Purpose and background

1. On 6 February 2018, the Future Melbourne Committee endorsed the West Melbourne Structure Plan 2018 (‘the Structure Plan’). The purpose of this report is to present Planning Scheme Amendment C309 (see Attachment 2) which implements the land use and built form directions and the design recommendations of the Structure Plan.

2. Management seeks the Future Melbourne Committee’s endorsement to request authorisation from the Minister for Planning, to prepare and exhibit Amendment C309 to the Melbourne Planning Scheme (see Attachment 2).

Key issues

3. West Melbourne is an area undergoing rapid change due in part to its proximity to the central city, Queen Victoria Market, Flagstaff Gardens and Errol Street. Its growth and development will be managed by Amendment C309 so that the future of the area, as envisaged in the West Melbourne Structure Plan and in response to community feedback, is implemented.

4. The Structure Plan identifies that West Melbourne has a distinct character with a dynamic mix of residential use, business and industry. It also identifies a number of precincts each with their own character, in terms of built form and the range of activities. Amendment C309 will foster the quality of each neighbourhood through:

   4.1. Changes to the Municipal Strategic Statement to describe the future character, spatial and built form directions of the area, and its economic growth and development.

   4.2. Design and Development Overlays for each precinct that address the preferred built form character, and introduce density controls through mandatory floor area ratios which vary by precinct.

   4.3. A Special Use Zone (SUZ) that establishes a local activity centre on Spencer Street, requires employment and other non-residential uses in all precincts and promotes the provision of affordable housing.

   4.4. A parking overlay with a maximum residential parking provision of 0.3 per dwelling.

5. Once authorisation has been received from the Minister, the Amendment will be exhibited for public comment. This is likely to be in June 2018.

Recommendation from management

6. That the Future Melbourne Committee:

   6.1. Seeks authorisation from the Minister for Planning to prepare and exhibit Melbourne Planning Scheme Amendment C309 (Attachment 2).

   6.2. Authorises the Acting Director City Strategy and Place to make any further minor editorial changes to the amendment C309 documentation.
Supporting Attachment

Legal

1. Divisions 1 and 2 of Part 3 of the Planning and Environment Act 1987 address planning scheme amendments.

Finance

2. The costs for preparing and processing Melbourne Planning Scheme Amendment C309 are provided for within the 2017–18 budget.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. The formal exhibition of Amendment C309 will be undertaken in mid-2018 subject to authorisation being granted by the Minister for Planning. A full program of consultation will be undertaken including of information sessions to inform key stakeholders of the amendment. The outcomes of the public exhibition will be reported to Future Melbourne Committee (FMC) in late-2018.

5. Extensive consultation and engagement was undertaken for the West Melbourne Structure Plan including the following:

   5.1. A six week consultation period on the draft plan (the third phase of engagement) was held in July and August 2017. Consultation activities included an interactive online engagement on the Participate Melbourne West Melbourne page, workshops with the community, businesses, landowners and other stakeholders and pop-ups on streets in West Melbourne.

   5.2. The first phase of community engagement took place in mid–2015 and was a chance for the community and stakeholders to express their likes, concerns, priorities and visions for West Melbourne prior to any plans for the area being established.

   5.3. The second phase of engagement was on the Ideas for West Melbourne Discussion Paper and involved three workshops as well as opportunities for people to input at pop-up park events and online via the interactive plan on the Participate Melbourne page.

   5.4. Ongoing discussions and meetings with key stakeholders, residents’ groups and others have occurred throughout the development of the plan. This has included meetings with specific landowners, businesses and government stakeholders such as the Department of Environment, Land, Water and Planning, Transport for Victoria and VicRoads.

   5.5. A fresh eye review from the Office of the Victorian Government Architect’s Victorian Design Review Panel was undertaken which included a site visit, and critical feedback from a range of independent experts.

Relation to Council policy

6. The plan is consistent with Council’s broader policy objectives to deliver sustainable development in our inner city as outlined in our Municipal Strategic Statement and other supporting strategies such as the Urban Forest Strategy, Nature in the City Strategy and Open Space Strategy. The structure plan delivers on Council’s Goal 8: A city that plans for growth.
The plan also encourages multimodal transport options, consistent with the Transport Strategy 2012.

The plan helps to achieve Annual Plan Initiative 8.10 is to ‘Deliver the West Melbourne structure plan in collaboration with the Victorian Government and the community’ and previous Annual Plan Action 5.3.3 (2016–17) ‘To finalise the sustainability plan for West Melbourne’.

Environmental sustainability

The plan incorporates previous Council Plan Action 5.3.3 (2016–17) to develop the sustainability plan for West Melbourne. Sustainability has been approached as an integral part of the plan and is embedded throughout.

The plan provides a range of opportunities to increase the resilience and sustainability of the area. Proposed density and updated built form controls will help to provide more certainty and support for rooftop solar and other sustainable infrastructure. The plan aims to improve the environmental sustainability of West Melbourne through achieving urban forest and permeability objectives, while helping to respond to flooding issues currently being experienced in West Melbourne (around the western end of Dudley Street) by incorporating water sensitive urban design and permeable paving. The structure plan also aims to improve the amenity of the arterial and local streets in West Melbourne by encouraging more people to walk, cycle and take public transport, consistent with the Transport Strategy 2012. The plan, once implemented, will result in a net gain of trees and public open spaces to improve the amenity for the growing resident and worker populations.
Who is the planning authority?

This amendment has been prepared by the City of Melbourne, who is the planning authority for this amendment.

Land affected by the Amendment

The amendment applies to the West Melbourne Structure Plan area as shown on the map below:

What the amendment does

The Amendment implements the built form and land use directions of the West Melbourne Structure Plan 2018 (the Structure Plan) by making the following changes to the Melbourne Planning Scheme:

- Amend Clause 21.16 Other Local Areas in the Municipal Strategic Statement (MSS) to insert a new Clause 21.16-6 West Melbourne, to ensure the vision for the area reflects the Structure Plan.
- Amend Clause 21.17 Reference Documents to include the West Melbourne Structure Plan 2018.
- Rezone most of the Mixed Use Zone in the Structure Plan area to a Special Use Zone (SUZ6) to deliver a true mix of uses. The SUZ6 includes provisions to:
require a minimum proportion of the floor area be allocated to a use other than accommodation;
provide for 6 per cent affordable housing in most areas; and
require active ground floor uses along Spencer Street, between Hawke Street and Dudley Street to help deliver a new activity centre.

- Rezone recently expanded and existing new public open spaces to the Public Park and Recreation Zone (PPRZ).
- Amend existing Schedules 28, 29 and 33 to the Design and Development Overlay (DDO28, DDO29 and DDO33) and add a new schedule 71 (DDO71) to implement the built form controls and design recommendations in the Structure Plan. The DDOs will include a mandatory Floor Area Ratio (FAR) as well as provisions to encourage the retention of buildings identified as character buildings.
- Apply a new schedule to the Parking Overlay (PO14) to introduce a maximum parking rate of 0.3 spaces per dwelling.
- Apply an Environmental Audit Overlay to the Structure Plan Area to ensure that potentially contaminated land is suitable for a sensitive use.
- Amend the schedule to clause 61.03 to include references to the new maps in the Melbourne Planning Scheme.

Strategic assessment of the Amendment

Why is the Amendment required?

The City of Melbourne has endorsed a Structure Plan for the West Melbourne area. Amendment C309 implements the land use and built form directions of the Structure Plan.

- Rezoning of some areas to a specifically crafted Special Use Zone will help support a genuine mix of uses in West Melbourne. Minimum employment floorspace requirements are included in the SUZ to support a greater mix of commercial/retail uses in West Melbourne. Employment floorspace requirements will help to deliver the projected 10,000 jobs in West Melbourne by 2036.
- Spencer Street will become the local high street of West Melbourne with shops, cafés and restaurants. The Special Use Zone will support the delivery of the high street. Active uses at street level will be encouraged.
- A six per cent affordable housing target could help deliver around 200 affordable dwellings in West Melbourne.
- West Melbourne has evolved to include a mix of building types and uses, from low rise heritage cottages in the north, mid-rise factories and warehouses in the middle, to larger scale high-rise apartment buildings in the south. The Structure Plan and Amendment C309 take a character approach to planning for the future of West Melbourne and have identified distinct precincts based on their character.
- New floor area ratio and built form controls will ensure that development responds to the vision and design objectives for each precinct. These controls include maximum floor area ratios and preferred maximum building heights to ensure a contextual response and diversity of buildings types.
- New parking controls will encourage sustainable transport and more efficient use of unused parking spaces in West Melbourne.

How does the Amendment implement the objectives of planning in Victoria?
The amendment implements the objectives in section 4(1) and 12(1)a of the Planning and Environment Act 1987 (the Act) in particular:

- To provide for the fair, orderly, economic and sustainable use, and development of land
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria
- To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value
- To protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community
- To balance the present and future interests of all Victorians.

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

It is expected that the amendment will have positive environmental, social and economic outcomes for Melbourne. The amendment aims to ensure that land use and development occurs within the framework established by the Structure Plan.

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

The amendment affects land within inner metropolitan Melbourne which is not a bushfire prone area.

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

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act, Direction No. 9 – Metropolitan Strategy and Direction 11 – Strategic Assessment under Section 12(2) of the Act.

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

The Amendment supports the following objectives of the *State Planning Policy Framework*:

**Clause 11.06 Metropolitan Melbourne**
- 11.06-4 Place and identity - *To create a distinctive and liveable city with quality design and amenity.*

**Clause 15 - Built Environment and Heritage**
- 15.01-1 Urban design - *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*
- 15.01-2 Urban design principles - *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*
- 15.01-5 Cultural identity and neighbourhood character – *To recognise and protect cultural identity, neighbourhood character and sense of place.*

**Clause 16 – Housing**
- 16.01-1 Integrated housing - *To promote a housing market that meets community needs.*
- 16.01-5 Housing affordability - *To deliver more affordable housing closer to jobs, transport and services.*

**Clause 17 – Economic Development**
- 17-01-1 Business – *To encourage development which meet the communities’ needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*
The Amendment supports the following objectives of Plan Melbourne: Metropolitan Planning Strategy 2017-2050

Outcome 1 – Melbourne is a productive city that attracts investment, supports innovation and creates jobs

Outcome 2 – Melbourne provides housing choice in locations close to jobs
  - Direction 2.3 Increase the supply of social and affordable housing

Outcome 4 - Melbourne is a distinctive and liveable city with quality design and amenity.
  - Direction 4.3 Achieve and promote design excellence
  - Direction 4.4 Respect Melbourne’s heritage as we build for the future.

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

The provisions provided by this amendment generally support the Local Planning Policy Framework and Municipal Strategic Statement of the Melbourne Planning Scheme. The Amendment will update the Other Local Areas section of the MSS (Clause 21.16) to ensure the vision for the area reflects the West Melbourne Structure Plan 2018.

The amendment generally supports the following provisions

21.06-1 Urban Design:
  Objective 1: To reinforce the City’s overall urban structure
  Strategy 1.2 Ensure a strong distinction between the built form scale of the Central City with that of development in surrounding areas.

21.07-1 Housing:
  Objective 4: To support a range of housing tenures, types and options to meet the diverse housing needs.
  Strategy 4.2 Support the provision of well-designed and managed affordable housing, social housing, crisis accommodation and rooming houses.

21.08-1 Retail:
  Objective 1: To support the Central City and local retail uses.
  Strategy 1.2 Enhance the viability, diversity and vitality of shops and services in local retail centres providing convenience retailing serving the local community.

21.08-2 Business:
  Objective 2: To encourage employment opportunities for local residents.
  Strategy 1.5 Support the reduction or waiving of car parking for new uses and developments, which have good access to public transport.

21.09-5 Private Motor Transport:
  Objective 1: To encourage more efficient use of private motor vehicles.
  Strategy 2.4 Encourage a mix of commercial and business support and services close to the Central City in identified parts of South Carlton, East Melbourne, Jolimont and North and West Melbourne.

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment makes appropriate use of the various zoning and overlay tools available under the Victorian Planning Provisions to achieve the strategic objective of the Scheme.

Currently, other than the Capital City Zone which is not appropriate for this area, there is no zone in the VPP which provides for a genuine mix of uses. The Mixed Use Zone is a residential zone in which other uses can be permitted. To implement the Structure Plan a zone that does not preference
residential uses was required. For this reason the City of Melbourne prepared a SUZ by adapting the provisions of the Mixed Use Zone.

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

An extensive consultation process on the Structure Plan was carried out seeking feedback from the community, agencies and stakeholders.

The amendment will follow the formal planning scheme amendment process and be placed on exhibition where stakeholders and agencies will have an opportunity to comment on the amendment.

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

The City of Melbourne is an interface body under the Transport Integration Act 2010. It is required to have regard to transport system objectives and decision-making principles when making decisions that have a significant impact on the transport system.

The amendment updates the off-street carparking requirements in the planning scheme by introducing a maximum rate which will support West Melbourne as a place for people to live and work without needing to own a car. By amending the parking requirements in the planning scheme, West Melbourne’s mobility needs can be met while achieving a lower rate of private vehicle ownership and reducing total vehicle kilometres travelled.

**Resource and administrative costs**

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

The new planning provisions will have no marked effect on existing administrative costs to the City of Melbourne.

**Where you may inspect this Amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

City of Melbourne  
Level 3, 240 Little Collins Street  
MELBOURNE VIC 3000  


**Submissions**

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by TBA

**Panel hearing dates**

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: TBA
- panel hearing: TBA
21.16 OTHER LOCAL AREAS

The following local area plans provide spatial and built form directions for the remaining neighbourhoods of the municipality.

21.16–1 St Kilda Road and South Yarra

St Kilda Road remains a premier boulevard containing high density office and residential development. The continued development of the area has necessitated the introduction of a wide range of uses and services to support residents, workers and businesses in the area.

In St Kilda Road and South Yarra, the educational, institutional and research facilities continue to be supported. As South Yarra is an area of stability with minimal potential for new development, residential amenity has been maintained and the area’s historic character and features have been preserved.

Housing

- Support residential development on St Kilda Road within its context as a premier office and residential boulevard.

Economic development

- Support street level convenience retailing and food and drink premises on St Kilda Road to provide for the needs of workers and residents.
- Ensure that the mix of uses does not prejudice the established character of St Kilda Road as a premier office and residential boulevard.
- Ensure Domain Road shopping area maintains its role for convenience shopping, neighbourhood facilities and as a neighbourhood focus.
- Support the ongoing operation and establishment of offices and related commercial developments along St Kilda Road to support its strategic role as a premier office district.

Built Environment and Heritage

- Ensure development in South Yarra is sensitively designed so that it maintains the generally low scale nature of heritage streetscapes and buildings.
- Ensure future development in St Kilda Road respects and maintains the prominence of the landscaped boulevard character which includes generous landscaped front setbacks, the appearance of “buildings in grounds” and established street trees.
- Ensure that building design along St Kilda Road maintains the prominence of views to the Arts Centre Spire and Shrine of Remembrance.
- Ensure that the scale of buildings along St Kilda Road maintain the silhouette of the Shrine of Remembrance.
- Encourage high rise residential and office developments along St Kilda Road.
- Encourage low rise sympathetic infill redevelopment and extensions that complement the architecture, scale and character of the residential areas in South Yarra.
- Protect the Royal Botanic Gardens by limiting the height of developments around the Gardens.
Ensure that development around Fawkner Park protects the visual amenity of the park and avoids overshadowing.

Infrastructure

- Support medical research and associated medical uses in South Yarra in a cluster near the Alfred Hospital in the Public Use Zone.
- Support the on-going operation of the State significant Alfred Hospital (including direct 24 hour emergency helicopter access) and other institutions on St Kilda Road.
- Support the functioning and growth of education uses in St Kilda Road and South Yarra, consistent with the local amenity at the interface of Residential and Mixed Use zones.
- Preserve and enhance the landscape qualities and recreational role of Fawkner Park.
Figure 16: St Kilda Road and South Yarra
21.16–2

East Melbourne and Jolimont

The East Melbourne and Jolimont area will continue to accommodate Government facilities, institutions and businesses in the Treasury and Parliament precinct. It has an important role in providing hospital and medical services and supporting Central City edge business uses while maintaining residential amenity through limited development of residential areas.

Housing

- Ensure development in the residential areas of East Melbourne and Jolimont is sensitively designed so that it maintains the generally low scale nature of heritage streetscapes and buildings.
- Support a mix of residential and office development in Commercial Zones in Jolimont.

Economic Development

- Support the continued operation of existing businesses in East Melbourne between Victoria Parade and Albert Street (west of Powlett Street), Wellington Parade and in the Jolimont commercial area.
- Support the government function of the Treasury and Parliament Reserves.
- Discourage medical centres and other commercial uses in the Residential Zones of East Melbourne where they do not serve a local community function or cause adverse impacts on residential amenity.
- Encourage the role of Wellington Parade shopping area for convenience shopping, neighbourhood facilities and a neighbourhood focus.

Built Environment and Heritage

- Ensure any redevelopment of the sites respects the scale of the surrounding residential area, heritage buildings and Fitzroy Gardens.
- Ensure views to the World Heritage Listed Royal Exhibition Building drum, dome, lantern and flagpole from Spring and Nicholson Streets are protected.
- Encourage sympathetic infill redevelopment and extensions that complement the architecture, scale and character of the areas in the low rise areas of East Melbourne and Jolimont.
- Ensure development in the Commercial Zone along Albert Street and Victoria Parade is consistent with the existing scale and character of the area.
- Maintain and enhance the landscape qualities of Victoria Parade boulevard and ensure that buildings along Victoria Parade are designed to enhance its appearance as a major boulevard.
- Ensure that development along Wellington Parade and Albert Street enhances these roads as key entrances to the Hoddle Grid.
- Ensure that development does not adversely affect Fitzroy Gardens, Treasury Gardens or Yarra Park by minimising the visual impact of buildings and overshadowing of the parks.

Infrastructure

- Support hospital, medical and medical research uses in East Melbourne in the Commercial and Public Use Zones.
Carlton is a dynamic and diverse local area. It accommodates a range of uses including housing, retailing, entertainment, leisure and cultural activities. Lygon /Elgin Street is an important local shopping centre that also has a regional tourist role based on the popularity of its restaurants. The tourism functions, needs of local residents and the retailing needs of the Commercial Zone in Lygon and Elgin Streets need to be balanced.

Carlton provides for a range of housing needs including a significant amount of public housing and student accommodation.
Carlton will continue to accommodate a mix of retail, commercial, educational, institutional and residential uses of different scales. In the established residential areas it is important that new development maintains the neighbourhood’s amenity and complements the highly valued heritage buildings and streetscapes.

The scale and form of development in Carlton is determined by reference to the cultural heritage significance and preferred built form character of the locality in which the development has established.

Housing

- Support limited residential development which maintains the low scale nature of heritage streetscapes and buildings north of Grattan Street.
- Support further residential development (including student accommodation) along Swanston Street (between Elgin and Victoria Streets). This area will continue to accommodate a mix of land uses including education, commercial, medical and research and development uses. It will develop a new built form character over time.
- Support the on-going use of College Square on Swanston Street and Lygon Street as high density student housing accommodation.
- Support shop-top housing in the Lygon Street shopping strip, ensuring that such uses do not affect the viability of commercial activities operating in the shopping centre.
- Ensure existing levels of social housing are retained in the redeveloped Rathdowne and Nicholson Street Public Housing Estates.
- Support redevelopment of the Queen Elizabeth Hospital site for medium density housing (including a component of social housing).

Economic development

- Support the ongoing tourism, cultural and entertainment role of Lygon Street (south of Grattan Street), Melbourne Museum and the Royal Exhibition Building.
- Support the ongoing regional role of Lygon Street (south of Grattan Street) as a retail, restaurant and entertainment precinct.
- Ensure Lygon Street (north of Grattan Street continues to provide for the convenience retail needs of the local residents and working community while discouraging the encroachment of restaurants and entertainment uses.
- Encourage a mix of retail, tourist and commercial uses around Argyle Square, compatible with the amenity of existing residences.
- Support the ongoing operation and establishment of small scale office and commercial uses (including start-up businesses, consultancies, creative enterprises) in South Carlton, consistent with the local amenity.
- Support the continued operation of service business activity in the Commercial and Mixed Use Zones.
- Encourage small scale office and commercial activities locate along Elgin Street in the existing Commercial Zone.
- Encourage home offices and small scale ground floor office and commercial activities along the Pelham Street axis to promote active street frontages.

Built Environment and Heritage

- Ensure development north of Grattan Street is sensitively designed so that it maintains the generally low scale nature of heritage streetscapes and buildings.
Support infill residential development in south of Grattan Street where it maintains the predominant low scale nature of these areas and respects the area’s heritage context.

Maintain a strong contrast in scale between the built form and character of the Hoddle Grid and Carlton at the Victoria Street interface.

Ensure the scale of development in Victoria Street, west of Carlton Gardens reinforces the distinct contrast between medium rise development in North Melbourne and Carlton, and higher rise development in the Hoddle Grid.

Ensure that development in the block bounded by Victoria Parade, Drummond Street, Queensberry Street and Lygon Street respects the heritage values of Trades Hall and other significant streetscapes in the area.

Maintain the predominantly low scale and ensure sympathetic infill redevelopment and extensions that complement the architecture, scale and character of the areas around Carlton Gardens, Lygon Street and residential areas included in the heritage overlay area.

Ensure any redevelopment of the College Square on Swanston Street creates an environment of high pedestrian amenity along Swanston Street, and respects the scale and form of heritage buildings on Faraday and Cardigan Streets.

Ensure that the height and mass of new development in proximity to Carlton Gardens and the World Heritage Listed Royal Exhibition Building maintains views of this World Heritage Listed site and does not adversely impact on this significance.

Ensure development fronting Swanston Street (corner of Victoria Street) positively contribute to the built form character.

Ensure that development is sympathetic to the heritage values of adjacent heritage areas and places.

**Infrastructure**

**Open Space**

Ensure the retention of all parkland and protect Carlton Gardens, and the Carlton squares (Macarthur, Murchison and Argyle) from uses that would reduce their landscape character and recreational role.

Ensure any buildings or structures in parks and gardens in Carlton are sensitively designed and located to minimise impacts on the landscape character and recreational role.
Figure 18: Carlton

Precincts
1. College Square
2. Queen Elizabeth Hospital development site
3. Nicholson Street Housing Estate
4. Rushdowne Street Housing Estate
5. Trades Hall
6. Lygon Street Local Centre
7. Elgin Street Shopping Strip
8. Exhibition Building and Carlton Gardens World Heritage Environments Area

Landmarks
- Melbourne Museum
- Royal Exhibition Building
21.16 – Parkville

The extensive parklands of Royal Park and Princes Park dominate the land use of this area and provide both local and regional open space.

Parkville has small established residential neighbourhoods, defined by their park context and the high integrity of the heritage buildings.

These will remain residential areas where preservation of heritage and parkland values and maintenance of residential amenity are key priorities. Residential development will be mainly confined to infill development. More intensive residential development will continue in the Parkville Gardens Estate.

Housing

- Support new residential development in Parkville Gardens, West Parkville.
- Support residential buildings associated with the institutions in the Commercial Zone land along Royal Parade.
- Discourage medical centres and other commercial uses in the residential zones, the stable residential areas of Parkville, except where they serve a local community function and do not cause adverse impacts on residential amenity.

Built Environment and Heritage

- Ensure that the Residential zoned areas of South Parkville, West Parkville and North Parkville maintain their residential character, predominantly low scale nature and heritage context
- Ensure that Royal Park remains the defining feature of Parkville by protecting the landscape character of the Park, preserving the recreational role of the Park and maintaining the open skyline from inside the Park.
- Reinforce Royal Parade and Flemington Road as major tree-lined boulevards.
- Ensure future development along Royal Parade and Flemington Road respects and maintains the prominence of the landscaped boulevard character which includes heritage buildings, landscaped front setbacks and established street trees.
- Ensure the scale of development respects the heritage and parkland values of the area and does not dominate or visually intrude upon parkland, streetscapes or lane-scapes.
- Ensure that new development in North Parkville maintains the existing built form character of buildings in a landscaped setting with generous setbacks from the street and between buildings. At the same time, promote quality building design and a consistent building scale.
- Ensure that development around the perimeter of the Royal Park does not significantly intrude into close range views from Royal Park.

Infrastructure

- Support State significant hospitals (including direct 24 hour emergency helicopter access) and research uses in the public use zoned land along Flemington Road from Elizabeth Street to the Royal Childrens’ Hospital consistent with the local amenity of residential and mixed use zones.
- Support industrial research and development at the Commonwealth Serum Laboratory Limited site to the north of Royal Park, consistent with the local amenity at the interface of residential and mixed use zones.
• Support research and education uses in the Commercial zoned land along Royal Parade in North Parkville, consistent with the local amenity in the Residential and Mixed use Zones.

• Discourage the encroachment of institutional uses into parkland and residential areas.

• Ensure the retention of all parkland and protect Royal Park and Princes Park from uses that would reduce its landscape character and recreational role.

• Ensure that buildings and other structures (e.g. communications infrastructure) in Royal Park and Princes Park are sensitively designed and located to minimise its impacts on the Park’s landscape character.

• Support the on-going operation of the Royal Melbourne Zoological Gardens, while ensuring that the landscape character of Royal Park is maintained.

• Encourage the retention and re-growth of predominantly indigenous vegetation in Royal Park.
Figure 19: Parkville

Local Area Boundary
Rail Station
Rail Network
Freeway
Public Open Space
Boulevards

Precincts
1. Parkville Gardens Estate
2. CSL
3. Royal Melbourne Hospital - Royal Park Campus
4. Parkville Youth Centre
5. Royal Melbourne Zoological Gardens
6. State Netball and Hockey Centre
7. Royal Children's Hospital
8. North Parkville
9. South Parkville
10. West Parkville
11. Royal Park
12. Visy Park
13. Princess Park
14. Melbourne General Cemetery
15. University Colleges
21.16–5 North Melbourne

North Melbourne has a strong residential base as well as commercial and industrial uses. Many of the area’s streetscapes and buildings have been recognised for their heritage significance. Flemington Road is a key tree-lined boulevard entry into the City.

North Melbourne should provide a balance of residential and commercial uses that maintains an emphasis on local community and liveability. There should be a clear distinction in scale from the Central City with higher scales of development expected located at the Central City fringe, around the North Melbourne railway station and along Flemington Road. In all other areas, a lower scale of development should be maintained.

The role and character of the Errol Street and Victoria Street shopping area should be strengthened, as local community centres.

Housing

- Support residential development in the Hoddle Grid fringe. In this area, increased residential densities should be balanced with the strategic role of this area in providing for small to medium enterprises that support the Hoddle Grid and Docklands.
- Promote the retention and refurbishment of existing public housing estates.
- Support limited residential development that maintains the low scale nature of heritage buildings and streetscapes in the Residential Zone (stable residential areas).

Economic Development

- Support a mix of uses with retail and small scale business uses and some light industrial uses in the Mixed Use Zone in North Melbourne.
- Support commercial development in the Hoddle Grid fringe.
- Strengthen the role of the Errol and Victoria Streets shopping area for convenience shopping, neighbourhood facilities and as a neighbourhood focus.
- Support the ongoing operation and establishment of small to medium enterprises and businesses that provide professional and business support services to the Capital City Zone in the Mixed Use Zone of North Melbourne adjacent to the Hoddle Grid.
- Support home business, small to medium offices and other commercial developments in the Mixed Use Zone of North Melbourne.
- Support light and service industry in the Mixed Use Zone in North Melbourne.

Built Environment and Heritage

- Maintain the predominantly low scale of residential areas and the Mixed Use Zone in North Melbourne.
- Maintain lower scale streetscapes in other parts of North Melbourne. Ensure that development is sympathetic to the architecture, scale and heritage character of the lower scale areas.
- Encourage the re-use of existing warehouse and industrial buildings with efficient recycling potential where these contribute to the traditional mixed use character of the area.
- Ensure infill redevelopment and extensions complement the architecture, scale and heritage values of the residential area, especially where it is in a Heritage Overlay.
- Maintain the existing two storey scale in the Errol and Victoria Street shopping precinct consistent with the area’s heritage buildings.
- Reinforce Flemington Road as a key tree lined boulevard entry to the Central City.

**Transport**

- Strengthen public open space and pedestrian and cycle connections in North Melbourne area, across the Moonee Ponds Creek and with the Capital City trails.
- Strengthen pedestrian, cycle and visual connections to Royal Park.
- Encourage better links between existing transport modes in North Melbourne and between key precincts, e.g. Errol Street shopping precinct.

**Infrastructure**

- Support the role of the North Melbourne Town Hall arts precinct, including the Metropolitan Meat Market.
- Support the provision of open space and recreational facilities for the local resident and working community.
- Facilitate opportunities for the creation of new open space in North Melbourne.
Figure 20: North Melbourne
21.16–6 West Melbourne Structure Plan Area

West Melbourne accommodates a mix of residential, commercial and industrial uses along with the major regional open space of Flagstaff Gardens and North Melbourne (future West Melbourne) Station - a major interchange station connecting six train lines to the north-west of Melbourne.

The area now known as West Melbourne has been the country of the Wurundjeri (Woiwurrung) and Boon wurrung (Bunurong) people of the Kulin nation for tens of thousands of years. The hill now occupied by Flagstaff Gardens was a meeting place for local clans with expansive views across the salt lakes, flats and lagoons to the You Yangs in the west. The hills of West Melbourne were once covered in grasslands and eucalypt woodland leading down to salt marshes, billabongs and floodplains to the west.

West Melbourne’s distinctive variety of uses and rich cultural and architectural heritage has long been shaped by its adjacency to the central city, nearby industrial areas, proximity to the port and good road and rail connections. Many of the area’s streetscapes and buildings have been recognised for their heritage significance.

The projected population of West Melbourne is between 8000 -9000 residents by 2037. It is predicted that there will be the need for between around 4500 to 7000 new jobs in West Melbourne by 2036, requiring approximately 100,000m² to 200,000m² of employment floor space.

West Melbourne will retain its unique identity, varied areas of character and mix of uses as it evolves into one of Melbourne’s distinct inner urban neighbourhoods and a counterpart to the central city. Its heritage and other characterful buildings will provide opportunity for a diverse range of uses. New mixed use development of the highest design quality will bring high amenity for residents, workers and visitors. Its wide green streets will provide excellent connections and a network of local spaces to rest and play with Spencer Street as a vibrant local high street.

West Melbourne is made up of five distinct places (see Figure 21), each with its own character and qualities and each with its own vision, as set out in the West Melbourne Structure Plan 2018.

Housing

- Require the provision of affordable housing in the Flagstaff, Spencer, and Station precincts.
- Deliver approximately 5500 additional dwellings to meet the projected population growth.

Economic Development

- Transform Spencer Street to become a new economically thriving local activity centre.
- Support mixed use development to facilitate a range of business and employment opportunities throughout West Melbourne.
- Support the delivery of the projected 10,000 jobs.
- Enhance North Melbourne (future West Melbourne) Railway Station with active uses to reinforce this area as key gateway into West Melbourne.

Built Environment and Heritage

- Ensure all new development responds sympathetically to, and enhances the valued heritage character of West Melbourne.
Support the development of West Melbourne as a mid-rise, human scaled neighbourhood with a diverse range of building types and some higher built form in specified locations.

Ensure that new development is of the highest design quality, and is responsive to the local context, varied subdivision patterns and site sizes West Melbourne.

Provide for a highly walkable neighbourhood with increased permeability and laneways through blocks.

Ensure new development enables sunlight and daylight to reach into the parks, streets and lower levels of buildings.

Encourage the retention and adaptive re-use of existing buildings

Support equitable development by ensuring primary outlook is secured to the street or within development sites.

Provide for fine grain adaptable tenancies within the lower levels of buildings.

Deliver a lower scale of development along the laneways and the activation of the laneway interface.

In the Spencer Precinct, encourage:

- a vibrant, inner-city area with a mix of retail, commercial, residential, community and creative uses.
- this neighbourhood to be distinct from the central city and North Melbourne
- a mix of converted warehouses, contemporary developments, heritage corner pubs and Victorian shop fronts.
- the incorporation of older buildings into new developments, Tree planting throughout to be well established and consistent, and to include large canopy trees in all streets.
- the retention and enhancement of views towards Eades Park and St Mary’s Cathedral.

In the Flagstaff Precinct encourage:

- a diverse area of mostly residential and commercial buildings that is well connected to the Flagstaff Gardens.
- the area to be distinct from the central city, characterized by large historic brick buildings, contemporary developments and warehouse restorations
- local streets to be home to small parks, recreation spaces and broad canopy trees
- a variety of shops and services on Spencer, King and La Trobe Streets.
- streets to be sheltered and green at pedestrian level due to the avenues of canopy trees.

In the Adderley Precinct, encourage:

- an eclectic mix of uses, tucked away from busy thoroughfares of West Melbourne but with great views of the city and Docklands
- the retention of a mix of heritage cottages and terraces, contemporary buildings and restored warehouses and factories
- the retention an renovation of buildings from all eras, including workers’ cottages and Victorian terraces, together with more recent apartment buildings
- the existing leafy streets to connect to the Hawke Street green spaine
- a new pedestrian and cycle route over to Docklands and excellent walking and cycling access to surrounding areas
In the Historic Hilltop Precinct, retain and enhance:
- the valued heritage character, clustered around the shopping strips on Errol, Victoria and Peel Streets.
- the fine grained residential area with intact rows of workers’ cottages, two storey terraces and Federation homes, and the retrofitted warehouses and larger institutional buildings
- the wide green streets and open spaces
- the Hawke and King intersection, Hawke Street linear park and regular avenues of street trees that reinforce the visual links to Flagstaff Gardens.
- views to the central city and access to Flagstaff Gardens and Queen Victoria Market

In the Station Precinct, encourage:
- a thriving area of converted warehouse apartments and new mid-rise residential buildings
- North Melbourne Station (future West Melbourne) to be become the focal point of the precinct by green avenues that extend to the north and east of the Station and new pedestrian and cycling bridges to link the south and west to E-Gate and Docklands.
- A mix of retail, commercial and residential buildings to encourage people to linger in the precinct rather than just pass through.

**Transport**

- Expand and upgrade the cycling network in West Melbourne.
- Upgrade the area around North Melbourne (future West Melbourne) Railway Station including Railway Place.
- Support a less car dependent transport system
- Develop high quality and feasible options to connect West Melbourne with Docklands via pedestrian and cycling bridges.
- Strengthen public open space and pedestrian and cycle connections in the North and West Melbourne area, across the Moonee Ponds Creek and with the Capital City trails.
- Strengthen pedestrian, cycle and visual connections to Royal Park.

**Infrastructure**

- Ensure good access to community and creative infrastructure within and around West Melbourne.
- Support the provision of recreational facilities for the local resident and working community.

**Open Space**

- Support the creation of linear open spaces through West Melbourne to enhance pedestrian connectivity with surrounding areas.
- Improve the function, usability, safety and access of existing open spaces.
- Deliver new open spaces in Flagstaff, Spencer and Adderley to meet the needs of the growing community.
- Create high quality green streets.

**Sustainability**

- Incorporate Integrated Water Management (IWM) is incorporated into West Melbourne to support a resilient and liveable neighbourhood.

**Figure 21: West Melbourne Structure Plan area and precincts**
Fishermans Bend Industrial Area

Fishermans Bend is the area of industrial land to the west of the city adjacent to the Port of Melbourne. The Port of Melbourne is covered by a separate planning scheme administered by the Minister for Planning. While not the responsible authority for the Port, the City of Melbourne must ensure an appropriate interface and access to the Port as Australia’s largest container and general cargo port.

The continued protection of industry and the Port from encroachment by residential and other sensitive uses will be important.

Economic Development

- Support the development of limited convenience retail and professional services in Fishermans Bend to support the area’s growing workforce.
- Support advanced manufacturing and associated research and development organisations especially within the aerospace and automotive sectors to locate in Fishermans Bend, to provide mutual benefit through proximity to existing businesses and activities.
- Support development of the Corporate precinct as an area to attract new manufacturing business and corporate headquarters, focused on research and technology.
- Support the development of the Small Medium Enterprise precinct as a transitional area separating the larger manufacturing industries to the west from more intensive industrial businesses to the north east and encourage a variety of business and industrial uses and business incubators.
- Discourage small scale industrial and commercial development and subdivision in Fishermans Bend that is not related to advanced manufacturing and research and development uses.
- Manage the interface between the Docklands’ residents by encouraging emission free or office based manufacturing uses and development in Lorimer Street (near the interface with Docklands) that are complementary to the adjacent Docklands development.
- Encourage larger manufacturing businesses to locate in the western portion of Fishermans Bend in the Corporate Precinct to minimise conflict with the Docklands development.
- Discourage the location of sensitive activities in Fishermans Bend that are not compatible with the operations of the Port of Melbourne or other industrial activities.

Built Environment and Heritage

- Strengthen pedestrian and cycle connections and support provision of open space and links through Fishermans Bend between the Port Melbourne foreshore, the Hoddle Grid and Westgate Park.
- Ensure that development in Fishermans Bend visible from Docklands does not detract from the appearance or visual amenity of the Docklands area.
- Support improvements to the physical infrastructure, urban design and amenity of Fishermans Bend to make the area a high quality urban environment and more attractive for business.
- Encourage a high standard of visual amenity along Lorimer Street to reinforce the image of Fishermans Bend and to strengthen main vistas and views.
- Encourage large front landscaped setbacks on larger industrial sites in Fishermans Bend.
- Discourage the location of car parking along Lorimer Street where it is visible from the street.
- Discourage high wire mesh fencing at street frontages particularly along Lorimer Street.
- Enhance the environmental and open space values of Westgate Park.
- Enhance open space in Fishermans Bend to provide for the needs of the working population.

**Transport**

- Support the extension of bus, fixed and light rail services to Fishermans Bend.
- Support the development of transport infrastructure required for the Port of Melbourne in Fishermans Bend including planning for future rail links to Webb Dock to the south, heavy vehicles and freight and protecting shipping lanes.
- Support the extension of heavy rail to Webb Dock.
Figure 22: Fishermans Bend Industrial Area
**21.17 REFERENCE DOCUMENTS**

**General**

How to Calculate Floor Area Uplifts and Public Benefits, Department of Environment, Land, Water and Planning (as amended from time to time)

**Housing and community**


**Business and Retail**


**Urban Form and Structure and character**

Docklands Open Space Strategy.
Melbourne Docklands Outdoor Signage Guidelines, 2004
Swanston Street, Carlton- Urban Design Guidelines, 1999
Carlton Brewery Masterplan, October 2007
Queen Victoria Market Precinct Renewal Built Form Review & Recommendations, April 2015.
Queen Victoria Market Precinct Renewal Master Plan, July 2015.
West Melbourne Structure Plan, 2018

**Parks**

Parks Policy, 1997.
Transport and Access

Port of Melbourne Land Use Plan, 2002.
City West Plan, 2002.

Environment


Local Area Plans

Southbank Structure Plan 2010.
North West 2010 Local Plan, 1999.
The Shrine of Remembrance, Managing the significance of the Shrine, July 2013
SCHEDULE 6 TO CLAUSE 37.01 SPECIAL USE ZONE

Shown on the planning scheme map as SUZ6.

WEST MELBOURNE

Purpose

To implement the West Melbourne Structure Plan 2018 and support the development of West Melbourne as a vibrant, mixed use inner city neighbourhood with a genuine mix of retail, commercial and residential uses and affordable housing.

To retain and increase local employment and facilitate an increase in jobs in West Melbourne.

To support a less car dependent transport system by ensuring that opportunities to adapt and repurpose car parks are protected, and to facilitate the adoption of sustainable transport alternatives.

To encourage provision of well designed public open space on larger development sites.

To develop the Spencer Street Village as a local activity centre with a mix of commercial, retail, residential and community uses to complement its activity centre function.

1.0 Table of uses

Section 1 - Permit not required

<table>
<thead>
<tr>
<th>Use</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Animal Keeping (other than animal boarding)</td>
<td>Must be no more than 2 animals</td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>No more than 10 persons may be accommodated away from their normal place of residence</td>
</tr>
<tr>
<td></td>
<td>At least 1 car parking space must be provided for each 2 persons able to be accommodated away from their normal place of residence</td>
</tr>
<tr>
<td>Dependent person’s unit</td>
<td>Must be the only dependent person’s unit on the lot</td>
</tr>
<tr>
<td>Dwelling (other than Bed and breakfast)</td>
<td>The total number of dwellings must not exceed 9</td>
</tr>
<tr>
<td></td>
<td>Must not have a ground floor frontage to Spencer Street between Hawke Street and Dudley Street (this does not include a shared residential entry providing access to a dwelling)</td>
</tr>
<tr>
<td>Food and drink premises</td>
<td>Except for properties fronting Spencer Street between Hawke Street and Dudley Street, the leasable floor area must not exceed 150 square metres</td>
</tr>
<tr>
<td>Home occupation</td>
<td></td>
</tr>
<tr>
<td>Informal outdoor recreation</td>
<td></td>
</tr>
<tr>
<td>Medical centre</td>
<td>The gross floor area must not exceed 250 square metres</td>
</tr>
<tr>
<td>Minor utility installation</td>
<td></td>
</tr>
</tbody>
</table>
Office (other than Medical centre)  
Except for properties fronting Spencer Street between Hawke Street and Dudley Street, the leasable floor area must not exceed 250 square metres.

Place of worship  
The gross floor area must not exceed 250 square metres.

Railway

Residential aged care facility  
For properties fronting Spencer Street, between Hawke Street and Dudley Street must not be located at the ground floor.

Shop (other than Adult sex bookshop)  
Except for properties fronting Spencer Street between Hawke Street and Dudley Street, the leasable floor area must not exceed 150 square metres.

Tramway

Any use listed in Clause 62.01  
Must meet the requirements of Clause 62.01.

Section 2 - Permit required

<table>
<thead>
<tr>
<th>Use</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation (other than Dependent person’s unit and Residential aged care facility)</td>
<td>Must not have a ground floor frontage to Spencer Street between Hawke Street and Dudley Street (this does not include a shared residential entry)</td>
</tr>
<tr>
<td>Agriculture (other than Animal keeping and Apiculture)</td>
<td></td>
</tr>
<tr>
<td>Animal boarding</td>
<td></td>
</tr>
<tr>
<td>Animal keeping (other than Animal boarding) – if the Section 1 condition is not met</td>
<td>Must be no more than 5 animals.</td>
</tr>
<tr>
<td>Car Park</td>
<td>Must be located on land occupied by a residential or commercial (other than Car Park) land use (i.e. the land must not be solely used for a Car Park)</td>
</tr>
<tr>
<td>Industry (other than Materials recycling and Transfer station)</td>
<td>Must not be a purpose listed in the table to Clause 52.10.</td>
</tr>
<tr>
<td>Leisure and recreation (other than Informal outdoor recreation)</td>
<td></td>
</tr>
<tr>
<td>Place of assembly (other than Carnival, Circus and Place of worship)</td>
<td></td>
</tr>
<tr>
<td>Retail premises (other than Food and drink premises and Shop)</td>
<td></td>
</tr>
<tr>
<td>Utility installation (other than Minor utility installation and Telecommunications facility)</td>
<td></td>
</tr>
<tr>
<td>Warehouse</td>
<td>Must not be a purpose listed in the table to Clause 52.10.</td>
</tr>
</tbody>
</table>
Any other use not in Section 1 or 3

Section 3 - Prohibited

<table>
<thead>
<tr>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult sex bookshop</td>
</tr>
<tr>
<td>Brothel</td>
</tr>
<tr>
<td>Materials recycling</td>
</tr>
<tr>
<td>Transfer station</td>
</tr>
<tr>
<td>Stone extraction</td>
</tr>
</tbody>
</table>

2.0  Use of land

Use for Dwellings – Affordable Housing

For land located in the Flagstaff, Spencer and Station Precincts, as shown on Figure 1, where a permit is required to use land for Dwellings, one in sixteen dwellings within the development (at least 6%) should be an affordable housing dwelling, which is to be provided to a Housing Provider at no cost or to be held in an affordable housing Trust and managed for the sole purpose of affordable housing.

If in calculating the affordable housing requirement the result is not a whole number, the affordable housing requirement is to be rounded up to the nearest whole number.

Use for Accommodation– Minimum Floor Area Requirement for Use Other than Accommodation

A permit cannot be granted to use land for Accommodation unless:

For land located in the Spencer Precinct as shown on Figure 1:

- A minimum of 25 per cent of the gross floor area of a development is allocated to a use other than Accommodation (excluding carparking, bicycle and loading and unloading facilities, and any bonus floor area under an applicable Design and Development Overlay).

For land located in the Flagstaff and Adderley Precincts as shown on Figure 1:

- A minimum of 16.6 per cent of the gross floor area of a development is allocated to a use other than Accommodation (excluding carparking, bicycle and loading and unloading facilities, and any bonus floor area under an applicable Design and Development Overlay).

For land located in the Station Precinct as shown on Figure 1:

- A minimum of 20 per cent of the gross floor area of a development is allocated to a use other than Accommodation (excluding carparking, bicycle and loading and unloading facilities, and any bonus floor area under an applicable Design and Development Overlay).

The above requirement does not apply to:

- An application that seeks to increase the gross floor area of an existing development that is to be allocated to a use other than Accommodation, which does not increase the gross floor area of any existing Accommodation land use (excluding carparking, bicycle and loading and unloading facilities).
Use for industry and warehouse - Amenity of the neighbourhood

The use of land for an industry or warehouse must not adversely affect the amenity of the neighbourhood, including through:

- The transport of materials or goods to or from the land.
- The appearance of any stored materials or goods.
- Traffic generated by the use.
- Emissions from the land.

3.0 Subdivision

Permit requirement

A permit is required to subdivide land.

- An application to subdivide land, whether or not in accordance with an approved development, must ensure that all car parking spaces are retained as common property. This requirement does not apply to an enclosed garage forming part of a townhouse.

An application to subdivide land, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must meet the requirements of Clause 56 and:

- Must meet all of the objectives included in the clauses specified in the following table.
- Should meet all of the standards included in the clauses specified in the following table.
### Class of subdivision

<table>
<thead>
<tr>
<th>Class of subdivision</th>
<th>Objectives and standards to be met</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 or more lots</td>
<td>All except Clause 56.03-5.</td>
</tr>
<tr>
<td>16 – 59 lots</td>
<td>All except Clauses 56.03-1 to 56.03-3, 56.03-5, 56.06-1 and 56.06-3.</td>
</tr>
<tr>
<td>3 – 15 lots</td>
<td>All except Clauses 56.02-1, 56.03-1 to 56.03-4, 56.05-2, 56.06-1, 56.06-3 and 56.06-6.</td>
</tr>
<tr>
<td>2 lots</td>
<td>Clauses 56.03-5, 56.04-2, 56.04-3, 56.04-5, 56.06-8 to 56.09-2</td>
</tr>
</tbody>
</table>

### 4.0 Construction and extension of one dwelling on a lot

**Permit requirement**

A permit is required to construct or extend one dwelling on a lot of less than 300 square metres.

A development must meet the requirements of Clause 54.

**No permit required**

No permit is required to:

- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Make structural changes to a dwelling provided the size of the dwelling is not increased or the number of dwellings is not increased.

### 5.0 Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings

**Permit requirement**

A permit is required to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.
- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.

A permit is required to construct or extend a front fence within 3 metres of a street if:

- The fence is associated with 2 or more dwellings on a lot or a residential building, and
- The fence exceeds the maximum height specified in Clause 55.06-2.

A development must meet the requirements of Clause 55. This does not apply to a development of five or more storeys, excluding a basement.

An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

A permit is not required to construct one dependent person’s unit on a lot.

### 6.0 Buildings and works associated with a Section 2 use
A permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 32.04-2.

7.0 Buildings on lots that abut another residential zone

Any buildings or works constructed on a lot that abuts land which is in a General Residential Zone, Residential Growth Zone, Neighbourhood Residential Zone or Township Zone must meet the requirements of Clauses 55.04-1, 55.04-2, 55.04-3, 55.04-5 and 55.04-6 along that boundary.

8.0 Application requirements

If in the opinion of the Responsible Authority, an application requirement listed below is not relevant to the assessment of the application, the Responsible Authority may waive or reduce the requirement.

Public Open Space Contribution

All applications associated with the development or use of land must be accompanied by a written submission that demonstrates how the development scheme has been designed to satisfy the criteria set out in Local Planning Policy Clause 22.26.

Use for Dwellings

An application to use land for Dwellings must be accompanied by a report which addresses:

- How the proposal contributes to the goals of:
  - delivering 6% of housing as affordable housing in West Melbourne.
- Where the proposal does not achieve at least 6% affordable housing, a detailed report prepared by a Quantity Surveyor or other suitably qualified professional to the satisfaction of the Responsible Authority, must be provided, which sets out indicative profit margins for the project, and substantiated findings demonstrating why the proposed number of affordable housing dwellings within the development, to satisfy the applicable requirement, cannot be delivered without rendering the project economically non-viable.

  The Responsible Authority may require this report to be analysed by a suitably qualified independent third party at the applicant’s cost.

Use for industry and warehouse

An application to use land for an industry or warehouse must be accompanied by the following information:

- The purpose of the use and the types of activities to be carried out.
- The type and quantity of materials and goods to be stored, processed or produced.
- Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
- Whether a notification under the Occupational Health and Safety (Major Hazard Facilities) Regulations 2000 is required, a licence under the Dangerous Goods Act 1985 is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2000 is exceeded.
- How land not required for immediate use is to be maintained.
- The likely effects, if any, on the neighbourhood, including noise levels, traffic, airborne emissions, emissions to land and water, light spill, glare, solar access and hours of operation (including the hours of delivery and dispatch of materials and goods).

Use for Car Park
An application to use land for a Car Park must be accompanied by a car parking management plan for all car parking spaces, which addresses how the design and operation of the Car Park will comply with the design standards of any applicable Parking Overlay.

**Subdivision**

An application to subdivide land must be accompanied by a report which addresses:

- Whether the subdivision provides for the transition of car parks and car spaces on common property to alternative uses over time.

**Buildings and works associated with a Section 2 use**

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A site analysis and descriptive statement explaining how the proposal responds to the site and its context.
- Plans drawn to scale and dimensioned which show:
  - The layout of proposed buildings and works.
  - An elevation of the building design and height.
  - Setbacks to property boundaries.
  - All proposed access and pedestrian areas.
  - All proposed driveway, car parking and loading areas.
  - Existing vegetation and proposed landscape areas.
- The location of easements and services.

### 9.0 Exemption from notice and review

**Subdivision**

An application for subdivision is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

### 10.0 Decision guidelines

**General**

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- The purpose of the zone.

**Use for Dwellings**

The following decision guidelines apply to an application for a permit for a dwelling and must be considered, as appropriate, by the responsible authority:

- Whether the proposal delivers an activated ground floor along Spencer Street between Hawke Street and Dudley Street.
- Whether the proposal satisfactorily contributes to the goal of at least 6% affordable housing in West Melbourne,
- The views of the relevant housing provider.

**Use for industry and warehouse**

- The effect that existing uses on adjoining or nearby land may have on the proposed use.
- The design of buildings, including provision for solar access.
- The availability and provision of utility services.
- The effect of traffic to be generated by the use.
- The interim use of those parts of the land not required for the proposed use.
- Whether the use is compatible with adjoining and nearby land uses.
- For non-residential uses, the proposed hours of operation, noise and any other likely off-site amenity impacts.

**Subdivision**

- The pattern of subdivision and its effect on the spacing of buildings.
- For subdivision of land for residential development, the objectives and standards of Clause 56.
- The contribution the proposed subdivision makes to a fine grain precinct, and pedestrian and bicycle permeability
- Whether the proposed car parking area is designed for future adaptation or repurposing as an alternative use.

**Construction and extension of one dwelling on a lot**

- The objectives, standards and decision guidelines of Clause 54.

**Construction and extension of two or more dwellings on a lot, dwellings on common property and residential buildings**

- For two or more dwellings on a lot, dwellings on common property and residential buildings, the objectives, standards and decision guidelines of Clause 55. This does not apply to an apartment development of five or more storeys, excluding a basement.
- For an apartment development of five or more storeys, excluding a basement, the objectives, standards and decisions guidelines of Clause 58.

11.0 Advertising signs

Advertising sign requirements are at Clause 52.05. All land located within SUZ6 is in Category 3.

12.0 Policy Reference

City of Melbourne: West Melbourne Structure Plan 2018
SCHEDULE 28 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO28

WEST MELBOURNE - STATION PRECINCT

Design Objectives

- To create a medium density precinct (of between four and eight storeys) of the highest design quality.
- To generate activity and to create a welcoming arrival point around North Melbourne (future West Melbourne) Station, and maximise passive surveillance around North Melbourne (future West Melbourne) Station and Railway and Miller Reserve.
- To ensure new development is adaptable and can accommodate different uses over time.
- To reference the industrial history of the precinct by supporting the adaptive reuse of special character buildings, encouraging contemporary use of common industrial materials, such as red brick, and ensuring new development responds sympathetically to heritage buildings through materiality, scale and form.
- To expand the laneway network and maximise pedestrian permeability and connectivity, including through pedestrian and cycling links to Arden, North Melbourne, Docklands, E-Gate, and ensure development frames laneways to be positive additions to the public realm network.

Buildings and works

2.1 Definitions

For the purpose of this schedule:

- special character building means any of the buildings listed below (and identified in the West Melbourne Structure Plan 2018):
  - 47 Dryburgh Street, West Melbourne (two-storey brick building)
- successfully retained means that the three dimensional form and details of a special character building, as viewed from the street, have been preserved and incorporated into the development, and the existing interior finished floor and ceiling levels have been adopted to maintain the functional appearance of the building.
- bonus floor area means 50% of the gross floor area of a special character building, where the special character building has been successfully retained.
- floor area ratio means the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, minus any bonus floor area the development qualifies for, divided by the area of the site.

2.2 Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works at ground level to provide access for persons with disabilities that comply with all legislative requirements.
2.3 Requirements

Mandatory Floor Area Ratio Requirement

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 5:1.

The calculation of the floor area ratio excludes any bonus floor area the development qualifies for, where the Responsible Authority is satisfied that the special character building has been successfully retained (within the meaning provided by Clause 2.1).

Built Form Requirements

Buildings and works:

- must meet the Design Objectives specified in this schedule;
- must achieve the Built Form Outcomes specified for each relevant Built Form Requirement in Table 1 to this schedule; and
- should meet the Built Form Requirements specified in Table 1 to this schedule.

An application which does not meet the Built Form Requirements specified in Table 1 to this schedule must document how the development will continue to meet the relevant Design Objectives, and achieve the relevant Built Form Outcomes.

Table 1 to Schedule 28

<table>
<thead>
<tr>
<th>BUILT FORM REQUIREMENTS</th>
<th>BUILT FORM OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building/Street Wall Height</td>
<td>Building heights, including street wall heights are variable to ensure a positive contribution to the specific character of the street. Larger sites are broken up into a series of smaller building forms to ensure they relate and contribute positively to their context and their historic urban grain. Taller built form is located immediately adjacent to the station, stepping down to the 14m height control area, and to interfaces with lower scale and heritage buildings, particularly those to the south of Abbotsford Street. Ensure the Station remains a focal point. Development respects the scale of adjoining residential and heritage buildings. Development does not unreasonably reduce solar access to adjacent solar panels.</td>
</tr>
<tr>
<td>Floor to Ceiling Heights</td>
<td>Adequate floor-to-ceiling heights to ensure developments can be adapted to different uses. Fine grain adaptable tenancies within the lower levels of buildings.</td>
</tr>
<tr>
<td>Active Street/Laneway Frontages</td>
<td>Maximise activation of the public realm within main streets, streets and laneways. Development to positively frame the open</td>
</tr>
</tbody>
</table>
and Adderley Street.
Development along Anderson Street to address the interface with Railway Place and Miller Street Reserve with active frontages.
Development with more than one street frontage positions entries, circulation and services to respond to the function of adjoining main streets, streets and laneways.
Locate service areas away from main streets, local streets and public spaces, or within basement or upper levels.
Co-locate service cabinets internal to loading, waste or parking areas where possible to avoid impact on the public realm.

Laneways, pedestrian and cycling connections
Provide new pedestrian connections where the average length of a street block exceeds 100 metres, except within 200 metres of a rail station where more frequent connections are desirable to manage high pedestrian volumes.
For street blocks exceeding 200 metres in length, at least two pedestrian connections are provided.
Pedestrian connections are located centrally within the street block and where possible, less than 70 metres from the next intersection or pedestrian connection.
New laneways, pedestrian and cycling connections are:
- Safe, direct, attractive, well-lit and provide a line of sight from one end of the connection to the other.
- Publicly accessible and appropriately secured with a legal agreement.
- At least six metres wide.
- Open to the sky.
- Lined by active frontages.

2.4 Application Requirements
If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.
An application for permit must be accompanied by:
- A comprehensive site analysis and urban context report documenting the key contextual influences on the development.
- Written and diagrammatic demonstration of how the development addresses the Design Objectives, Built Form Requirements and Built Form Outcomes of this Schedule.
• A retention and refurbishment plan, detailing all building fabric that is to be retained and/or refurbished where a special character building is to be successfully retained as part of a development. Diagrams, photomontages or 3D renders should be used to demonstrate that any element of the development visible from a height of 1.7 metres above street level (including the roof) measured within a 45° viewing angle the plane of the street alignment will be preserved.

• A 3D model of the proposed development in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height.

• Photographic and or diagrammatic study of prevailing materiality and architectural elements in the surrounding streetscape including any heritage elements.

• Photomontage studies of the proposal within its streetscape context from pedestrian eye level from street level. (Including relevant proposals and approvals).

• Analysis of relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space in order to maximise the amenity of public and private realm.

• Street elevations of the block showing how the development proposal sits and contributes to its context.

• Detailed plan, elevation and section drawings (1:50 or 1:20) and written statement describing the design of the lower levels of the building including entries, shop front design, service doors or cabinets, weather protection canopies and integrated signage elements.

• Concept landscape plan for any publicly accessible podium and rooftop spaces detailing hard and soft landscape elements and evidence of the structural depth required to accommodate any deep soil planting.

• Where car parking is proposed at or above ground level, an appropriately annotated plan and section drawings for relevant levels to demonstrate the capacity to adapt to alternate uses.

• Layout plans demonstrating the potential for conversion to alternative uses with an acceptable level of amenity where student housing, hotel or serviced apartments are proposed.

3.0 Subdivision

A permit is not required to subdivide land.

4.0 Advertising signs

None specified.

5.0 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines specified in Clause 43.02, Clause 65, and elsewhere in the scheme, the responsible authority must consider as appropriate:

• The Design Objectives of this schedule and the spatial and built form directions at Clause 21.16-6 of this Planning Scheme.

• Demonstrated high quality response to the Built Form Requirements and Outcomes of Table 1 to this schedule.

• The effect of the development on solar access to existing solar panels on other sites.

• Whether the development enables sunlight and daylight to reach into the parks, streets and lower levels of buildings.

• Whether the development is responsive to the local context, street hierarchy, varied subdivision patterns and site sizes and other characteristics of the Station precinct.
• Whether the development supports a high quality of pedestrian amenity in the public realm.
• Whether the development allows for the adaptive re-use of existing buildings.

6.0 References

• The West Melbourne Structure Plan, 2018
1.0 Design Objectives

- To create a low to mid-scale precinct (of between two and six storeys) with the taller development fronting Adderley Street between Hawke Street and Dudley Street.
- To reinforce the role of Railway Place as an important pedestrian link between North Melbourne Station and Docklands, and Arden and the City.
- To ensure new development is adaptable and can accommodate different uses over time.
- To reference the industrial history of the precinct by supporting the adaptive reuse of special character buildings, encouraging contemporary use of common industrial materials, such as red brick, and ensuring new development responds sympathetically to heritage buildings through materiality, scale and form.
- To expand the laneway network, maximise pedestrian permeability and connectivity, including through pedestrian and cycling links, and ensure development frames laneways to be positive additions to the public realm network.

2.0 Buildings and works

2.1 Definitions

- **special character building** means any of the buildings listed below (and identified in the West Melbourne Structure Plan 2018):
  - 280 Rosslyn Street, West Melbourne (single-storey brick building)
  - 278 Rosslyn Street, West Melbourne (single-storey brick building)
  - 260 Rosslyn Street, West Melbourne (single-storey brick building)
  - 252 Rosslyn Street, West Melbourne (single-storey brick building)
  - 179 Stanley Street, West Melbourne (single-storey brick building)
  - 127-153 Stanley Street, West Melbourne (Cnr Adderley Street) (single-storey rendered brick building)
  - 210-224 Rosslyn Street, West Melbourne (two-storey brick building with a tiled/rendered front facade)
  - 154-160 Stanley Street, West Melbourne (single-storey brick building)
  - 124-128 Stanley Street, West Melbourne (single-storey brick building with a rendered front façade)

- **successfully retained** means that the three dimensional form and details of a special character building, as viewed from the street, have been preserved and incorporated into the development, and the existing interior finished floor and ceiling levels have been adopted to maintain the functional appearance of the building.

- **bonus floor area** means 50% of the gross floor area of a special character building, where the special character building has been successfully retained.

- **floor area ratio** means the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, **minus**
any bonus floor area the development qualifies for, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

2.2 Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works at ground level to provide access for persons with disabilities that comply with all legislative requirements.

2.3 Requirements

Mandatory Floor Area Ratio Requirement

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of 3:1.

The calculation of the floor area ratio excludes any bonus floor area the development qualifies for, where the Responsible Authority is satisfied that the special character building has been successfully retained (within the meaning provided by Clause 2.1).

Built Form Requirements

Buildings and works:

- must meet the Design Objectives specified in this schedule;
- must achieve the Built Form Outcomes specified for each relevant Built Form Requirement in Table 1 to this schedule; and
- should meet the Built Form Requirements specified in Table 1 to this schedule.

An application which does not meet the Built Form Requirements specified in Table 1 to this schedule must document how the development will continue to meet the relevant Design Objectives, and achieve the relevant Built Form Outcomes.

Table 1 to Schedule 29

<table>
<thead>
<tr>
<th>BUILT FORM REQUIREMENTS</th>
<th>BUILT FORM OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building/Street Wall Height</td>
<td>Generally low to mid-rise buildings with taller built form along Adderley Street that will contribute to defining the street interface.</td>
</tr>
<tr>
<td>Maximum building height: 4 storeys, unless:</td>
<td>Development stepping down from Adderley Street, to the lower rise heritage buildings along Hawke Street (west of Spencer Street).</td>
</tr>
<tr>
<td>fronting Adderley Street between Hawke Street and Dudley Street where the maximum building height is: 6 storeys.</td>
<td>Variable building heights, including street wall heights that contribute positively to the specific character of the street.</td>
</tr>
<tr>
<td></td>
<td>Larger sites are broken up into a series of smaller building forms that relate and contribute positively to their context and the historic urban grain.</td>
</tr>
<tr>
<td></td>
<td>Development respects the scale of adjoining residential and heritage buildings.</td>
</tr>
<tr>
<td></td>
<td>Lower scale of development to a laneway interface.</td>
</tr>
<tr>
<td></td>
<td>Development does not unreasonably reduce...</td>
</tr>
</tbody>
</table>
**Floor to Ceiling Heights**

Minimum floor-to-ceiling heights:
- 4 metres for the ground floor.
- 3.3 metres for all non-residential uses on other floors.

**Active Street/Laneway Frontages**

Development incorporates active frontages at the ground floor, particularly:
- along a laneway interface;
- along the interface with the proposed linear park on Hawke Street; and
- along Adderley Street.

Development with more than one street frontage positions entries, circulation and services to respond to the function of adjoining main streets, streets and laneways.

Locate service areas away from main streets, local streets and public spaces, or within basement or upper levels.

Co-locate service cabinets internal to loading, waste or parking areas where possible to avoid impact on the public realm.

**Laneways, pedestrian and cycling connections**

Provide new pedestrian connections where the average length of a street block exceeds 100 metres, except within 200 metres of a rail station where more frequent connections are desirable to manage high pedestrian volumes.

For street blocks exceeding 200 metres in length, at least two pedestrian connections are provided.

Pedestrian connections are located centrally within the street block and where possible, less than 70 metres from the next intersection or pedestrian connection.

New laneways, pedestrian and cycling connections are:
- Safe, direct, attractive, well-lit and provide a line of sight from one end of the connection to the other.
- Publicly accessible and appropriately secured with a legal agreement.
- At least six metres wide.
- Open to the sky.
- Lined by active frontages.

Development to provide new, direct and convenient pedestrian and cycling connections where appropriate, that are aligned with other lanes or pedestrian and cycling connections on nearby sites.

New laneways are provided through large sites where appropriate.
2.4 Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

An application for permit must be accompanied by:

- A comprehensive site analysis and urban context report documenting the key contextual influences on the development.
- Written and diagrammatic demonstration of how the development addresses the Design Objectives, Built Form Requirements and Built Form Outcomes of this Schedule.
- A retention and refurbishment plan, detailing all building fabric that is to be retained and/or refurbished where a special character building is to be successfully retained as part of a development. Diagrams, photomontages or 3D renders should be used to demonstrate that any element of the development visible from a height of 1.7 metres above street level (including the roof) measured within a 45° viewing angle the plane of the street alignment will be preserved.
- A 3D model of the proposed development in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height.
- Photographic and or diagrammatic study of prevailing materiality and architectural elements in the surrounding streetscape including any heritage elements.
- Photomontage studies of the proposal within its streetscape context from pedestrian eye level from street level. (Including relevant proposals and approvals).
- Analysis of relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space in order to maximise the amenity of public and private realm.
- Street elevations of the block showing how the development proposal sits and contributes to its context.
- Detailed plan, elevation and section drawings (1:50 or 1:20) and written statement describing the design of the lower levels of the building including entries, shop front design, service doors or cabinets, weather protection canopies and integrated signage elements.
- Concept landscape plan for any publicly accessible podium and rooftop spaces detailing hard and soft landscape elements and evidence of the structural depth required to accommodate any deep soil planting.
- Where car parking is proposed at or above ground level, an appropriately annotated plan and section drawings for relevant levels to demonstrate the capacity to adapt to alternate uses.
- Layout plans demonstrating the potential for conversion to alternative uses with an acceptable level of amenity where student housing, hotel or serviced apartments are proposed.

3.0 Subdivision

A permit is not required to subdivide land.

4.0 Advertising signs

None specified.

5.0 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines specified in Clause 43.02, Clause 65, and elsewhere in the scheme, the responsible authority must consider as appropriate:
• The Design Objectives.
• Demonstrated high quality response to the Built Form Requirements and Outcomes of Table 1 to this schedule.
• The effect of the development on solar access to existing solar panels on other sites.
• Whether the development enables sunlight and daylight to reach into parks, streets and lower levels of buildings.
• Whether the development is responsive to the local context, varied subdivision patterns and site sizes and other characteristics of the Adderley precinct.
• Whether the development supports a high quality of pedestrian amenity in the public realm.
• Whether the development allows for the adaptive re-use of existing buildings.

6.0 References

- The West Melbourne Structure Plan, 2018
SCHEDULE 33 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO33

WEST MELBOURNE – FLAGSTAFF PRECINCT

1.0 Design Objectives

- To create a precinct with variable building heights (of between six and sixteen storeys), with a lower scale of development to laneways and activated laneway interfaces, and a clear differentiation from the Hoddle Grid.
- To ensure development does not impact on the amenity of, and outlook from, Flagstaff Gardens and St James Old Cathedral.
- To ensure new development is adaptable and can accommodate different uses over time.
- To reference the industrial history of the precinct by supporting the adaptive reuse of special character buildings, encouraging contemporary use of common industrial materials, such as red brick, and ensuring new development responds sympathetically to heritage buildings through materiality, scale and form.
- To expand the laneway network and maximise pedestrian permeability and connectivity, including through pedestrian and cycling links, and ensure development frames laneways to be positive additions to the public realm network.

2.0 Buildings and works

2.1 Definitions

For the purpose of this schedule:

- **special character building** means any of the buildings listed below (and identified in the West Melbourne Structure Plan 2018):
  - 97-99 Dudley Street, West Melbourne (single storey brick building)
  - 91-95 Dudley Street, West Melbourne (single-storey brick building)
  - 419-421 Spencer Street, West Melbourne (single-storey brick building)
  - 405-407 Spencer Street, West Melbourne (single-storey brick building)
  - 60 Batman Street, West Melbourne (three-storey brick building)
  - 50 Batman Street, West Melbourne (single-storey brick building)
  - 42-48 Batman Street, West Melbourne (two-storey brick building)
  - 2-24 Batman Street, West Melbourne (three-storey concrete building)
  - 66-68 Jeffcott Street, West Melbourne (three-storey brick building)
  - 510-516 La Trobe Street, West Melbourne (three-storey brick building)
  - 488-494 La Trobe Street, West Melbourne (two-storey rendered brick building)
  - 460-462 La Trobe Street, West Melbourne (two-storey rendered brick building)
  - 456 La Trobe Street, West Melbourne (two-storey bluestone building)
  - 33-35 Dudley Street, West Melbourne (single & two-storey brick building)

- **successfully retained** means that the three dimensional form and details of a special character building, as viewed from the street, have been preserved and incorporated
into the development, and the existing interior finished floor and ceiling levels have been adopted to maintain the functional appearance of the building.

- **bonus floor area** means 50% of the gross floor area of a special character building, where the special character building has been successfully retained.

- **floor area ratio** means the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, minus any bonus floor area the development qualifies for, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

### 2.2 Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works at ground level to provide access for persons with disabilities that comply with all legislative requirements.

### 2.3 Requirements

#### Mandatory Floor Area Ratio Requirement

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of **6:1**.

The calculation of the floor area ratio excludes any bonus floor area the development qualifies for, where the Responsible Authority is satisfied that the special character building has been successfully retained (within the meaning provided by Clause 2.1).

#### Built Form Requirements

Buildings and works:

- must meet the Design Objectives specified in this schedule;
- must achieve the Built Form Outcomes specified for each relevant Built Form Requirement in Table 1 to this schedule; and
- should meet the Built Form Requirements specified in Table 1 to this schedule.

An application which does not meet the Built Form Requirements specified in Table 1 to this schedule must document how the development will continue to meet the relevant Design Objectives, and achieve the relevant Built Form Outcomes.

#### Table 1 to Schedule 33

<table>
<thead>
<tr>
<th>BUILT FORM REQUIREMENTS</th>
<th>BUILT FORM OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building/Street Wall Height &amp; Setbacks</strong></td>
<td>A mix of building typologies and variable building heights, including street wall heights, which contribute positively to the specific character of the street. The tallest buildings will be around 16 storeys with smaller sites and mid-block sites accommodating a lower built form, to ensure that the Flagstaff precinct remains part of West Melbourne and distinct from the central city. Development respects and does not dominate St James Old Cathedral, allowing the Cathedral to continue to be a landmark and focus in the skyline, particularly when</td>
</tr>
</tbody>
</table>

- Maximum building height: 16 storeys.
- Street wall heights: between 3 and 10 storeys.
- Minimum setback above the podium from all laneways and all side and rear boundaries: 6 metres.
- Minimum setback above the podium from the front title boundary: 3 metres.
Floor to Ceiling Heights
Minimum floor-to-ceiling heights:
- 4 metres for the ground floor.
- 3.3 metres for all non-residential uses on other floors.

Adequate floor-to-ceiling heights to ensure developments can be adapted to different uses.
Fine grain adaptable tenancies within the lower levels of buildings.

Melbourne Assessment Prison
Development adjacent to the Melbourne Assessment Prison must consider any potential lines of sight, privacy and security issues.

Development to recognise the sensitivity of the Melbourne Assessment Prison.

Flagstaff Gardens and Open Space
Development does not overshadow Flagstaff Gardens between 11am and 2pm on 22 September and 22 June.

Development is designed to limit overshadowing over Flagstaff Gardens.
Ensure an open, broad outlook to the open sky is retained from Flagstaff Gardens, particularly from the eastern edge.
The historic vista from Flagstaff Gardens to the west towards Swanston Dock is retained.
Development positively frames the open space and significant views and vistas in the precinct.
Development on the north side of Batman Street allows for solar access to new open spaces.

Active Street/Laneway Frontages
Development should incorporate active frontages at the ground floor particularly along Spencer, King, Dudley and La Trobe Streets.
Development with more than one street frontage positions entries, circulation and services to respond to the function of adjoining main streets, streets and laneways.
Locate service areas away from main streets, local streets and public spaces, or within basement or upper levels.
Co-locate service cabinets internal to loading, waste or parking areas where possible to avoid impact on the public realm.

Maximise activation of the public realm within main streets, streets and laneways.
Minimise the impact of building services on the public realm.

viewed from Flagstaff Gardens and from Batman Street and King Street.
Development respects the scale of adjoining residential and heritage buildings.
Development does not unreasonably reduce solar access to adjacent solar panels.
Laneways, pedestrian and cycling connections

Provide new pedestrian connections where the average length of a street block exceeds 100 metres, except within 200 metres of a rail station where more frequent connections are desirable to manage high pedestrian volumes. For street blocks exceeding 200 metres in length, at least two pedestrian connections are provided.

Pedestrian connections are located centrally within the street block and where possible, less than 70 metres from the next intersection or pedestrian connection.

New laneways, pedestrian and cycling connections are:
- Safe, direct, attractive, well-lit and provide a line of sight from one end of the connection to the other.
- Publicly accessible and appropriately secured with a legal agreement.
- At least six metres wide.
- Open to the sky.
- Lined by active frontages.

Development to provide new, direct and convenient pedestrian and cycling connections where appropriate, that are aligned with other lanes or pedestrian and cycling connections on nearby sites.

New laneways are provided through large sites where appropriate.

2.4 Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

An application for permit must be accompanied by:
- A comprehensive site analysis and urban context report documenting the key contextual influences on the development.
- Written and diagrammatic demonstration of how the development addresses the Design Objectives, Built Form Requirements and Built Form Outcomes of this Schedule.
- A retention and refurbishment plan, detailing all building fabric that is to be retained and/or refurbished where a special character building is to be successfully retained as part of a development. Diagrams, photomontages or 3D renders should be used to demonstrate that any element of the development visible from a height of 1.7 metres above street level (including the roof) measured within a 45° viewing angle the plane of the street alignment will be preserved.
- A 3D model of the proposed development in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height.
- Photographic and or diagrammatic study of prevailing materiality and architectural elements in the surrounding streetscape including any heritage elements.
- Photomontage studies of the proposal within its streetscape context from pedestrian eye level from street level. (Including relevant proposals and approvals).
- Analysis of relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space in order to maximise the amenity of public and private realm.
Street elevations of the block showing how the development proposal sits and contributes to its context.

Detailed plan, elevation and section drawings (1:50 or 1:20) and written statement describing the design of the lower levels of the building including entries, shop front design, service doors or cabinets, weather protection canopies and integrated signage elements.

Concept landscape plan for any publicly accessible podium and rooftop spaces detailing hard and soft landscape elements and evidence of the structural depth required to accommodate any deep soil planting.

Where car parking is proposed at or above ground level, an appropriately annotated plan and section drawings for relevant levels to demonstrate the capacity to adapt to alternate uses.

Layout plans demonstrating the potential for conversion to alternative uses with an acceptable level of amenity where student housing, hotel or serviced apartments are proposed.

### 3.0 Subdivision

A permit is not required to subdivide land.

### 4.0 Advertising signs

None specified.

### 5.0 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines specified in Clause 43.02, Clause 65, and elsewhere in the scheme, the responsible authority must consider as appropriate:

- The Design Objectives.
- Demonstrated high quality response to the Built Form Requirements and Outcomes of Table 1 to this schedule.
- The effect of the development on solar access to existing solar panels on other sites.
- Whether the development enables sunlight and daylight to reach into parks, streets and lower levels of buildings.
- Whether the development is responsive to the local context, varied subdivision patterns and site sizes and other characteristics of the Flagstaff precinct.
- Whether the development supports a high quality of pedestrian amenity in the public realm
- Whether the development allows for the adaptive re-use of existing buildings.

### 6.0 References

- The West Melbourne Structure Plan, 2018
SCHEDULE 71 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO71

WEST MELBOURNE – SPENCER PRECINCT

1.0 Design Objectives

- To create a mid-rise precinct (of between three and eight storeys) of the highest design quality with taller built form fronting Spencer Street, King Street and Dudley Street and with building typologies that respond to the characteristics of individual sites that is in contrast to the tower and podium built form character of the central city.
- To emphasise the character of Dudley and King Street as important boulevards into the City and to create an active interface along Dudley Street and improve its amenity and connections with Docklands.
- To ensure new development is adaptable and can accommodate different uses over time.
- To reference the industrial history of the precinct by supporting the adaptive reuse of special character buildings, encouraging contemporary use of common industrial materials, such as red brick, and ensuring new development responds sympathetically to heritage buildings through materiality, scale and form.
- To expand the laneway network, maximise pedestrian permeability and connectivity, including through pedestrian and cycling links, and ensure development frames laneways to be positive additions to the public realm network.

2.0 Buildings and works

2.1 Definitions

For the purpose of this schedule:

- special character building means any of the buildings listed below (and identified in the West Melbourne Structure Plan 2018):
  - 512-542 Spencer Street, West Melbourne (two-storey brick building)
  - 82-86 Stanley Street, West Melbourne (single-storey brick building)
  - 67-85 Roden Street, West Melbourne (single-storey brick building)
  - 506 Spencer Street, West Melbourne (two-storey brick building)
  - Mansion House Lane, rear 67-69 Stanley Street, West Melbourne (single-storey brick building)
  - Mansion House Lane, 126 Rosslyn Street, West Melbourne (two-storey brick building)
  - 17 Stanley Street, West Melbourne (single-storey brick building)
  - Laneway off Stanley Street, rear 31-47 Stanley Street, West Melbourne (single-storey brick building).
  - 116-118 Rosslyn Street, West Melbourne (single-storey brick building)
  - 112 Rosslyn Street, West Melbourne (two-storey brick building)
  - 96-110 Rosslyn Street, West Melbourne (single-storey brick building)
  - The Kenshikan, 93-99 Rosslyn Street, West Melbourne (single-storey brick building)
**successfully retained** means that the three dimensional form and details of a special character building, as viewed from the street, have been preserved and incorporated into the development, and the existing interior finished floor and ceiling levels have been adopted to maintain the functional appearance of the building.

**bonus floor area** means 50% of the gross floor area of a special character building, where the special character building has been successfully retained.

**floor area ratio** means the gross floor area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies, minus any bonus floor area the development qualifies for, divided by the area of the site. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.

### 2.2 Buildings and works for which no permit is required

A permit is not required for:

- Buildings and works at ground level to provide access for persons with disabilities that comply with all legislative requirements.

### 2.3 Requirements

#### Mandatory Floor Area Ratio Requirement

A permit must not be granted or amended (unless the amendment does not increase the extent of non-compliance) to construct a building or construct or carry out works with a floor area ratio in excess of **5:1**.

The calculation of the floor area ratio excludes any bonus floor area the development qualifies for, where the Responsible Authority is satisfied that the special character building has been successfully retained (within the meaning provided by Clause 2.1).

#### Built Form Requirements

Buildings and works:

- must meet the Design Objectives specified in this schedule;
- must achieve the Built Form Outcomes specified for each relevant Built Form Requirement in Table 1 to this schedule; and
- should meet the Built Form Requirements specified in Table 1 to this schedule.

An application which does not meet the Built Form Requirements specified in Table 1 to this schedule must document how the development will continue to meet the relevant Design Objectives, and achieve the relevant Built Form Outcomes.

### Table to Schedule 71

<table>
<thead>
<tr>
<th>BUILT FORM REQUIREMENTS</th>
<th>BUILT FORM OUTCOMES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building/Street Wall Height</strong></td>
<td></td>
</tr>
<tr>
<td>Maximum building height: 6 storeys, unless:</td>
<td>Variable building heights, including street wall heights that contribute positively to the specific character of the street.</td>
</tr>
<tr>
<td>- fronting Dudley Street where the maximum building height is: 10 storeys</td>
<td>Larger sites are broken up into a series of smaller building forms that relate and contribute positively to their context and their historic urban grain.</td>
</tr>
<tr>
<td>- fronting Spencer Street or King Street where the maximum building height is: 10 storeys</td>
<td>Development respects the scale of adjoining residential and heritage buildings.</td>
</tr>
<tr>
<td>Street wall heights: between 3 and 6 storeys unless:</td>
<td>Development does not unreasonably reduce solar access to adjacent solar panels.</td>
</tr>
<tr>
<td>- fronting Spencer Street or King Street where the street wall height range is:</td>
<td></td>
</tr>
</tbody>
</table>
between 3 and 8 storeys.

**Floor to Ceiling Heights**

Minimum floor-to-ceiling heights:
- 4 metres for the ground floor.
- 3.3 metres for all non-residential uses on other floors.

Adequate floor-to-ceiling heights to ensure developments can be adapted to different uses.

Fine grain adaptable tenancies within the lower levels of buildings.

**Eades Park**

Provide active frontages on streets interfacing with Eades Park, particularly along King Street.

Development positively frames the open space in Eades Park.

**Active Street/Laneway Frontages**

Development that maximises opportunities for active frontages.

Development with more than one street frontage positions entries, circulation and services to respond to the function of adjoining main streets, streets and laneways.

Locate service areas away from main streets, local streets and public spaces, or within basement or upper levels.

Co-locate service cabinets internal to loading, waste or parking areas where possible to avoid impact on the public realm.

Reinforce the role of Spencer Street as the active, safe and well-designed local high street of West Melbourne.

Maximise activation of the public realm within main streets, streets and laneways.

Minimise the impact of building services on the public realm.

**Laneways, pedestrian and cycling connections**

Provide new pedestrian connections where the average length of a street block exceeds 100 metres, except within 200 metres of a rail station where more frequent connections are desirable to manage high pedestrian volumes.

For street blocks exceeding 200 metres in length, at least two pedestrian connections are provided.

Pedestrian connections are located centrally within the street block and where possible, less than 70 metres from the next intersection or pedestrian connection.

New laneways, pedestrian and cycling connections are:
- Safe, direct, attractive, well-lit and provide a line of sight from one end of the connection to the other.
- Publicly accessible and appropriately secured with a legal agreement.

Development to provide new, direct and convenient pedestrian and cycling connections where appropriate, that are aligned with other lanes or pedestrian and cycling connections on nearby sites.

New laneways are provided through large sites where appropriate.
2.4 Application Requirements

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of the application, the responsible authority may waive or reduce the requirement.

An application for permit must be accompanied by:

- A comprehensive site analysis and urban context report documenting the key contextual influences on the development.
- Written and diagrammatic demonstration of how the development addresses the Design Objectives, Built Form Requirements and Built Form Outcomes of this Schedule.
- A retention and refurbishment plan, detailing all building fabric that is to be retained and/or refurbished where a special character building is to be successfully retained as part of a development. Diagrams, photomontages or 3D renders should be used to demonstrate that any element of the development visible from a height of 1.7 metres above street level (including the roof) measured within a 45° viewing angle the plane of the street alignment will be preserved.
- A 3D model of the proposed development in accordance with relevant City of Melbourne guidelines for buildings and works above 20 metres in height.
- Photographic and or diagrammatic study of prevailing materiality and architectural elements in the surrounding streetscape including any heritage elements.
- Photomontage studies of the proposal within its streetscape context from pedestrian eye level from street level. (Including relevant proposals and approvals).
- Analysis of relationship between the proposal and adjacent buildings (including likely adjacent development envelopes) and open space in order to maximise the amenity of public and private realm.
- Street elevations of the block showing how the development proposal sits and contributes to its context.
- Detailed plan, elevation and section drawings (1:50 or 1:20) and written statement describing the design of the lower levels of the building including entries, shop front design, service doors or cabinets, weather protection canopies and integrated signage elements.
- Concept landscape plan for any publicly accessible podium and rooftop spaces detailing hard and soft landscape elements and evidence of the structural depth required to accommodate any deep soil planting.
- Where car parking is proposed at or above ground level, an appropriately annotated plan and section drawings for relevant levels to demonstrate the capacity to adapt to alternate uses.
- Layout plans demonstrating the potential for conversion to alternative uses with an acceptable level of amenity where student housing, hotel or serviced apartments are proposed.

3.0 Subdivision

A permit is not required to subdivide land.
4.0 Advertising signs

None specified.

5.0 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines specified in Clause 43.02, Clause 65, and elsewhere in the scheme, the responsible authority must consider as appropriate:

- The Design Objectives of this schedule and the spatial and built form directions at Clause 21.16-6 of this Planning Scheme.
- Demonstrated high quality response to the Built Form Requirements and Outcomes of Table 1 to this schedule.
- The effect of the development on solar access to existing solar panels on other sites.
- Whether the development enables sunlight and daylight to reach into the streets and lower levels of buildings.
- Whether the development is responsive to the local context, street hierarchy, varied subdivision patterns and site sizes and other characteristics of the Spenscer precinct.
- Whether the development supports a high quality of pedestrian amenity in the public realm.
- Whether the development allows for the adaptive re-use of existing buildings.

6.0 References

- The West Melbourne Structure Plan, 2018
SCHEDULE 14 TO CLAUSE 45.09 PARKING OVERLAY

Shown on the planning scheme map as PO14.

WEST MELBOURNE

1.0 Parking objectives to be achieved

To support long term sustainable transport patterns and minimise road congestion in West Melbourne.

To identify appropriate car parking rates within the West Melbourne Structure Plan area.

To ensure any parking facilities are provided in a manner that is efficient and flexible to meet changing community needs.

To minimise the negative impacts of parking facilities on all transport networks.

To provide for the future adaptation of car parking to other uses and innovations in transport technology.

To ensure a catchment based approach is used to evaluate the adequacy of access to all transport options (including parking).

2.0 Permit requirement

A permit is required to provide car parking in excess of the car parking rates specified in Table 1 of this schedule.

3.0 Number of car parking spaces required

If a use is specified in Table 1 below, the maximum number of car parking spaces that can be provided for the use is calculated by multiplying the Rate specified for the use by the accompanying Measure.

Car parking rates in Table 1 are based on a maximum rather than a minimum provision of car parking spaces for each land use category.

Where car parking spaces are shared between separate uses within a mixed use development that includes dwellings, the applicable maximum number of car parking spaces is the sum total of the car parking rate determined for each use.

If in calculating the maximum number of car parking spaces the result is not a whole number, the maximum number of car parking spaces is the nearest whole number. If the fraction is 0.5 (one-half), the requirement is the next whole number.

<table>
<thead>
<tr>
<th>Use</th>
<th>Rate</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>0.3</td>
<td>Per dwelling</td>
</tr>
<tr>
<td>All other uses</td>
<td>0.005</td>
<td>Per net sqm floor area of building</td>
</tr>
</tbody>
</table>

Motor-cycle parking rates

All buildings that provide on-site car parking must provide motorcycle parking for the use of occupants and visitors, at a minimum rate of one motor cycle parking space for every 100 car parking spaces, unless the responsible authority is satisfied that a lesser number is sufficient.

4.0 Application requirements and decision guidelines for permit applications

Application requirements
The following application requirements apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 52.06 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A car parking demand assessment, which investigates the current usage patterns, of all parking facilities within a 400m radius of the site, including daytime, evening and nighttime occupancy rates.

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 45.09, in addition to those specified in Clause 52.06 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The likely contribution of public transport in mitigating car parking demands.
- Whether the development incorporates an appropriate number of bicycle and motorcycle parking spaces.
- Whether the development incorporates other infrastructure and programs that will contribute to achievement of the objectives of this Clause. This includes the extent to which building occupiers are provided with incentives to reduce reliance on private cars (e.g. by making provision for a dedicated car share scheme space or by providing bicycle facilities in accordance with the requirements of Clause 52.34).

5.0 Financial contribution requirement

None specified.

6.0 Requirements for a car parking plan

In addition to the requirements of Clause 52.06-8, a car parking plan must contain the following:

- An indicative car park management framework detailing how communal car parking facilities will operate to facilitate shared use.

7.0 Design standards for car parking

In addition to the Design Standards of Clause 52.06-9, car parking facilities must be designed in accordance with the following Design Standards:

- Car parking spaces designated for disabled permit holders, delivery vehicles and car share vehicles must be provided in the most convenient location for each user group.
- Security systems must be designed to cater to 24-hour access to the car park by off-site users for a mixed use development and in the event that a car park within a residential development is made publicly accessible in future, without compromising the security of the main building.
- Any facility proposed with fewer than 50 car parking spaces must prioritise provision of spaces for disabled parking, car share scheme vehicles, motorcycles and bicycle facilities designed in accordance with the requirements of Clause 52.34.
- Where a facility is proposed with 50 car parking spaces or more, the design, layout (including secure areas) and marking must allow for:
  - At least 5% of the total number of car parking spaces must be set aside for use by irregular visitors to the building including service and delivery vehicles;
  - At least 5% of the total number of car parking spaces must be set aside for use by people with a disability.
  - At least 5% of the total number of car parking spaces must be set aside for the storage of car share scheme vehicles.
The remaining 85% of spaces must be capable of being converted to publicly accessible car parking spaces in the event that they are not required by residents/users of the development, and separate permission is obtained under the zone (if required) to use the land for a Car Park.

8.0 Decision guidelines for car parking plans

The following decision guidelines apply to car parking plans under Clause 45.09, in addition to those specified in Clause 52.06, and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The safety and convenience of pedestrians moving to, from and within the car parking facility, including lighting levels, surveillance systems, signage, ease of orientation and visibility.
- Whether any new vehicular access points are limited to the minimum size necessary to facilitate the safe access requirements of the development.
- Any impacts posed by the number, width, location and design of new vehicular access points on the safety and quality of the pedestrian environment, pedestrian amenity and kerbside space for outdoor seating areas.
- Any impacts posed by the number, width, location and design of new vehicular access points on the cycling, public transport networks and traffic movement. This includes the impact of car park access points on existing bicycle infrastructure, public transport infrastructure, on-street parking and loading and unloading facilities.
- The extent to which the proposed access points would conflict with any proposal to limit or prohibit traffic in certain roads.

9.0 Reference document

- West Melbourne Structure Plan 2018
SCHEDULE TO CLAUSE 61.03 WHAT DOES THIS SCHEME CONSIST OF?

1.0 Maps comprising part of this scheme:

- 1, 1HO, 1SBO, 1PO.
- 2, 2CLPO, 2DDOPT3, 2ESO, 2HO, 2SBO, 2PAO.
- 3, 3HO, 3LSIO, 3PAO, 3PO.
- 4, 4CLPO, 4DCPO, 4DDOPT1, 4DDOPT3, 4DPO, 4EAO, 4ESO, 4HO, 4IPO, 4LSIO, 4PAO, 4SBO, 4PO.
- 5, 5DDOPT1, 5DDOPT3, 5EAO, 5ESO, 5HO, 5PAO, 5RXO, 5SBO, 5DPO, 5PO.
- 6, 6ESO, 6LSIO.
- 7, 7CLPO, 7DDOPT1, 7DDOPT3, 7DPO, 7EAO, 7ESO, 7HO, 7LSIO, 7PAO, 7SBO, 7DCPO, 7PO.
- 8, 8CLPO, 8DDO1, 8DDO2_14_62, 8DDO3, 8DDO4, 8DDO5, 8DDO6, 8DDOPT1, 8DDOPT2, 8DDOPT3, 8DDOPT7, 8DDOPT8, 8DDO10, 8DPO, 8EAO, 8ESO, 8HO, 8HO1, 8HO2, 8IPO, 8LSIO, 8PAO, 8RXO, 8SBO, 8PO.
- 9, 9CLPO, 9DDOPT1, 9ESO, 9HO, 9LSIO, 9PAO, 9SBO, 9PO.
- 10, 10ESO.
- 11, 11DDOPT1, 11DDOPT2, 11DDOPT3, 11DDOPT7, 11EAO, 11ESO, 11HO, 11LSIO, 11RXO, 11PO.