

**INCORPORATED PLAN  
IPO3**

**Hotham Estate**



City of Melbourne

## AMENDMENT L94: HOTHAM ESTATE REDEVELOPMENT EXPLANATORY REPORT

### Introduction

Amendment L94 to the Melbourne Planning Scheme is proposed by the City of Melbourne as a means of facilitating the redevelopment of the existing walk-up flats on land bounded by Boundary Road, Melrose, Mark and Canning Streets, North Melbourne.

### The Proposed Control

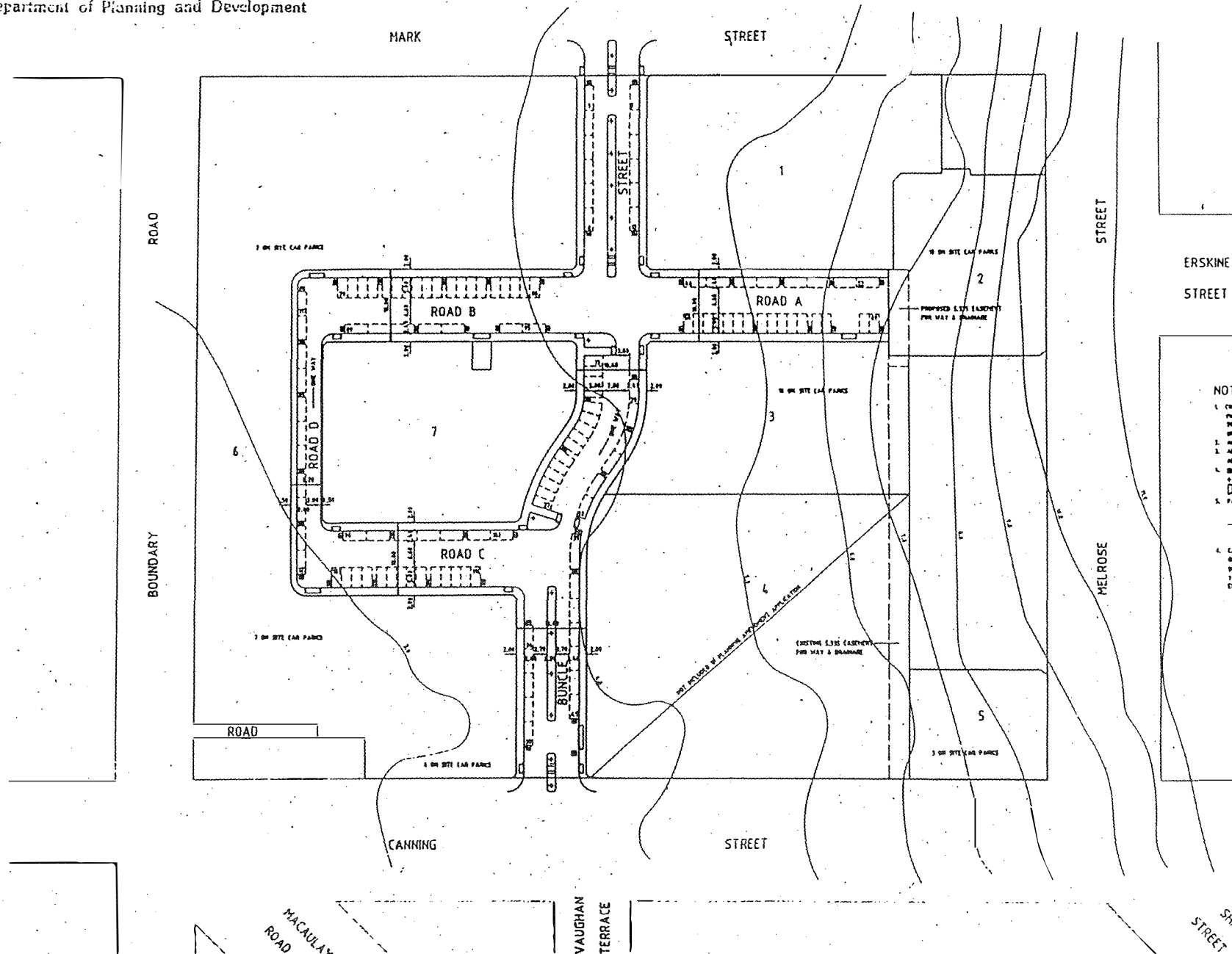
Amendment L94 proposes to attach a site specific planning control for land known as the Hotham Estate (Volume 8473 Folio 352) to the existing Melbourne Residential 1R2 zone.

On the Hotham Estate site, it is proposed that no planning permit be required to construct or externally alter a building or works for residential purposes. Instead, applicants would be required to submit a detailed development plan to the responsible authority for approval before any building or works may commence.

### The Development Framework

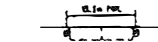
It is proposed that no building or works may be commenced until the responsible authority is satisfied that all the conditions of the site specific planning control are met to its satisfaction.

The responsible authority proposes to allow development plans to be approved in full, part or in stages in order to allow building and works to commence. The complete set of development plans is proposed to form the development framework for the site.



NOTES:

1. CONTIGUOUS ARE INDICATIVE OF LAND FORM AND HAVE BEEN PLOTTED FROM PLYMOUTH ROAD, TOWN OF MELBOURNE. THESE ARE NOT TO BE USED IN CONSTRUCTION OF BUILDING WORKS.
2. ALL DRIVEWAYS/PATHS ARE TO FACE UP ROAD.
3. ALL PARALLEL PARKING BAYS ARE 5.5M LONG.
4. ALL ON-SITE PARKING BAYS ARE 5.5M LONG.
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4. CAR PARKS	107
ON SITE	52
TOTAL	159
EXCLUDING LOT 1, PARADE ST. & CAMPBELL ST.	

HOTHAM ESTATE REDEVELOPMENT  
NORTH MELBOURNE

*Handwritten signature*

DRAWN	W.E.
DESIGNED	W.E.
APPROVED	
DATE	MAY '92

M J CONSULTING ENGINEERS PTY LTD  
400 SWANSTON STREET  
CARLTON VICTORIA 3061  
TELEPHONE 03 94777444  
FAX 03 94777444

ROAD AND PARKING PLAN  
FOR PLANNING AMENDMENT No. 194

REV	REVISION	DATE
1	FIRST ISSUE	3-4-92
2	REVISED FOR 1992	10-4-92

## Development Plans

A Development Plan must be submitted to the responsible authority for approval for each component and or stage of the Hotham Estate redevelopment before any building or works may commence. The Development Plan must have regard to the plans named Concept Plan No. 1, the Road & Car Parking Plan and the Building Envelope Plan. All such plans form part of the exhibited amendment L94.

The Concept Plan No.1 is an indicative plan which details the likely overall development for the site. It has been developed in close consultation with the existing residents of the Hotham Estate.

The Building Envelope Plan indicates the maximum number of storeys the development will be and the maximum number of dwellings which will be permitted. It has been developed in consultation with the Department of Planning and Housing.

The Road and Carparking Plan shows the proposed road layout and the number of carparking spaces to be provided.

In addition, the development plan must assess the proposed redevelopment against the set of Development Performance Criteria: Guidelines which are based on the objectives of the Victorian Code for Residential Development. The performance guidelines form part of the exhibited amendment L94.

## Development Plan Detail

A development must show information about proposed building and works including such features as proposed building materials, finishes, colours etc. Development plans will also show building use, the location of all vehicle and pedestrian ways, the layout of car parking areas and proposed landscaping.

## Development Plan Requirements

Development Plans are compelled to detail external lighting, drainage, pedestrian paths and access lanes. A two year time limit is placed on the commencement of development.

## Subdivision

It is proposed that a permit will not be required to subdivide land on the Hotham Estate. However, a plan showing the subdivision of land and provision of services must be approved to the satisfaction of the responsible authority. Comments on the subdivision plan must be sought from the relevant State government authorities. Specific easements to be kept, created or deleted will also be shown.

A Development Plan is the technical description of the proposal to be submitted to the responsible authority for approval.

*The Development Performance Criteria: Guidelines, the plans named Concept Plan No. 1, Road and Car Parking Plan and Building Envelope Plan are incorporated documents of the Melbourne Planning Scheme.*

The responsible authority may determine the priority in which plans, objectives and performance criteria must prevail.

A Development Plan, Plans, or component thereof, titled, dated and sequentially numbered, must be lodged and approved to the satisfaction of the responsible authority before the construction of any buildings and works can commence.

A Development Plan must have regard to the plans named Concept Plan No. 1, Road and Car Parking Plan and Building Envelope Plan and the Development Performance Criteria: Guidelines.

The responsible authority may allow the Development Plan to vary from these plans and guidelines provided the varied Development Plan is to the satisfaction of the responsible authority.

Every Development Plan must show, where applicable:

- \* The location, number of storeys, dimensions and floor area of all existing and proposed buildings and proposed works. This must also include details of materials, finishes and colours and detailed facade elevations.
- \* The proposed use of each building, including all ancillary uses.
- \* The location of all vehicle and pedestrian ways.
- \* The location and layout of all car parking areas and road and laneway access to and from them. These may be incorporated into the responsible authority's Streetscape Concept Plan. If so, the development plan does not need to show the location and layout of all car parking areas and road and laneway access to and from them. A Management plan for operating and maintaining the car parking areas must be included as part of the Development Plan or the Streetscape Concept plan.
- \* The proposed landscaping for the site. A Management plan for controlling and maintaining open space must be included as part of the Development Plan.

The responsible authority must consider the impact of any new Development Plan, plans or component thereof on any existing approved Development Plan or component thereof before approving a Development Plan or component thereof.

Future use and development that involves variation to any completed building or works must be subject to further approval by the responsible authority. In assessing the proposed variation the responsible authority may apply the provisions of the Melbourne Residential 1R2 zone and or any other relevant policy or guideline approved by the responsible authority.

The responsible authority must request the comments of the following authorities about arrangements for the provision of the following services. All the conditions of the service authorities must be met prior to the issue of a statement of compliance under section 21 of the Subdivision Act 1988.

Water, Sewerage,: Main Drainage	Melbourne Water
Gas :	Gas & Fuel Corporation of Victoria
Main Roads :	Roads Corporation
Telephones :	Telecom
Electricity	State Electricity Commission of Victoria and/or Melbourne Electricity

Melbourne Water may require the developer to enter into agreements relating to the provision of hydraulic services.

Staged subdivision is authorised on this Estate with each stage being referred to the authorities listed in this clause.

Roads shown and approved on plans of subdivision are designated Public Highways.

#### **114A-11.6 Easements**

All new and remaining easements are shown on the Building Envelope Plan.

The following land is subject to existing easements:

- E-1 DRAINAGE EASEMENT VIDE LODGED PLAN 71861
- E-2, E-12 SEWERAGE EASEMENT VIDE LODGED PLAN 62565
- E-3 SEWERAGE AND ELECTRICITY SUPPLY EASEMENT VIDE  
LODGED PLAN 62565
- E-4 ELECTRICITY SUPPLY EASEMENT VIDE LODGED PLAN 62565
- E-5 WAY AND DRAINAGE EASEMENT VIDE LODGED PLAN 62565
- E-6 DRAINAGE EASEMENT VIDE LODGED PLAN 62565

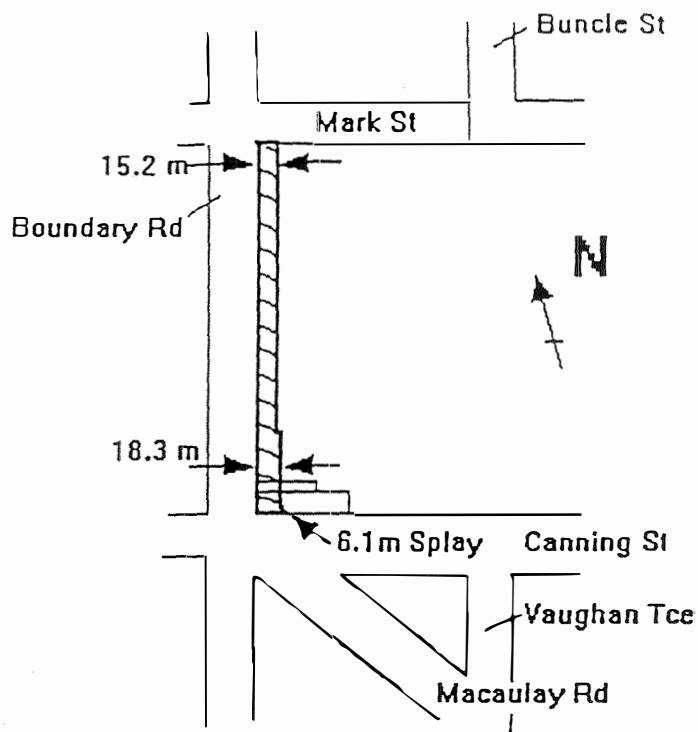
#### **APPURTENANCES**

- A-1 SEWERAGE EASEMENT VIDE LODGED PLAN 62565
- A-2 DRAINAGE EASEMENT VIDE LODGED PLAN 62565

The following easements to be removed or varied are within the subject land that land being contained within CERTIFICATE OF TITLE VOL 8473 FOLIO 352:

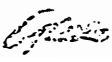
- E-6 DRAINAGE EASEMENT VIDE LODGED PLAN 62565
- E-12 SEWERAGE EASEMENT VIDE LODGED PLAN 62565.

The following easements are to be created by plan of subdivision to replace easements to be removed or varied by direction in the Melbourne Planning Scheme:



Map To Clause 114A-11.8

This is a copy of the amendment approved  
by the Minister for Planning on - 4 JAN 1993

 Geoff Gede Manager  
Planning Coordination Branch  
Department of Planning and Development

## DEVELOPMENT PERFORMANCE CRITERIA: GUIDELINES- AUGUST 1992.

The following design objectives and performance criteria, must be taken into account by the responsible authority in approving development plans.

### 1. Site Layout

#### *Objective*

To achieve a coherent layout that provides a pleasant, manageable and energy efficient living environment and respects the character of the neighbourhood.

#### *Site Layout Performance Criteria*

- PC1. The development is well connected into the neighbourhood through adequate vehicle and pedestrian links; dwellings face existing and proposed streets; and design and landscaping relates to the surrounding neighbourhood character.
- PC2. The street and lot layout clearly defines the public, communal and private areas of a development, including the function, ownership and management of open spaces and communal areas.
- PC3. The design and layout of dwellings enhances the existing streetscape, creates streetscapes which are sympathetic in character with existing streetscape, maintains amenity for adjacent residents and provides a sense of address and privacy for residents.
- PC4. Varied dwelling types and forms are integrated throughout the development.
- PC5. The layout contributes to personal and property safety and to the security of the neighbourhood.
- PC6. In areas with significant off-site noise, the development is designed to minimise entry of noise ( in particular development adjoining Main Roads, in respect of the penetration of noise associated with traffic movement and industrial activities.)
- PC7. The layout provides for car parking accommodated largely within the street network and off-street car parking does not dominate street frontages.



#### 4. *Building Envelope*

##### *Objectives*

- O1. To ensure that the building frontage alignment and the height and length of walls relative to the side and rear boundaries are of appropriate residential character and visual bulk.
- O2. To enable dwelling layout on the site to be efficient and to minimise outdoor areas with limited use.
- O4. To ensure habitable rooms of dwellings within the development and in adjacent developments can receive adequate daylight.

##### *Building Envelope Performance Criteria*

- PC16. The setback of dwellings from the street frontage is appropriate to the efficient use of the site, the comfort of residents and the streetscape.
- PC17. Dwelling and outbuilding walls are constructed in locations and of length and height to ensure that there is no significant loss of amenity to adjacent residents.
- PC18. Buildings are sited on property boundaries, including street frontages where appropriate to the streetscape, to enable efficient use of the site and to avoid waste space in narrow setbacks.
- PC19. Habitable rooms within the development receive adequate daylight for the carrying out of daily tasks.
- PC20. Daylight to habitable rooms in adjacent dwellings is not significantly reduced.
- PC21. The buildings do not excessively overshadow neighbouring private open spaces or windows to principal habitable rooms.
- PC22. Sunlight is provided at least during the warmer half of the year to the majority of private open spaces within the development.
- PC23. A significant number of dwellings are oriented to obtain winter sunshine to main living rooms.

PC29. Dwellings overlooking a street or public open space provide for outlook from a room suitable for use as a living area.

## **7. Open Space**

### **Objectives**

- O1. To provide sufficient outdoor private open space for the reasonable recreational, service and storage needs of abled and disabled, adults, children and the elderly.
- O2. To ensure that private open space is designed and located to receive sunlight, is safe over a 24 hour period, and is well integrated with a living area of a dwellings.

### **Open Space Performance Criteria**

- PC30. Each dwelling is provided with a reasonable area of private open space conveniently accessible from a main living area.
- PC31. Private outdoor spaces should provide adequate privacy for residents and receive direct sunlight at least during the warmer six months of the year.
- PC32. Private open spaces between a dwelling front and a street are designed to ensure good visual and physical connection between the dwelling and the street.
- PC33. The site layout maximises the allocation of outdoor areas to individual dwellings and limits communal outdoor space to land allocated for access or for recreation facilities appropriate for the exclusive use of residents.

## **8. Car Parking and Vehicular Access**

### **Objectives**

- O1. To provide sufficient and convenient parking for residents, visitors and service vehicles.
- O3. To ensure streets and accessways provide safe and convenient vehicle access to dwellings and can be efficiently managed.
- O4. To minimise the detrimental impact of vehicle accommodation and access on the amenity of the development, streetscape and neighbourhood.

## *10. Landscaping*

### *Objective*

- O1. To create a landscape structure appropriate to the street network and residential use of the area.

### *Landscaping Performance Criteria*

- PC1. Open space around dwellings is allocated to individual units as far as practical to facilitate management.
- PC2. Unpaved or unsealed landscaped areas are maximised and are designed to facilitate on-site infiltration of stormwater run-off.
- PC3. Major existing trees within the site and on adjoining streets are to be retained where damage to buildings will not be caused.
- PC5. Paving is provided in driveways, walkways, entries, outdoor patios and in the vicinity of garbage bin enclosures, letter boxes and clothes lines.
- PC6. Planting will not obscure or obstruct dwelling entries, paths and streets in a way that reduces actual or perceived personal safety and security for residents and other pedestrians.
- PC7. Lighting is provided to pedestrian ways, dwelling entries, driveways and car parks to ensure a high level of safety and security for residents and visitors at night.

## *11. Public Streets and Streetscape Planning*

### *Objectives*

To provide a network of public streets which complement established streets in the neighbourhood in terms of design, layout and appearance.

### *Street Construction Objective*

- A1 to provide a road pavement that is appropriate for the control of vehicle movements, performs any required drainage function and is structurally adequate.

### *Performance Criteria*

- PC1 *Pavement Construction*

Street pavements to be of a design strength sufficient to carry wheel loads travelling and

