
1. Northland Urban Renewal Precinct – Update and Long-Term Planning

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Report Background

The NURP Steering Committee last met in July 2016 and made the following recommendations to Council:

- Endorse the new Committee members: Jane Homewood, Simon Wollan and Dee Wild.
- Notes the progress made on the following reports:
 - Transport and Movement Strategy
 - Urban Design and Environmental Performance Modelling
 - Finalisation of the Concept Plan V5 as outlined in the presentation.
- Supports the preparation of a webpage about the Steering Committee as a means of providing information to the community.
- Continues to support the good working relationship with the Metropolitan Planning Authority¹ through sharing of information and providing feedback to be incorporated in the Cluster Framework Plan.
- Support officers working with La Trobe University to identify opportunities for Council in the upcoming employment forum due in September 2016.

Continues to provide resources to establish and maintain the YourSayDarebin – Northland Urban Renewal Precinct website as part of the advocacy and promotion priority for the 2016/2017 work program.

These recommendations have not been reported to the Council as yet.

An outstanding action from the last meeting is for a representative from the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) to be invited to the next meeting to discuss opportunities for local employment growth in the Precinct. Discussions with the department and regional representatives have suggested that a presentation would be more informed once the regional Investment Attraction Strategy for Melbourne's North is finalised. The regional strategy is expected to be completed early in 2017.

In addition, the following actions have occurred since the last meeting and are discussed further in this report:

- Community membership from Banyule has been filled by Jeff Percy.
- Urban Design and Environmental Performance Modelling Project completed.
- Light Rail/Tram Study draft final report has been received.
- Draft Final Report on the Joint Community Infrastructure Plan has been signed off by the working group.
- Planning for the 2017/2018 NURP work program has commenced.

2. STEERING COMMITTEE MEMBERSHIP

Apart from Councillor Julie Williams, there are several new members to the Committee as a result of recent Council elections and filling vacant positions. New City of Darebin Councillors and manager representative includes:

- Mayor Cr Kim Le Cerf;
- Cr. Lina Messina;
- Cr Steph Amir; and

¹ Now the Victorian Planning Authority

- Executive Manager City Plan, Eddy Boscarol

There are two new community representative members:

- Dee Wild from Wild about Melbourne as the Darebin community representative.
- Jeff Percy from Olympic Adult Education as the Banyule community representative.

Recommendation to Council

That Council endorse Jeff Percy as the community representative from Banyule.

3. 2016/2017 WORK PROGRAM STATUS UPDATE

The 2016/2017 work program is progressing well with some adjustments being made to respond to resource changes and external factors. Several Foundation Phase projects have been completed (see below in this report) and are now being integrated into the Urban Renewal Strategy². A Project Scope summary for each project about to commence has been included as attachments to this report. All of the specialist issue reports will assist in finalising the Concept Plan and feed into the Urban Renewal Strategy and Structure Plan.

Table 1 shows the project timelines for the next twelve months. Some projects have been delayed until the 2017/2018 financial year and will be subject to budget and resource considerations. In addition there are several external factors that are yet to be clarified e.g. 2016 census data and guidelines for Infrastructure Contribution Plans, which will prevent various strategies being completed in the short term. In response to these changes the overall program has been adjusted in Table 2 - Five Year Plan for NURP.

Table 1 – 2016/2017 Work Program

	2016	2017												2018
	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
Foundation Phase and commence Planning Scheme amendment Phase														
Design and Environmental Performance Modelling														
Joint Community Infrastructure Plan														
Light Rail/Tram Pre-feasibility Study														
NURP Transport and Movement Strategy														
Economic Development and Employment Strategy														
NURP Housing Implementation Strategy														
Public Realm and Open Space Strategy														
ESD Strategy – One Planet Framework Principles														

		2016/2017 financial year
		2017/2018 financial year

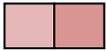
² Urban Renewal Strategy is the overarching document that will guide the redevelopment of the NURP

	2016	2017												2018
	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY
Foundation Phase and commence Planning Scheme amendment Phase														
Structure Plan														
Design Code*														
Development Facilitation 73 Gower Street														
NURP Advocacy and Change Projects*														
Infrastructure Plan and DCP*														
NURP Planning Scheme Amendment*														
Cluster Framework and Infrastructure Plans* (MPA)														

* Subject to 2017/2018 budget process and adequate resources being made available

Table 2 – Five Year Plan for NURP

<i>Five year plan for NURP</i>	2015	2016	2016	2017	2017	2018	2018	2019	2019	2020	2020	2021	2022	2022
	Year 1	Year 2		Year 3		Year 4		Year 5		Year 6				
Background Phase														
Foundation Projects														
Strategy consolidation														
Structure Plan PSA Stage 1														
Stage 1 Project implementation														
MPA Framework Plan														
MPA Framework Plan PSA														
Rezoning and DCP Prep Stage 2														
Rezoning and DCP PSA Stage 2														

	Darebin Council led
	Victorian Planning Authority

4. COMPLETED FOUNDATION PHASE PROJECTS

URBAN DESIGN AND ENVIRONMENTAL PERFORMANCE MODELLING PROJECT (UDEPM)

This project originates from a desire to improve the performance of new apartment-style buildings in the Precinct. Previously, these types of buildings have been assessed on a site by site basis at the planning permit stage. This has left little opportunity to modify

or improve the design response and does not consider the impact of taller buildings on adjoining properties. Breaking with this business-as-usual process, a three dimensional model has been created to test and identify how built form performance can be increased. This process offered a means to quantify the perceptions of poor internal amenity due to limited daylight access and build a strong evidence base to influence the designs of future development proposals.

By using data from the existing built form in The Junction, South Preston as a starting point, a series of scenarios and building typology configurations were created and tested. This model is unique in that it allows for a group of taller buildings to be considered in a neighbourhood context. The model evaluated four different scenarios against a set of 7 indicators, including Urban Daylight and Overshadowing. Through adjustments made to the design parameters a balance between development feasibility and environmental performance was achieved.

The Study identifies that Scenario 4 yielded the best results overall. The outcomes of this study will inform the development of built form guidelines and requirements that can be integrated into the Precinct Structure Plan (PSP) for NURP and relevant built form codes. In particular, the Study provides detailed guidance in relation to:

- Light Court Design
- Floor Area Uplift
- Overshadowing
- Public Benefits.

The UDEPM establishes that it is an evidence-based methodology that can be used to test, evaluate and compare the impacts of different design controls on both built form and environmental indicators. All the built form indicator data confirmed that the building typologies within the UDEPM are economically feasible from an industry point of view.

A summary of the Study is attached at **Appendix A** and the full report can be supplied on request.

Recommendations to Council

- That the UDEPM is used as an evidence base methodology to inform the finalisation of the NURP Concept Plan/Structure Plan.
- That the UDEPM forms the basis of a suite of built form controls to be included in any Planning Scheme Amendment in the Precinct.
- That the UDEPM be used as a tool in the assessment of commercial development applications within the Precinct until the new built form controls come into effect.

5. LIGHT RAIL/TRAM PRE-FEASIBILITY STUDY

The Study identifies the provision of a light rail route through NURP as an important tool to enable urban regeneration and increased economic and social vitality. Prepared by consultants MRCagney Pty Ltd for City of Darebin, the NURP Light Rail/Tram Draft Final Report (Report) uses a conventional approach to investigate the conditions necessary to drive demand for a new east/west light rail route through Darebin and beyond into Banyule City Council area. The Report identifies two route options, and analyses the costs, benefits, and the timing of delivery of the proposal, and details the required conditions to support the proposal.

This pre-feasibility study has been undertaken to inform Council's NURP-related work (e.g. Concept Plan and Structure Plan, transport strategy, developer contribution arrangements or subsequent planning scheme amendments) and enable a constructive discussions with external stakeholders. Currently there is relatively low usage of public transport in the La Trobe Cluster and the Precinct. This is in part due to the current bus services not being

compatible with the need of those who commute into the area for employment. Significant improvements to the public transport services being currently offered will be required to initiate a mode shift away from private vehicle use.

A single route through Darebin was investigated, commencing at Bell Train Station, running along the commercial areas along Bell St, passing through the centre of the NURP and Northland Shopping Centre on Murray Rd, continuing east through the residential areas in Heidelberg West and Heidelberg Heights, then heading north via the West Heidelberg industrial area and finally the La Trobe University Bundoora campus. The route options then diverge within the La Trobe University campus, one connecting to Plenty Road and the other to McLeod Train Station.

The analysis is based on a Transport Cost Benefit approach which considered the benefits weighed against the expected costs of delivering the infrastructure and rolling stock. The outcomes suggest that the provision of a light rail service is a matter of 'when' and 'how', rather than 'if' the service can be reasonably provided. The next steps are to brief the key stakeholders on the Study and seek comment and an indication of in-principle support for the proposal. Stakeholders should include, but are not limited to:

- City of Banyule;
- La Trobe University;
- Victorian Planning Authority;
- Public Transport Victoria;
- VicRoads;
- Transport for Victoria (Department of Transport); and
- Infrastructure Victoria.

A summary of the Study is attached at **Appendix B** and the full report can be supplied on request.

Recommendations to Council

- That Council note the findings of the NURP Light Rail/Tram Draft Final Report September 2016 that a light rail/tram route through the NURP could be provided subject to developing sufficiently dense urban neighbourhoods and gaining a significant shift from private car use to public transport use for trips to and from the Precinct.
- That Council make the Draft Final Report available, on a without prejudice basis, to the listed key stakeholders for the purposes of further discussions to explore the level of in-principle support for the concept and proposed route.
- Following discussions with key stakeholders, that a report be prepared, outlining the extent of commitment and options for a light rail route through the NURP, and investigates funding opportunities at both a State and Federal level.

6. JOINT COMMUNITY INFRASTRUCTURE PLAN (JCIP) FOR THE LA TROBE NATIONAL EMPLOYMENT CLUSTER

This project has previously been reported to the Committee at its February 2016 and July 2016 meetings and a draft Final Report has been received. The draft Final Joint Community Infrastructure Plan (JCIP) Report has been prepared by consultants and the Working Group on the basis of the cumulative work over the past two years. This report has been reviewed by the Working Group which includes representatives from all the project partner organisations.

A key component of this project was to gather information from each of the project partner organisations to inform future planning of service provision. The diverse project partner mix highlighted the fragmented approach to information collection within the Cluster. The draft

Final Joint Community Infrastructure Plan Report includes a range of options for future projects and services to be delivered on a joint basis between the project partner organisations.

The need for new services will come in the mid to long term as the Cluster experiences significant populations growth. However, the Plan also highlights where existing services could be upgraded or adjusted to meet short term and immediate community needs with improved service delivery outcomes.

A key theme identified by the community was the barrier created by the Darebin Creek corridor which has dispersed crossing points and created poor pedestrian amenity. These issues mixed with strong perceptions of the area being unsafe mean that this major asset is not well utilised by the community. Future redevelopment and provision of infrastructure should consider how it can be used to better connect the communities that live on either side of the creek corridor. Addressing this need has been identified as one of the short term actions for Banyule and Darebin Councils within the Plan. Preliminary discussions between Darebin and Banyule are currently focussing on the repairs to the Wood Street bridge. Consultation will involve the surrounding communities, Preston North East Primary School and there is the need to further engage Melbourne Water in the preparation of the bridge design.

The draft report includes a number of options for how the future community's needs might be met and the exploration of new and innovative delivery modes for services and facilities. In particular the Short Term Action Plan identifies the following actions:

- Continuation of the Working Group
- Better connections across Darebin Creek project
- Darebin Creek Aboriginal Walk
- City of Darebin – Preston North East Community Hub
- City of Banyule – Olympic Park Master Plan
- Health sector – Primary Health Collaborative

A summary of the draft final Joint Community Infrastructure Plan report is attached at **Appendix C**.

Recommendations to Council

- That Council endorse the findings of and adopt the draft Final Joint Community Infrastructure Plan report.
- That the draft Joint Community Infrastructure Plan be used to inform the planning of community services and facilities in the La Trobe National Employment Cluster.
- That Council encourage the collaboration and shared planning established through the Joint Community Infrastructure Plan through the Working Group continuing to meet on a quarterly basis.
- That Council consider the joint project to repair the Wood Street Bridge as part of its capital works budget considerations for 2017/2018.

7. DRAFT NURP TRANSPORT AND MOVEMENT STRATEGY

A draft Transport and Movement Strategy is being prepared. Initial work has identified that the Precinct is constrained by the following key issues:

- Vehicle access is constrained by;
 - The Darebin Creek corridor having only two vehicle crossing locations which limits access and creates blockages.

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- Congestion at existing intersections will increase and the capacity to facilitate traffic flows will likely worsen with Bell Street operating beyond capacity by 2031.
 - The limited connections (road, cycle and pedestrian) between the NURP and Banyule, where a substantial part of the catchment lives, means there is no choice except to use Murray Road or Bell Street to access the Precinct from the east.
- Road network capacity.

The current road network (existing number of lanes and intersections) and existing transport mode share will not be sufficient to cater for the total demand created from the large scale redevelopment proposed. At the moment over 70% of work trips are made by private vehicle and there is little incentive to decrease this dependency with existing levels of public transport service being offered in the Precinct.

In addition, the draft Strategy directs the Concept Plan to provide a strong grid network with a choice of connections being available for walking and cycling throughout the precinct to promote the increased use of these active transport modes. This improved connectivity will be supported by additional crossing points across major barriers such as Darebin Creek, Murray Road, Albert Street and Bell Street.

The need for high quality public transport services to operate throughout the precinct was highlighted as being essential to accommodate population growth and deliver the desired development density. This desire was strongly expressed through the recent community consultation process run by the Victorian Planning Authority.

As no extra capacity for car based trips is being catered for at this stage, an innovative approach towards managing car parking will need to be developed. This will ensure that good urban design outcomes are realised such as the creation of spaces that attract people to use and move through.

Many of the goals and aspirations contained in the Concept Plan will not be achieved if the Precinct remains wholly dependent on cars as the major mode of transport. To support the land uses and accommodate the population and jobs growth proposed, a significant shift in mode share needs to be achieved. This will require a range of interventions to ensure that alternate modes of transport that are offered provide a real choice. In addition, further actions will be necessary to encourage behaviour change to increase the number of local trips undertaken by walking and cycling. This approach creates the opportunity to work in partnership with local businesses in the short term.

A draft NURP Transport and Movement Strategy will be presented to the March 2017 Steering Committee meeting for consideration.

8. NURP DRAFT CAR PARKING STRATEGY – PROJECT SCOPE SUMMARY

The Transport and Movement Strategy recognises that the issue of accommodating a significant number of cars within the Precinct requires a clear policy direction and a range of strategic actions to mitigate the negative impacts on the built form and public realm. Shifting more trips to sustainable transport is an intrinsic component in the vision for NURP and is embedded in the framework of People-Place-Planet.

The information from this Study will inform the detailed design of the Concept Plan and Structure Plan and will be used as a starting point in discussions to raise awareness of the issue and possible solutions with existing land owners and local businesses.

A summary of the Project Scope is attached at **Appendix D**.

Recommendations to Council

- That the Council support in-principle the preparation of a Car Parking Strategy for NURP based on the goal of reducing the demand for car parking spaces to deliver an improved built form and public realm as well as community benefits.
- The Strategy should seek to identify innovative and best practice methods of car parking management and investigate a range of regulatory and non-regulatory mechanisms that facilitate a staged implementation as the Precinct is redeveloped.

9. NURP ECONOMIC DEVELOPMENT AND EMPLOYMENT STRATEGY – PROJECT SCOPE

NURP requires an Economic Development and Employment Strategy to identify the types of businesses that should be attracted to the area to grow the local employment base. At the moment the area is characterised by large footprint businesses (BOC Gas, Masters and Luizzi Group Pty. Ltd.) with a low density of jobs. In line with Council's goal to grow local jobs, there is a clear challenge to work with existing businesses on a strategy to identify opportunities to attract further investment. If the current business-as-usual approach continues, the Precinct will not be able to compete with other nearby Precincts to attract growth. Therefore, to differentiate the Precinct consideration should be given to creating a niche and unique combination of businesses that assist the Precinct to transition into a resilient and diverse location. The project will use evidence-based research to provide a rationale for a change in the mix of businesses or any other interventions to initiate and accelerate the transformation.

The consultant brief is structured around a series of questions that will encourage research of trends, new ideas and actions that will generate innovative outcomes, giving NURP a clear point of different and competitive edge.

A summary of the Project Scope is attached at **Appendix E**.

10. NURP PUBLIC REALM STRATEGY - PROJECT SCOPE

Maximising the potential of NURP requires consistency in the provision of open space amenity and standard of design quality – both being essential to create a sense of place that will make NURP memorable and attractive for businesses and the community. A Public Realm Strategy (PRS) will inform the Concept Plan and Structure Plan and provide guidance for the development of a high quality public realm within NURP.

The Strategy will leverage off the two key existing pieces of open space, being the Darebin Creek corridor and T.W. Blake Reserve. The PRS will seek to leverage off these two anchor spaces to create a network of places that vary in size and meet a range of environmental, economic and community needs.

There are no set rates for open space provision in new urban renewal areas, so the PRS will explore the different options for the form, location and rate of provision for open space. Both future residents and workers in the Precinct will be taken into consideration. Preliminary investigations have identified a number of economic, social and environmental benefits to be gained from a well thought-out public realm. There is an opportunity to realise these benefits by guiding redevelopment towards exemplary urban design and sustainable living at a neighbourhood level.

A summary of the Project Scope is attached at **Appendix F**.

11. GREEN INFRASTRUCTURE STRATEGY – PROJECT SCOPE

This project proposes to research options that could be integrated into the Concept Plan and Structure Plan to address the Urban Heat Island (UHI) Effect in NURP. Green Infrastructure can be defined as a network of natural, semi-natural and constructed elements which are necessary to support the neighbourhoods within NURP.

There are significant environmental benefits to be gained from giving consideration to finding UHI effect solutions and incorporating these ideas in the Concept Plan. Creative design responses can influence energy usage for cooling, increase air quality and produce healthier and more resilient ecosystems.

Apart from environmental benefits, investment in Green Infrastructure can lead to improvements in an area's image. This in turn can attract and keep high value industries, new business start-ups, entrepreneurs and workers in the region. These outcomes can lead to an increase in the scope for leveraging private sector investment, which can lead to increase in employment.

By changing the way infrastructure is considered, improvements to the overall environmental performance of the precinct can be integrated into the Concept Plan and Structure Plan.

A summary of the Project Scope is attached at **Appendix G**.

12. DEVELOPMENT FACILITATION UPDATE

Strategic Site - 73 Gower Street – draft Memorandum of Understanding

Discussions with the Consultant team for 73 Gower Street have been ongoing for the past few months. Based on the Steering Committee's recommendation, the Council has agreed that a draft MoU has been prepared with reference to the following matters:

- Context
- Outline a common purpose and share goals
- Sharing of information and protocol regarding information sensitivity and confidentiality
- A process for the development of a Master Plan for the strategic site at 73 Gower Street
- Expectations regarding Community Engagement
- Collaboration with Government Agencies
- Planning and design process and fit with the NURP Urban Renewal Strategy and Structure Plan

A Planning and Design Forum (PDF) has been proposed as a means of integrating a wide range of ideas into the development of the Master Plan. The Forum will consult on the following items to determine areas of interest:

1. Provision of a Boulevard along the eastern edge of the site and the interface with the public realm and private built form.
2. The level of support for a light rail along the eastern edge of the site along the Boulevard.
3. The extent to which the proposed development will support the creation of local jobs and facilitate investment.
4. Identification of measures that will be taken to promote a shift from private car dependency to active modes of transport such as walking and cycling.
5. The mix of housing diversity, including affordable housing provision that will be achieved across the site and the possible staging of development.

6. The level of amenity that will be delivered through the provision of public open spaces in addition to the existing T.W. Blake Reserve, landscaping and green infrastructure.
7. The extent to which sustainability measures could be incorporated in to the built form design.

It is anticipated that the PDF will be held in April/May 2017 to ensure the agreed findings and Master Plan can be integrated into the overall Concept Plan and Structure Plan.

Strategic Site - 120 Chifley Drive

The land owners of 120 Chifley Drive have met with Council Officers to discuss options for the future redevelopment of the site if the existing tenant (Bunnings) leaves the site. Any redevelopment of this site offers the opportunity to give more exposure to the Darebin Creek and provide a safe walking/cycling link along its edge. This high profile site, fronting Murray Road, will form part of a gateway into the Precinct from the east. A comprehensive transport study will be required as part of any consideration for redevelopment.

Strategic Site - Conga Foods, Bell St

The land owner (Conga Foods) has met with Council officers to discuss the potential reuse of the large shed building on Bell Street. The building is currently on the market for lease as to a commercial business tenant, however, the owner has indicated an interest in alternate uses with a short term (5 years) lease arrangement. Further discussions will be coordinated with both the Creative Culture and Business Development unit's work within Council.

Recommendations to Council

- That Officers report any progress in discussions with the three properties to the next Steering Committee meeting.

13. NURP ADVOCACY CHANGE PROJECTS

There is the opportunity to commence several place-making activities in the short term that will in effect change how the Precinct is perceived. The following four projects have been identified through the alignment of a number of opportunities and interest from external stakeholders and with the potential to deliver through a partnership approach and attract external funding.

Creative Industries Pilot Project

A key element of the transition strategy for the precinct is to seek options for reuse of the existing industrial buildings to facilitate new uses to come into the area. This project draws on the findings of the Economic and Social Value of Arts and Creative Sector in Darebin study adopted by Council in October 2016. This Study found that the Arts and Creative Sector generates \$436.2 million towards GRP and accounts for 2,577 jobs in Darebin. There is potential to leverage on this established sector to grow additional Creative Sector businesses and jobs in NURP. This project will draw on the experience gained from other similar programs run by Sydney City Council and Melbourne City Council as well as integrating the learnings from Darebin's successful Active Spaces program.

Recommendations to Council

- That officers continue to work with the private sector to explore ways in which the Creative Sector industries and businesses can be attracted to locate in the Precinct.
- That Council consider the funding bid for the Creative Industries Pilot project as part of its 2017/2018 budget deliberations.

Gower Street/Water Road Streetscape Concept Plan

The design and delivery of the NURP public realm is taking an opportunistic approach and is being planned in advance with the surrounding private land development in mind. This project has emerged from a review of the 2014 NURP Concept Plan which shows an east west green “parkway” going through the homemaker centre on Murray Road. It is known that most of these premises are on long term leases and that redevelopment of this area is unlikely to occur for another 15 – 20 years. There is the potential to move this green link south and run it along Gower Street and Water Road. Properties along these street frontages are more likely to be redeveloped much earlier, maybe within the next ten years.

The detailed WSUD for T.W. Blake is about to start and will look at how stormwater can be managed along Gower Street to the creek. Other circumstances which support this project is the powerline upgrade being proposed by Jemena, which happens to run along Gower Street to the sub-station on the Darebin Creek.

This project has been earmarked for a 2017/2018 capital works funding bid to work with key stakeholders and prepare a concept design that includes undergrounding powerlines, water sensitive urban design (WSUD) elements, street redesign, streetscape works and landscaping. This concept plan could be costed so that contributions could be sought from the private sector and government agencies. The need to prepare detailed design drawings and initiate construction would not be triggered until the private land either side of the road is redeveloped. This is a case where the project implementation is not rolled out in consecutive financial years but sits ready to be delivered when the time is right.

Recommendations to Council

- That Officers work with infrastructure providers and the private sector to prepare a Streetscape Concept Plan for Gower Street (east of Albert Street) and along Water Road to connect to Darebin Creek.
- That Council consider the funding bid for the Gower Street/Water Road Streetscape Concept Plan project as part of its 2017/2018 budget deliberations.

T.W. Blake Skate Park Concept Plan

A component of the Concept Plan for the T.W. Blake Reserve is the development of a Skate/BMX sub-precinct. The project supports the past and current demand for a skate park in East Preston and will address a critical need for recreational facilities opportunities for youth within the City of Darebin. Working in partnership with users, adjacent land activities and the surrounding community, this project has the potential to build capacity, reduce social isolation and enhance the attractiveness of the park.

Project benefits will include an increased participation rate of this type of activity, with the flow on positive social, community and health benefits that come from this type of activity (which is supported by empirical research), a better utilisation of a Council asset that is currently underutilised, and the positive role the precinct will play in helping Council achieve its NURP vision, aligned with Council Plan goals. It is anticipated that the Concept Plan will be created through an extended consultation process that is based on a co-design methodology.

Recommendations to Council

- That Officers work with users, adjacent land activities and the surrounding community to prepare a Concept Plan for Skate/BMX sub-precinct in T.W. Blake Reserve.
- That Council consider the funding bid for a Skate/BMX Park Concept Plan project as part of its 2017/2018 budget deliberations.

Preston North East Community Hub

A key recommendation from the Joint Community Infrastructure Plan was for Council to identify where efficiencies can be gained and overlap reduced by clustering community facilities. Through increasing the connections and collaboration in the delivery of services there is the potential to increase the flow-on benefits to the community.

This project is at the early inception stage, but interest is steadily increasing amongst Darebin Council, Darebin Community Health Centre and Preston North East Primary School on the possibility of creating a community hub. The nearby Newton Street Neighbourhood house and Blake Street Kindergarten are other agencies which could co-locate at the Hub.

Recommendations to Council

- Undertake discussions with key stakeholders and the community to seek out the views and identify opportunities to consolidate community facilities in to a local community hub.

14. OTHER WORK

Health Impact Assessment

Council has provided the Concept Plan to students from Melbourne University undertaking the Healthy Communities subject as part of their a Master's degree. Students from different disciplines were asked to prepare a health impact assessment based on the proposed T.W. Blake Concept Plan and the indicative land uses and built form on the 4ha site immediately to the south of the reserve. Working in groups, students identified a range of policy impacts and made recommendations for improvements to achieve better health outcomes.

This has been a valuable exercise in exposing the NURP Concept Plan to a high level of scrutiny and being open to new and innovative ideas. Even though the student exercise did not have a budget or construction constraints, the work and presentations produced a high quality and provided a useful lens through which to consider the health aspects of the NURP Concept Plan.

A summary of the project will be uploaded to the webpage.

Recommendation to Council

- That the Student work be published on the NURP web site with acknowledgment of the exercise's contribution to the overall program.

15. COMMUNITY ENGAGEMENT - NURP WEB PAGE

The regular visit profile and registrations demonstrates there is a desire in the community to learn more about the Northland Urban Renewal Precinct project. It is anticipated that interest will grow with information about key projects such as the TW Blake Skate Park and local sustainability initiatives are uploaded to the webpage. This material will be uploaded in stages and will identify opportunities for the community to provide feedback or ask questions.

16. CAPITAL WORKS PROJECT BIDS

To support the anticipated private redevelopment in NURP there is a number of capital works projects that require up front detailed planning and design to ensure a coordinated outcome. Capital works bids are being prepared for the following projects:

- Gower St and Water Rd Infrastructure and Streetscape design;
- T.W. Blake Reserve Skate Park Concept Plan;

- Wood Street bridge - Darebin Creek; and
- HC Young Pavilion short term upgrade.

17. LA TROBE NATIONAL EMPLOYMENT CLUSTER

Meetings with the Victorian Planning Authority occur on an as needs basis. The preparation of a Framework for the Cluster is ongoing.

18. CONCLUSION

The delivery of the NURP work program contributes to achieving multiple Council goals. By strengthening Council's supporting evidence-base the implementation of the NURP Vision will attract investment and employment. The NURP program of projects seeks to maintain and enhance the long term environmental sustainability of the Precinct via a number of strategies including embedding One Planet Principles and ESD controls in the planning scheme. This has been a highly productive period for the NURP program with several Foundation Phase projects being completed.

19. RECOMMENDATIONS TO COUNCIL

Urban Design and Environmental Performance modelling (UDEPM) project

- That the UDEPM is used as an evidence-based methodology to inform the finalisation of the NURP Concept Plan/Structure Plan.
- That the UDEPM forms the basis of a suite of built form controls to be included in any Planning Scheme Amendment in the Precinct
- That the UDEPM be used as a tool in the assessment of commercial development applications within the Precinct until the new built form controls come into effect.

Light Rail Study

- That Council note the findings of the NURP Light Rail/Tram Draft Final Report September 2016 that a light rail/tram route through the NURP could be provided subject to gaining a significant shift from private car use to public transport use for trips to and from the Precinct.
- That Council make the Draft Final Report available, on a without prejudice basis, to the listed key stakeholders for the purposes of further discussions to explore the level of in-principle support for the concept and proposed route.
- Following discussions with key stakeholders, that a report be prepared, outlining the extent of commitment and options for a light rail route through the NURP, and investigates funding opportunities at both a State and Federal level.

Joint Community Infrastructure Plan

- That Council endorse the findings of and adopt the draft Final Joint Community Infrastructure Plan report.
- That the draft Joint Community Infrastructure Plan be used to inform the planning of community services and facilities in the La Trobe National Employment Cluster.
- That Council encourage the collaboration and shared planning established through the Joint Community Infrastructure Plan through the Working Group continuing to meet on a quarterly basis.
- That Council consider the joint project to repair the Wood Street Bridge as part of its capital works budget considerations for 2017/2018.

Car Parking Strategy (CPS)

- That the Council endorse the preparation of a draft CPS for NURP based on the goal of reducing the demand for car parking spaces and deliver the identified community benefit.
- The Strategy should seek to identify innovative and best practice methods of car parking management and investigate a range of regulatory and non-regulatory mechanism that facilitate a staged implementation as the Precinct is redeveloped.

Development Facilitation

- That Officers report any progress in discussions with the three properties to the next Steering Committee meeting.

Creative Industries Pilot Project

- That Officers continue to work with the private sector to explore ways in which the Creative Sector industries and businesses can be attracted to locate in the Precinct.
- That Council consider the pilot project funding bid for \$50,000 as part of its 2017/2018 budget deliberations.

Gower Street Water Road Streetscape Concept Plan

- That Officers work with infrastructure providers and the private sector to prepare a Streetscape Concept Plan for Gower Street (east of Albert Street) and along Water Road to connect to Darebin Creek.
- That Council consider the funding bid for the Gower Street/Water Road Streetscape Concept Plan project as part of its 2017/2018 budget deliberations.

T.W. Blake Skate Park Concept Plan

- That Officers work with users, adjacent land activities and the surrounding community to prepare a Concept Plan for Skate/BMX sub-precinct in T.W. Blake Reserve.
- That Council consider the funding bid for a Skate/BMX Park Concept Plan project as part of its 2017/2018 budget deliberations.

Preston North East Community Hub

- Undertake discussions with key stakeholders and the community to seek out the views and identify opportunities to consolidate community facilities in to a local community hub.

Health Impact Assessment

- That the Student work be published on the NURP web site with acknowledgment of the exercise's contribution to the overall program.

Appendices

Project Reports

Appendix A Urban Design and Environmental Performance Model – Project Summary

Appendix B Light Rail/Tram Pre-feasibility Study Summary

Appendix C Draft Final Joint Community Infrastructure Plan Report

Project Scope Summaries

Appendix D NURP Car Parking Strategy

Appendix E NURP Economic Development and Employment Strategy

Appendix F NURP Public Realm Strategy

Appendix G Green Infrastructure Strategy