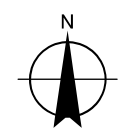


Scale 1:27,500 (At A3)
 0 125 250 500 750 1,000
 Metres
 Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1994
 Grid: GDA 1994 MGA Zone 55



- LEGEND**
- Royal Park Master Plan
 - Arden Macaulay Structure Plan
 - Smith St Structure Plan
 - Johnston Street Local Area Plan
 - Yarra River Policies and Planning_region
 - Port Precinct
 - City of Melbourne Transport Strategy
 - Freeway
 - Major Road



Linking Melbourne Authority East West Link, Eastern Section Preliminary Planning Investigations	Job Number Revision Date	31-29034 A 18 Mar 2013
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Policy Overview **Figure 6**

Making Melbourne More Liveable - Inner Melbourne Action Plan (2005)

The Inner Melbourne Action Plan (IMAP) sets out 11 regional strategies and 57 actions to address one objective: to make the Inner Melbourne Region more liveable. This plan was produced in collaboration by Port Phillip, Stonington (west of Kooyong Road), and Yarra City Councils in association with Places Victoria and the State Government.

The relevant strategies include:

- *Strategy 3 - Minimise the growing impact of traffic congestion*
 - *Action 3.5 - Reduced through traffic - Investigate initiatives and extra-regional links to reduce vehicle trips made through the Inner Melbourne Region from suburban areas.*
- *Strategy 4 - Increase public transport use*
- *Strategy 8 - Facilitate the growing importance of Inner Melbourne as South-East Australia's freight hub.*
 - *Action 8.1 - Priority freight movement - Improve freight movement by designating preferred freight routes through the inner Melbourne region, maximising separation from residential areas; and*
 - *Action 8.2 - Improved links to the Port - Improve rail and road link to the port.*

Royal Park Master Plan (1997)

The City of Melbourne Royal Park Master Plan establishes a set of 'statements of objectives' to facilitate the protection and enhancement of the Park and its surrounding area.

'Statements of objectives' relevant to the East West Link, Eastern Section are:

- *Objective 26.3 - Allow no road widening within the Park, except within the Macarther Road Tunnel; and*
- *Objective 31 - Streets around the park should be managed to provide attractive and convenient access to ensure traffic does not create barriers that discourage use of the park.*

With these objectives in mind, the East West Link, Eastern Section could include a tunnel portal in Royal Park where the road transitions from tunnel to viaduct to connect to CityLink and to the Port environs. Although there could be construction in Royal Park, the impact would be temporary and managed throughout construction via an Environmental Management Plan.

Transport Strategy (2012)

The *Transport Strategy* is an update to the 2006 published '*Moving People and Freight - Transport Strategy 2006-2020*' document.

The CoM has identified the need for an East West Link and 'will consider any future proposals for new road links'. It is estimated that traffic congestion costs the Melbourne economy approximately \$3 billion annually, with motor vehicles still the dominant mode of transport throughout the metropolitan area. The lack of an adequate connection from the east to the west has contributed to the significant amount of through traffic taking up finite space on inner city roads. This strategy has six key directions, which include:

- *Integrated transport and land use planning;*
- *Go anywhere, anytime public transport for inner Melbourne;*
- *Optimise the transport effectiveness of inner city roads;*
- *Create pedestrian friendly high-mobility public transport streets in the Central City;*

- *Make Melbourne a cycling city; and*
- *Foster innovative low-impact central city freight.*

East West Link, Eastern Section would assist in helping to achieve these objectives, by removing through traffic (both private vehicles and freight) from inner city roads. Through the removal of East-West through traffic in the city, road space would be freed up for other transport options such as cycling and pedestrians, allowing for a more efficient transport network to be accommodated.

4.4.2 City of Moreland

Whilst Moreland has prepared a number of strategies and structure plans applying to land across the municipality, the following is considered of broad relevance to the project:

Moreland Integrated Transport Strategy 2010-19

A key purpose of the Moreland Integrated Transport Strategy 2010-19 (MITS) is to inform the Council decision making processes and internal policies and strategies to ensure consistent messages and outcomes. It will also provide a framework for Council to identify and monitor the current and future access needs of the community and establish an advocacy platform for issues beyond Council's jurisdiction, to continue contributing to a shift toward more sustainable communities.

The Key objectives of the strategy are:

- *To achieve a shift toward more environmentally sustainable travel modes;*
- *To support social equity and ensure viable transport options for all sectors of the community;*
- *To improve safety in all modes of transport to support an active and healthy community; and*
- *To support economic activity by providing for multi-modal transport links supporting all forms of commerce in the City*

East-West Link, Eastern Section would assist to a degree in achieving some of these objectives, particular aiding multi-modal transport links.

4.4.3 City of Yarra

Similar to CoM, the CoY has also prepared a number of structure plans for areas included within the investigation area. Those policies considered of relevance are mapped at **Figure 6 - Policy Overview** and include the following:

City of Yarra Strategic Transport Statement (2006 - including 2011 Council Review)

The City of Yarra Strategic Transport Statement (STS) outlines a number of Strategic Transport Objectives (STO's) to manage transport in the local area. A summary of the objectives relevant to the proposed East West Link are listed below.

- Advocate for increased performance of public transport across Melbourne in order to reduce the number of car trips and through traffic by both Yarra and Non-Yarra residents:
 - Advocate for road space changes to improve the speed of buses relative to cars. This will include dedicated bus lanes and stop treatment; and
 - Lobby state government to redirect resources being used in new freeway building to more sustainable transport.
- Ensure that new road construction is not in conflict with encouraging more sustainable transport use:
 - Lobby state government not to build or extend freeways or tollways;
 - Work with VicRoads against road widening in the City of Yarra; and

- Work with VicRoads so that no new slip roads are created in the City of Yarra.
- Work to limit freight movement to arterial roads and freeways within Yarra and work to reduce freight movement through Yarra.

Council reviewed the STS in August 2011 and updated the proposed actions to be completed from 2012 to 2016. Updates to STO's considered of general relevance to the project include:

- *STO 1.25* - Work with VicRoads to achieve significant improvement to pedestrian and cyclist safety; and
- *STO 2.18* - Work with the Department of Transport and VicRoads to ensure that the network operating plan for Melbourne provides a high level of priority to cyclists.

We note that whilst the proposed East West Link, Eastern Section is consistent with some of the above objectives, we also note that some of these also contrast with the project. While the link would reduce both vehicle and freight through traffic in Yarra (which in turn would allow for the increased performance of public transport), it would be at odds with the objective of redirecting resources away from freeway development.

Notwithstanding the above, the construction of East West Link, Eastern Section might be interpreted as being contrary to the City of Yarra's objective to lobby State government not to build or extend freeways or tollways. That said, the development of an East West Link that enabled traffic to bypass Yarra, would allow for the development of more sustainable transport options on local road networks.

Smith Street Structure Plan (2008)

Smith Street is a Major Activity Centre as identified in the Yarra Planning Scheme.

The Smith Street *Transport Concept Plan* (Plan 3 within the *Smith Street Structure Plan* document) states that while the needs of pedestrians, cyclist, public transport and cars would be accommodated on all roads, priority on Smith Street would be given to pedestrians and trams.

Actions include to:

- Improve pedestrian access and safety throughout the Study Area;
- Improve access and movement for cyclists; and
- Improve public transport facilities including accessibility, passenger comfort and travel times.

East West Link, Eastern Section would alleviate road traffic in the area, with a direct east-west route bypassing traffic from the area. This would decrease both private vehicle and freight through traffic, which in turn would help facilitate the achievement of the key actions outlined above and allow more road space to be designated to pedestrians and trams.

Smith Street Activity Centre Structure Plan - Transport and Parking Framework (2008)

A key issue identified by the strategy is the mix of transport users within the area, all competing for a finite amount of road space. While it is likely an east west link would reduce vehicle traffic on the local road networks and allow more space for sustainable transport options, it has been suggested that it would have minimal effects on the current conditions of local roads.

While rat-running and traffic flow levels along the local street network has been an ongoing problem, an assessment undertaken as part of the strategy indicated that rat-running does not occur at a significant level unless a significant disruption is experienced on the main arterial routes of Victoria and Alexandra Parades. An East West Link would remove traffic from the main arterial routes thereby reducing the incidence of rat running in local streets.

The Transport and Parking Framework indicates that potential effects of an East West Link and proposed developments in the immediate area have all been considered as part of this integrated

transport strategy and it is suggested that no significant effects would be experienced in terms of traffic flows.

Johnson Street Local Area Plan - Draft (2011)

Johnston Street is one of several east-west arterial roads that feed into inner Melbourne and the CBD, extending from Nicholson Street to the west, through to the Yarra River in the east, crossing into Kew and intersecting Hoddle Street. It is a significant arterial road that links the eastern suburbs with the CBD and to the western Suburbs beyond Parkville.

The Johnson Street Local Area Plan has identified access and movement as a major element in the future function of the Johnston Street Activity centre with current traffic volumes and projected increase in traffic a major constraint. Managing traffic along Johnston Street is expected to be a primary challenge for the area, with high traffic flows impacting the quality of the street in terms of amenity, access and liveability.

The Road User Hierarchy developed by VicRoads identifies Johnston Street as a preferred bus route with pedestrian priority. However, the street's function as a major arterial road and the physical nature of the street facilitating high volumes of traffic diminishes space for pedestrians.

East West Link, Eastern Section would capture the majority of through traffic travelling along Johnston Street to the CBD or western suburbs. Removing through traffic (including freight) would free up road space and provide opportunities to expand pedestrian focused transport along Johnston Street. In turn, this would increase amenity and safety of the Johnston Street activity centre.

Yarra River Policies and Planning

In 2004, the Department of Sustainability and Environment commissioned a review of policies and planning controls for the Yarra River corridor between Punt Road and Bourke Road. The study area included private and public land along the valley, the escarpment and immediate skyline.

The purpose of the project was to review and recommend changes to existing local policies and planning controls in order to ensure protection of the river corridor from inappropriate use and development, protection and enhancement of natural and cultural heritage and access to recreational open space.

In determining the detailed design of the East West Link, Eastern Section, protection of the Yarra River and environmental corridor would be a critical consideration.

4.5 Summary

After reviewing policy across the National, State and the Local levels, common objectives emerge with those of particular relevance being:

- Reducing traffic congestion and through traffic in residential areas;
- Improving the safety of the local road network and promoting sustainable transport modes;
- Making better use of existing assets - arterial roads and public transport networks;
- Improving residential amenity and promoting sustainable growth in locations that enjoy good access to service infrastructure;
- Protecting significant parkland resources; and
- Improving freight and logistics vehicle movements to assist Melbourne in becoming the freight and logistic hub of South East Australia;

The East West Link, Eastern Section would contribute to the delivery of these themes.

5. Urban Renewal Opportunities

An important consideration when having regard to major transport infrastructure planning can be the opportunities for urban renewal that may present by virtue of reducing vehicle movements (including heavy vehicles) through established suburbs with good access to infrastructure and services.

The following section identifies potential opportunities within or proximate to the indicative corridor that may be presented through the ultimate delivery of East West Link, Eastern Section.

5.1 Part A

As established earlier in this report, Part A of the indicative corridor is characterised by its mixed use function, comprising a significant residential component, together with retail and commercial development, parkland and institutional land use and interspersed with old industrial building stock.

The area enjoys good connectivity to infrastructure (physical and social), including numerous café strip / village type precincts that contribute to the areas inner-city vibrancy. Where these factors are considered, CoM and CoY promote such areas to facilitate urban renewal through various policies and structure plans (largely captured at Section 4 of this report).

The benefits an East West Link, eastern Section might have on Part A would be principally brought about by a reduction in traffic congestion along Alexandra Parade and the local road network extending west.

Suggested urban renewal opportunities include:

- An improved residential amenity (via reduced traffic volume) might provide a catalyst for more medium / higher density residential / mixed use development that takes advantage of the areas proximity to the Melbourne CBD, good access to multi-mode public transport and significant consumer services;
- Increased residential population might lead to increased employment / new business opportunity; and
- Reducing through traffic will enhance walkability / connectivity with Alexandra Parade no longer acting as a significant 'divider'.

At the more detailed design stage, portal location would determine impacts upon existing land use and further opportunities for urban renewal within the vicinity of Part A.

5.2 Part B

Part B of the indicative corridor includes residential land use, particularly around North Melbourne, whilst also having a significant mixed use / light industrial component to its west / south-west where it connects with West Melbourne.

Urban renewal opportunities that may result from East West Link, Eastern Section would largely focus around medium / higher density residential development proximate to railway stations and tram routes (ie. North Melbourne and Macaulay Stations).

Furthermore, reduced flow of through traffic (ie. along Arden Street) would enhance residential amenity and improve walkability, noting the areas proximity to the Melbourne CBD and Docklands and various social / recreation opportunities.

There is potential for the conversion of land on the west side of Boundary Road (currently zoned Industrial 1 and Industrial 3) to be more efficiently utilised for residential / mixed use purposes which will likely be influenced by freeway access (if altered by East West Link).

Suggested urban renewal opportunities include:

- Higher density residential / mixed use development around public transport stations / stops;
- Conversion of underutilised industrial land to residential / mixed use; and
- New employment / service business opportunities brought about by an increased residential population.

The detailed design process will ultimately determine portal location / connection points at the western end of the alignment and further influence opportunity for urban renewal taking place.

6. Conclusion

An East West Link, Eastern Section has the potential to provide numerous social, economic and community benefits to land within and proximate to the indicative corridor.

State and Local Planning Policies collectively encourage higher density mixed use development which better utilises existing physical and social infrastructure and encourages walkability and public transport patronage. Policy across all levels also advocates improved commercial and freight logistics access (to the Port of Melbourne and Regional Victoria) which in turn will improve the attractiveness and competitiveness of Melbourne as the freight and logistic hub of South East Australia.

Development of the East West Link, Eastern Section would be supported by policy as it would significantly reduce vehicle congestion / through traffic which costs the Victorian Economy, enhance the amenity of existing residential / mixed use areas and provide a catalyst for investment into urban renewal proximate to the Melbourne CBD and within an area that is well serviced by existing infrastructure and rich in land use diversity.

Appendix A

Planning Scheme Policy Overview



Planning Scheme Policy Overview

State Planning Policy Framework

Clause 11 Settlement: This Clause is indirectly relevant to the project. In particular, this Clause seeks to facilitate the development of a multi-centred metropolitan structure. By constructing a new east-west road link which will reduce congestion on local roads, there will be enhanced opportunity for urban growth and Transit Oriented Development within the inner north of Melbourne.

Clause 12 Environmental and Landscape Values: This Clause contains a number of specific strategies that seek to protect and enhance biodiversity and significant environments and landscapes. Of particular relevance to this project is the eastern most section of the alignment study area, adjacent to the Yarra River. This Clause should be considered through the planning of the alignment location, particularly if located within or adjacent to the Yarra River environs.

Clause 13 Environmental Risks: This Clause contains a number of strategies relating to floodplain management, soil degradation, noise abatement and air quality.

Clause 14 Natural Resource Management: The relevant policy within this Clause relates to Water quality. This is particularly relevant with regard to groundwater and protecting the Yarra River catchment area.

Clause 15 Built Environment and Heritage: Relevant policies relate to landmarks, views and vistas, heritage, and design for safety. Safety will be a key project driver and would be inherent in the project design.

Clause 16 Housing: Although not directly relevant, this Clause is relevant in relation to urban renewal opportunities as it seeks to ensure that housing is integrated with infrastructure and services, and is located with good access to services and transport.

Clause 17 Economic Development: This Clause is also considered to be directly relevant to the project. This Clause seeks to ensure that industry and tourism is well connected to enhance economic development in Victoria. As outlined earlier in the main body of the report, improved access and connectivity (reduced congestion) can improve productivity and economic competitiveness.

Clause 18 Transport: This Clause requires transport links and connections to be located to achieve the greatest overall benefit to the community, and with regard to making best use of existing social, cultural and economic infrastructure, minimising impacts on the environment and optimising accessibility, safety, emergency access, service and amenity. It also seeks to locate and design new transport routes and adjoining land uses to minimise disruption of residential communities and their amenity.

Clause 19 Infrastructure: This Clause seeks to require providers of infrastructure, whether public or private bodies, to be guided by planning policy and assist strategic land use planning identified elsewhere in the SPPF.



Local Planning Policy Framework (Melbourne)

The City of Melbourne is a diverse municipality, being a major hub for housing and community land uses, retail, entertainment and the arts, office and commercial uses, industry, and education and hospital uses. The LPPF contained within the Melbourne Planning Scheme identifies the need to enhance residential and economic viability within the municipality, and acknowledges the importance of reducing traffic congestion as a means of enhancing local amenity. In particular, the following local policies have relevance to this project.

Clause 21.04 (Land Use) seeks to reverse previous trends of population losses, capitalise on global market development, remain a strong retail centre for the State, and attract more office development to the municipality and to maximise employment opportunities. This Clause identifies future housing opportunities suburbs such as Carlton, Carlton North, West Melbourne, North Melbourne and Kensington, within and adjacent to the study area of this East West link project. It further seeks to support the growth and expansion of institutional uses and associated activities within the north of the municipality (adjacent to the University of Melbourne), and to advance manufacturing and industry within the areas of North Melbourne and West Melbourne.

Clause 21.06 Transport and Communications Infrastructure identifies the City as having a unique set of challenges to maximise accessibility to the City. In particular, an efficient transport system (including public transport, pedestrian networks, bicycles, and accessibility for freight transport) is vital for the economic and social operation of the City. Further, this Clause provides that management of road based traffic is an important consideration for minimising negative impacts on the residential areas of the municipality. *“Many of the municipality’s neighbourhoods have experienced negative impacts, such as noise emissions, from high levels of car and truck movements in close proximity to dwellings.”*

Clause 21.08 Local Areas details Implementation Strategies that relate to particular neighbourhood areas or precincts within the municipality. Clause 21.08-7 Carlton seeks to encourage residential growth and enhancement of educational facilities within the Carlton South area, whilst Clause 21.08-8 Parkville seeks to protect the heritage and parkland values as a key priority, by ensuring that residential development maintains the low scale nature and heritage context of the area. Further, Royal Park has been protected and enhanced as an important visually significant landscape, its heritage character, and recreational values have also been maintained and enhanced. Clause 21.08-9 North and West Melbourne seek to provide higher scales of development, particularly around the Central City Fringe, around the North Melbourne Railway Station and along Flemington Road. In all other areas, a lower scale of developed has been maintained.

Local Planning Policy Framework (Moonee Valley)

Moonee Valley City Council (MVCC) where it interfaces with the investigation area supports a predominantly residential land use setting with parkland generally associated with the Moonee Ponds Creek corridor and commercial land use and activity along Mount Alexander Road.

MVCC local policies are similar to those of the CoM and CoY in acknowledging a growing population, a need to enhance economic viability and the need to reduce heavy vehicle congestion and promote alternate and accessible transport modes. In particular, the following local policies have relevance to this project:



Clause 21.07 - Economic Development outlines the key economic development issues for the municipality and sets out a series of 'objectives' and 'strategies to achieve' relating to the key areas of employment, key strategic redevelopment sites, Essendon Airport and major institutional uses (ie. Essendon Grammar and Lowther Hall private schools).

Clause 21.08 - Social and Physical Infrastructure outlines the key social and physical infrastructure issues that face Moonee Valley. Relevant to the project, this policy refers specifically to the need for continued investment in road infrastructure as this stands to impact upon the municipality's competitive position. As per the above clause, a series of objectives and strategies to achieve these are provided and includes the need for continued investment in public infrastructure at the local level to improve and maintain the City's competitive advantages which will support business and employment growth

Clause 21.09 - Transport and Access nominates traffic congestion as a key issue to the municipality and states that a lack of investment in new public transport infrastructure in the surrounding municipalities, combined with their rapid population growth, has resulted in a high reliance on private vehicles. To assist addressing the issue, Council has prepared Integrated Transport Plan (2008) and advocates for alternative transport modes to be made available. A number of objectives and strategies to achieve these are also provided, which include developing an efficient and convenient transport network.

Local Planning Policy Framework (Moreland)

Moreland City Council is similar to both Moonee Valley and Yarra Council's in its location as an inner city municipality that faces a growing population, a need to enhance economic viability of local business and employment opportunity, as well as reducing vehicle congestion in the municipality.

Existing land uses interfacing with the investigations area (noting this is largely confined to the CityLink / Tullamarine Freeway corridor) are predominantly residential in nature, with some parkland environs lining the corridor in places.

With the above in mind, the following policies are considered to be of general relevance:

Clause 21.03 - Key Influences is a general policy that acknowledges the diverse community and vibrant mix of industrial, commercial, retail and residential uses that shape the municipality. It notes that Moreland faces a number of challenges as the result of changing population and employment patterns and of the need to work towards achieving sustainability. Relevant to transport, this policy notes *'car ownership is relatively low in Moreland compared to the metropolitan average, but the proportion of people in Moreland who walk, cycle and use public transport to commute is higher. An extensive network of dedicated laneways and dual use pathways has been created throughout the municipality to facilitate pedestrian movements and encourage bicycle travel. Encouraging people to use alternatives to cars will have traffic and environmental benefits'*.

Clause 21.04 - Moreland's Vision refers to a vision that seeks to create an environmentally sustainable and liveable city, where people can shop, work and socialise locally

With respect to transport, this policy notes that *'one way to demonstrate better transport planning will be to take advantage of some of the opportunities posed by the local freeway network. Council would like to see more through traffic shifted to the freeway system and to see no significant increase in traffic on the arterial roads system. While significant increases*



are projected for car travel across Melbourne; Council will challenge the need for arterial road widening and the retention of major widening opportunities in the planning scheme.

Council recognises the limits of its influence over the wider transport network. It will continue to develop partnerships and working relationships with other groups and organisations in the different transport networks. Great opportunities exist in revitalised mass transit on trams and trains run by private sector operators. Council will advocate the need for a metropolitan shift in transport policy away from car dependence’.

Clause 21.05 – Key Strategic Statements outlines 10 land use and development issues that have been prepared to achieve Moreland’s vision for the municipality. These span a broad range of issues, including housing, employment, open space, infrastructure and transport.

With respect to transport, the following is of interest:

‘The efficient movement of goods and people is important in maintaining the city’s economic competitiveness. Sydney Road is the only continuous north-south road link through the city. East-west connections are good south of Bell Street but limited in the north. New transport corridors like City Link, the Western Ring Road and Hume Freeway not only improve transport to other regions, but potentially reduce through-traffic in Moreland.

To make the most of Moreland’s proximity to major employment areas in the central activity district and elsewhere, better public transport links are required’.

Local Planning Policy Framework (Port of Melbourne)

The Port of Melbourne (PoM) interfaces with the south-western end of Part B of the investigation area and comprises heavy port infrastructure set amongst an otherwise industrial land use setting.

Policies considered of broad relevance to the project include:

Clause 21.02 Key Influences identifies key influences on the operation of the port and nominates the following key challenges facing the ports future: managing port throughput growth and consolidating its role as Australia’s premier commercial port; continuing to provide the cargo handling capacity and infrastructure to meet shipping demands and changing technologies; improving intermodal efficiencies which will benefit import and export customers; improving environmental performance to ensure sustainable operations; and co-existing with its neighbours

Clause 21.03 Vision - Strategic Framework outlines the vision *‘The Port of Melbourne is a key driver of sustainable economic growth by being the best performing and best connected port in Australia’*. To achieve this, four key pillars of a successful strategy have been defined, including the following: *Logistics Network - Champion the innovative development and support of world class facilities, systems and services.*

Local Planning Policy Framework (Yarra)

The City of Yarra is an inner city municipality, with a variety of housing stock set amongst local retail strip shopping centres and parkland. The LPPF contained within the Yarra Planning Scheme also identifies the need to enhance residential and economic viability within the municipality, and acknowledges the importance of reducing traffic congestion as a means of enhancing local amenity. In particular, the following local policies have direct or indirect relevance to this project.



Clause 21.06 Transport seeks to reduce car dependence by promoting walking, cycling and public transport use as viable and preferable alternatives.

Clause 21.07 Environmental Sustainability seeks to reduce greenhouse gas emissions and improve air quality, and protect important vegetation and waterways.

Clause 21.08 Neighbourhoods provides objective and strategies for implementation in specific neighbourhoods within the municipality. Of particular relevance to this project are the neighbourhoods of Abbotsford, Clifton Hill, North Carlton- Princes Hill, Collingwood, Fitzroy, and north Fitzroy. This clause provides objectives and strategies around future development in accordance with existing neighbourhood character and heritage guidelines.

Appendix B

Zones and Overlays Overview



Zones	Purpose of Zone/ Comment
<p>Industrial Zones:</p> <p>Industrial 1 Zone (IN1Z)</p> <p>Industrial 3 Zone (IN3Z)</p>	<p>IN1Z: <i>To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.</i></p> <p>IN3Z: <i>To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.</i></p> <p><i>To provide a buffer between the Industrial 1 Zone or the Industrial 2 Zone and local communities, which allow for industries and associated uses compatible with the nearby community.</i></p> <p><i>To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.</i></p>



Overlay Controls (Part A and B)

Overlays	Comment
<p>Design and Development Overlay (DDO)</p> <p>Yarra Planning Scheme:</p> <p>DDO1, DDO2, DDO3, DDO13</p> <p>Melbourne Planning Scheme:</p> <p>DDO35A3, DDO57</p> <p>Moonee Valley Planning Scheme:</p> <p>DDO4-A1, DD04-A2, DDO4-A3</p>	<p>The DDO identifies areas which are affected by specific requirements relating to the design and built form of new development. For example, this may provide restrictions on future development opportunities by restricting maximum heights of new buildings or to ensure that new developments do not dominate existing cultural or natural features.</p> <p>DDO1 (Yarra River Corridor- Inclusive of Merri and Darebin Creeks) seeks to protect the whole river corridor from inappropriate development, and to maintain and strengthen the natural landscape. The DDO1 provides specific height requirements for different areas surrounding the river environment.</p> <p>DDO2 (Main Roads and Boulevards) seeks to retain existing streetscapes and places of cultural heritage significance and encourage retention of historic buildings and features which contribute to their identity. Although the DDO2 does not identify any maximum height restrictions, future developments should be designed to recognise and reinforce the existing pattern of development and the character of the street.</p> <p>DDO3 (Australian Dyeing Company Site, Clifton Hill) seeks to ensure an appropriate transition in building scale and form across the site, which has regard to the heritage building on the site. The DD03 outlines specific height requirements for different areas surrounding the Dyeing Company Site.</p> <p>DDO13 (Emma Street Precinct, Collingwood) seeks to retain and respect the scale and character of buildings in the area, particularly the heritage buildings on smith street. While the DDO13 states the street façade height should not exceed 12 metres, to maintain the valued low-rise character of the heritage areas non-heritage sites should be redeveloped in scale with the surrounding buildings.</p> <p>DDO35A3 (Royal Park and Royal Parade - West Parkville) seeks to maintain the open, spacious and isolated character of Royal park and ensure development does not intrude significantly on views from the park. The DDO35A3 identifies a maximum building height in West Parkville of 14 metres.</p> <p>DDO57 (Flemington Road) seeks to protect the amenity of Flemington Road boulevard from visual intrusion caused by inappropriate design, siting, massing and appearance of buildings and works. The DDO57 outlines a maximum building height of 3 Storey's for developments on Flemington Road.</p> <p>DDO4-A1, A2 and A3 (Mount Alexander Road South Urban Design Area) seeks to protect the Mount Alexander Road boulevard from visual intrusion through the appearance of inappropriate built form and to protect the amenity of</p>



Overlays	Comment
	adjoining land uses from impacts of the appearance of new built form and streetscape appearance.
<p>Environmental Significance Overlay (ESO)</p> <p>Moreland Planning Scheme:</p> <p>ESO2</p> <p>Yarra Planning Scheme:</p> <p>ESO2</p>	<p>The ESO identifies areas where the development of land may be affected by environmental constraints and seeks to ensure development is compatible with the areas environmental values.</p> <p>ESO2 Moonee Ponds Creek and Environs (includes Melville Creek) seeks to realise a significant landscape revival of the creek and its environs, confirming the corridor as an asset and focus in the northern suburbs.</p> <p>ESO2 (Merri Creek and Environments) seeks to restore and revitalise the Merri Creek and adjoining open space to a more natural and ecologically diverse environment with high quality open space and the consideration of Aboriginal Heritage and natural geological features. The ESO2 outlines conditions for building permit requirements in the area.</p>
<p>Heritage Overlay (HO)</p> <p>Yarra Planning Scheme:</p> <p>HO302, HO307, HO48, HO89, HO29, HO19, HO85, HO86, HO221, HO93, HO211, HO355, HO199, HO198,</p> <p>Melbourne Planning Scheme:</p> <p>HO885, HO352, HO323, HO895, HO312, HO316, HO321, HO977, HO898, HO799, HO364, HO308, HO959, HO195, HO869, HO814</p> <p>Moreland Planning Scheme:</p> <p>HO33</p> <p>Moonee Valley Planning Scheme:</p> <p>HO23, HO28, HO35, HO45, HO46, HO75, HO81, HO119, HO133, HO134, HO195, HO196, HO198, HO315</p>	<p>The HO seeks to conserve and enhance heritage places and ensure that development does not adversely affect their natural or cultural significance.</p> <p>HO302 (Yarra Bend Park, Yarra Bend) seeks to conserve the heritage values of the Deep Rock Swimming Club, including foundation stone and pioneer memorial stones through implementation of external paint controls.</p> <p>HO307 (Yarra River, Yarra Bend Road, Yarra Bend) seeks to conserve heritage of Kane's Bridge through external paint controls.</p> <p>HO48 (Yarra River – Trenerry Crescent, Abbotsford) identifies the inclusion of Dights Mill Site on the Victorian Heritage Register under the <i>Heritage Act 1995</i> at reference number H1522.</p> <p>HO89 (457 Hoddle Street, Clifton Hill) seeks to implemented external paint controls on the Former Murray & Co Wool Works to conserve the buildings heritage values.</p> <p>HO29 (34 Lulie Street, Abbotsford) identifies the inclusion of Dorothy Terrace on the Victorian Heritage Register at reference number H1034.</p> <p>HO19 (77 Victoria Parade, Fitzroy) identifies the inclusion of the former Eastern Hill hotel on the Victorian Heritage Register at reference number H816.</p> <p>HO85 (94 Alexandra Parade, Clifton Hill) identifies the inclusion of the Shot Tower on the Victorian Heritage Register at reference number H709. The H085 also indicates that prohibited uses may be permitted.</p> <p>HO86 (183-185 Gold Street, Clifton Hill) identifies the inclusion of the Gold Street Primary School on the Victorian Heritage Register at reference number H1621.</p> <p>HO221 (370-374 Queens Parade, North Fitzroy) identifies the inclusion of the ANZ bank on the Victorian Heritage</p>



Overlays	Comment
	<p>Register at reference number H892.</p> <p>HO93 (Queens Parade, between Alexandra Parade and Delbridge Street, Clifton Hill/North Fitzroy). Seeks to conserve the areas Street Trees through the application of tree controls.</p> <p>HO211 (Cnr George Street Alexandra Parade, North Fitzroy) Seeks to maintain heritage values of the Former Fitzroy Gas Works Valve House and Store through the implementation of paint controls on the buildings.</p> <p>HO355 (Alexandra Parade, Fitzroy) identifies the inclusion of the “Aqua Profonda” sign, Fitzroy Pool on the Victorian Heritage Register and reference number H1687.</p> <p>HO199 (38-94 Lee Street, North Carlton) identifies the inclusion of the Lee Street Primary School on the Victorian Heritage Register and reference number H1626.</p> <p>HO198 (557-567 Drummond Street, North Carlton) identifies the inclusion of Cambridge Terrace on the Victorian Heritage Register at reference number H1606.</p> <p>HO885 (101 – 111 Neill Street, Carlton) identifies the inclusion of the Former Carlton Creche on the Victorian Heritage Register at reference number H1864. The HO885 also indicates that prohibited uses may be permitted.</p> <p>HO352 (Queens College Main Wing, University of Melbourne) seeks to maintain the heritage value of Queens College Main Wing through the implementation of external paint controls.</p> <p>HO323 (29 – 55 College Crescent, Parkville) Identifies the inclusion of Ormond College at the University of Melbourne on the Victorian Heritage Register at reference number H728. The HO323 also indicates the prohibited uses may be permitted.</p> <p>HO895 (1 Gatehouse Street, Parkville) identifies the inclusion of Walmsley House on the Victorian Heritage Register at reference number H1946. The HO894 also indicates that prohibited uses may be permitted.</p> <p>HO312 (149 Royal Parade, Parkville) identifies the inclusion of the former College Church on the Victorian Heritage Register at reference number H394. The HO312 also indicates that prohibited uses may be permitted.</p> <p>HO316 (155 Royal Parade, Parkville) identifies the inclusion of the former Police Station Complex on the Victorian Heritage Register at reference number H1545.</p> <p>HO321 (171 Royal Parade, Parkville) seeks to conserve the heritage value of Parkville Uniting Church through the implementation of external paint controls on the building.</p> <p>HO977 (Royal Parade, Royal Parade, Parkville and Carlton, North, and Elizabeth Street, Melbourne) identifies the inclusion of Royal Parade and Elizabeth Street on the Victorian Heritage Register at reference number H2198.</p>



Overlays	Comment
	<p>HO898 (Anzac Hall, Brens Drive, Royal Park, Parkville) identifies the inclusion of Anzac Hall on the Victorian Heritage Register at reference number H1747. The HO898 also indicates that prohibited uses may be permitted.</p>
	<p>HO799 (Melbourne General Cemetery, College Crescent, Carlton North) identifies the inclusion of Melbourne General Cemetery on the Victorian Heritage Register at reference number H1788. The H0799 also indicates that prohibited uses may be permitted.</p>
	<p>HO364 (Melbourne Zoo) seeks to protect Heritage Values throughout the Zoo with the implementation of controls requiring permit approval for outbuildings or fences not exempt under Clause 43.01-4..</p>
	<p>HO308 (9-19 Church Street, Parkville) seeks to conserve the heritage value of the Street through the implementation of external paint controls on buildings 9-19.</p>
	<p>HO959 (135 – 157 Racecourse Road, Kensington) identifies the inclusion of the former Burge Bros Factory on the Victorian Heritage Register at reference number H1216. The HO959 also indicates that prohibited uses may be permitted.</p>
	<p>HO195 (13 Barrett Street, Kensington) seeks to conserve the areas heritage value through the implementation of external paint controls on 13 Barrett Street.</p>
	<p>HO869 (2 Gracie Street, North Melbourne) seeks to conserve the areas heritage value through the implementation of external paint controls on 2 Gracie Street.</p>
	<p>HO814 (Bridge (Railing only) Over Moonee Ponds Creek at Arden Street, Kensington) acknowledges the Railings heritage value but applies no specific controls.</p>
	<p>HO23 (Travancore) applies external paint controls.</p>
	<p>HO28 (Mount Alexander Road / Flemington Street) applies external paint controls.</p>
	<p>HO35 (56 Baroda Street - House, Travancore) applies external paint controls.</p>
	<p>HO45 (183 Cashmere Street - House, Travancore) applies both internal and external paint controls.</p>
	<p>HO46 (197-199 Cashmere Street - “Glendalough”, Travancore) identifies the inclusion of the building on the Victorian Heritage Register at reference number H1202.</p>
	<p>HO75 (93-95 Mooltan Street - House, Travancore) applies external paint controls.</p>
	<p>HO81 (120-132 Mt Alexander Road - Houses, Travancore) applies external paint controls.</p>
	<p>HO119 (5 Victoria Street - House “Keilora”, formerly “Schifanora”, Flemington) applies external paint controls.</p>
	<p>HO133 (121-137 Mooltan Street, Travancore) applies external paint controls.</p>



Overlays	Comment
	<p>HO134 (21 Lucknow street, Travancore) applies external paint controls.</p> <p>HO195 (85-95 Mt Alexander Road, Flemington - Warehouse/ Factory) applies external paint controls..</p> <p>HO196 (97-103 Mt Alexander Road, Flemington - Shops) applies external paint controls.</p> <p>HO198 (165 Mt Alexander Road, Flemington - Manse) applies external paint controls.</p> <p>HO315 (61-79 Ormond Road, Moonee Ponds - houses) applies external paint controls.</p> <p>HO33 (Brunswick Road West Precinct, West Brunswick)</p>
<p>Environmental Audit Overlay (EAO) Moonee Valley Planning Scheme Yarra Planning Schemes</p>	<p>The EOA seeks to ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.</p> <p>Before a sensitive use (i.e. residential use, childcare centre, pre-school or primary school) commences a certificate of environmental audit must be issued for the land or an environmental auditor must make a statement that the environmental conditions of the land are suitable for a sensitive use.</p>
<p>Land Subject to Inundation Overlay (LSIO) Yarra Planning Scheme Melbourne Planning Scheme</p>	<p>The LSIO seeks to identify land in flood storage or flood fringe areas affected by the 1 in 100 year flood, and ensure appropriate development that maintains the free passage and temporary storage of floodwaters.</p>
<p>Development Plan Overlay (DPO) Melbourne Planning Scheme: DPO8 Moonee Valley Planning Scheme: DPO6</p>	<p>The DPO seeks 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, and to exempt an application from notice and review if it is generally in accordance with the development plan.</p> <p>DPO8 (Carlton Housing Precinct) covers three public housing precincts, Lygon/Rathdowne Precinct, Elgin/Nicholson Precinct and Keppel/ Cardigan Precinct.</p> <p>DPO6 (Lombard Paper Site, 40-70 Mt Alexander Road, Flemington) covers the redevelopment requirements of the old Lombard Paper Site.</p>
<p>Special Building Overlay (SBO) Melbourne Planning Scheme</p>	<p>The SBO seeks to identify land in urban areas liable to inundation by overland flows from the urban drainage system and ensure development maintains the free passage and temporary storage of floodwaters, minimises flood damage and is compatible with flood drainage conditions.</p>
<p>Incorporated Plan Overlay (IPO) Melbourne Planning Scheme Moonee Valley Planning</p>	<p>The IPO seeks to identify areas which require form and conditions of future use and development to be shown on an incorporated plan before a permit can be granted. The IPO also identifies areas where a planning scheme amendment is required before the incorporated plan can be changed.</p>



Overlays	Comment
Scheme	
CityLink Project Overlay (CLPO) Melbourne Planning Scheme Moonee Valley Planning Scheme Moreland Planning Scheme	The CLPO seeks to ensure the efficient construction, operation and maintenance of the Melbourne City Link Project and the Exhibition Street Extension Project.
Public Acquisition Overlay (PAO) Melbourne Planning Scheme PAO2, PAO3, PAO7	The PAO seeks to identify land which is proposed to be acquired by an authority and to reserve land for a public purpose. The PAO also seeks to ensure that changes to the use or development of land, does not prejudice the purpose for which the land is to be acquired. PAO2 identifies land reserved for acquisition by the VicRoads Corporation for the purpose of Road development. PAO3 identifies reserved for acquisition by VicRoads Corporation for the purpose of road widening at Dynon Road PAO7 identifies reserved for acquisition by the Department of Infrastructure for the purpose of Road and Rail development.
Road Closure Overlay (RXO) Melbourne Planning Scheme	The RXO is the planning scheme tool that is utilised to identify a road that is closed by an amendment to the planning scheme.

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