

**22.02 NEIGHBOURHOOD CHARACTER**

23/10/2008  
Proposed  
C438C137

This policy applies to the consideration of applications for development and works on land in the Neighbourhood Residential and the General Residential zones that is covered by the Neighbourhood Character precinct plan that forms part of this clause but excluding all land within Design and Development Overlay Schedule 16 (DDO16) St Georges Road Corridor and Design and Design and Development Overlay Schedule 17 (DDO17) Plenty Road Corridor.

**22.02-1 Policy basis**

23/10/2008

This policy:

- builds on the State Planning Policy Framework objectives and strategies for urban design and housing in clause 12.05, 16.01 and 16.02;
- assists in achieving the Municipal Strategic Statement objectives for urban design and housing;
- assists in achieving the design objectives of the Darebin Neighbourhood Character Study 2007.

**22.02-2 Objectives**

23/10/2008

- To retain and enhance the identified elements that contribute to the character of the area.
- To ensure development responds to the preferred neighbourhood character of the area.

**22.02-3 Policy**

23/10/2008

Where a permit is required to develop or subdivide in the Neighbourhood Residential -or General Residential Zone-, it is policy to:

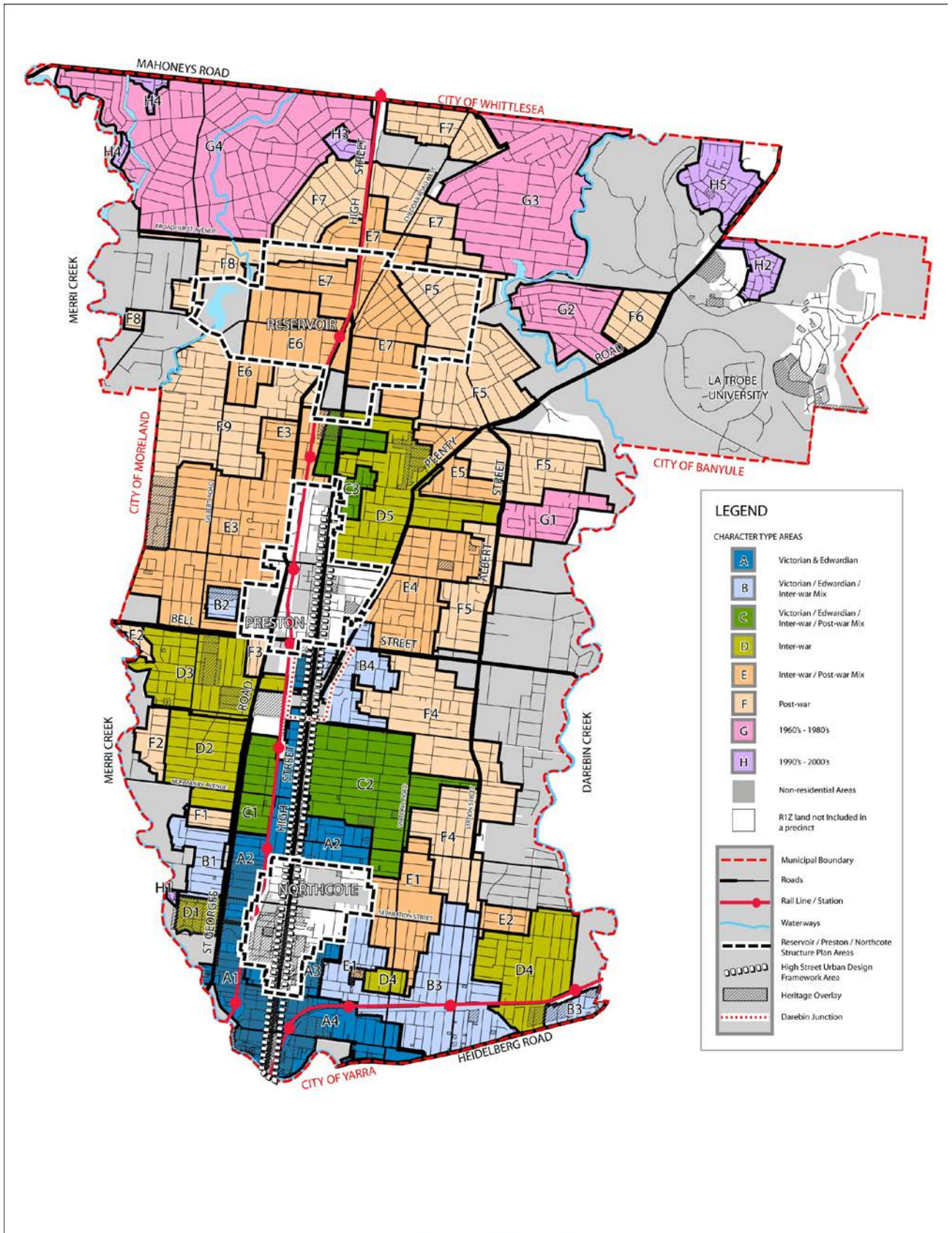
- identify the relevant neighbourhood character precinct
- assess the proposal against the preferred character statement and design guidelines in the Darebin Neighbourhood Character Study & Precinct Guidelines 2007
- ensure that new development contributes to the preferred character of the precinct.

**22.02-4 Policy reference**

23/10/2008

*Darebin Neighbourhood Character Study & Precinct Guidelines, Planisphere, 2007*

DAREBIN PLANNING SCHEME



## 22.01 THE JUNCTION LOCAL AREA PLAN

15/07/2010  
 C68  
 Proposed  
 C137

This policy applies to all land located in and around the intersection of High Street and Plenty Road, Preston, generally known as “The Junction” in accordance with the Junction Framework Plan, as shown on Map 1.

### Policy Basis

The Junction area has been identified as a key area of opportunity for the municipality. It is located at an internodal area in High Street between the core retail functions offered at Preston and Thornbury.

The Junction area lies at a transition point part way along one of Melbourne’s longest, traditional retail strip centres. The area is characterised by a mix of commercial, retail and industrial properties fronting Plenty Road and High Street. Key uses within the area are the Preston South Shopping Centre, Australia Post and The Junction Hotel which is a local landmark on the intersection of High Street and Plenty Road.

The preferred future for The Junction envisages a vibrant mix of commercial uses at ground level with residential uses above whilst acknowledging the existing industrial uses. Residential development and commercial uses will be encouraged on Plenty Road and High Street and will contribute towards the creation of a cohesive sense of place through their built form (especially at ground level) and through increasing the pedestrian connectivity to and from and within the Junction area.

This policy is derived from The Junction Framework Plan Map 1 and implements the recommendations of the *Plenty Road Integrated Land Use and Transport Study, 2013* and *Plenty Road Corridor Urban Design Framework, 2013*.

### Objectives

- To enhance the commercial spine along High Street and Plenty Road by encouraging a mix of uses.
- To improve the safety and amenity of High Street and Plenty Road by creating an attractive pedestrian environment.
- To ensure development along High Street and Plenty Road assists in creating a sense of place through a positive interface with the public realm.
- To improve linkages between the Junction [area-Precinct](#) and the High Street shops south of Dundas Street and north of Bell Street.
- To create east-west pedestrian and bicycle connections through strategic sites between Plenty Road and High Street south of Raglan Street to achieve a fine-grained pedestrian network and increase access to public transport.
- To increase the provision of canopy vegetation towards Plenty Road and High Street on development sites.
- To promote commercial and residential development that is designed to allow for flexible and adaptable spaces over time that can host a variety of commercial uses and varying sizes of households.
- To encourage redevelopment of selected underutilised and redundant industrial sites for commercial, and higher density residential purposes.
- To ensure a high standard of amenity for new residential development that incorporates noise attenuation measures to minimise the impacts of existing industrial uses.
- To recognise existing residential areas and to consolidate and improve the amenity of these areas and ensure new development does not unreasonably impact upon the amenity of existing residences.

- To promote environmentally sustainable development through the siting, layout and design of all buildings and better use of existing infrastructure.
- To improve safety, amenity and surveillance of the Bell Railway Station and pedestrian linkages to and from the station.
- To recognise and protect heritage assets.
- To encourage the upper levels of buildings to be separated from other buildings or set back from property boundaries to ensure a reasonable amount of access to daylight is provided at lower levels, especially for south-facing aspects of new developments.
- To ensure that new development does not compromise the ability for future adjoining buildings to gain adequate access to daylight at the lower levels.

### Policy

It is policy that:

- Permit applications are considered in the context of the, *Plenty Road Integrated Land Use and Transport Study, 2013* and *Plenty Road Corridor Urban Design Framework, 2013*. Particular attention is paid to managing the redevelopment of The Junction ~~area~~ Precinct to minimise potential conflicts between existing remnant industrial uses, the transport infrastructure and new sensitive land uses including:
  - The location and integration of plant and equipment to minimise visual impact and any noise;
  - The use of noise attenuation measures by residential uses to minimise the impact of existing industrial uses;
  - The use of noise attenuation measures by residential uses to minimise the impact of traffic, rail and tram noise;
- All new development provides a level of car parking sufficient to limit reliance on on-street parking, particularly in adjoining residential areas, to the satisfaction of the Responsible Authority. The Responsible Authority will give consideration to the proximity of local services and public transport in determining a satisfactory level of car parking.
- The intersection of Miller, Dundas, High and Plenty be treated as a gateway to The Junction area to foster a sense of arrival. Landscaping, public spaces and public art is encouraged in these locations.
- Strategic sites be identified as suitable to accommodate substantial change and east-west pedestrian and bicycle connections on such sites be identified to increase permeability and assist in creating a sense of place through connectivity.
- A pedestrian linkage is to be created between The Junction area and existing shops south of The Junction area.
- Verandahs, canopies, awnings etc are to be built along High Street and Plenty Road to assist in creating a cohesive built form and provide shelter to improve the pedestrian experience in the area.
- Tree planting within property setbacks is encouraged to introduce some softness into the streetscape and to improve amenity whilst not compromising safety.
- The reduction of visual clutter is required to enhance the appearance of the area.
- Active interfaces along High Street, Raglan Street and Plenty Road are required.
- Active frontages overlooking Bell Railway Station are encouraged.
- Off-site impacts by new development is to be minimised.
- Heritage assets are protected and integrated with new development.
- Best practice environmental management for stormwater be used in new development in accordance with the Stormwater Management Plan for the City of Darebin.

**References**

*Darebin Housing Strategy 2013*

*Darebin Economic Land Use Strategy 2014*

*Stormwater Management Plan for City of Darebin, 1999*

[\*High Street Urban Design Framework, 2002\*](#)

*Plenty Road Integrated Land Use and Transport Study, 2013*

*Plenty Road Corridor Urban Design Framework, 2013*

Version for Adoption



**Map 1. The Junction Framework Plan**



03/03/2011  
 C92  
 Proposed C137

## SCHEDULE TO CLAUSE 61.03

### Maps comprising part of this scheme

Zoning maps 1-18, the following overlay maps:-

- 1, 1DCPO, 1DDO, 1DPO, 1ESO, 1LSIO, 1RXO
- 2, 2DCPO, 2DDO, 2DPO, 2EAO, 2LSIO, 2SBO
- 3, 3DCPO, 3ESO, 3LSIO, 3PAO, 3SBO
- 4, 4DCPO, 4DPO, 4ESO, 4HO, 4LSIO, 4VPO
- 5, 5DCPO, 5ESO, 5HO, 5LSIO, 5SBO,
- 6, 6DCPO, 6EAO, 6HO, 6LSIO, 6SBO,
- 7, 7DDO, 7EAO, 7ESO, 7HO, 7DCPO, 7LSIO, 7SBO
- 8, 8DCPO, 8DDO, 8DPO, 8EAO, 8ESO, 8HO, 8VPO, 8LSIO, 8RXO, 8SBO
- 9, 9DCPO, 9DPO, 9EAO, 9HO, 9SBO, 9VPO
- 10, 10DCPO, 10EAO, 10ESO, 10HO, 10LSIO, 10SBO
- 11, 11DDO, 11DCPO, 11DPO, 11EAO, 11HO, 11PAO, 11SBO
- 12, 12DDO, 12DCPO, 12EAO, 12ESO, 12HO, 12IPO, 12LSIO, 12PAO, 12SBO
- 13, 13DDO, 13DCPO, 13DPO, 13EAO, 13ESO, 13HO, 13LSIO, 13PAO, 13SBO
- 14, 14DDO, 14DCPO, 14DPO, 14EAO, 14HO, 14PAO, 14SBO
- 15, 15DDO, 15DCPO, 15DPO, 15EAO, 15ESO, 15HO, 15SBO, 15LSIO, 15PAO  
15RXO
- 16, 16DDO, 16DCPO, 16DPO, 16EAO, 16ESO, 16HO, 16LSIO
- 17, 17DDO, 17DCPO, 17DPO, 17EAO, 17ESO, 17HO, 17LSIO, 17PAO, 17SBO
- 18, 18DCPO, 18EAO, 18ESO, 18HO, 18LSIO, 18PAO, 18SBO