

**02.01**

**CONTEXT**

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Proposed C203port

The City of Port Phillip is an inner-city area of approximately 21 square kilometres and 11 kilometres of bay foreshore. [New local context]

The Victorian Aboriginal Heritage Council have advised that they consider that the traditional owners of the land of Port Phillip are represented by the Bunurong Land Council Aboriginal Corporation (BLCAC) and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWWCHAC). [Part 21.02-2, Part adapted from Council Plan context]

The City is now the most densely populated municipality in Victoria with more than twice the population density of the metropolitan Melbourne average. [Adapted from Council Plan context]

One of the earliest European settlements in the metropolitan area, Port Phillip is a city of neighbourhoods, each with its own character, defined by heritage buildings, strip shopping precincts and treelined streets. [Part 21.02-2, Part adapted from Council Plan context]

The City contains some of the most popular tourist destinations in metropolitan Melbourne, attracting more than 2.8 million visitors each year. [Adapted from Council Plan context]

**02.01-1**

**Community and population growth**

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The City's population is expected to grow from 117,420 in 2020 to 176,816 by 2041 (*City of Port Phillip Population Forecast*, id, July 2020). Significant growth will be accommodated within the Fishermans Bend Urban Renewal Area. [Content updated idforecast]

The City serves diverse communities of residents, workers and visitors. A majority of residents are aged between 25 and 49 and the largest population increase is anticipated to be in the 20 to 24 age group (ibid). [Updated context, source: idforecast]

81.6 per cent of the City's labour force of 60,772 come from outside the municipality (*City of Port Phillip Economic Profile*, id, July 2020). The dominant sectors of employment are professional, scientific and technical services (16.3 per cent), health care and social assistance (10.3 per cent) and education and training (8.5 per cent) (ibid). [Updated context, source: id Economic Profile]

**02.01-2**

**Housing profile**

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Proposed C203port

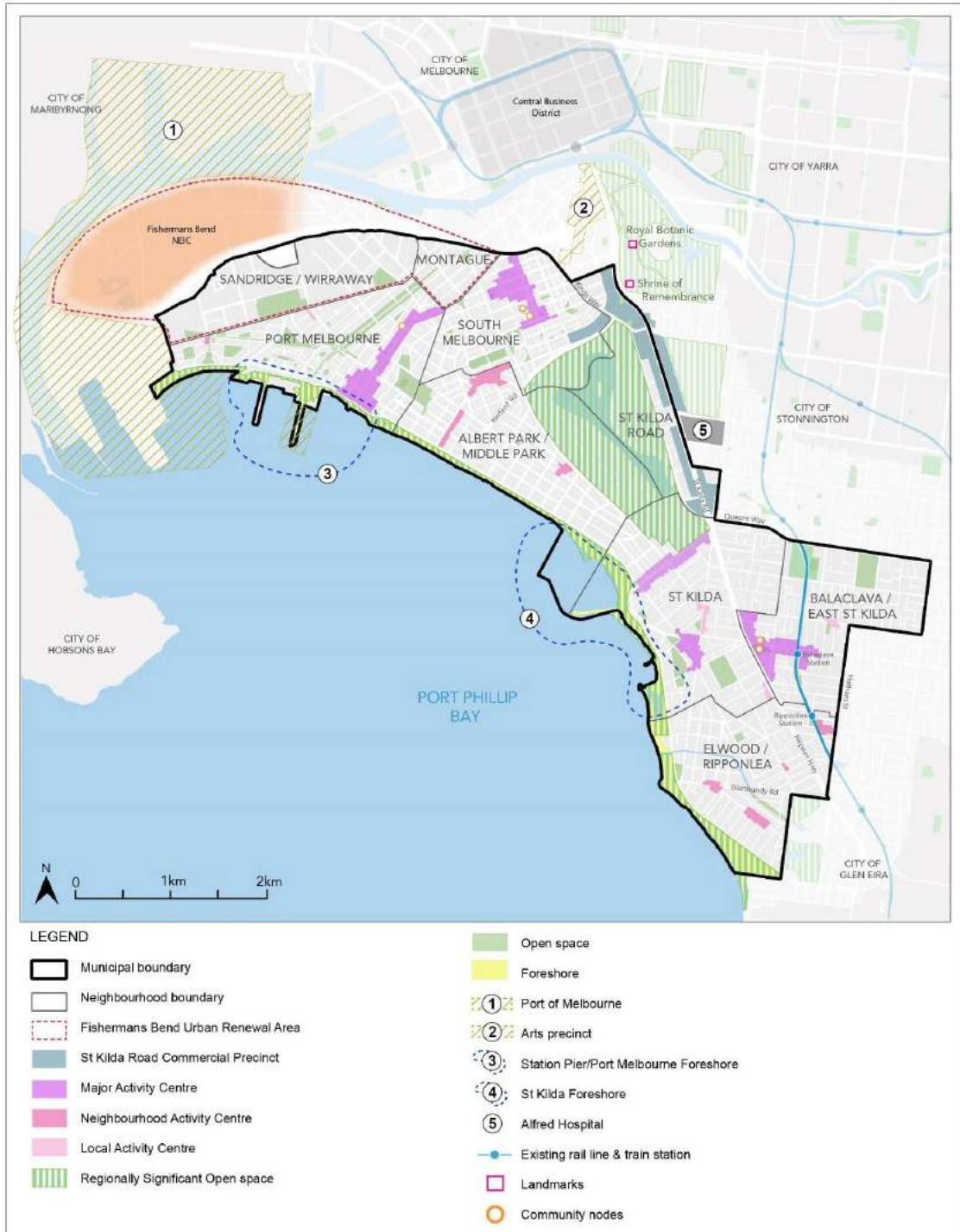
In the City, 8.4 per cent of dwellings are separate houses, 37.7 per cent are medium density dwellings, and 52.2 per cent are high density dwellings (*City of Port Phillip Population Forecast*, id, July 2020). The dominant household type is lone person at 39.6 per cent of all households (ibid). [Updated context, source: id Population Forecast]

Compared to Greater Melbourne, more households pay high mortgage repayments and high rental payments (*City of Port Phillip Housing Needs Assessment and Allocations Framework Report*, City of Port Phillip, March 2019). [Updated context, source: City of Port Phillip Housing Needs Assessment and Allocations Framework Report]

Access to affordable housing for very low and low income working households is limited. The City is committed to maintaining, at minimum, the 2015 level of social housing stock of 7.2 per cent (*In Our Backyard Housing Program Review*, SGS Economics and Planning, September 2018). [Updated context, source: City of Port Phillip Housing Needs Assessment and Allocations Framework Report]

# PORT PHILLIP PLANNING SCHEME

## Context plan



## 02.02

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### VISION [ALL NEW CONTENT BASED ON COUNCIL PLAN 2017-27]

The vision in the *We are Port Phillip Council Plan 2017 – 2027* is for Port Phillip to be '*Beautiful, Liveable, Caring, Inviting, Bold and Real*'.

The vision is shaped by a desire to celebrate history, protect character, and encourage inclusion and creativity, while planning for the future of a dynamic and evolving City.

Port Phillip will be a city:

- That produces low greenhouse gas emissions, is resilient to climate change and maximises use of environmentally sustainable modes of travel.
- That is creative and prosperous with a dynamic economy that connects and grows business as well as bringing arts, culture and creative expression to everyday life.
- Of vibrant activity centres and employment areas, providing high accessibility to goods and services and prosperous conditions for all residents and businesses.
- That is liveable, with well-designed buildings that contribute to safe, lively, high amenity places with public spaces that are safe and inviting places for people to enjoy.
- Of diverse and distinctive neighbourhoods where well-designed new development is integrated with, and enhances our valued heritage and character and the beauty of our neighbourhoods.
- That respects and values its past, its diversity and its link with traditional owners.
- That is easy to get around, with 10-minute neighbourhoods that give locals access to shops, community spaces and a strong sense of place.
- With a range of affordable, accessible and diverse housing types to meet the needs of the population and is supported by a range of community facilities and services.
- That is inclusive; where community diversity and harmony are sustained and encouraged, and where members of our community feel connected through a strong sense of place and can participate in community life.
- With a healthy and safe environment for residents, workers and visitors.

**02.03**

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Proposed C203port

**02.03-1**

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**STRATEGIC DIRECTIONS****Settlement****Activity centres**

Port Phillip has an established network of distinct and diverse activity centres:

- Four Major Activity Centres in Port Melbourne (Bay Street), South Melbourne (South Melbourne Central), Balaclava (Carlisle Street), and St Kilda (Fitzroy/Acland Streets). These provide a wide range of goods, community facilities and services, some serving regional catchments. [21.02, 21.04-2 KI and Table 1, amended]
- Six Neighbourhood Activity Centres in Port Melbourne (Centre Avenue), Albert Park (Bridport Street/Victoria Avenue), Middle Park (Armstrong Street), Ripponlea (Glen Eira Road), and Elwood (Tennyson Street, and Ormond/Glen Huntly Roads). These provide a range of goods and services to the local catchment. [21.04-2 Table 1, amended]
- Four Local Activity Centres in St Kilda (Inkerman/Grey Streets, and Inkerman Street), East St Kilda (Inkerman Street), Elwood (Brighton Road), and Port Melbourne (Graham Street). These provide a limited range of convenience goods and services to the local community. [21.04-2 KI, Table 1, amended]
- Emerging activity centres in Fishermans Bend Urban Renewal Area (FBURA) within the Montague, Sandridge and Wirraway precincts. These are of different scales and functions. [NEW: Fishermans Bend Framework, 21.06-8, amended]

These activity centres perform a range of retail, commercial, entertainment and housing functions and will continue to provide community hub roles for their catchments. Their individual distinctiveness and diversity are an important part of Port Phillip's identity, which needs to be protected and reinforced. [21.04-2 KI, amended]

Port Phillip's activity centres also play an important role in supporting and hosting visitation, including local and regional entertainment. Cultural tourism should continue to be provided for within activity centres and managed to minimise adverse effects on the amenity of the area. [21.04-2 KI, amended]

Council supports:

- Reinforcing a diverse network of economically viable activity centres across Port Phillip by promoting development that: [21.04-2 O1&O2, amended]
  - Is of a scale appropriate to the role and capacity of the centre. [21.04-2 Table 1, amended]
  - Supports the distinct identity and social and cultural role of each centre. [21.04-2 Table 1, amended]
  - Provides a diverse mix of uses, including employment generating ones, that service the catchment of each centre. [21.04-2 Table 1, amended]
  - Provides for residential development at a scale appropriate to the role, capacity and economic function of each centre. [21.04-2 Table 1 & O4, amended]

**Neighbourhoods****Albert Park / Middle Park**

Known for its Victorian and Edwardian era development, wide, tree-lined streets, beach and recreational facilities in Albert Park, this neighbourhood also includes part of St Kilda West. A -0.02 per cent population change is forecast by 2031. [NEW]

Council supports:

- Maintaining the heritage character and low-rise scale of existing residential areas. [21.06-3-Vision-dot point 1, amended]
- Providing a range of passive and active recreational and sporting activities in attractive and

accessible public spaces. [21.06-3-Vision-dot point 4, amended]

### **Balaclava / East St Kilda**

This neighbourhood is primarily a residential area with diverse housing types and population. Key features include the Carlisle Street Major Activity Centre, Balaclava Station and Alma Park. A 4 per cent population growth is forecast by 2031. [NEW]

Council supports:

- Reinforcing the generally mixed architectural character within the existing residential areas, featuring setbacks and garden characteristics. [21.06-1-Vision-dot point 3, amended]
- Retaining the eclectic, bohemian and distinctly local character of the Carlisle Street Activity Centre, its range of independent businesses, convenience and weekly shopping role, and civic and community focus. [21.06-1-Vision-dot points 1 and 2, amended]
- Facilitating increased use of Balaclava Station. [21.06-1-Key Planning Challenges-dot point 3]
- Maximising access to safe and direct pedestrian routes, due to the high rates of walking and the specific cultural needs of the Jewish community. [21.06-1-Key Planning Challenges-dot point 2, amended]
- Addressing the shortage of public open space, especially between Hotham Street and Orrong Road. [21.06-1-Key Planning Challenges-dot point 6]

### **Elwood / Ripponlea**

This neighbourhood is known for its leafy streets and suburban character, proximity to the Port Phillip Bay, the Elwood Canal and Ripponlea Station. Significant development occurred during the post-war years, with new apartment developments in the area from 2001. A 1.7 per cent population growth is forecast by 2031. [NEW]

Council supports:

- Reinforcing the green, suburban character of the existing residential areas. [21.06-2-Key Planning Challenges-dot point 1, amended]
- Retaining the character and prominence of Marine Parade and Ormond Esplanade as seaside boulevards. [21.06-3-Vision-dot point 2, amended]
- Improving amenity and safety along the interface of Elwood Canal and abutting land uses. [21.06-3-Vision-dot point 4, amended]
- Facilitating safe and direct walking routes, recognising the specific cultural needs of the significant Jewish community in Ripponlea. [21.06-3-Key Planning Challenges-dot point 3, amended]

### **Port Melbourne**

This neighbourhood includes Station Pier and the Waterfront Place Precinct, foreshore and beaches, and the Bay Street Major Activity Centre. It is marked by traditional residential heritage precincts, contrasting with the distinctive areas of Garden City, Beacon Cove and contemporary apartment development in the Bay Street Major Activity Centre. A 1.3 per cent population growth is forecast by 2031. [NEW]

Council supports:

- Retaining Station Pier as a trade and freight gateway. [21.06-4-Vision-dot point 4, amended]
- Developing Station Pier and the Waterfront Place Precinct as a world class passenger shipping gateway to Melbourne. [21.06-4-Vision-dot point 2, amended]
- Strengthening the Bay Street Activity Centre as the hub of Port Melbourne, and a mixed use, sustainable and diverse bayside centre that has a strong sense of identity and community. [21.06-4-Vision-dot point 3, amended]

- Maintaining the consistent neighbourhood character of Beacon Cove. [21.06-4-Beacon Cove Residential Area-dot point 1, amended]
- Managing the foreshore interface (including Station Pier) to minimise conflicts. [21.06-4-Key Planning Challenge-dot points 5 and 12, amended, blended]

### South Melbourne

This neighbourhood includes the South Melbourne Major Activity Centre including Clarendon Street, the South Melbourne Market, and significant established business precincts which are experiencing residential and commercial development pressure. A 5.7 per cent population growth is forecast by 2031, along with an increase in workers. [NEW]

Council supports:

- Developing a sustainable mixed use precinct focussed on the South Melbourne Major Activity Centre. [21.06-5-Vision-dot point 1, amended]
- Developing the Emerald Hill precinct as a major focus of cultural activity for the local and wider community. [21.06-5-Vision-dot point 4, amended]
- Maintaining high quality residential environments in established residential areas. [21.06-5-Vision-dot point 2, amended]
- Addressing the shortage of public open space, especially north of Park Street. [21.06-5-Key Planning Challenges-dot point 7, amended]

### St Kilda Road

With a grand landscape setting that is flanked by the Shrine of Remembrance (in the City of Melbourne), St Kilda Road is one of Melbourne's most famous boulevards. The new Anzac Station will enhance access to the area, and catalyse residential and commercial development and public realm improvements. [NEW]

The area has a diverse population and is a significant employment hub with a workforce of over 20,000. A 37 per cent population growth is forecast by 2031, along with significant growth in worker numbers. [NEW]

Council supports:

- Maintaining the role of St Kilda Road as a preferred location for premier office accommodation and well-designed, higher density residential development. [21.06-7-Vision-dot point 3, amended]
- Reinforcing the St Kilda Road North Precinct as a dynamic, highly connected, beautiful, integrated, safe and inclusive place to live, work and visit. [21.06-7-Vision-dot point 1, amended]
- Protecting the significance and landmark quality of the Shrine of Remembrance. [21.06-7-Vision-dot point 2, amended]

### St Kilda

This neighbourhood contains the iconic Acland Street and Fitzroy Street retail strips, significant open spaces, the St Kilda foreshore and other significant open spaces such as the St Kilda Botanical Gardens and the Peanut Farm. [NEW]

St Kilda attracts millions of visitors each year with its famous attractions including Luna Park, the Palais Theatre and St Kilda Beach. The neighbourhood contains an eclectic mix of architectural styles, eras and building typologies. A 10 per cent population growth is forecast by 2031, predominately in the St Kilda Road South Precinct. [NEW]

Council supports:

- Maintaining the sense of community and cultural diversity that contribute to the unique character of St Kilda. [21.06-6-Key Planning Challenges-dot point 7, amended]
- Revitalising the St Kilda Foreshore (including the development of the 'Triangle' site). [21.06-6-

Key Planning Challenges-dot point 4, amended]

- Retaining the unique heritage, character and generally low-rise built form of the established residential areas. [21.06-6-Vision-dot point 8, amended]
- Improving the liveability of the St Kilda Road South Precinct and strengthening its sense of place as it transitions to increased residential densities. [21.06-6-Key Planning Challenges-dot point 8, amended]

### **Fishermans Bend Urban Renewal Area**

The Fishermans Bend Urban Renewal Area (FBURA) is a declared project of State significance. It includes the major urban renewal precincts of Montague, Sandridge and Wirraway in the City of Port Phillip, and Lorimer and the Fishermans Bend NEIC (Employment Precinct) in the City of Melbourne.

The vision for FBURA is “*a thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation*” that will by 2050, accommodate 80,000 residents and 80,000 jobs and be Australia’s largest urban renewal *Green Star – Community*. FBURA is striving for a 6 Star *Green Star – Community* rating. [Clause 22.15-1, Policy basis]

Council supports:

- Creating thriving, lively, mixed-use neighbourhoods. [22.15-2, Objectives, amended]
- Locating the highest densities of employment opportunities close to existing and planned public transport. [Clause 22.15-1, Policy basis]
- Delivering housing opportunities for a diverse community. [Clause 22.15-1, Policy basis] [Clause 22.15-1, Policy basis]
- Creating a benchmark for sustainable and resilient urban transformation. [Clause 22.15-1, Policy basis, amended]
- Encouraging developments to be designed to support 80 per cent of movements via active and public transport. [Clause 22.15-1, Policy basis]
- Implementing measures in use and development to mitigate adverse amenity impacts from existing industrial uses. [Clause 22.15-1, Policy basis]

## 02.03-2 Environmental and landscape values

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Proposed C203port

Port Phillip is a highly modified urban environment with remnant areas of indigenous vegetation confined to the Port Phillip Bay foreshore and Ripponlea area. [21.02-2] Replanting efforts have led to a number of significant sites of indigenous vegetation. [21.02-2, updated with content from Audit Report context pg 106, Foreshore Management Plan 2012]

The foreshore is Port Phillip's most outstanding natural and cultural asset and provides a number of functions including providing habitat for local flora and fauna and managing stormwater. Environmental management is essential in supporting the health of the Port Phillip Bay and ensuring that the foreshore remains an attractive destination that continues to support local biodiversity. [21.02-2, 21.04-5 KI amended, 21.05-4 KI amended, updated with content from Audit Report context pg 108]

The City's public open spaces and landscaping within road reserves, transport corridors and on private land provide an essential balance to Port Phillip's urban environment and have a positive impact on the liveability and biodiversity of the City. [New content, sourced Council Plan, and Act and Adapt Strategy]

Council supports:

- Protecting Port Phillip's natural environment and landscape values. [21.01-2, amended]
- Protecting and enhancing Port Phillip's urban forest, including large canopy trees and vegetation. [NEW: Combined from Port Phillip Greening Strategy, and Act and Adapt Strategy]
- Protecting and enhancing Port Phillip's green spaces and corridors to provide habitat to native flora and fauna. [NEW: Act and Adapt Strategy]
- Reducing the environmental impact of urban areas on waterways and receiving bodies by managing stormwater quality and quantity. [21.05-4O2 amended, 22.12-2 PB amended]

## 02.03-3 Environmental risks and amenity

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Proposed C203port

### Climate change

Port Phillip is subject to the impacts of climate change, including increased heat, more extreme weather events, changed rainfall patterns, greater flooding due to overland flow and sea level rise, and increased erosion of the foreshore. [New: Adapted from Council's Act and Adapt Strategy]

Designing and managing built form and physical infrastructure to better respond to a changing climate will contribute to improving the liveability and sustainability of the City for the benefit of the community. [21.03-1 KI7] Reduced emissions and achieving sustainable land use and development within the built environment will help achieve a City that is adaptive and resilient to climate change. [New: General direction provided in Act and Adapt, new Council Plan]

Council supports:

- Ensuring development responds to a changing climate and helps mitigate against its impacts by:
  - Incorporating environmentally sustainable design. [21.01-2, amended]
  - Prioritising walking, cycling and use of public transport, shared transport modes and low-emissions vehicles. [21.01-2, amended]
  - Providing new housing and employment in locations close to activity centres and public transport. [21.01-2, amended]
- Creating a greener, cooler City that reduces urban heat island effect by:
  - Increasing canopy cover and diversity of tree species in public open spaces, road reserves and transport corridors. [New: Adapted from Council's Act and Adapt Strategy]
  - Protecting and enhancing vegetation on private land and in development. [New: Adapted from Council's Act and Adapt Strategy]



## PORT PHILLIP PLANNING SCHEME

- Use and development of the foreshore that responds to the impacts of climate change. [21.04-5 S5.2 amended]
- Use of sustainable and low energy infrastructure and renewable energy. [21.01-2]
  
- Integrating water sensitive urban design in development to improve water quality to Port Phillip Bay and other receiving water bodies, reduce the impacts of localised flooding and sea level rise and to facilitate water conservation. [21.03-1 S1.4 amended, 21.05-4 amended]
- Reducing potable water consumption through more efficient water use and establishing alternative water sources. [21.01-3]
- Facilitating the maximisation of recycling and diversion from landfill, reduction in waste generation and the circular economy.[NEW adapted from Council's Don't Waste It Strategy]

**02.03-4**

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Proposed C203port

**Built environment and heritage**

The Victorian Aboriginal Heritage Council have advised that they consider that the traditional owners of the land of Port Phillip are represented by the Bunurong Land Council Aboriginal Corporation (BLCAC) and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). The traditional owners' continued connection to the land is reflected through intangible cultural heritage values and in sacred sites. [21.02-2-S20, amended]

Port Phillip's built and natural heritage places are among the earliest and most significant in Melbourne, including buildings and structures, landscapes, streetscapes, precincts, subdivision patterns (comprising the layout of streets, lanes and boulevards) and cultural heritage. [21.05-1-KI4, amended]

Protecting, revealing and embracing the valued heritage and character of the City is a priority for Port Phillip. [Consistent with Council Plan and existing MSS Direction]

The diversity of built form and valued elements of Port Phillip's urban structure and character make a valuable contribution to the attractiveness of the City as a place to live, work and visit. [21.05-2 KI, amended]

A key challenge for Port Phillip is to enable development that responds to the context of the area, including its valued heritage and character, and that positively contributes to the public realm. [Updated to recognise current planning challenges] A high quality, liveable and inclusive urban environment is critical to support the vitality and wellbeing of the City. [21.01-2 SA & Audit Report 11.5.1 Opportunity, amended]

The character of areas planned for substantial growth will significantly change, being the FBURA urban renewal areas, parts of the Major Activity Centres and along St Kilda Road. Development in these areas needs to be managed to achieve a high-quality public realm to support the new higher-density mixed-use environment. [21.05-2 KI, amended]

Development within Major Activity Centres needs to be managed to ensure that the unique and valued character of each centre is retained and enhanced. [21.05-2 KI, amended]

The established residential areas and lower order activity centres are distinguished by their low-rise urban form and highly valued character. Development within and adjoining these areas needs to be managed to ensure that the existing neighbourhood character and amenity is not eroded. [21.05-2 KI amended]

Port Phillip also has a role in providing a setting for significant heritage buildings located in adjoining municipalities, including the Shrine of Remembrance. [21.05-1-KI1, 21.05-1-KI 4, amended]

**Council supports:**

- Protecting and enhancing the varied, distinctive and valued character of neighbourhoods across Port Phillip, and the physical elements therein. [21.05-2-KI1, amended]
- A new built form character within FBURA that transitions to surrounding established areas. [21.05-2-O1.5, amended]
- Supporting development along the foreshore that enhances its significance as a natural, recreational and tourism asset by reinforcing the predominately low-rise scale of development (except where directed by a Design and Development Overlay) and avoids overshadowing the foreshore. [21.05-2-O10, amended]
- Protecting Aboriginal cultural heritage and incorporating interpretive elements into built form and the public realm. [21.05-1 O2 Amended]
- Protecting and conserving valued heritage places and precincts by: [21.05-1-O1.1, amended]
  - Retaining and conserving heritage places. [NEW, content amended as part of Local Heritage Policy Review and preparation of new Local Heritage Design Guidelines]
  - Development that respects and complements heritage places by using a contextual design approach that retains and enhances the significance of a heritage place. [NEW, content amended as part of Local Heritage Policy Review and preparation of new Local Heritage Design Guidelines]

- Supporting adaptive reuse of heritage places that are no longer used for their original purpose, such as industrial buildings. [NEW, content amended as part of Local Heritage Policy Review and preparation of new Local Heritage Design Guidelines]
- Balancing sustainability outcomes and heritage conservation. [NEW, content amended as part of Local Heritage Policy Review and preparation of new Local Heritage Design Guidelines]

## 02.03-5

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Proposed C203port

### Housing

Managing the impact of housing growth on the City's character and urban form is a key challenge for Port Phillip. Well-located strategic redevelopment sites and precincts provide the key opportunity to accommodate a large proportion of Port Phillip's new housing growth which will continue to bring change to the scale and density of those areas. [21.04-1 KI] Moderate residential growth may also be achieved in activity centres as part of shop-top housing or as larger mixed-use developments on strategic sites. [21.04-1 KI part, amended] Meeting the demand for new housing within Port Phillip's established residential areas, including around activity centres, must be carefully managed to protect the heritage value, neighbourhood character and amenity of those areas. [21.04-1 KI]

As a part of housing growth, provision must be made for a variety of dwellings to meet the diverse needs of Port Phillip's community and ensuring that in terms of household size, lifestyles, abilities, income levels and lifecycle stages. This includes households of varying sizes including shared, sole person, couple and family (including larger family) households. [21.04-103, 21.04-103.5 updated] As well as ensuring accessible, visitable and adaptable housing for persons with disability or changing household life-cycle needs including the need to work from home, and older persons needing to age in place or have access to retirement housing and residential care accommodation. [21.04-1 KI amended, IOBY combined with 21.04-103.2, [21.04-103.4, amended]

With increasing land values and housing costs and the closure of private rooming houses and subdivision of rental flats, home ownership and private renting are increasingly unaffordable. Greater supply of affordable and social housing is needed to address priority local housing need, including for the most disadvantaged and marginalised residents. [IOBY pg 23: Goal]

Council supports:

- Providing significant opportunities for housing growth within designated strategic locations such as FBURA, that offer greatest accessibility to shops, services and public transport. [21.01-2, 21.04-101 amended]
- Increasing residential densities within existing activity centres where the intensity and scale are appropriate to their scale, character and heritage values and does not detract from the centres' economic capacity. [21.04-1 KI part, amended].
- Providing affordable housing for very low, low and moderate-income households in locations across the municipality, including strategic redevelopment sites, activity centres and Fishermans Bend. [21.01-2, 21.04-102 amended]
- Providing a diverse range of affordable housing types, such as supported social housing, social (public and community) housing, and private affordable housing that address local housing need. [21.04-103.2, updated from IOBY]
- Providing a diverse range of accessible, visitable and adaptable housing that meet the needs of the community. [NEW: Guidance on adaptable housing; In line with Council's submission to 'City of Port Phillip Australian Building Codes Board - Accessible Housing Options Paper September 2018' based on Liveable Housing Design Guidelines]

**02.03-6**

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Proposed C203port

**Economic development**

Port Phillip is strategically positioned between the Central City and Port Phillip Bay and has a strong and mixed economy with significant areas suitable for industrial and varied employment uses and a strong tourism industry. [21.02-1 MC]

Key employment areas are shown on the Strategic Framework Plan at Clause 02.04-1 and include:

- Activity Centres that are largely based on retail strips with new centres planned to be established in FBURA. [21.04-2, O1 Table 1; 21.06-8]
- Office and Mixed-Use Areas located within and outside of activity centres, including the St Kilda Road Corridor (identified within the expanded Central City Area), South Melbourne Business Precincts and FBURA. [21.04-3] [21.04-4 KI, O1 Table 3] [21.04-3, Table 2; 21.06-8]
- Industrial Areas located in Port Melbourne, South Melbourne and Balaclava provide for existing and emerging industrial activities. FBURA has historically accommodated significant industrial activity within the City. Strategically important existing industrial uses that provide services to the construction industry will continue to operate as the area transitions to a mixed-use precinct. [21.04-3, 21.04-4 KI, O1 Table 3]

Port Phillip will need to retain an adequate supply of employment land in key precincts for growing job sectors, particularly office space for the ‘knowledge economy’ which is experiencing increased pressure for new residential development, and to strengthen existing creative industry clusters. [21.04-1 KI, updated Art and Soul - Creative and Prosperous City Strategy 2018-22]

Port Phillip has a strong tourism industry, with Port Melbourne’s waterfront and St Kilda’s foreshore as key tourist attractors. [21.02-1] The range of entertainment uses, facilities and festivals provided across key precincts are an important part of the local economy and contribute to the municipality’s strong cultural identity. [21.04-6 KI] A key challenge is in balancing the social, economic and cultural benefits of tourism and entertainment uses (particularly live music venues, licensed premises and gaming venues) with minimising social harm and protecting residential amenity to ensure that Port Phillip continues to be a desirable place to visit and to live. [21.04-6 KI, 21-04-8KI]

Port Phillip has a vibrant arts scene, and it is important that arts and cultural activities are supported. [21.04-6 KI] A key challenge in Port Phillip is retaining affordable and flexible creative workspaces. [New: Art and Soul - Creative and Prosperous City Strategy 2018-22]

Council supports:

- Planning for adequate employment land across the City to facilitate local employment and support the diversity of resident, business and visitor needs. [General Strategic Direction, Audit Recommendation 1: Employment Land]
- Maintaining and strengthening the economic role of Port Phillip’s commercial and, mixed use and industrial areas by: [21.04-3 O2, 21.04-4 O1]
  - Facilitating the transition of FBURA from an industrial to mixed-use area. [21.01-2]
  - Supporting opportunities for high-intensity commercial uses within the Sandridge Precinct, and ancillary commercial and retail uses in the other precincts in FBURA. [21.01-2]
  - Supporting urban manufacturing through industrial uses with limited amenity impacts. [21.01-2]
  - Maintaining the role of St Kilda Road as the City’s premier commercial strip. [21.01-2]
  - Maintaining and strengthening creative industry clusters in South Melbourne and FBURA. [21.01-2]

- Supporting an environment in which arts and creative industries can flourish. [21.04-6]
- Supporting a local tourism industry and entertainment precincts that respect safety, amenity and the natural environment. [21.01-2, 21.01-3, 21.04-6 O3]
- Designing and locating sensitive land uses (such as residential uses) to minimise the potential conflict with existing and future employment uses. [21.01-2]
- Managing the interfaces between industrial and residential areas (including the interface between Garden City, FBURA and the Port of Melbourne) to limit amenity impacts while ensuring ongoing viability and efficiency of industrial uses. [21.01-2] [21.04-4 O4]

## 02.03-7 Transport

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Port Phillip is built on a walking scale with shopping, parks and local facilities within walking distances of most residential properties. [21.02-2 Access and Movement, amended]

The City's well-established public transport network adequately serves the needs of most residents, however, there are some parts of the municipality where convenient access to public transport is limited. [21.03-2 KI amended] Providing more transport choices and managing parking is a key focus for Port Phillip as its population grows. [NEW Council Plan]

Road network congestion continues to be an issue with [NEW Council Plan: Key challenges] high rates of private vehicle ownership and car dependency placing pressure on the City's road infrastructure, creating high parking demand and congested road space. [21.03-2 KI amended]

To reduce car-based travel, walking, bicycle riding and public transport use should be promoted as the preferred modes of transport. [New ITS, KI amended] Widespread use of more sustainable modes of transport will support the health and wellbeing of Port Phillip's community and provide environmental benefits. [New ITS]

Council supports:

- Creating 10-minute walkable neighbourhoods by integrating land use and transport planning to direct housing and employment growth close to high quality pedestrian routes and public transport services. [New ITS, Outcome 1, pg. 29 amended]
- Prioritising and facilitating sustainable transport modes, including active transport and public transport, over private vehicle use. [New: 21.03-2 O1 & 21.03-2 KI, amended] [NEW Audit Recommendation 60 amended]
- Facilitating an integrated, safe and accessible walking and bicycle network that encourages more people to walk or cycle more often. [21.03-2 S4.1 amended]
- Alternative transport options and technology that makes it more convenient for the community to move around. [New ITS Outcome 5]

## 02.03-8 Infrastructure

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Proposed C203port

Key challenges facing the City are meeting the physical and community infrastructure needs of a growing and changing community across established and urban renewal areas, including the impacts of substantial growth in FBURA. [Audit recommendation 11.5.4, amended].

Council supports:

- Facilitating sustainable physical and community infrastructure that will support the needs of the existing and future community and respond to the demands of development. [21.01-2, amended]
- Strengthening the network of community facility 'clusters' by locating community facilities together or close to each other and within activity centres. [21.01-2 & ITS, amended].

## 02.03-9 Open space

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Proposed C203port

There are a range of open space areas in Port Phillip, including parks, gardens, beach and Port Phillip Bay foreshore. [21.04-5 KI amended] Many of Port Phillip's parks and gardens are of heritage significance, particularly those with formal landscapes such as St Kilda Botanical Gardens and St Vincent Gardens in South Melbourne. [21.04-5 KI amended]

The foreshore and Albert Park reserve are significant public open space assets and host a wide range of entertainment, sport and recreational activities. This influences the infrastructure needs of these areas and can impact public access and use. [21.04-5 KI amended]

The demand for existing open space in Port Phillip from residents, visitors and workers is increasing as the population grows and the provision of private open space declines. [NEW: 21.04-8 KI & 21.04-5 KI]

Council supports:

- Establishing and improving open space linkages to connect public open space throughout Port Phillip and to the wider regional open space network. [21.04-5 O&S1.6 amended]
- Pursuing opportunities to increase the amount of useable open space particularly in neighbourhoods identified as being deficient of open space. [NEW 21.04-5 O&S2.3 & 21.04-5 O&S2.4 & New Draft CoPP Public Space Strategy, August 2020]
- Ensuring the heritage significance of parks and gardens is protected and balanced with their role as places for leisure. [21.04-5 KI amended]
- Ensuring open spaces are safe, inclusive and accessible to all users. [21.04-5 KI, amended]
- Maintaining the foreshore as an important social and recreational destination without diminishing its environmental conservation. [NEW 21.01-2 & Foreshore Management Plan 2012, Principle 2, amended]
- Ensuring development on or adjacent to the foreshore is sympathetic to the surrounding coastal landscape and does not diminish its environmental, amenity, social or recreational values. [21.04-5 O&S5.2 amended]
- Ensuring development does not detrimentally impact on the amenity, landscape and environmental values of public open space. [21.04-5 O&S2.8 amended]

**02.04**

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CXX

**Strategic Framework Plans [new maps, content based on existing provisions and documents]**

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

02.04-1 Economic development



LEGEND

- Municipal boundary
- Activity Centres (Major, Local & Neighbourhood)
- Mixed Use and Office area
- Core Areas (Fishermans Bend)
- Retail Strip
- Residential focus
- Tourism / Entertainment
- Open Space
- Capital City Zone
- Comprehensive Development Zone

Industrial Areas

- 1 South Melbourne
- 2 William Street, Balaclava
- 3 Eastern Business District, SMC
- 4 Western Business District, SMC
- 5 Fishermans Bend Urban Renewal Area

Mixed Use Activity Areas

- 5 Fishermans Bend Urban Renewal Area
- 6 Bay Street, Port Melbourne
- 7 Kings Way / Dorcas Street, South Melbourne
- 8 Kings Way Mixed Use Corridor, South Melbourne
- 9 Greeves Street, St Kilda
- 10 Inkerman / Pakington Street, Balaclava
- 11 Chapel Street, Balaclava
- 12 Crockford Street, Port Melbourne
- 13 Bay Street (north of Spring Street), Port Melbourne
- 14 Wellington Street, St Kilda
- 15 St Kilda Road, South Melbourne
- 16 Albert Road, South Melbourne
- 17 St Kilda Road South



02.04-2 Strategic projects

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CXX



LEGEND

- Municipal boundary
- Activity Centres (Major, Local & Neighbourhood)
- Open Space
- Planned new open space
- Existing rail line & stations
- Proposed rail line & stations
- Existing tram line
- Proposed tram line
- Proposed & upgraded bridges
- Existing Boulevards
- Proposed/Future Boulevards
- Landmarks

**02.04-3 Pedestrian and Bicycle Network Framework Plan**

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CXX



**LEGEND**

- Municipal boundary
- Fishermans Bend Urban Renewal Area
- St Kilda Road Commercial Precinct
- Activity Centre
- Open space
- Planned new open space
- State strategic cycling corridor
- Existing bike corridor
- Proposed priority walking and bike corridor
- Proposed bike corridor
- Fishermans Bend proposed bike corridor (on road)\*
- Fishermans Bend proposed shared walking and bike corridor (off-road)\*
- Proposed and upgraded bridges

\* subject to change - please refer to <https://www.fishermansbend.vic.gov.au/> for more information

02.04-4 Public Transport Network Framework Plan

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CXX



LEGEND

- Municipal boundary
- Fishermans Bend
- St Kilda Road Commercial Precinct
- Activity Centre
- Open space
- Planned new open space
- Proposed and upgraded bridges
- Existing rail line / station
- Metro Tunnel / ANZAC Station
- Options for proposed rail line / station
- Existing tram line
- Existing dedicated tram lane
- Proposed tram line
- Existing bus route
- Potential relocated or discontinued bus route
- Proposed bus route

02.04-5 Open Space and Environment Framework Plan

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CXX



LEGEND

- Municipal boundary
- Fishermans Bend Urban Renewal Area - within City of Port Phillip
- Foreshore
- Open Space
- Planned new open space (Fishermans Bend Urban Renewal Area)
- Regionally significant open space
- Contributory space
- Sport & recreation facilities
- Environmental Significance Overlay
- Key sites of natural heritage significance
- Key boulevards

**11.03**

31/07/2018  
VC148

**PLANNING FOR PLACES**

**11.03-1S**31/07/2018  
VC148**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

**Strategies**

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009)

**11.03-1R**

31/07/2018  
VC148

**Activity centres - Metropolitan Melbourne**

**Strategies**

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

**11.03-1L-01 Activity centres**

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Proposed C203port

**Objective**

To maintain and strengthen a network of distinct, diverse, [21.04-202] and viable activity centres that facilitate appropriate housing and economic growth. [21.04-201.2]. [21.04-201, amended], [blended]

**Strategies**

Ensure land use supports the strategic role and function of the activity centre. [21.04-202, amended]

Support land uses that contribute to the provision of goods and services for the local community in Major Activity Centres and Neighbourhood Activity Centres. [21.04-201.1, amended]

Intensify retail development within existing retail strips (Commercial 1 Zone), subject to heritage and character considerations. [21.04-201.3, amended]

Support commercial land uses beyond retail strips (Commercial 1 Zone) provided the use would:

- Improve the integration of the activity centre with the surrounding area.
- Respond to known retail gaps or shortfalls.
- Provide for additional or improved public space. [21.04-201.4, amended]

Support development within activity centres that positively contributes to the built form character of the centre whilst conserving heritage buildings, and streetscapes, and the distinctive and valued character of the traditional retail strips.

Encourage greater consistency in land use and built form intensity at the interface of activity centres and surrounding residential areas, including a transition in building scale to adjoining low-rise development. [21.05-2-K17, amended] [21.05-2-O8.1, amended]. [21.04-205.2, amended]. [blended]

Create continuous active frontages within core retail areas of Major Activity Centres and Neighbourhood Activity Centres with non-core retail uses located above or behind ground floor frontages.

Support residential development within Major Activity Centres and on key sites and precincts, as defined by Structure Plans. [21.04-204.2, amended].

Ensure residential development within activity centres does not diminish future opportunities for retail expansion, particularly within core retail areas. [21.04-204.1, amended]

Encourage retail development (including reformatting of retail space) [22.14-03s5] that integrates with the established retail strip in response to a demonstrated increase in consumer demand. [22.14.03s5]. [22.14.03s4, amended] [blended]

Ensure that the heritage scale and form of buildings in the Bridport Street / Victoria Avenue, Albert Park; Armstrong Street, Middle Park; and Glen Eira Road, Ripponlea Neighbourhood Activity Centres, is respected. [21.04-204.4, amended]

Encourage residential use and development above or behind ground floor premises in Major Activity Centres and the Ormond Road / Glen Huntly Road Neighbourhood Activity Centre. [21.04-204.3, amended]

Limit residential development in the Neighbourhood Activity Centres of Tennyson Street, Elwood and Centre Avenue, Port Melbourne, being locations that do not offer direct access to the Principal Public Transport Network. [21.04-204.5, amended]

**Policy guideline**

Consider as relevant:

- Supporting new retail floor space exceeding 2000 square metres (GLFA) where there would be no adverse economic impacts. [22.11 5AR3]

**Objective**

To support in-centre cultural tourism that reflects each individual centre whilst minimising adverse amenity impacts. [21.04-203, amended]



### Strategies

Direct larger scale regional entertainment uses to the Bay Street Major Activity Centre, Port Melbourne and the St Kilda Major Activity Centre. [21.04-203.1]

Support smaller scale local entertainment uses in Major Activity Centres and Neighbourhood Activity Centres provided there are no adverse impacts on residential amenity. [21.04-203.2]

Allow bar uses in association with existing ground floor restaurants and cafes. [21.04-203.3, amended]

Support entertainment uses located outside designated activity centres, [21.04-203.2 amended,] provided:

- ▣ There are no adverse amenity impacts on adjoining properties, including noise, hours or operation, traffic and car parking.
- ▣ There is convenient access to public transport or other transport means (e.g. taxi ranks). [21.04-203.5, amended]

### Policy documents

Consider as relevant:

- ▣ *Bay St Activity Centre Structure Plan Parts 1 and 2* (City of Port Phillip, May 2014)
- ▣ *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009)
- ▣ *Carlisle Street Activity Centre Urban Design Framework* (City of Port Phillip, 2009)
- ▣ *City of Port Phillip Activity Centres Strategy* (City of Port Phillip, 2006)
- ▣ *City of Port Phillip Activity Centres Strategy Implementation Plan* (City of Port Phillip, 2007)
- ▣ *Ormond Road Urban Design Guidelines* (City of Port Phillip, 2007)
- ▣ *South Melbourne Central Structure Plan* (City of Port Phillip, August 2007)



**11.03-1L-02 Bay Street Major Activity Centre** [new]

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Proposed C203port

**Policy application**

This applies to the Bay Street Major Activity Centre, and environs, as shown on the map to this clause. [22.14PA1, amended]

**General** [new]**Objective**

To ensure the continued development of the Bay Street Major Activity Centre as a multi-functional and sustainable bayside activity centre, a local civic and community hub [21.06-4V3] with a strong sense of identity and community, [21.06-4V3] and a wide range of goods and services, for locals and visitors. [22.14-02O4, amended], [blended]

**Strategies**

Reinforce the distinct and contrasting urban character of the different precincts of the Bay Street Major Activity Centre as shown on the map to this clause. [21.06-4S6.4.14, amended]

Encourage complementary land use clusters around key anchors including:

- The foreshore (for visitation).
- The supermarket (for grocery needs).
- The Library and Town Hall (for complementary retail, business and personal services). [22.14.03s10]. [22.14.03s9].

Encourage use and development that leverage off the Port Melbourne waterfront as a visitor destination, particularly hospitality uses that support visitation to the activity centre, including after hours and at weekends. [22.14-03s10]

Create a cultural, tourism, leisure and retail gateway and pedestrian environment in the Bay Street Southern Gateway (Precinct 4 on the map to this clause). [21.06-4S6.4.50, amended]

Support the provision of school facilities for primary and secondary school aged children and early childhood education and child-care services. [22.14.05s1.] [22.14.05s3, amended]

Support the redevelopment or reuse of larger sites south of Bridge Street that include retail anchors at ground level. [22.14.03s3, amended]

Facilitate the renewal of under-utilised sites and precincts across the centre including [21.06-4s6.4.21, amended] the desired future outcomes for the key strategic sites listed in Table 1 and shown on the map to this clause. [22.14.03s15, amended] [blended].

Table 1 – Strategic renewal sites [22.14.0201]

Key strategic site		Desired future outcome
A	<b>Corner Bay Street and Liardet Street</b> (Coles supermarket)	<ul style="list-style-type: none"> <li>▣ Residential, community and / or commercial uses above the existing retail anchor at ground level.</li> <li>▣ Existing car parking is to be retained with additional car parking for any new land use. [22.14 Table 1, amended]</li> </ul>
B	<b>7-33 Bay Street</b> (Mitchell Crescent Public Housing Estate)	<ul style="list-style-type: none"> <li>▣ Redevelopment should include social housing on upper levels and to the rear of the site, with no net loss of social housing.</li> <li>▣ Potential for a future retail anchor with active land uses along the Bay Street frontage. [22.14 Table 1, amended]</li> </ul>
C	<b>160 and 162 Bay Street</b> (church and manse)	<ul style="list-style-type: none"> <li>▣ Office or residential uses to the rear of the existing place of worship and manse. [22.14 Table 1, amended]</li> </ul>
D	<b>420 Bay Street</b> (service station site)	<ul style="list-style-type: none"> <li>▣ Residential development (dwellings). [22.14 Table 1]</li> </ul>
E	<b>86 Crockford Street</b> (service station site)	<ul style="list-style-type: none"> <li>▣ Residential development (dwellings) and office based commercial activity. [22.14 Table 1]</li> </ul>

**Housing**

**Objective**

To concentrate new housing growth opportunities in identified strategic precincts within the activity centre. [22.14-0206]

**Strategies**

Concentrate housing growth (with some at higher densities) [22.14.04s1] in the following listed areas: [21.06-4s6.4.22, amended]

- ▣ The mixed use area (south of Graham Street).
- ▣ Land on the north-western side of Crockford Street.
- ▣ The under-utilised residential sites on the south-eastern side of Crockford Street and Bay Street, north of Spring Street. [22.14.04s1, amended] [blended]

Facilitate remaining opportunities for housing growth within the activity centre that responds to the heritage, low-rise character and amenity of the surrounding established residential areas. [21.06-4S6.4.12, amended]

Support development designed to either:

- Protect and reinforce the existing character in areas with an identified highly consistent neighbourhood character. [22.14.04s5, amended]
- Respond to the preferred neighbourhood character in areas identified as having a mixed character. [22.14.04s6]

Facilitate a new contemporary higher-rise character in the mixed use area south of Graham Street while respecting remaining significant heritage places. [22.14.04s13, amended]

Protect residential amenity and character at the interface between the mixed use ‘growth’ area and established ‘sensitive’ residential areas south of Graham Street (generally between Dow Street and Stokes Street) through a transition down in building scale [21.06-4s6.4.31] as indicated on the *Built Form Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014). [21.06-4s6.4.31], [22.14.06s8, amended]

Encourage medium scale infill residential development on the southern side of Crockford Street. [22.14.06s9]

### Policy guideline

Consider as relevant:

- Designing development in residential areas to respond to neighbourhood character as identified in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014) and the neighbourhood character statements for the Bay Street Major Activity Environs in the *Port Phillip Design Manual* (City of Port Phillip, 2000). [21.06-4s6.4.9, amended]

### Urban structure and built form

#### Objective

To reinforce the identity of Bay Street including its ‘village’ feel, [21.06-4s6.4.30] urban structure and unique builtform elements. [21.06-4s6.4.29, amended] [blended]

#### Strategies

Reinforce the low scale, heritage character of the traditional retail strip north of Graham Street. [21.06-4S6.4.30, amended]

Encourage street wall heights consistent with the prevailing streetscape context. [22.14-06s1]

Maintain public view lines as identified on the *Built Form Framework Plan* in the *Bay Street Activity Centre Structure Plan* (City of Port Phillip, 2014), by limiting the height of development fronting Bay, Heath and Lalor Streets. [22.14-06s4, amended]

Create well articulated development (through variations in form and materials, openings and the inclusion of vertical design elements) on larger or consolidated sites (with a frontage over 10 metres). [22.14-06s2, amended]

Encourage development along Bay Street, north of Graham Street, to respect the scale of heritage buildings and continue the consistent street wall parapet height. [22.14.06s7]

Design buildings to limit overshadowing and preserve core hours of sunlight access to public paths and foreshore areas. [new]

### Policy guideline

Consider as relevant:

- Designing development so that it avoids diminishing sunlight access on 21 June (winter solstice) to:
  - The eastern footpath of Bay Street – between 10.00am and 3.00pm.
  - The south-western side of Rouse Street – between 11.00am and 2.00pm.
  - The foreshore area including bicycle and pedestrian paths. [22.14.06s11]

## Sustainable transport

### Objective

To facilitate an integrated and sustainable transport network that supports Bay Street’s primary role as a shopping street. [21.06-04s6.4.15]

### Strategies

Enhance Bay Street and Beach Street as the primary spines of pedestrian activity.

Support improved walking and cycling links within Port Melbourne, particularly between Station Pier, Bay Street and the foreshore. [21.06-4s6.4.1dp1]. [21.06-4s6.4.1, amended]

Reduce the impact of traffic along Bay Street to support a primary shopping street and pedestrian priority area. [21.06-4s6.4.33, amended]

### Public realm

#### Objective

To strengthen the identity, connectivity and cohesion of the activity centre through enhancements to the public realm. [21.06-4s6.4.16]

#### Strategies

Reinforce the spatial definition, safety, convenience, and pedestrian accessibility [22.14.08s3] and activation of streets, lanes and public spaces within the activity centre through development that:

- Provides cantilevered verandas over footpaths along the length of Bay Street and along 30 metre wide streets in the mixed use area.
- Creates a sense of street enclosure.
- Creates well-articulated, attractive and detailed facades on all visible elevations, including exposed boundary walls. [22.14.06s11, amended]
- Limits posted verandahs or other fixed structures at ground level unless strongly respectful of heritage conservation objectives.
- Minimises vehicle crossovers along Bay Street or Beach Street and along ‘priority pedestrian’ routes as identified on the *Pedestrian Network Framework Plan* in the *BSACSP*. [22.14.08s3, amended] [21.06-4S6.4.32, amended] [blended]
- Encourages the provision and extension of canopies to offer weather protection and preserve footpath space for pedestrians throughout the retail core. [22.14-07s1, amended]
- Ensures that the floor levels of commercial premises development along Bay Street are level with the street. [22.14.06s13dp6]

Activate existing laneways [22.14.08s2dp1] through active land use edges and use the footpaths for street trading activities in main streets south of Graham Street. [22.14.08s2dp3, amended]

Provide ‘Active Retail Edges’: [22.14.08s02dp4]

- Through the design of ground level premises: [22.14.08s02dp4, amended]
  - Along both sides of Bay Street south of Bridge Street. [22.14.08s02dp4, amended]
  - On the north-western side of Bay Street between Bridge and Raglan Streets. [22.14.08s02dp4, amended]
- In locations identified on the *Pedestrian Network Framework Plan* in the *BSACSP* including:
  - At the north- west corner of Bay Street and Pool Street.
  - At the corners of Bay Street and Beach Street.
  - Along both sides of Bay Street between Beach Street and Rouse Street. [22.14.08s05, amended]

Enable visual connections between building occupants and persons in the public realm through the creation of other ‘Active Edges’ along all other identified priority pedestrian spines or streets. [22.14.08s06, amended]

### **Crockford Street Precinct (DDO25)**

#### **Objective**

To facilitate the renewal of the Crockford Street precinct with commercial and residential land use. [21.06-4S6.4.42, amended]

#### **Strategies**

Ensure new use provides a sensitive interface, [22.14.09s1.4dp1] which is of a scale and nature that will not significantly impact the amenity of adjacent residential areas [22.14.09s13] including development stepped down to the adjoining low scale residential context. [22.14.09s1.4dp2]. [21.06-4S6.4.44, amended] [blended]

Support a vertical mix of uses to achieve active commercial frontages at ground level through office-based commercial activity with and residential uses at upper levels. [22.14.09s1.2, amended]

#### **Objective**

To create ‘infill’ residential development along the eastern side of Heath and Lalor Streets (Precinct 2 on the map to this clause). [22.14.09s2.1, amended]

#### **Strategies**

Maintain the residential character and amenity of Heath Street and limit commercial encroachment [22.14.04S7, amended]

Support development that reinstates a residential edge in Heath, Lalor and Garton Streets with development at the rear of properties on Bay Street creating improved interfaces with existing residential properties. [21.06-4S6.4.45] [22.14.04S13dp1, amended] [blended]

Avoid commercial or industrial use development forms that may detrimentally impact the amenity of established residential areas. [22.14.09s2.2, amended]

Ensure that development on the Bay Street retail strip: [22.14.09s2.3]

- Maintains the visual integrity of the street wall parapet along Bay Street.
- Is recessed from the Bay Street frontage so that it is not visible from the opposite side (property line) of Bay Street.
- Achieves a transition down in height to the established residential area opposite. [22.14.09s2.3]

Reflect the fine grain building character of the precinct through vertical design elements in development. [22.14.09s2.7, amended]

Limit vehicle access and parking entrances in ground floor level façades. [22.14.09s2.8, amended]

#### **Policy guidelines**

Consider as relevant:

- Maintaining a 7 metre (equivalent to a two storey street wall) street-wall parapet to Heath and Lalor Streets. [22.14.09s2.4, amended]
- Maintaining a maximum overall building height of 14 metres (four storey four storey equivalent). [22.14.09s2.5, amended]
- Setting back upper levels from the Heath / Lalor Street front property boundary as follows:

- Any third level by a minimum of 3 metres.
- Any fourth level so that it is not visible from the opposite side of Heath / Lalor Streets, or from Bay Street when viewed from the opposite side of the street at standing eye level (1.6 metres). [22.14.09s2.6, amended]
- A building form for development on corner sites with a principal frontage to Bridge, Spring, or Raglan streets that is: [22.14.09s2.9, amended]
  - Setback behind the principal frontage so it is not visible when viewed from the opposite street frontage at standing eye level (1.6 metres) above the footpath level.
  - A maximum overall height of two storeys / 7 metres.
  - Designed to address all street frontages. [22.14.09s2.9, amended]

### **Town Hall Business Precinct**

#### **Objective**

To support use and development of a broad range of commercial uses that respect existing environs in the Town Hall Business Precinct (Precinct 3 on the map to this clause). [21.06-4S6.4.47, amended]

#### **Strategies**

Support office-based business and residential uses north of Bridge Street. [21.06-4S6.4.48, amended]

Create a business services node along Bay Street, between Bridge Street and Raglan Street. [22.14.09s3.1, amended]

Encourage street level and upper level residential and office uses in existing residential properties between Bridge Street and Spring Street East. [22.14.09s3.2, amended]

Encourage development of Bay Street, north of Spring Street East, to act as a transitional precinct providing for a mix of office and residential uses. [22.14.09s3.3]

Ensure development on sites outside the Heritage Overlay:

- Respects the scale of heritage properties opposite and further south along Bay Street.
- Achieves a transition in scale to a site located directly adjacent to a heritage place and to the established residential area to the rear.
- Creates a strong built form connection across underutilised sites.

Ensure that development to the rear of the Bay Street retail strip:

- Maintains the visual integrity of the street wall parapet along Bay Street.
- Achieves a transition down in height to the established residential area opposite.

#### **Policy guidelines**

Consider as relevant:

- A street wall height of 2 storeys in Bay Street and 3 storeys in Lyons Street, with a maximum overall height of 4 storeys. [22.14.09s3.5, amended]
- An 8 metre minimum parapet height with a 9.5 metre maximum street wall height along Bay Street. [22.14.09s3.6, amended]
- Limiting development at the rear of ‘significant’ and ‘contributory’ heritage places that is visible within a view line taken from the opposite side of Bay Street (at 1.6 metres from street level). [22.14.09s3.7]
- Designing development on sites outside the Heritage Overlay to have a height no more than one storey above the prevailing heritage streetscape of Bay Street.



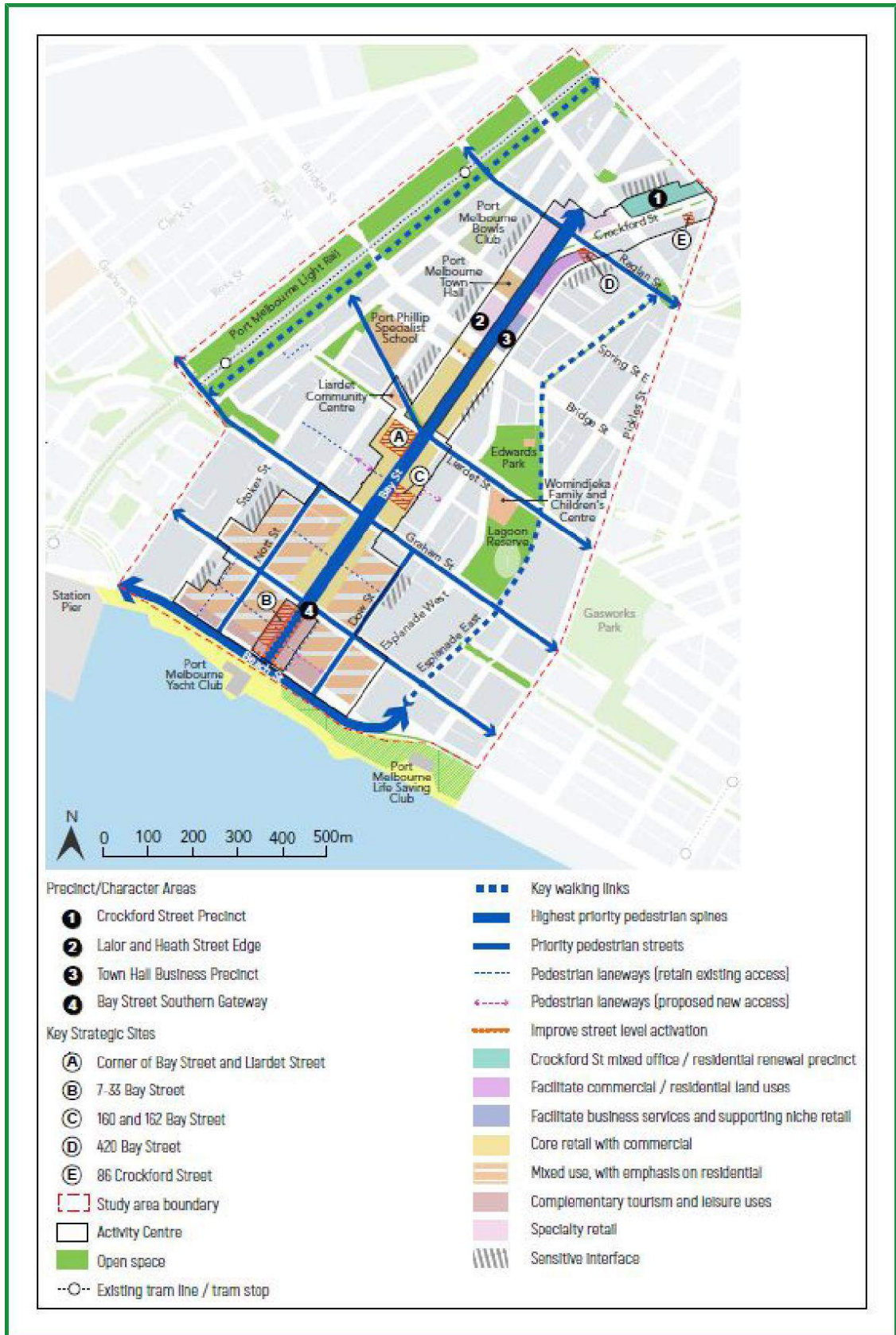
**Policy documents** [22.14-12, amended]

Consider as relevant:

- ▣ *Bay Street Activity Centre Structure Plan - Parts 1 and 2* (City of Port Phillip, May 2014) [22.14-12 RD1]
- ▣ *Port Phillip Design Manual – Chapter 8: Neighbourhood Character Statements – Bay Street Activity Centre Environs* (City of Port Phillip, 2000) [22.14-12RD2]
- ▣ *Sustainable Transport Policy and Parking Rates Report* (Ratio, March 2007) [22.14-12RD3]

# PORT PHILLIP PLANNING SCHEME

## Bay Street Major Activity Centre study area plan [New from Bay Street Activity Centre Structure Plan - Parts 1 and 2, (City of Port Phillip, May 2014)]



**11.03-1L-03 Carlisle Street Major Activity Centre**

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Proposed C203port

**Policy application**

This policy applies to all land in the Carlisle Street Major Activity Centre area, and environs, as shown on the map to this clause. [22.11PA, amended]

**General****Objective**

To enhance the Carlisle Street Major Activity Centre as a focus for the local community, with a diverse mix of retail, commercial, civic and community services (west of Chapel Street) and leisure and living opportunities. [21.06-16.1.5, amended] [21.06-1V1, amended]. [21.06-1V2, amended]. [21.06-1KP1, amended]. [21.06-1KP4, amended]. [21.06-1V3, amended]. [blended]

**Strategies**

Encourage significant new residential and mixed use development at increased densities within the activity centre to meet growth objectives, whilst ensuring that the heritage and neighbourhood character of established residential areas is retained. [21.06-1s6.1.1, amended]. [21.06-1s6.1.10, amended]. [blended]

Facilitate significant land use change and development on identified strategic sites and precincts in the Carlisle Street Activity Centre Structure Plan. [22.11-3s1.6dp1].

Discourage the under-development of strategic sites and precincts within the activity centre that are identified for substantial change. [22.11-3s1.1, amended].

Reinforce Carlisle Street Activity Centre's primary convenience retailing (daily and weekly goods and services), and personal and business services roles, [21.06-1s6.1.6, amended], [22.11-2O3, amended], [22.11-3s2.1, amended] and eclectic, bohemian and distinctly local character. [21.06-1V1, amended]

Facilitate the centre to retain its metropolitan role in the provision of specialist continental and kosher goods. [21.06-1s6.1.7]

Increase night-time presence within the centre through a mix of activities, including residential, that contributes to the ongoing passive surveillance of streets and public spaces. [22.11-3s2.4].

Ensure entertainment uses and restaurants and bars are of a smaller scale and limited concentration to provide for local needs whilst discouraging the centre's development as a regional entertainment destination. [21.06-1s6.1.11, amended]

Encourage uses that reinforce the civic and community services role of the centre, particularly west of Chapel Street. [21.06-1s6.1.9]

Support and retain a range of community services and spaces (including smaller scale cafes and restaurants outside the retail core) [22.11-3s2.5] that meet local community needs, including higher needs groups. [22.11-3s2.7]

Ensure community spaces are provided within larger-scale mixed use developments. [22.11-3s2.8]

Ensure development on sites included in a Heritage Overlay maintains the two storey scale along Carlisle Street, with recessed upper level development. [22.11-3s1.6dp2]

Incorporate culturally relevant public art in new development that contributes to place making in the activity centre. [22.11-3s3.8]

Design development to respect the following elements:

- The predominant two storey heritage streetscape, human scale, and fine grain streetscape pattern of Carlisle Street. [21.06-1s6.1.14]
- The zero frontage setbacks of buildings. [21.06-1s6.1.14]
- The civic precinct west of Chapel Street, characterised by public buildings in a landscape setting including the Town Hall, library and state school. [21.06-1s6.1.14]
- The established network of streets and laneways, to improve legibility, permeability and

connections between activities. [21.06-1s6.1.14, amended]. [22.11-2012]. [blended]

Provide for incremental change, including well-designed medium density development, in remaining areas outside of the heritage overlay, surrounding the activity centre. [22.11-3s1.7dp3, amended]

Facilitate land use change and new development within Alfred and Marlborough Streets that improves the interface of the activity centre with adjacent residential areas. [21.06-1s6.1.12]

Ensure a pedestrian focussed public realm through the design of streets and adjoining development, and management of car parking. [22.11-3s5.1, amended]

Reinforce and support the role of the activity centre as a sustainable transport hub focused on Balaclava Station, [21.06-1s6.18], with increased usage, improved integration with other sustainable transport modes (including trams) [21.06-1KPC3] and as part of a safe, convenient and connected pedestrian environment. [21.06-1s6.1.8]. [22.11-208, amended] [22.11-2017, amended] [blended]

**Policy guidelines**

Consider as relevant:

- Consolidating sites and supporting three storey residential development in Alfred Street, Nelson Street (eastern side) and Camden Street (south of Edward Street) to improve the interface with the activity centre. [22.11-3s1.7dp4, amended]
- Encouraging the progressive development of large ‘at grade’ car parks (through their underground relocation) as key opportunities to consolidate growth within the activity centre. [22.11-3s1.4, amended]. [22.11-3s4.1, amended]. [blended]
- Designing development to be self-sufficient in on-site car parking [22.11-3s5.4, amended] and providing on-site carparking based on the ‘empirical rate’ specified below. [22.11-3s5.5]

Use	Empirical rate
Supermarket	4 spaces per 100m2 net floor area
Restaurant	0.3 per seat
Office	3.5 spaces per 100m2 net floor area (unshared) 3.0 spaces per 100m2 net floor area (shared)

A reduction (or waiver) of car parking from the empirical rate, where conditions that would result in a lower demand for car parking can be demonstrated. [22.11-3s5.5, amended]

- Encouraging at least 10 per cent of new dwellings within the activity centre to be affordable (private and community) housing. [22.11-207]

**Precinct strategies**

**Precinct 1 - Carlisle Street Retail Precinct (DDO21)**

Consolidate a legible, compact and walkable retail core between Chapel Street and the Rail Bridge. [22.11-4s1.5]

Concentrate retail activity within the retail core [22.11-4s1.6] through the retention and integrated renewal of the existing supermarket sites and adjacent at grade car parks. [22.11-4s1.6dp1, amended] [blended]

Ensure larger-scale retail premises maintain and reinstate the fine grain retail frontages along Carlisle, Nelson and Camden Streets. [22.11-4s1.3]

Ensure new use and development contributes to continuous retail activity at street level, with new retail floor space to enhance and integrate with the existing retail strip, and residential and/or commercial uses located above or behind retail premises. [21.06-1s6.1.15, amended]. [21.06-1s6.1.17, amended]. [21.06-1s6.1.18, amended]. [blended]

**Precinct 2 - St Kilda Road Commercial Precinct (DDO21)**

Support commercial (office) as the primary use. [21.06-1s6.1.20, amended]

Encourage land uses that benefit from main road exposure. [22.11-4s2.1, amended]

Discourage shop uses, except restricted retail premises, unless the activity is secondary to another commercial use on the site. [22.11-4s2.2, amended]

Encourage a continuous active commercial edge along the St Kilda Road frontage. [22.11-4s2.3, amended]

Discourage bar, restaurant and nightclub uses that do not provide daytime activity from occupying street level premises where these may adversely impact on residential uses. [22.11-4s2.5, amended]. [22.11-4s2.6, amended]. [blended]

### **Precinct 3 - Civic and Community Precinct**

Encourage ongoing community support services at the St Kilda Parish Mission site (corner Carlisle Street and Chapel Street). [22.11-4s3.2, amended]

Develop the St Kilda Library as a key cultural hub and learning centre. [22.11-4s3.5]

Support the development of a contemporary 'Family and Children's Services Hub' at 171 Chapel Street. [22.11-4s3.4]

### **Precinct 4 - William Street Industrial [21.06-1s6.1.25] Precinct**

Retain the William Street industrial precinct as a vibrant industrial / service industrial and specialist business cluster in the short term (1 – 5 years). [21.06-1s6.1.25]

Support office uses only in association with an industrial, warehouse or specialist business activity. [22.11-4s4.2, amended]

Ensure new use and development contributes to the creation of new pedestrian links along Stuart and Charles Streets, to connect William Street to Balaclava Station. [22.11-4s4.3]

### **Precinct 5 - Inkerman / Pakington Streets Mixed Use Precinct (DDO21)**

Encourage the establishment of home-based businesses. [22.11-4s5.4]

Discourage shop uses, except where ancillary to another business use on the site. [22.11-4s5.5]

Facilitate the renewal of the Inkerman / Pakington Street precinct as a preferred location for housing growth within the activity centre. [21.06-1s6.1.21, amended]

Support the transition of this precinct to a mixed residential and commercial (office) area, to provide new housing and employment opportunities. [21.06-1s6.1.22, amended]

Discourage licensed premises (bars, restaurants and nightclubs). [22.11-4s5.6]

### **Precinct 6 - Chapel Street Mixed Use and Residential Precinct (DDO21)**

Encourage high-quality redevelopment of the Australia Post site (corner of Chapel Street and Brighton Road) that contributes to the site's role as a key 'entry' to the activity centre, with significant new housing with potential for commercial use or display-based retailing at ground level. [22.11-4s6.2, amended]

Support the transition of the Chapel Street precinct to predominantly residential use, with active commercial frontages to Chapel Street. [21.06-1s6.1.23, amended]. [21.06-1s6.1.21, amended]. [blended]

Limit shop uses south of Marlborough Street, except where ancillary to another business use on the site. [22.11-4s6.4]

Discourage licensed premises (bars/taverns, restaurant and nightclubs). [22.11-4s6.5]

### **Precinct 7 - Marlborough Street Interface Precinct (DDO21)**

Ensure that redevelopment of the station car park (44-60 Marlborough Street) respects the heritage values and low-rise, fine-grain built form on the south-side of Marlborough Street. [22.11-4s7.4]

Facilitate redevelopment of the station car park (44-60 Marlborough Street) for affordable (social)

housing, with a range of dwelling types suitable for older persons, singles and family households, and a component of private housing addressing Marlborough Street. [22.11-4s7.3]

Ensure any future use and development of the site at 4-20 Marlborough Street reinstates residential use (or entries) on the north side of the street. [22.11-4s7.2]

**Precinct 8 – Established Residential Areas** [22.11-Map 1]. [21.06]

Ensure any new residential development in established residential areas proximate to the Carlisle Street Major Activity Centre is consistent with the level of change and the preferred neighbourhood character, as identified in the *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009). [21.06-1s6.1.2, amended]

Ensure established residential areas retain their generally mixed architectural character and diverse housing stock, while heritage buildings and streetscapes are conserved and enhanced. [21.06-1v3, amended]

Ensure development within Balston Street, Carlisle Avenue, Marlborough Street, Rosamond Street, Nightingale Street and Bothwell Street maintains the highly consistent neighbourhood character. [22.11-3s1.7dp2, amended]

**Policy documents** [22.11]

Consider as relevant:

- ▣ *Carlisle Street Activity Centre Structure Plan* (City of Port Phillip, 2009) [22.11RD1]
- ▣ *Carlisle Street Urban Design Framework* (City of Port Phillip and David Lock Associates, 2009) [22.11RD1]
- ▣ *Port Phillip Design Manual* (City of Port Phillip, 2000) [22.11RD1]
- ▣ *Sustainable Transport Policy and Parking Rates Report* (Ratio, 2007) [22.11RD1]

**Carlisle Street Major Activity Centre and study area** [22.11-Map 1, amended, with additional information added from Carlisle Street Activity Centre Structure Plan (City of Port Phillip, 2009)]



**11.03-1L-04 Local and neighbourhood activity centres**

Proposed C203port

**Policy application**

This policy applies to the local and neighbourhood activity centres, as shown on the map to this clause. [new, MPS Activity Centre Boundaries Map]

**Objective** [new]

To reinforce the role and character of local and neighbourhood centres to provide goods, services and employment opportunities that serve the needs of the surrounding community. [new, Draft v1.0 Inner Metro Land Use Framework Plan, amended]

**Strategies**

**Centre Avenue Neighbourhood Activity Centre, Port Melbourne**

Support the development of the centre by encouraging:

- A convenience goods and services role. [21.06-4s6.4.53, amended, split into new dot points]
- Community facilities and services. [21.06-4s6.4.53]

Build upon the centre's role as public transport terminus. [21.06-s464.54, amended]

Maintain an attractive, streetscape with a high level of amenity for users of the centre. [21.06-4s6.4.55, amended]

**Bridport Street / Victoria Avenue Neighbourhood Activity Centre, Albert Park**

Support new licenced and entertainment premises provided there is on site car parking adequate to meet the needs of patrons and staff, and the use will complement the primary retail role of the centre. [21.06-3s6.3.4]

Encourage community uses to establish in the centre. [21.06-3s6.3.5]

Design development to respect the following elements: [21.06-3s6.3.6]

- The predominant one and two storey scale of Victorian buildings, with higher development setback from the principle street to minimise its visibility. [21.06-3s6.3.6dp1]
- The prominence of landmark buildings including the 'Biltmore' (152 Bridport Street), the Windsor Hotel (107 Victoria Avenue), the Albert Park Hotel (85 Dundas Place) and the former ES&A Bank (95 Dundas Place). [21.06-3s6.3.6dp2]
- The consistent streetscape frontage widths to buildings. [21.06-3s6.3.6dp3]
- Views to Albert Park toward the Bay from Victoria Avenue. [21.06-3s6.3.6dp4]
- The island open space reserve (Broadway Tree Reserve) in Albert Park Village. [21.06-3s6.3.6dp5]

Support the reinstatement of original verandah forms to the commercial buildings on Bridport Street and Victoria Avenue. [21.06-3s6.3.7]

**Armstrong Street Neighbourhood Activity Centre, Middle Park**

Support the daily and weekly retail goods and services role, and local entertainment role of the centre. [21.06-3s6.3.3]

Design development to respect the following elements: [21.06-3s6.3.9]

- The predominant 1 and 2 storey scale of Victorian buildings, with higher development setback from the principal street to minimise its visibility. [21.06-3s6.3.9dp1]
- The regular streetscape pattern created by consistent frontage widths to buildings. [21.06-3s6.3.9dp2]
- Views to Albert Park. [21.06-3s6.3.9dp3]

**Ormond / Glen Huntly Road Neighbourhood Activity Centre, Elwood**

Reinforce the primary daily / weekly retail goods and services role of Elwood Junction and Elwood Village. [21.06-2s6.2.6],

Support new local entertainment premises in Elwood Junction and Elwood Village, provided there is on site car parking adequate to meet the needs of patrons and staff, and the use will complement



the primary retail role of the centre. [21.06-2s6.2.7, amended]

Encourage moderate intensification of housing.[21.06-2s6.2.8, amended]

#### **Tennyson Street Neighbourhood Activity Centre, Elwood**

Support the daily and weekly retail goods and services role of the centre. [21.06-2s6.2.10, amended]

Design development to respect the following elements:

- The two storey scale of buildings.
- The zero frontage setbacks.
- The mature street trees. [21.06-2s6.2.11, amended]

#### **Glen Eira Road Neighbourhood Activity Centre, Ripponlea**

Support the daily and weekly retail goods and services role of the centre. [21.06-2s6.2.12, amended]

Support new local entertainment uses provided there is adequate on site car parking, and the use will complement the primary retail role of this centre. [21.06-2s6.2.13, amended]

Design development to respect the following elements:

- The consistent two storey scale of the centre, architectural style and streetscape pattern of Federation and Inter-war buildings.
- The zero frontage setbacks of buildings.
- The Ripponlea Railway Station and surrounding reserve that defines the western end of the centre. [21.06-2s6.2.14, amended]

#### **Brighton Road Local Activity Centre, St Kilda (Elwood)**

Support a convenience retail goods and services role for the centre, that maximises opportunities to improve the economic viability of the centre and strengthen its appeal to passing trade. [21.06-6s6.6.26, amended]

Design development to respect the predominant two storey scale of development in Brighton Road, and the consistent streetscape pattern and grain created by the inter-war shop fronts. [21.06-6s6.6.27, amended]

#### **Inkerman Street / Grey Street Local Activity Centre, St Kilda**

Encourage a convenience retail goods and services role for the centre.

Encourage a zero street setback from front boundaries in Barkly, Vale and Inkerman Streets.

#### **Inkerman Street Local Activity Centre, St Kilda East**

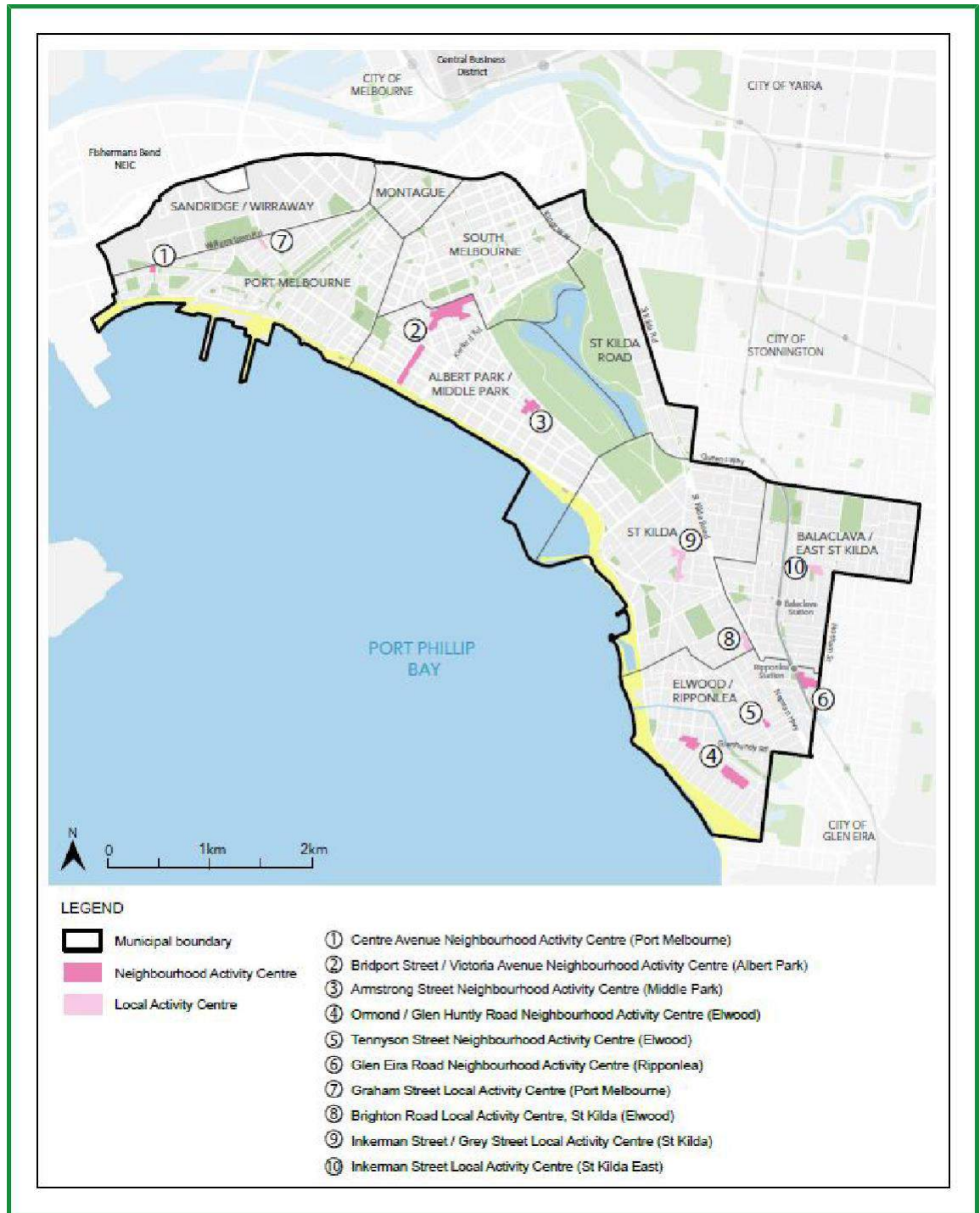
Encourage a convenience retailing, and personal / business services role for the centre.

[21.06-6s6.6.24, amended]

Design development to respect the following elements:

- The predominant two storey building scale of the centre.
- The zero frontage setbacks of buildings.
- The park at the corner of Orange Grove and Inkerman Street. [21.06-1s6.1.2, amended]

Local and neighbourhood activity centres



**11.03-1L-05 South Melbourne Central Major Activity Centre [new]**

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Proposed C203port

This policy applies to all land in the South Melbourne Central Major Activity Centre and environs, as shown on the map to this clause. [new, South Melbourne Central Urban Design Framework (2007)]

**Activity and business mix [new]**

**Objective**

To develop a sustainable mixed use precinct focused on the South Melbourne Central Major Activity Centre, that includes local and specialised retailing, [21.06-5V3] while retaining the unique urbanvillage character and street life. [21.06-5V1, amended]

## Strategies

Promote activity, diversity and vitality by: [21.06-5s6.5.1]

- Ensuring that the centre retains its vital local convenience retail and service role which serves the surrounding residential community and workforce. [21.06-5s6.5.11, amended]

Support the local economy by:

- Protecting and enhancing the core sub-regional retail role of the centre. [21.06-5V3, amended] [blended].
- Promoting the centre as a sub-regional retail destination with a business services and light industry focus. [21.06-5s6.5.2dp4] [21.06-5s6.5.2dp2, amended]
- Exploiting the centre's strategic location, adjacent to the Central City, as an expanding location for knowledge-based and creative industries. [21.06-5s6.5.2, amended]
- Protecting the core industrial role of the centre's industrial precincts from pressure for alternative land uses. [21.06-5KPC4, amended]

Create a great place to live by: [21.06-5s6.5.3, amended]

- Encouraging a moderate intensification of housing, with [21.06-5s6.5.3dp2] a consistently high design quality to enhance the visual and streetscape amenity of the area. [21.06-5s6.5.3dp3] [21.06-5s6.5.3dp2, amended] [blended]
- Balancing increased mixed use and residential development pressure in the northern precincts of the centre, given their proximity to Southbank and the Central City. [21.06-5KPC2, amended]
- Encouraging the provision of additional open space opportunities, particularly north of Park Street within the centre's wide footpaths. [21.06-5s6.5.6dp3, amended] [blended] [21.06-5KPC7, amended]

Ensuring that new development respects:

- The views of the South Melbourne Town Hall clock tower in Clarendon and Park Street.
- The view of the Shrine of Remembrance along Bank Street.
- Views to the City and Albert Park. [21.06-5s6.5.7, amended]

## South Melbourne Central Precincts

### Objective

To provide for high quality, well designed use and development in the precincts of South Melbourne Central, as shown in the map to this policy. [new]

### Strategies

#### Clarendon Street Core Retail Strip [21.06-5s6.5.11]

Retain the daily / weekly retail goods and services role as the retail focus of the wider South Melbourne Central precinct with upper level residential or small office uses. [21.06-5s6.5.12] - [21.06-5s6.5.11, amended] [blended]

Strengthen Clarendon Street as a key pedestrian connection between the centre and the Central City. [21.06-5s6.5.26, amended]

Encourage activities that complement the core retail function of Clarendon Street. [21.06-5s6.5.17, amended]

#### Coventry Street Specialty Shopping Centre (within South Melbourne Central) [21.06-5s6.5.13]

Reinforce the precinct as a regionally significant specialty retailing area and as a vital pedestrian link between Clarendon Street and the South Melbourne Market. [21.06-5s6.5.14] [21.06-5s6.5.13, amended] [blended]

#### South Melbourne Market Precinct [21.06-5s6.5.16]

Reinforce South Melbourne Market as a principal retail and community focus for the local and wider area. [21.06-5V3] [21.06-5s6.5.16, amended] [blended]

Encourage residential, community or commercial uses on the western edge of the market, provided the operation of the market is ongoing. [21.06-5s6.5.18, amended]

**Emerging Activity Precinct** [21.06-5s6.5.16]

Encourage activities that complement the core retail function of Clarendon Street. [21.06-5s6.5.17, amended]

Diversify land uses through mixed use development with ground level retail or commercial frontages and upper level office and residential. [21.06-5s6.5.16, amended]

**Northern Mixed Activity Edge** [21.06-5s6.5.21]

Support conference or function centres on larger sized lots, subject to parking considerations. [21.06-5s6.5.23, amended]

Support upper level office and residential development. [21.06-5s6.5.24]

**Southern Mixed Activity Edge** [21.06-5s6.5.27]

Support retail, service business, small-medium or home offices, and residential uses in the precinct. [21.06-5s6.5.27, amended]

**Eastern Business District** [21.06-5s6.5.29]

Support the substantial light industrial / service business and expanding high technology / knowledge based industries in [21.06-5s6.5.30] the precinct. [21.06-5s6.5.29, amended] [blended]

Support small scale office use and development for start-up and emerging business, and the creative arts, including small studio spaces. [21.06-5s6.5.4dp3] [21.06-5s6.5.31, amended] [blended]

**Western Business District** [21.06-5s6.5.34]

Support new office development and the precinct's substantial light industrial / service business and showroom role [21.06-5s6.5.33] and expanding high technology / knowledge-based industry business roles. [21.06-5s6.5.34, amended] [blended]

Maintain an attractive and vibrant interface between the precinct and South Melbourne Central along Market Street. [21.06-5s6.5.36, amended]

**Kings Way Mixed Use Corridor** [21.06-5s6.5.38]

Create a regionally significant mixed use area. [21.06-5s6.5.38, amended]

Provide quality, higher density residential use and development (including above larger scale commercial development). [21.06-5s6.5.38]. [21.06-5s6.5.39, amended] [blended]

Create an attractive boulevard between the City of Port Phillip and the Central City by ensuring excellence in the design of new buildings and the public realm. [21.06-5s6.5.42, amended]

**Ferrars Street Light Rail Corridor** [21.06-5s6.5.45]

Support 'out of centre' and restricted retail premises where they will not detrimentally impact on the core retailing role of the activity centre. [21.06-5s6.5.43]

Encourage transit-based development through mixed use retail (including small scale convenience retail clustered around transport stops) [21.06-5s6.5.44] and increased residential density. [21.06-5s6.5.45, amended] [blended]

**Emerald Hill Civic, Cultural and Community Hub** [21.06-5s6.5.46]

Develop the South Melbourne Town Hall [21.06-5s6.5.46] and Emerald Hill as the major focus of cultural activity and an integrated network of civic, cultural and community facilities [21.06-5s6.5.46] for the local and wider community. [21.06-5KPV4, amended], [blended]

Encourage cultural, community and educational facilities to establish in and adjacent to this precinct.

[21.06-5s6.5.46, amended]

Support the establishment of an Urban History Centre in the Emerald Hill precinct. [21.06-

5s6.5.46]

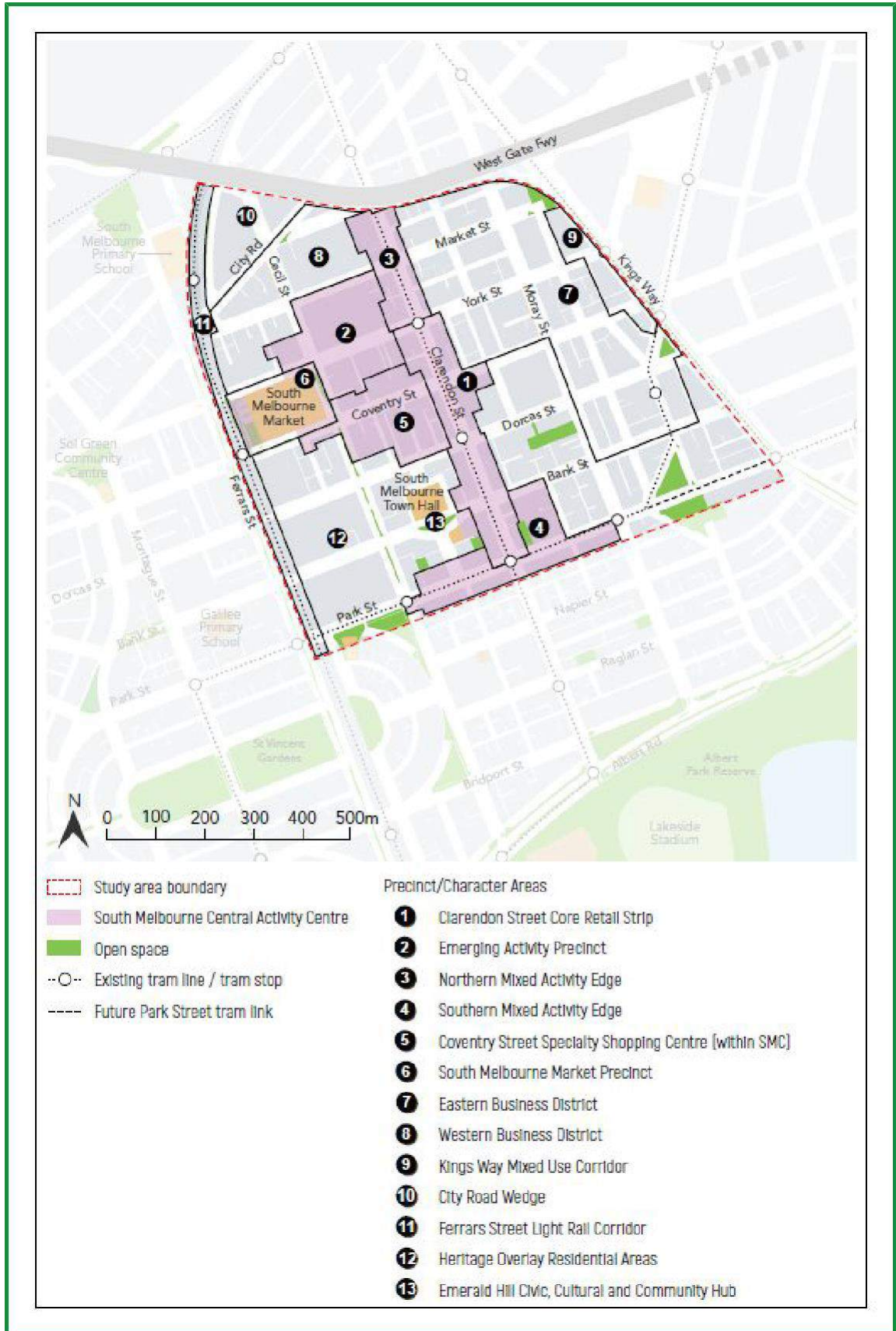
**Policy documents** [new]

Consider as relevant:

- *South Melbourne Central Structure Plan* (City of Port Phillip, August 2007) [new]
- *South Melbourne Central Urban Design Framework* (David Lock Associates and City of Port Phillip, August 2007) [new]

# PORT PHILLIP PLANNING SCHEME

**South Melbourne Central Major Activity Centre and Study Area** [new, South Melbourne Central Urban Design Framework (David Lock Associates and City of Port Phillip, August 2007)]



**11.03-1L-06 St Kilda Major Activity Centre [new]**

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Proposed C203port

**Policy application**

This policy applies to all land in the St Kilda Major Activity Centre as defined by the boundaries of the Commercial 1 Zone along Fitzroy and Acland Streets, St Kilda. [21.04-2 Table 2]. [new]

**Objective**

To reinforce the St Kilda Major Activity Centre as a significant retail, recreational, tourism, entertainment and leisure destination, whilst managing the cumulative impacts on local amenity and community safety. [21.06-6s6.6.8] [21.06-6V1, amended]

**Fitzroy Street****Strategies**

Retain the spacious boulevard atmosphere of Fitzroy Street. [21.06-6V4, amended]

Promote the tourism and entertainment role of Fitzroy Street, while maintaining the local retail servicing role, including core retail along Fitzroy Street between Princes and Acland Streets. [21.06-6s6.6.9, amended] [blended]

Encourage office and non-retail commercial uses north of Princes Street and facilitate a transition to St Kilda Junction. [21.06-6s6.6.11, amended]

Encourage non-retail commercial uses and residential development on the north-west side of Fitzroy Street, between Beaconsfield Parade and Canterbury Road. [21.06-6s6.6.13, amended]

Ensure the design of new development respects: [21.06-6s6.6.15]

- ▣ The slope of the street toward the sea. [21.06-6s6.6.15dp2]
- ▣ The wide pavements and spacious character of Fitzroy Street. [21.06-6s6.6.15dp4, amended]

**Acland Street****Strategies**

Promote the tourism and entertainment role of Acland Street, while retaining the distinctive village atmosphere and local retailing services role. [21.06-6V5, amended]

Ensure new development respects the strong seaside location and the low scale, fine grain built form [21.06-6V5] at the street edge. [21.06-6s6.6.20, amended]

St Kilda Major Activity Centre



11.03-2S  
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**Growth areas**

**Objective**

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.



## Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

**Policy documents**

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009)
- *Ministerial Direction No. 12 – Urban Growth Areas*

**11.03-3S**

31/07/2018  
VC148

**Peri-urban areas**

**Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

**Strategies**

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

**11.03-4S**31/07/2018  
VC148**Coastal settlement****Objective**

To plan for sustainable coastal development.

**Strategies**

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Encourage urban renewal and redevelopment opportunities in existing settlements to reduce the demand for urban sprawl.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Direct new residential and other urban development and infrastructure to locations within defined settlement boundaries of existing settlements that are capable of accommodating growth.

Support the sustainable management of growth around coastal, estuary and marine assets to protect environmental values, and to achieve regional economic and community benefits.

Avoid linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Avoid development on ridgelines, primary coastal dune systems and low lying coastal areas.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

**Policy documents**

Consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)
- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)

**11.03-5S**

30/04/2021  
VC185

**Distinctive areas and landscapes**

**Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

**Strategies**

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

**Policy documents**

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

**11.03-6S**

31/07/2018  
VC148

**Regional and local places**

**Objective**

To facilitate integrated place-based planning.

**Strategies**

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

**11.03-6L-01 St Kilda Foreshore**

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Proposed C203port

**Policy application**

This policy applies to the St Kilda Foreshore area, as shown on the map to this clause. [22.09 amended]

**General [new]**

**Objectives**

To create an equitable balance between the needs of the local community, the Foreshore’s important regional tourism role and the ecological future of the Bay. [new 22.09-2 O & St Kilda Foreshore Urban Design Framework 2002]

To ensure an integrated approach to the revitalisation of the St Kilda Foreshore area, including any development of the Triangle site through the activity mix, built form and improvements to the public realm. [new 21.06-6KPC4 & 21.06-6s6.6.71, blended]

**Cultural heritage and activity mix**

**Objective**

To maintain and reinforce the unique cultural heritage and recreational importance of the St Kilda Foreshore area. [22.09-2 O amended]

**Strategies**

Support land use and development that contributes to the diverse character and reinforces the St Kilda Foreshore area as a key leisure and entertainment precinct. [22.09-3 P, Cultural Heritage and Activity Mix amended]

Encourage uses and facilities that reinforce the role of key activity destinations including St Kilda Pier, St Kilda Harbour, West Beach area and the Triangle site. [21.06-6s6.6.74 amended]

Encourage the co-location of uses within defined activity nodes, including:

[22.09-3 P, Cultural Heritage and Activity Mix, amended]

- New public space at the Palais Theatre.
- St Kilda Pier entry area.
- West Beach Pavilion. [new, St Kilda Foreshore Urban Design Framework 2002]

Encourage development to incorporate urban art to enhance the layering of cultural elements along the St Kilda Foreshore area, and support legibility. [22.09-3 P, Cultural Heritage and Activity Mix amended]

Retain the residential role of existing residential properties fronting the St Kilda foreshore. [21.06-6s6.6.6]

Enhance the function of specific sites by: [22.09-3 P, Cultural Heritage and Activity Mix]

- Consolidating yacht support services at the Royal Melbourne Yacht Squadron. [22.09-3 P, Cultural Heritage and Activity Mix]
- Encouraging the development of new public facilities at the St Kilda Pier entry area. [22.09-3 P, Cultural Heritage and Activity Mix]
- Encouraging the refurbishment of the West Beach Pavilion for community use with some complementary commercial use(s). [22.09-3 P, Cultural Heritage and Activity Mix]
- Encouraging the use of the Veg Out site at the Peanut Farm Reserve as a community open space site. [22.09-3 P, Cultural Heritage and Activity Mix amended]
- Encouraging the retention of community gardens as a vital community activity. [22.09-3 P, Cultural Heritage and Activity Mix amended]

## Built form

### Objective

To ensure development does not dominate the Foreshore. [22.09-3 P, Built Form, amended]

### Strategies

Maintain the low-rise, (one and two storey) character of the Foreshore Reserve. [22.09-3 P, Built Form, amended]

Support future building heights and forms that maintain and enhance the views from:

- The Upper Esplanade to the horizon, Williamstown, Marine lighthouse, the Stokehouse and Catani Arch.
- South Beach to the entrance of Luna Park. [22.09-3 P, Built form amended]

## Public space network and connections

### Strategies

Improve cross connectivity between the built urban area and the Foreshore Reserve by:

- Establishing Shakespeare Grove and the Cowderoy Street – Pier Road link as safe and attractive pedestrian routes.
- Facilitating additional pedestrian crossings of Beach Road at locations identified in the map to this clause. [22.09-3 P, Public Space Network and Connections amended]

Encourage visual integration of the Foreshore Reserve by:

[22.09-3 P, Public Space Network and Connections]

- Restoring and reinforcing established landscape themes.
- Co-ordinating street furniture and street design details. [22.09-3 P, Public Space Network and Connections]

## Transport networks

### Strategy

Manage adverse impacts of through traffic, particularly on Jacka Boulevard, Marine Parade, The Upper Esplanade and residential streets. [22.09-3 P, Transport Networks amended]

## St Kilda Triangle site

### Objective

To encourage the integrated renewal of the site for a variety of public spaces, and entertainment and cultural venues. [22.09-3 P Key Sites amended]

### Strategies

Ensure that future use and development on the St Kilda Triangle site: [21.06-6s6.6.21, amended,

- Enhances local liveability. [21.06-6s6.6.21, amended, split in to new dot point, combined with 21.06-6s6.6.22, 21.06-6s6.6.24]
- Creates a hub focused on the arts, entertainment and leisure. [21.06-6s6.6.22, amended, split into new dot points combined with 21.06-6s6.6.21, 21.06-6s6.6.23]
- Provides a multipurpose community space. [22.09-3 P Key Sites amended]
- Includes limited commercial and retail land uses. [21.06-6s6.6.22, amended, split]



- Creates large areas of open space. [21.06-6s6.6.22, amended, split]
- Links Acland Street, Fitzroy Street and the foreshore through a highly pedestrianised environment. [21.06-6s6.6.22, amended, split]
- Establishes a key activity node within the St Kilda Foreshore area. [21.06-6s6.6.23, amended, combined as a new point with 21.06-6s6.6.21, 21.06-6s6.6.22]
- Links new and existing buildings. [22.09-3 P Key Sites amended]

Maintain the traditional cultural use of the site and allow for new contemporary leisure activities. [22.09-3 P Key Sites amended]

Minimise noise transference through high quality facility design, landscaping and buffer zones. [22.09-3 P Key Sites amended]

### Jacka Boulevard

#### Objective

To encourage the development of Jacka Boulevard as an attractive seaside boulevard with a multi-functional role. [22.09-3 P Key Sites amended]

#### Strategies

Support provision of safe and accessible pedestrian crossings. [22.09-3 P Key Sites amended]

Minimise impacts from vehicular traffic by planning for shared use of street spaces, where appropriate. [22.09-3 P Key Sites and St Kilda Foreshore UDF S5.5.1 amended]

Improve direct pedestrian connection to the beach at the intersection with Fitzroy Street. [22.09-3 P Key Sites]

Encourage new pedestrian links to the Foreshore Reserve: [22.09-3 P Key Sites]

- From the Triangle Site. [22.09-3 P Key Sites]
- Between the Esplanade Hotel and St Kilda Pier. [22.09-3 P Key Sites]

### St Kilda Harbour

#### Objective

To enable the sustainable use and development of the St Kilda Harbour. [22.09-2 O amended]

#### Strategy

Facilitate sustainable boat usage of the Harbour by: [22.09-3 P Key Sites amended]

- Protecting significant natural coastal values. [New sourced from Recreational Boating Facilities Framework 2014]
- Protecting the water quality of the Harbour from adverse impacts of boating. [New sourced from Recreational Boating Facilities Framework 2014]
- Ensuring access to habitat areas are protected and managed. [22.09-3 P Key Sites amended]

#### Policy documents [22.09-5 amended]

Consider as relevant:

- *St Kilda Foreshore Urban Design Framework* (City of Port Phillip, 2002) [22.09-5]
- *Port Phillip Urban Art Strategy* (City of Port Phillip, 2002) [22.09-6]
- *Port Phillip Urban Iconography Study* (City of Port Phillip, 2001) [22.09-6]

## PORT PHILLIP PLANNING SCHEME

- *Recreational Boating Facilities Framework* (Central Coastal Board, 2014) [22.09-6 amended]
- *St Kilda Breakwater Management Plan* (Parks Victoria, 2002) [22.09-6]

St Kilda Foreshore



11.03-6L-02 St Kilda Road North Precinct

Proposed C203port

Policy application

This policy applies to the St Kilda Road North Precinct, as shown on the map to this clause. [new, from St Kilda Road North Precinct Plan 2013 Updated 2015]

Objectives

To reinforce the St Kilda Road North Precinct as a dynamic, connected, integrated, safe and inclusive place to live, work and visit. [21.06-7V1]. [21.06-7V5dp1]. [blended]

To maintain the role of St Kilda Road as a preferred location for premier office accommodation and well-designed, higher density residential development. [21.06-7V2]. [21.06-7V3]. [blended]

**StrategiesGeneral** [new]

Encourage development of a vibrant area, providing for residential, commercial and community uses. [21.06-7s6.7.1]

Encourage community spaces (such as meeting rooms) to be incorporated into new development. [21.06-7s6.7.4]

**Sub-Precinct 2: Northwest Corner (DDO26-2)** [new]

Ensure that use and development create a residential and mixed use environment, through an increased scale and density of development. [21.06-7s6.7.13]

**Sub-Precinct 3: Albert Road South (DDO26-3) and Sub-Precinct 4: Albert Road North and Bowen Crescent (DDO26-4)** [new, relocated from Local and Neighbourhood Activity Centres policy]

- Encourage uses that support and enhance the strategic role of the Albert Road Mixed Activity Precinct as a key location for: [21.06-5s6.5.50, amended, split into separate dot points]
  - Office and related commercial development. [21.06-5s6.5.50, amended, split from above]. [21.06-5s6.5.52]
  - Residential development at higher density and larger scale than in the established residential area. [21.06-5s6.5.51, amended]

**Sub-Precinct 5: St Kilda Road South of Kings Way (DDO26-5)** [new]

Ensure that the Sub-Precinct continues to develop as a premier office location outside of the Melbourne Central Activity District and a highly desirable residential location. [21.06-7s6.7.36]

Encourage the development of a mixed use area on Raleigh and Union Streets. [21.06-7s6.7.37]

**Policy document**

Consider as relevant:

- *St Kilda Road North Precinct Plan 2013* (City of Port Phillip, updated 2015)

St Kilda Road North Precinct and Sub-Precincts



11.03-6L-03 St Kilda Road South Precinct

Proposed C203port

Policy application

This policy applies to the St Kilda Road South Precinct, as shown on the map to this clause. [new, from St Kilda Road South Urban Design and Land Use Framework 2015].

**General** [new]

**Objective**

To strengthen the St Kilda Road South Precinct's image, liveability and sense of place as it transitions to increased residential uses. [21.06-6KPC8, amended]

**Strategies**

Create a diverse series of neighbourhoods with a strong sense of place, community and local identity. [21.06-6V6, amended]

Encourage land uses that create activity nodes and community focal points for local residents and workers. [21.06-6s6.6.37]

Provide additional opportunities for housing growth throughout the Precinct due to its proximity to public transport and activity centres. [21.06-6s6.6.31]

Improve the amenity and function of St Kilda Road as a key pedestrian spine by providing active land use 'edges' at street level throughout commercial and mixed use areas. [21.06-6s6.6.38]. [21.06-6s6.6.41, amended] [blended]

Maintain solar access to key pedestrian streets and green links, including St Kilda Road, Wellington Street, Alma Road and Carlisle Street. [21.06-6s6.6.43]

Ensure the interface between commercial and residential uses is well designed and non-residential uses are managed to protect residential amenity. [21.06-6s6.6.30]

Discourage larger-scale licensed premises, bars and nightclubs that may impact on the amenity of the surrounding area. [21.06-6s6.6.35]. [21.06-6s6.6.35] [blended].

**Policy guidelines**

Consider as relevant:

- Designing development to be self-sufficient in on-site car parking and providing on-site parking as follows:
  - Residential development:
    - One car space to each one and two bedroom dwelling. Two car spaces to each three or more bedroom dwelling. [21.06-6s6.6.47dp1, amended]
    - Secure bicycle parking at a rate of one space per dwelling. [21.06-6s6.6.47dp3, amended]
    - Publicly accessible bicycle parking for visitors at a rate of one space per five dwellings. [21.06-6s6.6.47dp3, amended]
  - Office: Three car spaces per 100 square metres.
  - Motor-cycle parking at a minimum rate of one motor-cycle parking space for every 100 car parking spaces to be provided on-site within new development.
  - Residential development of six or more storeys: Off-street loading facilities and allocated spaces for service vehicles. [21.06-6s6.6.47, amended]
- Limiting the hours of operation of licensed premises to 10pm.

**Wellington Street Neighbourhood** [21.06-6s6.6.54, amended]

**Objective**

To enhance the Wellington Street Neighbourhood as a local and mixed use 'village', and a green link between Chapel Street and Albert Park. [21.06-6V6.2, amended] [21.06-6s6.6.55, amended]. [blended].

**Strategies**

Ensure development makes a positive contribution to the creation of a landscaped (green) pedestrian

link along Wellington Street. [21.06-6s6.6.55, amended]

Along the north side of Wellington Street (DDO35): [21.06-6s6.6.56]

- Facilitate a transition from a commercial to a mixed use with increasing residential uses. [21.06-6s6.6.56dp1]
- Facilitate clustering of cafes, convenience retailing and spaces for community use at the western end of Wellington Street and immediately east of Upton Road. [21.06-6s6.6.56dp2, amended]
- Encourage commercial activities and residential frontages that activate the balance of Wellington Street, with upper level residential use. [21.06-6s6.6.56dp4], [21.06-6s6.6.56dp3, amended]. [blended]
- Limit land uses with the potential for adverse residential amenity impacts. [21.06-6s6.6.56dp5, amended, part repeats general amenity policy].

Along the south side of Wellington Street in a residential zone: [21.06-6s6.6.57, amended]

- Maintain the established residential role, with some additional medium density residential development consistent with the scale, neighbourhood character and heritage of the street.
- Reinforce the established low scale (1-2 storey) and fine grain of the heritage area, generally east of Upton Road.
- Reinforce the established 2-3 storey scale generally west of Upton Road, with well-designed ‘infill’ development on larger sites consistent with the established neighbourhood character.
- Maintain the established street rhythm of space between buildings and landscaping in the frontage setback. [21.06-6s6.6.57, amended]

Along the south side of Wellington Street at the western end in the Commercial 1 and Mixed Use zones (DDO35) [21.06-6s6.6.58, amended] facilitate an emerging activity hub by ensuring active, small scale ground level retail uses that contribute to street-life, such as cafes and shops. [21.06-6s6.6.58dp2, amended]. [21.06-6s6.6.58dp1, amended]. [blended]

### St Kilda Road Neighbourhood

#### Objective

To reinforce the St Kilda Road South Neighbourhood as a niche retail and business area, a growing residential community and a safe and friendly pedestrian environment. [21.06-6s6.6.48]. [21.06-6V6.1, amended] [blended]

#### Strategies

Support residential redevelopment in Alma Road (east of St Kilda Road).

Along the eastern side of St Kilda Road (DDO34):

- Create a continuous activated edge to the street through a diverse range of ground level retail and complementary commercial uses. [21.06-6s6.6.49dp1, amended]
- Support upper level office [21.06-6s6.6.49dp3] and residential, and residential to the rear of commercial premises. [21.06-6s6.6.49dp2, amended]

Along the western side of St Kilda Road (DDO27 and DDO36): [21.06-6s6.6.51]

- Support residential development at the intersection of and north of Alma Road, and in Barkly Street, and Alma Road. [21.06-6s6.6.51dp1, amended]
- Establish a ground level residential edge within residential side streets, south of Alma Road. [21.06-6s6.6.51dp7, amended]

### Carlisle Street Neighbourhood

#### Objective

To retain the established residential role and neighbourhood character of the Carlisle Street Neighbourhood with a mix of dwelling types, set along a ‘green link’ between East St Kilda and

St Kilda. [21.06-6V6.3]. [21.06-6s6.6.59, amended] [blended]

### Strategies

Facilitate medium density ‘infill’ residential development, consistent with the scale and neighbourhood character of the area. [21.06-6s6.6.59, amended]

Reinforce the prevailing low to mid-rise scale (2 to 4 storeys) of residential development. [21.06-6s6.6.60]

Ensure new development respects and responds to the height and scale of existing residential buildings, through a comparable street-wall height and recessed upper level. [21.06-6s6.6.61, amended]

Ensure new development utilises articulation and building form to create the sense of a fine-grain subdivision pattern. [21.06-6s6.6.66].

Maintain the street rhythm of space between buildings and landscaping in the frontage setback. [21.06-6s6.6.63]

Create a sense of a fine-grain subdivision pattern through the articulation and building form of new development. [21.06-6s6.6.66, amended]

### Policy guideline

Consider as relevant:

- Designing development to respect Carlisle Street as a landscaped (green) pedestrian link by [21.06-6s6.6.62, amended] maintaining solar access to the southern footpath of Carlisle Street between 10am and 3pm at the equinox (21 September). [21.06-6s6.6.65].

### Policy document

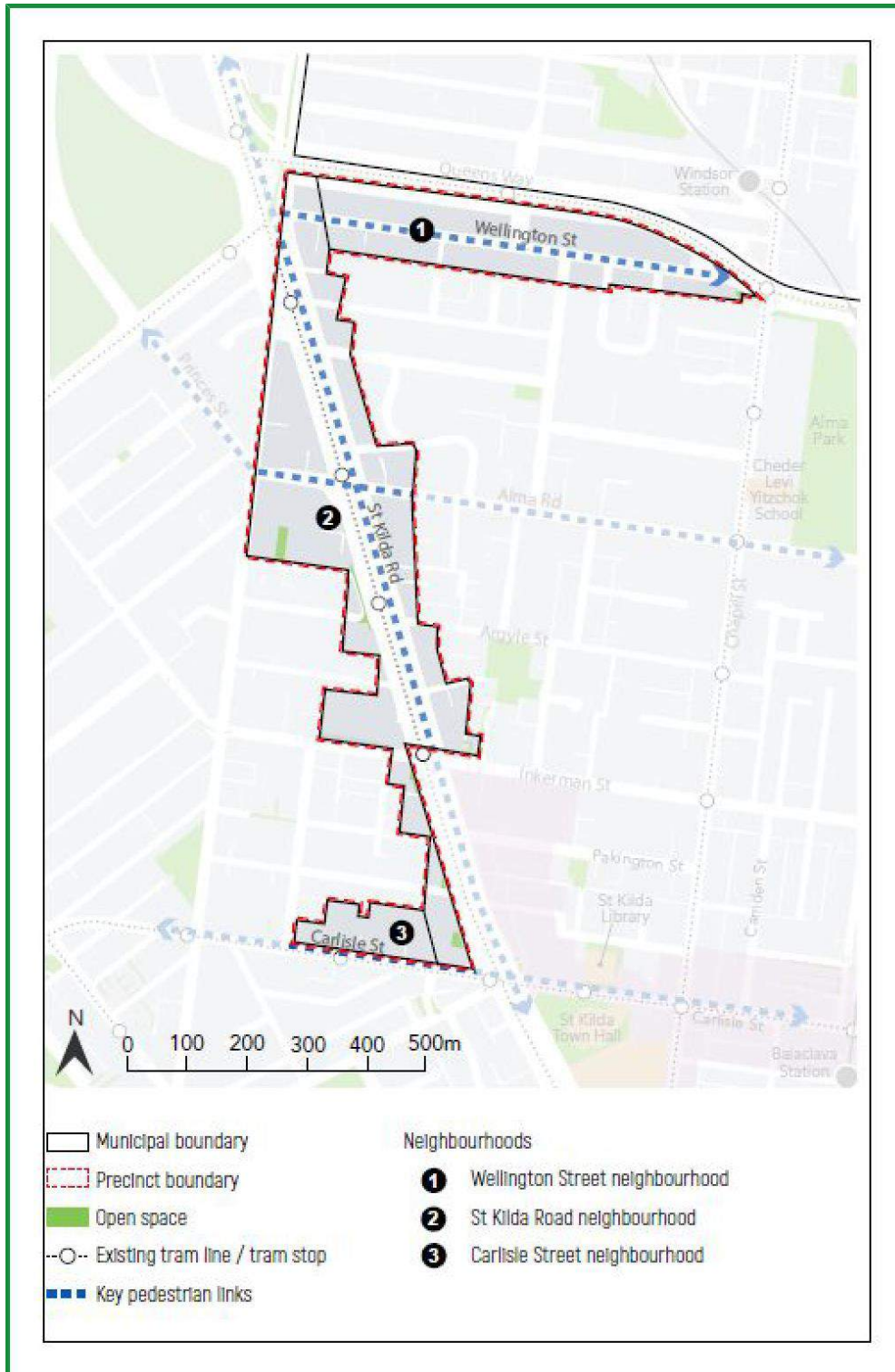
Consider as relevant:

- *St Kilda Road South Urban Design and Land Use Framework* (Planisphere and City of Port Phillip, 2015)



# PORT PHILLIP PLANNING SCHEME

**St Kilda Road South Precinct and Neighbourhoods** [new, St Kilda Road South Urban Design and Land Use Framework (Planisphere and City of Port Phillip, 2015)]



**12.01**

31/07/2018  
VC148

**BIODIVERSITY**

**12.01-1S**

31/07/2018  
VC148

**Protection of biodiversity**

**Objective**

To assist the protection and conservation of Victoria’s biodiversity.

**Strategies**

Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.

Strategically plan for the protection and conservation of Victoria’s important areas of biodiversity.

Ensure that decision making takes into account the impacts of land use and development on Victoria’s biodiversity, including consideration of:

- Cumulative impacts.
- Fragmentation of habitat.
- The spread of pest plants, animals and pathogens into natural ecosystems.

Avoid impacts of land use and development on important areas of biodiversity.

Consider impacts of any change in land use or development that may affect the biodiversity value of national parks and conservation reserves or nationally and internationally significant sites; including wetlands and wetland wildlife habitat designated under the Convention on Wetlands of International Importance (the Ramsar Convention) and sites utilised by species listed under the Japan-Australia Migratory Birds Agreement (JAMBA), the China-Australia Migratory Birds Agreement (CAMBA), or the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA).

Assist in the identification, protection and management of important areas of biodiversity.

Assist in the establishment, protection and re-establishment of links between important areas of biodiversity, including through a network of green spaces and large-scale native vegetation corridor projects.

**Policy guidelines**

Consider as relevant:

- State biodiversity information maintained by the Department of Environment, Land, Water and Planning.

**Policy documents**

Consider as relevant:

- *Protecting Victoria’s Environment – Biodiversity 2037* (Department of Environment, Land, Water and Planning, 2017)
- *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017)
- Any applicable biodiversity strategies, including the relevant Regional Catchment Strategy (prepared under Part 4 of the *Catchment and Land Protection Act 1994*)

**12.01-1L**

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Proposed C203port

**Urban forest**

**Strategies**

Retain significant trees. [21.05-2 O&S 5.1 amended]

Encourage opportunities for landscaping that contribute to biodiversity and provide habitat including the planting of canopy trees and green roofs and walls. [21.05-2 O&S 5.3 amended]

Support tree and plant selection suitable to a drier climate, and resistant to storms. [Greening Port Phillip Strategy 2010, 2.7 pg 27 amended]

Ensure development protects significant trees and vegetation through siting and design. [21.05-2 O&S 5.2 amended]

Support innovative approaches to landscape design and construction, including greater use of indigenous plant species and species that benefit biodiversity. [21.05-2 O10.5, amended]

**Policy guideline**

Consider as relevant:

- Providing for the retention of significant trees of the following size, as measured 1 metre from the tree base:
  - A tree with trunk circumference greater than 1.5 metres. [21.05-2 O&S 5.1 amended]
  - A multi-stemmed tree where the circumference of its exterior stems equals or is greater than 1.5 metres. [21.05-2 O&S 5.1 amended]

**Policy document**

Consider as relevant:

- *Greening Port Phillip Strategy - An Urban Forest Approach* (City of Port Phillip, 2010) [new]

**12.01-2S**

31/07/2018  
VC148

**Native vegetation management**

**Objective**

To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

**Strategies**

Ensure decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017):

- Avoid the removal, destruction or lopping of native vegetation.
- Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
- Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

**Policy guidelines**

Consider as relevant:

- State biodiversity information maintained by the Department of Environment, Land, Water and Planning.

**Policy documents**

Consider as relevant:

- *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017)
- *Assessor's handbook – applications to remove, destroy or lop native vegetation* (Department of Environment, Land, Water and Planning, 2017)

**12.02**

31/07/2018  
VC148

**COASTAL AREAS**

**12.02-1S**31/07/2018  
VC148**Protection of coastal areas****Objective**

To recognise the value of coastal areas to the community, conserve and enhance coastal areas and ensure sustainable use of natural coastal resources.

**Strategies**

Coordinate land use and planning with the requirements of the *Coastal Management Act 1995* to:

- Provide clear direction for the future sustainable use of the coast, including the marine environment, for recreation, conservation, tourism, commerce and similar uses in appropriate areas.
- Protect and maintain areas of environmental significance.
- Identify suitable areas and opportunities for improved facilities.

Apply the hierarchy of principles for coastal planning and management:

- Principle 1: Ensure the protection of significant environmental and cultural values.
- Principle 2: Undertake integrated planning and provide clear direction for the future.
- Principle 3: Ensure the sustainable use of natural coastal resources.
- Principle 4: Ensure development on the coast is located in existing modified and resilient environments where the demand for development is evident and any impacts can be managed sustainably.

Plan for marine development and infrastructure that is sensitive to marine national parks and environmental assets.

Ensure development protects and seeks to enhance coastal biodiversity and ecological values.

Ensure development is sensitively sited and designed and respects the character of coastal settlements.

Encourage revegetation of cleared land abutting coastal reserves.

Maintain the natural drainage patterns, water quality and biodiversity in and adjacent to coastal estuaries, wetlands and waterways.

Avoid disturbance of coastal acid sulfate soils.

Protect cultural heritage places, including Aboriginal places, archaeological sites and historic shipwrecks.

**Policy guidelines**

Consider as relevant:

- Any applicable coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*.

**Policy documents**

Consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)
- *Coastal Spaces Landscape Assessment Study* (Department of Sustainability and Environment, 2006)

## 12.02-1L Protection of Port Phillip's coast

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Proposed C203port

### Strategies

Protect and enhance coastal trees and vegetation along the foreshore to provide shade, enhance biodiversity and provide wildlife habitat. [Foreshore Management Plan 2012 O9d Action 2 pg 49, amended]

Protect and enhance beach dunes through vegetation, fencing and design solutions. [Foreshore Management Plan 2012 O3d amended]

Protect key sites of natural heritage significance within the Port Phillip foreshore, including:[21.04-5 KI amended]

- ▣ Remnant foreshore grassland in Perce White Reserve. [21.04-5 KI amended]
- ▣ Coastal dune vegetation in the Princes Street and Kerferd Road Foreshore area, Port Melbourne. [21.04-5 KI amended]
- ▣ Remnant coastal dune grassland and planted native vegetation in the West Beach and Fraser Street dunes. [21.04-5 KI amended]
- ▣ Remnant coastal dune scrub in Point Ormond Reserve. [21.04-5 KI amended]
- ▣ Remnant Estuarine Flats Grassland in St Kilda West Beach and Sandridge Foreshore in Port Melbourne. [New, City of Port Phillip Biodiversity Study May 2020, pg. 29]
- ▣ Tea Tree Reserve and Elwood Foreshore Reserve. [NEW Foreshore Management Plan 2012, Existing Conditions and Values, p.36 amended].

Ensure design and development of all maritime structures (land and sea based): [22.09-3 P Key Sites amended]

- ▣ Can provide for the needs of boater and other users on both land and in the water. [New sourced from Recreational Boating Facilities Framework 2014]
- ▣ Minimises any adverse environmental impact, including impacts on water quality, sediment movement and significant environmental features. [New sourced from Recreational Boating Facilities Framework 2014]
- ▣ Can be integrated with other community amenities.[New sourced from Recreational Boating Facilities Framework 2014]
- ▣ Provides shared access. [New sourced from Recreational Boating Facilities Framework 2014]
- ▣ Maximises public benefit. [New sourced from Recreational Boating Facilities Framework 2014]

### Policy document

Consider as relevant:

- ▣ *Foreshore Management Plan* (City of Port Phillip, 2012) [New]

## 12.02-2S Coastal Crown land

31/07/2018  
VC148

### Objective

To achieve coastal crown land development that provides an environmental, social and economic balance.

### Strategies

Ensure that use and development on or adjacent to coastal foreshore Crown land:

- Maintains safe, equitable public access and improves public benefit.
- Protects local environmental and social values.
- Demonstrates need and coastal dependency.
- Minimises impact on the coast by locating within a defined activity or recreation node.



**Policy guidelines**

Consider as relevant:

- The purpose for which land is reserved under the *Crown Land (Reserves) Act 1978*.
- Any relevant coastal action plan or management plan approved under the *Coastal Management Act 1995* or *National Parks Act 1975*.

**Policy documents**

Consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)

**12.02-3S**

31/07/2018  
VC148

**Bays**

**Objective**

To improve the environmental health of Port Phillip Bay and Western Port and their catchments.

**Strategies**

Reduce major environmental pressures associated with urban growth and development in Port Phillip Bay and Western Port catchments by:

- Requiring growth area planning to protect significant natural assets.
- Improving the quality of stormwater entering waterways, particularly from construction sites and road development.

Improve waterway management arrangements for Port Phillip Bay and Western Port catchments.

Protect coastal and foreshore environments and improve public access and recreation facilities around Port Phillip Bay and Western Port by:

- Focussing development in areas already developed or in areas that can tolerate more intensive use.
- Requiring coastal planning and management to be consistent with the *Victorian Coastal Strategy* (Victorian Coastal Council, 2014).
- Managing privately owned foreshore consistently with the adjoining public land.

**Policy documents**

Consider as relevant:

- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)

**13.07**

26/05/2020  
VC175

**AMENITY, HUMAN HEALTH AND SAFETY**

**13.07-1S**

26/05/2020  
VC175

**Land use compatibility**

**Objective**

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

**Strategies**

- Ensure that use or development of land is compatible with adjoining and nearby land uses.
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.
- Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

**Policy documents**

Consider as relevant:

*Recommended separation distances for industrial residual air emissions* (Environment Protection Authority, 2013).

**13.07-1L-01 Backpackers' accommodation** [22.02-3, amended]

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Proposed C203port

**Objectives**

To maximise the economic benefits of backpacker tourism, through appropriately located [22.02-202] backpackers' accommodation that are consistent with the City's established character.

To minimise off-site impacts generated by backpackers' accommodation. [22.02-204, amended]

**Strategies**

Locate backpackers' accommodation in areas:

- With convenient access to community and retail facilities and services.
- Outside residential zones. [22.02-3P1, amended]
- Along main roads and public transport routes. [22.02-3P2, amended] [blended]

Avoid the aggregation of backpackers' accommodation to reduce the cumulative impacts on residential amenity, parking availability, traffic congestion and urban character. [22.02-3P3, amended]

**Policy guidelines**

Consider as relevant:

- Locating communal areas (parking areas, swimming pools and barbecue areas) away from any residential zone boundary. [22.02-3P4, amended]
- Incorporating mitigation measures to reduce off-site noise impacts on adjacent residential areas. [22.02-3P5, amended]

**Policy documents**

Consider as relevant:

- *Backpackers' Lodges in the City of Port Phillip* (City of Port Phillip, March 2000) [22.02-6]
- *Port Phillip Housing Strategy* (City of Port Phillip, 2007) [22.02-6, amended, updated document name]

**13.07-1L-02 Caretakers' houses** [22.03, amended]

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Proposed C203port

**Policy application**

This policy applies to land in the Industrial 1, Industrial 3 and Commercial 2 zones. [22.02-3P1, amended]

**Objective**

To protect the primary industrial and commercial use of the land while supporting caretakers' houses where they are a necessary ancillary use. [22.03-201, amended]

**Strategies**

Ensure that caretakers' houses are designed to minimise amenity conflicts. [22.03-202, amended]

Avoid the subdivision of caretakers' houses from the primary industrial or commercial use operating on the land. [22.05-203, amended]

**Policy guidelines**

Consider as relevant:

- ▣ Limiting the total gross floor area of the caretakers' house to less than 30 per cent or up to 100 square metres, whichever is the lesser, of the building in which it is sited (excluding parking and loading bays). [22.03-3P2, amended]
- ▣ Providing a clear physical separation between the caretakers' house and the primary non-residential use within the building. [22.03-3P3, amended, split into two new separate dot points]
- ▣ Including noise attenuation measures to protect the occupant from onsite and offsite noises derived from commercial or industrial activities. [22.03-3P3, amended, split from above]
- ▣ Using Section 173 agreement to limit the occupancy of the caretakers' house to a supervisor of the primary use on the land. [22.03-6.8, amended]
- ▣ Limiting the provision of a caretaker's house to locations where it is appropriate to the scale of, and activities undertaken by, the primary industrial or commercial use operating on the land. [22.03 4AR1.3, amended]
- ▣ Locating and designing the caretaker's house to mitigate any impacts on surrounding land uses within a 100 metre radius of the subject site. [22.03 4AR1.2, amended]
- ▣ Designing the caretakers' house to respond to the existing conditions and features of the site. [22.03 4AR1.1, amended]

**Policy document** [22.03-7, amended]

Consider as relevant:

- ▣ *Port Phillip Practice Notes Policy No. 15 – Caretaker's Dwellings* (City of Port Phillip, 2010) [22.03-7]

## 13.07-1L-03 Interfaces and amenity

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Proposed C203port

### Policy application

This policy applies to:

- Non-residential use and development.
- Residential use and development on land:
  - In a Mixed Use, Commercial 1 or Industrial 1 Zone.
  - In a Residential Zone within 30 metres of a Commercial 1 Zone.
  - On land adjacent to an industrial area, main road or rail line. [21.04-1s5.4, amended].

### Objectives

To manage amenity conflicts between commercial, industrial and residential activities while maintaining the viability of commercial or industrial activities. [new from audit report section 3.4.1]

To minimise the detrimental impacts of non-residential uses on residential amenity. [22.01-201, amended]

To ensure that non-residential uses in residential zones are compatible with the surrounding residential context and serve the local community. [22.01-202, amended]

### Non-residential use and development strategies

In residential zones, support the establishment of non-residential uses that will address local demand and provide local resident and community benefits. [22.01-3AR4]

Encourage non-residential uses in residential zones to locate:

- In buildings with a historic non-residential use.
- On corner sites that have direct access to a road in a Road Zone.
- On sites adjacent to the boundary of a non-residential zone.
- Close to public transport. [22.01-3P4, amended]

Ensure reasonable amenity for existing residential uses are maintained, including privacy, access to sunlight to existing habitable rooms and private open space, and adequate open space. [21.04-1 S4.1, amended] [22.06-3, blended]

Address possible impacts on residential amenity from established and future non-residential uses through appropriate design and management measures that: [22.01-3, amended; 22.06-3, amended; partially adapted from existing Yarra Planning Scheme - Clause 22.05 – Interfaces Uses Policy] [blended]

- Provide acoustic protection to adjoining residential properties. [22.01-3, amended]
- Minimise noise transmission within the building, including from machinery and ventilation systems, between floors or separate units and to adjoining residential properties. [22.01-3, amended]
- Minimise the opportunity for views from adjoining residential properties into the site, especially where the storage, preparation, business or industrial activity could present an unsightly appearance. [22.06-3, amended]
- Minimise the opportunity for light spill due to fixed or vehicular lights, outside the perimeter of the site and on to habitable room windows of nearby residential properties. [22.01-3, amended]

For new industrial use and development:

- Support new industrial uses in the Mixed Use Zone provided there are no adverse residential amenity impacts. [21.04-3O1.6, amended]

- Discourage industrial or warehouse uses with adverse amenity impacts on surrounding residential uses (including if the subject site is currently used for a dwelling), in activity centres and mixed use areas. [21.04-303.2]
- Provide buffer distances between industrial and non-industrial land uses to minimise the potential for conflict. [21.04-404.3]
- Ensure new industrial and commercial uses provide storage and loading facilities. [21.04-402.6, amended]
- Incorporate measures to minimise environmental impacts including air, water, noise and soil pollution in industrial use and development. [21.04-404.2, amended]
- Encourage all industrial uses to adopt Environmental Management Plans. [21.04-404.1, amended].

Establish how proposed uses respond to the existing conditions and features of the site including surrounding residential properties and public areas outside the site such as footpaths and open space. [22.01-4AR1, amended]

Establish the scale of proposed uses, including total floor area, number of operators, hours of operation, practitioners, staff, seats, patrons and type of any liquor licence to be sought. [22.01-4AR1, amended]

### Non-residential use and development policy guidelines

Consider as relevant:

- Designing non-residential development adjacent to existing residential properties to:
  - Locate plant and other service infrastructure (including automatic garage doors) in discrete locations including screening from neighbouring properties, streets and laneways. [22.01-3P9].
  - Include masonry wall construction rather than curtain walling or other similar construction.
  - Incorporate effective acoustic insulation in the building.
  - Have regard to the locations of existing doors, habitable room windows and open space areas. [22.01-4AR5, amended]
  - Locate and design vehicle access, car parking, loading and unloading areas to minimise noise and traffic impacts on adjoining residential uses. [22.01-3P4, amended]
- Providing facilities and incorporating measures to manage any impacts associated with general rubbish, specialised wastes, bottle and other recyclable material storage and removal arrangements including hours of pick up would be managed. [22.01-4AR1, amended]
- Providing appropriately managed storage and loading facilities for new industrial and commercial uses. [22.01-4AR6, amended] [blended]
- Designing non-residential use and development to reduce the impact of any proposed plant equipment, external lighting, signage and landscaping associated with the proposed use. [22.01-4AR4, amended]

### Residential development strategy

Ensure new residential development incorporates measures to protect residents from unreasonable noise, fumes, vibration, light spillage, waste management and other likely disturbances, including from nearby business or industrial operations. [21.04-1 S5.2, S5.3, S5.4, amended and blended, 22.01-3 blended][ adapted from current Yarra 22.05 interfaces policy, also reflected in exhibited Yarra 13.07-1L interfaces and amenity policy]

### Residential development policy guideline

Consider as relevant:



- Designing residential development adjacent to existing commercial or industrial uses to:
  - Orient windows and ventilation systems away from existing and potential noise sources.
  - Locate noise-sensitive rooms (in particular, bedrooms) and private open space away from existing and potential noise sources.
  - Incorporate other measures such as acoustic fencing, landscaping and setbacks, where appropriate. [21.04-1 S5.2, S5.3, S5.4, amended] [22.01-3, amended] [blended] [adapted from existing Yarra PS – Clause 22.05 – Interfaces Uses Policy], [blended]

## 13.07-1L-04 Tourism, entertainment uses and licensed premises

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Proposed C203port

### Objectives

To promote Port Phillip as a visitor and entertainment destination. [New: Council Plan 5.2C]

To minimise possible adverse impacts from tourism uses, entertainment uses and licenced premises on the amenity of surrounding land uses. [21.04-6O3, amended, New: Council Plan 5.2C]

### Strategies

Ensure all festivals and cultural events minimise adverse amenity impacts on the surrounding land use and the environment. [21.04-6 s3.2, amended]

Site, design and manage tourism uses, entertainment uses and licensed premises to minimise their impacts on residential safety and amenity, including impacts from increased late night patronage, parking congestion and anti-social patron behaviour. [21.04-8K14, amended]

Avoid the concentration of late night tourism uses, entertainment uses and licensed premises where there are significant adverse cumulative impacts on the amenity of the surrounding area, including:

- ▣ Noise emitted from the premises.
- ▣ Noise and disturbance from patrons arriving at and departing the premises.
- ▣ Real and perceived impacts on community safety.
- ▣ Alcohol-related harm and anti-social behaviour in and around the premises.
- ▣ Littering, street fouling and vandalism.
- ▣ Congestion and noise from on-street over-flow parking or vehicles accessing off-street car parking. [21.04-6s3.3, amended]

Using Social Impact Assessments to establish positive social benefits to the community associated with new or expanded licensed premises. [21.04-8s1.1, amended]

### Policy guidelines

Consider as relevant:

- ▣ The extent to which significant adverse cumulative impacts for entertainment uses operating after 10pm are prevented and addressed.
- ▣ The extent to which any new and expanded licenced premises would deliver a positive social benefit to the community.

**13.07-2S**

26/10/2018  
VC152

**Major hazard facilities**

**Objective**

To minimise the potential for human and property exposure to risk from incidents that may occur at a major hazard facility and to ensure the ongoing viability of major hazard facilities.

**Strategies**

Ensure major hazard facilities are sited, designed and operated to minimise risk to surrounding communities and the environment.

Consider the risks associated with increasing the intensity of use and development within the threshold distance of an existing major hazard facility.

Apply appropriate threshold distances from sensitive land uses for new major hazard facilities and between major hazard facilities.

Protect registered or licenced major hazard facilities as defined under Regulation 5 of the Occupational Health and Safety Regulations 2017 from encroachment of sensitive land uses.

**13.07-3S**

28/09/2020  
VC183

**Live music**

**Objective**

To encourage, create and protect opportunities for the enjoyment of live music.

**Strategies**

Identify areas where live music venues are encouraged or where there are high concentrations of licensed premises or clusters of live music venues.

Implement measures to ensure live music venues can co-exist with nearby residential and other noise sensitive land uses.

**Policy guidelines**

Consider as relevant:

- The social, economic and cultural benefits to the community of:
  - Retaining an existing live music venue.
  - The development of new live music entertainment venues.
  - Clustering licensed premises and live music venues.

**15.01**

31/07/2018  
VC148

**BUILT ENVIRONMENT**

**15.01-1S**

31/07/2018  
VC148

**Urban design**

**Objective**

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

**Strategies**

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-1R**

31/07/2018  
VC148

**Urban design - Metropolitan Melbourne**

**Objective**

To create a distinctive and liveable city with quality design and amenity.

**Strategies**

Support the creation of well-designed places that are memorable, distinctive and liveable.

Integrate place making practices into road space management.

Strengthen Melbourne's network of boulevards.

Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.

Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

**15.01-1L-01 Signs**

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Proposed C203port

**Policy application**

This policy applies to the development of land for signs. [22.08, amended]

**Strategies**

Support signs that: [22.08-3S2, amended]

- ▣ Are well proportioned, suitably located and responsive to the urban form and character of the area. [22.08-2O4, amended]
- ▣ Respect the scale of the host building and site, including maintaining the visibility of architectural qualities and features of the building. [22.08-2O1] [22.08-3S2.1, amended] [blended]
- ▣ Are located entirely below the skyline or profile of a building. [22.08-3S2.2, amended]
- ▣ Maintain views of architectural features and detailing, windows and door openings or verandahs. [22.08-3S2.3, amended]
- ▣ Maintain views and amenity of, and do not visually intrude on, important views and vistas, landmarks or key public open spaces, including the Shrine of Remembrance. [22.08-2O5]. [22.08-3S2.5, amended] [22.08-3S2.6, amended, combined with 22.08-3S2.5]

Support the equitable distribution of signage between premises in commercial precincts. [22.08-7dp4, amended]

Support only business identification and directional signs along park interfaces. [22.08-3S1.1, amended]

**Policy guidelines**

Consider as relevant:

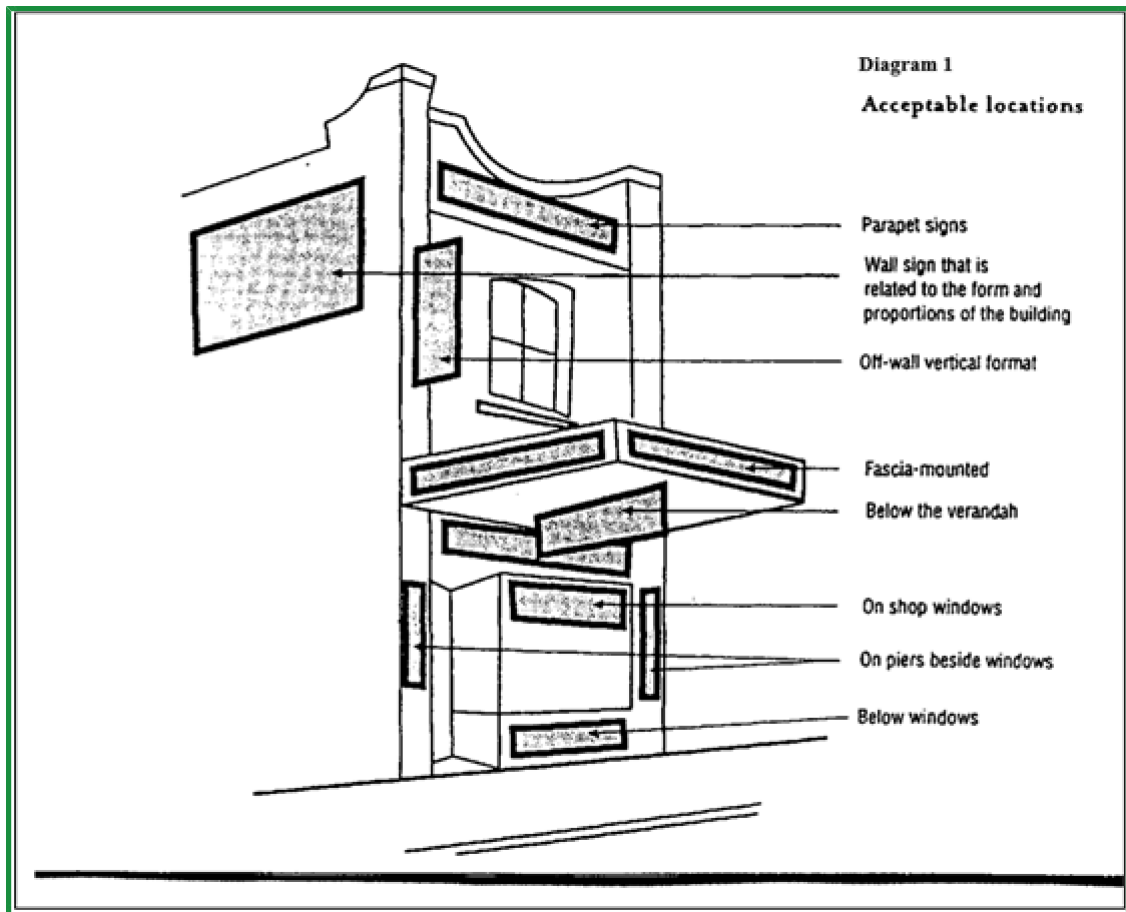
**General**

Ensuring major developments include a signage strategy that provides adequate future signage opportunities integrated with the building design and responsive to the site context. [22.08-7dp7]

**Location on building**

Supporting signs:

- ▣ Displayed in the locations shown on Diagram 1, provided: [22.08-3S2, amended – split into separate dot points below]
  - The site is not in a Heritage Overlay. [22.08-3s2dp1, amended]
  - No more than two above verandah signs are displayed (fascia mounted signs displayed on the verandah are not included as above verandah signs).
- ▣ Displayed on retractable awnings provided: [22.08-3S2, amended and split into separate dot points below]
  - The awning acts as a verandah over the public footpath or a seating area.
  - The display area is located on the outer edge or fascia of the awning and does not unnecessarily extend further than the outer edge or fascia awning.



### High wall

Supporting signs (other than Business Signs) displayed on the wall of a building over 10 metres from the ground, provided: [22.08-3S3, amended]

- The sign is no greater than 10 per cent of the visible wall elevation. [22.08-3S3, amended]
- The sign is no higher than two levels of the building on which it is located. [22.08-3S3, amended]
- The sign projects no more than 300 millimetres from the building on which it is located. [22.08-3S3, amended]
- The sign is located as close as practical to the property frontage on side walls. [22.08-3S3, amended]

### Window

Discouraging street level window signs, unless they are:

- [22.08-3S4, amended]  
Written on glass or mounted behind a window.  
[22.08-3S4, amended, split]
- Providing a high degree of visibility into the building where the sign is displayed.
- No greater than one third of the window area. [22.08-3S4, amended]

### Forecourt or building setback area

Supporting a maximum of one sign in a building forecourt or the area between the building and the street, provided: [22.08-3S5, amended, split]

- The sign has a maximum height of 7 metres from ground level. [22.08-3S5, amended]



- Views of the building or visual and physical connection between the street and buildings are maintained. [22.08-3S5, amended]

### Fence, wall or gate

Supporting signs:

- Fixed or painted directly onto a fence, wall or gate. [22.08-3S6dp1, amended – split]
- Projecting below the height of the fence, wall or gate. [22.08-3S6dp1, amended]
- Attached to a wall projecting less than 300 millimetres from the wall. [22.08-3s6dp3]
- Projecting from a wall maintaining a clearance of 2.7 metres above the ground level of a public foot

### Signs on street furniture

Supporting signs on street furniture in a public open space/residential or commercial area provided:

- They are located on a major street. [22.08-3S7, amended, split]
- They are located within a Category 1 (Commercial areas) or Category 2 (Office and industrial) area pursuant to Clause 52.05. [22.08-3S7, amended]
- The overall size and quantity of signs is minimised. [22.08-3S7, amended]
- Visual clutter or disorder within the public realm is avoided. [22.08-3S7, amended]

Supporting signs incorporated into a phone booth or bus or tram shelter provided: [22.08-3S7, amended]

- Route information on the bus or tram services for which the shelter is constructed is included. [22.08-3S7, amended]
- The sign is proportionate to the host structure and appropriate to the heritage values of the area. [22.08-3S7, amended]
- The sign respects and compliments any heritage values of the host structure. [22.08-3S7, amended]
- The sign is oriented parallel with the roadway to maximise clear views along and across the street. [22.08-3S7, amended]
- The sign is no greater than one third of the bus or tram shelter area. [22.08-3S7, amended]
- The end of the tram and bus shelters remains clear and free of advertising panels. [22.08-3S7, amended]
- Only internal illumination of signage is provided. [22.08-3S7, amended]
- Signs located on a boulevard or a main road (RDZ1 or RDZ2): [22.08-3S7, amended, split]
  - Respect the amenity of the area and key views and vistas. [22.08-3S7, amended]
  - Are designed to create a safe pedestrian and vehicular environment. [22.08-3S7, amended]
- path. [22.08-3S6dp2, amended]

### Illuminated and animated Signs

Supporting floodlit signage provided: [22.08-3S8, amended]

- The light source is located so that light is directed onto the sign as much as possible to minimise glare. [22.08-3S8]
- Light spillage from the light source is controlled by the use of baffles, shields or reflectors. [22.08-3S8]
- Automatic time switches are provided to turn off the illumination during early morning hours. [22.08-3S8]

Supporting internally illuminated signage provided: [22.08-3S8, amended]

- The light source is designed to illuminate the sign and minimise light spillage onto other surfaces. [22.08-3S8]
- Signage is not animated and does not include flashing or running lights. [22.08-3S8]
- Automatic time switches are provided to turn off the illumination during early morning hours. [22.08-3S8]

Supporting electronic signs and the use of new technologies with limited impacts upon the character or amenity of an area. [22.08-3S8, amended]

### Electricity supply and equipment

Encouraging signs and associated equipment (including external lighting) to be concealed from view, unobtrusively located, and/or painted to match the colour of the surface on which it is mounted to minimise any impacts on the appearance of a building. [22.08-3S9, amended]

### Colours, materials and graphics

Supporting signs with colours, lettering, style and layout that reflect the character and style of the building and environment where it is situated, particularly where the building is of historical or architectural merit. [22.08-3S10, amended]

Minimising the impact of corporate branding through signage and building colours, materials and finishes on the local streetscape. [22.08-7dp9] [22.08-7dp10, amended] [blended]

### Creative signs

Supporting signage with creative or artistic merit that will make a significant positive contribution to the streetscape and character of the locality, including signs: [22.08-3S11, amended]

- Related to historical, cultural or architectural themes found in the locality. [22.08-3S11, amended]
- Designed by local artists. [22.08-3S11, amended]
- Recreating a known earlier historic sign. [22.08-3S11, amended]
- Reinforcing or establishing a theme or character of a particular neighbourhood or locality. [22.08-3S11, amended]

### Temporary signs

Supporting temporary promotion or major promotion signs for the purpose of advertising an event, or signs on construction hoardings or scaffolding mesh, where: [22.08-3S12.1, amended]

- The sign is graphically creative and visually interesting. [22.08-3S12.1dp1, amended]
- The sign is constructed of high quality materials and design. [22.08-3S12.1dp2, amended]
- The sign enhances the amenity of the streetscape. [22.08-3S12.1dp3, amended]
- The sign is related to the local area and architectural context. [22.08-3S12.1dp4, amended]
- Promotion or major promotion signs in the form of temporary construction hoardings and scaffolding mesh screens (or similar), are designed to improve the presentation of the site and displayed for no longer than the duration of construction or 2 years (whichever is the lesser). [22.08-3S12.3, amended] [blended]

Discretion in the consideration of temporary signs may be exercised where a net community benefit (for example a financial contribution towards restoration works of a valued heritage place of public asset) can be demonstrated. [22.08-3s12.2, amended]

### Port Phillip foreshore

Minimising signage in and around the Port Phillip foreshore to either: [22.08-5S1, amended]

- Business signage associated with an existing business or activity on the foreshore located on the same site or building as the business or activity. [22.08-5S1, amended]
- Signs promoting a cultural, recreational or leisure activity that has the consent of the public land manager. [22.08-5S1, amended]

Supporting signs interfacing with, or visible from, the foreshore environs that are sited and designed with minimal impact on the landscape, scenic and built form elements of the Port Phillip foreshore. [22.08-5S1, amended]

Encouraging simple, contemporary and modest signs. [22.08-5S1, amended]

Discouraging promotion and major promotion signs, including in locations where they will be visible from the Port Phillip foreshore. [22.08-5S1, amended]

### Freeways and infrastructure

Supporting sky signs mounted on buildings or other structures exposed to or directed toward the West Gate Freeway or other main road provided: [22.08-5S2, amended]

- The sign maintains the skyline profile and the architectural integrity [22.08-5S2dp2] of the ‘host buildings’ to which it is attached. [22.08-5S2dp1] [blended] [22.08-5S2dp2, combined with 22.05-5S2dp1]
- The sign is designed and located to avoid dominating the ‘host building’ and the overall character of the area. [22.08-5S2dp3, amended]
- The supporting structure is unobtrusive, minimises visual clutter, and avoids becoming as dominant as the sign itself. [22.08-5S2dp4]

Supporting pole signs exposed or directed toward the West Gate Freeway or other main road provided: [22.08-5S2, amended]

- The sign is of a respectful of height and scale to avoid dominating the surrounding streetscape and contributing to visual clutter. [22.08-5S2dp1] [22.08-5S2dp2], [blended]

### Acland Street and Fitzroy Street tourist precinct

Supporting signs that create visual interest and contribute to the precinct’s cosmopolitan character, atmosphere and vitality, by being: [22.08-5S3, amended, including 6 dot points below]

- Well proportioned.
- Well located.
- Portraying a clear message.
- Graphically creative.
- Containing attractive images, typefaces and colours.
- Enhancing the three dimensional modelling of the streetscape.

### The Shrine of Remembrance environs

Support signs interfacing with or visible from the Shrine of Remembrance that are designed to be respectful to the cultural significance of the Shrine of Remembrance. [22.08-5S4, amended]

Avoid illuminated signs visible in the Shrine of Remembrance’s backdrop and from the Shrine of Remembrance’s forecourt. [22.08-5S4, amended]

### Policy documents

Consider as relevant:

- *City of Port Phillip Outdoor Advertising Guidelines* (City of Port Phillip, 1996 revised 2007)
- *Port Phillip Advertising Signs Policy Review* (Hansen Partnership, 2007)
- *The Shrine of Remembrance: Managing the significance of the Shrine* (Message Consultants Australia, July 2013)

## 15.01-1L-02 Urban design

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Proposed C203port

### Landmarks, views and vistas

#### Objective

Maintain the visual prominence of and protect primary views to valued landmarks in Port Phillip. [21.05-1 S1.9, amended]

#### Strategies

Support development that protects and enhances views of key landmarks from the public realm, including (but not limited to): [22.06-3, amended]

- The Shrine of Remembrance. [21.05-2-O1.2] [22.06-3-LVV]
- Port Phillip Bay, the coastline and maritime structures such as St Kilda Pier, Kerferd Road Pier and Station Pier. [21.05-2-O1.2]
- High rise buildings in the Melbourne Central Activities District, Southbank and parts of the Fishermans Bend Urban Renewal Area, including views from Port Phillip Bay foreshore and piers. [21.05-2-O1.2, amended] [22.06-3-LVV]

Support development that protects and enhances view corridors along key boulevards and promenades when viewed from the public realm, including (but not limited to):

- St Kilda Road, Bay Street Port Melbourne, Victoria Avenue Albert Park, Kerferd Road Albert Park, Beaconsfield Parade through various suburbs, Fitzroy Street St Kilda, The Esplanade St Kilda, Marine Parade St Kilda, Glen Huntly Road Elwood, Brighton Road Elwood, Ormond Esplanade Elwood. [21.05-2-O1.2 and 22.06-3-LVV combined, amended]

Support development that retains and enhances the visual prominence of key landmarks that terminate important vistas, accentuate corner sites and provide points of interest and orientation, including (but not limited to): [21.05-2-O1.2, amended, adapted from existing MSS and updated in line with new strategic direction] [22.06-3-Landmarks Views Vistas, amended]

- Landmarks of cultural or heritage significance such as the Shrine of Remembrance, town halls, clock towers, church spires, synagogues, grandstands and hotels. [22.06-3-LVV]
- Public gardens and other key public open spaces, including Albert Park, Alma Park, St Kilda Botanical Gardens and the Port Phillip Bay foreshore. [22.06-3-LVV]
- Along Bank Street between the South Melbourne Town Hall and the Shrine of Remembrance. [22.06-3-LVV]

### Building form

#### Objective

To facilitate high quality urban design and architecture that integrates with the prevailing neighbourhood character and contributes to the amenity and vitality of the area. [22.06-2-O, 22.06-2-O2 and 21.05-2-O8 combined, amended]

#### Strategies

Support development that:

- Respects and enhances places with significant heritage, architectural, scientific and cultural significance. [22.06-2-O3]
- Maintain the existing or preferred grain and block pattern. [22.06-3-BD-S1, amended]

- Provide façade articulation to break up the mass of blank walls.  
[22.06-3-BD-S1, amended]
- Uses a 3D massing model to understand how the development integrates within the prevailing neighbourhood character and contributes to the amenity and vitality of the area. [22.06-4-AR, amended]

Avoid concealed areas along exterior walls abutting the public realm and internal walkways.  
[NEW, updated in line with best practice at Port Phillip]

Interfaces between commercial and residential uses should be designed and managed to [21.06-6s6.6.34, amended] protect residential amenity and improve the interface with established residential areas through a transition in the scale of development. [21.06-6s6.6.34, 22.11-3s4.3, combined, amended]

## Public realm

### Strategies

Encourage buildings that present a human scale and visual interest to the street frontage. [21.05-3-01.1, amended]

Support the design of buildings as well as public and communal spaces that are safe, inclusive, functional, flexible, legible and provide dignified access for all. [21.05-3-01.2, amended and updated in accordance with recommendation 35 in Planning Scheme Audit and Action 17.4.2 in Council Plan]

Encourage the integration, treatment and siting of ancillary structures such as substations, fire booster cupboards and gas metres as part of the building design strategy to minimise their visual impact. [NEW, in line with best practice at Port Phillip]

Encourage developments to contribute towards streetscape improvements, such as weather protection in retail and commercial areas, urban art and improved pedestrian amenity. [21.05-3-03.1]

Provide opportunities for social interaction at interfaces between the public and private realms, and within multi-storey residential developments. [21.05-3-03.2]

Improve the quality, consistency, efficiency and application of lighting in the public realm. [21.05-3-03.5]

Facilitate solar panels, satellite dishes, air conditioning units and other building equipment in areas that are as visually unobtrusive in the public realm as possible. [21.05-3-01.6, amended]

Protect and enhance pedestrian spaces and amenity in all streets, squares, parks, walkways and public spaces. [22.06-3-PR]

Minimise adverse micro-climatic impacts created by development such as overshadowing of the public realm (footpaths, open space) and wind tunnelling. [21.05-3-03.4, 22.06-3-PR, amended, combined]

Avoid excessive visual bulk and massing that create unsafe and negative amenity impacts in pedestrian and communal areas. [22.06-3-PR, amended]

Avoid development that dominates or implies private ownership of public spaces or impedes access for all. [22.06-3-PR, amended]

## Policy guidelines

Consider as relevant:

- ▣ Projections outside the site boundary should be limited to no more than 500 millimetres beyond the property line, and be no more than 2.5 metres in length. [22.06-3-PCOS-S4, amended]
- ▣ Buildings immediately adjacent to a public space, including a footpath, should have a maximum building height of 3 storeys (unless otherwise specified in DDO). [22.06-3-PR, amended]
- ▣ Building levels immediately adjacent to public space should be set back above the third storey (unless otherwise specified in a DDO). [22.06-3-PR, amended]

## Street level frontages

### Strategies

Design building frontages at footpath level to support visual interest, transparency, interaction with the street, safety, shelter and convenience. [22.06-3-Street Level Frontages, amended]

Promote pedestrian entrances to buildings that: [22.06-3-SLF, amended]

- ▣ Are safe, secure and legible from streets and other public areas. [22.06-3-SLF, amended]
- ▣ Provide shelter, a sense of address and a transitional space between the public and private realms. [22.06-3-SLF]

Support windows, door openings, terraces and balconies at lower building levels to offer surveillance of and visual connections to surrounding public areas. [22.14.08s06, 22.06-3SLF, combined, amended]

Avoid blank walls, services, vents and plant equipment in primary frontage and key pedestrian spaces. [22.06-3SLFS, amended]

Define corners at street intersections by addressing both street frontages and the surrounding context. [NEW, in line with best practice in Port Phillip]

Create continuous active frontages and streetscapes within core retail areas of Major Activity Centres and Neighbourhood Activity Centres by encouraging: [21.04-201.5, amended]

- ▣ A diverse range of ground level retail and complementary commercial uses, with office and other non-core retail uses located above or behind ground floor frontages. [21.04-201.5, 21.06-6s6.6.49dp1, combined, amended]
- ▣ The provision and extension of canopies to offer weather protection and preserve footpath space for pedestrians throughout retail cores. [22.14-07s1, amended]
- ▣ Outdoor living and dining. [21.06-5s6.5.1 dp3, amended]
- ▣ ‘Wrapping’ the edges of larger retail premises with smaller scale uses that have active frontages. [22.14.06s13dp3]
- ▣ Ground level floor-to-ceiling heights that allow for current or future commercial land uses. [21.04-302.6, amended]

## Landscape

### Strategies

Minimise hard paved areas to limit surface flows, where possible. [NEW, Planning Scheme audit section 14.1.2, recommendation 25]

Locate vehicle access to avoid the removal of existing street trees and public landscape elements and to ensure their ongoing survival and health. [22.06-3-LS1, amended]

Support innovative approaches to landscape design and construction that:

- ▣ Supports food growing and urban agriculture. [NEW, Council Plan action 1.4 and 2.3]
- ▣ Includes species that benefit biodiversity. [NEW, Council Plan action 3.4]
- ▣ Uses recycled materials. [NEW, Council Plan action 3.4]

## Foreshore environs

### Strategies

Encourage designs that respect the established cultural, heritage, recreational and environmental values of the foreshore public realm. [21.05-2-O10.3, amended]

Encourage innovative approaches to development, landscape design and construction, including greater use of indigenous plant species, plant species responsive to climate and conditions and structures and furniture using recycled materials. [21.05-2-O10.5, amended]

## Streets and laneways

### Strategies

Encourage developments that protect and enhance the appearance and function of streets and laneways by: [21.05-2-O4.1, amended]

- ▣ Maintaining the existing or preferred scale and rhythm of streets and laneways using articulation, fenestrations and entry points. [21.05-2-O4.2, amended]
- ▣ Contributing visual interest, activation, amenity, public art and landscaping in streets and laneways, as appropriate. [NEW, recommendation 44 Planning Scheme Audit]
- ▣ Avoiding conflict between vehicle access along laneways and any other identified laneway functions, where appropriate. [NEW, recommendation 44 Planning Scheme Audit]

## Large sites

### Strategies

Create well-articulated development on larger or consolidated sites (with a frontage over 10 metres) through:

- ▣ Variations in form and materials.
- ▣ Openings.
- ▣ Vertical design elements. [22.14-06s2, amended]



**15.01-2S**24/01/2020  
VC160**Building design****Objective**

To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

**Strategies**

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.

Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.

Encourage development to retain existing vegetation.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

## 15.01-2L-01 Building design

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Proposed C203port

### Policy application

This policy applies to: [22.06]

- Non-residential development. [22.06]
- Multi-unit residential development where Clause 55 does not apply, i.e. new development of five storeys or more, excluding a basement. [22.06, amended]

This policy does not apply to land within the Schedule 1 to the Capital City Zone. [22.06]

### Landscape

#### Strategies

Support innovative approaches to landscape design and construction that:

- Includes vegetation resilient to future climate conditions. [NEW, Council Plan action 3.4]
- Provides adequate soil depth for canopy tree planting. [NEW, Council Plan action 3.4]

Encourage all new developments to provide landscaping to setback areas, ground floor open spaces and outdoor car parking areas. [22.06-3-LS2]

Non residential development should:

- Retain and increase significant trees, vegetation, public landscape elements and significant trees within the site boundary that positively contribute to the streetscape, local amenity and the urban cooling load. [NEW, Council Plan action 3.4]
- Increase opportunities for vegetation, such as through the creation of green walls and roofs. [NEW, Council Plan action 3.4]
- Encourage hardy and practicable landscaping that is easy to maintain. [NEW, Council Plan action 3.4]

### Pedestrian and cyclist access

#### Strategies

Provide mid block pedestrian permeability through large sites rather than just public access around the perimeter. This may include public laneways or vehicle and pedestrian linkages across the site. [22.06-3-LS-S1, amended]

Provide pedestrian and cyclist accessways within development in a manner that:

- Reflects the traditional pattern of streets and lanes. [22.06-3-LS-S1, amended]
- Creates inviting, useable, convenient and safe public spaces. [22.06-3-LS-S1, amended]

### Carparking and vehicle access

#### Strategies

Encourage car parking spaces and structures to be sited and designed to minimise their impact on and visibility from the streetscape. [21.05-2 S7.8, amended]

Locate and design car parking areas to avoid noise, light and fumes entering dwellings. [22.06-3-CPPA-S7]

Site and design vehicle access and egress to preserve visual amenity and minimise conflict with pedestrians and cyclists, ideally by locating to the side or rear of sites. [NEW, policies combined and amended in line with updated approach]

Discourage open, at grade parking within front setbacks. [22.06-3-CPPA-S2]

Encourage vehicle access points in non-residential development to be via a single crossover or, if appropriate, from an existing crossover. [22.06-3-CPPA-S3]

### Sunlight access to public open space

#### Strategy

Maintain sunlight access to key public open space areas through the sensitive design and siting of new development. [22.06-3-POS-S2]

#### Policy guideline

Consider as relevant:

- Limit overshadowing from development of public parkland (land included in the Public Park and Recreation Zone) to hours outside of 10.00am and 4.00pm on the 22 June (winter solstice), (unless otherwise specified in a DDO). [22.06-3-POS-S3, amended]

### Private open space and communal areas

#### Strategies

Site and design private open space and communal areas to:

- Avoid direct views from nearby dwellings and the public realm. [22.06-3-PCOS-S2, amended]
- Take advantage of solar access. [22.06-3-PCOS-S2, amended]
- Be accessible and inclusive with amenities to meet the needs of likely occupants. (e.g. safe and interesting play areas and equipment for children). [NEW, recommendation 35 in Planning Scheme Audit and Action 17.4.2 in Council Plan]
- Maximise opportunities for surveillance and informal interaction by providing an outlook and access to communal areas for as many occupants of the development as practicable. [22.06-3-POS-S1, amended]

Discourage private or communal open space projections outside the site boundary unless they are a minor projection in an Activity Centre and contribute positively to the building design and pedestrian amenity and safety. [22.06-3-PCOS-S4, amended]

### Fences

#### Strategy

Design front fences to be responsive to the design of other fencing in the surrounding area, including height and materials and, architectural style. [22.06-3-F-S1, rewritten and combined 3 strategies]

#### Policy documents

Consider as relevant:

- *Port Phillip Design Manual* (City of Port Phillip, 2000) [22.06-5]
- *Act and Adapt Sustainable Environment Strategy* (City of Port Phillip, 2018-2028) [22.06-5, amended]
- *Managing the significance of the Shrine* (The Shrine of Remembrance, July 2013) [22.06-5]
- *Activating Laneways Strategy* (City of Port Phillip, 2011) [NEW, Audit recommendation]

## 15.01-2L-02 Urban art

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Proposed C203port

### Policy application

This policy applies to development with a total estimated development cost that exceeds two million dollars. [22.06-3-UA]

Where a staged permit is issued, the aggregated value of all permits relating to one building is the determining value for the estimated development cost. [22.06-3-UA]

### Objective

To encourage the integrated urban art in new developments that reflects the identity of place, community values and innovation and creativity. [22.06-2-O5]

### Strategy

Encourage the provision of an urban art contribution for development that:

[22.06-3-UA]

- Offers aesthetic appeal, functionality and utility. [22.06-3-UA-P1]
- Takes on an artistic approach that either promotes integration (e.g. response, memory and facilitation for ‘place-making’), and/or intervention (e.g. provocation, parody and challenge for ‘agenda-setting’). [22.06-3-UA-P1]

### Policy documents

Consider as relevant:

- *Art and Soul - Creative and Prosperous City Strategy 2018-22* (City of Port Phillip, 2018)
- *City of Port Phillip Urban Art Strategy* (City of Port Phillip, 2002)

**15.01-3S**31/07/2018  
VC148**Subdivision design****Objective**

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

**Strategies**

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.
- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing native habitat.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
  - Convenient and safe public transport.
  - Safe and attractive spaces and networks for walking and cycling.
  - Subdivision layouts that allow easy movement within and between neighbourhoods.
  - A convenient and safe road network.
- Being accessible to people with disabilities.
- Creating an urban structure and providing utilities and services that enable energy efficiency, resource conservation, integrated water management and minimisation of waste and air pollution.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-3L**

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Proposed C203port

**Subdivision**

**Subdivision of vacant land**

**Strategy**

Provide for the subdivision of vacant land only where there is an approved planning permit for the development of the land. [22.05-3s2, amended]

**Carparking associated with subdivision**

**Objective**

To ensure that the subdivision of buildings and land incorporates adequate provision for car parking areas and car space allocation. [22.05-2O2, amended]

**Strategies**

Allocate car parking spaces to lots and common property in accordance with the relevant planning permit approval. [22.05-3s6, amended]

Support the provision of additional car spaces where it does not unduly limit open space, waste areas and other necessary facilities on a site. [22.05-3s1, amended]

Support the subdivision of existing buildings that apportion existing car spaces on the site in the following priority: [22.05-3s10, amended]

- Visitor car spaces to be allocated to common property. [22.05-3s10, amended]
- Remaining car spaces to be allocated to each lot at a rate commensurate with the size and use of each lot. [22.05-3s10, amended]

Ensure that the number of car spaces associated with an existing dwelling are retained for that dwelling. [22.05-3s5, amended]

Support the creation of new residential lots that are self-sufficient in parking spaces. [22.05-3s5, amended]

**Policy document**

Consider as relevant:

- *City of Port Phillip Car Parking Strategy (Ratio, 2007)* [22.05-4]

**15.01-4S**

31/07/2018  
VC148

**Healthy neighbourhoods**

**Objective**

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

**Strategies**

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

**Policy documents**

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**15.01-4R**

31/07/2018  
VC148

**Healthy neighbourhoods - Metropolitan Melbourne**

**Strategy**

Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.



**15.01-5S**

09/10/2020  
VC169

**Neighbourhood character**

**Objective**

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

**Strategies**

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

**15.01-5L**

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Proposed C203port

**Neighbourhood character**

**Policy application**

This policy applies to all land zoned Neighbourhood Residential, General Residential or Residential Growth. [NEW, policy application guidance]-

**Strategies**

**All areas**

Design development so that its height, scale, massing and bulk respects the scale and form of nearby buildings in areas where the existing built form character is to be retained, or a preferred character for an area has been identified. [21.05-2-O3, [21.05-2-O3.4], combined and amended]

**Elwood and Ripponlea**

Development should respond to the following existing character elements: [21.06-2s6.2.5, amended]

- ▣ Large detached dwellings on large [21.06-2s6.2.3] allotments with generous front, rear and side setbacks for landscaped areas with established trees. [21.06-2s6.2.5dp1, amended] [blended]
- ▣ The consistent architectural character of predominantly Federation and inter-war dwellings with hip or gable roof forms. [21.06-2s6.2.5dp2, amended]
- ▣ The predominant low building heights of 1-2 storey (single residences) and 2-3 storey (flats). [21.06-2s6.2.5dp3, amended]
- ▣ The highly consistent and intact inter-war streetscapes in the ‘Poets’ part of Elwood (generally bounded by Barkly, Dickens, Mitford and Shelley Streets). [21.06-2s6.2.5dp5, amended]

Improve the amenity, safety and interface of the Elwood Canal, Linear Park and Reserve [21.06-2s6.2.15] and abutting land uses by:

- ▣ Limiting direct vehicle access. [21.06-2s6.2.16, amended]
- ▣ Encouraging new development to address and provide visual surveillance over the canal. [21.06-2s6.2.17, amended]
- ▣ Supporting development that is set back and landscaped to retain the landscape character of the canal corridor and not overshadow the reserve [21.06-2s6.2.18]. [21.06-2s6.2.19, amended]. [21.06-2V4, amended] [blended]

**Port Melbourne and Garden City**

Design development to respond to the following existing character elements:

- ▣ [21.06-4s6.4.10]
- ▣ The predominantly single storey scale of development in residential areas. [21.06-4s6.4.10dp1]

The fine grain subdivision pattern and small lot sizes. [21.06-4s6.4.10dp2]

**Fishermans Bend Residential Estate**

Support development in the Fishermans Bend Residential Estate that responds to the following existing character elements: [21.06-4S6.4.8]

- ▣ The predominantly single storey scale of development. [21.06-4S6.4.8]
- ▣ The design of the individual dwellings as pairs and their consistent repetition of elements and massing. [21.06-4S6.4.8]
- ▣ Consistent use of similar materials. [21.06-4S6.4.8]

- Consistent low front fences. [21.06-4S6.4.8]

### St Kilda

Development should respond to the following existing character elements:  
[21.06-6s6.6.7, amended]

- The diverse architectural styles and forms including single and multi-dwelling developments from the nineteenth and early to mid-twentieth centuries to the present. [21.06-6s6.6.7dp1, amended]
- The predominantly 2-3 storey higher scale of development (and some 4 storey buildings) in Alma Road, Barkly Street, Beaconsfield Parade, Chapel Street north of Argyle Street, and south of Carlisle Street, Grey Street, Inkerman Street, Marine Parade, Mitford Street, Princes Street and Robe Street. [21.06-6s6.6.7dp2, amended]
- The stepping up of built form along The Esplanade from low-rise at Fitzroy Street and Acland Street to high-rise. [21.06-6s6.6.7dp3, amended]
- Landmark buildings including the National Theatre, Sacred Heart Campanile in Grey Street, the Presbyterian Church and spire at the corner of Alma and Barkly Streets and the Synagogue in Charnwood Grove. [21.06-6s6.6.7dp4, amended]

Encourage high quality, innovative buildings and spaces that are designed to:  
[22.09-3 P, Built form]

- Respect the cultural values and architectural themes of St Kilda. [22.09-3 P, Built form]
- Integrate with and enhance the public realm by incorporating useable community space, groundlevel activity and maximising solar access. [22.09-3 P, Built form]

Respect the existing 4 and 5 storey scale of development in Inkerman Street and the lower 1 and 2 storey scale in other streets for new development in Greeves Street Mixed Activity Centre Precinct. [21.06-6s6.6.70, amended]

### South Melbourne

Development [21.06-5s6.5.49 header] should respond to the following existing character elements:

- The historic, low-rise Victorian and Edwardian architectural character of the area. [21.06-5s6.5.49, amended]. [blended]
- The predominantly low scale (1 and 2 storeys) in most streets, except for taller buildings along the foreshore and in the vicinity of Albert Road. [21.06-5s6.5.49, amended]. [blended]
- The wide streets and boulevards, and intricate network of small streets and back lanes.
- The small residential lot size. [21.06-5s6.5.49, amended]. [blended]
- The diverse and distinctive neighbourhood character of smaller areas in Emerald Hill. [21.06-5s6.5.49, amended]. [blended]

### East St Kilda and Balaclava

Development should respond to the following existing character elements: [21.06-1s6.1.3, amended]

- The prevailing low rise (1 and 2 storey) scale throughout most residential streets, excepting pockets of flats (2 and 3 storey) along main roads. [21.06-1s6.1.3.dp1, amended]
- The consistent single storey scale, small setbacks, architectural style and ‘fine grain’ subdivision pattern in streets generally between the railway line and Chapel Street and on the north side of Inkerman Street between the railway line and Hotham Street. [21.06-1s6.1.3.dp2, amended]

- The generous proportions and architectural style typical in the eastern part of the neighbourhood, including: [21.06-1s6.1.3dp3, amended]
    - Larger front, rear and side setbacks and lot sizes. [21.06-1s6.1.3dp3, amended]
    - Inter-war architectural style. [21.06-1s6.1.3dp3, amended]
    - Detached or semi-detached houses. [21.06-1s6.1.3dp3, amended]
    - Large landscaped areas with established trees. [21.06-1s6.1.3dp3, amended]
    - Views towards the historic Sandringham Railway line bridges and embankments, particularly the bridge over Carlisle Street. [21.06-1s6.1.3dp5, amended]
  - The mature street trees in some areas including along Dandenong Road, Westbury Grove, Ravens Grove, and Westbury Street, south of Carlisle Street. [21.06-1s6.1.3dp4]
- Encourage development immediately west of Alma Park to address the Park. [21.06-1s6.1.4, am

### **Middle Park and Albert Park**

Protect the intact heritage character. [21.06-3s6.3.1, amended]

Reinstate the original verandah forms to the commercial buildings on Bridport Street and Victoria Avenue. [21.06-3s6.3.7, amended]

Development should respond to the following existing character elements:

- [21.06-3s6.3.2, amended]
- The small residential lot size. [21.06-3s6.3.2, amended]
- The historic, low-rise Victorian and Edwardian architecture. [21.06-3s6.3.2dp1, amended]
- The predominant low scale of development (1 and 2 storeys, with the exception of some taller buildings along the foreshore and in the vicinity of Albert Road) with higher development setback from the principle street to minimise its visibility. [21.06-3s6.3.6dp1]. [21.06-3s6.3.2dp2] [blended]
- The wide streets and boulevards and intricate network of small streets and back lanes. [21.06-3s6.3.6dp3].
- The consistent streetscape frontage widths to buildings. [21.06-3s6.3.6dp3]. [21.06-3s6.3.2dp3] [blended]
- Prominent landmark buildings including the ‘Biltmore’ (152 Bridport Street), the Windsor Hotel (107 Victoria Avenue), the Albert Park Hotel (85 Dundas Place) and the former ES&A Bank (95 Dundas Place). [21.06-3s6.3.6dp2, amended]
- Views to Albert Park [21.06-3s6.3.9dp3] and toward the Bay from Victoria Avenue. [21.06-3s6.3.6dp4, amended] [blended]
- The island open space reserve (Broadway Tree Reserve) in Albert Park Village. [21.06-3s6.3.6dp5] ended]

### **Development nearby land within a Heritage Overlay**

Development outside of a Heritage Overlay should respect and enhance the scale, form and setbacks of nearby heritage buildings. [21.05-1-O1.5]

### Policy guidelines

Consider as relevant:

- Supporting development that respects the character of the local area, as outlined in the neighbourhood character descriptions in the *Port Phillip Design Manual* (City of Port Phillip, 2000), or preferred character statements in a Design and Development Overlay, or an approved Urban Design Framework. [21.05-2-O2.1, amended]
- Encouraging the design of development to respond to contributory heritage buildings outside the Heritage Overlay as identified on the document incorporated in the Schedule to Clause 74.02 ‘*City of Port Phillip Neighbourhood Character Policy Map*’. [21.05-2-O2.2]

### Policy documents

Consider as relevant:

- *City of Port Phillip Neighbourhood Character Policy Map* (City of Port Phillip, updated 2021)
- *Port Phillip Design Manual, 2000* (City of Port Phillip, 2000) including:
  - *Dunstan Estate Guidelines* (City of Port Phillip, 2007)
  - *Fishermans Bend Estate Guidelines* (City of Port Phillip, updated 2021)
  - *Garden City Guidelines* (City of Port Phillip, updated 2021)
  - *Heritage Kerbs, Channels and Laneways Guidelines* (City of Port Phillip, 2006)

**15.01-6S**

31/07/2018  
VC148

**Design for rural areas**

**Objective**

To ensure development respects valued areas of rural character.

**Strategies**

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

**15.02**

31/07/2018  
VC148

**SUSTAINABLE DEVELOPMENT**

**15.02-1S**

31/07/2018  
VC148

**Energy and resource efficiency**

**Objective**

To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

**Strategies**

Improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development.

Promote consolidation of urban development and integration of land use and transport.

Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.

Support low energy forms of transport such as walking and cycling.

Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.

Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.



**15.02-1L**

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Proposed C203port

**Environmentally sustainable development**

[CoPP is opting to follow the “consolidated approach” to translating the LPPF ESD and proposes to include the final draft version (09.09.19) submitted to DELWP by CASBE at 15.02-1L as an interim measure. Therefore, the below policy has not been translated].

**Policy application**

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy.

**Objective**

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

**Strategies**

Facilitate development that minimises environmental impacts.

Achieve Best Practice environmentally sustainable development that:

- ▣ Is relevant to the type and scale of development.
- ▣ Responds to site opportunities and constraints.
- ▣ Utilises a combination of locally available techniques, methodologies and systems that have demonstrated to achieve optimum environmentally sustainable design (ESD) outcomes.
- ▣ Encompass the full life of the build.

**Energy performance**

Reduce both energy use and energy peak demand through design measures such as:

- ▣ Building orientation.
- ▣ Shading to glazed surfaces.
- ▣ Optimising glazing to exposed surfaces.
- ▣ Inclusion of or space allocation for renewable technologies.

**Integrated water management**

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

**Indoor environment quality**

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

**Transport**

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

### ***Waste management***

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reuseable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

### ***Urban ecology***

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

### **Policy guidelines**

Consider as relevant:

#### ***Residential***

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:

- 2- 9 dwellings.
- A building used for accommodation other than dwellings with a gross floor area between 50 square metres and 1000 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- 10 or more dwellings.
- A building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.

#### ***Non-residential***

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

- A non-residential building with a gross floor area of 50 square metres to 1000 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of more than 1000 square metres.

#### ***Mixed use***

Applicable assessments for the residential and non-residential components of the development.

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- *Sustainable Design Assessment in the Planning Process* (IMAP, 2015)
- *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment 'CASBE')
- *Green Star* (Green Building Council of Australia)

- ▣ *Model for Urban Stormwater Improvement Conceptualisation 'MUSIC'* (Melbourne Water)
- ▣ *Nationwide House Energy Rating Scheme 'NatHERS'* (Department of Climate Change and Energy Efficiency)
- ▣ *Stormwater Treatment Objective - Relative Measure 'STORM'* (Melbourne Water)
- ▣ *Urban Stormwater Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- ▣ *Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide* (Sustainability Victoria, 2018)

**Commencement**

This policy does not apply to applications received by the responsible authority before [insert gazettal date].

**Expiry**

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

**15.03**

31/07/2018  
VC148

**HERITAGE**

**15.03-1S**

26/10/2018  
VC155

**Heritage conservation**

**Objective**

To ensure the conservation of places of heritage significance.

**Strategies**

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

**Policy guidelines**

Consider as relevant:

- The findings and recommendations of the Victorian Heritage Council.
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

**15.03-1L**

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Proposed C203port

**Heritage policy**

**[Refer to Heritage strategic assessment report - June 2021 for an explanation of what content is new and what content is from 22.04]**

**Policy application**

This policy applies to all land within a Heritage Overlay.

**Strategies**

**General**

Retain and protect Significant and Contributory buildings as identified in the incorporated document in Schedule to Clause 72.04 ‘*City of Port Phillip Heritage Policy Map*’.

Conservation of heritage places and new development are guided by the statement of significance and any relevant documentary or physical evidence.

Respect high quality contexts, the way, address the issues of the heritage place, including heritage place by using a contextual approach that:

- Building height, scale, massing and form.
- Roof form and materials.
- Siting, orientation and setbacks.
- Fenestration and proportion of solid and void features.
- Details, colours, materials and finishes.

Protects and conserves the setting and views of heritage places.

Maintain the integrity and intactness of heritage places.

Conserve and enhance the significant historic character and intactness of streetscapes within heritage precincts including:

- The layering and diversity of historic styles and character where this contributes to the significance of the precinct.
- The consistency of historic styles and character where this contributes to the significance of the precinct.

Avoid development that would result in the incremental or complete loss of significance of a heritage place by:

- Demolishing or removing a building or feature identified as Significant or Contributory. in the incorporated document in Schedule to Clause 72.04 ‘*City of Port Phillip Heritage Policy Map*.’
- Altering, concealing or removing a feature, detail, material or finish that contributes to the significance of the heritage place.
- Distorting or obscuring the significance of the heritage place or detracting from its interpretation and appreciation by copying historic styles in detail.

**Demolition and relocation**

Prioritise the conservation, restoration or adaption of a heritage place over demolition.

Discourage the complete demolition of any building or feature that contributes to the significance of a heritage place unless the building or feature is structurally unsound and the defects cannot be rectified.

Avoid demolition where it would result in the retention of only the façade and/or external walls of a Significant or Contributory building.

Support demolition of part of a Significant or Contributory building or feature if it will not adversely impact upon the significance of the place and any of the following apply:

- It will remove an addition that detracts from the significance of the place.
- The part demolition is consistent with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.
- It is associated with an accurate replacement, or reconstruction of the place.
- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.

Avoid the demolition of a Significant or Contributory building unless new evidence has become available to demonstrate that the building does not possess the level of heritage significance attributed to it in the incorporated document *Port Phillip Heritage Review* and *City of Port Phillip Heritage Policy Map*.

Avoid the relocation of a building or feature that contributes to the significance of a heritage place unless either:

- The relocation is the only reasonable means of ensuring the continued existence of the building or feature and the option of retaining it in the current location is not feasible.
- The building or feature has a history of relocation and/or is designed for relocation.

### Conservation

Prioritise the maintenance and repair, rather than replacement of features, details, materials or finishes that contribute to the significance of heritage places.

Encourage accurate ('like for like') replacement of features, details, materials or finishes that contribute to the significance of heritage places if they are damaged and cannot be repaired.

Encourage the accurate restoration or reconstruction of heritage places to a known earlier state, particularly publicly visible features such as:

- Verandahs, balconies and awnings.
- Doors and windows.
- Wall materials and details.
- Roof materials and details.
- Shopfronts.
- Chimneys.
- Front fences.
- Historic signage.

Support full reconstruction in exceptional circumstances (for example, if a building has been destroyed by fire) when there is sufficient physical or documentary evidence to enable accurate reconstruction, and where any of the following apply:

- The building forms part of a row, terrace or group that have a degree of uniformity that should be maintained.
- The building or feature is an integral part of a related group of buildings or features (for example, a church hall adjacent to a church).
- The building or feature is a landmark or contributes to an important view or vista.
- There is strong community attachment to the building or feature.

Encourage the conservation of alterations and additions where they contribute to the significance of the place.

Conserve original colour schemes and discourage the painting of originally unpainted surfaces.

Ensure new colour schemes are appropriate to the architectural style of the building.

For buildings originally used for commercial or industrial purposes, encourage conservation of features such as equipment, machinery or signage that provide evidence of the original use.

### **Alterations**

Avoid alterations to:

- The principal façade, roof or any walls or surfaces visible from the public realm including a side laneway for Significant and Contributory places.
- Any feature, detail, material or finish specified in the statement of significance for Significant places.

Support alterations to visible or contributory fabric of Significant or Contributory places if it will not adversely impact upon the significance of the place and any of the following apply:

- It will allow an historic use to continue.
- It will facilitate a new use that will support the conservation of the building.
- It will improve the environmental performance of the building.

### **Additions**

Support additions that are:

- Fully or substantially concealed if the associated building is within a heritage streetscape with a consistent scale or is a Significant place.
- Partially concealed if the associated building is within a heritage streetscape with a diverse scale and is not a Significant place.

Additions to buildings situated on corner sites (including to a laneway) should respond to the host building and the heritage character of both the primary street and side street or lane.

Support alternative approaches to additions if it will not adversely impact upon the significance of the heritage place and any of the following apply:

- It is located in a streetscape where there is diversity of siting, form, massing or scale of existing buildings.
- The heritage place is situated on a site where a different built form is encouraged by other provisions in the planning scheme.
- The additions are in accordance with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.

### **New buildings**

Support new buildings that respect and complement Significant and Contributory buildings in relation to form, scale, massing, siting, details and materiality in a consistent streetscape, or where the setting of the heritage place is intact.

Support alternative approaches to the design of new buildings when any of the following apply:

- It is located in a streetscape where there is diversity of siting, form, massing or scale of existing buildings.
- It is located on a site where a different built form is encouraged by other provisions of the planning scheme.
- The new building is in accordance with site-specific heritage design guidelines listed in an incorporated document in the Schedule to Clause 72.04.



### **Car parking**

Discourage vehicle crossovers and driveways at the front of a Significant heritage place or any property within a heritage precinct.

Avoid changes to existing crossovers that would impact upon the significance or setting of a heritage place.

Encourage vehicle access to be:

- From a rear laneway.
- For a corner property, from the side street to the rear yard of the property only if rear laneway access is not available.

Avoid on-site car parking in locations that would be visible from a street (other than a lane).

### **Fencing**

Encourage conservation of fences or gates that contribute to the significance of a heritage place.

Ensure the height, materials and colours of front fences are appropriate to the architectural style of the heritage place.

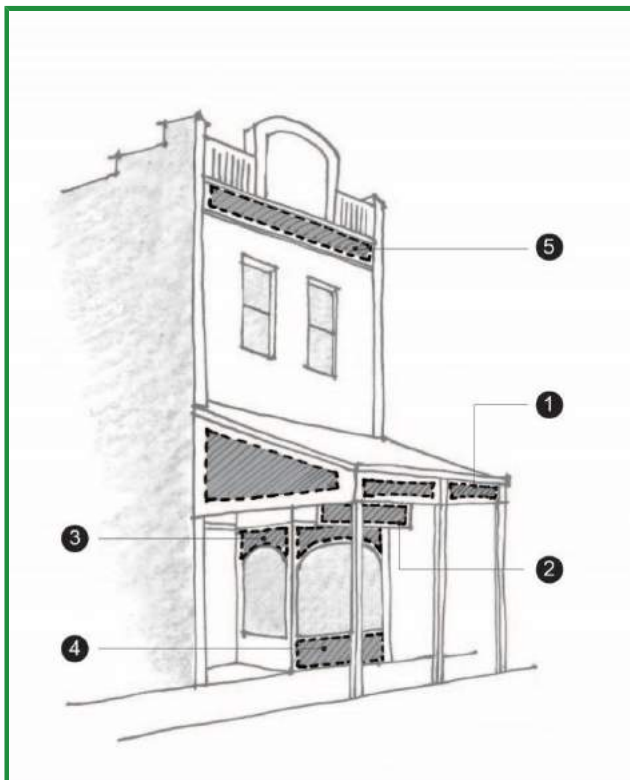
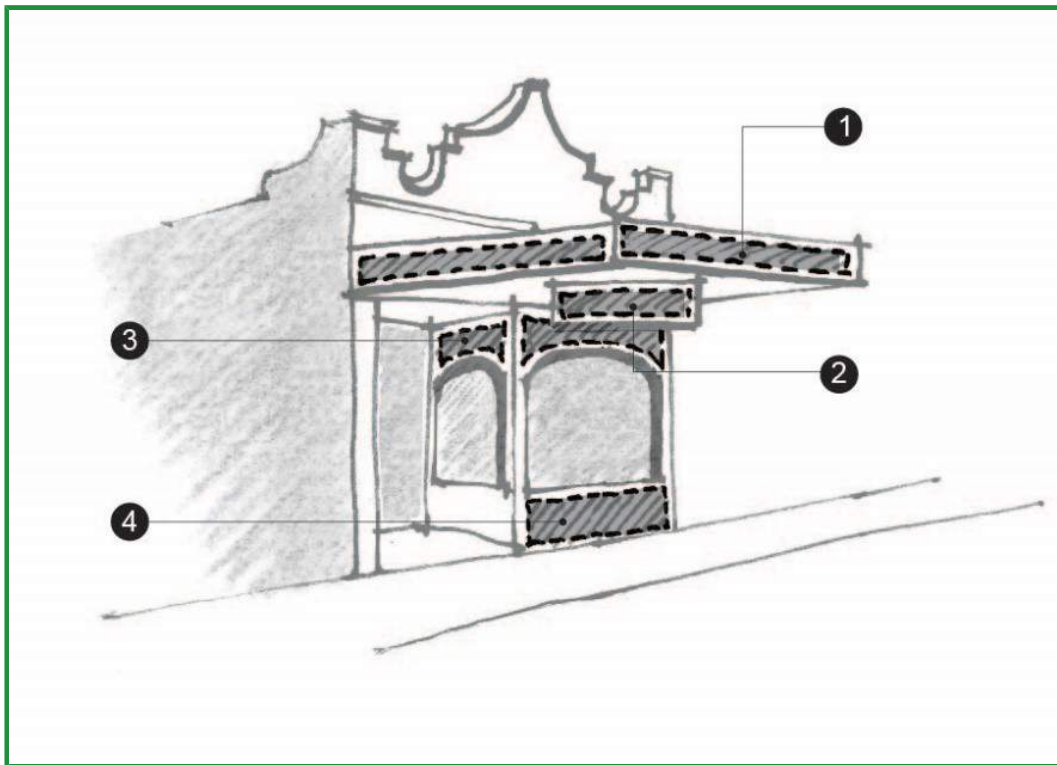
Encourage a consistent approach for heritage places that form part of a related group of buildings such as an attached pair or terrace row or houses forming part of a consistent streetscape.

Encourage new fences or gates for Non-contributory places to be in a simple contemporary style that complements the fences historically found in the heritage precinct.

### **Signage**

Encourage the conservation of historic signs.

Encourage signs to be in traditional locations on heritage buildings, as depicted in Figure 1.



- ① Fascia mounted: retaining space surrounding sign
- ② Below awning: attached to a lightweight frame
- ③ On windows: as a decorative frame feature
- ④ Below windows and flush to facade
- ⑤ Above verandah: below pediment and/or cornice, and retaining within panel area

**Figure 1 - Traditional locations for signage on heritage buildings**

Avoid signs that would:

- Be visually intrusive or dominant.
- Detract from the setting of a heritage place.
- Alter, damage, conceal or destroy features, details, materials or finishes that contribute to the significance of a heritage place.
- Interfere with views of heritage places.

Avoid the following types of signs:

- Above verandah signs, except as shown in Figure 7.
- Animated, Electronic or Floodlit signs.
- Bunting sign.
- High-wall sign.
- Panel sign.
- Pole sign.
- Promotion or major promotion signs.
- Reflective sign.
- Sky sign.
- Signs attached to street furniture including seating, shelters, phone booths and the like.

**Significant trees and gardens**

Encourage pruning practices and procedures that reduce the risk of hazard development such as branch failure, disease and infection and premature tree death.

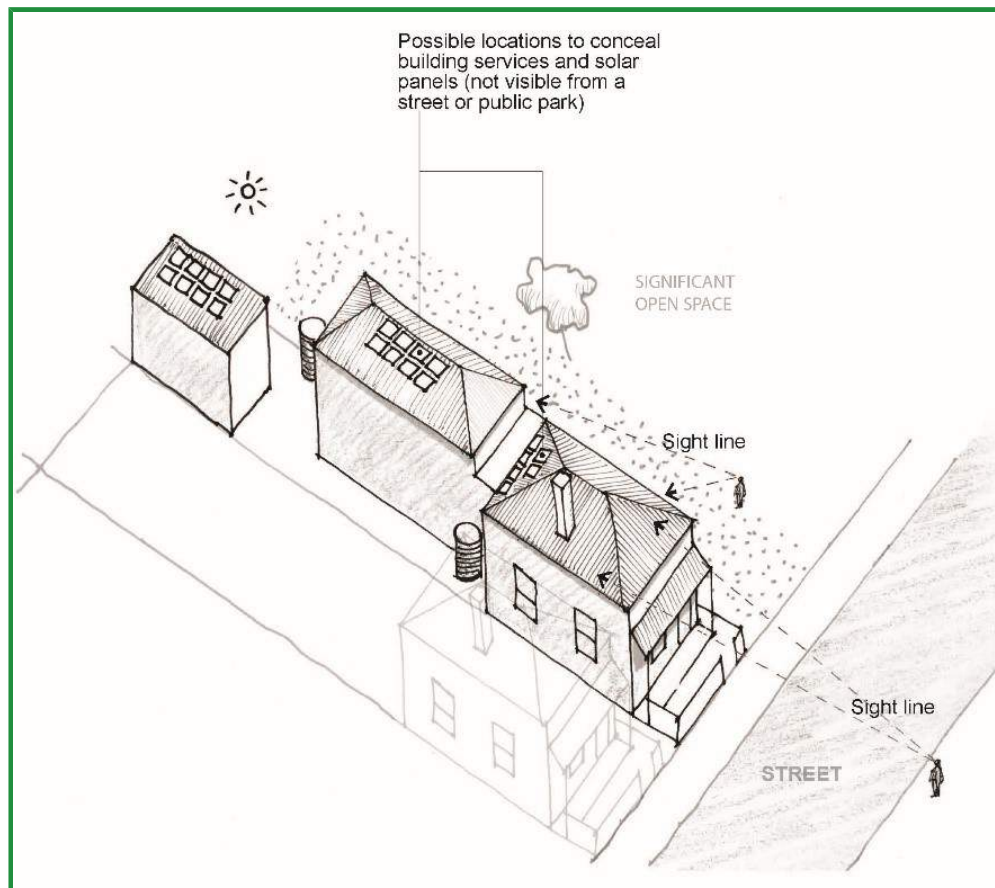
Ensure that development, or changes in immediate environmental conditions, adjacent to a tree will not have a detrimental impact upon the integrity and condition of the tree.

Where a tree needs to be removed due to poor health or dangerous condition, encourage replacement with the same species or a comparable alternative if the original is no longer suitable.

Encourage conservation, including restoration or reconstruction, of significant garden layouts.

**Sustainability and services**

Encourage building services and equipment associated with a heritage place such as air conditioning units, water heaters and the like to be concealed so they are not visible from a street (other than a lane) or significant public open space as shown in Figure 2.



**Figure 2 – Possible locations to conceal services and equipment**

Provide for the installation of services and equipment that will support environmental sustainability such as solar panels, solar hot water services, water tanks and the like in visible locations when:

- There is no feasible alternative location due to the size or orientation of the lot or building.
- The product is selected, designed and installed in a manner that minimises potential impacts upon the heritage place and its setting.

### **Subdivision**

Encourage the subdivision of land in a heritage precinct to reflect the historic subdivision pattern.

Ensure that subdivision maintains an appropriate setting for a heritage place by including the retention of contributory features associated with a heritage place on a single lot.

Avoid the creation of lots that because of their size, location or layout could result in development that would adversely impact upon the significance or setting of a heritage place.

### **Public realm and infrastructure**

Conserve historic public realm infrastructure.

Ensure that new public realm infrastructure respects and complements the historic character of the heritage place.

Ensure that development in proximity to a memorial or monument will not have a detrimental impact upon its setting, integrity or condition.

### **Policy guidelines**

Consider as relevant:

### Additions

Additions to a residential heritage place should be contained within the following sightlines:

- A 10 degree sightline as shown in Figure 3 if the associated building is within a heritage streetscape with a consistent scale, or is a Significant place.
- An 18 degree sightline as shown in Figure 4 if the associated building is within a heritage streetscape with a diverse scale and is not a Significant place.
- A sightline taken from across the street in a narrow street less than 5 metres (Figure 5) or for the building types shown in Figure 6.

Additions to a commercial heritage place should be contained within a sightline taken from across the street as shown in Figure 7 and Figure 8.

Additions higher than one storey should have the same or greater side setbacks than those of the host building.

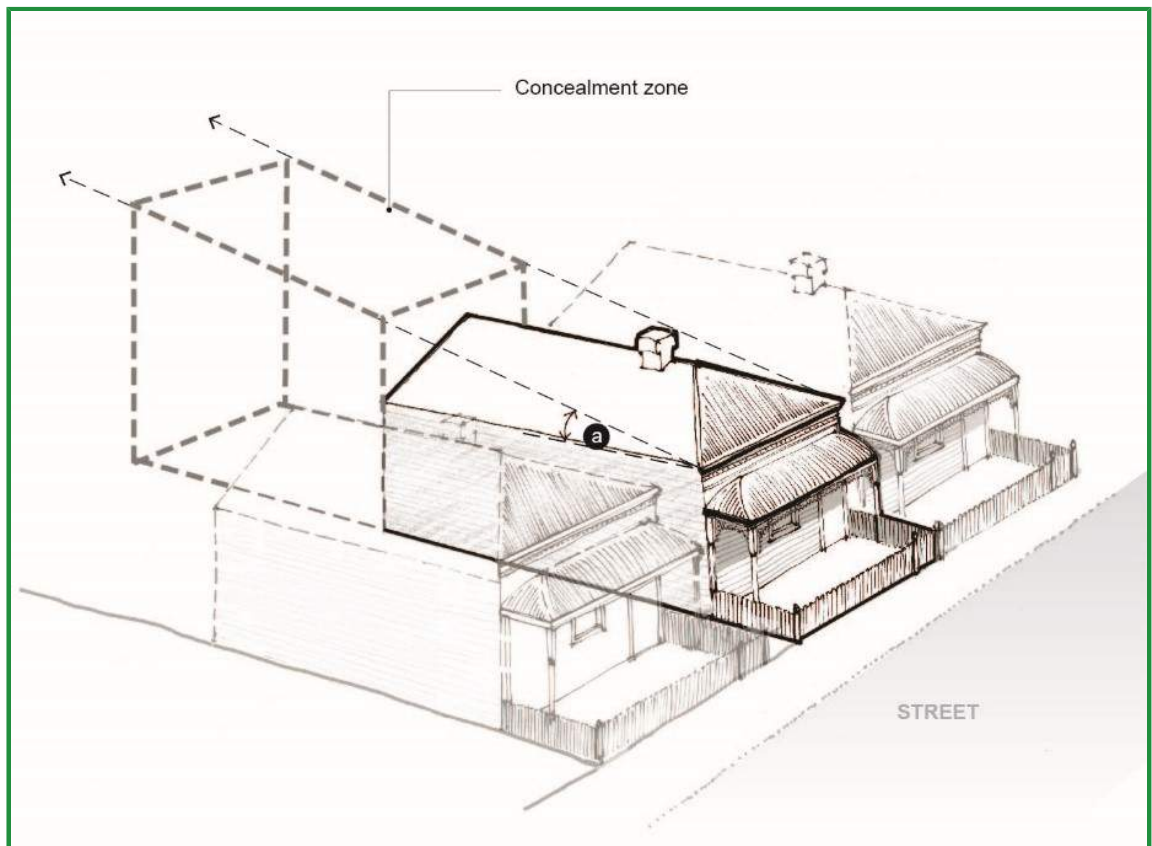


Figure 3 – Sightline for an addition to a residential heritage place within a consistent heritage streetscape

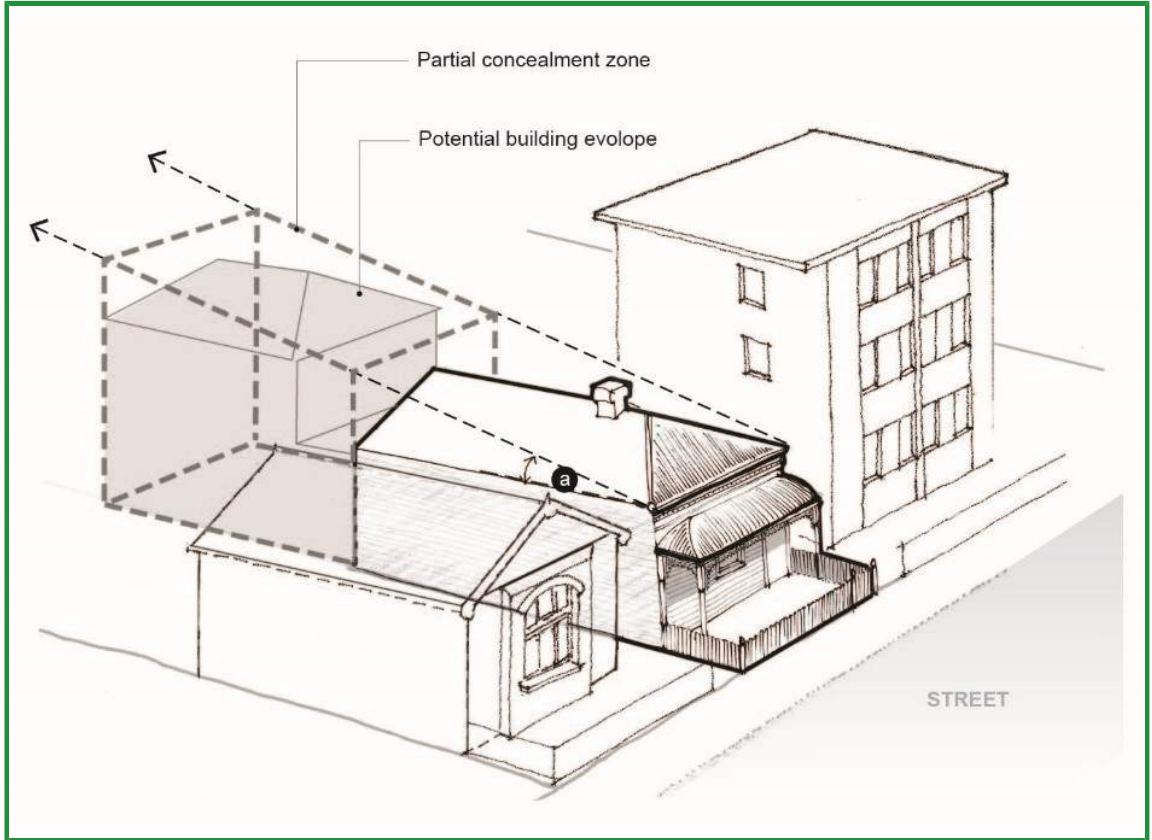
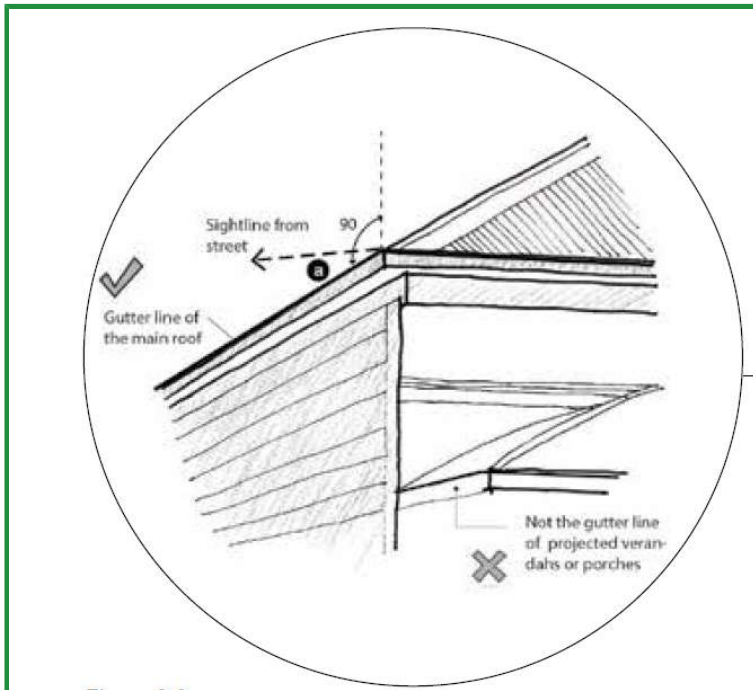


Figure 4 - Sightline for an addition to a residential heritage place within a diverse streetscape



a) The sightline is measured from the top of the gutter line at the corner of the main roof, and not from the projecting front bay, porches or verandahs.

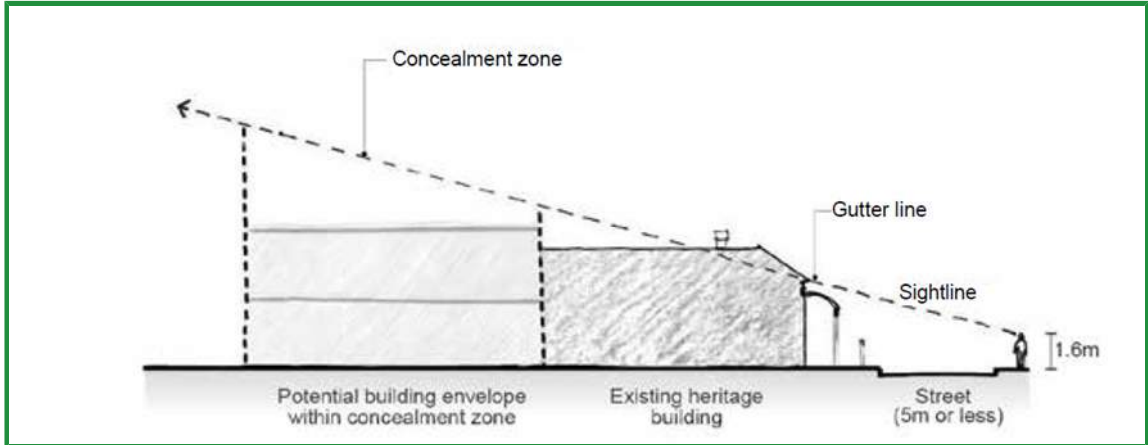


Figure 5 - Sightline for an addition to a residential heritage place in a narrow street

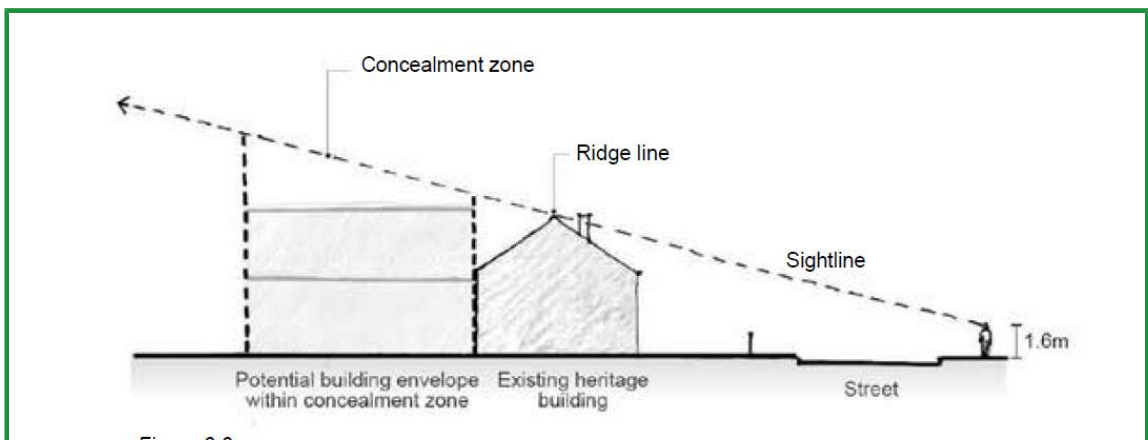


Figure 6 - Sightline for an addition to a residential heritage place with a primary ridge line parallel to the street

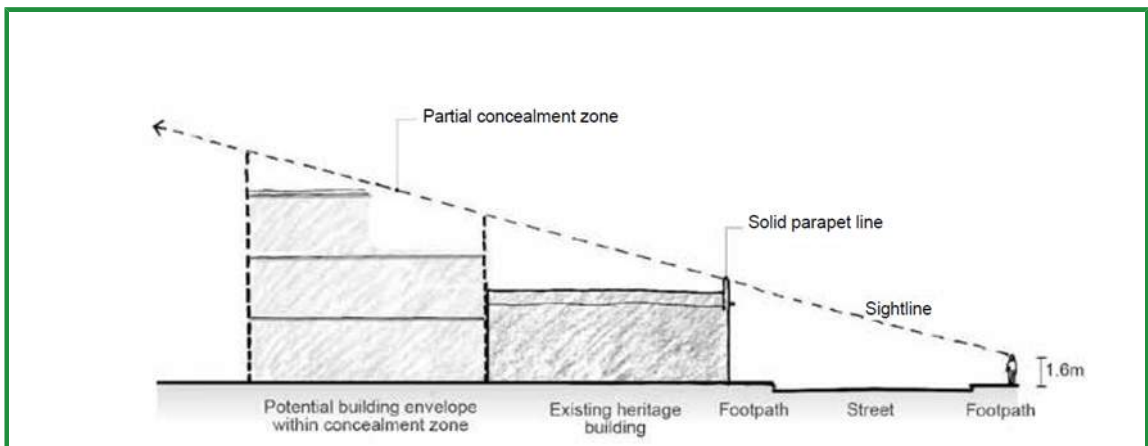


Figure 7 – Sightline for an addition to a commercial heritage place with a solid parapet

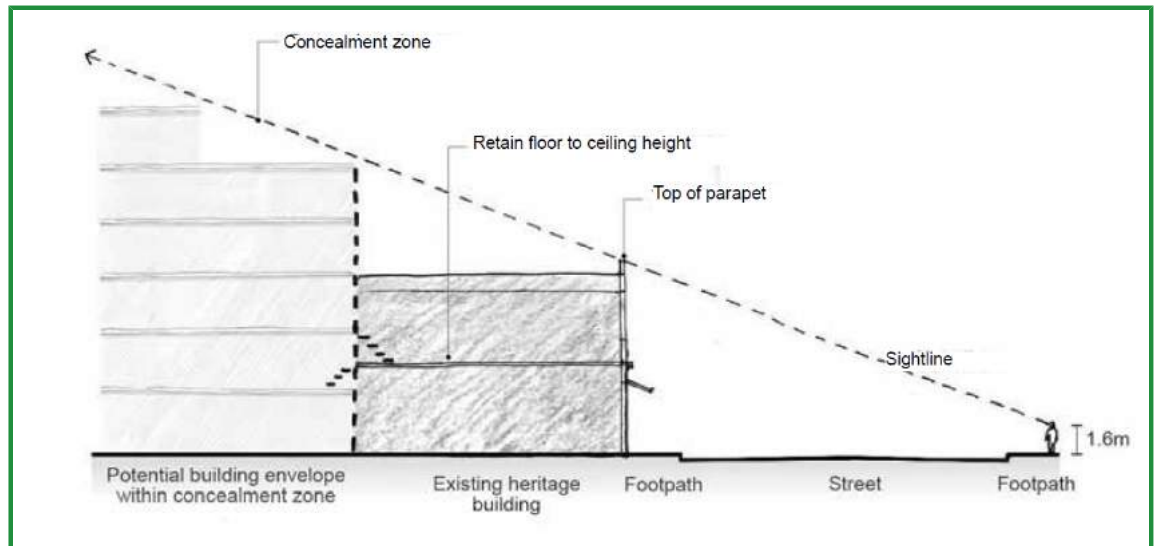


Figure 8 – Sightline for an addition to a two-storey commercial heritage place

### Policy documents

Consider as relevant:

- *Port Phillip Heritage Review* (Version 35, March 2021) including:
  - *City of Port Phillip Heritage Policy Map* (City of Port Phillip, 2021)
  - *City of Port Phillip Neighbourhood Character Policy Map* (City of Port Phillip, 2021)
- *Port Phillip Heritage Design Guidelines* (City of Port Phillip, 2021)
- *Port Phillip Design Manual, 2000* (City of Port Phillip, 2000) including:
  - *Dunstan Estate Guidelines* (City of Port Phillip, 2007)
  - *Fishermans Bend Estate Guidelines* (City of Port Phillip, updated 2021)
  - *Garden City Guidelines* (City of Port Phillip, updated 2021)
- *Heritage Kerbs, Channels and Laneways Guidelines* (City of Port Phillip, 2006). *Review of Heritage Overlay 3* (Heritage Alliance (2009) & Built Heritage (2010))
- *Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations* (Lovell Chen, July 2011)
- *Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report* (Lovell Chen, December 2012)
- *Fishermans Bend Heritage Study* (Biosis Pty Ltd, 2013)
- *Fishermans Bend additional heritage place assessments* (Biosis Pty Ltd, 2015)
- *Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report* (Lovell Chen, December 2012)
- *Heritage Appraisal: 16-20A & 44 Wellington Street, St Kilda* (Lovell Chen, May 2015)
- *Heritage Overlay 6 St Kilda East Precinct Review Final Report* (David Helms Heritage Planning, January 2020)
- *Heritage Review – Wellington Street, St Kilda* (Lovell Chen (Revised) March 2017)
- *Tiuna Grove Heritage Assessment* (Barrett, 2019)



- *Heritage Assessment, 588-590 City Road, South Melbourne* (Context Pty Ltd, May 2017)
- *Fishermans Bend Heritage Review: Montague Commercial Precinct* (RBA Architects and Conservation Consultants, October 2019)

**15.03-2S**

31/07/2018  
VC148

**Aboriginal cultural heritage**

**Objective**

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

**Strategies**

Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.

Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.

Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

**Policy guidelines**

Consider as relevant:

- The findings and recommendations of the Aboriginal Heritage Council.
- The findings and recommendations of the Victorian Heritage Council for post-contact Aboriginal heritage places.

**Policy documents**

Consider as relevant:

- *Aboriginal Heritage Act 2006*

**15.03-2L Aboriginal cultural heritage**

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Proposed C203port

**Strategies**

Support interpretive infrastructure for sites and areas of Aboriginal cultural heritage.

Encourage use of indigenous plant species in rehabilitation works on Aboriginal archaeological or cultural sites.

Support urban design and development that reflects Aboriginal stories, values and perspectives in the built and natural environment.

**16.01**

31/07/2018  
VC148

**RESIDENTIAL DEVELOPMENT**

**16.01-1S**

09/10/2020  
VC169

**Housing supply**

**Objective**

To facilitate well-located, integrated and diverse housing that meets community needs.

**Strategies**

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

**Policy documents**

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

**16.01-1R**

09/10/2020  
VC169

**Housing supply - Metropolitan Melbourne**

**Strategies**

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

- In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres - especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

## 16.01-1L-01 Housing diversity

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Proposed C203port

### Strategies

Provide a mix of housing types that:

- ▣ Includes a mix of dwelling sizes [21.04-1 KI]
- ▣ Are accessible and adaptable for people of all abilities and for older persons (to enable ‘aging in place’). [21.04-1 KI]

Support flexible housing design and emerging housing models that enable adaptation as household needs change over time and support people to work from home. [21.04-1 S3.4, amended]

Encourage design that delivers a range of housing types suitable for households with children through: [21.04-1 S3.5, updated with 22.15-4.2 FB Best Practice Design Principles, including 5 strategies below]

- ▣ The development of mid-rise housing with access to private open space.
- ▣ Living room sizes that exceed minimum requirements.
- ▣ Access to outdoor communal green space including children’s play spaces on ground level, podium levels or roof tops and locating some dwellings to achieve direct visual access to those play spaces.
- ▣ Providing children’s communal active indoor play or recreation space as part of indoor communal spaces.
- ▣ Locating sufficient storage areas in areas with easy access to dwellings.

### Policy guidelines

Consider as relevant:

- ▣ Providing a mix of one and two bedroom dwellings for singles, couples and small families and larger dwellings of three or more bedrooms for extended households and larger families. [NEW: To provide for genuine mix of housing types, 21.04-1 S3.5]
- ▣ Designing adaptable housing that can respond to change in household size and life-cycle requirements through: [NEW, guidance on adaptable housing, including 2 strategies below]
  - Removable, non-load bearing walls or sliding walls to partition open areas or large rooms.
  - Additional smaller room or spaces.
- ▣ Designing accessible and visitable housing for older persons to enable them to age in place, including: [NEW: In line with Council's submission to ‘City of Port Phillip Australian Building Codes Board - Accessible Housing Options Paper September 2018’ based on Liveable Housing Design Guidelines, including 6 strategies below]
  - A safe, continuous, step-free pathway from the street entrance and/or parking area to a dwelling entrance that is level.
  - At least one level (step-free) entrance into the dwelling to enable home occupants to easily enter and exit the dwelling.
  - Internal doors and corridors that facilitate comfortable and unimpeded movement between spaces.
  - A toilet at ground (or entry) level to support easy access for home occupants and visitors.
  - A bedroom at ground (or entry) level.
  - A bathroom designed for easy and independent access for all home occupants.

### Policy document

Consider as relevant:

**PORT PHILLIP PLANNING SCHEME**

- *City of Port Phillip Housing Strategy 2007-2017 (City of Port Phillip, 2007)*

## 16.01-1L-02 Location of residential development

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Proposed C203port

### Objective

To direct housing growth to designated locations that have the greatest capacity for change, and that offer highest accessibility to public transport, shops, and social infrastructure while maintaining the heritage, neighbourhood character and amenity values of established residential areas that have limited potential for housing growth. [21.04-1 O1 merged with 21.04-1 O2, amended]

### Strategies

Direct the majority of new residential development to preferred housing growth areas to achieve: [21.04-1 S1]

- Substantial residential growth within strategic sites and renewal precincts located proximate to a Major Activity Centre and/or the Principal Public Transport Network (PPTN), including the Fishermans Bend Urban Renewal Area, and that are to a height, scale and massing that respects the built form context surrounding the strategic site/renewal precinct. [21.04-1 O1.1]
- Moderate residential growth within the established retail/commercial strips of Major Activity Centres, the Glen Huntly Road/Ormond Road Neighbourhood Activity Centre and the St Kilda Road Neighbourhood (St Kilda Road South Precinct) that is: [21.04-1 O1.1]
  - Generally sited above or to the rear of retail/commercial premises, or as part of more intensive mixed-use developments on larger strategic redevelopment sites as identified in Structure Plans. [21.04-1 S1.1]
  - To an intensity and scale that keeps with the existing streetscape and heritage context, and does not compromise the economic function of the centre. [21.04-1 KI]

Provide for incremental residential growth through well designed medium density (2 to 3 storey) infill development: [21.04-1 S2.1]

- On sites with frontage to a Main Road adjacent to the PPTN and where there is an existing diverse neighbourhood character capable of accommodating change. [21.04-1 S2.1]
- Within areas proximate to a Major Activity Centre, and where there is an existing diverse neighbourhood character capable of accommodating change. 21.04-1, amended and blended with Incremental Residential Growth Area definition in 21.04-1.
- On sites fronting Ormond Road and Glen Huntly Road, proximate to the Elwood Junction and Elwood Village activity centres. [21.04-1 S1.1]
- Along Main and Collector roads that are already characterised by medium-density (2 to 3 storey) development. [21.04-1 drawn from Application of Zones].
- Heritage areas close to the St Kilda Activity Centre that are generally characterised by existing three storey development. [21.04-1 drawn from Application of Zones and relates to application of GRZ to these areas].

Discourage medium density development in Limited Residential Growth Areas including established residential areas outside a Heritage Overlay and that have a highly consistent neighbourhood character, or are not proximate to a Major Activity Centre or the PPTN. [21.04-1 S2.1, merged with Housing Growth Area Definitions]

Limit new development in Minimal Residential Growth Areas affected by a Heritage Overlay. [21.04-1 S2.1, merged with Housing Growth Area Definitions]

Ensure major residential development delivers a positive social benefit to the community. [21.04-8 S1]

### Policy guideline

Consider as relevant:

- Areas proximate to a Major Activity Centre to be within 400 metres. [21.04-2 S2.1]



**Policy document**

Consider as relevant:

- *City of Port Phillip Housing Strategy 2007-2017* (City of Port Phillip, 2007)

**16.01-2S**

09/10/2020  
VC169

**Housing affordability**

**Objective**

To deliver more affordable housing closer to jobs, transport and services.

**Strategies**

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

**Policy documents**

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

**16.01-2L**

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Proposed C203port

**Affordable housing**

**Strategies**

Locate affordable and social housing within walking distance from the Principal Public Transport Network (PPTN) or Major Activity Centre or Neighbourhood Activity Centre. [New: Provides local direction on 'well-located' affordable housing]

Encourage a broad spectrum of affordable housing through innovative models including affordable rental housing (community housing and Build to Rent) and affordable home ownership (Shared Equity Housing, Community Land Trusts, Rent to Buy). [New: IOBY, Policy 7, updates existing 21.04-1S3.1]

Provide affordable housing with a priority for moderate income households. [existing 21.04-1 S3.2, amended based on priority need identified in IOBY and needs assessments]

Provide social housing with a priority for very low and low-income households that addresses identified local need. [New: IOBY, Policy 3 &4]

Encourage well-designed affordable and social housing within development that:

- ▣ Integrates with the remainder of the development and is externally indistinguishable from other dwellings/development. [Existing CI22.15-4.3 FB expanded as Best Practice, amended]
- ▣ Reflects the overall dwelling composition of the building. [Existing CI22.15-4.3 FB, amended and expanded as Best Practice]
- ▣ Has internal layouts identical to other comparable dwellings within the building. [Existing CI22.15-4.3 FB expanded as Best Practice]

Avoid the conversion of existing social housing and registered rooming houses into other forms of residential buildings, such as backpackers' lodges. [Existing: 21.04-1 S3.3 & 22.02-2, amended]

Support the redevelopment of social housing (including public housing estates) to: [New: IOBY, Policy 3 &4, including dot points below]

- ▣ Increase the yield of social (public and community) housing in terms of both total number of dwellings and total number of bedrooms.
- ▣ Increase the diversity of housing through inclusion of community and affordable housing.
- ▣ Increase the quality of housing.
- ▣ Address local housing need.
- ▣ Integrate the design of built form with built form of surrounding neighbourhoods.
- ▣ Provide broader public benefits to the wider community through delivery of public spaces and shared community facilities and co-located community services.

**Policy guidelines**

Consider as relevant:

- ▣ Locating affordable and social housing no more than 400 metres walking distance from the PPTN or Major or Neighbourhood Activity Centres. [New: Provides local direction on 'well-located' affordable housing]
- ▣ Providing a mix of bedsitter, one, two and three bedroom affordable and social housing dwellings that are in the same ratio as the mix of bedsitter, one, two and three bedroom dwellings in the overall building. [Existing CI22.15-4.3 FB, amended and expanded as Best Practice]
- ▣ Providing a mix of one and two bedroom dwellings for moderate income households. [existing 21.04-1 S3.2, amended based on priority need identified in IOBY and needs assessments]
- ▣ Providing appropriately sized social housing for the following priority groups of local need: [New: IOBY, Policy 3 &4, including 5 strategies below]

## PORT PHILLIP PLANNING SCHEME

- Smaller families with children in two bedroom dwellings.
- Larger families with children in three or more bedroom dwellings.
- Older persons, particularly older single women, in one and two bedroom dwellings.
- Singles who are experiencing homelessness and sleeping rough, in  
bedsitter and one-bedroom dwellings.
- Persons at greatest risk of homelessness, in bedsitter and one bedroom dwellings.
- Lower income wage earners, in one and two bedroom dwellings.
- Youth, in particular younger women, in bedsitters and one bedroom dwellings.

### Policy documents

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016) [\[New\]](#)
- *City of Port Phillip Housing Needs Assessment and Allocations Framework* (Beverley Kliger & Associates, 2019) [\[New\]](#)

**16.01-3S**09/10/2020  
VC169**Rural residential development****Objective**

To identify land suitable for rural residential development.

**Strategies**

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

**16.01-4S**

09/10/2020  
VC169

**Community care accommodation**

**Objective**

To facilitate the establishment of community care accommodation and support their location being kept confidential.

**Strategies**

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation that accommodates no more than 20 clients and that is funded by, or conducted by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

**16.01-4L**

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Proposed C203port

**Community care accomodation**

**Strategies**

Encourage appropriately located community care accommodation with either on-site support services and staffing or external support services. [NEW, In Our Backyard, Policy 7, Foster innovative models to achieve a broader spectrum and diversity of affordable housing]

Facilitate delivery of supported social housing models, including Common Ground and Youth Foyer Models, or Community Care Units with on-site support facilities. [NEW, In Our Backyard, Policy 7]

**Policy guideline**

Consider as relevant:

- Community care accommodation is accessible to a range of shops, public transport and support services. [NEW, In Our Backyard, Policy 7, expanded to describe appropriate location]

**Policy document**

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016)

**16.01-5S**

09/10/2020  
VC169

**Residential aged care facilities**

**Objective**

To facilitate the development of well-designed and appropriately located residential aged care facilities.

**Strategies**

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

**Policy guidelines**

Consider as relevant:

- The Commonwealth Government’s Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

**16.01-5L**

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Proposed C203port

**Residential aged care facilities**

**Strategies**

Encourage the development of older persons housing that integrates a range of incomes with ageing in place support services and the local community. [NEW: Support increased housing choice for older persons, *COPP In Our Backyard Strategy*]

Encourage clusters of units with an optional unit for a support worker and shared communal areas and open space. [NEW: Support increased housing choice for older persons, *COPP In Our Backyard Strategy*]

**Policy guideline**

Consider as relevant:

- Residential aged care facilities and older persons housing are located and designed to integrate with local communities. [NEW: Support increased housing choice for older persons, *COPP In Our Backyard Strategy*]

**Policy document**

Consider as relevant:

- *In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025* (City of Port Phillip, 2016)



**17.02**  
31/07/2018  
VC148

**COMMERCIAL**

**17.02-1S**

31/07/2018  
VC148

**Business**

**Objective**

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

**Strategies**

Plan for an adequate supply of commercial land in appropriate locations.

Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

Locate commercial facilities in existing or planned activity centres.

Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.

Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.

Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.

**17.02-1L Mixed use and office areas**

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Proposed C203port

**Objective**

To support the strategic role, function, viability and vibrancy of Port Phillip’s office and mixed-use areas. [\[21.04-302, amended\]](#)

**Strategies**

Ensure use supports the future strategic role and function of the office and mixed activity areas, as defined in Table 1. [\[21.04-301, \[21.04-301.5, amended\]](#)

Ensure that the nature and intensity of office and commercial activity is compatible with and responsive to its location, particularly in Mixed Use zones. [\[21.04-302.2, amended\]](#).

Support retail use and development in the Mixed Use Zone, where they do not compete with the primary retail function of an adjacent major activity centre and they do not adversely impact the amenity of adjoining areas, including from car parking. [\[21.04-301.4, amended\]](#)

Encourage uses within the St Kilda Road, South Melbourne and Albert Road, South Melbourne office and mixed use precincts [\[21.04-3 Table 2\]](#) and Schedule 1 to the Capital City Zone that support the daily convenience needs of local residents and workers , including take away food premises, convenience shops and personal services. [\[21.04-301.2, amended\]](#) [\[blended\]](#)

Encourage the redevelopment of the Greeves Street Mixed Activity Precinct to transition to predominantly residential uses. [\[21.06-6KPC9, amended, 21.06-6s6.6.68, combined\]](#)

Support office and compatible light industrial/warehouse uses in the Greeves Street Mixed Activity Precinct where they do not undermine or negatively impact on the primary residential function of this area. [\[21.06-6s6.6.69\]](#)

**Table 1: Office and Mixed Use Activity Areas** [\[21.04-3 Table 2, amended\]](#)

Activity area location and zone	Strategic role and function – future direction					
	Primary node	Commercial/ office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms/ restricted retail	Light industrial/ warehouse role
Fishermans Bend Urban Renewal Area - Schedule 1 to the Capital City Zone	P	P	P	P	S	S
St Kilda Road, South Melbourne - Commercial 1 Zone <a href="#">[reflects change in zone name]</a>	P	P	P	S		
Albert Road, South Melbourne - Commercial 1 Zone	P	P	P	S		

PORT PHILLIP PLANNING SCHEME

Activity area location and zone	Strategic role and function – future direction					
	Transport node	Commercial/ office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms/ restricted retail	Light industrial/ warehouse role
St Kilda Road South -Commercial 1 Zone	S	P	P	P	S	
Bay Street (southern end), Port Melbourne - Mixed Use Zone		S	P	P	S	
Kings Way / Dorcas Street, South Melbourne - Mixed Use Zone	P	P	P			
Kings Way Mixed Use Corridor, South Melbourne - Mixed Use Zone	S	S	P	S		
Greeves Street, St Kilda - Mixed Use Zone		S	P			S
Inkerman/ Pakington Street, Balaclava - Mixed Use Zone		S	P	S		S
Chapel Street, Balaclava - Mixed Use Zone		S	P	S		
Crockford Street, Port Melbourne- Mixed Use Zone		P	P	P		
Bay Street (north of Spring Street), Port Melbourne - Mixed Use Zone		P	P	P		

Activity area location and zone	Strategic role and function – future direction					
	Regional node	Commercial/ office role	Intensification of housing (subject to heritage and amenity considerations)	Active ground floor uses	Retail showrooms/ restricted retail	Light industrial/ warehouse role
Wellington Street, St Kilda - Mixed Use Zone	S	S	P	P		

P - Primary function.

S - Secondary/supporting function.

**17.02-2S**

31/07/2018  
VC148

**Out-of-centre development**

**Objective**

To manage out-of-centre development.

**Strategies**

Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.

Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.

Discourage large sports and entertainment facilities of metropolitan, state or national significance in out-of-centre locations unless they are on the Principal Public Transport Network and in locations that are highly accessible to their catchment of users.

Ensure that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

**17.03**

31/07/2018  
VC148

**INDUSTRY**

**17.03-1S**

26/05/2020  
VC175

**Industrial land supply**

**Objective**

To ensure availability of land for industry.

**Strategies**

Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.

Identify land for industrial development in urban growth areas where:

- Good access for employees, freight and road transport is available.
- Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.

Protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.

Avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.

**Policy documents**

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions*(Environment Protection Authority, 2013)

**17.03-2S**

26/05/2020  
VC175

**Sustainable industry**

**Objective**

To facilitate the sustainable operation of industry.

**Strategies**

Ensure that industrial activities requiring substantial threshold distances are located in the core of industrial areas.

Encourage activities with minimal threshold requirements to locate towards the perimeter of the industrial area.

Minimise inter-industry conflict and encourage like industries to locate within the same area.

Protect industrial activity in industrial zones from the encroachment of commercial, residential and other sensitive uses that would adversely affect industry viability.

Encourage industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.

Provide adequate separation and buffer areas between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

Encourage manufacturing and storage industries that generate significant volumes of freight to locate close to air, rail and road freight terminals.

**Policy documents**

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions* (Environment Protection Authority, 2013)



**17.03-2L Sustainable industry**

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Proposed C203port

**Objective**

To protect and enhance the economic viability and sustainability of Port Phillip’s industrial areas. [\[21.04-4O2, amended\]](#)

**Strategies**

Ensure industrial areas are protected from encroachment by sensitive land uses. [\[21.04-4S2.4, amended\]](#)

Ensure new uses support the future strategic role and function of Port Phillip’s industrial areas as indicated through Table 1. [\[21.04-4O1, amended\]](#)

Support ongoing industrial uses in Fishermans Bend and Port Melbourne, as the area transitions towards a mixed use urban renewal area. [\[21.04-4O2.1\]](#)

Avoid the expansion of commercial and office uses within industrial zones where they are not ancillary to a primary industrial use on the site. [\[21.04-4O2.2\], amended\]](#)

Encourage uses that support the needs of the local workforce in industrial areas. [\[21.04-4O2.6, amended\]](#)

Support commercial operations that are environmentally sustainable, particularly in relation to resource use and waste management. [\[21.04-4O2.8, amended\]](#)

**Table 1: Industrial Areas in Port Phillip**[\[21.04-4Table 3\]](#)

Industry area location and zone	Strategic role and function – future direction				
	Primary employment role	Core industrial/ manufacturing role	Light industrial/ service business/ warehouse role	Office/ commercial role	High technology/ knowledge based industry cluster
Fishermans Bend Urban Renewal Area - Schedule 1 to the Capital City Zone	•		•	•	•
South Melbourne - Industrial 1 Zone	•	•	•		•
William Street, Balaclava - Industrial 3 Zone			•	•	
Eastern Business District and Western Business District, South Melbourne Central - Commercial 2 Zone <a href="#">[updated with new zone]</a>	•		•	•	•

PORT PHILLIP PLANNING SCHEME

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**17.03-3S**

31/07/2018  
VC148

**State significant industrial land**

**Objective**

To protect industrial land of state significance.

**Strategies**

Protect state significant industrial precincts from incompatible land uses to allow for future growth. State significant industrial precincts include but are not limited to:

- Southern Industrial Precinct - Dandenong South.
- Northern Industrial Precinct - Campbellfield, Somerton and Thomastown.
- Western Industrial Precinct - Laverton North and Derrimut.
- Officer / Pakenham Industrial Precinct.
- Port of Hastings Industrial Precinct.

Ensure sufficient availability of strategically located land for major industrial development, particularly for industries and storage facilities that require significant threshold distances from sensitive or incompatible uses.

Protect heavy industrial areas from inappropriate development and maintain adequate buffer distances from sensitive or incompatible uses.

**17.04**

31/07/2018  
VC148

**TOURISM**

**17.04-1S**

31/07/2018  
VC148

**Facilitating tourism**

**Objective**

To encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination.

**Strategies**

Encourage the development of a range of well-designed and sited tourist facilities, including integrated resorts, accommodation, host farm, bed and breakfast and retail opportunities.

Seek to ensure that tourism facilities have access to suitable transport.

Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions.

Create innovative tourism experiences.

Encourage investment that meets demand and supports growth in tourism.

**Policy guidelines**

Consider as relevant:

- Any applicable regional tourism development strategy.

**Policy documents**

Consider as relevant:

- *Tourism Investment Guidelines – Your Guide to Tourism Investment in Victoria* (Tourism Victoria, 2008)

**17.04-1R**

31/07/2018  
VC148

**Tourism in Metropolitan Melbourne**

**Objective**

To maintain and develop Metropolitan Melbourne as a desirable tourist destination.

**Strategies**

Maintain Metropolitan Melbourne's position as a global, national and local destination in its own right and as a gateway to regional Victoria by:

- Developing city precincts and promenades.
- Revitalising the retail core of the Central City.
- Supporting artistic and cultural life.
- Improving public facilities, amenities and access.
- Maintaining city safety.
- Providing information and leisure services.
- Improving transport infrastructure.

**17.04-1L**

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Proposed C203port

**Tourism and the arts**[21.04-6]

**Objective**

To promote Port Phillip as a premier tourist and arts [21.04-605] destination. [21.04-601, amended] [blended]

**Strategies**

Encourage tourist attractions with local, national and international appeal, that offer local community benefits [21.04-6s.1.1] and limit negative amenity and environmental impacts. [21.04-6s1.2, amended] [blended]

Provide a range of facilities and infrastructure (including ‘way finding’ amenities and signage) in appropriate locations [21.04-6s2.3] that support tourism needs and improve access to Port Phillip’s attractions. [21.04-602]. [21.04-6s2.1, amended] [blended]

Encourage independent artist-managed exhibition spaces. [21.04-6s5.1, amended]

Encourage development of affordable housing and commercial spaces suitable for use as artist residencies or art studios. [21.04-6s5.2 amended]

**17.04-2S**

31/07/2018  
VC148

**Coastal and maritime tourism and recreation**

**Objective**

To encourage suitably located and designed coastal, marine and maritime tourism and recreational opportunities.

**Strategies**

Support the development of ecotourism, tourism and major maritime events.

Ensure a diverse range of accommodation options and coastal experiences are provided for and maintained.

Ensure sites and facilities are accessible to all.

Ensure tourism development, within non-urban areas, demonstrates a tourist accommodation need and supports a nature-based approach.

Ensure development is of an appropriate scale, use and intensity relative to its location and minimises impacts on the surrounding natural, visual, environmental and coastal character.

Develop a network of maritime precincts around Port Phillip and Western Port that serve both local communities and visitors.

Maintain and expand boating and recreational infrastructure around the bays in maritime precincts at Frankston, Geelong, Hastings, Hobsons Bay, Mordialloc, Mornington, Patterson River, Portarlington, Queenscliff, St Kilda, Stony Point/Cowes and Wyndham.

Provide public access to recreational facilities and activities on land and water.

Encourage high quality urban design that is innovative, sustainable and integrated with surrounding areas.

Support maritime and related industries in appropriate locations.

**Policy documents**

Consider as relevant:

- *Boating Coastal Action Plan* (Central Coastal Board, 2007)
- *Victorian Coastal Strategy* (Victorian Coastal Council, 2014)
- *Coastal Spaces Landscape Assessment Study* (Department of Sustainability and Environment, 2006)

**17.04-2L**

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Proposed C203port

**Coastal and marine tourism**

**Port Phillip foreshore**

**Objective**

To protect, manage and enhance the foreshore as an important natural, recreational and tourism asset. [21.04-5 O&S5]

**Strategies**

Support use and development on the foreshore that: [21.04-5 O&S5.2 amended]

- ▣ Encourages year round, active and passive recreational use. [21.04-5 O&S5.2 amended]
- ▣ Conserves the net volume of public open space available to the general public. [21.04-5 O&S5.2 amended]
- ▣ Repurposes an existing building or replaces an existing building. [21.04-5 O&S5.2 amended]
- ▣ Compliments and enhances the prevailing land uses in the area and positively impacts all users. [21.04-5 O&S5.2 amended]
- ▣ Manages traffic, parking, pedestrian and cyclist circulation conditions. [21.04-5 O&S5.2 amended]
- ▣ Incorporates a waste management plan if the use involves the sale and consumption of food and drink. [21.04-5 O&S5.2]
- ▣ Enhances the foreshore as a coastal environment. [21.04-5O&5.3][NEW Audit Report Recommendation 45]
- ▣ Maintains a high quality setting for recreation. [21.04-5O&5.3] . [NEW Audit Report Recommendation 45]

Encourage use and development that include environmentally sustainable tourism services and facilities. [21.04-5 O&S7.2 amended]

**Policy documents**

Consider as relevant:

- ▣ *Foreshore Management Plan* (City of Port Phillip, 2012)
- ▣ *Sport and Recreation Strategy 2015-2024* (City of Port Phillip, 2015)



**18.02**

31/07/2018  
VC148

**MOVEMENT NETWORKS**

**18.02-1S**

31/07/2018  
VC148

**Sustainable personal transport**

**Objective**

To promote the use of sustainable personal transport.

**Strategies**

Ensure development and the planning for new suburbs, urban renewal precincts, greyfield redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.

Encourage the use of walking and cycling by creating environments that are safe and attractive.

Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.

Ensure cycling routes and infrastructure are constructed early in new developments.

Provide direct and connected pedestrian and bicycle infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Ensure cycling infrastructure (on-road bicycle lanes and off-road bicycle paths) is planned to provide the most direct route practical and to separate cyclists from other road users, particularly motor vehicles.

Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.

Provide improved facilities, particularly storage, for cyclists at public transport interchanges, rail stations and major attractions.

Ensure provision of bicycle end-of-trip facilities in commercial buildings.

**Policy documents**

Consider as relevant:

- *Guide to Road Design, Part 6A: Paths for Walking and Cycling*
- *Cycling into the Future 2013–23* (Victorian Government, 2012)

**18.02-1R**

31/07/2018  
VC148

**Sustainable personal transport - Metropolitan Melbourne**

**Strategies**

Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

## 18.02-1L-01 Sustainable personal transport

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Proposed C203port

### Strategies

Support development that promotes alternate modes of transport and reduces reliance on private vehicles. [NEW ITS & Council Plan amended]

Ensure new use and development supports the prioritisation of the following transport modes in the following order: [21.03-2 O1.1 amended]

- Walking.
- Bicycle riding.
- Public transport.
- Subscription based vehicles (e.g. car share) and electric vehicles.
- Private motor vehicles. [21.03-2 O1.1 amended]

Support the provision of active transport infrastructure in developments (such as high levels of bicycle parking and end-of-trip facilities). [NEW 21.03-2 O1.1 & Audit recommendation 60]

### Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)[new]

## 18.02-1L-02 Walking and bicycle riding

--/--/----  
Proposed C203port

### Objective

To provide a high-quality walking and bicycle network and facilities that are integrated, safe and accessible. [21.03 O2 amended]

### Strategies

Provide direct, connected and safe pedestrian and bicycle infrastructure to and between: [21.03-2 S2.1 amended]

- Key facilities such as schools, community services / facilities and activity centres. [21.03-2 S2.1 amended]
- Key destinations including St Kilda foreshore, Station Pier, South Melbourne Market and Port Melbourne foreshore. [21.03-2 S2.1 amended]
- Employment nodes including Melbourne CBD, St Kilda Road, Fishermans Bend Urban Renewal Area and the Port Melbourne industrial area. [21.03-2 S2.1 amended]
- Key open space areas including the foreshore and Albert Park Reserve. [21.03-2 S2.1 amended]
- Public transport nodes, including Balaclava Train Station. [21.03-2 S2.1 amended]

Provide high quality walking and bicycle riding routes that are located and designed to: [21.03-S2.2 amended]

- Increase permeability throughout local neighbourhoods and large sites. [21.03-S2.2 amended]
- Make road crossing safe, easy and reduce delays for pedestrians. [21.03-S2.2 amended]
- Incorporate clear wayfinding, shade and signage. [21.03-S2.2 amended]

Design public streets and spaces to provide support infrastructure for pedestrians (such as footpaths, street furniture, lighting, drinking fountains and toilet facilities). [21.03-2 S2.3 amended]

Support road space changes to prioritise pedestrian movement over private vehicles on key pedestrian routes. [21.03-2 S2.3 amended]

Minimise the impact of development, including vehicle crossovers, on the pedestrian and bicycle network as identified in the *Pedestrian and Bicycle Network Framework Plan* at 02.04 Strategic Framework Plans. [21.03-2 S3.4 amended]

Support the extension of the existing network of dedicated bicycle routes to improve the connections for on-road and off-road cyclists. [21.03-2 O3 amended]

Encourage the provision of increased bicycle parking spaces and related facilities, including spaces suitable for electronic bikes (E-Bikes) and cargo bicycles for both tenants and visitors in mixed use, commercial and residential developments. [New Audit Recommendation 60]

#### Policy guideline

Consider as relevant:

- Providing secure bicycle parking (including E-bikes and cargo bicycles) and end-of-trip facilities consistent with the *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment, 2015). [NEW]

#### Policy document

Consider as relevant:

- *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018) [new]

## 18.02-2S

31/07/2018  
VC148

### Public Transport

#### Objective

To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

#### Strategies

Maintain and strengthen passenger transport networks.

Connect activity centres, job rich areas and outer suburban areas through high-quality public transport.

Improve access to the public transport network by:

- Ensuring integration with walking and cycling networks.
- Providing end-of-trip facilities for pedestrians and cyclists at public transport interchanges.

Plan for bus services to meet the need for local travel.

Ensure development supports the delivery and operation of public transport services.

Plan for and deliver public transport in outer suburban areas that is integrated with land use and development.

Provide for bus routes and stops and public transport interchanges in new development areas.

#### Policy documents

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)
- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Cycling into the Future 2013-23* (Victorian Government, 2012)

**18.02-2R**

31/07/2018  
VC148

**Principal Public Transport Network**

**Strategies**

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

## 18.02-2L

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Proposed C203port

### Public transport

#### Strategies

Support improvements to the overall convenience, accessibility and safety of public transport, including public transport stops and interchanges. [21.03-2 S4.1]

Support new route connections and extensions to address network gaps, particularly in: [21.03-2 S4.3 amended]

- Fishermans Bend (to Docklands, Southbank, Central City, South Melbourne and Port Melbourne). [21.03-2 S4.3]
- Domain to Western CBD through South Melbourne. [New priority]
- Port Melbourne to St Kilda. [21.03-2 S4.3 amended]
- St Kilda Esplanade to Balaclava Road. [21.03-2 S4.3 amended]
- Elwood. [New priority & 21.06-2]
- Albert Park, Middle Park and St Kilda to Caulfield. [New, included to highlight key transport hub]
- South Melbourne, to link the Park Street tram with the St Kilda Road tram. [21.06-5KPC3 & 21.06-5s6.5.5dp2 amended]

Support walking, bike riding and public transport improvements as part of the development of the new Anzac Station and Domain Precinct. [New priority ITS, Outcome 23]

Support road space changes to prioritise buses and trams over private vehicles on key routes. [21.03-S4.4 amended]

## 18.02-3S

31/07/2018  
VC148

### Road system

#### Objective

To manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

#### Strategies

Plan and regulate the design of transport routes and nearby areas to achieve visual standards appropriate to the importance of the route with particular reference to landscaping, the control of outdoor advertising and, where appropriate, the provision of buffer zones and resting places.

Provide for grade separation at railway crossings except with the approval of the Minister for Transport.

Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.

Selectively expand and upgrade the road network to provide for:

- High-quality connections between Metropolitan Melbourne and regional cities, and between regional cities.
- Upgrading of key freight routes.
- Ongoing development in outer suburban areas.
- Higher standards of on-road public transport.
- Improved key cross-town arterial links in the outer suburbs including circumferential and radial movement.

Ensure access to jobs and services in growth areas and outer suburban areas by improving roads for all road users.

Improve the management of key freight routes to make freight operations more efficient while

reducing their external impacts.

Ensure that road space complements land use and is managed to meet community and business needs.



**18.02-4S**

31/07/2018  
VC148

**Car parking**

**Objective**

To ensure an adequate supply of car parking that is appropriately designed and located.

**Strategies**

Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.

Encourage the efficient provision of car parking by consolidating car parking facilities.

Design and locate local car parking to:

- Protect the role and function of nearby roads.
- Enable easy and efficient use.
- Enable the movement and delivery of goods.
- Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.
- Facilitate the use of public transport.

Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

Make adequate provision for taxi ranks as part of activity centres, transport interchanges and major commercial, retail and community facilities.

**Policy documents**

Consider as relevant:

- *Public Transport Guidelines for Land Use and Development* (Victorian Government, 2008)

## 18.02-4L-01 Car parking

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Proposed C203port

### Design and location

#### Strategies

Locate and design off-street car parking facilities to be flexible and adaptable for future alternative uses. [New Audit Recommendation 59 & DDO26 & 21.04-7, S1.4]

Support car parking to be contained within a building or located at the rear of a building and not visible from the street. [22.06-3-CPPA-S4, amended split]

Design car park facades where located above ground level to integrate with the building and to be screened or sleeved with an active use. [22.06-3-CPPA-S4, amended split]

Limit vehicle access points to car parking facilities. [22.06-3-CPPA-S3 amended, split]

Encourage use of laneways and discourage multiple crossovers that result in a loss of on-street car parking or interruption to footpaths and the bicycle network. [22.06-3-CPPA-S3 amended, split]

#### Policy guideline

Consider as relevant:

- ❑ Limiting vehicle access points for car parking facilities to a laneway, or if there is no laneway, an existing crossover. Where no laneway or existing crossover exists, allow a new single crossover provided there is no loss or disturbance of a street tree, where they form part of the streetscape character, and would not detract from the significance of a heritage place. [NEW 22.06-3-CPPA-S3 amended split from strategies above. Combined with 21.05 O&S 7.9 & 22.04-3 G amended]

### Car parking provision

#### Strategies

Support a reduction in the required number of car parking spaces where the following are met: [NEW content from Sustainable Transport Policy and Parking Rates]

- ❑ The site is located within a short walking distance to high frequency public transport; or the site is located within Activity Centres or areas immediately adjacent to Activity Centres. [NEW content from Sustainable Transport Policy and Parking Rates]
- ❑ The provision of sustainable transport infrastructure / initiatives, including higher quantities of bicycle parking can reduce the demand for parking through increased use of alternative modes of transport: walking, cycling, and public transport. [21.03-2 S5.3 amended]
- ❑ The development or use is unlikely to result in unreasonable adverse impacts on existing on-street parking. [21.03-2 S5.5]
- ❑ It results in an improved heritage outcome (where relevant). [NEW, content from 15.03]

Support development in retail shopping strips, commercial areas, Fishermans Bend Urban Renewal Area, and industrial areas, where there will be no adverse impacts on car parking or traffic in the surrounding areas. [21.03-2 PG amended]

Support car share facilities in new developments and in on-street locations. [New Audit Recommendation 59 amended]

Encourage onsite car share spaces to be:

- ❑ Conveniently located.
- ❑ Available to all members of the car share scheme.
- ❑ Provided by a car share provider approved by the City of Port Phillip. [NEW, Car Share Policy 2016-2021]

Encourage new development to provide infrastructure to support electric vehicles such as charging infrastructure and designated parking bays. [New ITS Priority 42 amended]

### Policy guidelines

Consider as relevant:

- ❑ Reducing car parking where car share bays are provided to reduce reliance on privately owned vehicles. [NEW Car Share Policy 2016-2021]
- ❑ Electric vehicle infrastructure consistent with the *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment, 2015). [NEW]

### Policy documents

Consider as relevant:

- ❑ *Move, Connect, Live: Integrated Transport Strategy* (City of Port Phillip, August 2018)[new]
- ❑ *Sustainable Transport Policy and Parking Rates* (City of Port Phillip, March 2007)[new]
- ❑ *Car Share Policy 2016 -2021* (City of Port Phillip, 2018)[new]

## 18.02-4L-02 Loading facilities

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Proposed C203port

### Strategies

Support development that enables loading and unloading:

- ❑ To occur wholly within the site boundaries and obscured from view from the primary streetscape. [22.06-3-LF-S1]
- ❑ To be accessible from the rear of a building and/or near an area of low pedestrian activity and separate from parking areas. [22.06-3-LF-S1]
- ❑ To accommodate building occupants moving in and out of the building as well as tradespeople working onsite. [NEW, included to address this height clearance issue which has become a major issue at VCAT and in completed developments, particularly in the Domain Precinct]

Avoid loading facilities and waste management that require vehicles to reverse off-site.

[22.06-3-LF-S2, amended]

Support loading facilities that are screened from view of the street when not in use. [22.06-3-LF-S3, amended]

### Policy guideline

Consider as relevant:

- ❑ Support a minimum height clearance of 3 metres for loading and unloading facilities and associated accessways. [NEW, included to address this height clearance issue which has become a major issue at VCAT and in completed developments, particularly in the Domain Precinct]

**18.03**  
31/07/2018  
VC148

**PORTS**

**18.03-1S**31/07/2018  
VC148**Planning for ports****Objective**

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels and to facilitate their ongoing sustainable operation and development.

**Strategies**

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

**Policy documents**

Consider as relevant:

- *The Victorian Transport Plan* (Victorian Government, 2008)
- *Victorian Ports Strategic Framework* (Department of Infrastructure, 2004)
- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

**18.03-2S**

31/07/2018  
VC148

**Planning for port environs**

**Objective**

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

**Strategies**

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

**Policy documents**

Consider as relevant:

- *Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria* (Victorian Government, 2008)
- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *Port Futures* (Victorian Government, 2009)
- *Port of Hastings Land Use and Transport Strategy* (Port of Hastings Corporation, 2009)
- *Port of Portland - Port Land Use Strategy* (Port of Portland Pty Limited, 2009)
- *Port of Geelong - Development Strategy* (Victorian Regional Channels Authority, 2013)
- *Port Development Strategy 2035 Vision* (Port of Melbourne Corporation, 2009)

**18.03-2L-01**

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Proposed C203port

**Port of Melbourne environs**

**Objective**

To protect the ongoing operations of the Port of Melbourne by managing conflicts with adjoining land in the port environs. [21.06-4KPC12, amended – split]

**Strategies**

Support the development of the Port and construction of Dockside Road and the reinstatement of Rail Infrastructure to the Port of Melbourne. [21.06-4KPC6, amended]

Ensure residential development and other noise sensitive uses in the vicinity of Port infrastructure includes measures to attenuate noise from adjoining Port operations. [21.06-4KPC11, amended]

Manage the Todd Road interface by limiting access and encouraging residential development in Garden City to locate primary entry or orientation, other than facing or fronting [21.06-4Ss.6.4.6] Todd Road. [21.06-4S6.4.5 amended] [blended]

## 18.03-2L-02 Station Pier environments

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Proposed C203port

### Objective

To retain Station Pier as a trade gateway and tourism facility. [21.06-4V4, amended]

### Strategies

Support tourism and freight services and facilities at Station Pier. [21.04-5 O&S7.3 amended]

Ensure that development adjacent to Station Pier supports the long term protection of port operations, infrastructure and associated storage facilities. [21.06-4KPC12, amended – split]

Ensure development adjacent to Station Pier incorporates noise mitigation measures to protect sensitive receivers (such as residential development) and the ongoing operation of the Port infrastructure. [21.06-4KPC10, amended]

Ensure port related development on the foreshore, associated with Station Pier, considers the impacts on nearby foreshore activities and surrounding areas. [21.06-4s6.4.64]

### Policy guideline

Consider as relevant:

- Incorporating acoustic measures in residential development to protect from external noise by ensuring noise levels do not exceed:
  - 30 dBA in bedrooms.
  - 45 dBA in living areas. [21.06-4s6.4.66]

**19.02**  
31/07/2018  
VC148

## COMMUNITY INFRASTRUCTURE



**19.02-1S**

31/07/2018  
VC148

**Health facilities**

**Objective**

To assist the integration of health facilities with local and regional communities.

**Strategies**

Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.

Plan public and private developments together, where possible, including some degree of flexibility in use.

Locate hospitals and other large health facilities in designated health precincts and areas highly accessible to public and private transport.

Provide adequate car parking for staff and visitors of health facilities.

**19.02-1R**

31/07/2018  
VC148

**Health precincts - Metropolitan Melbourne**

**Strategies**

Facilitate health and community wellbeing precincts through the co-location of:

- Hospitals, allied health services and not-for-profit health providers at the regional level.
- General practitioners, community health facilities, allied health services and not-for-profit health providers at the neighbourhood level.

Create health precincts in new suburbs in or close to town centres.

Ensure health precincts are well serviced by community services.

**19.02-2S**

04/12/2020  
VC180

**Education facilities**

**Objective**

To assist the integration of education and early childhood facilities with local and regional communities.

**Strategies**

Consider demographic trends, existing and future demand requirements and the integration of facilities into communities in planning for the location of education and early childhood facilities.

Locate childcare, kindergarten and primary school facilities to maximise access by public transport and safe walking and cycling routes.

Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.

Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.

Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).

Locate secondary school and tertiary education facilities in designated education precincts and areas that are highly accessible to public transport.

Locate tertiary education facilities within or adjacent to activity centres.

Ensure streets and accessways adjoining education and early childhood facilities are designed to encourage safe bicycle and pedestrian access.

Consider the existing and future transport network and transport connectivity.

Develop libraries as community based learning centres.

**19.02-2R**

31/07/2018  
VC148

**Education precincts - Metropolitan Melbourne**

**Strategy**

Ensure education precincts are well serviced by community services.

**19.02-3S**

31/07/2018  
VC148

**Cultural facilities**

**Objective**

To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

**Strategies**

Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.

Reinforce the existing major precincts for arts, sports and major events of state wide appeal.

Establish new facilities at locations well served by public transport.

**19.02-3R**

31/07/2018  
VC148

**Cultural facilities - Metropolitan Melbourne**

**Strategies**

Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.

**19.02-4S**

31/07/2018  
VC148

**Social and cultural infrastructure**

**Objective**

To provide fairer distribution of and access to, social and cultural infrastructure.

**Strategies**

Identify and address gaps and deficiencies in social and cultural infrastructure, including additional regionally significant cultural and sporting facilities.

Encourage the location of social and cultural infrastructure in activity centres.

Ensure social infrastructure is designed to be accessible.

Ensure social infrastructure in growth areas, is delivered early in the development process and in the right locations.

Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.

Support innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline.

Identify and protect land for cemeteries and crematoria.

**19.02-4L**

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Proposed C203port

**Community facilities**

**Objective**

To create a network of accessible, functional and adaptable community facilities. [NEW]

**Strategies**

Support new community facilities in the following locations where there are existing clusters:  
[21.04-2 S6.1 amended, split]

- Bay Street, Port Melbourne.
- South Melbourne Central.
- Carlisle Street, Balaclava.
- Fitzroy / Acland Streets, St Kilda.
- Centre Avenue, Garden City.
- Ormond / Glen Huntly Roads, Elwood. [21.04-2 Table 1 amended]

Support the development and delivery of flexible, fit-for-purpose and multi-functional community facilities that respond to changing community needs. [NEW 21.04-2 S6.2 & Audit recommendation 37amended]

Support co-located and integrated facilities with shared use arrangements to maximise access to and delivery of services. [Council Plan 1.3.B]

Support mixed use developments in accessible locations with integrated community facilities. [Fishermans Bend policy, Audit recommendation 37 amended]

**19.02-5S**

31/07/2018  
VC148

**Emergency services**

**Objective**

To ensure suitable locations for police, fire, ambulance and other emergency services.

**Strategies**

Ensure police, fire, ambulance and other emergency services are provided for in or near activity centres.

Locate emergency services together in newly developing areas.



**19.02-6S**

31/07/2018  
VC148

**Open space**

**Objective**

To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

**Strategies**

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked, including through the provision of walking and cycling trails.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.
- Maintain public accessibility on public land immediately adjoining waterways and coasts.

Create opportunities to enhance open space networks within and between settlements.

Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, preservation of vegetation and treatment of waste water to reduce turbidity and pollution.

Improve the quality and distribution of open space and ensure long-term protection.

Protect large regional parks and significant conservation areas.

Ensure land identified as critical to the completion of open space links is transferred for open space purposes.

Ensure that where there is a reduction of open space due to a change in land use or occupation, additional or replacement parkland of equal or greater size and quality is provided.

Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.

Accommodate community sports facilities in a way that is not detrimental to other park activities.

Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.

Develop open space to maintain wildlife corridors and greenhouse sinks.

Provide new parkland in growth areas and in areas that have an undersupply of parkland.

Encourage the preparation of management plans or explicit statements of management objectives for urban parks.

Ensure exclusive occupation of parkland by community organisations is restricted to activities consistent with management objectives of the park to maximise broad community access to open space.

Ensure the provision of buildings and infrastructure is consistent with the management objectives of the park.

Ensure public access is not prevented by developments along stream banks and foreshores.

Ensure public land immediately adjoining waterways and coastlines remains in public ownership.

Plan open space areas for multiple uses, such as community gardens, sports and recreation, active transport routes, wildlife corridors and flood storage basins.

**19.02-6R**31/07/2018  
VC148**Open space - Metropolitan Melbourne****Objective**

To strengthen the integrated metropolitan open space network.

**Strategies**

Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.

Ensure major open space corridors are protected and enhanced.

Develop open space networks in growth areas and in the surrounding region of Metropolitan Melbourne, where existing open space is limited and demand is growing, including:

- Cardinia Creek Parklands.
- Cranbourne Regional Park.
- Kororoit Creek Corridor.
- Quarry Hills Regional Park.
- Chain of Parks - Sandbelt.
- Sunbury Regional Park - Jacksons Creek Valley.
- Toolern Creek Regional Park.
- Werribee Township Regional Park.

Create continuous open space links and trails along the:

- Frankston parklands (linking existing parks from Carrum to Mornington).
- Maribyrnong River parklands.
- Merri Creek parklands (extending to Craigieburn).
- Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee).
- Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).

Provide long term planning protection to meet demand for future open space along the Plenty Gorge parklands, Yarra Valley parklands, Cardinia Creek parklands, Heatherton/Dingley 'Sandbelt' parklands and Dandenong Valley parklands.

Protect the metropolitan water's edge parklands from intrusion and encroachment of development that impacts on open space and their natural landscape setting.

Continue development of the lower Yarra River as a focus for sport, entertainment and leisure.

Support establishing community gardens and productive streetscapes.

**Policy documents**

Consider as relevant:

- *Linking People and Spaces: A Strategy for Melbourne's Open Space Network* (Parks Victoria, 2002)
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996)
- *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, 2010)

**19.02-6L**

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Proposed C203port

**Public open space and foreshore**

**Objective**

To create an integrated network of accessible public open spaces that support a variety of uses and users and meets existing and future community needs. [22.09-3 P, Public Space Network and Connections & CoPP Draft Public Space Strategy, August 2020]

**Strategies**

Ensure all residents are located within a short, easy and safe walking distance to public open space. [New CoPP Draft Public Space Strategy, August 2020]

Improve linear connectivity between and within existing public open spaces and the foreshore by enhancing pedestrian permeability and wayfinding at key locations. [22.09-3 P, Public Space Network and Connections amended]

Improve the legibility, accessibility to and amenity of connections to and within public open space and the foreshore area. [22.09-2 O amended & CoPP Draft Public Space Strategy, August 2020]

Encourage improved bicycle and pedestrian paths and facilities between and within public open spaces, that contribute to a safe, comprehensive and useable open space network. [22.09-3 P, Transport Networks amended]

Encourage access to public open space and the foreshore via public transport modes by supporting improvements to public transport infrastructure and facilities that serve public open spaces. [22.09-3 P, Transport Networks amended]

Ensure that public open space and the foreshore are designed and managed to offer a diversity of functions and experiences and continues to host a range of leisure, tourism, recreation, cultural, social and sporting activities to meet the needs of all users. [21.04-5 O&S1.2 & CoPP Draft Public Space Strategy, August 2020]

Support co-location of public open spaces and community facilities to encourage shared use. [NEW Draft Public Space Strategy, August 2020]

**Policy guideline**

Consider as relevant:

- Providing residents with access to high quality public open space within walking distance (200-400 metres, without having to cross major roads or other physical barriers) of their home. [21.04-5 O&S1.1 & Draft CoPP Public Space Strategy, August 2020 amended]

**Objective**

To ensure the retention, creation and optimum provision of high quality public open space. [NEW 21.04-5 O&S2 & CoPP Draft Public Space Strategy, August 2020 amended]

**Strategies**

Preserve land currently used for public open space, unless the available land: [21.04-5 O&S2.2]

- Is underutilised. [21.04-5 O&S2.2 amended]
- Offers poor connection to other spaces or streets. [21.04-5 O&S2.2 amended]
- Is unsafe for users. [21.04-5 O&S2.2 amended]
- Offers poor accessibility to users. [21.04-5 O&S2.2 amended]
- Has little potential for improvement as a functional public open space. [21.04-5 O&S2.2 amended]

Where public open space is repurposed, ensure that:

- Alternative sites of higher quality can be identified for acquisition. [21.04-5 O&S2.2 amended]
- Net community gain can be guaranteed by an alternative land use. [21.04-5 O&S2.2 amended]

Repurpose existing restricted public open space, where appropriate, to consider a wider range of public uses. [NEW Draft Public Space Strategy, August 2020]

Strengthen the public open space network by creating new open spaces or expanding existing open spaces, particularly in the following neighbourhoods:

- Balaclava / St Kilda
- East.Elwood / Ripponlea.
- South Melbourne.
- St Kilda Road.
- St Kilda / St Kilda West. [NEW CoPP Draft Public Space Strategy, August 2020]

Repurpose road space, where appropriate, to create more usable public open spaces, particularly in areas where there are gaps in the public open space network. [NEW CoPP Draft Public Space Strategy, August 2020]

Support activation of underutilised spaces such as vacant lots or parks that need upgrading with temporary parks or activities. [NEW CoPP Draft Public Space Strategy, August 2020]

### Objective

To protect and enhance the significant environmental, physical and cultural heritage values and attributes of public open space, including the foreshore. [21.04-5 O&S3]

### Strategies

Support commercial uses where: [21.04-5 O&S3.1 amended]

- The use is located in an existing building. [21.04-5 O&S3.1 amended]
- An existing building is replaced with one of a scale and character that responds to the surrounding landscape or built form. [21.04-5 O&S3.1 amended]
- The use will enhance the range of facilities available and positively impact all users. [21.04-5 O&S3.1 amended]
- Environmental issues such as waste management, traffic movement and parking can be managed. [21.04-5 O&S3.1 amended]

Protect and enhance environmentally sensitive sites (particularly sites that are important habitats for native species), flora and fauna, water quality and ecosystems that make up public open space and the foreshore, including: [21.04-5 O&S3.4 amended]

- Alma Park East (east of the railway line). [NEW City of Port Phillip Biodiversity Study May 2020]
- Elwood Canal Linear Reserve. [NEW City of Port Phillip Biodiversity Study May 2020]
- Elwood coastline (including MO Moran Reserve, Elwood Park and Foreshore Reserve). [NEW City of Port Phillip Biodiversity Study May 2020]
- Port Melbourne Foreshore. [NEW City of Port Phillip Biodiversity Study May 2020]

Retain and enhance established mature trees, significant vegetation and attractive landscape elements of public open spaces. [21.04-5 O&S3.6 amended]

Ensure buildings and private spaces within new developments that are adjacent to public open space areas, are clearly delineated and do not degrade the values of the existing public open space. [21.04-5 O&S2.8 amended]

### Objective

To achieve a sustainable balance between preserving public open space, including the foreshore, and meeting the needs of users. [21.04-5 O&S4]

### Strategies

Support uses that make a positive contribution to the public open space area and offer a net community benefit. [21.04-5 O&S4.1 amended]

Support land use and development on the foreshore that effectively manages the competing demands of various foreshore users, to preserve the quality and longevity of public open space and Council assets within these spaces. [21.04-5 O&S4.2 amended]

Support development on the foreshore that is located within existing modified and resilient environments where the demand for development is evident and the impact can be managed. [NEW Audit Report, Recommendation 45]

### Objective

To provide sport and recreation facilities within public open space and foreshore areas that meet the needs of the community. [NEW CoPP Sport and Recreation Strategy 2015-2024 amended]

### Strategies

Support the provision of innovative and alternative sport and recreation opportunities, including multi-use facilities to ensure the greatest benefit to the community. [NEW CoPP Sport and Recreation Strategy 2015-2024 amended]

Support the provision of informal sport and recreation infrastructure as an alternative to organised sport (such as outdoor fitness equipment, inter-generational playgrounds, multi-sport court areas) to encourage physical exercise in public space. [NEW CoPP Sport and Recreation Strategy 2015-2024 & CoPP Draft Public Space Strategy, August 2020 amended]

Support land use and development on the foreshore that maximises opportunities for participation in land and water-based sport and recreation activities and supports lifestyle, adventure and alternative sports. [CoPP Sport and Recreation Strategy 2015-2024 amended]

Support land use and development of existing sport and recreation infrastructure to ensure they are used at optimal levels, remain fit-for-purpose and meet demand. [CoPP Sport and Recreation Strategy 2015-2024 amended]

### Policy documents

Consider as relevant:

- ▣ *Foreshore Management Plan* (City of Port Phillip, 2012) [new]
- ▣ *Sport and Recreation Strategy 2015-2024* (City of Port Phillip, 2015) [new]
- ▣ *Draft Public Space Strategy* (City of Port Phillip, August 2020) [new]
- ▣ *City of Port Phillip Biodiversity Study* (Arcadis, May 2020) [new]

**19.03**

31/07/2018  
VC148

**DEVELOPMENT INFRASTRUCTURE**

**19.03-1S**

24/01/2020  
VC160

**Development and infrastructure contributions plans**

**Objective**

To facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans.

**Strategies**

Prepare development contributions plans and infrastructure contributions plans, under the *Planning and Environment Act 1987*, to manage contributions towards infrastructure.

Collect development contributions on the basis of approved development and infrastructure contributions plans.

Require annual reporting by collecting and development agencies to monitor the collection and expenditure of levies and the delivery of infrastructure.

**Policy documents**

Consider as relevant:

- *Development Contributions Guidelines* (Department of Sustainability and Environment, 2003 -as amended 2007)
- *Infrastructure Contributions Plan Guidelines* (Department of Environment, Land, Water and Planning, November 2019)
- *Ministerial Direction on the Preparation and Content of Development Contribution Plans and Reporting Requirements for Development Contributions Plans*
- *Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans and Reporting Requirements for Infrastructure Contributions Plans*

**19.03-2S**

09/10/2020  
VC169

**Infrastructure design and provision**

**Objective**

To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

**Strategies**

Provide an integrated approach to the planning and engineering design of new subdivision and development.

Integrate developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.



**19.03-2L**

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Proposed C203port

**Infrastructure design and provision**

**Physical infrastructure**

**Objective**

To ensure physical infrastructure is sustainable and meets the needs of residents, workers and visitors. [21.05-4-01]

**Strategies**

Support the use of sustainable materials, including recycled materials, in the design and construction of physical infrastructure. [21.05-4-01.2, amended]

Ensure that physical infrastructure is accessible to people of all abilities. [21.05-4-01.4, amended]

Minimise damage to physical infrastructure (including trees) from development by ensuring appropriate design and siting. [21.05-4-04, 21.05-4-04.1]

Ensure works, including road works and footpath treatments, minimise the impact on tree roots. [21.05-4-04.2]

**Policy guideline**

Consider as relevant:

- Provision of physical infrastructure (whether through funding arrangements, direct provision or improvements) as part of development where a development will cause a detrimental impact on existing physical infrastructure. [21.05-4-01.3]

**19.03-3S**

26/10/2018  
VC154

**Integrated water management**

**Objective**

To sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

**Strategies**

Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:

- Take into account the catchment context.
- Protect downstream environments, waterways and bays.
- Manage and use potable water efficiently.
- Reduce pressure on Victoria's drinking water supplies.
- Minimise drainage, water or wastewater infrastructure and operational costs.
- Minimise flood risks.
- Provide urban environments that are more resilient to the effects of climate change.

Integrate water into the landscape to facilitate cooling, local habitat improvements and provision of attractive and enjoyable spaces for community use.

Facilitate use of alternative water sources such as rainwater, stormwater, recycled water and run-off from irrigated farmland.

Ensure that development protects and improves the health of water bodies including creeks, rivers, wetlands, estuaries and bays by:

- Minimising stormwater quality and quantity related impacts.
- Filtering sediment and waste from stormwater prior to discharge from a site.

## PORT PHILLIP PLANNING SCHEME

- Managing industrial and commercial toxicants in an appropriate way.
- Requiring appropriate measures to mitigate litter, sediment and other discharges from construction sites.

Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.

Provide for sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.

Ensure land is set aside for water management infrastructure at the subdivision design stage.

Minimise the potential impacts of water, sewerage and drainage assets on the environment.

Protect significant water, sewerage and drainage assets from encroaching sensitive and incompatible uses.

Protect areas with potential to recycle water for forestry, agriculture or other uses that can use treated effluent of an appropriate quality.

### **Policy documents**

Consider as relevant:

- *State Environment Protection Policy (Waters of Victoria)*
- *Water for Victoria - Water Plan* (Victorian Government, 2016)
- *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Guidelines for Environmental Management: Code of Practice - Onsite Wastewater Management* (Publication 891.4, Environment Protection Authority, 2016)
- *Planning Permit Applications in Open, Potable Water Supply Catchment Areas* (Department of Sustainability and Environment, 2012)

**19.03-3L**

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Proposed C203port

**Stormwater management (water sensitive urban design)****Policy application**

This policy applies to applications for: [22.12]

- ▣ New buildings. [22.12]
- ▣ Extensions to buildings that are 50 square metres in gross floor area or greater. [22.12 amended]
- ▣ A subdivision in a commercial zone. [22.12]

This policy does not apply to an application for: [22.12]

- ▣ A subdivision of an existing building. [22.12]

**Objectives**

To promote the use of water sensitive urban design, including stormwater re-use. [22.12-201]

To mitigate the detrimental effect of development on downstream waterways and risk of flooding, by the application of best practice stormwater management through water sensitive urban design. [22.12-202, amended]

**Strategies**

Achieve the best practice water quality performance objectives set out in the *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999). [22.12-3P1, amended]

Reduce stormwater run-off in the design of new developments by limiting the amount of concrete and paving on private property. [21.05-4S2.1, amended]

Improve the quality of stormwater and reduce the flow of water discharged to waterways including through: [22.12-3P2, amended, new]

- ▣ Collection and reuse of rainwater and stormwater on site.
- ▣ Vegetated swales and buffer strips.
- ▣ Rain gardens.
- ▣ Water recycling systems.
- ▣ Multiple uses of water within a single site.
- ▣ Directing flow from impervious ground surfaces to landscaped areas.
- ▣ Flow retention and retarding systems.
- ▣ Site permeability.

Use measures to prevent litter being carried off-site in stormwater flows including: [22.12-3P3, amended]

- ▣ Waste enclosures and storage bins.
- ▣ Litter traps for developments with the potential to generate significant amounts of litter.

Incorporate vegetation on buildings where practicable (to be irrigated with rainwater/stormwater). [22.12-3P4, amended]

Use water sensitive urban design principles in the design of public infrastructure, including:

- ▣ Reducing potable water consumption.
- ▣ Maximising water reuse.
- ▣ Reducing wastewater discharge.
- ▣ Minimising stormwater pollution before it is discharged to the aquatic environment.
- ▣ Maximising groundwater protection.

■ Reducing flood impacts. [21.05-4S3.1, amended, content from Water Sensitive Urban Design Guidelines, City of Port Phillip, 2009, new]

### Policy guidelines

Consider as relevant:

- Best practice water quality and flow performance objectives as set out in the *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999) and *Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas* (Commonwealth of Australia, 2019).
- The level of ongoing management required to achieve and maintain the desired stormwater quality measures that will be used during the construction phase to prevent a loss of stormwater quality as a result of building activities, such as silt traps. [21.05-4O3.2, amended]
- The following tools (or equivalent):
  - Melbourne Water’s STORM Calculator.
  - Model for Urban Stormwater Improvement Conceptualisation (MUSIC). [22.12-06, amended].

### Policy documents

Consider as relevant:

- *Act and adapt: Sustainable Environment Strategy 2018-28* (City of Port Phillip, 2018) [new]
- *City of Port Phillip Water Sensitive Urban Design Guidelines* (City of Port Phillip, 2009) [22.12-6]
- *Urban Stormwater Best Practice Environmental Management Guidelines* (CSIRO, 1999) [22.12-6]
- *Water Sensitive Urban Design – Engineering Procedures: Stormwater* (Melbourne Water and CSIRO Publishing, 2005) [22.12-6]
- *Compliance Guidelines for Clause 22.12 Stormwater Management* (City of Port Phillip, 2017) [new]
- *Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas* (Commonwealth of Australia, 2019) [new]

### Expiry

This policy will expire when superseded (as determined by the Minister for Planning) by Water Sensitive Urban Design provisions in the Victoria Planning Provisions or the Building Code of Australia Regulations, whichever happens first.

**19.03-4S**26/10/2018  
VC154**Telecommunications****Objective**

To facilitate the orderly development, extension and maintenance of telecommunication infrastructure.

**Strategies**

Facilitate the upgrading and maintenance of telecommunications facilities.

Ensure that modern telecommunications facilities are widely accessible to business, industry and the community.

Ensure the communications technology needs of business, domestic, entertainment and community services are met.

Ensure that the use of land for a telecommunications facility is not prohibited in any zone.

Encourage the continued deployment of broadband telecommunications services that are easily accessible by:

- Increasing and improving access for all sectors of the community to the broadband telecommunications trunk network.
- Supporting access to transport and other public corridors for the deployment of broadband networks in order to encourage infrastructure investment and reduce investor risk.

Ensure a balance between the provision of important telecommunications services and the need to protect the environment from adverse impacts arising from telecommunications infrastructure.

Planning should have regard to national implications of a telecommunications network and the need for consistency in infrastructure design and placement.

**Policy documents**

Consider as relevant:

- *Telecommunications Facilities - A Code of Practice for Telecommunications Facilities in Victoria* (Department of Sustainability and Environment, 2004)

**19.03-4R**

26/10/2018  
VC154

**Telecommunications - Metropolitan Melbourne**

**Strategy**

Support the provision of high-quality telecommunications infrastructure in Melbourne's employment, urban renewal and growth areas through early planning for fibre-ready facilities and wireless infrastructure.

**19.03-5S**26/10/2018  
VC154**Waste and resource recovery****Objective**

To reduce waste and maximise resource recovery so as to reduce reliance on landfills and minimise environmental, community amenity and public health impacts.

**Strategies**

Ensure future waste and resource recovery infrastructure needs are identified and planned for to safely and sustainably manage all waste and maximise opportunities for resource recovery.

Protect waste and resource recovery infrastructure against encroachment from incompatible land uses by ensuring buffer areas are defined, protected and maintained.

Ensure waste and resource recovery facilities are sited, designed, built and operated so as to minimise impacts on surrounding communities and the environment.

Encourage technologies that increase recovery and treatment of resources to produce energy and other marketable end products.

Enable waste and resource recovery facilities to locate close together in order to share separation distances, reduce the impacts of waste transportation and improve the economic viability of resource recovery.

Site, design, manage and rehabilitate waste disposal facilities in accordance with the *Waste Management Policy (Siting, Design and Management of Landfills)* (Environment Protection Authority, 2004).

Integrate waste and resource recovery infrastructure planning with land use and transport planning.

Encourage development that facilitates sustainable waste and resource recovery.

**Policy guidelines**

Consider as relevant:

- Any applicable Regional Waste and Resource Recovery Implementation Plan.

**Policy documents**

Consider as relevant:

- *Statewide Waste and Resource Recovery Infrastructure Plan* (Sustainability Victoria, 2015)
- *Metropolitan Waste and Resource Recovery Implementation Plan* (Metropolitan Waste and Resource Recovery Group, 2016)
- *Waste Management Policy (Siting, Design and Management of Landfills)* (Environment Protection Authority, 2004)
- *Environment Protection (Industrial Waste Resource) Regulations 2009*
- *Best Practice Environmental Management Guideline (Siting, Design, Operation and Rehabilitation of Landfills)* (Environment Protection Authority, 2001)
- *Victorian Organics Resource Recovery Strategy* (Sustainability Victoria, 2015)
- *Designing, Constructing and Operating Composting Facilities* (Environment Protection Authority, 2015)

**19.03-5L**

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Proposed C203port

**Waste and resource recovery**

**Strategies**

Incorporate waste and resource recovery into development.

Ensure development provides facilities to help divert waste from landfill to maximise resource recovery. [NEW: Adapted from Council's Don't Waste It Strategy]

Ensure storage space is provided within or adjacent to each dwelling and tenancy to enable the separation of waste and recyclables, glass and food and organic waste. [NEW: adapted from clause 58 and considered best practice to achieve City of Port Phillip: Don't Waste It Strategy]

Encourage the incorporation and use of innovative technologies to manage waste streams.

[NEW: City of Port Phillip Guidelines for Preparing a Waste Management Plan 2019]

Ensure communal waste and recycling storage facilities:

- Are located and designed for convenient access by occupants and made easily accessible to people with limited mobility.
- Are located within the building and/or are appropriately screened from view.
- Are ventilated, durable and waterproof.
- Do not detract from the character and amenity of the streetscape.
- Include ventilated facilities for bin washing.  
[adapted from 22.06-3-SF-S1, adapted from clause 58 and considered best practice to achieve City of Port Phillip: Don't Waste It Strategy targets on diversion from landfill and City of Port Phillip Guidelines for Preparing a Waste Management Plan 2019]

Encourage development to include communal space for storage and collection of electronic waste (e-waste) and hard waste. [NEW: amended based on City of Port Phillip: Don't Waste It Strategy and City of Port Phillip Guidelines for Preparing a Waste Management Plan 2019]

Ensure public health and amenity of residents and adjoining premises is protected from the impacts of odour, noise and hazards associated with on-site waste and resource recovery. [NEW: adapted from clause 58 and considered best practice to achieve City of Port Phillip: Don't Waste It Strategy targets on diversion from landfill]

Allocate sufficient space within development for future changes in waste management needs. [22.13-20 amended]

**Policy guideline**

Consider as relevant:

- Providing for waste and resource recovery as part of development in accordance with *City of Port Phillip Guidelines for Preparing a Waste Management Plan* (City of Port Phillip, 2019). [new]

**Policy documents**

Consider as relevant:

- *City of Port Phillip Guidelines for Preparing a Waste Management Plan* (City of Port Phillip, 2019) [new]
- *City of Port Phillip Waste Management Strategy, Don't Waste It! 2018-28* (City of Port Phillip, 2018) [new]



## SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

## 1.0

18/10/2018  
C122  
DD/MM/YY  
YY  
C\*\*\*port**Application requirements** [New content based on 22.04 and new *Port Phillip Heritage Design Guidelines 2021*]

The following application requirements apply to an application under Clause 43.01, in addition to those specified elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- For applications to alter, extend or demolish a heritage place a report prepared by a suitably qualified heritage consultant, that assesses the impact of the application upon the significance of the heritage place. This report should demonstrate how the application has considered and responded to the objectives of this clause and the heritage strategies and policy guidelines in Clause 15.03.
- For applications that propose part or full demolition of a heritage place:
  - Plans and elevations showing the extent of all buildings and features to be demolished or removed.
  - A structural engineering report prepared by a suitably qualified person that assesses the condition of the heritage place and whether any defects can be rectified.
  - A demolition method statement that describes how any retained contributory features will be protected and conserved during demolition and construction.
- For applications to paint a heritage place a schedule, plans and elevations showing the colours and finishes to be used on all surfaces.
- For applications that include changes to contributory features, at least one image of the existing feature.
- For applications that include restoration or reconstruction of original fabric, plans prepared at a 1:20 scale.
- For an addition to a heritage place or new development:
  - Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site parking space locations and any other noteworthy features.
  - A site context report that identifies contributory features of surrounding buildings including building form, scale, siting, massing, materiality and detailing, and fence types and heights.
  - Photographs of the existing streetscape.
  - For additions, sightline diagrams in accordance with the relevant policy guidelines for additions in Clause 15.03-1L.
  - For new development, a three dimensional building envelope that shows the potential new building volume if all the opportunities and constraints have been considered.
  - When located within a precinct, elevations that show the addition or new development in the context of the streetscape.
  - Three dimensional illustrative renders or photographic montages showing views of the addition or development in the context of the streetscape including from oblique (side on) views. For corner sites, this should include views of the addition from side streets or laneways.
- For applications to remove a tree with identified heritage value a report prepared by a suitably qualified person in relation to the health, condition and expected lifespan of the tree and why removal is necessary.
- For applications to prune or lop a tree or for development in proximity to a tree with identified heritage value a report prepared by a suitably qualified person that assesses potential impacts upon the health and viability of the tree.
- For applications for development in proximity to a monument or memorial with identified heritage value a report prepared by a suitably qualified person that assesses potential impacts upon the condition or structural integrity of the feature.

## PORT PHILLIP PLANNING SCHEME

- For applications for building services including solar panels in a visible location a report prepared by a suitably qualified person that explains why there is no feasible alternative location.



## SCHEDULE TO CLAUSE 52.28 GAMING

### 1.0 Objectives

To minimise harm from gaming and the incidence of problem gambling. [22.07-201]

To discourage the location of gaming machines in, and proximate to, disadvantaged areas and vulnerable communities. [22.07-202]

To minimise opportunities for convenience gaming. [22.07-203, amended]

To protect the amenity of areas surrounding venues with gaming machines. [22.07-203, amended]

### 2.0 Prohibition of a gaming machine in a shopping complex [s52.28 S1]

Installation or use of a gaming machine as specified in Clause 52.28-4 is prohibited on land described in Table 1 below. [s52.28 S1, amended]

Name of shopping complex and locality	Land description
None specified	None specified

### 3.0 Prohibition of a gaming machine in a strip shopping centre [s52.28 S2]

A gaming machine as specified in Clause 52.28-5 is prohibited in all strip shopping centres on land covered by this planning scheme. [s52.28 S2, amended]

### 4.0 Locations for gaming machines

Gaming machines should be located: [22.07-3]

- Greater than 400 metres walking distance of:
  - facilities with support/referral services and welfare agencies for vulnerable communities. [22.07-3P1, amended, split into two separate dot points]
  - Social (public and community) housing developments with 50 or more dwellings. [22.07-3P2, amended, split into separate dot points] with 50 or more dwellings; or [22.07-3P2, combined with above]
  - A cluster of social housing that exceeds 50 dwellings. [22.07-3P2]
- Where they minimise the likelihood of people passing the venue during their usual business or everyday activities. [22.07-3P3, amended]

Gaming venues should not be established in urban renewal areas including Fishermans Bend, ahead of the provision of non-gambling entertainment, recreation activities and social infrastructure. [new, adapted from Melbourne C307 Panel Report, Appendix C Panel preferred version of Schedule to Clause 52.28]

### 5.0 Venues for gaming machines

Gaming machines should be located: [22.07-3, amended]

In venues that:

- Offer social, entertainment and recreational opportunities and activities other than gaming as the primary purpose of the venue. [22.07-3P4]
- Have a gaming floor area of less than 25 per cent of the total floor area of the venue. [22.07-3P5]
- Promote responsible gaming practices. [22.07-3P6]
- Do not provide for 24 hour-a-day operation. [22.07-3P7]
- Have minimal adverse amenity impacts on the adjoining land uses as a result of operating hours, traffic, noise, car parking, safety and security. [22.07-3P8, amended]

### 6.0 Application requirements

The following application requirements apply to an application for a permit under Clause 52.28, in

addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Details about the existing and proposed distribution and density of gaming machines in the municipality and its neighbourhoods. [\[22.07-4P1\]](#)
- The proposed design and layout of the premises including all signage. [\[22.07-4P2\]](#)
- A venue management plan identifying strategies to manage patron behaviour and minimise problem gambling in relation to the design and management of the venue, including the applicant's responsible gaming practices. [\[22.07-4P3\]](#)
- If an application includes a reduction in the number of car parking spaces required in Clause 52.06, a Traffic Impact Assessment and Parking Report that assesses the existing traffic demand and parking provision and the need for improved traffic and pedestrian amenity, including any additional car parking based on the number of gaming machines proposed and likely additional venue patron numbers generated by this use. [\[22.07-4P4\]](#)
- An assessment of the social and economic benefits and disadvantages of the proposed gaming machines including: [\[22.07-4P5\]](#)

#### *Socio-economic impacts*

- An analysis of the venue's projected patron catchment and its socio-economic profile. The analysis should include justification and details of the projected catchment area. [\[22.07-4P6\]](#)
- If it is proposed to move gaming machines from one part of the municipality to another, details of the relative social and economic differences between the two areas. An explanation of why the gaming machines are being transferred is to be provided. [\[22.07-4P7\]](#)
- The relative socio-economic disadvantage of the local suburb or neighbourhood and the broader catchment of the venue in comparison with the Melbourne and Victorian average in the SEIFA index of Relative Disadvantage. [\[22.07-4P8\]](#)
- The preparation of a Social Impact Assessment where a planning permit or rezoning is required for a new venue or a change to an existing venue where gambling occurs. [\[21.04-8S1.1, amended\]](#)

#### *Location assessment*

Characteristics of the local area including the location of and walking distance to shopping complexes and strip shopping centres, community facilities, social housing, counselling services and public transport. [\[22.07-4P9\]](#)

Details of existing and proposed gambling and non-gambling related entertainment and recreation facilities and activities at the venue and within 1km of the venue. [\[22.07-4P10\]](#)

Pedestrian counts outside the venue on different days and at a variety of times. [\[22.07-4P11\]](#)

#### *Gaming machine impact*

Details of existing gaming expenditure at the venue over a 3 year period prior to the application (if relevant) and a one year forecast of the anticipated gaming expenditure at the venue if the proposal was to be approved. [\[22.07-4P12\]](#)

If gaming machines are to be relocated from other venues, and as a result gaming expenditure is likely to be transferred from other venues: [\[22.07-4P13\]](#)

- Particulars as to how the level of transfer has been calculated (including, but not limited to, a comparison of per machine expenditure at the venue prior to and after the additional machines, current usage levels of machines at the venue, projected usage level of machines at the venue after the additional machines). [\[22.07-4P14\]](#)
- The amount of transfer expenditure anticipated. [\[22.07-4P15\]](#)
- The resulting impact on revenue of the venue from where the expenditure is transferred. [\[22.07-4P16\]](#)
- The resulting impact on the venue from where the expenditure is transferred (such as loss of employment, loss of complementary expenditures, loss of customers, impact on ability to provide services etc). [\[22.07-4P17\]](#)

#### *Analysis and net community impact*

Assessment of key social and economic issues and overall net community impact. [\[22.07-4P18\]](#)

Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community. [\[22.07-4P19\]](#)

Measures to mitigate any negative impacts. [\[22.07-4P20\]](#)

## 7.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 52.28, in addition to those specified in Clause 52.28 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the application is likely to minimise harm from gaming and avoid a detrimental net social and economic impact upon the local community. [22.07-5P1]
- Whether approval is likely to increase the socio-economic disadvantage of the local community or have other adverse impacts on vulnerable communities. [22.07-5P2]
- Whether the proposal will result in a redistribution of gaming machines away from vulnerable communities and areas of relatively high socio-economic disadvantage. [22.07-5P3]
- Whether the location of gaming machines or gaming premises will facilitate or encourage convenience gaming. [22.07-5P4]
- Whether patrons will have a choice of non-gambling entertainment and recreation activities at the venue or within the local area. [22.07-5P5]
- Whether the proposed use or development will have an impact upon the amenity of the area and surrounding uses as a result of traffic and parking, crowd or patron related noise, hours of operation, and/or an increase in the intensity of the use due to an increase in patron numbers. [22.07-5P6]

## SCHEDULE TO CLAUSE 59.15 LOCAL VICSMART APPLICATIONS [NEW CONTENT]

### 1.0

**Table 1 Classes of VicSmart application under zone provisions**

30/07/2018

Name of zone or class of zone	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 34.01 and 34.02 (Commercial Zones)	Externally alter a dwelling in a commercial zone.	34.01-1, 34.02-1	59.04

### 2.0

**Table 2 Classes of VicSmart application under overlay provisions**

30/07/2018

Name of overlay or class of overlay	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 43.01 (Heritage Overlay)	Demolition of a chimney not visible from a street (other than a lane) or public park, provided the heritage place is not identified as being Significant in the Port Phillip Heritage Review.	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Externally alter a building provided the alterations are located to the rear or side of the dwelling and are not visible from the street (other than a lane) or public park.	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Externally alter a roof, provided the alterations are not visible from a street (other than a lane) or public park	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Externally alter a roof where the alterations are visible from a street (other than a lane) or public park and are undertaken to the same details, specifications and materials.	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Construct or carry out works normal to a dwelling.	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Removal of security features from windows.	43.01-1	Schedule 1 to Clause 59.16
Clause 43.01 (Heritage Overlay)	Demolition or removal of a sign on a building, provided the heritage place is not identified as being Significant in the Port Phillip Heritage Review.	43.01-1	Schedule 1 to Clause 59.16

Name of overlay or class of overlay	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 43.02 Schedules 1-29 and 34-36 (Design and Development Overlay)	Construct or carry out works to a building provided the height and gross floor area of the building is not increased.	43.02-2	Schedule 1 to Clause 59.16

### 3.0

30/07/2018

**Table 3 Classes of VicSmart application under particular provisions**

Name of particular provision	Class of application	Permit requirement provision	Information requirements and decision guidelines
Clause 52.05 (Signs)	Construct or put up for display an internally illuminated sign within 30 metres of a residential zone provided the display area does not exceed 1.5 sqm.	52.05-2	Clause 59.09
Clause 52.05 (Signs)	Construct or put up for display a sign (other than a floodlit, internally illuminated or electronic sign) with a display area that exceeds 10 sqm.	52.05-2	Clause 59.09
Clause 52.27 (Licensed Premises)	Use of land to sell or consume liquor if all of the following are met: <ul style="list-style-type: none"> <li>▪ The use of land is associated with the use of land for a restaurant, convenience restaurant or take away food premises</li> <li>▪ Liquor will only be sold and consumed between 7 am and 11 pm</li> <li>▪ The land is in a Commercial 1 or 2 Zone and not within 30 metres of a residential zone</li> <li>▪ The area where liquor will be sold and consumed is indoors</li> </ul>	52.27	Schedule 2 to Clause 59.16



## PORT PHILLIP PLANNING SCHEME

### SCHEDULE 1 TO CLAUSE 59.16 INFORMATION REQUIREMENTS AND DECISION GUIDELINES FOR LOCAL VICSMART APPLICATIONS [new content]

#### APPLICATIONS UNDER A HERITAGE OVERLAY

##### 1.0

xx/xx/xxxx  
Cxxx

#### Information requirements

An application must be accompanied by the following information as appropriate:

- A copy of title for the subject land and a copy of any registered restrictive covenant.
- A plan, drawn to scale and fully dimensioned showing:
  - The location, shape and size of the site.
  - The location of any existing buildings, including fences and trees.
  - The location, height and design of the proposed building or works including details of proposed materials.
  - Any buildings to be demolished.
  - An elevation of the proposed building.
  - The size and design of any proposed sign, including details of the supporting structure and any proposed illumination.
  - The location, style, size, colour and materials of any proposed solar energy facility (that is visible from the street frontage or any nearby public park), including details of the supporting structure.
- A written description of the proposal including:
  - Any impacts on the significance of the heritage place.
  - How the proposal responds to any relevant local heritage policy set out in the scheme.
- The proposed colour schedule and nature of any materials and finishes.
- A photograph of the area affected by the proposal including any building, outbuilding, fence or tree which may be affected by the proposal.
- A photograph of the subject site and adjoining properties along the street frontage.

##### 2.0

xx/xx/xxxx  
Cxxx

#### Decision guidelines

In assessing an application, the responsible authority must consider as appropriate:

##### General

- The significance of the heritage place and whether the proposal will adversely affect that significance.
- Any applicable statement of significance, heritage study and any applicable conservation policy.
- Whether the proposal will adversely affect the character or appearance of the building or heritage place.
- Whether the proposal meets any relevant local heritage policy set out in the scheme.

##### Demolition

- Whether the element to be demolished contributes to the significance, character or appearance of the building or heritage place.

##### Buildings and works

- Whether the location, bulk, form and appearance of the proposed building or works will adversely affect the significance of the building or heritage place.
- Whether the proposed building or works will affect the health or appearance of a tree which is the subject of a Heritage Overlay.

##### Alterations

- Whether the proposed alterations will restore or reconstruct original fabric which has been removed or damaged.
- Whether the proposed alterations will adversely affect the significance, character and appearance of the heritage place.

## PORT PHILLIP PLANNING SCHEME

### SCHEDULE 2 TO CLAUSE 59.16 INFORMATION REQUIREMENTS AND DECISION GUIDELINES FOR LOCAL VICSMART APPLICATIONS [new content]

#### LICENSED PREMISES IN THE COMMERCIAL 1 OR 2 ZONE

##### 1.0

xx/xx/xxxx  
Cxxx

#### Information requirements

An application must be accompanied by the following information as appropriate:

- A copy of title for the subject land and a copy of any registered restrictive covenant.
- A layout plan, drawn to scale and fully dimensioned showing:
  - The location of the existing building, car parking area, driveways and storage areas.
  - The internal layout of the building.
  - A red line showing the area proposed to be licenced.
  - The adjoining land uses.
- A written statement that describes:
  - The use of the land and the nature of the proposed license sought to sell or consume liquor, including the proposed liquor licence trading hours, number of staff employed, patrons and seats available to the public.
  - Any proposed entertainment.
  - Any proposed noise attenuation measures to protect sensitive interfaces.
- A copy of any current liquor licence and plans for the premises if applicable.

##### 2.0

xx/xx/xxxx  
Cxxx

#### Decision guidelines

In assessing an application, the responsible authority must consider as appropriate:

- The impact of the sale or consumption of liquor permitted by the liquor licence on the amenity of the surrounding area.
- The impact of the hours of operation on the amenity of the surrounding area.
- The impact of the number of patrons on the amenity of the surrounding area.
- The impact on the amenity of the surrounding area as a result of any licensed area external to the premises.

**SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME****1.0****Incorporated documents [titles and dates tidied up, obsolete documents deleted]**

<b>Name of document</b>	<b>Introduced by:</b>
<i>2-14 Thistlethwaite Street, South Melbourne, Incorporated Document, March 2021</i>	C175port
<i>10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements, January 2017</i>	C136
<i>167 Fitzroy Street, St Kilda</i>	NPS1
<del><i>114-124 Albert Road, South Melbourne</i></del>	<del>NPS1</del>
<del><i>12 Acland Street, St Kilda</i></del>	<del>NPS1</del>
<del><i>12B Chapel Street, St Kilda, September 2013</i></del>	<del>C96</del>
<del><i>1-29 Albert Road, South Melbourne</i></del>	<del>NPS1</del>
<del><i>132-134 Bank Street and 223-227 Moray Street, South Melbourne</i></del>	<del>NPS1</del>
<del><i>14-16 The Esplanade, St Kilda</i></del>	<del>NPS1</del>
<i>2-28 Montague Street and 80 Munro Street, Incorporated Document, South Melbourne</i>	C176port
<i>29 Fitzroy Street, St Kilda</i>	NPS1
<i>118 Bertie Street, Port Melbourne, Incorporated Document, July 2020</i>	C172port
<i>203-205 Normanby Road, Southbank, Incorporated Document, July 2020</i>	C163port
<i>256-262 Normanby Road, South Melbourne, Incorporated Document, August 2020</i>	C166port
<i>272-280 Normanby Road, South Melbourne, Incorporated Document, March 2021</i>	C177port
<i>315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda</i>	NPS1
<i>360-370 St Kilda Road, Melbourne, Revised November 2001</i>	C33
<i>400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne</i>	NPS1
<i>400 - 430 City Road, Southbank, December 2010</i>	C85
<del><i>414-416 and 418 St Kilda Road, Melbourne</i></del>	<del>NPS1</del>
<i>477-481 Plummer Street, Port Melbourne (part), Incorporated Document, June 2020</i>	C168port
<del><i>582-584 St Kilda Road, Melbourne</i></del>	<del>NPS1</del>
<i>89 Fitzroy Street, St Kilda</i>	NPS1
<i>Acland Courtyard Development Plan</i>	NPS1
<i>Acland Street Upgrade Project Incorporated Document, December 2015</i>	C124
<i>Albert Park Master Plan</i>	NPS1
<i>Beacon Cove Development, Port Melbourne (revised), July 2013</i> (including Beacon Cove Concept Plan No.1 (March 2004), Beacon Cove Precinct Plan No. 1 (revised July 2013), Beacon Cove Residential Component Guidelines No.1 (March 2004) and Plan named Beacon Cove Port Melbourne showing areas subject to an environmental audit (March 2004))	C104

PORT PHILLIP PLANNING SCHEME

Name of document	Introduced by:
<i>Becton, Port Melbourne Development Concept Plan and Building Envelope Plan, November 1996</i>	NPS1
<i>Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas Incorporated Document, June 2017</i>	GC49
<i>Incorporated Plan - Sea Wall and Promenade, St Kilda West/Middle Park, September 2008</i>	C70
<i>Luna Park, October 1998</i>	NPS1
<del><i>M1 Redevelopment Project, October 2006</i></del>	<del>C58</del>
<i>Major Promotion Signs – Permit Provisions: 313-317 Kingsway, South Melbourne, 312 Kingsway, South Melbourne, 278-282 Kingsway and 1-5 Fitzpatrick Street, South Melbourne, and 380 City Road, South Melbourne, December 2008</i>	C100
<i>Melbourne CityLink Project – Advertising Sign Locations, November 2003</i>	VC20
<i>Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016</i>	GC44
<i>Melbourne Metro Rail Project Incorporated Document, May 2017</i>	GC82
<i>Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016</i>	GC67
<i>Melbourne Sports &amp; Aquatic Centre, Albert Park</i>	NPS1
<i>Montague Community Park and associated Streetscape Works, August 2017</i>	C135
<del><i>Part 61 Bertie Street, Port Melbourne, November 2001</i></del>	<del>C33</del>
<i>Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works), July 1999</i>	C13
<p>Port Phillip Heritage Review</p> <p><i>Port Phillip Heritage Review – Volumes 1-6 (Version 35, March 2021)</i></p> <p><i>Port Phillip Heritage Review – Heritage Policy Map (Version 35, March 2021)</i></p> <p><i>Port Phillip Heritage Review – Neighbourhood Character Map (Version 35, March 2021)</i></p>	<p>C186port</p> <p>C186port</p> <p>C186port</p>
<p>Statements of Significance</p> <p><i>21 Redan Street, St Kilda, "Maisonettes", February 2020</i></p> <p><i>226 Alma Road, St Kilda East, "House (Concrete House)", February 2020</i></p> <p><i>264-266 St Kilda Road, St Kilda, "Shops &amp; Residence", February 2020</i></p>	<p>C142port</p> <p>C142port</p> <p>C142port</p>
<del><i>Prince Apartments Stage 2 Development Plans – 29 Fitzroy Street, St Kilda (December 2013)</i></del>	<del>C94</del>
<i>Shrine of Remembrance Vista Controls, April 2014</i>	C140
<i>St Kilda Foreshore Urban Design Framework, March 2002 (revised December 2003)</i>	C36
<i>St Kilda Seabaths</i>	NPS1
<i>St Kilda Station Redevelopment plans prepared by Billard Leece Partnership, July 1999</i>	C9
<i>State Sports Facilities Project Albert Park, September 2009 (amended May 2012)</i>	C120
<i>Stokehouse – 30 Jacka Boulevard, St Kilda, July 2014</i>	C110
<i>Tramway Infrastructure Upgrades Incorporated Document, May 2017</i>	GC68
<i>Victorian Cricket and Community Centre, St Kilda Cricket Ground, May 2016</i>	C119
<i>Victorian Pride Centre Incorporated Document, September 2018</i>	C149port

PORT PHILLIP PLANNING SCHEME

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*West Beach Pavilion Precinct Incorporated Plan, 2004*

C36

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PORT PHILLIP PLANNING SCHEME

31/07/2018  
VC148

**SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS**  
[new content; documents that are not already reference documents to the planning scheme are shown in green]

**1.0**  
31/07/2018  
VC148

**Background documents**

Name of background document	Amendment number - clause reference
<a href="#"><i>Act and Adapt – Sustainable Environment Strategy 2018-28 (City of Port Phillip, 2018)</i></a>	C203port <a href="#">Clause 15.01-2L and 19.03-3L</a>
<a href="#"><i>Activating Laneways Strategy (City of Port Phillip, 2011)</i></a>	C203port <a href="#">Clause 15.01-2L</a>
<a href="#"><i>Art and Soul - Creative and Prosperous City Strategy 2018-22 (City of Port Phillip, 2018)</i></a>	C203port <a href="#">Clause 02 and 15.01-2L</a>
<a href="#"><i>Australian Rainfall and Runoff – Book 9 Runoff in Urban Areas (Commonwealth of Australia, 2019)</i></a>	C203port <a href="#">Clause 19.03-3L</a>
<a href="#"><i>Backpackers' Lodges in the City of Port Phillip (City of Port Phillip, March 2000)</i></a>	C62 <a href="#">Clause 13.07-1L</a>
<a href="#"><i>Bay Street Activity Centre Structure Plan Parts 1 and 2 2014 (City of Port Phillip, May 2014)</i></a>	C103 <a href="#">Clause 11.03-1L-02 and 11.03-6L</a>
<a href="#"><i>Beacon Cove Neighbourhood Character Guidelines 2010 (SJB Urban, 2010)</i></a>	C73 <a href="#">Clause 11.03-6L, and schedules to Clause 43.02s19, 43.02s20, 43.05s01, 43.05s02, 43.05s03, 43.05s04 and 43.05s05</a>
<a href="#"><i>Car Share Policy 2016-2021 (City of Port Phillip, 2018)</i></a>	C203port <a href="#">Clause 18.02-4L</a>
<a href="#"><i>Carlisle Street Activity Centre Structure Plan (City of Port Phillip, 2009)</i></a>	C80 <a href="#">Clause 11.03-1L and 11.03-6L, and schedule to Clause 43.02s21</a>
<a href="#"><i>Carlisle Street Activity Centre Urban Design Framework (City of Port Phillip and David Lock and Associates, 2009)</i></a>	C80 <a href="#">Clause 11.03-1L, 11.03-6L, and schedule to Clause 43.02s21</a>
<a href="#"><i>City of Port Phillip Activity Centres Strategy 2006 (City of Port Phillip, 2006)</i></a>	C62 <a href="#">Clause 02 and 11.03-1L</a>
<a href="#"><i>City of Port Phillip Activity Centres Strategy Implementation Plan 2007 (City of Port Phillip, 2007)</i></a>	C62 <a href="#">Clause 02 and 11.03-1 L</a>
<a href="#"><i>City of Port Phillip Biodiversity Study (Arcadis, May 2020)</i></a>	C203port <a href="#">Clause 19.02-6L</a>
<a href="#"><i>City of Port Phillip Car Parking Strategy (Ratio, 2007)</i></a>	C62 <a href="#">Clause 15.01-3L</a>
<a href="#"><i>City of Port Phillip Council Plan 2017-2027 (City of Port Phillip, 2017)</i></a>	C203port <a href="#">Clause 02 and Clauses 11 to 19</a>
<a href="#"><i>City of Port Phillip Housing Needs Assessment and Allocations Framework (Beverley Kliger &amp; Associates, 2019)</i></a>	C203port <a href="#">Clause 16.01-2L</a>
<a href="#"><i>City of Port Phillip Housing Strategy 2007 to 2017 (City of Port Phillip, 2007)</i></a>	C62 <a href="#">Clause 02, 13.07-1L and 16.01-1L</a>
<a href="#"><i>City of Port Phillip Outdoor Advertising Guidelines 1996 (revised 2007) (City of Port Phillip, 2007)</i></a>	C62 <a href="#">Clause 15.01-1L</a>
<a href="#"><i>City of Port Phillip Subdivision Guidelines 2000 (City of Port Phillip, 2000)</i></a>	C62 <a href="#">Clause 15.01-3L</a>

<a href="#"><u>City of Port Phillip Urban Art Strategy 2002 (City of Port Phillip, 2002)</u></a>	<a href="#">C62</a> <a href="#">Clause 02 and 11.03-6L,</a> <a href="#">15.01-2L</a>
<a href="#"><u>City of Port Phillip Water Sensitive Urban Design Guidelines, 2009 (City of Port Phillip, 2009)</u></a>	<a href="#">C78</a> <a href="#">Clause 02 and 19.03-3L</a>
<a href="#"><u>City of Port Phillip's Waste Management Strategy, Don't Waste It! 2018-28 (City of Port Phillip, 2018)</u></a>	<a href="#">C203port</a> <a href="#">19.03-5L</a>
<a href="#"><u>Compliance Guidelines for Clause 22.12 Stormwater Management (City of Port Phillip, 2017)</u></a>	<a href="#">C203port</a> <a href="#">Clause 19.03-3L</a>
<a href="#"><u>Design Guidelines 1-7 Waterfront Place, Port Melbourne (City of Port Phillip, 2014)</u></a>	<a href="#">C104</a> <a href="#">Clause 11.03-6L and</a> <a href="#">schedule to Clause</a> <a href="#">43.02s23</a>
<a href="#"><u>Draft Public Space Strategy (City of Port Phillip, August 2020)</u></a>	<a href="#">C203port</a> <a href="#">Clause 19.02-6L</a>
<a href="#"><u>Fishermans Bend Framework, September 2018 (Department of Environment, Land, Water and Planning, 2018)</u></a>	<a href="#">GC81</a> <a href="#">Schedule to Clause</a> <a href="#">45.09s01</a>
<a href="#"><u>Fishermans Bend additional heritage place assessments (Biosis Pty Ltd, 2015)</u></a>	<a href="#">C115</a> <a href="#">Clause 15.03-1L</a>
<a href="#"><u>Fishermans Bend Heritage Review: Montague Commercial Precinct (RBA Architects and Conservation Consultants, October 2019)</u></a>	<a href="#">C186port</a> <a href="#">Clause 15.03-1L</a>
<a href="#"><u>Fishermans Bend Heritage Study (Biosis Pty Ltd, 2013)</u></a>	<a href="#">C115</a> <a href="#">Clause 15.03-1L</a>
<a href="#"><u>Fishermans Bend Integrated Transport Plan 2017 (Transport for Victoria Department of Economic Development, Jobs, Transport and Resources, September 2017)</u></a>	<a href="#">GC81</a> <a href="#">Schedule to Clause</a> <a href="#">45.09s01</a>
<a href="#"><u>Fishermans Bend Vision, September 2016 (Department of Environment, Land, Water and Planning, September 2016)</u></a>	<a href="#">GC81</a> <a href="#">Schedule to Clause</a> <a href="#">45.09s01</a>
<a href="#"><u>Foreshore Management Plan (2012) (City of Port Phillip, 2012)</u></a>	<a href="#">C62</a> <a href="#">Clause 02.11.03-</a> <a href="#">6L, 12.02-1L, 17.04-2L</a> <a href="#">and 19.02-6L</a>
<a href="#"><u>Greening Port Phillip Strategy – An urban forest approach 2010 (City of Port Phillip, 2010)</u></a>	<a href="#">C203port</a> <a href="#">Clause 12.01-1L</a>
<a href="#"><u>Guidelines for Preparing a Waste Management Plan 2019 (City of Port Phillip, 2019)</u></a>	<a href="#">C203port</a> <a href="#">19.03-5L</a>
<a href="#"><u>Heritage Appraisal: 16-20A &amp; 44 Wellington Street, St Kilda (Lovell Chen, May 2015)</u></a>	<a href="#">C122</a> <a href="#">Clause 11.03-1L, 11.03-6L</a> <a href="#">and 15.03-1L</a>
<a href="#"><u>Heritage Assessment, 588-590 City Road, South Melbourne (Context Pty Ltd, May 2017)</u></a>	<a href="#">C161portPt1</a> <a href="#">Clause 15.03-1L</a>
<a href="#"><u>Heritage Overlay 6 St Kilda East Precinct Review Final Report (David Helms Heritage Planning, January 2020)</u></a>	<a href="#">C142port</a> <a href="#">Clause 15.03-1L</a>
<a href="#"><u>Heritage Review – Wellington Street, St Kilda (Lovell Chen (Revised) March 2017)</u></a>	<a href="#">C122</a> <a href="#">Clause 11.03-1L, 11.03-</a> <a href="#">6L and 15.03-1L</a>
<a href="#"><u>In Our Backyard: Growing Affordable Housing in Port Phillip 2015-2025 (City of Port Phillip, 2016)</u></a>	<a href="#">C203port</a> <a href="#">Clause 16.01-2L, 16.01-</a> <a href="#">4L and 16.01-5L</a>
<a href="#"><u>Move, Connect, Live: Integrated Transport Strategy, August 2018 (City of Port Phillip, 2018)</u></a>	<a href="#">C203port</a> <a href="#">18.02-1L-01, 18.02-1L-02</a> <a href="#">and 18.02-4L-01</a>
<a href="#"><u>Ormond Road Urban Design Guidelines (City of Port Phillip, 2007)</u></a>	<a href="#">C57(part 2)</a> <a href="#">Clause 11.03-1L and</a> <a href="#">schedule to Clause</a> <a href="#">43.02s18</a>
<a href="#"><u>Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) (City of Port Phillip, July 1999)</u></a>	<a href="#">C13</a> <a href="#">Schedule to Clause</a> <a href="#">45.06s1</a>
<a href="#"><u>Port Phillip Advertising Signs Policy Review (Hansen Partnership, 2007)</u></a>	<a href="#">C62</a> <a href="#">Clause 15.01-01L</a>
<a href="#"><u>Port Phillip Design Manual (2000) – Chapter 8: Neighbourhood Character Statements – Bay Street Activity Centre Environs (City of Port Phillip, 2000)</u></a>	<a href="#">C103</a> <a href="#">Clause 11.03-1L-02</a>



<a href="#"><u>Port Phillip Design Manual, 2000 (City of Port Phillip, 2000) including:</u></a> <ul style="list-style-type: none"> <li>▪ <a href="#"><u>Fishermans Bend Guidelines (City of Port Phillip, updated 2021)</u></a></li> <li>▪ <a href="#"><u>Garden City Guidelines (City of Port Phillip, updated 2021)</u></a></li> <li>▪ <a href="#"><u>Dunstan Estate Guidelines (City of Port Phillip, 2007)</u></a></li> <li>▪ <a href="#"><u>Heritage Kerbs, Channels and Laneways Guideline (City of Port Phillip, 2006)</u></a></li> </ul>	C203port <a href="#"><u>Clause 11.03-1L-03, 15.01-2L-01, 15.01-5L, and 15.03-1L</u></a>
<a href="#"><u>Port Phillip Heritage Design Guidelines (City of Port Phillip, 2021)</u></a>	C203port <a href="#"><u>Clause 15.03-1L</u></a>
<a href="#"><u>Port Phillip Practice Notes Policy No. 15 – Caretaker’s Dwellings (City of Port Phillip, 2011)</u></a>	C62 <a href="#"><u>Clause 13.07-1L</u></a>
<a href="#"><u>Port Phillip Urban Iconography Study (City of Port Phillip, 2001)</u></a>	C62 <a href="#"><u>Clause 02, 11.03-6L, 12.02-1L, 17.04-2 and 19.02-6L, and schedule to Clause 43.02s21</u></a>
<a href="#"><u>Recreational Boating Facilities Framework (Central Coastal Board, 2014)</u></a>	C203port <a href="#"><u>Clause 11.03-6L-01</u></a>
<a href="#"><u>Responsible Gambling Policy (2011) (City of Port Phillip)</u></a>	C88 <a href="#"><u>Clause 02 and schedule to Clause 52.28s01</u></a>
<a href="#"><u>Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations (Lovell Chen, July 2011)</u></a>	C89 <a href="#"><u>Clause 11.03-6L and 15.03-1L</u></a>
<a href="#"><u>Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)</u></a>	C103 <a href="#"><u>Clause 11.03-6L and 15.03-1L</u></a>
<a href="#"><u>Review of Heritage Overlay 3 (Heritage Alliance, 2009 &amp; Built Heritage, 2010)</u></a>	C72 <a href="#"><u>Clause 11.03-6L and 15.03-1L</u></a>
<a href="#"><u>South Melbourne Central Structure Plan 2007 (City of Port Phillip, August 2007)</u></a>	C52 <a href="#"><u>Clause 11.03-1L and 11.03-6L, and schedule to Clause 43.02s08</u></a>
<a href="#"><u>South Melbourne Central Urban Design Framework 2007 (David Lock Associates and City of Port Phillip, August 2007)</u></a>	C52 <a href="#"><u>Clause 11.03-1L and 11.03-6L, and schedule to Clause 43.02s08</u></a>
<a href="#"><u>Sport and Recreation Strategy 2015-2024 (City of Port Phillip, 2015)</u></a>	C203port <a href="#"><u>Clause 17.04-2L and 19.06-6L</u></a>
<a href="#"><u>St Kilda Breakwater Management Plan (Parks Victoria, 2002)</u></a>	C62 <a href="#"><u>Clause 11.03-6L</u></a>
<a href="#"><u>St Kilda Foreshore Urban Design Framework (City of Port Phillip, 2002)</u></a>	C62 <a href="#"><u>Clause 11.03-6L</u></a>
<a href="#"><u>St Kilda Road North Precinct Plan (City of Port Phillip, 2013, updated 2015)</u></a>	C154 <a href="#"><u>Clause 11.03-6L and schedule to Clause 43.02s26</u></a>
<a href="#"><u>St Kilda Road South Urban Design and Land Use Framework (Planisphere and City of Port Phillip, 2015)</u></a>	C122 <a href="#"><u>Clause 11.03-6L, and schedule to Clause 43.02s27, 43.02s34, 43.02s35 and 43.02s36</u></a>
<a href="#"><u>Sustainable Transport Policy and Parking Rates (Ratio, 2007)</u></a>	C89 <a href="#"><u>Clause 02, 11.03-1L and 18.02-4L</u></a>
<a href="#"><u>Tiuna Grove Heritage Assessment (Barrett, 2019)</u></a>	C173port <a href="#"><u>Clause 15.03-1L</u></a>
<a href="#"><u>The Shrine of Remembrance: Managing the significance of the Shrine (Message Consultants Australia, July 2013)</u></a>	C140 <a href="#"><u>Clause 15.01-1L and 15.01-2L</u></a>
<a href="#"><u>Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO, 1999)</u></a>	C78 <a href="#"><u>Clause 19.02-3L</u></a>
<a href="#"><u>Water Sensitive Urban Design – Engineering Procedures: Stormwater (Melbourne Water and CSIRO Publishing, 2005)</u></a>	C78 <a href="#"><u>Clause 19.02-3L</u></a>

## SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

### 1.0 Application of zones, overlays and provisions

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

- Mixed Use Zone to:
  - Former industrial areas on the periphery of major activity Centres to provide opportunities for new well located residential development at increased densities. [21.04-1]
  - Precincts identified in structure plans for Carlisle Street and Bay Street Major activity Centres [[21.06-1] , 21.06-4]
  - The Kings Way Mixed Use Corridor. [21.06-5]
  - Areas transitioning to residential in St Kilda. [21.06-6]
- Residential Growth Zone to sites in residential areas identified for Substantial Residential Growth and:
  - Sites that already have high density development at 4 or more storeys:
    - Department of Human Services sites (150 Inkerman Street, Park Towers and Dorcas Street Estate)
    - The block bound by High Street, Raleigh Street and Punt Road, Windsor.
- Areas where Design and Development Overlays allow 4 or more storeys:
  - Ormond Road (DDO16).
  - Beaconsfield Parade (between Fitzroy Street and Fraser Streets), St Kilda West (DDO6-10).
  - Beacon Cove Towers (DDO20).
  - The Port Melbourne High Rise Areas (block between Esplanade West, Esplanade East, south of Graham Street and north of Rouse Street and the block bound by Liardet Street, Danks Street, Foote Street and Lagoon Reserve) (DDO1). [21.04-1]
- General Residential Zone to sites in established suburbs identified for Incremental Residential Growth and:
  - Along Main/Collector roads which are already characterised by 2-3 storey medium density development (Inkerman Street, between Evelyn Street and Hotham Street and Alma Road, between St Kilda Road and Hotham Street and St Kilda Street, north of Ormond Road.).
  - Along Main/Collector roads which have existing DDOs allowing development at 3 or more storeys (Beaconsfield Parade, Port Melbourne (DDO5);
  - Acland Street, St Kilda (DDO6-5); Marine Parade, St Kilda (DDO6-9); and Marine Parade and Ormond Esplanade, Elwood (DDO7).
  - Selected heritage areas close to the St Kilda Activity Centre which are generally characterised by existing 3 storey development. [21.04-1]
- Neighbourhood Residential Zone to established residential areas identified for Limited or Minimal Residential Growth. [21.04-1]
- General Residential Zone and Neighbourhood Residential Zone to residential areas in the St Kilda Neighbourhood. [21.06-6]
- Industrial 3 Zone to the William Street Industrial area in the Carlisle Street Activity Centre. [21.06-1]
- Commercial 1 Zone to established retail and commercial areas where more intensive retail, commercial and residential development is anticipated including activity Centres, business precincts, and retail strips.

- Commercial 2 Zone to the Western and Eastern Business Precincts in the South Melbourne Central Activity Centre. [21.06-5]
- Special Use Zone to:
  - The St Kilda Triangle Site to facilitate renewal as a cultural, recreational and entertainment node. [21.04-5]
  - Key destinations within the foreshore. [21.06-6]
- Comprehensive Development Zone to:
  - Station Pier and Princes Pier. [21.06-4]
  - Major mixed use development sites in Fitzroy Street and Acland Street. [21.06-6]
- Capital City Zone - Schedule 1 to the Fishermans Bend Urban Renewal Area. [21.04-1], [21.04-3] [21.06-8]
- Environmental Significance Overlay to the Coroboree Tree in Albert Park Reserve, near St Kilda Junction . [21.06-6]
- Heritage Overlay and Environmental Significance Overlay to protect areas and features of special aboriginal cultural heritage significance. [21.05-1]
- Heritage Overlay to:
  - Ensure that the scale and heritage qualities of the traditional retail strips within activity centres are maintained, including Bay Street (south of Graham Street) and surrounding streets [21.06-4]. [21.04-2]
  - Protect all heritage places including buildings, trees, monuments and sites. [21.05-1]
- Design and Development Overlay to:
  - Areas of local and regional significance such as the foreshore, the Shrine of Remembrance environs, residential growth areas, and key activity centres to ensure that the design and built form of new development achieves strategic objectives for these areas. [21.05-2] [21.05-3]
  - Manage the design and built form of new higher density housing, in line with preferred character statements. [21.04-1]
  - Guide the intensity of new development within activity centres. [21.04-2]
  - Facilitate increased residential and commercial / office densities. [21.04-3]
  - Manage the scale and design of development on land within the setting and backdrop area of the Shrine of Remembrance. [21.05-1]
- Public Acquisition Overlay:
  - To facilitate the expansion of existing public open space areas [21.04-5] 21.06-2] [21.06-3] [21.06-5]
  - To sites identified in the Carlisle Street Activity Centre Structure Plan 2009, as being required for the future provision of public open space. [21.06-1]
- Environmental Audit Overlay to require environmental remediation of land, where necessary, before use or development for a sensitive use on:
  - Potentially contaminated land that may be used for a sensitive use. [21.04-1]
  - Former industrial sites that are now within residential and mixed use areas including the Fishermans Bend Urban Renewal Area. [21.06-8]. [21.04-4]
- Development Contributions Plan Overlay to the Port Melbourne Mixed Use Growth Area. [21.04-3]
- Infrastructure Contributions Overlay to the Fishermans Bend Urban Renewal Area. [21.06-8]
- Parking Overlay to the Fishermans Bend Urban Renewal Area. [21.06-8]

## SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK

- 1.0 **Further strategic work** [all recommendations from Planning Scheme Audit report 2018, except where indicated]
- Undertake an employment land strategy to identify the City's employment needs and trends.
  - Review land use options for the William Street industrial precinct in the medium term (5 plus years) in accordance with the Carlisle Street Activity Centre Structure Plan, 2009; including on-going industrial use; providing for a broader industrial / commercial business mix; or comprehensive renewal to a mixed residential / commercial precinct.—[21.06-1s6.1.26]
  - Undertake further strategic work to consider how to retain creative industries and urban manufacturers within the municipality, in partnership with the Inner Melbourne Action Plan Councils (IMAP).
  - Develop a new Activity Centres Strategy and Implementation Plan to inform detailed land use policy and structure plans.
  - Develop a future vision and strategic framework to guide the role and function of the St Kilda (Fitzroy/Acland Streets) and South Melbourne Central Activity Centres. [part 21.06-6KPC6]
  - Prepare a revised Housing Strategy to:
    - Take into consideration current factors and demand influencing housing provision
    - Update housing policy to account for the new residential zones and Fishermans Bend
    - Consider the review areas that were not addressed by Amendment C123
    - Continue to monitor and understand housing trends in the municipality.
  - Review Port Phillip's neighbourhood character policy to better articulate Council's preferred vision in key areas.
  - Undertake further strategic work in response to development opportunities for important tourist destinations such as Waterfront Place and the St Kilda Triangle.
  - Create a city-wide spatial plan to:
    - Better define the City's urban structure and character at both a city-wide and local level
    - Integrate spatial elements of key strategies such as the Integrated Transport Strategy and Public Spaces Strategy
    - Identify key features of the City's urban structure and character.
  - Prepare a municipal Aboriginal cultural heritage study/strategy.
  - Develop land use planning controls and adaptation strategies that address coastal inundation, beach erosion, storm surges and sea level rise. [NEW Foreshore Management Plan 2012, Principle 4 & Audit Report].
  - Develop a whole-of-catchment approach to flood prevention, including exploring the use of planning mechanisms to deliver appropriate built form outcomes and infrastructure upgrades.
  - Investigate ways to increase impervious surfaces in new development and facilitate onsite stormwater detention to become a more water sensitive City.
  - Apply the Environmental Significance Overlay to sites of biological significance to raise their profile and minimise the loss of significant vegetation.
  - Review public open space policy, planning controls and contributions following completion of Council's Public Space Strategy.
  - Develop a licensed premises local planning policy to guide the appropriate location and design of licensed premises to ensure they make a positive contribution commensurate to the role of each activity centre and to effectively manage amenity impacts.
  - Develop social impact assessment guidelines to set out processes, acceptable scope and methodology and to clarify the types of development where it's required.