the Creek corridor’s public open space? Again, this flies in the face of recommendations in the Council’s Moonee Ponds Creek Strategic Opportunities Plan 2019 and the Creek’s Significant Landscape Overlay SLO1 in the Melbourne Planning Scheme. Also, it ignores the Built Form Outcome under Site setback that “... and prevents overshadowing of the creek corridor.”

AmC417 must recognise that the Creek corridor should be treated as a public interface, given that under the Strategic Opportunities Plan above, the open space within the Creek corridor will become public open space.

For this DDO, the Council must mandate the relevant height, street wall height and solar access provisions for buildings and works at the Creek interface, so that developments do not visually dominate the Creek corridor and do not overshadow it, detrimentally affecting its public open space amenity and natural values. The solar access provision applied must be: ‘does not overshadow the Creek corridor between 10am and 3pm on the 21 June.’

In keeping with our statements above, need to add to:

6.0 Decision guidelines

General

Whether the cumulative effect of the proposed development in association with adjoining existing and potential development supports a high quality of pedestrian amenity in the public realm (public parks, open spaces, footpaths and key pedestrian routes), in relation to human scale and microclimate conditions including overshadowing and wind impacts.

SCHEDULE 78 TO CLAUSE 43.02 DESIGN & DEVELOPMENT OVERLAY (DDO78)**STUBBS PRECINCT**

Design objectives relevant to the Moonee Ponds Creek corridor for this DDO state:

To ensure new development responds with appropriate building heights and setbacks to protect winter sunlight access to parks and open spaces and responds to adjacent low scale residential areas

To ensure development delivers a high amenity public realm with a human scaled interface

Limits overshadowing of the Moonee Ponds Creek

For the Moonee Ponds Creek corridor **interface**, i.e. the eastern side of Stubbs Street, *preferred* maximum building height (Area 5) is 4 storeys, street wall height (Area F) is 4 storeys and upper storey setbacks are non-mandatory and FAR is 3:1 This could mean higher 'brick blocks' buildings on the Creek corridor interface (cf DDO 77) – detrimentally impacting on its open space amenity and natural values ... and not meeting the Design objectives above or the Design outcome (Table 7: Building mass):

- Reduces the visual impact and perception of building bulk from both near and afar

The Friends of Moonee Ponds Creek thus believes the same criteria should be applied for the east Stubbs Precinct DDO as to the Chelmsford Precinct interface with the Creek corridor - DDO 77 - with mandatory maximum 4 storey buildings and mandatory maximum street wall heights of 3 storeys.

Solar protection (cf * below) must apply to the length of the Creek corridor's open space (Racecourse Rd to Macaulay Rd), not just the designated parks: Stubbs North Reserve and Macaulay Terraces. Open space (quantity, quality) is going to become a critical factor in liveability and amenity with the significant increase in population occurring in the Stubbs Precinct.

Thus, 'Moonee Ponds Creek corridor' must be added to Table 5 – Parks and Open Space. The potential for the whole length of this section of the Creek corridor to provide public open space/encourage habitat and biodiversity should be applied to its full length.

* Buildings and works must not cast additional shadow onto the park (Creek corridor open space) between 10am and 3pm on June 21 beyond the existing shadow, or allowable shadow, or the combination of the existing shadow and allowable shadow (whichever is the greatest).

For the western side of Stubbs Street, the development horse has bolted! Permits already given and buildings built/under construction do not conform with provisions of DDO78; they are taller (Areas 2 and 3 preferred maximum 6 storeys); have higher street wall height (Areas F and G: 3 to 4 storeys); minimal setbacks and cover much of the sites, thus exceeding the mandatory FAR 3.5:1. And fail in meeting DDO Design outcome (Table 7: Building mass):

- Reduces the visual impact and perception of building bulk from both near and afar

These developments along Stubbs Street have led locals to call it 'The Great Wall of Stubbs Street' (and adjoining Macaulay Road – 'The Macaulay Road Canyon').

The current developments along the western side of Stubbs Street highlight the problem of achieving designated Built Form Outcomes and Design Outcomes with the unacceptable use

of discretionary terms such as: *preferred* maximum height and street wall height and *should not*, rather than mandatory provisions that could ensure Built Form Outcomes and Design Outcomes would be met. Also unacceptable are imprecise subjective terms such as *limits* overshadowing to the Moonee Ponds Creek.

As for DDO77, DDO78 does not address the issue of increased overall building heights (one-two-more metres) that arise due to any Melbourne Water flood risk and Land Subject to Inundation Overlay LSIO requirements. Such increased building heights/street wall heights will mean the Design objectives to 'protect winter sunlight access to parks and open spaces' and Built Form Outcomes may not be achieved and detrimental impacts, such as overshadowing of the Moonee Ponds Creek corridor will be increased.

oOo

The Friends of Moonee Ponds Creek would appreciate the opportunity to participate in the continuing AmC417 planning process.

Yours sincerely,



Submission: [20](#)

From: [REDACTED]

From: [REDACTED]
To: [Planning Policy](#)
Subject: Submission to Amendment C417
Date: Sunday, 1 September 2024 11:36 PM
Attachments: [REDACTED]

To:
Planning Policy Team
Urban Strategy
City of Melbourne
Please find attached my submission to Melbourne Planning Scheme Amendment C417.
I would be grateful for acknowledgement of receipt of the submission.

[REDACTED]



1 September 2024

SUBMISSION
MELBOURNE PLANNING SCHEME AMENDMENT C417
[MACAULAY STRUCTURE PLAN 2021]
SCHEDULE 76 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY
MELROSE PRECINCT

Background

Shiel Street is an established residential street with predominantly low scale 1-2 storey Victorian buildings along its northern side. It is a heritage area and is an attractive streetscape. It is part of the Hotham Hill which slopes down to Macaulay Road. It is an 'interface street' in that the southern side forms part of the Macaulay Structure Plan 2021/AmC417 Melrose Precinct.

The large site on the southern side of Shiel Street needs special planning provisions due, not only to the interface with the established low scale heritage residential northern side and the fact that the site has two frontages: Shiel Street and Macaulay Road but also because of the topography, which sees a fall of ~10m from the Shiel Street frontage to the Macaulay Road frontage.

Under AmC190 Clause 43.02 Design and Development Overlay DDO63, specific planning provisions were made in regard to Macaulay that would provide "greater clarity, expression and management" with the following Objective:

- To create a compact, high density, predominantly mid-rise 6-12 storey walkable neighbourhood that steps down at the interface with the low scale surrounding established residential neighbourhoods.

and Built Form Outcome:

- Deliver a scale of development at the interface with established low-scale residential development that provides an appropriate transition in height and minimises the visual impact of upper levels.

and for Shiel Street, specifically:

- Development at the frontage must not exceed a height of 3 storeys.
- Development above the street wall should be set back at least 2 storeys or every one metre of height.

Amendment C417

Amendment C417 has got it wrong. There is no justification for the rejection of the above responsible and specific planning provisions meant to protect and respect existing, established residential areas at the interface with the urban renewal area and to replace them with

provisions that likely will see the opposite. Use of planning terms 'preferred' and 'should/should not' and poorly defined Outcomes terminology will ensure the opposite.

The detailed comments below highlight these issues.

Building Height

Area 2 Preferred maximum building height 8 storeys

Why is 8 storeys the preferred maximum height for Shiel Street, but only 6 storeys for most of Melrose St (Area 3), when both are interface streets with established low-rise residential, heritage built form opposite? There is no logic for the difference.

Six storeys should be made the maximum for the Shiel St interface.

Area 2 Proposed Design Outcome provides wrong emphasis:

- *Provides transition to the taller built form of the Arden Precinct to the south-east.*

The transition emphasis should be to the important interface with the existing low scale, heritage residential northern side of Shiel Street ... in keeping with the specific Design objective:

To ensure development responds to its context and protects the amenity of the adjacent low rise residential areas.

The Design Outcome should be reworded accordingly:

- *Provides transition to the low scale residential area of Shiel St from higher scale development south of Macaulay Road.*

Notwithstanding the comments above, the DDO fails to address the topographical nature of Shiel Street/Macaulay Road site, which is predominantly in single (government) ownership. There is a significant slope in the land (~10m), so preferred building heights of 8 storeys (*should be 6*) could see the anomalous situation of 8 storey buildings along the Shiel Street frontage, transitioning down and towering over 8 storey buildings on the Macaulay Road frontage! This creates a contradictory planning situation between transition and topography and is not properly addressed by the Built Form Outcome:

- *Enables height and massing to be located within larger sites to mitigate amenity impacts.*

and what 'amenity' impacts?

Street wall height

Shiel Street (Area A) has a mandatory 3 storey street wall height, but then only a preferred minimum building set back of 5 metres. This *preferred*, non-mandatory provision could see an 8+ storey building built on the street frontage with no or minimal building setback. The Built Form Outcome's use of subjective and ill-defined terms renders the provision meaningless.

- *Achieves visually recessive development and provides an appropriate response to surrounding conditions.*

Who defines the extent of visual recessiveness? And what exactly does 'surrounding conditions' mean?

Built Form Feasibility

In preparing the Macaulay Structure Plan 2021, it was recommended by the Victorian Design Review Panel that built form testing and feasibility testing be undertaken in regard to street wall heights and overall building heights. Was this undertaken? It is suggested that if it had been, the flaws now set out in AmC417 would have been obvious.

Summary

- Shiel Street, North Melbourne is part of the established, residential Hotham Hill neighbourhood. Its built form is low scale, predominantly 1-2 storey residences, under a heritage overlay. Shiel Street comprises a wide, tree-lined attractive streetscape.
- Shiel Street is a designated 'Interface Street' where the scale of new development should step down, upper levels are recessive and do not contribute to visual bulk, to ensure the existing low scale residential built form is respected.
- The expectation that FARs/discretionary height and setback controls will deliver the stated built form and design objectives has not been demonstrated through feasibility testing. There is no certainty Shiel Street's status as an interface street and its established low scale residential character and amenity would be respected and protected.
- Planning controls under AmC417 must provide certainty and clarity in built form for interface streets. Specifically for Shiel Street, this would be a mandatory maxima of building height of 6 storeys, street wall height of 3 storeys, with reintroduction of AmC190 DDO63 building set back of 2 metres for every one metre in height.
- AmC417 provides no proper planning guidance in relation to the topography of the Shiel/Macaulay site. With an elevational fall of 10 metres to Macaulay Road, the large site, single ownership and discretionary building height and site setback could see a 'Great Wall of Shiel Street'.

oOo

Signed

A large black rectangular redaction box covering the signature area.

Submission: [21](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Monday, 2 September 2024 12:22 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Subject property
Macaulay Urban Renewal Area

Formal comment on Amendment C417

1. There is an influx of 10k-15k of residents and 10k new jobs expected in the area. However, there is nothing in the plan to improve the infrastructure.

There is already overload of Macaulay Rd and Racecourse Rd during morning and afternoon hours.

What about schools? GPs? For 2 years I can't get an appointment with the local GP and have to travel.

2. Parking - the parking in proposed new planning is underestimated. In my opinion not enough thought is given to the social class of people who are going to live here. What people will afford to buy these properties? Quite a lot will be young professionals, sales representatives, tradies who would need a car. People will need a car if they have a baby/kids, even if they have pets (as pets are not allowed on public transport).

3. Not enough new green places.

4. There are not many historical places left in Melbourne.

Why are we not trying to keep this limited historical places?

I understand we need more housing and why not to build high rises in the new areas?

Just because there are a few train stations in the area to kill the area is a short thinking.

Melbourne need to be properly planned.

As for building metro in the new areas, please consider the technologies used in Europe, where

they can build a few new stations within a year.
So people from newly built high density areas can have access to the new metro.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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Submission: [22](#)

From: [REDACTED]

From: [Redacted]
To: [Planning Policy](#)
Cc: [Redacted]
Subject: Planning Scheme Amendment C417melb Macaulay Urban Renewal Area
Date: Monday, 2 September 2024 11:14 AM
Attachments: [energysafesignature2024_9666b5ad-7838-400c-89cd-9034f0ea2a3d.png](#)
[newaddressbanner_wevemoved-july24final\(1\)_1034c2dd-8870-4b76-af8b-f2f34dab07c1.png](#)
[Response letter - AmC417melb.docx](#)
[C417melb area building heights.docx](#)
[C417melb maps of structure plan and pipeline radiation contours.docx](#)

Dear City of Melbourne Planning Policy Team.
Thank you for notification of Planning Scheme Amendment C417melb. Please find attached a copy of Energy Safe Victoria's response to the Amendment. I have also forwarded to you the relevant sections from the structure plan for your reference.
Regards

[Redacted]

[Redacted]

Energy Safe Victoria
Level 22, 2 Southbank Boulevard, Southbank, Victoria 3006
[Redacted]

[Redacted] ?

[Redacted] ?

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2 September 2024

Planning Policy Team
City Of Melbourne

Dear Planning Policy Team

Re: Planning Scheme Amendment C417melb

Thank you for notification of Amendment C417 to the Melbourne Planning Scheme.

The following licensed transmission pipelines are affected by redevelopment of the Macaulay Urban Renewal Area, proposed by the Amendment:

- Australian Gas Networks, methane pipeline PL66 running along Melrose St, Canning St, Buncl St, Macaulay Rd, North Melbourne.
- Ausnet, methane pipeline PL203 running along Lloyd St and Bruce St Kensington and near eastern edge of Arden St.

Energy Safe Victoria (ESV) appreciates that the Amendment includes pipeline encroachment management controls and pipeline operator notification requirements for sensitive uses proposed near the pipelines.

However, ESV notes that under the Amendment, building heights set out in the DDO76 and DDO77 Melrose and Chelmsford Precincts, closest to the pipelines, do not reflect the lowest range of mandatory street wall or preferred building heights proposed in other parts of the precincts (*ie: 3 storey street wall height and 4 storey building height*).

ESV requests that further consideration be given to reducing proposed building heights within 65m of the licensed pipelines, that is, within the pipeline maximum credible hole size rupture impact area, to recognise the safety needs of licensed pipelines and to minimise the potential risk of harm to the community.

For any queries regarding this matter, please contact me by phone on [REDACTED] or by email:

[REDACTED]

Yours sincerely

[REDACTED]

Energy Safe Victoria
ABN 27 482 247 857

Level 5
4 Riverside Quay
Southbank VIC 3006

PO Box 262
Collins St West VIC 8007
DX 212569 Melbourne VIC

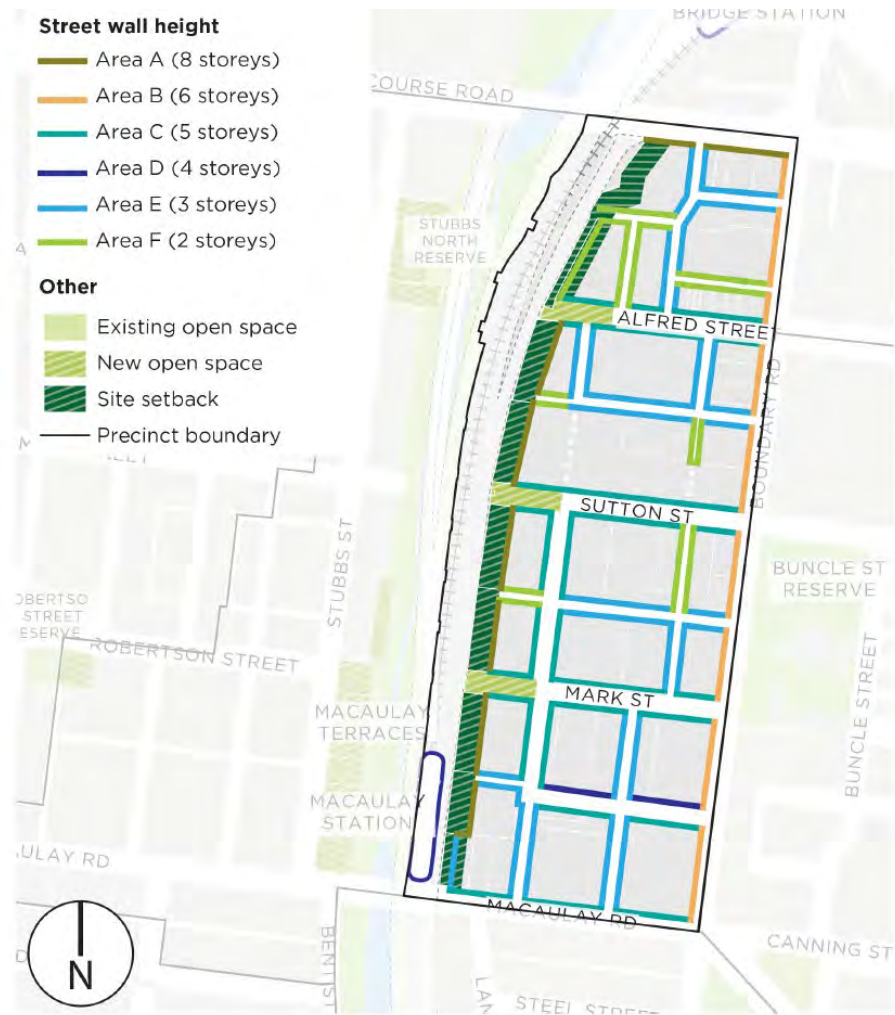
03 9203 9700
info@esv.vic.gov.au
esv.vic.gov.au

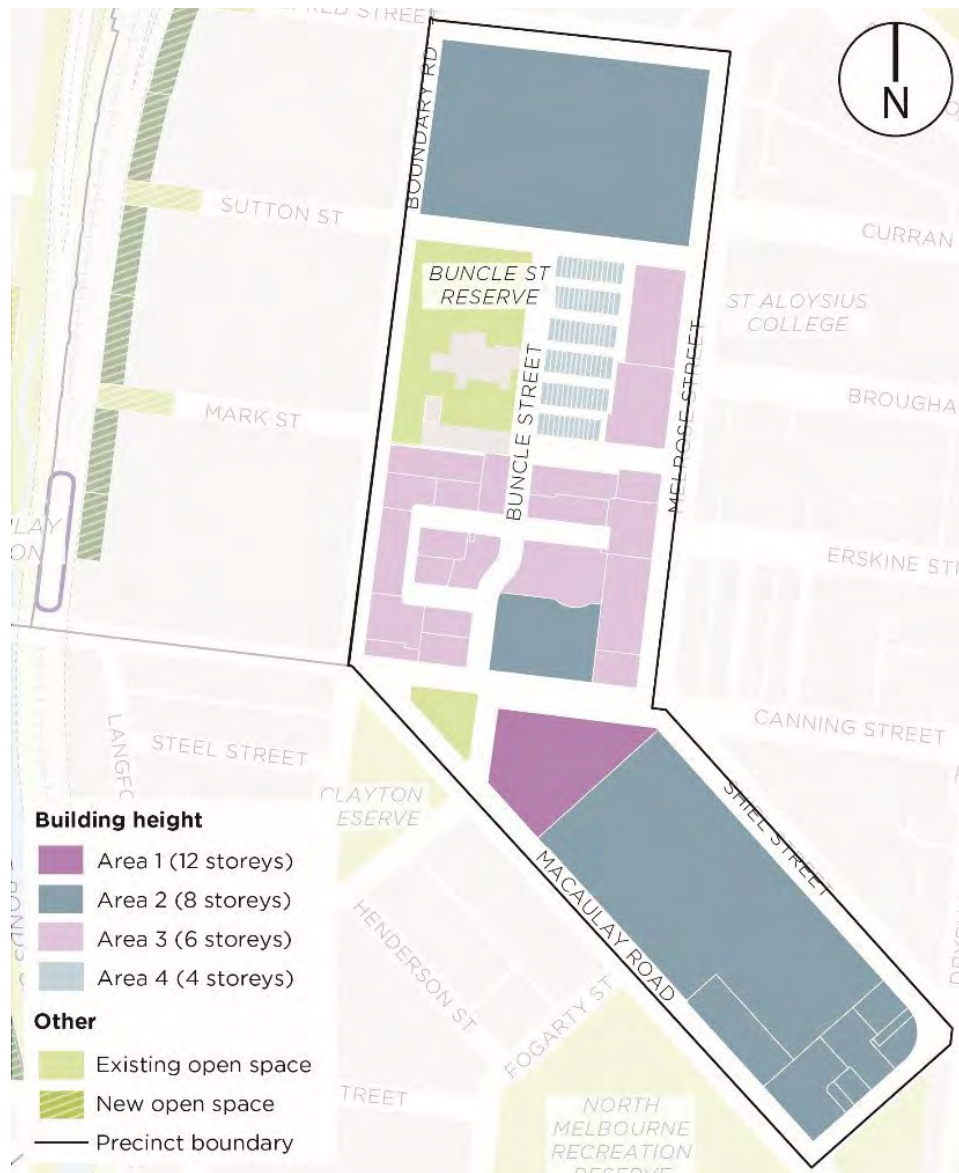


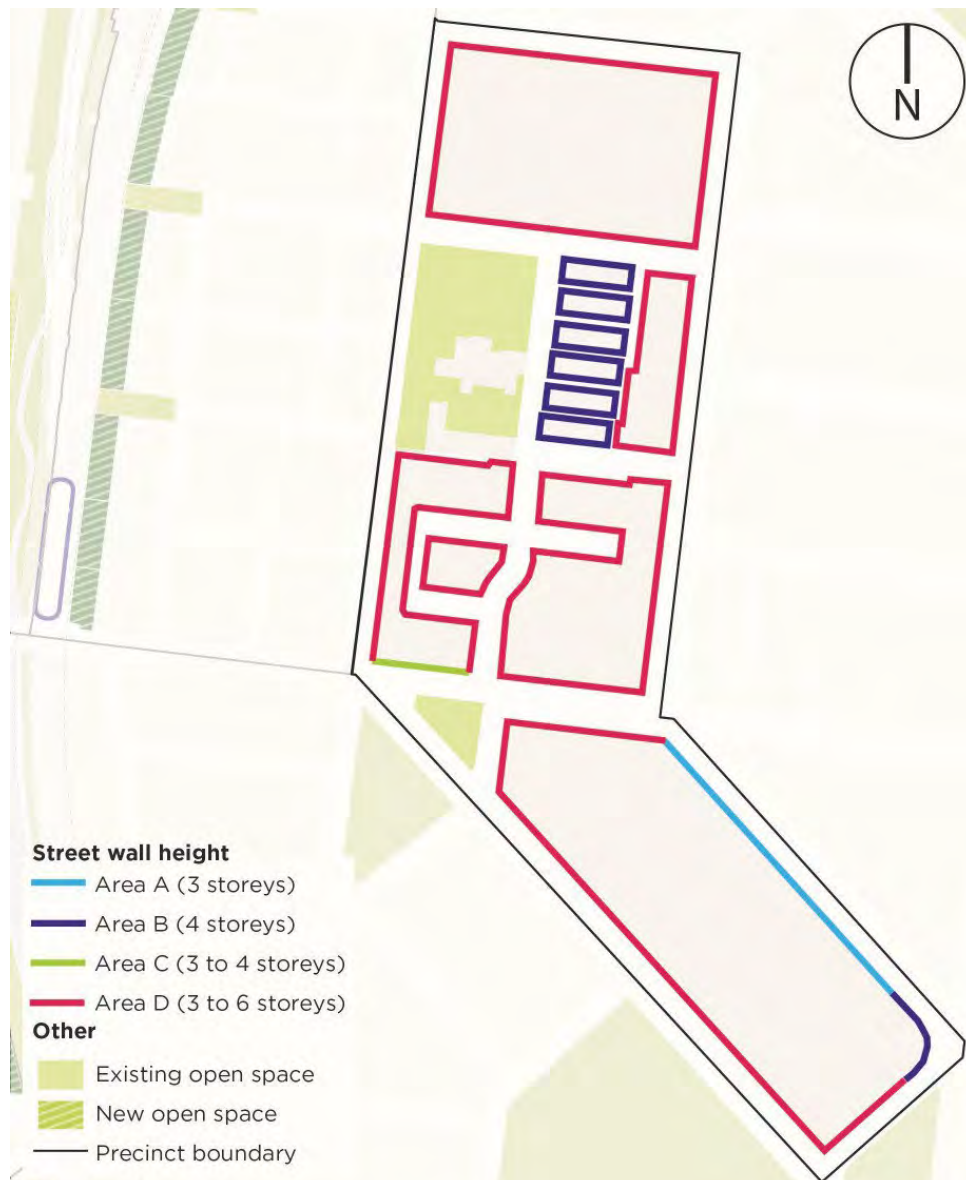
Map 1: Building height



Table 1: Building height







Map 2: Street wall height

MELBOURNE PLANNING SCHEME

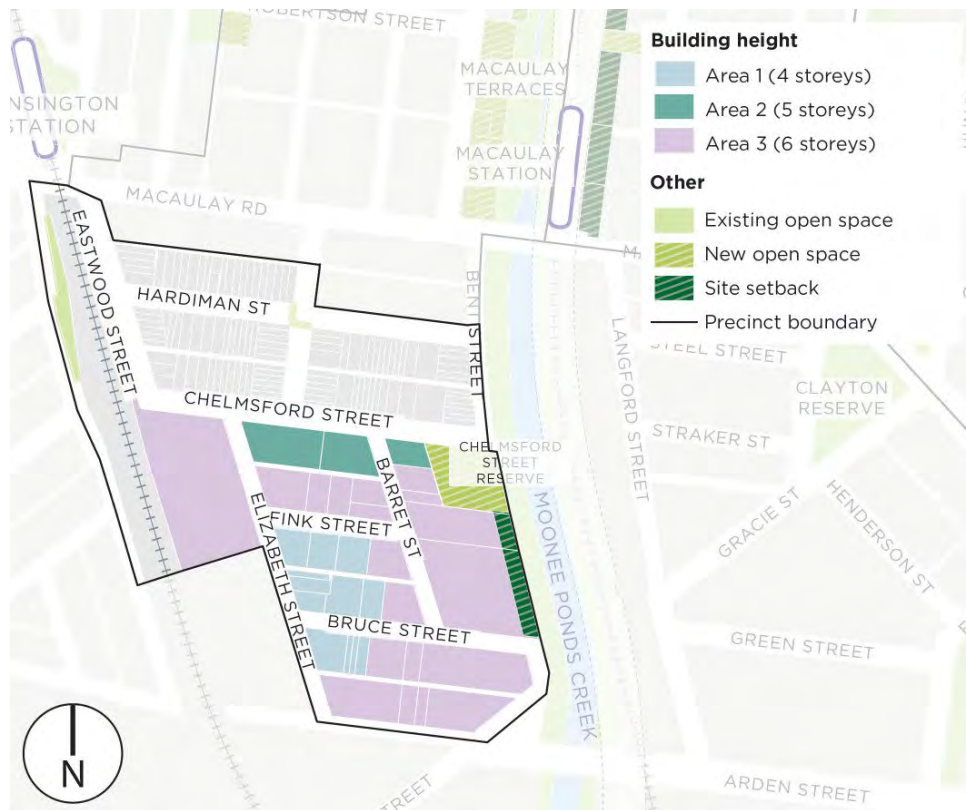
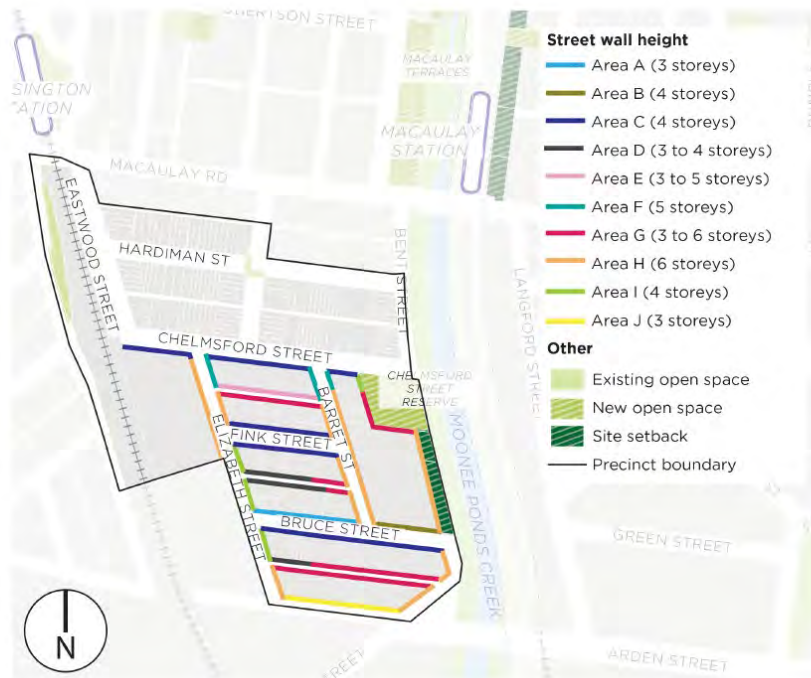
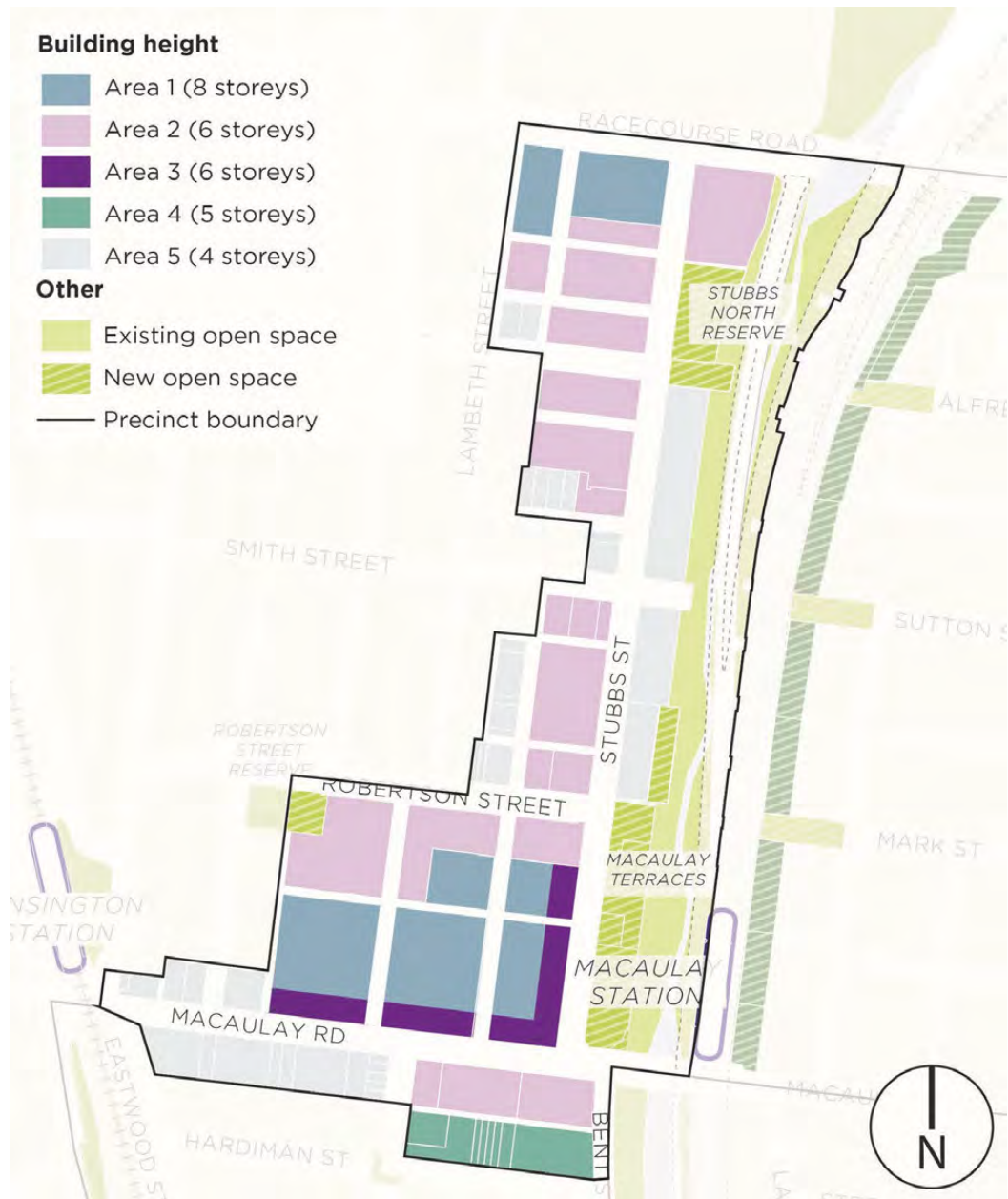


Table 1: Building height

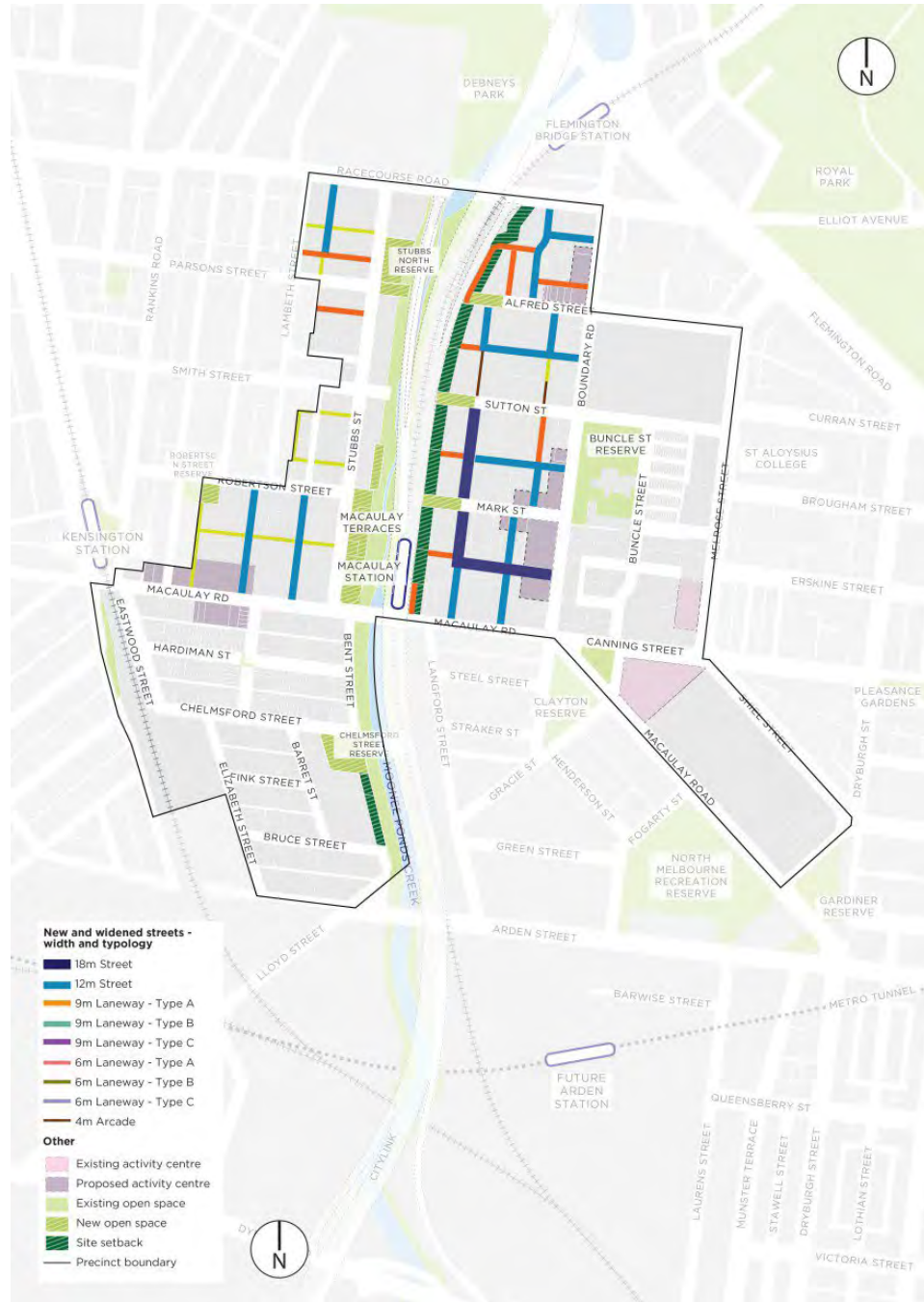
MELBOURNE PLANNING SCHEME





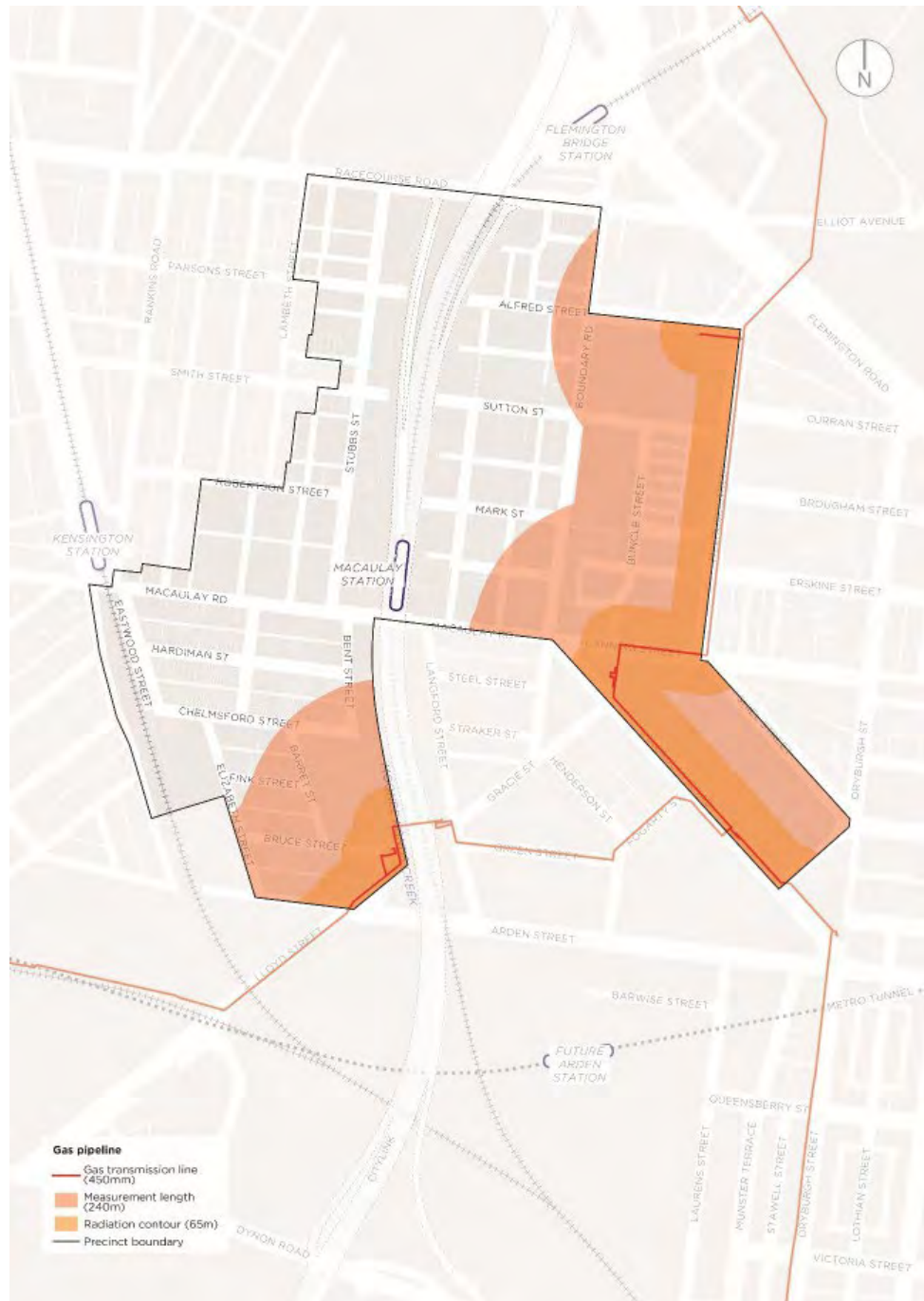
MELBOURNE PLANNING SCHEME

Plan 1 to Schedule 8 to Clause 37.01: Macaulay Urban Structure



MELBOURNE PLANNING SCHEME

Plan 2 to Schedule 8 to Clause 37.01: Gas Pipeline



Submission: [23](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Monday, 2 September 2024 4:35 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

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First Name

████

Last Name

████

Postal Address

██

Postcode

████

Contact email

██

My submission is being made on behalf of:
Individual

Subject property

██

Formal comment on Amendment C417

Concerns about insufficient provisions for greenspace and for retention of urban character (industrial)... see attached Submission

Upload a written comment / attachments

- [Sub_to_MCC_re_C417_Macaulay_Urban_Renewal_Area_n29082024.docx](#)

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?

██

Which of the following best describes your connection to this City of Melbourne project?

████████████████

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

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3 September 2024

**SUBMISSION FOR MELBOURNE PLANNING SCHEME
AMENDMENT C417 'MACAULAY URBAN RENEWAL AREA'**

As local Residents, [REDACTED] I welcome the proposed Amendment designed to build a 'mid-rise precinct with distinct urban character', as we understand it.



Some of the Amendment aspects which seem worthy of support, include 'active frontage' requirements, 'winter sun shadow' protection, wind tunnel prevention and a designated retention of non-residential uses, together with a commitment to link strongly with the Arden Renewal Precinct, located immediately to the south ... that is, presuming that the planned Scheme Controls are effective in achieving these objectives during on-the-ground implementation.

On the other hand, the topics on which I propose that there is room for improvement or change, at this Amendment Exhibition stage, include:

1. Arguably, the success or failure of the Precinct overall, and the Boundary Road to Melrose Road locality in particular, will be the provision of vastly improved and upgraded public open space and green space. Clearly, the Moonee Ponds Creek, which runs north-south through the area, should be a showcase open space and urban park for Melbourne ... 'one of the great Parks of Melbourne' ... whereas, at present, it falls very far short. It is currently, basically, a floodway, with a bike path planked along it, which itself becomes inundated and impassable on regular occasions ... eg there is no provision for children, or for community, or for aesthetic enjoyment.

The proposed 20 metre setback for redevelopment sites on the east side of Moonee Ponds Creek is not opposed, but this alone will not provide sufficient improvement to the quantity or quality of the Moonee Ponds Creek greenspace in the area. In particular, this 'setback' greenspace will be disconnected from the Creek, by both the Upfield Railway line and also the Tullamarine Freeway ... indeed the proposed Apartments will directly overlook the Freeway and its associated traffic noise. Accordingly, we suggest:

- Clear proposals to connect the eastside renewal area, around Boundary Road, to Moonee Ponds Creek
- Clear proposals to connect this same area, safely and conveniently to Royal Park, to the north.
- Clear proposals for childrens play and park facilities in and around all of the proposed urban renewal neighbourhoods.

2. The second most important issue, after greenspace and kids play area deficiencies abovementioned, is urban character. We are concerned that the Amendment makes insufficient provision for the retention of remnant urban character, particularly in the Industrial buildings localities. To rely on the existing designated Heritage Overlay sites, areas and provisions, is not nearly enough. As we all know, Melbourne Docklands has been allowed to re-develop too 'modern/sterile' and is not a treat for



locals and visitors. In many places that have succeeded, it is the retention and conversion of old buildings, or parts of buildings, that has contributed to the amenity of the newly created area ... Indeed, right nearby, we have the successful example of the rejuvenation of the 'Old Gas Works and Gasometer' site, in Arden Street. In our view, the Amendment must have provisions for retention of whole or partial remnant industrial buildings, and, conversely, must prevent the 'clear-felling' of whole sites, which will otherwise occur, and has already begun to occur.

3. We do not support the proposed provision of nil carparking requirements for the residential re-developments. Vibrant communities need kids and families, and Seniors too ... these families will require a car. Otherwise there will merely be the creation of a mayhem of on-street parking and hassles. Also, the proposed multi-storey development buildings must make good use of their basement area potential, for which grouped car parking is an efficient and effective use. We suggest a carparking requirement of 'average of one space per new Unit', which would then allow for a combination of nil, one, two/more and visitor parking spaces to be allocated, all in grouped areas.
4. As abovementioned, one of the key deficiencies of North Melbourne/Macaulay at present is the disconnection to Royal Park, which is adjacent to the north, but which is very difficult to access across Flemington Road ... this is an aspect that should be improved through the Macaulay Urban Renewal project plans.
5. We note that that the Amendment provisions may inadvertently facilitate West facing high rise development, whereas from an amenity and energy-efficient perspective, the emphasis should be on north and east facing living areas. We ask that this be better addressed in the Amendment process.
6. In relation to 'Local Activity Centres' within the study area, the existing Melrose Street/Ardens Gardens appears to have been omitted, but should not be.
7. We note that a significant part of the North Melbourne-Macauley existing character is streets with median strips that have tree planting ... We ask that the Amendment makes provision to encourage this element into the redevelopment plans.

In conclusion, we look forward to working with the Planning authorities to deliver a work-class Macauley Urban Renewal Area. Should Council consider forming a Community Reference Group or suchlike, we would be pleased to contribute.



Submission: [24](#)

From: [REDACTED] [Community Housing Industry Association Victoria \(CHIA Vic\)](#),

[REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Tuesday, 3 September 2024 4:18 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

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First Name

████

Last Name

████

Postal Address

████████████████████

Postcode

████

Contact email

████████████████████

My submission is being made on behalf of:
CHIA Vic - peak body for community housing

Formal comment on Amendment C417
See attached

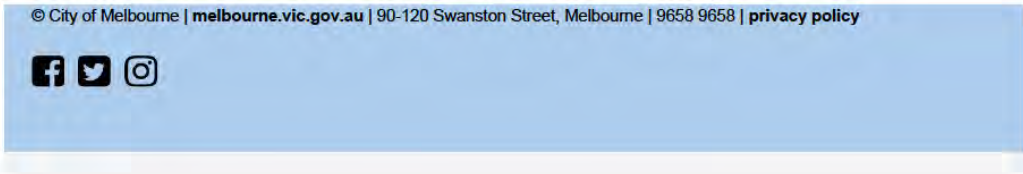
Upload a written comment / attachments

- [CHIA_Vic_C417_Macaulay_submission.pdf](#)

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

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03/09/2024

Dear Melbourne City Council

The Community Housing Industry Association Victoria (CHIA Vic) welcomes the opportunity to provide feedback on Macaulay Amendment C417 (the Amendment).

About CHIA Vic

CHIA Vic is the peak body that represents the not-for-profit community housing sector in Victoria. CHIA Vic's member community housing organisations (CHOs) are committed to providing safe and stable homes for people that can't afford another place to live. Members include the 49 CHOs registered as Housing Associations or Housing Providers under the Victorian regulatory framework for non-profit housing organisations.

Purpose of this submission

CHIA Vic supports Melbourne City Council's (the Council) aim to provide more Affordable Housing¹ in the Macaulay precinct through the proposed Amendment, noting this is one of the objectives of the *Planning and Environment Act* (the Act). However, this submission outlines why this cannot be achieved through voluntary controls. It argues that only mandatory controls – as were initially proposed by the Council – will successfully deliver the Affordable Housing needed in Macaulay.

CHIA Vic has recently worked on a proposal to clearly and consistently define Affordable Housing in Victoria, to be more specific than the definition given in the Act, and one that is clearly distinct from social housing. That work was not finalised by the time of this submission, but CHIA Vic will gladly share it this once complete. In the meantime, we recommend that the Council carefully consider how any Affordable Housing generated through the Amendment would be designed and implemented. This includes thinking through specific policy aims and target cohorts.

This submission:

- profiles the local rental market for Macaulay,

¹ Affordable Housing (capitalised) in this document refers to the Planning and Environment Act (1987) definition of Affordable Housing, which includes social housing.

- explains CHIA Vic’s preferred treatment of Affordable Housing as essential infrastructure in precinct development, and the implied obligation for development proponents to contribute to this infrastructure,
- recommends an Affordable Housing contribution rate for application in the Macaulay precinct, and
- outlines CHIA Vic’s preferred approach for enforcement of these contributions via the statutory planning system.

Rental housing context and trends

Just over a fifth of households in Macaulay were renting as of the 2021 Census, with the number of renters growing more than two-and-a-half times as fast as outright homeowners from 2016 to 2021.² However, it should be noted that Macaulay’s current population is only around 3,000 people, and is projected to rise to somewhere around 9,000-10,000 residents by 2051.³

SGS Economics & Planning’s (SGS) Rental Affordability Index (RAI) tracks rental affordability trends across Australia over time. It has a particular focus on low-income households.

The postcodes of Kensington and North Melbourne, which cover Macaulay, are classified as ‘acceptable’ for the average rental household. However, for cohorts more at risk of housing stress the picture is much worse, as shown in Table 1 below.

Table 1: Rental Affordability Index scores, 2023 – Kensington, North Melbourne and Greater Melbourne

Category (average incomes for all of Greater Melbourne)	Kensington (postcode 3031)	North Melbourne (postcode 3051)	Greater Melbourne
Average rental household (annual income of \$108,955)	Acceptable	Acceptable	Acceptable
Hospitality worker (annual income of \$62,316)	Unaffordable	Severely unaffordable	Unaffordable

² Profile.id (2024), Macaulay - Housing tenure, accessed from <https://profile.id.com.au/melbourne/tenure?WebID=340>

³ City of Melbourne, Macaulay Draft Structure Plan Refresh (2020), accessed at https://hdp-au-prod-app-com-participate-files.s3.ap-southeast-2.amazonaws.com/5915/9427/1002/Macaulay_Draft_Structure_Plan_Version_9_Participate_opt_150_dpi.pdf, 12.

Category (average incomes for all of Greater Melbourne)	Kensington (postcode 3031)	North Melbourne (postcode 3051)	Greater Melbourne
Single person on benefits (annual income of \$22,108)	Extremely unaffordable	Extremely unaffordable	Extremely unaffordable
Single working parent (annual income of \$99,812)	Moderately unaffordable	Unaffordable	Moderately unaffordable
Pensioner couple (annual income of \$58,136)	Severely unaffordable	Severely unaffordable	Severely unaffordable

Source: SGS Planning and Economics (2023), Rental Affordability Index, accessed from <https://sgsep.com.au/projects/rental-affordability-index>

The latest Homes Victoria Rental Report shows that the median rental price for Flemington-Kensington is \$500 per week (\$26,000 per year), and for North Melbourne-West Melbourne it is \$575 per week (\$29,900 per year).⁴ These are increases of 11 per cent and 16 per cent respectively over the previous 12 months. This would place many cohorts in rental stress. For example, for:

- a hospitality worker, it amounts to 41 and 48 per cent of their income respectively
- a single worker on benefits, it's 118 and 135 per cent, and
- a pensioner couple, it's 48 and 51 per cent.

The vacancy rate for Flemington/Kensington (postcode 3031) in July 2024 was 1 per cent – it has been below this level since October 2022.⁵ For North Melbourne it's 2 per cent, and hasn't been above 2.5 per cent since May 2022.⁶ This reveals a tight rental market with few homes available for those in need.

Affordable Housing need

CHIA Vic has sourced estimates of need for housing assistance across Victoria from SGS' Housing Assistance Demand (HAD) model.

⁴ Homes Victoria Rental Report March 2024 quarter, accessed from <https://www.dffh.vic.gov.au/moving-annual-rent-suburb-march-quarter-2024-excel>

⁵ https://sgmresearch.com.au/graph_vacancy.php?postcode=3031&t=1

⁶ https://sgmresearch.com.au/graph_vacancy.php?postcode=3051&t=1

The need for housing assistance is measured as the number of lower income households who are either:⁷

- experiencing homelessness,
- residing in social housing, or
- experiencing rental stress (paying over 30% of income on rent).⁸

The table below summarises the total need for housing assistance in the City of Melbourne, Greater Melbourne, Rest of Victoria and all of Victoria.

Table 1: Need for housing assistance, percentage of total households, 2021 and 2036

	2021		2036		2021-2036	
	Households In Need	Households In Need (%)	Households In Need	Households In Need (%)	Number Change	Percentage Change
City of Melbourne LGA	22,215	26.9%	40,394	30.9%	18,179	81.8%
Greater Melbourne	221,655	11.7%	330,631	13.2%	108,976	49.2%
Rest of Vic.	70,387	10.1%	98,416	11.1%	28,030	39.8%
Victoria	292,042	11.3%	429,047	12.7%	137,006	46.9%

Source: SGS Economics & Planning (2024) Housing Assistance Demand Model

In 2021, 22,215 households in the City of Melbourne LGA were in need of housing assistance, representing 26.9 per cent of all households. By 2036, this is projected to grow by 81.8 per cent to 40,394 households if no action is taken.

Of the households in the City of Melbourne LGA needing housing assistance:

- Over 1,000 of those in need were experiencing homelessness, and
- 10,199 households were in severe rental stress, paying over 50 per cent of their income on rent.

Based on the current supply of social housing totalling 2,884 dwellings, there was an estimated shortfall of approximately 19,241 Affordable Housing dwellings across the LGA.

⁷ The income bands used in the HAD model are those cited in the Planning and Environment Act (S3AB) and published via the Governor-in-Council for 2023. Source: State Government of Victoria (2023) https://www.planning.vic.gov.au/_data/assets/pdf_file/0035/578645/Governor-In-Council-Order-1-July-2023.pdf

⁸ Note that this model excludes homeowners.

Table 2: Estimated households in need of housing assistance, City of Melbourne LGA, 2021

22,215 households in need			
8,117 in moderate rental stress	10,199 in severe rental stress	1,015 experiencing homelessness	2,884 living in social housing
19,331 affordable housing shortfall			

Source: SGS Economics & Planning (2024) Housing Assistance Demand Model

Affordable Housing requirements in the planning system

To meet the Affordable Housing need in Macaulay, new development should include Affordable Housing infrastructure or an equivalent cash contribution to support off-site provision. This should be a planning requirement, applied at the precinct-scale to Macaulay, as part of this or any future Planning Scheme Amendment.

This section explains the statutory context and strategic justification for contributing Affordable Housing in new development, the steps for calculating an appropriate contribution rate, and the recommended implementation pathway in the planning system, which were developed for CHIA Vic by SGS in 2024.

Strategic justification for Affordable Housing requirements

Affordable Housing is essential infrastructure that is necessary for sustainable development. Therefore, it is appropriate that part of the cost to provide Affordable Housing is met through the development process. Other types of essential infrastructure such as roads, open space and community facilities are similarly partly funded by development contributions, which are required at the planning permit application stage.

The external benefits generated by affordable housing as essential infrastructure fall within three broad categories:⁹

1. Mitigating risk of poverty experienced by low-income families after they have paid for their housing expenses.
2. Facilitating supply of key workers with relevant skills across key locations and regional economies.
3. Creating better neighbourhoods by supporting diversity and inclusion in placemaking.

⁹ SGS Economics & Planning (2023), 'National Housing Assistance Policy: Trends and Prospects', accessed from https://sgsep.com.au/assets/main/SGS-Economics-and-Planning_Commonwealth-housing-policy_occasional-paper.pdf

While all of these benefits are routinely cited in the research and policy literature, they are not weighted. It is appropriate, therefore, to assume that they carry equal importance in the planning process and are of equal value in the development of the Macaulay precinct.

The three sets of external benefits also map directly to the funding responsibilities of the Commonwealth, State Government and developers respectively:

- Commonwealth – poverty alleviation
- State Government – regional economic development
- Developers – placemaking

On this basis, the provision of an adequate amount of Affordable Housing infrastructure to support the sustainable development of the Macaulay precinct should be shared equally across these three parties. That is, they should each contribute one-third of the required Affordable Housing stock.

Affordable Housing provision will serve the whole community. It follows that all developers, including those producing commercial, retail and other non-residential uses, should pay their fair share towards this essential infrastructure.

The authorising environment in legislation and policy for Affordable Housing requirements in the planning system

At present, the planning system seeks to “facilitate the provision of affordable housing”. However, there are no agreed Affordable Housing targets at the state level, and there is no guidance from state government about implementing Affordable Housing at the local level.

Within the planning system, the Council can facilitate Affordable Housing through voluntary agreements with a private developer or landowner, pursuant to Section 173 of the Act. To date, voluntary regimes have proven ineffective in achieving significant or equitable contributions. The outcomes of negotiations undertaken within such a framework are likely to vary considerably, leading to lack of delivery of housing and inconsistent treatment of developers.¹⁰

Building on this pathway to implement Affordable Housing requirements, several recent planning scheme amendments have successfully implemented a contributions policy or requirement at the site or precinct-scale in Victoria.¹¹ These contributions are required at

¹⁰ For some discussion of the challenges of a negotiation-based model see Katrina Raynor, Matthew Palm, and Georgia Warren-Myers, “Ambiguous, Confusing, and Not Delivering Enough Housing,” *Journal of the American Planning Association* 87, no. 4 (May 2021): 542–55.

¹¹ State Government of Victoria (2024), Examples of planning scheme clauses that facilitate affordable housing, accessed from <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/housing-strategy/accordion-1/examples-of-planning-scheme-clauses-that-facilitate-affordable-housing>

the planning permit application stage and enforced by a condition on the permit pursuant to Section 173.

It was therefore disappointing to see the Victorian Government reject the Council's proposed planning controls that included a mandatory contribution. This would have met some of the Affordable Housing need through the development process, just as it contribute to other essential infrastructure, such as community facilities and open space projects.

How much Affordable Housing is required in the Macaulay precinct?

The Council previously proposed a mandatory contribution rate of 3.8 per cent of the Gross Realisation Value (GRV) of all marketable floorspace developed in Macaulay.¹² This included both residential and non-residential development.

The rate was calculated by first assuming a three-way responsibility for the delivery of Affordable Housing between the Commonwealth, Victorian Government, and development sector. It then calculated the specific rate required through development by forecasting the expected housing (both private and social) floorspace and employment floorspace to be developed by 2051.¹³

CHIA Vic supports this proposed rate, and advocates that the Amendment reinstates it. In particular, and regardless of any specific rate determined, it is essential for the controls to be mandatory to deliver meaningful numbers of Affordable Housing.

Price impacts

The cost of Affordable Housing contributions is unlikely to be passed on to home buyers. Developers are 'price takers' not 'price makers'. They operate in competitive markets where their product is a small part of a large offering open to consumers, including turnover in the stock of existing housing.

Therefore, developers cannot operate on a 'cost-plus' basis where the sale price is determined by adding a mark-up to supply costs. Instead, they must work within the prices allowed by the market within which they are operating. Market prices will be determined by a range of factors beyond the control of the developer, including interest rates, the state of the economy and buyer sentiment.

Conventional practice shows developers consider development feasibility by working back from an anticipated market price for their product, deducting their costs, including a

¹² SGS Economics & Planning (2022), Affordable Housing Contributions in the City of Melbourne, accessed at https://hdp-au-prod-app-com-participate-files.s3.ap-southeast-2.amazonaws.com/9317/2188/7727/Macaulay_Affordable_Housing_final_report_June_2022.pdf

¹³ For a full rundown of the calculation of this contribution rate, see Ibid., 13.

margin for profit and risk, to arrive at the maximum price they can pay for a site to build their project. A planning requirement for Affordable Housing would be duly factored into the developer's costs and deducted from the price they will be prepared to pay for the development site. This is comparable to what currently occurs for other contributions required through planning provisions, such as open space and parking.

In this way, the cost of the contribution will be passed back to the seller of development land, rather than forward to dwelling buyers.

Implementation via planning scheme requirements

It is recommended that the originally proposed 3.8 per cent contribution be implemented across the Macaulay precinct as a planning requirement in the planning provisions for eligible development. Contributions can lawfully be collected by a condition on the planning permit, requiring the applicant to either make the contribution prior to development, or to enter into a Section 173 Agreement to make the contribution at an agreed time.

This is the same approach used for contributions of public open space (where nominated at clause 53.01) and cash-in-lieu contributions toward parking.

The precise choice of control will depend on the planning mechanism used:

- If precinct-wide zones are applied such as an Activity Centre Zone, the requirement could be placed in the schedule.
- If development is guided by an overlay such as a Development Plan Overlay, the relevant schedule could include the requirement.
- If there is no such single precinct-wide provision to “attach” the requirement to, the Specific Controls Overlay could be used to apply the requirement.

Recommendations

The previously calculated 3.8 per cent contribution rate is a fair means of apportioning Affordable Housing requirements to the development sector in Macaulay. That contribution rate should be implemented as a planning requirement through a precinct-scale approach, on both residential and non-residential development.

To enforce the proposed Affordable Housing contributions policy, it must be incorporated into the Planning Scheme through the Planning Scheme Amendment process.

This policy should be implemented in the Planning Scheme by:

- Introducing precinct specific planning requirements for Affordable Housing contributions in the applicable planning provisions.

- Requiring that the GRV of a development be established either by certified declaration by the proponent, or by the Council requesting an independent valuer to provide this figure.
- Requiring contributions to be made directly to a registered CHO, or to Aboriginal Controlled Community Organisations, to ensure that the outcomes of contributions are easily monitored through existing regulatory systems. We recommend removing references to “Rental Housing Agencies” to avoid Affordable Housing being delivered through non-registered housing providers.

If there is no return to a mandatory contribution rate, CHIA Vic would support the voluntary controls as proposed in the current Amendment. Whilst not as effective as mandatory controls, it could lead to some delivery of Affordable Housing. It would also help focus attention on Affordable Housing need throughout the development of the Macaully precinct.

For a voluntary contribution policy to be effective, it must deliver rental Affordable Housing in perpetuity. In particular we support one of the proposed mechanisms for delivery, namely the transferring of homes to Registered Housing Agencies at nil consideration. However, as above we suggest removing references to “Rental Housing Agencies”, and including Aboriginal Controlled Community Organisations as preferred recipients.

We believe Registered Housing Agencies are the most appropriate vehicle to deliver affordable housing in this precinct because:

- CHOs have a strong history of working with the City of Melbourne, including Housing Choices Australia’s [Drill Hall](#) and [Queen Victoria Market](#) projects, and Unison Housing’s [Make a Room Project](#).
- CHOs are not-for-profit organisations that provide safe, secure, and affordable rental homes for people on low incomes.
- CHOs have a proven track record and are experienced in property management, tenancy management and community development. They are deeply committed to the communities in which they work.
- The community housing sector is highly regulated – registered CHOs are regulated by the Victorian Housing Act 1983. The regulatory system is managed by the Housing Registrar, which sits within the Department of Treasury and Finance. The Housing Registrar registers, monitors, and assesses the performance of registered CHOs utilising gazetted performance standards. These performance standards ensure high-quality rental housing services and the best outcomes for renters and prospective renters.

- Most renters who live in homes managed by CHOs access these homes through the Victorian Housing Register (VHR). The VHR is Victoria's single social housing waiting list, which sets out eligibility based on the household's income and assets.
- The community housing sector is highly diverse – from small specialised organisations to large organisations that operate across Victoria. This means that the Council will most likely be able to find a community housing partner to suit the Council and the partnership opportunity.

Additional CHIA Vic support

CHIA Vic's [REDACTED] supports developers and local government to learn more about the community housing sector and identify community housing partners for Affordable Housing developments. [REDACTED] the CHIA Vic team would be happy to assist the Council in Affordable Housing growth in your municipality. If you would like to discuss this submission further or ways in which CHIA Vic can assist in your Affordable Housing work, please contact [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]
[REDACTED]

Submission: 25

From: [REDACTED] [Aboriginal Housing Victoria \(AHV\)](#), [REDACTED]

From: [REDACTED]
To: [Planning Policy](#)
Cc: [REDACTED]
Subject: Aboriginal Housing Victoria Response to Proposed Amendment C417melb
Date: Wednesday, 4 September 2024 11:25 AM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[AHV Response to Proposed Amendment C417melb_20240904.pdf](#)

Please find attached AHV's submission in relation to Proposed Amendment C417.
Any issues or queries, please don't hesitate to call or email me.

Kind regards,

[REDACTED]
[REDACTED]
Aboriginal Housing Victoria

Narrandjeri House 125-127 Scotchmer Street, North Fitzroy VIC 3068

Email [REDACTED] Mobile [REDACTED] Phone [REDACTED] Free call [REDACTED]

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I acknowledge the Traditional Custodians of the lands and pay my respect to Elders past, present and emerging.
Artwork representing "our rivers and our bloodlines" by Vicki Couzens with Tarryn Love.



ABORIGINAL HOUSING VICTORIA

To: Manager of Planning Policy, City of Melbourne

Aboriginal Housing Victoria Response to Proposed Amendment C417melb

About Aboriginal Housing Victoria (AHV)

AHV is the largest Aboriginal community housing provider in Australia with over 1,600 properties and 5,000 residents. Our vision is that all Aboriginal Victorians are able to secure appropriate, affordable housing as a pathway to better lives and stronger communities.

To achieve this vision, AHV supported the establishment of the Aboriginal Housing and Homelessness Forum (AHHF), which is a consortium of 38 Aboriginal community-controlled organisations (ACCOs), Traditional Owner groups (TOs) and Aboriginal Trusts with an interest in housing and homelessness.

AHHF members operate collectively to implement *Mana-na woorn-tyeen maar-takoort* (the Victorian Aboriginal Housing and Homelessness Framework, which has been endorsed by the Victorian Government) which outlines a 20-year roadmap to achieving quality housing outcomes for Aboriginal Victorians in a generation. AHV also provides secretariat support to the group in concert with the Victorian State Government.

AHV response to Proposed Amendment C417melb.

We have reviewed the proposed planning amendment and note with great concern that there is no mention of increasing the supply of housing for Aboriginal people, notwithstanding that one of the objectives of the proposed amendment is to increase the supply of affordable housing, generally.

As such, we strongly urge council to consider the following changes to the proposed amendment:

1. Make it mandatory that a component (say, minimum of 10%) of any affordable housing provided be for Aboriginal people.
 - AHV strongly believes that the community envisaged by Council cannot be fully realised without Aboriginal people being part of the community.
2. Make the provision of affordable housing mandatory rather than voluntary (we note that currently the provision of affordable housing is “encouraged”).
3. Allocate a small portion of revenue from all property related charges (including development contributions and council rates) to fund additional new supply of Aboriginal social housing in the City of Melbourne.
 - We note that the focus of this amendment is increasing the supply of affordable housing in the City of Melbourne, whilst the overwhelming need from Aboriginal people is for social housing.

ABORIGINAL HOUSING VICTORIA

Narrandjeri House, 125-127 Scotchmer Street, Fitzroy North, VIC 3068 | ABN 38 006 210 546

These changes are particularly important at a time when the number of Aboriginal Victorians at-risk of homelessness has increased by 29% over the past four years and there is a rapidly growing need for social and affordable housing in the Aboriginal community.

If you wish to discuss this matter, please contact [REDACTED]

Your sincerely,

[REDACTED]

[REDACTED]

Aboriginal Housing Victoria

ABORIGINAL HOUSING VICTORIA

Narrandjeri House, 125-127 Scotchmer Street, Fitzroy North, VIC 3068 | ABN 38 006 210 546

[REDACTED]

Submission: 26

From: [REDACTED] on behalf of Cultural Heritage Unit Elders (Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation)

From: [REDACTED]
To: [Planning Policy](#)
Cc: [REDACTED]
Subject: Planning Scheme Amendment C417 - Macaulay urban renewal area
Date: Wednesday, 4 September 2024 12:10 PM
Attachments: [image001.png](#)

Good Afternoon,

I was able to speak to the Cultural Heritage Unit Elders this morning about preparation of amendment to a planning scheme (amendment C417), who have requested that I provide the following responses:

- There is a large area of cultural heritage sensitivity in the centre of the of the planning area, that relates to Moone Ponds Creek. Any activities that are defined as high impact under the Aboriginal Heritage Regulations 2018 and planned to occur within this area will trigger a mandatory CHMP.
- Land within 200m of waterways is highly sensitive for cultural heritage. The Elders have asked that you please consider avoiding developing and impacting within 200m of waterways.

Thanks, and let me know if you have any questions.

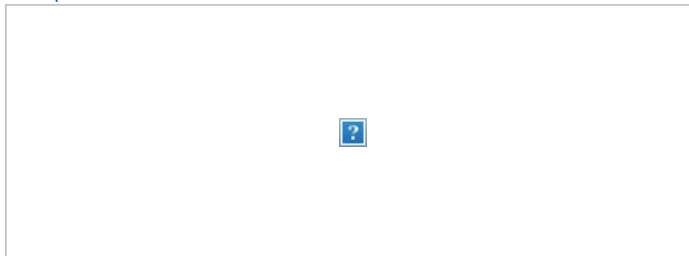
Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation

675 Victoria Street | Abbotsford VIC 3067 | wurundjeri.com.au

Reception: 03 9416 2905



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Submission: [27](#)

From: [REDACTED]

My final comment is that the Kensington Station a heritage building should never be changed via a sky rail or putting the rail underground . There would be no point in this as it is impossible to go under the rail line in Macaulay rd at the Macaulay Station due to the creek and impossible to raise the road due to the Bolte Bridge low height .,

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?
[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?
[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Age Group
[REDACTED]

Do you identify with any of the following?
[REDACTED]

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Submission: [28](#)

From: [REDACTED]

From: [Participate Melbourne](#)
 To: [Planning Policy](#)
 Subject: Make a submission on Amendment C417 Form Submission
 Date: Thursday, 5 September 2024 10:09 PM



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:

Individual

Subject property

[REDACTED]

[REDACTED] Quality pedestrian access to Kensington and in and out of North Melbourne are pivotal to quality living here. Vehicle access and parking for residents is also key to living here [REDACTED] and it's not possible to cater for all the family's needs without a car.

Formal comment on Amendment C417

The Arden Macaulay structure plan will see the place I have lived in for most of my life change significantly and forever. The original structure plan was very disappointing with heights and bulk of buildings way beyond community expectations and a lack of consideration for community spaces, wider footpath and improved arterial roads that connect north Melbourne and Kensington. As far as I can see this amendment has good intentions and aims to improve some of the overbearing elements of the original structure plan. As such I support its intent.

With regard to Shiel St North Melbourne, it would be appropriate to take this opportunity to better connect the Hotham Hill residences with the Arden area on the other side of Macaulay Road. As we know, Hotham Hill area is hemmed in by Flemington Road and Macaulay roads - both very busy roads that have inadequate crossings for pedestrians. The current amendment could seek to connect quality pedestrian access free from cars and bicycles, from Royal Park down to the Arden St oval and the new station at Arden Street.

The site on Shiel St that is currently the car park of the public records office, could house a building (earmarked for a school) with a "rooftop" garden for students, and include making a path from Shiel St with a walkway across Macaulay Road and maximising the use of the existing drop and height that is a feature of Shiel St. The drop in height was once a wall of bluestone columns (somewhat like organ pipes in the west of Melbourne). It would be appropriate to pay respect to this and make a feature of the space honouring its natural original beauty - a feature that was dismantled in the early establishment of Melbourne.

Congestion on the road has been and will continue to be a major concern for all of us living here. I would prefer for example to have seen Macaulay Road widened to accommodate a growing population - which is now apparently not possible. However pedestrian safety has also been reduced with an abundance of bike paths and cars on top of, existing public transport and perennial street building that commandeers footpaths and roads, all of which reduce the safety of pedestrians and the amenity of the area for those of us who live here.

Wind tunnels have become a feature of the new Melbourne in places such as the CBD the Docklands and Fishermans Bend. Public spaces such as the Queen Victoria market and the area around the hospitals in Parkville have become very windy and shadowed and more difficult to live with and feel comfortable in. This must be addressed in order to make our city future proof to protect it from strong winds and invite people out into the street in ways that welcome them and make them feel comfortable. Requested this element be strongly considered for all development that arises from the structure plan.

The parks that have been more recently included in our area in the city of Melbourne have worked to improve Wellbeing and create spaces for community to gather. More of these small neighbourhood parks near residences that I are not overshadowed causing cold winds to impact on the space must be planned for and committed to in the structure plan.

The structural plan must seize the opportunity for quality of pedestrian experience, liveability and improved access to services and spaces such as the station, the hospitals, the park. All of these must be improved through this plan so that people are happy to walk and use Services locally without having to commute to other suburbs.

As we all know Parking will be further stretched in our area and all new developments must include further carparking spaces so that the problem does not flood into the street.

Thank you for considering my formal comment. [REDACTED]

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Submission: [29](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Thursday, 5 September 2024 11:34 PM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Individual

Formal comment on Amendment C417

I do not support the proposal to make affordable housing contributions discretionary for developers. The contribution should be mandatory for both commercial and residential developments. Ensuring enough housing stock for low income households must be a priority. We know that developers will continue to develop in this area, so there is no risk of a mandatory contribution becoming a disincentive.

If the State Government is not minded to reconsider this issue, then suggest that alternative measures should be introduced to make it more likely that affordable housing is prioritised for the area as I am deeply concerned that the current proposed amendment does not do enough in this regard.

I am otherwise supportive of the proposal being based on a future vision for the precinct that sees greater reliance on active transport.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?
[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Age Group
[REDACTED]

Do you identify with any of the following?
[REDACTED]

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Submission: [30](#)

From: [REDACTED] ([Urban Planning Collective](#)) on behalf of [Australian Muslim Social Services Agency](#)

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 6 September 2024 9:12 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

[REDACTED]

Last Name

[REDACTED]

Postal Address

[REDACTED]

Postcode

[REDACTED]

Contact email

[REDACTED]

My submission is being made on behalf of:
Company/consultancy

Subject property

[REDACTED]

Formal comment on Amendment C417
Please refer to the attached letter.

Upload a written comment / attachments

- [332623_LTR_C417_Submission_-_AMSSA_-_Sept_2024_ID_2238729_ID_2239691.pdf](#)

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party
Yes

What motivated you to participate in this consultation today?

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a

business/study/visit?
[REDACTED]

Have you participated in a consultation with City of Melbourne before?
[REDACTED]

How do you describe your gender?
[REDACTED]

Age Group
[REDACTED]

Do you identify with any of the following?
[REDACTED]

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Strategic Planning Department
Melbourne City Council
Melbourne Town Hall
120 Swanston Street
MELBOURNE VIC 3000

Submitted via Council's website

5 September 2024

Re: Submission to Exhibited Amendment C417 – Melbourne Planning Scheme

Dear Sir/Madam

We act on behalf of the Australian Muslim Social Services Agency (**AMSSA**), the owners of the land at 91 – 101 Boundary Road, North Melbourne (**the subject site**).

AMSSA is a not-for-profit organisation that provides community services (including counselling, youth and community development and Islamic classes) from the subject site, which caters for the needs of the growing Muslim community in Melbourne and Australia, more broadly. AMSSA currently operates a place of worship and community centre at the subject site. AMSSA may elect to redevelop the existing buildings on the subject site in future.

In consultation with AMSSA, we have undertaken a review of proposed Amendment C417 (**the Amendment**), which seeks to implement the Macaulay Structure Plan 2021 (**Structure Plan**) and Macaulay Development Contributions Plan July 2024 (**DCP**) to achieve Council's vision for the renewal of the Macaulay precinct as a mixed-use, mid-rise neighbourhood. In general terms, AMSSA is support of Council's vision for the precinct however, it does have some concerns with elements of the Amendment, e.g. the mandatory nature of some of the built form controls, preferred street wall heights and setbacks, mandatory public street and laneway requirements and the lack of exemptions in the DCP. This submission expands on these specific concerns below.

SUBJECT SITE AND CONTEXT

The subject site is located on the west side of Boundary Road, approximately 270 metres south of Racecourse Road and opposite the Alfred Street public housing towers (refer to Figure 1 below). The subject site has a width of approximately 37 metres and is approximately 111 metres deep, with an overall site area of 3,943 square metres.

Of relevance to this submission is the approved development to the north at 103 – 109, 115-117 Boundary Road and 59 – 101 Alfred Street. The land benefits from 2 planning permits, i.e. PA1900619 and PA1900705 (**adjoining approvals**), which allows for construction of 6 multi-storey buildings plus basements and rooftops, a reduction of car parking requirements and alterations in a Road Zone Category 1.

332623 LTR C417 Submission - AMSSA - Sept 2024 (ID 2238729)

L4/412 St Kilda Road,
Melbourne VIC 3004

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@upco_planning

Urban Planning Collective
ABN 77 286 925 855

To the south of the subject site are 2 properties, which are described below:

- **83 – 89 Boundary Road** comprises a two-storey brick warehouse/office building
- **64 – 90 Sutton Street** comprises a three-storey warehouse complex. Planning Permit TP-2023-609 was issued for use of land for a place of assembly (cabaret theatre and function centre) and associated live music, sale and consumption of liquor (on-premises licence), and reduction of car parking requirements. The property is affected by Heritage Overlay – Schedule 1117 ‘Commonwealth Wool Store & Produce Company Ltd. Later Elder Smith & Co. Wool Stores’ (HO1117). The property also abuts the western boundary of the subject site.



Figure 1: Aerial Photograph of the subject site and surrounds dated 23 July 2024 (Source: Nearmap)

SUMMARY OF SUBMISSIONS

AMSSA is broadly supportive of the intent of the Amendment, as it will provide a clear vision for land owners and the community around the future development expectations for the Macaulay precinct. However, AMSSA does have some concerns with elements of the Amendment, e.g. the mandatory nature of some of the built form controls, preferred street wall heights and setbacks, mandatory public street and laneway requirements and the lack of exemptions in the DCP. A summary of AMSSA’s concerns is set out below:

Design and Development Overlay – Schedule 75

The proposed Design and Development Overlay – Schedule 75 (DDO75) will affect the Boundary Road precinct, in which the subject site is located. DDO75 seeks to implement a range of mandatory and discretionary built form controls. AMSSA’s concerns relates to the following built form controls:

Built Form Requirements

Submission

Mandatory Maximum Floor Area Ratio 1:4

AMSSA are concerned that the floor area ratio is too low as well as the mandatory nature of the floor area ratio. There is insufficient justification in the Structure Plan to apply mandatory controls.

Mandatory controls should only be considered if they are absolutely necessary to achieve built form outcomes. Where it can be demonstrated that exceeding the preferred development parameters will not result in unacceptable built form and amenity outcomes, a responsible authority must have the discretion to considered alternative built outcomes, which demonstrate merit.

The adjoining approvals have a floor area ratio which exceeds the proposed mandatory maximum floor area, being 1:8.26 in Stage 1 and 1:6.58 in Stage 2.

Mandatory provision of an east-west 12 metre wide public street to the north and central laneway in accordance with Map 4 and design requirements in Table 5 (refer to Map 4 in Figure 2).

Map 4 identifies the provision of a mandatory 6 metre wide north-south laneway through the subject site.

Map 4: New streets, laneways and arcades



Figure 2 – Extract of Map 4 of the proposed DDO75

AMSSA does not object to the provision of a laneway through the subject site however, it has significant concerns with the mandatory requirement - in particular - its proposed position/alignment. Furthermore, the connecting north-south portion of the north laneway will not be delivered as part of the adjoining approvals and the southern portion must “break through” a heritage façade (HO1117). Accordingly, there is significant complexity and doubt with delivering the proposed mandatory laneway and as a result, flexibility must be built into the control to factor in alternative yet appropriate outcomes for the future laneway.

Further, Map 4 shows a 12 metre wide public street is to be provided on the adjoining land to the north. However, the public street has not been provided in the adjoining approval. Accordingly, it highly unlikely the public street will be achieved. Accordingly, flexibility must be built into the control to factor in a built form outcome where it will not be delivered.

Preferred street wall height of 3 storeys along the northern interface and 2 storeys to the laneway (refer to Map 3 in Figure 3)



Figure 3 – Extract of Map 3 of the proposed DDO75

AMSSA is not concerned with the proposed 6 storey street wall height to Boundary Road.

However, AMSSA is concerned with the preferred street wall height of 3 storeys to the north and 2 storeys to the proposed laneway as shown in Map 3, particularly given that the east-west street to the north will not be delivered in the adjoining approval.

The preferred street wall height should apply to the Boundary Road interface only.

Preferred building setback of 5 metres above street wall

AMSSA is not concerned with the proposed 6 storey street wall height to Boundary Road.

However, AMSSA is unclear whether the preferred setback also applies to the northern street wall and laneway street wall.

The application of 5 metres setback above street wall from all street wall interfaces will result in an inefficient and poor development outcome for the subject site.

Preferred building setback of 7.5 metres from the common boundary and preferred setback of 12 metres between buildings on the same site

The proposed setbacks are excessive, being greater than other building setback / separation controls within inner city Melbourne, including the City of Melbourne itself. The rationale behind the proposed setbacks is not substantiated in the Amendment documentation.

For context, the preferred building setbacks in other comparable controls, e.g. DDO's is summarised below:

	Min. common side or rear boundary setback	Min. building separation
DDO10 (Melbourne)	5 metres	10 metres
DDO36 (Port Phillip)	4.5 metres or 9 metres from existing habitable room windows or balconies	N/A
DDO30 (Port Phillip)	5 metres	10 metres
DDO82 (Melbourne)	5 metres	10 metres

Duplication of Map 3 at Map 6

Map 6 should be corrected as it is a duplication of Map 3 (Street Wall Height). The map should nominate primary active and pedestrian priority interfaces and service and access interfaces.

Macaulay DCP

The Amendment seeks to implement the Macaulay DCP, which will replace the current interim Development Contributions Plan Overlay – Schedule 2 (DCPO2). AMSSA is concerned that the DCP in its proposed form, does not make any provision for exemptions to be applied.

We respectfully request, the DCP should include a specific section for exemptions in Schedule 2 to the DCPO for the:

- Provision of social and/or affordable housing
- Section 173 Agreement for the provision of land and/or works-in-kind
- Not-for-profit, community service or faith based organisations

The Darebin Development Contributions Plan 2019 includes the first two exemptions. These exemptions will assist to facilitate the delivery of social and/or affordable housing and allow for specific circumstances for land and/or works-in-kind to be delivered by a proponent.

The specific wording in the Darebin Development Contributions Plan is replicated below for ease of reference:

- Social housing delivered by or for registered agencies as defined under the Housing Act 1983.
- Land with an agreement executed under section 173 of the Planning and Environment Act or other deed or agreement that requires either:
 - The payment of a development contribution levy; or

- The provision of specified works services or facilities beyond those necessary on or to the land or other land as a result of the grant of any permit; or
- The payment of any development contributions or the provision of specified works services or facilities required to be provided for public and/or community infrastructure by any other provision of this scheme; or
- The provision of land for works services or facilities (other than land required to be provided as public open space pursuant to Clause 53.01 or section 18 of the Subdivision Act 1988);

It explicitly excludes further development contributions to be made.

PO16

The Amendment seeks to introduce Parking Overlay – Schedule 16 (**PO16**). PO16 states that any car parking spaces which are provided on a site should be provided as a consolidated car park, which would effectively serve as precinct-wide car park based on the definition proposed for a ‘consolidated car park’. Although it is a commendable strategy to reduce and consolidate car parking, it is unclear how and where these car parks will be delivered and/or managed. Further clarification is required to be provided to understand what is proposed.

New local policy Clause 11.03-6L (Macaulay)

The new local policy seeks to manage the potential impacts of sea level rise and flooding. We are aware a separate Planning Scheme Amendment (C384) seeks to introduce a Land Subject to Inundation Overlay (**LSIO**) to the surrounding area, however the subject site is not affected by the new LSIO. Where land is not affected by a LSIO, existing or proposed, we request clarification of the proposed application of this element of the policy in such a context.

Drafting of SUZ8 and DDO75

More generally, the drafting of the SUZ8 and DDO75 is cumbersome and somewhat complex to comprehend. Accordingly, we respectfully request the controls should be simplified to make it easier for the general public to read and interpret.

Other matters

AMSSA reserve the right to raise any other matters at any future panel hearing held to hear the submissions received from the public exhibition process.

CONCLUSION

We look forward to Council’s review and consideration of the concerns raised in this submission and welcome the opportunity to discuss and expand on them further.

Should Council require any additional information or wish to discuss any of the above concerns in detail, please do not hesitate to contact [REDACTED]

Yours sincerely

[Redacted signature]

[Redacted contact information]

Submission: [31](#)

From: [REDACTED]

From: [Participate Melbourne](#)
To: [Planning Policy](#)
Subject: Make a submission on Amendment C417 Form Submission
Date: Friday, 6 September 2024 9:29 AM

PARTICIPATE MELBOURNE



Make a submission on Amendment C417 Form Submission

There has been a submission of the form Make a submission on Amendment C417 through your Participate Melbourne website.

First Name

████

Last Name

██████

Postal Address

████████████████████

Postcode

████

Contact email

████████████████████

My submission is being made on behalf of:

Individual

Subject property

Submission amendment C217

Formal comment on Amendment C417

-It is disappointing that the look and feel of Kensington will no longer be the same with industrial and heritage features- the development of all high rises in the area will make it feel like a camp and the unique feel and look will be lost.

-The amount of high rises is ridiculous- there is no infrastructure there that will cope with the increased thru put of cars and people- yes there are 2 train lines but only 2 lanes of traffic- it already takes at least 30 min to go up and down McCauley road. Parking is already at a premium and will only become more difficult with the high rises and then the events at the young husband complex.

-privacy for us in low level residences near the highrise complexes has not been adequately looked into- those in the high rises can overlook into our yards and windows.

- it is disappointing to lose the look and feel of an inner suburb with such heritage.

I understand that the content of my submission, minus my personal information or property address, is available upon request to any interested party

Yes

What motivated you to participate in this consultation today?

████████████████████

[REDACTED]

Which of the following best describes your connection to this City of Melbourne project?

[REDACTED]

Based on your connection to this project, where do you live/work/own a business/study/visit?

[REDACTED]

Have you participated in a consultation with City of Melbourne before?

[REDACTED]

How do you describe your gender?

[REDACTED]

Age Group

[REDACTED]

Do you identify with any of the following?

[REDACTED]

To view all of this form's submissions, visit

https://participate.melbourne.vic.gov.au/index.php/dashboard/reports/forms_new/data/1199

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Submission: [32](#)

From: [REDACTED]