

The background of the cover is a high-contrast, black and white photograph of a modern building's facade, featuring sharp, angular lines and deep shadows. A horizontal bar with seven colored segments (green, purple, yellow, blue, teal, orange, and grey) is positioned above the title.

# **Abbottsford Street, North Melbourne: Town Planning Report**

In support of Draft Amendment C306 to  
Melbourne Planning Scheme

Prepared By David Lock Associates  
On behalf of the Department of Health and Human Services  
August 2017





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## 1.0 Introduction

This report has been prepared by David Lock Associates on behalf of the Department of Health and Human Services (DHHS) in relation to the renewal of their property located on Abbotsford Street, North Melbourne (the Site). See Figure 1 for site location.

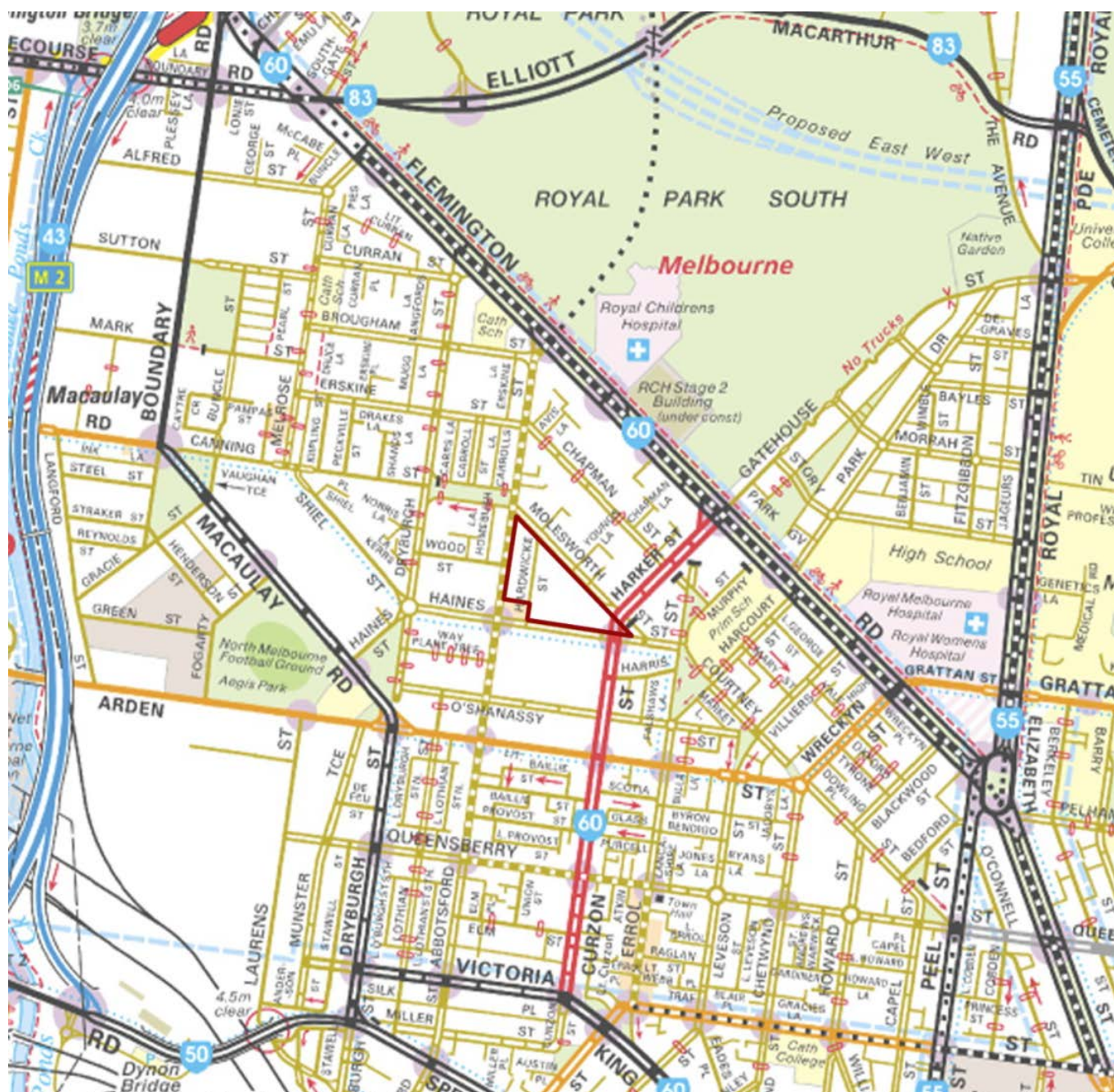


Figure 1: Site location

This report supports the proposed amendment to the Melbourne Planning Scheme to facilitate and guide the redevelopment of the site. The Amendment proposes the following changes to the planning scheme with regard to the Site:

- Updates to Clauses 21.04 and 21.06 of the Local Planning Policy Framework;
- Rezone all land to Mixed Use Zone (MUZ);
- Apply a Development Plan Overlay (DPO);
- Apply a Parking Overlay (PO); and
- Add the Minister for Planning as responsible authority.

The report describes the existing planning and physical context of the site and provides a strategic justification for the proposed amendment.

This report should be read in conjunction with:

- Design Framework, Prepared by Grimshaw Architects, dated August 2017;
- Site Renewal Traffic and Transport Assessment, prepared by Beveridge Williams, dated August 2017; and
- Arboricultural Assessment, prepared by Galbraith & Associates, dated 31 January 2017.

## 2.0 Background

The Department of Health and Human Services (DHHS) develops and delivers policies, programs and services that support and enhance the health and wellbeing of all Victorians. One of the key services of DHHS is the provision of public housing in Victoria. The Director of Housing is the registered proprietor of all public housing properties and is responsible for developing and managing these properties.

The demand for public housing has grown significantly in recent years, with the largest increase being for high needs single persons. The current housing supply, however, does not match the increasing demand for smaller (one and two bedroom) dwellings. This mismatch is contributing to the underutilisation of stock. This issue is expected to continue as the population grows and household composition changes.

Ongoing replacement and renewal of public housing stock is critical, particularly as the existing stock has an average age of 35 years and that 60% of public housing stock is over 30 years old.<sup>1</sup>

The Victorian Government has announced the Homes for Victorians \$2.6 billion program of investment into social housing and reducing homelessness, creating safe, accessible, affordable and suitable housing so that all Victorians feel supported by and part of the community is a key priority of the Government.

The social housing and homelessness initiatives are being delivered in the context of significant human services reform in Victoria. A key aspect of the reform agenda is the Victorian Government's response to the recent Royal Commission into Family Violence. The suite of initiatives and investments include:

- \$185 million Public Housing Renewal Program (PHRP) will redevelop nine public housing estates to increase social housing by at least 10% and deliver properties that better suit the needs of tenants. Stage one of the redevelopment includes 1,100 properties across nine suburbs in Brunswick, North Melbourne, Heidelberg West, Clifton Hill, Brighton, Prahran, Hawthorn, Northcote and Ascot Vale;
- \$152 million program to shelter more people experiencing family violence;
- Vacant parcels of land have been identified to increase the number of social housing properties on land currently owned by the Director of Housing. This program is expected to deliver over 400 homes;
- \$1 billion Social Housing Growth Fund, a collaboration between government, the private and philanthropic sectors, will provide dedicated assistance to community housing associations to help support up to 2,200 households;
- \$100 million in low-cost loans will be made available to registered housing associations;
- \$9.8 million of new funding to immediately rapidly rehouse 40 vulnerable rough sleepers in inner Melbourne and provide them with targeted supports to maintain their housing; and
- The delivery of over 900 dwellings in Preston and the redevelopment of the walk up units at Flemington.

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<sup>1</sup> 'Managing Victoria's Public Housing' (Victorian Auditor-General's Office; June 2017; p. 14).

## 2.1 Independent review and consideration of the planning proposal

Homes for Victorians identifies the need to streamline social housing redevelopments with a first implementation priority being the redevelopment of public housing estates. The Minister for Housing requested that the Minister for Planning establish an dedicated process to introduce new planning controls for the redevelopment of the PHRP and Flemington renewal sites.

The Minister for Planning established the Social Housing Renewal Standing Advisory Committee (the Advisory Committee) on 19 March 2017 under Section 151 of the Planning and Environment Act 1987 to advise on the suitability of planning proposals prepared by DHHS to facilitate new social housing outcomes. The independent Advisory Committee is made up of a Chair, Deputy Chair and Members who are experts in strategic and statutory land use planning, urban design, property economics, development feasibility and transport planning.

The Terms of Reference for the Advisory Committee are available at [www.planning.vic.gov.au/shrp](http://www.planning.vic.gov.au/shrp)

The Advisory Committee process includes a four week public exhibition period of the DHHS planning proposals that will provide all interested stakeholders the opportunity to present their views in the form of a written submission. Public hearings will also be held by the Advisory Committee at the conclusion of the exhibition period and will allow submitters to speak in support of their submission. Public hearings are open to all submitters and interested members of the public to attend.

The Advisory Committee must consider:

- All relevant submissions made to the Advisory Committee during the four week exhibition period;
- How the planning proposals meet the objectives of Homes for Victorians, Plan Melbourne 2017 and the Planning and Environment Act 1987;
- Whether the Minister for Planning should act as the responsible authority for the development of the renewal sites and if this would expedite future planning approvals; and
- Whether the proposed changes to the planning scheme or any planning permits should be approved, subject to any recommended changes.

It is not the role of the Advisory Committee to consider the increasing demand for specific types of social housing dwellings, the proposed delivery model and the use of public land for the project, the dwelling yields required to achieve a 10% increase in social housing or the appropriateness of community housing providers to administer the provision of social housing.

The Advisory Committee will provide a report for each planning proposal for the Minister for Planning outlining the assessment of the relevant matters, advice and recommendations. This report must be submitted to the Minister no later than 20 days after the completion of the public hearings.

Upon receiving the Advisory Committee report, the Minister for Planning will make a decision on the future planning provisions for the renewal sites.

## 2.2 Abbotsford Street, North Melbourne Renewal

The renewal at the Abbotsford Street, North Melbourne (the Site) is part of the \$185 million Public Housing Renewal Program. This Site is particularly suitable due to its proximity to activity centres, health, transport, work opportunities and support services. The project will involve demolition of 15 walk-ups located between Abbotsford Street, Haines Street and Molesworth Street that were built in the 1950s.

New buildings will then be built across the site, which will consist of both social and private dwellings. The Design Framework prepared in support of this amendment (Grimshaw Architects, dated July 2017) determined that approximately 330 additional dwellings could be provided on the site. The Victorian Government is also proposing to allocate land to allow for future education provision as part of the renewal of Abbotsford Street, North Melbourne. The specific use of the land for educational purposes will be part of the community consultation for the broader project. There will also be opportunities for non-residential uses at suitable locations such as retail and community.

The following Design Principles have been developed to guide redevelopment of the Site and the nine sites within the PHRP:

- To maximise the social, economic and environmental ‘return’ of public land assets and ensure the economic viability of the project.
- To deliver a sustainable and high quality development that contributes to the longevity of housing stock and reducing the cost of living.
- To create safe buildings and spaces throughout the site.
- To respond to the features of the site, such as context, aspect, topography, significant vegetation.
- To integrate with the surrounding area by responding to existing or preferred neighbourhood character, enhancing the public realm and existing networks and delivering ‘good neighbour’ outcomes.
- To balance issues of equity in the successful delivery of private and social housing that is ‘tenure blind’.
- To provide retail, commercial or community uses to meet an identified local need or stimulate local activity and participation.
- To prioritise pedestrian and bicycle access within the site.
- To establish legible access and address points for the site, buildings and spaces, including defining private, communal and public spaces.
- To foster social connections between residents and the wider community.
- To provide high levels of residential amenity and liveability.
- To provide landscaping and communal open space that is resilient and enhances the sense of place, sustainability and liveability of the site and local area.
- To deliver buildings and spaces that are accessible and practical for people of all abilities and readily adaptable to respond to the future needs of residents.

DHHS undertook two phases of community engagement prior to the formal Standing Advisory Committee process:

- Phase One sought to inform the resident community about the project including priorities for the renewal of the public housing estates and to begin a conversation with estate residents about future changes; and
- Phase Two provided the opportunity for people who were consulted in Phase One, as well as surrounding residents and key stakeholders, to provide feedback on a draft ‘sketch plan’ for the proposed renewal of the estates.



## 2.3 Independent review and consideration of the planning proposal

Homes for Victorians identifies the need to 'Fast track social housing redevelopments' with a first implementation priority being the redevelopment of public housing estates. The Minister for Housing requested that the Minister for Planning establish a dedicated process to introduce new planning controls for the redevelopment of the 9 public housing sites.

The Minister for Planning established the Social Housing Renewal Standing Advisory Committee (Advisory Committee) on 19 March 2017 under Section 151 of the Planning and Environment Act 1987 to advise on the suitability of planning proposals prepared by DHHS to facilitate the renewal of public housing estates and increase the supply of social housing. The independent Advisory Committee is made up of a Chair, Deputy Chair and Members who are experts in strategic and statutory land use planning, urban design, property economics, development feasibility and transport planning.

The Terms of Reference for the Advisory Committee are available at [www.planning.vic.gov.au/shrp](http://www.planning.vic.gov.au/shrp). The Advisory Committee process includes a four week public exhibition period of the DHHS proposal that will provide all interested stakeholders the opportunity to present their views of the proposals in the form of a written submission. Public hearings will also be held by the Advisory Committee at the conclusion of the exhibition period and will allow submitters to speak in support of their submission. Public hearings are open to all submitters and interested members of the public to attend.

The Advisory Committee must consider:

- All relevant submissions made to the Advisory Committee during the four week exhibition period.
- How the proposal meets the objectives of Homes for Victorians, Plan Melbourne 2017 and the Planning and Environment Act 1987.
- Whether the Minister for Planning should act as the Responsible Authority for the development of the sites and if this would expedite future planning approvals.
- Whether the proposed changes to the planning scheme or any planning permits should be approved, subject to any recommended changes.

It is not the role of the Advisory Committee to consider the increasing demand for specific types of social housing dwellings, the proposed delivery model and the use of public land for the project, the dwelling yields required to achieve a 10 per cent increase in social housing or the appropriateness of community housing providers to administer the provision of social housing.

The Advisory Committee will provide a report for each proposal for the Minister for Planning outlining the assessment of the relevant matters, advice and recommendations. This report must be submitted to the Minister no later than 20 days after the completion of the public hearings.

Upon receiving the Social Housing Renewal Standing Advisory Committee report, the Minister for Planning will make a decision on the future planning provisions for the site.

## 3.0 The Site and its Context

### 3.1 The Site

The Site is located in Melbourne's inner north, approximately 1.4 kilometres from the CBD. The Site is included within the City of Melbourne. Details of the site are shown at Figure 2.

The Site is triangular in shape and has an area of approximately 1.9 hectares. The topography is sloping generally from north to south. The Site has frontages to the following main roads:

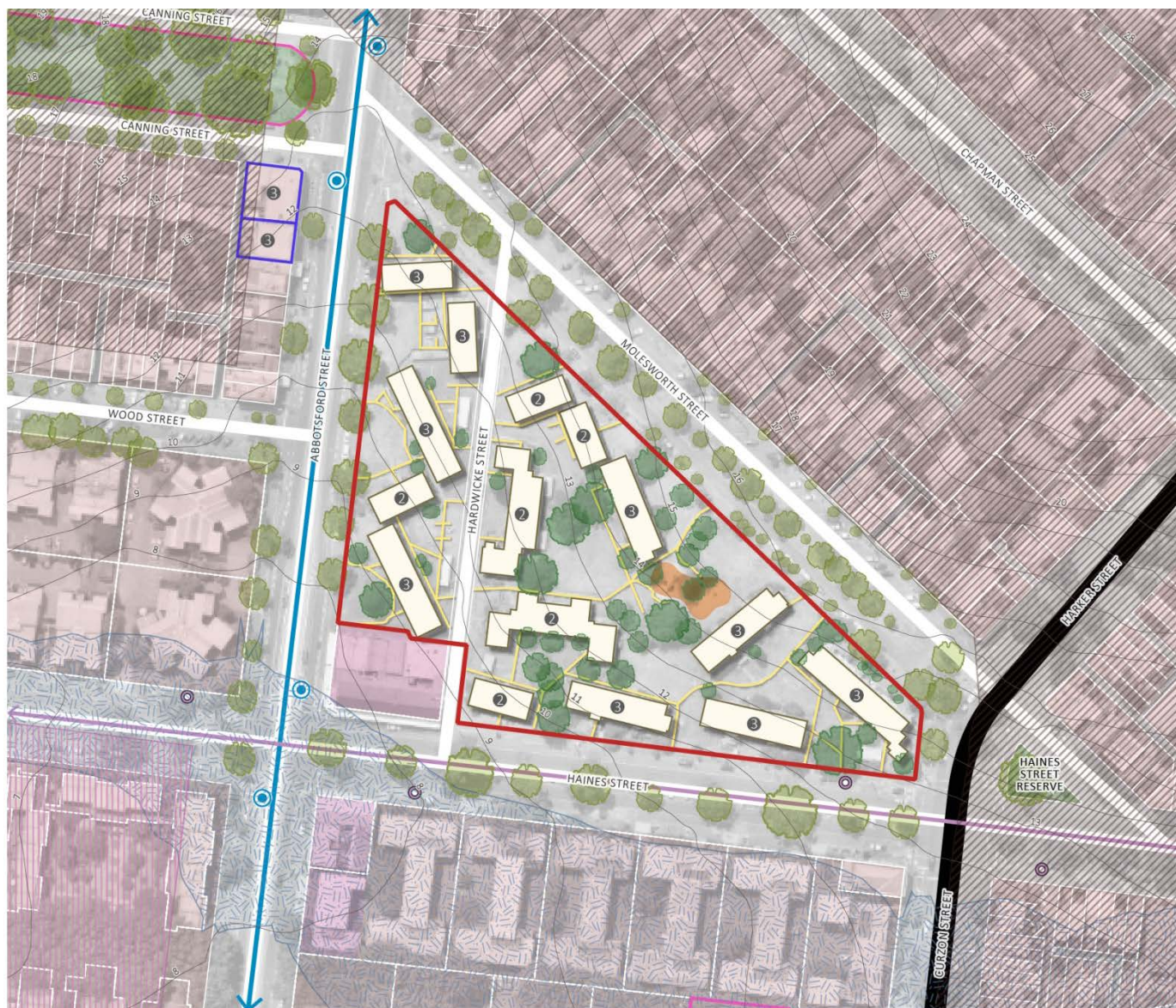
- Approximately 175 metres to Abbotsford Road;
- Approximately 200 metres to Haines Street; and
- Approximately 270 metres to Molesworth Street.

The Site is surrounded by existing residential hinterland of varying scale and character. The interface to Haines and Abbotsford Streets consists of 3-4 storey walk-ups with a mix of private and public ownership. The interface to Molesworth Street consists of low-scale, fine grain residential properties within a heritage overlay. Each of the surrounding streets has well established trees within the public realm.

The Site currently contains 15 walk-ups (buildings generally up to three stories in height with no lift). The walk-ups have on-street parking along Hardwicke Street and numerous scattered native and exotic trees and open space separating the built form.

The Site has the following direct abutments:

- To the north are low-scale fine grain residential terraces fronting onto Molesworth Street affected by a Heritage Overlay;
- To the south is 3-4 storey walk-ups fronting onto Haines Street; and
- To the west is Abbotsford Street which includes a tram service and tram stop. On the west side of Abbotsford Street is 3-4 storey walk-ups to Wood Street followed by 2-3 storey fine grain terraces and town houses.



#### LEGEND

STUDY AREA	PLAYGROUND	EXISTING TREES (EXTERNAL TO SITE)
EXISTING RESIDENTIAL AREA (1-2 STOREYS)	ARTERIAL ROAD	TOPOGRAPHY (m)
COMMERCIAL	INTERNAL PEDESTRIAN PATHWAY	HERITAGE OVERLAY
OTHER DHHS PROPERTIES	EXISTING WALK-UP FLATS (HEIGHT IN STOREYS)	ENVIRONMENTAL SIGNIFICANCE OVERLAY
TRAM LINE AND STOP	RECENT DEVELOPMENT (HEIGHT IN STOREYS)	SPECIAL BUILDING OVERLAY
BUS ROUTE AND STOP	EXISTING TREES ON-SITE	

Figure 2: The Site





*Figure 3 – Low-scale residential along Molesworth Avenue – northern interface*



*Figure 4 – View looking west along Molesworth Street*





Figure 5 – View looking west along Haines Street



Figure 6 – 3-4 storey walk-ups along Haines Street – southern interface





Figure 7 – View looking north along Abbotsford Street



Figure 8 – 2-3 storey terraces and infill development along Abbotsford Street – western interface

## 3.2 Site Context

The Site is located within an inner residential suburb located approximately 1.4 km from the CBD generally characterised on its northern, western and southern interfaces has medium to low-scale residential character. The context of the site is shown at Figure 9.

The Site benefits from proximity to a range of services and amenities, including:

- Tram Route 19 (along Abbottsford Street abutting to the south east);
- Bus route 402 (along Haines Street abutting to the south);
- North Melbourne Metro Station approximately 1 km south;
- McCauley Station approximately 1 km west;
- Union Road Activity Centre approximately 100 metres north west;
- Royal Children's Hospital approximately 400 metres north;
- Royal Melbourne Hospital approximately 800 metres east;
- North Melbourne Recreation Centre approximately 350 metres west;
- City North Urban Renewal Area approximately 1km east; and
- Arden Macaulay Urban Renewal Area approximately 250 metres west.

North Melbourne generally experiences modest urban intensification, as it is expected to retain its local community and liveability. There should be a clear distinction in scale from the Central City and adjacent urban renewal areas to North Melbourne.





Figure 9: Site Context



## 4.0 Existing Planning Controls

The Site is located within the General Residential Zone – Schedule 1 (General Residential Areas) (GRZ1), pursuant to Clause 32.08 of the Melbourne Planning Scheme. The purpose of the GRZ is:

- “To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.”

The Site is affected by Design and Development Overlay 66 ‘Hospital Emergency Medical Services Helicopter Flight Path Protection (Outer Area)’. The Design objectives of DDO66 are as follows:

- “To ensure that the height of new buildings and works do not encroach on the flight path areas associated with Hospital helicopter landing sites.
- To ensure that the height of new development avoids creating a hazard to aircraft using Hospital helicopter landing sites.
- To facilitate safe emergency medical service helicopter operations.”

DDO66 triggers permit requirements for any built form above 77.3 metres.

Zoning and Overlay Plans have been provided at Figures 10 and 11.

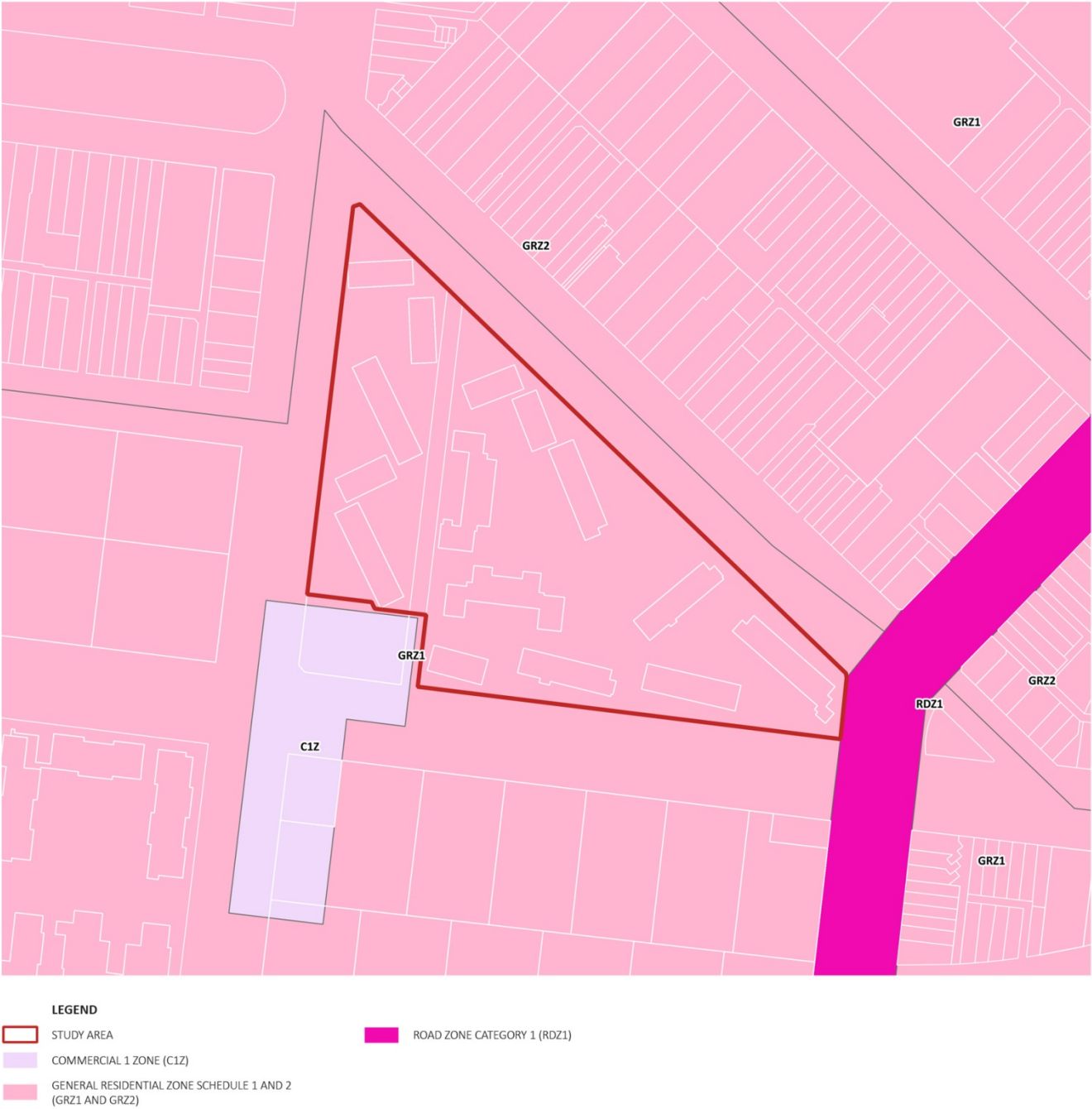


Figure 10: Existing Zoning



Figure 11: Existing Overlays

## 5.0 Strategic Planning Policy

State level policies that support the redevelopment of the Site are as follows:

- Clause 9 Plan Melbourne facilitates provisions for adequate employment, housing and transport through strategic vision employed by the Victorian Government.
  - *Direction 2.2 of Plan Melbourne 2017-2050 seeks to make better use of underutilised land that is close to jobs, services and public transport infrastructure. At the local level, Plan Melbourne 2017-2050 seeks to enable people to live within 20 minute neighbourhoods by providing residents access to a wide ranges of goods and services.*
  - *Direction 2.3 of Plan Melbourne 2017-2050 seeks to increase the supply of social and affordable housing. Policy 2.3.1 seeks to utilise government land to deliver additional social housing. Policy 2.3.2 supports a streamlined decision-making process for social housing proposals, to facilitate faster delivery of social housing projects.*
- Clause 11 Settlement requires that planning contributes to ‘diversity of choice’, ‘a high standard of urban design and amenity’ and ‘accessibility’. It encourages opportunities for consolidation, redevelopment and intensification. The strategies within the policy seek a diversity of housing types at higher densities close to jobs and services.
- Clause 15 Built Environment and Heritage seeks to create safe, functional, good quality urban environments, It provides urban design principles for development which includes context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, architectural design and landscape architecture.
- Clause 16 Housing supports increasing development density whilst providing for housing diversity, access to services and planned long term sustainability. Higher density development is encouraged in locations in and around activity centres, close to public transport and employment opportunities.
- Clause 17 Economic Development seeks to provide a strong and innovative economy. Planning is to contribute to the economic well-being of communities and the State by supporting and fostering growth and development through providing land, facilitating decisions and encouraging development that meets the needs of the community.
- Clause 18 Transport relates to an integrated and sustainable transport system that provides universal access to social and economic opportunities and the coordination of reliable movement of people.

These State policy directions are implemented further at the local level. The Municipal Strategic Statement (MSS) sets out the land use and development strategies for the municipality. Clause 21.01 Municipal Profile states that the residential population of 53,300 in 2001 has grown by 85 percent to 98,200 in 2011, which could reach 177,000 people by 2030.

The key local planning policies of relevance are:

- Clause 21.02 Vision identifies, “the important role the city plays in providing housing to accommodate significant population growth and the challenge to achieve a diversity of housing choices, housing affordability and a good standard of building design and amenity”.
- Clause 21.04 Settlement, seeks to promote areas of growth whilst protecting areas of stability. In particular, Clause 21.04-1.5 states that the stable residential areas are, “valued for their existing character and the important contribution this makes to the city. In these areas limited change such as in-fill development and alterations and additions, will continue to occur so that new land use or development fits in with the existing valued character.”
- Clause 21.06 Built Environment, ensures new development does not visually intrude in adjoining heritage precincts and streetscapes.



- Clause 21.07 Housing seeks to support the provision of well-designed and managed affordable housing, social housing, crisis accommodation and rooming houses.
- Clause 22.02 Sunlight to Public Spaces states that “development should not unreasonable reduce the amenity of public spaces by casting additional shadows on any public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, open spaces.....between 11:00am and 2:00pm on 22 September.”
- Clause 22.17 Urban Design outside the Capital City Zone includes the following objectives that are relevant to this amendment:
  - *“To ensure that the scale, siting, massing and bulk of development complements the scale, siting, massing and bulk of nearby built form.*
  - *To ensure that the height of buildings relates to the prevailing patterns of height and scale of existing development in the surrounding area.*
  - *To reduce unacceptable bulk in new development.*
  - *To ensure that buildings on prominent sites are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility.*
  - *To ensure that building design including the use of materials and activities at the ground floor frontages of buildings creates and improves pedestrian interest and engagement.*
  - *To ensure that development includes architecturally integrated building tops.*
  - *To ensure that development uses design and detail to ensure all visible facades (including the rear and sides of buildings) provide a rich and positive contribution to the public realm.*
  - *To ensure that development avoids ambiguity and conflict in the design of fronts and backs of buildings.*
  - *To ensure that development contributes to a pedestrian and vehicular network which ensures pedestrian movement and amenity is a priority and strengthens networks of pedestrian pathways through an area.*
  - *To ensure that development maintains and enhances traditional street patterns of projecting cornices, and allows projecting balconies and canopies where they follow an existing pattern and/ or contribute positively to the public realm.”*

The Site has clear potential for intensified development and to positively contribute to urban consolidation in a location with high accessibility to transport, services and employment activities. Provision of a both social housing and private dwellings across the site will also increase the diversity of housing in this location and allow for better integration of social housing within the community. In concise terms the site:

- Has a large 1.4 ha area with streets at all of its interfaces, allowing it to accommodate the proposed built form and manage potential off-site amenity impacts;
- Benefits from extensive frontage to Abbotsford Street, which is a key tram route through the area;
- Contains 17 three storey walk-up unit blocks with no heritage value;

- Is located 600m from Errol Street and Victoria Street Shopping Strips, and has easy access to the Melbourne CBD, located 1.5km away;
- Is located in close proximity to the North Melbourne Metro Station and McCauley Station;
- Is nearby to Royal Park of which the capital city bicycle route extends through; and
- Is located in an area sandwiched between two urban renewal precincts, Arden Macaulay and City North Urban Renewal Precincts.

In conclusion, there is strong policy support for the proposed redevelopment of the Site for more intensive development.

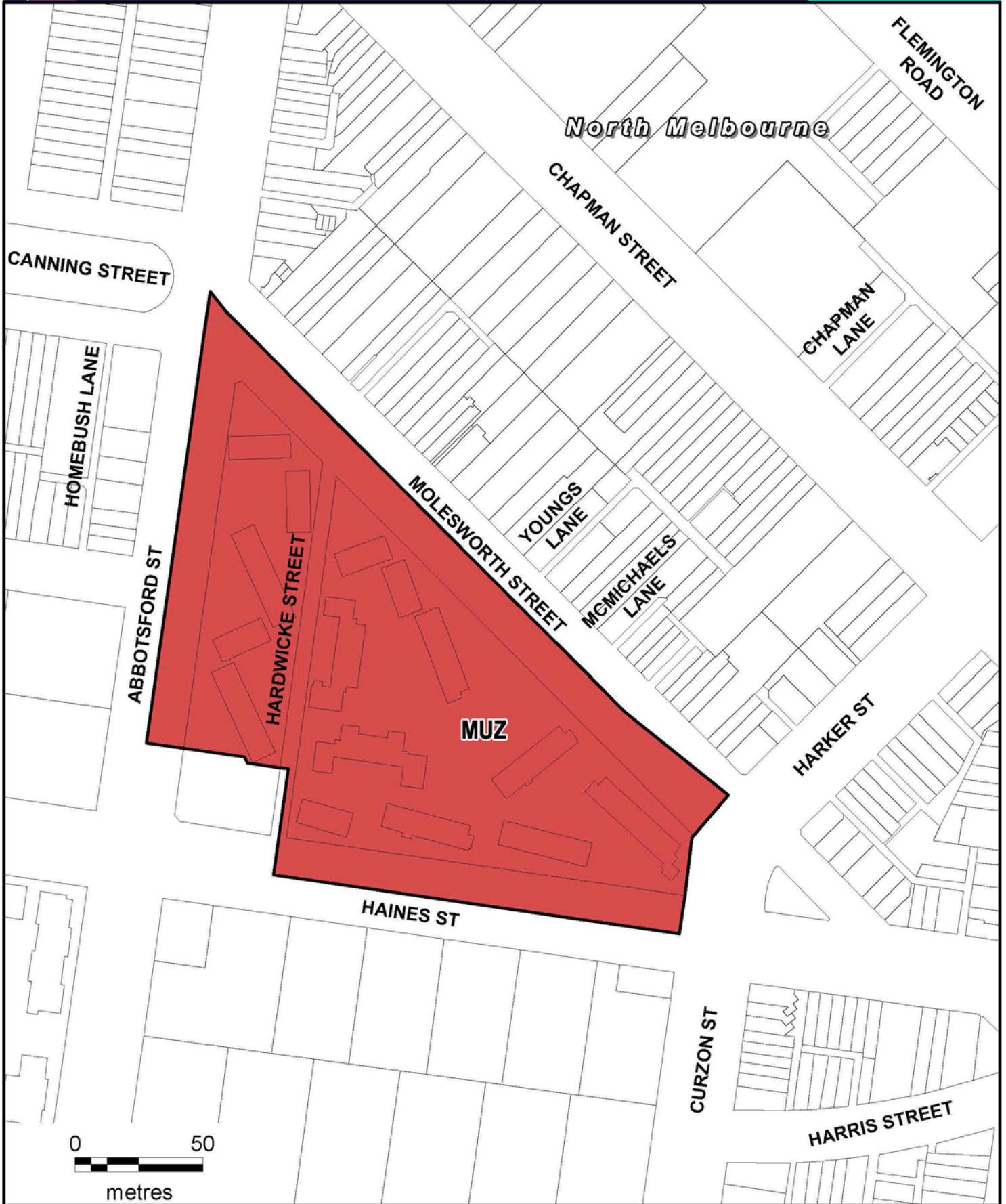
## 6.0 The Proposed Amendment

To enable the redevelopment of the Site to substantially increase housing density in the form of social and private housing, a number of land use and design control changes are required to the Melbourne Planning Scheme. In particular, the existing General Residential Zone limits the potential for increased building heights and a diversity of land uses in this suitable location. In particular, a mandatory maximum building height of 11m and 3 storeys is specified in Clause 32.08-9. The amendment seeks to apply the following planning controls to optimise development and achieve balance amongst the redevelopment considerations in the Site:

- Update Clauses 21.04 and 21.06 of the Local Planning Policy Framework to reflect the proposed increase in housing density in the form of social and private housing;
- Rezone the Site from General Residential Zone – Schedule 1 (General Residential Areas) (GRZ1) to Mixed Use Zone – Schedule 2 (Abbotsford Street, North Melbourne renewal) (MUZ2) to achieve built form and land use outcome (see Figure 12);
- Apply a Development Plan Overlay (DPO) – Schedule 11 (Abbotsford Street, North Melbourne);
- Apply a Parking Overlay (PO) – Schedule 12 (Residential Development in Specific Inner City Areas); and
- Add the Minister for Planning as responsible authority over the Site in the Schedule to Clause 61.01.

The proposed zoning and overlay changes are shown at Appendix 1.

Other existing zones and overlays applying to the study area are proposed to remain.



## LEGEND

**MUZ** Mixed Use Zone

Part of Planning Scheme Map 5

## AMENDMENT C306





## 6.1 Analysis of Planning Controls

### Zoning

The purpose of the Mixed Use Zone (MUZ) is:

- “To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.”

The application of the MUZ on this site is considered to be appropriate as it will facilitate the preferred housing density and resultant built environment. The MUZ will also enable the provision of a broader range of land uses, such as retail, commercial, education and community facilities, to provide for the needs of the local community. The use of this zone aligns with Planning Practice Note 78, which states that:

“The Mixed Use Zone enables new housing and jobs growth in mixed use areas. The zone provides for a range of residential, commercial, industrial and other uses and provides for housing at higher densities that responds to the neighbourhood character.

The zone is flexible because there is no default building height limit and planning authorities can specify different objectives, decision guidelines and building and design requirements to suit a range of strategic outcomes as outlined in Planning Practice Note 78. The Mixed Use Zone may be appropriate for areas:

- Planned for more intense and diverse residential development on sites well located in relation to activity centres, employment and public transport.
- Brownfield or urban renewal sites.
- Planned for apartment style development.”

### Development Plan Overlay

A Development Plan Overlay (DPO) is proposed over the Site. A DPO is a planning tool that outlines the matters that must be considered when preparing the development plan itself. For example, the proposed DPO for the Site lists a number of additional plans and documents that must be prepared, such as an Integrated Transport and Traffic Management Plan, and provides details about heights of buildings, setbacks and defined precincts. The development plan is a master plan for the site that will respond to the requirements in the DPO and will be prepared at a later stage by DHHS and other partners.

The purpose of the DPO is:

- “To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if it generally in accordance with a development plan.”

In accordance with the DPO, the preparation and approval of a development plan would be required prior to a planning permit application being made. The application of the DPO is considered to be the appropriate planning tool as it will provide certainty to government agencies, Council and the local community about the future development outcomes on the land. It does not define the development outcome for the site, however, as this will be provided at a later stage with the preparation of the development plan.

By providing certainty for the how the future of the land could be developed, the DPO removes the ability for third parties such as the community to be consulted on the development plan itself when it is prepared by the land owner. This approach is considered warranted as the consultation has been undertaken as part of the preparation and approval of the DPO. It is noted that should the development plan, or subsequent planning applications, not comply with the requirements of the DPO, the exemptions from third party notice and appeal do not apply. The planning process associated with the application of a DPO is described at Figure 13 below.

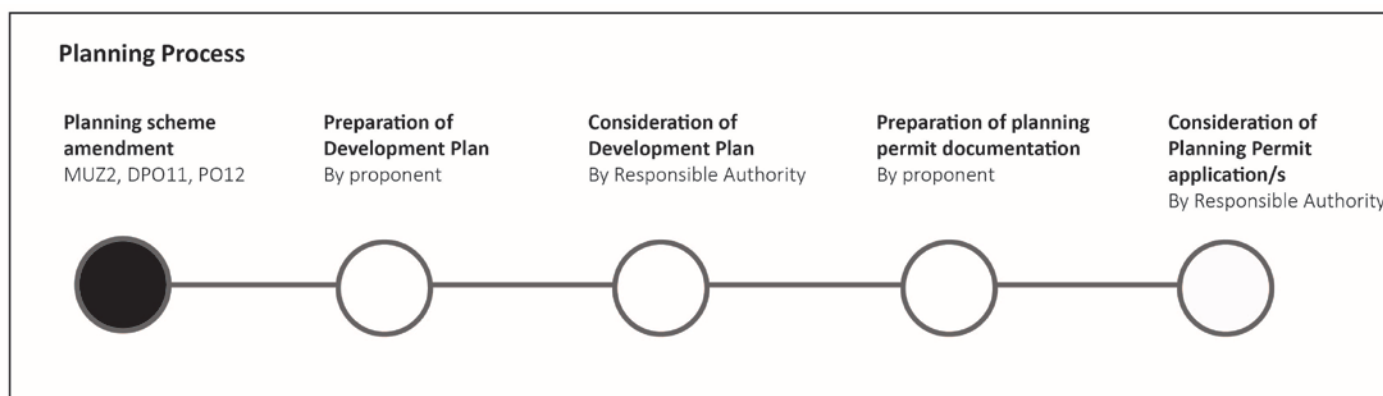
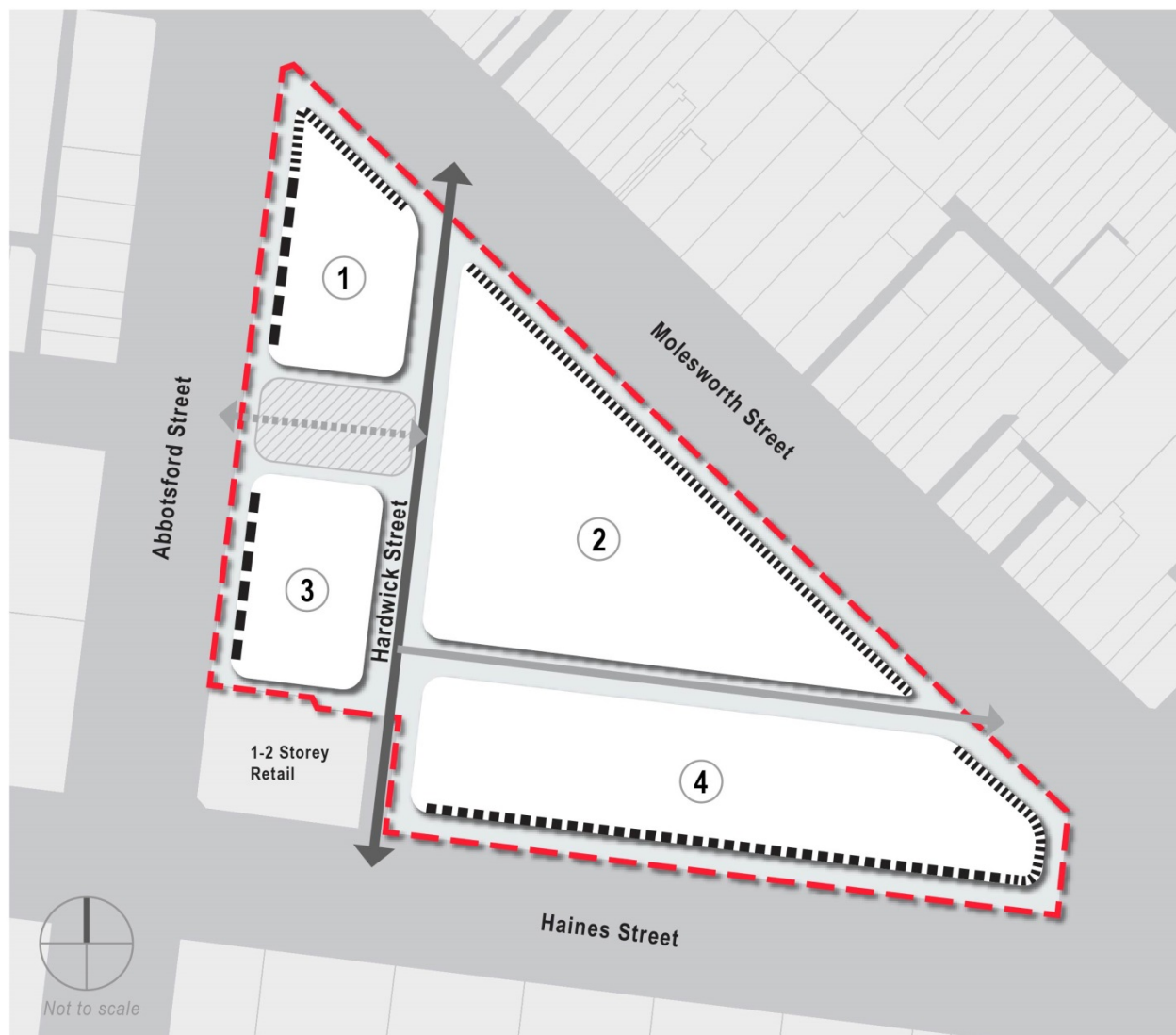


Figure 13 – Proposed Planning Process

A DPO exempts a planning permit application from the standard third party notice and review requirements, if it is generally in accordance with an approved development plan. Planning Practice Note 23 – Applying the Incorporated Plan and Development Plan Overlays states that, “responsible authorities should not use non-statutory consultation practices to assist in deciding planning applications. Where notice is being served without a basis in the planning scheme or Planning and Environment Act 1987, it is possible that defects in the notice process can be judicially reviewed in the Supreme Court”. Given that formal consultation is not available under the proposed provisions and the use of informal consultation is actively discouraged, the community consultation process which is being carried out as part of the Standing Advisory Committee process represents the opportunity for the community to actively participate in, and to share its views on, the proposed planning scheme amendment as well as the future opportunities for the use and development of the land. A site-specific Schedule 11 to the DPO (DPO11) has been prepared for the Site. It specifies objectives to be achieved in the redevelopment of the site (based on the Design Principles outlined in Section 2) and includes a Development Concept Plan with which the required development plan must be generally in accordance (provided at Figure 14).



#### LEGEND



Site

⑥

Precincts



Potential through block connection



Internal lane



Service lane



Pedestrian connection

Interface Treatment A

Interface Treatment B

Interface Treatment C

Figure 14: Development Concept Plan

Proposed DPO11 specifies design responses to be provided for in the development plans relating to:

- Land use;
- Built form;
- Landscape and open space; and
- Circulation.

The proposed DPO11 also outlines the detailed analysis and plans required to support and inform the development plan:

- Site Context Analysis;
- Preliminary architectural plans;
- Integrated Transport and Traffic Management Plan;
- Arboricultural Assessment Report;
- Landscape and Open Space Plan;
- Ecologically Sustainable Development Plan;
- Services and Infrastructure Plan;
- Environmental Site Assessment; and
- Staging Plan (if applicable).

The responsible authority (the Minister for Planning or Council) would be responsible for approving both the development plan and any subsequent planning permit applications. Once applied, a DPO exempts a planning permit application from the standard third party notice and review requirements if it is generally in accordance with an approved development plan.

## Parking Overlay

Statutory car parking requirements for the subject site are set out in Clause 52.06 of the Melbourne Planning Scheme which identifies minimum car parking requirements of 1 space to each 1 and 2 bedroom dwelling and 2 spaces to each 3 bedroom dwelling. Notwithstanding this the boundary to Schedule 12 of Clause 45.09 is located approximately 250m south of the site and identifies a maximum car parking rate of 1 space per dwelling. Additionally, a review of ABS car ownership data indicates that a significant proportion of dwellings in North Melbourne in 4 or more storey developments do not own a vehicle.

Reduced private vehicle ownership is supported by the subject sites high level of access to alternate transport means including an accessible tram stop along the western boundary, a bus route along the southern boundary, multiple tram routes available on Flemington Road and dedicated on-road bike lanes along the site frontages. Additionally the future Arden railway station proposed as part of the Melbourne Metro Rail Project is located approximately 650m to the south west of the site. The subject site also experiences a high level of amenity through the nearby location of several supermarkets, schools, medical services and general commercial/retail uses.

Given the high level of site amenity, multiple alternate transport services being available within a short walk distance and data illustrating a high proportion of dwellings not owning vehicles within North Melbourne it is considered appropriate to apply the maximum car parking rate contained with Schedule 12 of Clause 45.09 to the subject site.

The Parking Overlay (PO) is considered to be the appropriate planning tool to facilitate an appropriate provision of car parking spaces for residential uses within the site. The purpose of the PO is:

- “To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To facilitate an appropriate provision of car parking spaces in an area.
- To identify areas and uses where local car parking rates apply.
- To identify areas where financial contributions are to be made for the provision of shared car parking.”

## Responsible Authority

There is growing pressure on Government to increase public housing stock and reduce wait times, and as such DHHS is committed to the renewal of existing sites to deliver an increase in housing in the short term.

An impediment to the supply of new or replacement stock is the planning system where either decision making is taking too long or there are excessive or unnecessary obstacles to growing social housing. Currently, applications made by the Director of Housing to build and replace public housing are not exempt from any of the requirements in the Victoria Planning Provisions.

In order facilitate the program, the Minister for Housing has requested the Minister for Planning to establish an expedited process to introduce new planning controls for the redevelopment sites by way of an advisory committee process.

This therefore means that Council would no longer be responsible for making planning decisions for the precinct. All future planning permit applications or the approval of a development plan would be submitted to the Minister for Planning for consideration and approval.

This proposal has been made so that the public housing projects, such as the Abbotsford Street, North Melbourne renewal, are delivered through a streamlined process with consistent decision making. It is anticipated that DHHS will request that the Minister for Planning become the responsible authority for all sites in the Public Housing Renewal Program. This approach will also allow for the opportunity for uniform requirements to be imposed by the responsible authority across the other DHHS redevelopment sites.

As noted previously, a DPO exempts a planning permit application from the standard third party notice and review requirements, if it is generally in accordance with an approved development plan. Should the Minister for Planning, therefore, become the responsible authority and implement the proposed planning controls, including the DPO, the Minister for Planning would not be required to carry out community consultation pursuant to these new controls.



## 7.0 Key Planning Considerations

### 7.1 Land use and built form

#### Land Use

Redevelopment of the Site has been planned around four ‘precincts’ (as shown on the Development Concept Plan at Figure 13 on page 23). These precincts are derived on the land between Abbotsford Street, Molesworth Street and Haines Street. The site does not include the 1-2 storey retail on the corner of Abbotsford Street and Haines Street.

The Site is intended to continue as a primarily residential urban renewal site, with apartments being the dominant dwelling type. It is likely that townhouses will be developed fronting parts of Molesworth Street. The Victorian Government is proposing to allocate land to allow for future school provision as part of the renewal of Abbotsford Street, North Melbourne. The Victorian School Building Authority will acquire 5,500m<sup>2</sup> of land on the site. The exact nature of the facilities will be informed by consultation with the community and educators.

To create greater permeability and legibility through the triangular site, it is proposed to extend Wood Street through part of the site, as part pedestrian/ vehicular.

The proposed DPO11 provides for the establishment of non-residential uses fronting both Abbotsford Street, such as retail and commercial, to meet the needs of the local community and to stimulate activity and life on the streets. Non-residential uses will be facilitated by building design in Precincts 1 and 3 including a minimum 4m floor to floor height at ground floor level and weather protection at the street frontages of the non-residential uses.

## Building height

The Site was developed for public housing in the 1960s and contains 81 walk-up unit blocks of three storeys. Its inefficient layout across approximately 1.9 ha has limited its ability to house a greater number of people. The surrounding areas to the east, north and south are generally characterised by low-medium scale residential. To the north of the site along Molesworth Street, the built form is generally single storey heritage protected terraces or cottages. The interfaces along Haines Street and Abbotsford Street are generally more robust, including walk-up unit blocks varying in height from 2-4 storeys.

In consideration of the sites interfaces, the higher built form has been generally placed through the centre and south western part of the site. Along Molesworth Street, the heights are generally lower to integrate with the existing built form to the north.

The proposed retention of the laneway running north-south, and the introduction of a new connection running off Woods Street running east-west, connects the site into the existing urban fabric, creating improved permeability and legibility. The resultant morphology within the site responds to the surrounding contextual grain.

Generally, the height pockets are proposed within Precincts 1, 3 and 4 which accommodate buildings up to 9 storeys. The proposed DPO11 requires new buildings to limit potential internal and external impacts, including solar access to the southern footpath of Haines Street. Generally, through the centre of the site, heights vary between 5 and 9 storeys. The edges of the site, adjacent to existing sensitive residential, will generally consist of 3-4 storey street walls with any upper levels generously setback.

The proposed DPO11 requires new buildings to limit potential internal and external impacts, including solar access to the southern footpath of Development will also be required to address other relevant requirements in the Melbourne Planning Scheme, including Clause 15, Clauses 22.02, 22.17 and Clause 58.

The massing study undertaken by Grimshaw Architects as part of the Design Framework prepared in support of the amendment (dated August 2017) provides an indicative distribution of built form and range of building heights ('L' refers to level) (refer to Figure 15).

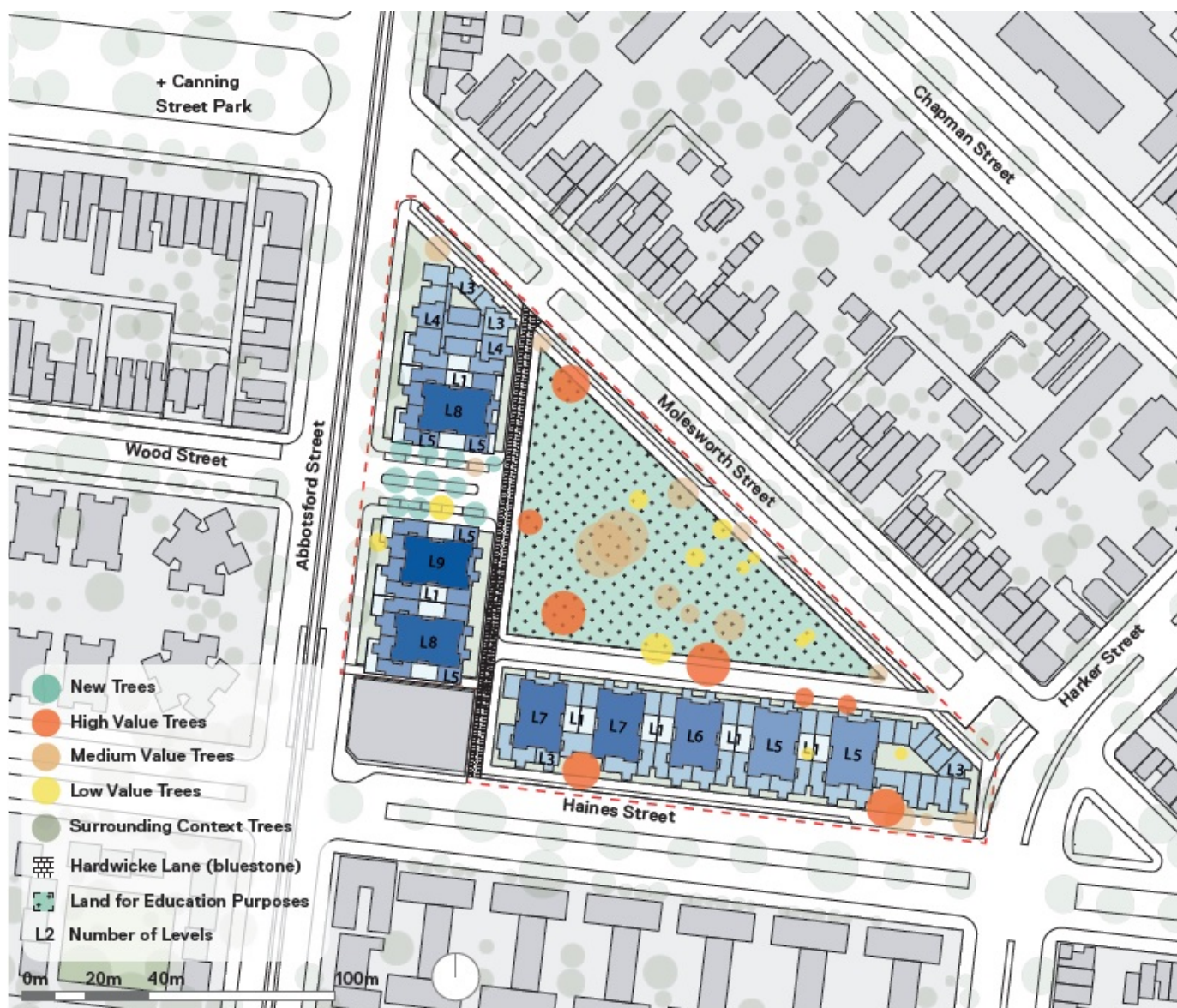


Figure 15: Design Framework

## Interface treatments

The proposed DPO11 specifies that development achieves the following interface treatments in order to integrate with the surrounding area:

1. Interface treatment A (Abbotsford Street) (west) – a four storey built form, which responds to the height of the existing 3-4 storey walk ups located along the western side of Abbotsford Street. Higher levels (up to 9 storeys) are to be setback a sufficient distance to limit visibility from the opposite side of the street. It is considered that this outcome will maintain the existing amenity of the residential properties on the opposite side of the street. A 4m floor to floor height at the ground floor allows for adaptation to retail/ commercial.
2. Interface treatment B (Haines Street) (south) – a four storey built form at the street frontage, which will respond to the 3-4 storey walk up blocks along the southern side of Haines Street. Higher levels (up to 7 storeys) are to be setback at least 5m, limiting overshadowing of the southern footpath of Haines Street. A 3m minimum street setback will provide for landscaping and activation on the ground level (e.g. dwelling courtyards).
3. Interface treatment C (Molesworth Street) –. A 3m minimum street setback will provide for landscaping and activation on the ground level (e.g. dwelling courtyards). A three storey built form at the street frontage, responding to the low-scale terraces and cottages opposite. Higher levels (up to 5 storeys) are to be setback at least 6m from the built form at the street frontage. Levels above 5 storeys (up to 9 storeys) are to be setback 20m from Molesworth Street.
4. Higher built form on street corners (1-2 storeys above precinct height), to create focal points, enhance view corridors and assist in wayfinding.

## Ground plane

The proposed DPO11 requires future development to provide active frontages to Abbotsford Street. Off-street car parking is also to be located within podium level car parking or suitably concealed within buildings or behind features such as active podium frontages.

### 7.2 Circulation and parking

#### Vehicle access and internal connections

The proposed vehicle access and internal connections to the site are designed to extend upon the existing road. Hardwicke Street will continue to be utilised as a one-way laneway, providing vehicular access to the rear of the apartment buildings, and also connecting into a new east-west running laneway. The east-west laneway will be generally utilised for vehicular access to apartment buildings. Along Abbotsford Street, access to building frontages will be discouraged due to the tram route. With regard to all external intersections these are to remain as per existing layout and controls.

Where possible, fully directional access is proposed to the external road network or alternatively, limited to left in/left out access through the use of central traffic islands where appropriate.



## Parking

As discussed in Section 6.1 of this report, the Site Renewal Traffic and Transport Assessment considers that reduced car parking rates would be acceptable for the anticipated development in the Site. In particular:

- A review of ABS car ownership data indicates that a significant proportion of dwellings in North Melbourne in 4 or more story developments do not own a vehicle;
- Reduced private vehicle ownership is supported by the subject sites high level of access to alternate transport means including an accessible tram stop along the western boundary, a bus route along the southern boundary, multiple tram routes available on Flemington Road and dedicated on-road bike lanes along the site frontages;
- Car parking for private housing has been reviewed based on average car ownership rates of 0.7 spaces per 1 bedroom dwelling and 0.9 spaces per 2 bedroom dwelling; and
- Visitor parking at 0.1 spaces per dwelling.

Given the high level of site amenity, multiple alternate transport services being available within a short walk distance and data illustrating a high proportion of dwellings not owning vehicles within North Melbourne it is considered appropriate to apply the maximum car parking rate contained within Schedule 12 of Clause 45.09 of the Melbourne Planning Scheme to the subject site.

## Bicycle access and connections

The site is supported by a significant amount of bicycle infrastructure, with dedicated on-road bike lanes on both Abbotsford Street and Haines Street. Strategically however, it is located between the Maribyrnong and Moonee Ponds Creek. Strategically, the bike network from the site is significant, but particularly connects the site to the CBD and Capital City Trails. The sites cycling accessibility necessitates the demand for secure bicycle parking for residents and visitors. The proposed DPO9 includes a requirement for bicycle parking for residents and visitors, and bicycle servicing facilities.

## Pedestrian Access and Connections

The proposed Wood Street extension is to create additional pedestrian permeability into the site. Retail zones are to be included to provide activation along the Wood Street extension. Hardwicke Street is also to be widened to provide footpaths on both sides.

The proposed DPO11 requires development to provide a legible pedestrian circulation system within the site, particularly between external access points, building entries, car parking areas and communal open space areas.

## 7.3 Landscape and open space

### Landscape

The Arboricultural Assessments prepared in support of this amendment (Galbraith & Associates; dated January 2017) found some of the exotic trees on the site are well-suited to retention based on their landscape value and long useful life expectancy. The current layout of the Site has allowed for buildings to be interspersed by communal open space areas and contain numerous mature trees. The vegetation extending through the site contributes to the greenery and visual amenity of the local area.

It is important for the redevelopment of the Site to provide an appropriate response to the existing site features and neighbourhood character in light of providing for increased residential densities in this highly suitable location. In particular, the future development of part of the land for educational purposes will need to consider how the design supports tree retention.

As such, the proposed DPO11 requires development in the Site to retain trees assessed in a new required Arboricultural Assessment Report as having moderate or high retention value, unless it is demonstrated that their retention significantly affects the feasibility of development of the relevant precinct. Any trees to be removed are to be replaced with trees that provide equivalent amenity value to residents and the public realm. It is considered that such landscaping will enhance the sense of place, sustainability and liveability of the site and local area.

To maintain and enhance the streetscape amenity along the external road frontages of the Site, the proposed DPO11 includes the following requirements:

- Providing a planting theme which complements existing trees to be retained and the surrounding neighbourhood character;
- New canopy trees and hard and soft landscaping within the public realm and communal areas/ open spaces; and
- Street trees along external streets and internal roads.

## 8.0 Strategic Assessment of the Amendment

This section demonstrates how the planning scheme amendment addresses the strategic considerations outlined in Ministerial Direction No.11 Strategic Assessment of Amendments. The impact of the new planning provision on the resource and administration costs of the responsible authority has also been assessed.

### Why is the Amendment required?

This Amendment is required to allow the redevelopment of the Site to provide improved social and private housing through the Public Housing Renewal Program. The existing General Residential Zone, Schedule 1 does not reflect the existing density of the land and limits the potential for increased housing density and diversity of land uses.

Rezoning the land to a Mixed Use Zone (MUZ) will support the preferred housing density and resultant built environment in this highly suitable location. The MUZ will also enable the provision of a broader range of land uses, such as retail, education and community facilities, to provide for the needs of the local community.

The application of the Development Plan Overlay (DPO) will provide a framework to guide the future residential development of the Site. The DPO Schedule will outline design responses expected to achieve the preferred future outcome for the Site. The application of the DPO will provide assurance to government agencies, Council, development and the local community about future development outcomes on the land.

The application of the Parking Overlay (PO) will facilitate an appropriate provision of car parking spaces for residential uses within the Site.

### How does the Amendment implement the objectives of Planning in Victoria

The amendment implements the objectives of planning in Victoria as outlined in Section 4 of the Planning and Environment Act 1987 through:

- Providing for the fair, orderly, economic and sustainable use and development of land;
- Securing a pleasant, efficient and safe work, living and recreational environment for all Victorians and visitors to Victoria;
- Balance the present and future interests of all Victorians;
- Ensuring sound, strategic planning and co-ordinated action at State, regional and municipal levels;
- Enabling land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;
- Facilitating development that achieves the objectives of planning in Victoria and planning objectives set up in planning schemes; and
- Ensure the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land.

#### 8.1.1 How does the Amendment address any environmental, social and economic effects?

The amendment is expected to have a net community benefit and positive environmental, social and economic benefits through:

- Supporting an urban renewal opportunity in a strategic location within an inner suburb of Melbourne and with ready access to multiple public transport routes and pedestrian and bicycle infrastructure. These locational advantages can support increased housing density and some commercial activity;

- Encouraging a high quality of development incorporating environmentally sustainable design and water sensitive urban design;
- Encouraging a mix of uses, including retail, education and community activities that provide opportunities for local employment opportunities and access to services for the local community;
- Increasing the supply of both social and private housing opportunities in order to cater to forecasted demands; and
- Encouraging a high quality public realm that contributes to pedestrian and resident amenity and contributes to the ongoing connectivity and safety of the site and its surrounds.

#### **8.1.2 Does the Amendment address relevant bushfire risk?**

This amendment affects land within an established urban area and therefore bushfire risk is not relevant.

#### **8.1.3 Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?**

The amendment complies with section 7(5) of the Act and complies with all relevant Minister's Directions under Section 12 of the Planning and Environment Act 1987.

#### **8.1.4 How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?**

The Amendment supports and implements the State Planning Policy Framework (SPPF). Key State planning policies of relevance to this amendment include:

Clause 9 Plan Melbourne facilitates provisions for adequate employment, housing and transport through strategic vision employed by the Victorian Government.

Direction 2.2 of Plan Melbourne 2017-2050 seeks to make better use of underutilised land that is close to jobs, services and public transport infrastructure. At the local level, Plan Melbourne 2017-2050 seeks to enable people to live within 20 minute neighbourhoods by providing residents access to a wide range of goods and services.

Direction 2.3 of Plan Melbourne 2017-2050 seeks to increase the supply of social and affordable housing. Policy 2.3.1 seeks to utilise government land to deliver additional social housing. Policy 2.3.2 supports a streamlined decision-making process for social housing proposals, to facilitate faster delivery of social housing projects.



Clause 10 Operation of the State Planning Policy Framework, in particular:

“Planning and responsible authority should endeavour to integrate the range of policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.”

Clause 11 Settlement requires that planning contributes to ‘diversity of choice’, ‘a high standard of urban design and amenity’ and ‘accessibility’. It encourages opportunities for consolidation, redevelopment and intensification. The strategies within the policy seek a diversity of housing types at higher densities close to jobs and services. It also seeks to locate schools and other regional facilities near existing public transport and provide safe walking and cycling routes and drop-off zones.

Clause 15 Built Environment and Heritage seeks to create safe, functional, good quality urban environments, It provides urban design principles for development which includes context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, architectural design and landscape architecture.

Clause 16 Housing supports increasing development density whilst providing for housing diversity, access to services and planned long term sustainability. Higher density development is encouraged in locations in and around activity centres, close to public transport and employment opportunities.

Clause 17 Economic Development seeks to provide a strong and innovative economy. Planning is to contribute to the economic well-being of communities and the State by supporting and fostering growth and development through providing land, facilitating decisions and encouraging development that meets the needs of the community. It also seeks to assist the integration of education facilities with local and regional communities, ensuring it is located in areas highly accessible to public transport.

Clause 18 Transport relates to an integrated and sustainable transport system that provides universal access to social and economic opportunities and the coordination of reliable movement of people.

#### **8.1.5 How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?**

The Melbourne Municipal Strategic Statement (MSS) sets out the land use and development strategies for the municipality. Clause 21.01 Municipal Profile states that the residential population of 53,200 in 2001 has grown by 85 percent to 98,200 in 2011, which could reach 177,000 people by 2030.

The key local planning policies of relevance are:

- Clause 21.02 Vision identifies the important role the city plays in providing housing to accommodate significant population growth and the challenge to achieve a diversity of housing choices, housing affordability and a good standard of building design and amenity.
- Clause 21.04 Settlement seeks to promote areas of growth whilst protecting areas of stability. In particular, Clause 21.04-1.5 states that the stable residential areas are, “valued for their existing character and the important contribution this makes to the city. In these areas limited change such as in-fill development and alterations and additions, will continue to occur so that new land use or development fits in with the existing valued character.”
- Clause 21.06 Built Environment ensures new development does not visually intrude in adjoining heritage precincts and streetscapes.
- Clause 21.07 Housing seeks to support the provision of well-designed and managed affordable housing, social housing, crisis accommodation and rooming houses.

- Clause 21.16 Other Local Areas ensures infill redevelopment and extensions complement the architecture, scale and heritage values of the residential area, especially where it is in a Heritage Overlay.
- Clause 22.02 Sunlight to Public Spaces states that “development should not unreasonable reduce the amenity of public spaces by casting additional shadows on any public space, public parks and gardens, public squares, major pedestrian routes including streets and lanes, open spaces.....between 11:00am and 2:00pm on 22 September.”
- Clause 22.17 Urban Design outside the Capital City Zone includes the following objectives that are relevant to this amendment:
  - *“To ensure that the scale, siting, massing and bulk of development complements the scale, siting, massing and bulk of nearby built form.*
  - *To ensure that the height of buildings relates to the prevailing patterns of height and scale of existing development in the surrounding area.*
  - *To reduce unacceptable bulk in new development.*
  - *To ensure that buildings on prominent sites are designed to achieve a high standard of design which reflects the importance of their location and extent of their visibility.*
  - *To ensure that building design including the use of materials and activities at the ground floor frontages of buildings creates and improves pedestrian interest and engagement.*
  - *To ensure that development includes architecturally integrated building tops.*
  - *To ensure that development uses design and detail to ensure all visible facades (including the rear and sides of buildings) provide a rich and positive contribution to the public realm.*
  - *To ensure that development avoids ambiguity and conflict in the design of fronts and backs of buildings.*
  - *To ensure that development contributes to a pedestrian and vehicular network which ensures pedestrian movement and amenity is a priority and strengthens networks of pedestrian pathways through an area.*
  - *To ensure that development maintains and enhances traditional street patterns of projecting cornices, and allows projecting balconies and canopies where they follow an existing pattern and/ or contribute positively to the public realm.”*

#### **8.1.6 Does the Amendment make proper use of the Victoria Planning Provisions?**

The Amendment utilises the appropriate tools from the Victoria Planning Provisions toolbox.

The Site is a triangular shaped site with a total area of 1.9 hectares located in a highly accessible location within walking distance of retail, commercial, employment, leisure, open space and community facilities. The site is serviced by trams along Abbotsford Street, bus services along Haines Street and is 400 metres walk from tram services on Flemington Road. The North Melbourne Metro Station is approximately one kilometre to the south and McCauley Station is within one kilometre west. The site’s size means that it can accommodate some increased development density, whilst also responding to its sensitive heritage protected residential interfaces, particularly to the north. In this context it is considered the Mixed Use Zone is the most appropriate zone for the Site as it allows for housing at higher densities and a range of residential, commercial, and other uses which complement the mixed-use function of the locality.

The application of the Development Plan Overlay will deliver a framework to guide the future development of the Site. The site specific schedule sets parameters against which the responsible authority can assess the required development plan and subsequent planning permit applications. The application of the Parking Overlay will facilitate an appropriate provision of car parking spaces for residential uses within the Site.

#### **8.1.7 How does the Amendment address the views of any relevant agency?**

The views of the Department of Environment, Land, Water and Planning were sought and considered during the preparation of this Amendment.

It is anticipated that the views of other relevant agencies can be addressed as part of the amendment process.

#### **8.1.8 Does the Amendment address relevant requirements of the Transport Integration Act 2010?**

The amendment complies with the relevant requirements of the Transport Integration Act 2010, specifically Part 2, Division 2, 11 – Integration of transport and land use.

The Amendment will allow for an increase in residential, retail, commercial and community uses in a location that is well-served by multiple public transport modes. This development will contribute to environmental sustainability, social inclusion, and economic prosperity.

### **8.2 Resource and administrative costs**

#### **8.2.1 What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The new planning provisions will have a positive impact on both the resources and administration costs of Melbourne City Council, particularly through the Minister for Planning becoming the Responsible Authority for development on the Site. The Amendment will improve and clarify future planning outcomes and provide for more guidance for decision makers and applicants.



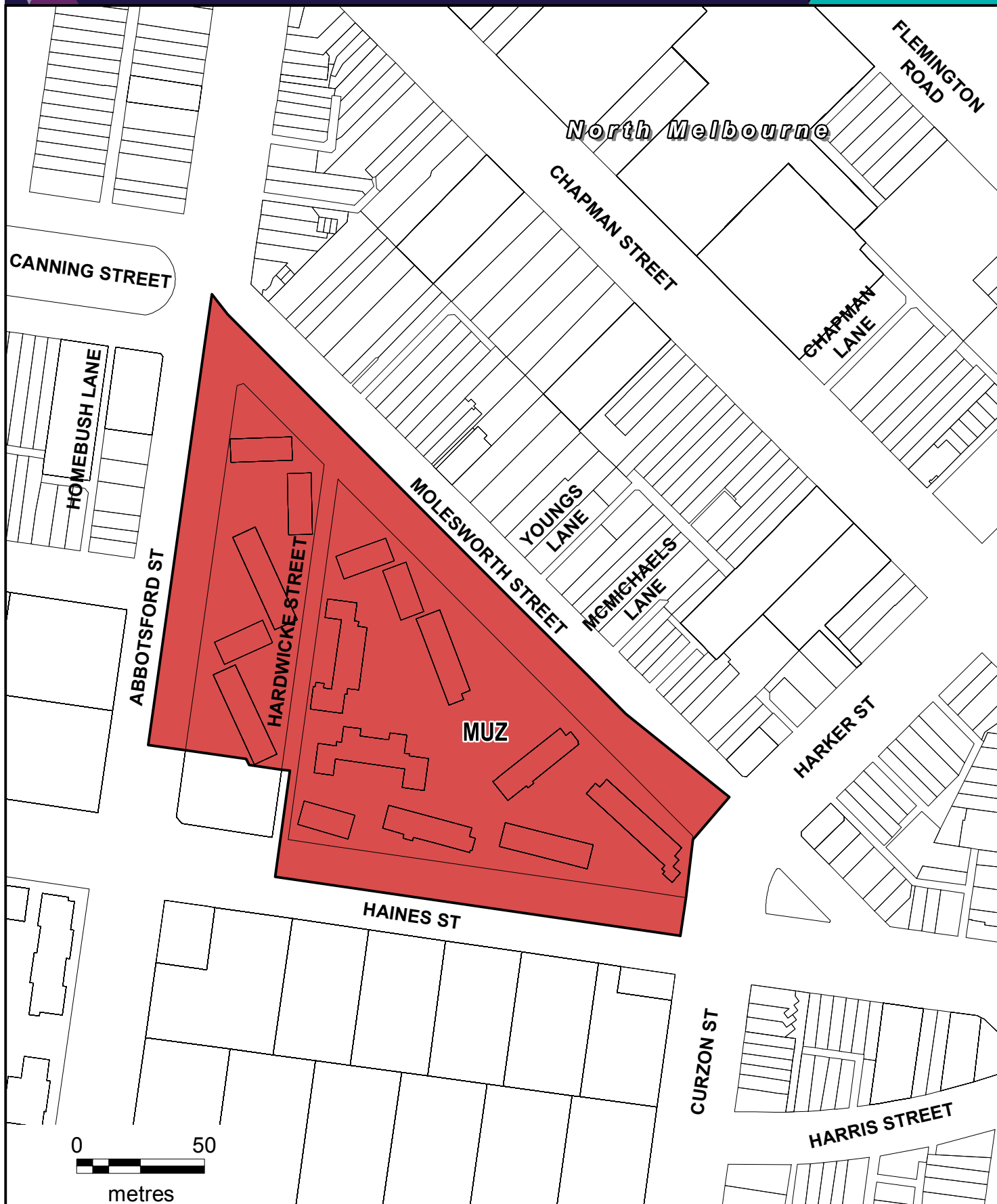
## 9.0 Conclusion

In conclusion, it is considered that the proposed amendment is appropriate for the following reasons:

- The future residential redevelopment of this strategic redevelopment site will contribute to the increased housing choice and the delivery of a 20 minute neighbourhood close to neighbourhood activity centres and with very high access to public transport;
- The current planning controls for the site are inadequate to provide for increased housing densities and non-residential uses;
- The proposed amendment addresses the need for more social housing by delivering a planning framework that enables additional dwellings to be provided on the site;
- The proposed amendment makes appropriate use of the available statutory tools to enable the redevelopment of the site and achieve good planning and urban design outcomes;
- The amendment is consistent with State and Local planning policies and advances the strategic directions in Plan Melbourne 2017-2050: Metropolitan Planning Strategy; and
- The amendment will deliver positive environmental, social and economic outcomes and a net community benefit.

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## **Appendix 1: Proposed Zoning and Overlay Maps**



## LEGEND

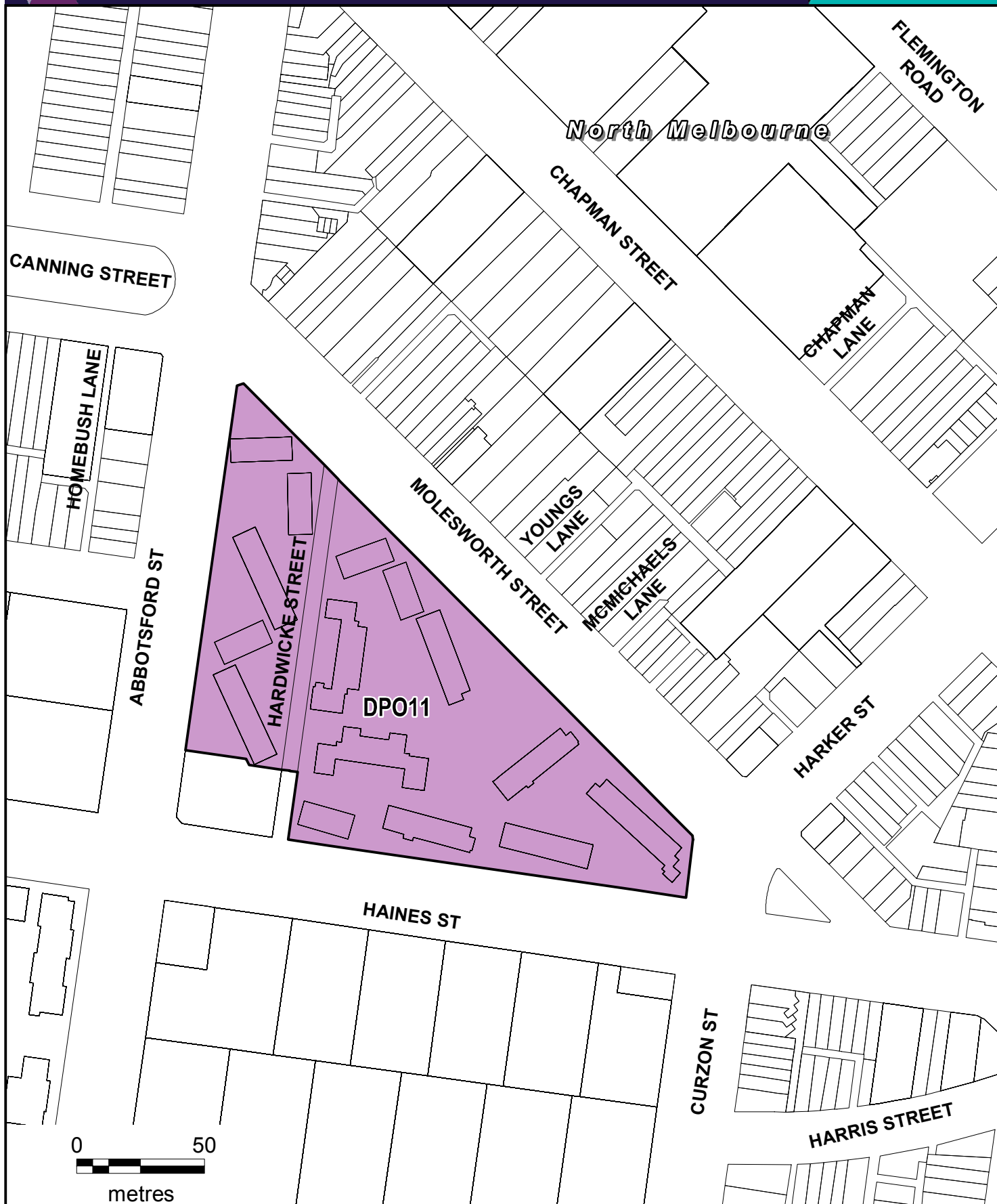
**MUZ** Mixed Use Zone

Part of Planning Scheme Map 5

## AMENDMENT C306







## LEGEND

DPO11

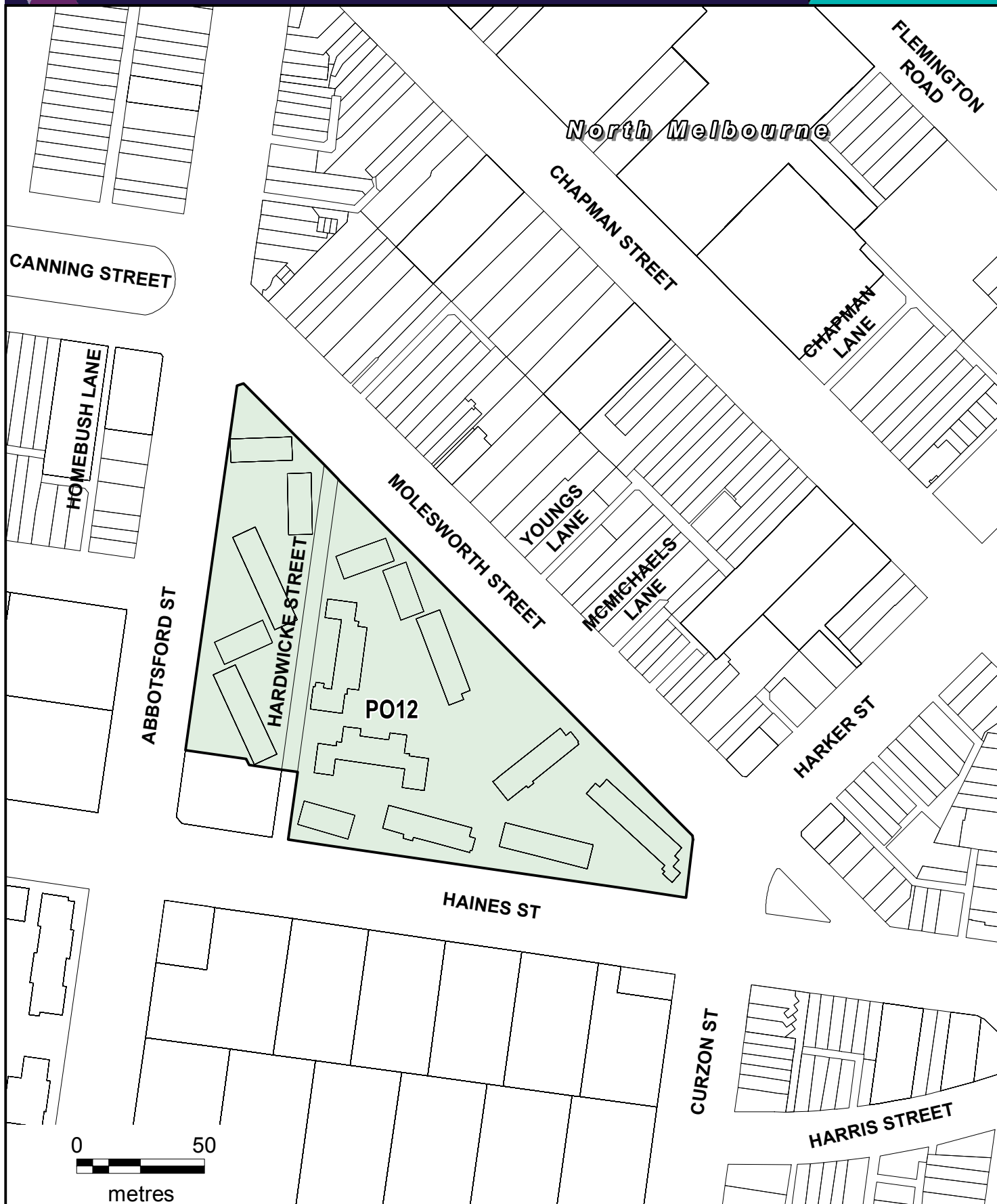
Development Plan Overlay - Schedule 11

Part of Planning Scheme Map 5DPO

## AMENDMENT C306







## LEGEND

P012

Parking Overlay - Schedule 12

Part of Planning Scheme Map 5PO

## AMENDMENT C306





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