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AGENDA

Planning Committee Meeting to be held at
Darebin Civic Centre,
350 High Street Preston
on Monday 9 September 2024 at 6.30pm.

This meeting will be livestreamed and may be accessed
from Councils website www.darebin.vic.gov.au.

Persons wishing to observe the meeting in person are
required to register by 12pm on the day of the meeting.




ACKNOWLEDGEMENT OF TRADITIONAL OWNERS AND ABORIGINAL AND TORRES STRAIT ISLANDER COMMUNITIES IN DAREBIN

Darebin City Council acknowledges the Wurundjeri Woi-Wurrung people as the Traditional Owners and custodians of the land we now call Darebin and pays respect to their Elders, past, present and emerging.

Council pays respect to all other Aboriginal and Torres Strait Islander communities in Darebin.

Council recognises, and pays tribute to, the diverse culture, resilience and heritage of Aboriginal and Torres Strait Islander people.

We acknowledge the leadership of Aboriginal and Torres Strait Islander communities and the right to self-determination in the spirit of mutual understanding and respect.



English

This is the Agenda for the Council Meeting. For assistance with any of the agenda items, please telephone 8470 8888.

Arabic

هذا هو جدول أعمال اجتماع المجلس. للحصول على المساعدة في أي من بنود جدول الأعمال، يرجى الاتصال بالهاتف 8888 8470.

Chinese

这是市议会会议议程。如需协助了解任何议项，请致电8470 8888。

Greek

Αυτή είναι η Ημερήσια Διάταξη για τη συνεδρίαση του Δημοτικού Συμβουλίου. Για βοήθεια με οποιαδήποτε θέματα της ημερήσιας διάταξης, παρακαλείστε να καλέσετε το 8470 8888.

Hindi

यह काउंसिल की बैठक के लिए एजेंडा है। एजेंडा के किसी भी आइटम में सहायता के लिए, कृपया 8470 8888 पर टेलीफोन करें।

Italian

Questo è l'ordine del giorno della riunione del Comune. Per assistenza con qualsiasi punto all'ordine del giorno, si prega di chiamare il numero 8470 8888.

Macedonian

Ова е Дневниот ред за состанокот на Општинскиот одбор. За помош во врска со која и да било точка од дневниот ред, ве молиме телефонирајте на 8470 8888.

Nepali

यो परिषद्को बैठकको एजेन्डा हो। एजेन्डाका कुनै पनि वस्तुसम्बन्धी सहायताका लागि कृपया 8470 8888 मा कल गर्नुहोस्।

Punjabi

ਇਹ ਕੌਂਸਲ ਦੀ ਮੀਟਿੰਗ ਵਾਸਤੇ ਏਜੰਡਾ ਹੈ। ਏਜੰਡੇ ਦੀਆਂ ਕਿਸੇ ਵੀ ਆਈਟਮਾਂ ਸੰਬੰਧੀ ਸਹਾਇਤਾ ਵਾਸਤੇ, ਕਿਰਪਾ ਕਰਕੇ 8470 8888 ਨੂੰ ਟੈਲੀਫੋਨ ਕਰੋ।

Somali

Kani waa Ajandaha Kulanka Golaha. Caawimada mid kasta oo ka mid ah qodobada laga wada hadlay, fadlan la xiriir 8470 8888.

Spanish

Este es el Orden del día de la Reunión del Concejo. Para recibir ayuda acerca de algún tema del orden del día, llame al teléfono 8470 8888.

Urdu

یہ کاؤنسل کی میٹنگ کا ایجنڈا ہے۔ ایجنڈے کے کسی بھی حصے کے بارے میں مدد کے لیے براہ مہربانی 8470 8888 پر فون کریں۔

Vietnamese

Đây là Chương trình Nghị sự phiên họp Hội đồng Thành phố. Muốn có người trợ giúp mình về bất kỳ mục nào trong chương trình nghị sự, xin quý vị gọi điện thoại số 8470 8888.

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Agenda

1. MEMBERSHIP

Cr. Susanne Newton (Mayor) (Chairperson)
Cr. Tim Laurence (Deputy Mayor)
Cr. Emily Dimitriadis
Cr. Gaetano Greco
Cr. Julie Williams
Cr. Lina Messina
Cr. Susan Rennie
Cr. Tom Hannan
Cr. Trent McCarthy

2. APOLOGIES

3. DISCLOSURES OF CONFLICTS OF INTEREST

4. CONFIRMATION OF THE MINUTES OF PLANNING COMMITTEE

Recommendation

That the Minutes of the Planning Committee Meeting held on 12 August 2024 be confirmed as a correct record of business transacted.

5. CONSIDERATION OF REPORTS

5.1 APPLICATION TO AMEND A DEVELOPMENT PLAN - POD/1/2007/J 1056-1140 & 1142 PLENTY ROAD, BUNDOORA

Author: Senior Statutory Planner

Reviewed By: General Manager City Sustainability and Strategy

Applicant	Owner	Consultant
Deal Corporation C/- Urban Planning Collective	<i>Deal Corporation P/L (Dealcop)</i>	Urban Planning Collective

SUMMARY

Property:	1056-1140 & 1142 Plenty Road, Bundoora
Proposal:	<p>Amendment of Development Plan (POD/1/2007) as it relates to this site address, including:</p> <ul style="list-style-type: none"> Introduce residential land uses to both north and south buildings. Increase the height of the Northern Building (1B-02) from 5 to 6 storeys to 7 to 8 storeys. Increase the height of the Southern Building (1B-01) from 8 to 9 storeys to 9 to 10 storeys.
Car parking:	Two to three levels of basement car parking.
Zoning and Overlay/s:	<ul style="list-style-type: none"> Mixed Use Zone (MUZ) Development Plan Overlay – Schedule 1 (DPO1) Development Contributions Plan Overlay (DCPO)
Is a Developer Contribution required?	No. A Developer Contribution is not directly associated with this matter (but should be applicable to any future planning permit issued).
Council 100YR Flooding:	Yes
Consultation:	<ul style="list-style-type: none"> Non-statutory notice - Letters were sent to surrounding owners and occupiers as informal notice.

Submissions:	<ul style="list-style-type: none"> One (1)
Key reasons for refusal:	<ul style="list-style-type: none"> The amended Development Plan is inconsistent with the North East Corridor Strategic Plan in regard to the overall Vision, General Policies and the objectives of the Larundel Village Framework. The outcome sought within the amendment is inconsistent with the building height, setbacks, land uses, landscaping, frontages and access objectives, as set out within the North East Corridor Strategic Plan. The amended Development Plan does not represent orderly planning. The amended Development Plan allows for buildings that would be out of character, being excessively bulky and out-of-scale with their surrounds. The amended Development Plan fails to provide suitable space for car parking, access, public transport and active transport modes. The amended Development Plan does not provide for suitable landscaping outcomes. The amended Development Plan allows for uses to be dominated by residential accommodation and does not achieve the retail and commercial needs of the area. The amended Development Plan does not meet the information requirements of Development Plan Overlay (Schedule 1) and includes substantial inconsistencies.
Recommendation	Refuse the proposed amendment to the Development Plan.

Recommendation

That the amended Polaris Development Plan (amendment J) not be supported on the following grounds:

1. The amended Development Plan is inconsistent with the North-East Corridor Strategic Plan as it:
 - a) Fails to provide suitable area for car parking within the development.
 - b) Fails to provide appropriate space for landscaping.
 - c) Fails to realise the opportunity to deliver a balanced mix of activity and employment uses with active frontages to Plenty Road.
 - d) Fails to support a high quality of design.

2. The amended Development Plan does not represent orderly planning, contrary to Clause 65.01 (Approval of an application or plan) of the Darebin Planning Scheme. The proposal represents a piecemeal planning application, unsupported by a comprehensive re-examination of the wider Development Plan area and surrounds and may result in substantial off-site amenity impacts.
3. The amended Development Plan is not in keeping with the character of the area as it allows for excessively tall and bulky buildings, out-of-scale with the surrounding area, resulting in amenity impacts and impacts upon the adjacent heritage fabric, contrary to Clause 02.03-4 (Built environment and heritage), Clause 15.01-S (Urban Design), Clause 15.01-1R (Urban Design – Metropolitan Melbourne), Clause 15.01-1L01 (Urban Design), Clause 15.03-1S (Heritage Conservation) and Clause 15.03-1L (Heritage), of the Darebin Planning Scheme.
4. The amended Development Plan provides a poor urban design outcome which fails respond to the context of the area, provides inactive frontages and poor site permeability and legibility, especially for pedestrians.
5. The proposed scale and type of land uses are not supplemented by a suitable provision of floor area for car parking and access.
6. The amended Development Plan does not set aside sufficient land for suitable landscaping that would be consistent with the character and appearance of the area.
7. The amended Development Plan provides for a land use outcome dominated by residential accommodation, with limited retail and commercial floor space to meet the activity and employment needs of the Development Plan area and surrounds, contrary to Clause 02.02 (Vision) and Clause 15.01-4R (Healthy Neighbourhoods – Metropolitan Melbourne), of the Darebin Planning Scheme.
8. The amended Development Plan has significant inconsistencies and fails to address the information requirements of the Development Plan Overlay (Schedule 1), of the Darebin Planning Scheme, including the requirements for the plan to show:
 - a) Layout of existing and proposed buildings and works.
 - b) Proposed uses on all parts of the land.
 - c) Elevation drawings of all buildings.
 - d) Details of materials and finishes to all buildings and surfaces.
 - e) A traffic management plan outlining traffic requirements both within and outside the site.

1. BACKGROUND

1.1 Overview of Development Plan area

The Polaris 3083 Development Plan area (“Development Plan area”) covers a broad section of land in Bundoora on the southern side of Plenty Road and to the north of the intersection with Main Drive, shown within Figure 1 below. The area is drawn from a large portion of the former Larundel Psychiatric Hospital site. It includes 1056-1070 Plenty Road, Bundoora (“the site”), that is identified to hold buildings 1B-01 and 1B-02 and which is the focus of the proposed amendments to the Polaris 3083 Development Plan under consideration. The site is bounded by Plenty Road to the north-west, Main Drive to south-west, Galileo Gateway to the south-east and Copernicus Crescent to the north-east.



Figure 1. Polaris 3083 Development Plan area Source: Approved Polaris Development Plan

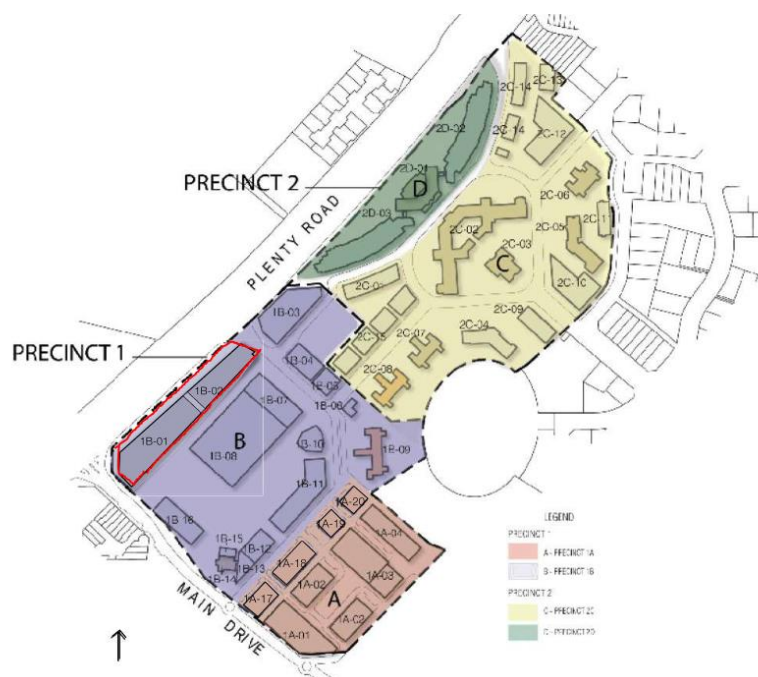


Figure 2. Precincts of the Development Plan area, with the site highlighted in red Source: Approved Polaris Development Plan with Author mark-up

Facilitated by the existing Development Plan, the Polaris area is already extensively developed, with most stages of the Development Plan completed or under construction at the time of writing. The functions of the Polaris area are essentially split into two parts. There is a residential/'village' portion within areas A, C and D on Figure 2 and a mixed-use/activity centre portion within area B. The residential area is concentrated on the uphill north-eastern side and the lower south-eastern area of the site. It includes most of the remaining heritage fabric.

The mixed-use area is focused on the south-western part of the site. It currently includes a supermarket, smaller retail tenancies, and some small offices, as well as shop-top apartments and townhouses. The subject site is located at the farthest western point of the area and is currently vacant. Only two of the buildings in area B have heritage significance. Notably, one of those two is Hugh Linaker's cottage which is near the south-western boundary of the Development Plan area's boundary to Main Drive.

Built form in the Development Plan area is mainly 2-3 storeys in height, with higher densities up to 7 storeys concentrated along Plenty Road. The town centre includes heights of up to 3 storeys along Copernicus Crescent, though substantial portions are only single storey including the two main buildings near the site. They are a supermarket (Woolworths) and bottle shop (Dan Murphy's). The built form characteristics are generally consistent with the 'New Town' pattern of development. Within the exclusively residential areas and along Plenty Road there are setbacks for landscaping, whilst development in the mixed-use town centre is often built to the boundary, with wide footpaths that include planters, street furniture and weather protection along active frontages to create a useable pedestrian environment.

Aside from Copernicus Crescent there are many substantial inactive frontages in the mixed-use area, particularly near the site. The bottle shop (Dan Murphy's) has a largely inactive frontage to the south and the supermarket faces away from the subject site, with only loading facilities, access to parking and a stairway to the rear.

The Development Plan area includes extensive landscaping with many substantial trees and more recent plantings within the generally substantial setbacks. The site has a native *Grevillea robusta* on the southern section of the frontage to Plenty Road as well as two other smaller exotic species on the northern frontage to Copernicus Crescent. The *Grevillea robusta* is identified to be retained on the current approved Development Plan and has medium retention value.



Picture 1. The subject site viewed from the southern end near the intersection between Plenty Rd and Main Drive
Source: Author



Picture 2. The subject site including mature tree and billboards viewed from the north-western end Source: Author



Picture 3. View with southern end of subject site, including tree and signage, in the foreground of Plenty Road and Bundoora Park Source: Author



Picture 4. *Grevillea robusta* on subject site viewed from south Source: Author



Figure 3. Development Plan Area and surrounds Source: Nearmaps,



Picture 5. Heritage-significant Hugh Linaker's Cottage (and billboard) viewed from Main Drive. Source: Author

The Development Plan area's main vehicular access is via the signalised intersection of Plenty Road and Main Drive. Southbound traffic can also access the Polaris area from Copernicus Crescent. Main Drive also has connections to the residential hinterland of Springthorpe and to the Ring Road of La Trobe University, though these roads receive much lower levels of traffic compared to Plenty Road.

Plenty Road is a main arterial road and is identified as a Transport Road Zone (Cat 2). It is one of the busiest roads in the Darebin Council area.

The site can also be accessed from the Bundoora Park/Plenty Road tram stop of the 86 Tram and via the Plenty Road bus stop (Bus Routes 382 and 566). Pedestrian access is also available to the area, though constrained by the presence of Plenty Road. The 1056-1070 Plenty Road site sees moderate pedestrian traffic passing through to access the centre, as shown in Picture 1 above. Cycling infrastructure to the area is poor, with Plenty Road having no substantial bicycle lane and forming a barrier to easy bicycle and pedestrian movement.

Within the Development Plan area most buildings are largely self-sufficient in terms car parking, particularly residential buildings. The mixed-use centre closer to the subject site partially relies on a shared parking facility and a larger amount of on-street parking, particularly on Copernicus Crescent. Much of the on-street parking is restricted to 2-hours during business hours. The on-street parking and central car parking lot appear to be well-utilised.

There is extensive signage through the mixed-use area, including retail signage within the activity centre as well as four large billboards advertising real estate for the developer (Deal Corporation - the applicant for the current amendment).



Picture 6. Example of residential development within Development Plan area Source: Author



Picture 7. Landscaped front and side setbacks to Plenty Road of new development Source: Author



Picture 8. Copernicus Crescent in Neighbourhood Activity Centre Source: Author

1.2 Overview of the surrounding area

The surrounding area is a largely low-scale residential area punctuated by Plenty Road, the La Trobe University campus, and the remaining lands and parks which once constituted the 'health' institutions in and around the Mont Park area. That low-scale residential area was primarily developed during post-war period, particularly the 60s and 70s. Following that there were also substantial residential areas in the former grounds of Mt Cooper, Larundel and other institutions which were developed in the 1990s and 2000s after those institutions were closed. The dwellings are generally single detached, with some townhouses, and typically feature substantial front setbacks for landscaping.

To the north-west of the Development Plan area is Plenty Road. Beyond Plenty Road are Bundoora Park, the single storey fire station building, a set of two-storey townhouses and, at the northernmost site before the intersection with Snake Gully Drive, an apartment development of up to 8-storeys. The buildings opposite the Development Plan area all have front setbacks and substantial trees within those setbacks in keeping with the character of the surrounding parkland area.

To the east of the site is the residential portion of the Lancaster Gate Development Plan, which includes many substantial trees amongst one and two-storey dwellings.

Immediately to the south of the Development Plan area is Main Drive, beyond which are a group of two-storey townhouses with dormer roof, a petrol station, and open spaces with substantial trees which are part of the La Trobe university campus. The petrol station, opposite the site, is built with significant setbacks to Plenty Road and includes sizable trees in those setbacks. The townhouses are provided with less landscaping but do have a small area at the frontage for planting. The immediately adjacent portion of the La Trobe campus is largely undeveloped and has a high concentration of large mature native trees. It forms the majority of the Development Plan's interface to the south.

Beyond the vacant land to the south is the substantial Bundoora campus of La Trobe University. The campus has a range of uses on the site which serve the predominantly educational focus. The uses are contained within buildings which are typically 2-6 storeys in height and are laid out in a pattern with substantial areas for both vegetation and car parking.

1.3 Site History

The Development Plan area was originally developed with the Larundel Psychiatric Hospital. The older buildings of the complex were primarily located to the north of the 1056-1070 site, with the portion where the amendments were focused gradually developed primarily during the post-war period with approximately seven detached dwellings substantially setbacks from one another and also to Plenty Road. Many trees have been planted within the setbacks. The Larundel Psychiatric Hospital closed in increments through the middle of the 1990s. All of those dwellings on the site were demolished around this period, though many trees were retained.

1.3.1 North East Corridor Strategic Plan and Development Plan Overlay

In response to the closure of the institutions through the corridor, a strategy was prepared to direct future planning for the area - the North East Corridor Strategic Plan, August 1998 (NECSP) (**Appendix F**). The NECSP was a substantial component of the Development Plan Overlay – Schedule 1 (Former Larundel Psychiatric Hospital) which was introduced either at the time of the transition to the New Planning Scheme on 2 December 1999, or just beforehand. The NECSP included the site within the Larundel Urban Village Precinct and included a Vision and General Policies, which directed the preparation of a Framework Plan for the Larundel Urban Village area (see Figure 4).

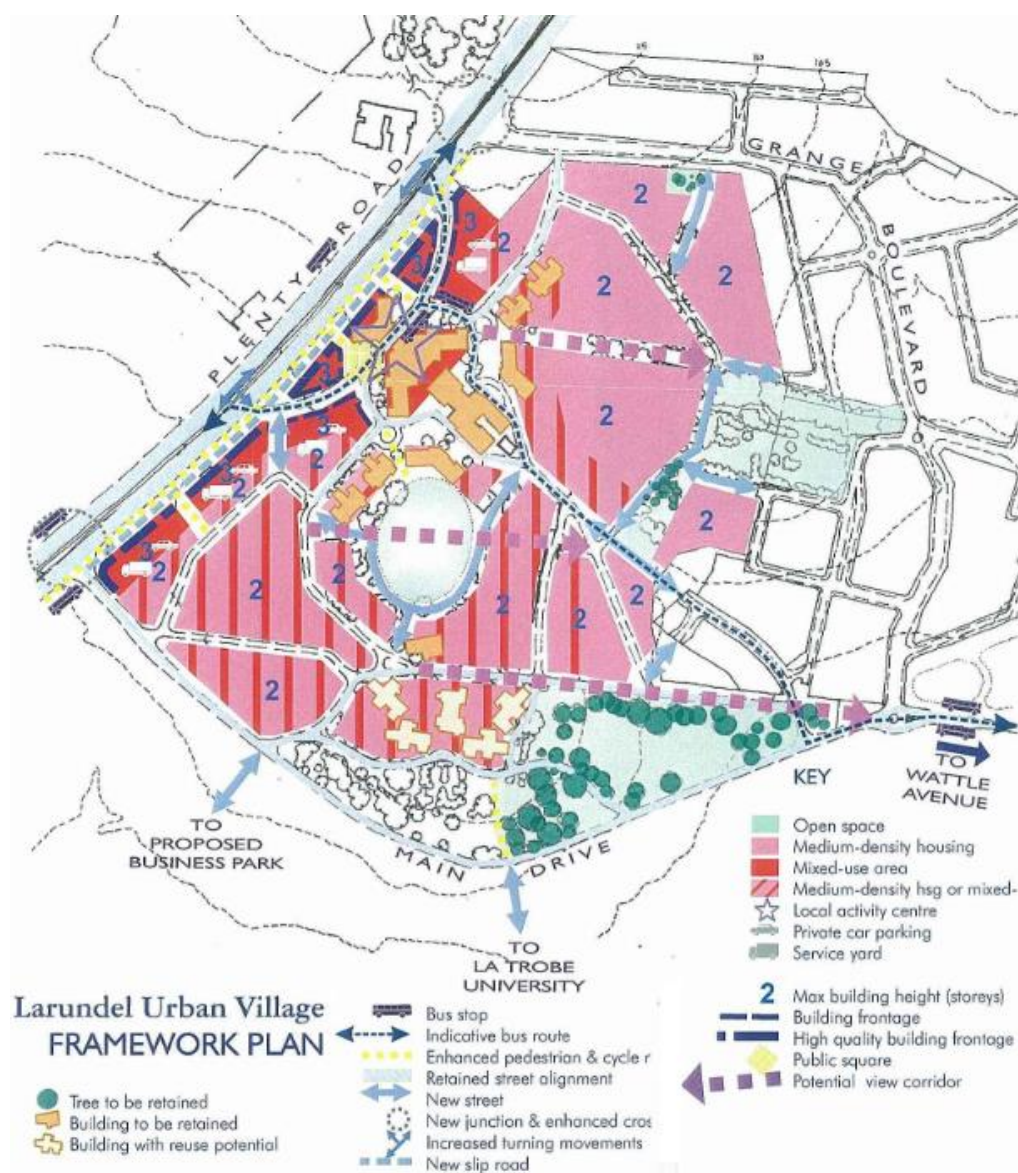


Figure 4. Larundel Urban Village Framework Plan [Legend re-positioned for legibility] Source: North East Corridor Strategic Plan with Author modifications

1.3.2 Lancaster Gate

After the Hospital completed closure in 1999, Places Victoria (then known as the Urban and Regional Land Corporation (URLC)), purchased the Lancaster Estate for redevelopment.

In November 2001, Council approved the Lancaster Gate Development Plan. This plan was prepared by the URLC and divided the Lancaster Estate into three parts; a Residential Precinct (approx. 15.38h hectares), the Village Precinct which included the former hospital buildings and the Mixed Use Precinct (approx. 10.61 hectares).

The Residential Precinct was subsequently subdivided, developed into individual dwelling lots and sold off.

The residual Village Precinct and Mixed-Use Precinct (now Town Centre) were sold by Places Victoria (then VicUrban) via expression of interest in 2006. These precincts now form 'Polaris'.

1.3.3 Polaris

The Polaris 3083 Development Plan (PDP) was approved on 23 September 2009.

This is a general, over-arching document which sets out principles on how the site should be developed including mix of uses, building height, general layout and form, tree retention and removal, car parking and other matters.

The Development Plan facilitated many departures from the original NECSP. Notable amongst these was a substantial reduction in trees on the site. The original NECSP document had sought the retention of 70% of trees with medium or higher retention value, whilst the approved Development Plan saw the majority removed, including five of the six trees of medium retention value on the site. None of these trees had an arborist's recommendation for removal.

The Development Plan has been repeatedly amended, most relevantly immediately following the 12 August 2019 Council Meeting where Council approved changes to the site on the Development Plan including:

- Use of the Northern Building (1B-02) for office accommodation and use of the Southern Building (1B-01) as a residential hotel and bar.
- An increase in height in the Development Plan for the site from 2-3 storeys to 8-9 storeys.
- Removal of most on-street parking accompanied by a substantial increase in basement parking.
- Removal or reduction of most setbacks.
- Removal of public realm (lane) through the site which provided pedestrian and cyclist access.
- Removal of most landscaping on the site – this was located within the original setbacks and public realm (lane).
- Reduction of extent of active frontages.

It is notable that many of the changes sought to the Development Plan were to secure built form outcomes associated with the use and development of the site a residential hotel.

This Development Plan amendment had originally included an amendment to 8-16 Main Drive, which was to have its height increased from 2-3 storeys to 7 storeys. This change was not supported and was separated from the changes to the site. The amendment was refused and proceeded to VCAT, where the refusal was upheld by the Tribunal.

1.3.4 Permit on the site

Planning Permit D/10/2020 for '*Use and development of the land for a residential hotel, office and bar and a reduction of car parking on land affected by a Development Plan Overlay in accordance with the endorsed plans.*' was issued on 24 April 2020. The permit allowed:

- An 8-9 storey residential hotel building including a bar at the ground level on the southern half of the site.
 - A 5-6 storey office building, on the northern half of the site.
 - 227 car parking spaces across 2-3 levels of basement parking.
- The permit was issued with a parking reduction of 27 spaces associated with the office and bar. However, it appears that there may have been an error in the calculation and that 33 spaces were in fact reduced.

The hotel car parking was provided to the satisfaction of the Responsible Authority (noting that 'hotel is not a specified use in Table 1 of Clause 52.06-5 of the Planning Scheme). Council's Transport Unit deemed the level of car parking provided to the hotel to be satisfactory.

- Implied removal of the last remaining medium retention value tree on the site.

At the same time as this amendment to the Development Plan was lodged, the applicant also lodged an application to amend the above permit, with the amendment identified as D/10/2020/A.

2. PROPOSAL

The application proposes to amend the Polaris Development Plan (POD/1/2007). The amendment seeks to vary just 5 pages of the approximately 80-page endorsed Development Plan. The result is that there are substantial inconsistencies between the amendment and the larger Development Plan document that is to remain.

Putting aside the inconsistencies, the following amendments are sought to the Development Plan (as set out in the report prepared by applicant):

- Uses:
 - Northern building: All levels above ground level to be office/residential, having previously been exclusively office (The plan would allow for completely residential if approved in current format).
 - Southern building: The ground level to include a residential lobby and residential amenities, having previously been only retail, food and drink premises and commercial. The upper levels to be used for commercial/residential.
 - Note that a separate planning permit application (D/10/2020/A) lodged by the applicant illustrates the proposed intent in these changes, as it shows the buildings as largely residential use, with a single ground floor retail unit.
- Building Height:
 - Northern building: Two (2) additional levels, and 7-8 storeys.
 - Southern building: One (1) additional level, and 9-10 storeys.
- Setbacks:
 - Southern building: Upper level setbacks reduced from 3 metres to 0-3 metres.
- Street Wall:
 - Southern building: The height of the street wall reduced from 2-4 storeys to 1-4 storeys.

The proposed amended Development Plan pages form Amendment J to POD/1/2007.

2.1 Statutory Controls – Why is Council's Satisfaction Required?

As an application to amend the approved Development Plan, Clause 43.04-4 (Development Plan Overlay) of the Darebin Planning Scheme sets out that 'The development plan may be amended to the satisfaction of the responsible authority.'

3. CONSULTATION

3.1 Public Notification

As an amendment to a Development Plan cannot formally be taken to notice, the proposed amendments were only informally distributed to those in the surrounding area.

One submission of support was received during the period of informal notice. The submission raised the need for more housing and more height on the site. These issues are addressed extensively in the assessment at Section 7 of this report.

Noting that the Development Plan and planning permit (D/10/2020/A) have been lodged with Council for assessment simultaneously, the informal notice of the proposed amended Development Plan was not able to include information relating to the specific changes that it could facilitate. For instance, it does not include the substantial parking reduction or the removal of local commercial and retail space which is proposed through the separate amendment application to the existing planning permit on the site (D/10/2020).

It is noted that the amendment to the permit, D/10/2020/A, will not be able to be taken to notice, including informal notice.

4. REFERRALS

4.1 External Referrals

The application was referred to the Department of Transport. The Department of Transport do not object to the proposal but do not support the removal of the bus shelter. However, as they currently understand that the bus shelter is on the applicant’s land and that there is no protection for it, they do not intend to go so far as to require the stop’s retention during this Development Plan amendment process.

4.2 Internal Referrals

The proposal was referred to the following internal Units of Council:

Internal Business Unit	Comments
Climate Emergency and Sustainable Transport	The provision of parking space is considered insufficient to meet the expected demands associated with the proposed uses.
ESD	Concerns raised in respect to daylight requirements.
Strategic Planning	Support the form of the proposal but are not supportive of the mix of uses proposed.

5. PLANNING POLICY

The following policies are of most relevance to this application:

5.1 Planning Policy Framework (PPF)

- Clause 02.02 Council Vision
- Clause 02.03-1 Settlement
- Clause 02.03-2 Environment and Landscape values
- Clause 02.03-3 Environment risks and amenity
- Clause 02.03-4 Built environment and heritage
- Clause 02.03-6 Economic Development
- Clause 02.03-7 Transport
- Clause 02.03-8 Infrastructure
- Clause 11.01-1S Settlement
- Clause 11.01-1R Settlement – Metropolitan Melbourne
- Clause 11.01-1L Urban Renewal
- Clause 11.02-1S Supply of urban land
- Clause 11.03-1R Activity Centres – Metropolitan Melbourne
- Clause 11.03-1L-01 Activity Centres
- Clause 12.01 -1L Biodiversity
- Clause 12.01-2S Native Vegetation Management
- Clause 13.05-1S Noise Management
- Clause 13.06-1S Air Quality Management
- Clause 15.01-1S Urban Design
- Clause 15.01-1L-01 Urban Design
- Clause 15.01-1L-02 Safe Urban Environments
- Clause 15.01-2S Building Design
- Clause 15.01-2L Building Design
- Clause 15.01-2L-01 Environmentally Sustainable Development
- Clause 15.01-4R Healthy Neighbourhoods – Metropolitan Melbourne
- Clause 15.01-5S Neighbourhood Character
- Clause 15.03-1S Heritage Conservation
- Clause 15.03-1L Heritage
- Clause 16.01-1S Housing Supply
- Clause 16.01-1R Housing Supply – Metropolitan Melbourne
- Clause 16.01-1L-01 Housing Growth
- Clause 16.01-2S Housing Affordability
- Clause 16.01-2L Affordable and Social Housing

- Clause 17.01-1S Diversified Economy
- Clause 17.02-1S Business
- Clause 18.01-1S Land use and Transport Integration
- Clause 18.01-3S Sustainable and Safe Transport
- Clause 18.01-3R Sustainable and Safe Transport – Metropolitan Melbourne
- Clause 18.01-3L Accessible Transport
- Clause 18.02-1S Walking
- Clause 18.02-2S Cycling
- Clause 18.02-3S Public Transport
- Clause 18.02-3R Principal Public Transport Network
- Clause 18.02-4S Roads
- Clause 18.02-4L Car Parking
- Clause 19.02-2S Education Facilities

5.2 Zone

- Clause 32.04 Mixed Use Zone

5.3 Overlays

- Clause 43.04 Development Plan Overlay – Schedule 1
- Clause 45.06 Development Contributions Plan Overlay

5.4 Particular Provisions

None apply to an amendment of a Development Plan, with their applicability occurring during the subsequent planning permit application.

5.5 Recent (Relevant) Planning Scheme Amendments

Since the application was received, the Planning Scheme has been subject to two relevant amendments:

- C170Dare. This amendment was gazetted on 25 January 2023 and had the effect of introducing the municipal-wide Development Contributions Plan. The proposed development (D/10/2020) will be required to pay a contribution.
- C199dare. The amendment replaces the Local Planning Policy Framework of the Darebin Planning Scheme with a new Municipal Planning Strategy at Clause 02, a modified Planning Policy Framework at Clauses 11-19 and a selected number of operational provisions in a manner consistent with changes to the Victoria Planning Provisions introduced by Amendment VC148 and the Ministerial Direction – the Form and Content of Planning Schemes.

In 2018, the Victorian State Government commenced a major reform of the Victorian Planning System as part of the ‘Smart Planning’ Program (Amendment VC148).

As part of this reform, the State Government introduced the new format for the Planning Policy Framework (PPF). The PPF format aims to improve the operation of planning policy while retaining local content, making planning schemes more aligned, consistent and easier to navigate, without losing the intent of local policy. The PPF translation is a 'policy neutral' amendment that does not introduce new policy into the planning scheme.

The new Darebin PPF, implemented under Amendment C199dare, includes:

- A new Municipal Planning Strategy that has been translated mainly from the previous Municipal Strategic Statement (MSS).
- Redistributed local policies into new clauses within the PPF to follow the new integrated thematic and three-tiered policy structure.
- Removing policies that can't be implemented via a planning scheme or do not assist in decision making.
- Removing redundant policies that are outdated.
- Rewriting policies for wording clarity consistent with plain English principles.
- Updating maps to ensure they are legible and accessible.

It is noted that Amendment C199dare has no implications on the assessment of this application. It also worth noting that the Darebin Planning Scheme has been amended in the order of 260 times since the approval of the original development plan.

6. RESPONSE TO SUBMISSIONS

One (1) submission of support was received during the period of informal notice. The submission raised the need for more housing and more height on the site. These issues are addressed extensively in the assessment at Section 7 of this report.

7. PLANNING ASSESSMENT

7.1 Does the development require a Cultural Heritage Management Plan?

The subject site is not located within an Area of Cultural Heritage Sensitivity. A Cultural Heritage Management Plan (under the Aboriginal Heritage Act 2006) is not required.

7.2 Is the proposal consistent with the Decision Guidelines of Clause 65.01?

This application raises critical issues of orderly planning.

Under Clause 65.01 (Approval of an Application or Plan) of the Darebin Planning Scheme, the responsible authority must consider a variety of factors, including providing for the 'orderly planning of the area', which Council has sought to facilitate by applying the Development Plan Overlay to the site and surrounding area.

The original Development Plan was approved over 15 years ago and originally envisioned a 2-3 storey commercial building on the site and has been periodically amended since. The amendment to the Development Plan seeks a maximum building height of up to 10 storeys and predominantly residential outcome. This represents an increase of 1-2 storeys above the existing endorsed Development Plan (iteration I) and is well above the 2-3 storey building height that was originally envisioned under the North-East Corridor Structure Plan (NECSP).

The Development Plan Overlay requires that a comprehensive plan be prepared which considers how the proposed development will integrate with the local area and minimise disruption to residents and amenity of the area.

The proposal (Amendment J to the Development Plan) is the tenth amendment sought to the Development Plan. The amendment is considered a piecemeal application to what should be the comprehensive planning of a crucial and highly visible site. Through continuous iteration, the scale and nature of the proposal represents a significant transformation from that originally contemplated. The off-site amenity impacts associated with the proposal, the change of use and the revised building heights sought under the amendment have not been comprehensively re-examined in the current amendment application.

One of the other consequences of applying the Development Plan Overlay is that it can exempt an application from notice and review provisions, provided the corresponding planning permit is generally in accordance with the development plan. Consequently, in terms of procedural fairness, major variations to a development plan should be formally advertised, allowing potentially impacted parties the opportunity to provide comment and make submissions on any new uses, increases in intensity and other changes that could impact the amenity of surrounding properties.

Through ten iterations the intensity, form and mix of uses shown within the Development Plan has continued to change and increase, without a fundamental re-examination of the impact of this increased density on the traffic and transport movements, parking, landscaping and trees, economic fundamentals, heritage elements and the amenity of the area, nor consideration for other landowners and residents that have come to reside within the development in the intervening years.

The second and related issue with the application is in regard to the lack of and poor quality of documentation supporting the amendment. The amendment seeks to vary 5 pages of the approximately 90-page Development Plan. The amendment is not supported by updated reports and documentation including Parking, Transport & Traffic, Heritage, Economic Demand and Arboricultural considerations. As the original Development Plan has been amended over several iterations the documentation provided contains several inconsistencies, gaps, and unfulfilled indications of future work.

For Council to properly assess the latest amendment in detail, it is necessary for Council to evaluate the impact of the cumulative increase in intensity and change of uses. The documentation and evidence provided in the application is inadequate to allow this assessment.

7.3 Does the proposal have strategic policy support?

The assessment of this proposal requires consideration of extensive Planning Policy, in particular:

- Clause 02.02 (Vision) sets out the land use and development goals of Council which include a 20-minute city with amenities, community services, vibrant places and accessible, sustainable transport that encourages people to live, work and play locally.
- Clause 11.01-1S (Settlement) seeks to direct growth into existing settlements but also to encourage a form of developments that supports healthy, active and sustainable transport and ensure retail and office-based employment are concentrated in central locations.
- Clause 11.01-1R (Settlement – Metropolitan Melbourne) seeks to create mixed-use neighbourhoods at varying densities that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

- Clause 11.02-1S (Supply of urban land) seeks for sufficient land to be made available to meet forecast demand.
- Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) seeks to improve access by walking, cycling and public transport and encourages a diversity of housing types.
- Clause 11.03-1L-01 (Activity Centres) aims to build up activity centres as a focus for high-quality development, encourage a diversity of housing types, encourage diversification of the goods and services available, and improve access by walking, cycling and public transport.
- Clause 12.01 -1L (Biodiversity) seeks to ensure that remnant vegetation is identified and conserved.
- Clause 12.01-2S (Native Vegetation Management) aims to see appropriate assessment of the removal of native vegetation.
- Clause 13.05-1S (Noise Management) minimises impacts on community amenity and human health
- Clause 13.06-1S (Air Quality Management) seeks to minimise air pollutant exposure to occupants of sensitive land uses near the transport system through suitable siting, layout and design responses.
- Clause 15.01-1S (Urban Design) requires development to respond to its context in terms of character, natural features and surrounding landscape, and ensure that development supports public realm amenity. It also seeks to promote good urban design along transport corridors and ensure development provides landscaping.
- Clause 15.01-1L-01 (Urban Design) seeks to ensure retail development incorporates verandahs over footpaths, encourages public art projects as part of precincts, supports street tree planting in Substantial Housing Change areas, and responds to interfaces with the public realm. Whilst it encourages prominent form on street corners and within activity centres, it also seeks to encourage development that responds to the predominant rhythm of the streetscape. It also encourages deep root planting within front setbacks and active ground level frontages.
- Clause 15.01-1L-02 (Safe Urban Environments) seeks to incorporate elements including passive surveillance, good connectivity and access.
- Clause 15.01-2S (Building Design) seeks to ensure a comprehensive site analysis forms the starting point of the design process, encourages development to retain existing vegetation, minimise detrimental impacts on neighbouring properties and to ensure development considers and responds to transport movement networks.
- Clause 15.01-2L (Building Design) aims to secure active frontages at ground level and a high level of pedestrian amenity, minimises unreasonable overshadowing, and promotes functional interaction between the footpath and new buildings.
- Clause 15.01-2L-01 (Environmentally Sustainable Development) facilitates developments that minimise environmental impacts.
- Clause 15.01-4R (Healthy Neighbourhoods – Metropolitan Melbourne) aims to give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- Clause 15.01-5S (Neighbourhood Character) seeks to ensure development responds to its context and reinforces a sense of place.
- Clause 15.03-1S (Heritage Conservation) seeks to ensure an appropriate setting and context for heritage places is maintained and enhanced.
- Clause 15.03-1L (Heritage) encourages designs that are sensitive to heritage character.

- Clause 15.01-4R (Healthy neighbourhoods) seeks to create a city of 20 minute neighbourhoods where people can meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- Clause 16.01-1S (Housing Supply) facilitates appropriate quantity, quality and type of housing, particularly in established urban areas.
- Clause 16.01-1R (Housing Supply – Metropolitan Melbourne) seeks to facilitate increased housing in established areas close to existing services, jobs and public transport.
- Clause 16.01-1L-01 (Housing Growth) ensures that the scale and intensity of residential growth differs across Substantial Change Areas depending on their strategic capacity to accommodate growth, generally with Neighbourhood Centres at the third level of the hierarchy.
- Clause 16.01-2S (Housing Affordability) aims to improve housing affordability by ensuring land supply continues to be sufficient to meet demand and encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.
- Clause 16.01-2L (Affordable and Social Housing) encourages the provision of affordable housing development in Substantial Housing Change Areas.
- Clause 17.01-1S (Diversified Economy) protects and strengthens existing and planned employment areas.
- Clause 17.02-1S (Business) encourages development to meet the community's needs for retail, office and other commercial services.
- Clause 18.01-1S (Land use and Transport Integration) seeks to protect existing and facilitate new walking and cycling access and design neighbourhoods to better support active living.
- Clause 18.01-3S (Sustainable and Safe Transport) seeks to design development to promote walking and cycling and the use of the public transport system.
- Clause 18.01-3R (Sustainable and Safe Transport – Metropolitan Melbourne) seeks to improve local travel options for walking and cycling.
- Clause 18.01-3L (Accessible Transport) aims to see developments design to contribute to an attractive and comfortable pedestrian environment through wide footpaths, verandahs on street frontages and connections to public transport and ensure that the development of large strategic sites incorporates public pedestrian and cycle links and through-routes.
- Clause 18.02-1S (Walking) aims to design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres.
- Clause 18.02-2S (Cycling) aims to develop Strategic Cycling Corridors and support increased cycling with cycle parking and vegetation to shade cycling routes.
- Clause 18.02-3S (Public Transport) aims to locate higher density development on or close to the Principal Public Transport Network.
- Clause 18.02-3R (Principal Public Transport Network) seeks to maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at activity centres.
- Clause 18.02-4S (Roads) seeks to plan an adequate supply of car parking.
- Clause 18.02-4L (Car Parking) seeks to discourage basement car parks that result in the ground floor level of buildings being excessively elevated and manage car parking at a precinct level to facilitate a coordinated localised response.

- Clause 19.02-2S (Education Facilities) seeks to ensure that streets and accessways adjoining education facilities are designed to encourage safe pedestrian and bicycle access.

The proposed provision of residential uses is supported by general policies addressing settlement, particularly on a site close to public transport.

The proposed amended Development Plan contemplates substantially reducing the amount of land available for commercial and retail (employment) uses in a setting originally identified for such uses. Planning Policy seeks to provide for these commercial and retail employment uses to ensure a 20-minute city can be realised.

The traffic and parking outcomes of the proposal have not been thoroughly considered at a precinct level which is at odds with planning policy. Insufficient consideration of the car parking demand has been provided with the application, with no improvements to pedestrian, cyclist, and public transport access proposed which may compensate for this.

The proposed amended Development Plan is contrary to many policies relating to urban design, pedestrian and cycling activity, neighbourhood character and heritage protection. It proposes a building form whose height, setbacks, minimal levels of landscaping and frontage design would exceed and push beyond the emerging development patterns characteristic of the Plenty Road corridor, the surrounding Neighbourhood Activity Centre and the broader Polaris area including the residential and heritage components. The detailed design components, to the extent that they are addressed in the proposed amended Development Plan, also fail to create the functional, active and attractive frontages which might mitigate the impact of this excessive and uncharacteristic form. The proposed amendments also see a further loss of vegetation on the site.

The policy support for increased housing in centres such as this must be balanced against all other applicable policies. The amendment application submitted to Council does not illustrate a net community benefit through the changes proposed and is generally inconsistent with a broad range of State and Local planning policy for settlement patterns, environmental risks, biodiversity, urban design, heritage, housing diversity, transport and economic development. These deficiencies are further at odds with the specific policy which requires thorough considerations of the impacts of a proposal, i.e. the North East Corridor Strategic Plan (NECSP) and Development Plan Overlay. These matters are further discussed in **Appendix D** and **Appendix E**.

Clause 32.04 Mixed Use Zone (MUZ)

The proposal is inconsistent with the Mixed Use Zone by failing to implement Municipal Planning Strategy and the Planning Policy Framework as discussed above. The proposal also fails to deliver housing that is consistent with the existing and preferred character of the area, as discussed in detail in the assessment against the decision guidelines for the Development Plan Overlay in **Section 7.5** of this report. The proposal is largely consistent with the other general purposes of the zone, such as providing for housing at higher densities.

7.4 Is the proposed amended Development Plan consistent with the information requirements of the Development Plan Overlay – Schedule 1?

The schedule to the Development Plan Overlay includes the requirement that it should address the elements of the North East Corridor Strategic Plan (NECSP) and include a plan which addresses a range of information requirements. The proposed amended Development Plan includes amendments to only 5 of the pages of the currently 90-page approved Polaris 3083 Development Plan. The information included with the proposed amendments is insufficient to ensure consistency and accuracy with the characteristics of the existing approved development, and do not appropriately address the intent of the NECSP. Further details of the inconsistencies are provided in **Appendix E**.

Beyond the substantial inconsistencies, the following information requirements of the schedule have not been genuinely addressed:

1. **Layout of existing and proposed buildings and works.** – The only two non-section plans provided of the proposed layout are from a previous and different proposal and are respectively labelled “Replace Image” and “Update Figure”.
2. **Proposed uses on all parts of the land.** – The table for the estimated area schedule is incorrect and labelled “Update table with new estimated numbers”. Other plans relevant to uses are also labelled to be replaced though some section diagrams are accurate. Those section diagrams which are updated are unclear about the mix of uses as they attempt to use a colour code but use the same colour for three different uses or mix of uses that are substantially different, being “commercial” and “office/residential” and “commercial/residential”.
3. **Elevation drawings of all buildings.** – No elevations are provided. Some sections are provided but provide no clear indication of the external appearance. Images of similar developments are instead provided but only to provide an impression of the development. The images and sections are collectively insufficient to serve as elevations.
4. **Details of materials and finishes to all buildings and surfaces.** – No details are provided. Some indicative images of similar developments are provided, alongside the statements that the materials will be “varied” and “robust”. This is considered to be insufficient to meet the information requirement to enable a proper and thorough assessment.
5. **A traffic management plan outlining traffic requirements both within and outside the site.** - This was provided in earlier versions of the Development Plan, but no updates have been provided to reflect the new uses and higher density of development in the Development Plan area.
6. **The treatment and design of bicycle and pedestrian pathway network** – These matters were originally addressed in the Integrated Transport Plan (July 2009). No amendments to the Integrated Transport Plan have been proposed, despite substantial changes to the surrounding road network and surrounding housing density.

None of the information requirements of the schedule are mandatory, however each requirement informs Council’s assessment of the Development Plan against the decision guidelines at Clause 2.0 of the schedule to the Development Plan Overlay. The poor quality and limited extent of information provided is particularly detrimental to a request for approval of changes to a Development Plan.

The lack of and poor quality of information is also unable to be addressed via conditions.

7.5 Is the proposed Development Plan consistent with the Development Plan Overlay?

The proposed amended Development Plan is not consistent with the Development Plan Overlay – Schedule 1 (DPO-1). The purpose of the Overlay is to set a process whereby the form and conditions of future use and development are shown on a development plan which implements the Municipal Planning Strategy (MPS) and the Planning Policy Framework (PPF).

The amendment is at odds with the orderly planning of the area and as identified earlier in this report, with direction included in the MPS and PPF.

The proposal will also strain the balance of development intensity across the Development Plan area, a balance which was achieved by the permit for 8-16 Main Drive, following the earlier refusal associated with excessive height in *Deal (LG) Pty Ltd v Darebin CC [2020] VCAT 966* (11 September 2020). Further detailed assessment is provided in **Appendix D**.

In the summarised assessment below, it is important to note that it relates only to the sections of the Development Plan which have been correctly updated. It does not address the larger portion of the pages which are unchanged, nor the figures and tables within the proposed amended pages which have yet to be correctly updated.

NECSP

The proposal is not consistent with the NECSP and the framework for the Larundel Village. The amendment does not correlate with the vision for the site, and account for the constraints and opportunities which are identified in the plan.

The plan notes the clear support for mixed-use development close to Plenty Road, whilst also flagging the limited capacity of the Plenty Road junctions. The vision for the site was for non-residential uses to be oriented towards the west, i.e. along Plenty Road, and the development form was to be outwards looking and of a “particularly high standard of design” marking the intersection of Plenty Road & Main Drive and Plenty Road & Copernicus Crescent, to act as a gateway to the centre. The proposed amended Development Plan lacks indications that the subject site will be particularly high-quality, and the flexible range of uses proposed create the possibility that it will lack a mix of uses and be largely residential or ancillary to a residential use, even at ground level.

The proposal also fails to thoroughly consider the impacts of the amended Development Plan on the Plenty Road junctions identified as a key constraint. The original Development Plan was prepared with an Integrated Transport Plan in 2009 and forms Appendix C of the Polaris 3083 Development Plan. However, whilst the number of dwellings within the Development Plan area has increased substantially since this time, there does not appear to have been a thorough re-examination of traffic impact upon the critical intersections.

The plan strongly supports the importance of retaining the trees within the area and re-enforcing the landscaped character. The proposal has no indication of thoroughly considering the issue on this site, and it is also noted that if the corresponding planning permit application (D/10/2020/A) were to attain support for predominantly apartments (as current sought by the applicant), it would not only fail to address the higher objectives for this particularly significant area, but fail to meet the basic requirements for deep soil planting under Clause 58 (Apartment Developments) of the Planning Scheme. That amendment includes a provision of approximately 2% of site area for deep soil, whilst the standard under Clause 58 requiring 15% of site area for deep soil planting.

The plan indicates that development should avoid 'higher incidence of on-street parking' by adequately providing for resident and visitor parking in development proposals. The proposed amended Development Plan would create a car parking deficit. This is evidenced by the content of the planning permit amendment application (D/10/2020/A) also lodged with Council, which is sought to be facilitated by this proposal and which seeks to justify its substantial parking reduction on the basis of "parking within the vicinity of the subject site".

The plan clearly contemplates high-density development in the centre and along Plenty Road, originally this was intended to be 2-3 storeys. It noted that where higher density development did occur it must be scaled to respect the tree-lined character of Plenty Road and the height of adjacent development. The proposal would facilitate further tree removal, minimal levels of deep soil planting and be substantially inconsistent with the heights of surrounding development.

Finally, the plan strongly supports the provision of suitable commercial and retail space for local needs. The original Development Plan was prepared with a Consolidated Retail and Commercial Economic Assessment in 2009 and forms Appendix F of the Polaris 3083 Development Plan. While the proposed amended Development Plan claims that it supports the provision of retail and commercial floorspace, it is noted that since that the number of dwellings proposed to be in the Development Plan area has more than doubled and the provision of retail/commercial space has been reduced. A thorough re-examination of retail and commercial land use opportunities is required as part of any amendment of this scale.

Access & Car Parking

The parking and access arrangements for the scale and type of buildings are not resolved and as presented are inconsistent with the NECSP and orderly planning of the area.

The proposal includes approximately two levels and a small third level of basement car parking. The documentation submitted with the application does not provide sufficient confirmation that the scale and land use can be accommodated with adequate car parking provision on-site.

Additionally, the amendments do not mandate a strong provision of bicycle parking, better pedestrian corridors or better access to public transport. Conversely, they serve to potentially reduce the area of commercial and retail uses in the activity centre which will limit opportunities for residents to walk to nearby jobs, goods, services and entertainment. As such, the proposed access and car parking arrangements are considered inappropriate.

There is an existing bus stop and shelter along the Plenty Road frontage of the site, partially occupying the subject site. Whilst it is not explicitly detailed in the proposed Development Plan amendment as being removed, the bus stop is not shown on the plans. In the plans provided with the permit amendment D/10/2020/A, the bus stop is not present, and has been removed to make room for the only two trees to be planted at ground level on the subject site. The removal of the bus stop would degrade potential access to the activity centre for many and would push for greater reliance on cars, conflicting with the simultaneous reduction in car parking being sought.

Neighbourhood Character / Built-form

The proposal must strike a balance between the character of the Development Plan area including the heritage fabric, the La Trobe University site to the south, and development along the Plenty Road corridor. Considering the scope of the surrounding character, it is apparent that no area has seen such substantial scale of development without appropriate measures to moderate their impact.

The Development Plan area, as discussed extensively by the Tribunal in *Deal (LG) Pty Ltd v Darebin CC [2020] VCAT 966*, has largely been developed at scales which are consistent with the original NECSP of 2-3 storeys. Where there have been departures along the Plenty Road corridor, they have still been generally developed in a manner which is not inconsistent with the 'New Town' movement influenced patterns of development, with human-scale forms, setbacks, space for landscaping, quality materials and relatively high degrees of pedestrian permeability.

The La Trobe University site is largely undeveloped on the northern side. However, there is a detailed Melbourne Campus Master Plan (MCMP) which contemplates heights of up to 10 storeys. However, these are setback from Plenty Road with landscaping provided along the frontage to the Plenty Road Corridor, as shown in the extracts below.



Figures 5 and 5. Left - Landscape Plan of MCMP with subject site marked (red); Right – Development Controls of MCMP with darker shades representing greater height.

The Plenty Road corridor is characterised by primarily low scale development with substantial landscaping within the setback to Plenty Road along the segment within 500m in either direction of the subject site. Some new substantial apartment developments of 6-9 storeys have occurred to the north at 1095 Plenty Road which are in contrast to most of the area, though maintain substantial setbacks and include significant planting. The majority of the nearby portions of the corridor are now subject to Design and Development Overlay – Schedule 17 (DDO17), which applies mandatory maximum heights along the corridor of 2-6 storeys. There are also substantial open space areas, including Bundoora Park on the opposite side of Plenty Road.

While the height of the built form of the proposal is not entirely inconsistent with the mix of character in the surrounding area, it clearly fails to strike any balance, reaching the upper limits of what is envisaged to occur on the La Trobe site, pushing beyond what is found elsewhere along the Plenty Road corridor and substantially exceeding anything within the Development Plan area. When substantial built forms are found in the surrounding area they feature generous setbacks and landscaping and maintain the tree-lined character of the streets. No development anywhere in the surrounding area has so substantial a built form with such minimal landscaping.

Lastly, it is important to note that proposal's aims to mimic the built form of the MCMP mean that there is very little connection between the design and the 'New Town' style development of the rest of the Development Plan area. The site was meant to act as a high-quality, busy landmark and gateway to the area, and particularly to the centre, but would contrast too much with the rest of the area for it to play this role.

Landscaping

As noted in previous sections, the character of the surrounding area is heavily influenced by the strong presence of existing mature trees and new planting. This is particularly the case in residential areas. The proposed amended Development Plan will create a substantial contrast between the corner site and the rest of the Development Plan area, a contrast which has no support in the policy.

It is also notable that the Development Plan appears to seek the removal of the last of the six medium retention value trees on the site. The arborists review of these trees have not at any stage recommended their removal. It is notable that the Arboricultural Report which was accompanying the planning application D/10/2020 reviews the remaining tree, a *Grevilia robusta*. The report comments that “new tree planting could compensate for its removal” but the subsequent permit amendment application D/10/2020/A does “not propose a deep soil area or an extent of canopy cover”, with just two small trees proposed on the subject site. Even the planting of those trees is contingent on removing the bus stop.

POLICY IMPLICATIONS

Environmental Sustainability

The proposal is for an amended Development Plan and will not override the requirements all new dwellings are required to achieve a minimum six (6) star energy rating under the relevant building controls, or the requirements set out in the scheme.

Social Inclusion and Diversity

Nil.

Other

Nil.

FINANCIAL AND RESOURCE IMPLICATIONS

There are no financial or resource implications as a result of the determination of this application.




FUTURE ACTIONS

Nil.

RELATED DOCUMENTS

Nil.

Attachments

- Appendix A - Location Map - 1056-1140 & 1142 Plenty Road, Bundoora - POD/1/2007/J (**Appendix A**) [↓](#) 
- Appendix B - Zoning Map - 1056-1140 & 1142 Plenty Road, Bundoora - POD/1/2007/J (**Appendix B**) [↓](#) 
- Appendix C - Development Plans - 1056-1140 & 1142 Plenty Road, Bundoora - POD/1/2007/J (**Appendix C**) [↓](#) 
- Appendix D - NECSP Assessment - 1056-1140 & 1142 Plenty Road, Bundoora - POD/1/2007/J (**Appendix D**)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

1056-1140 & 1142 PLENTY ROAD BUNDOORA 3083

Appendix A – Location Map

Darebin City Council

27/08/2024

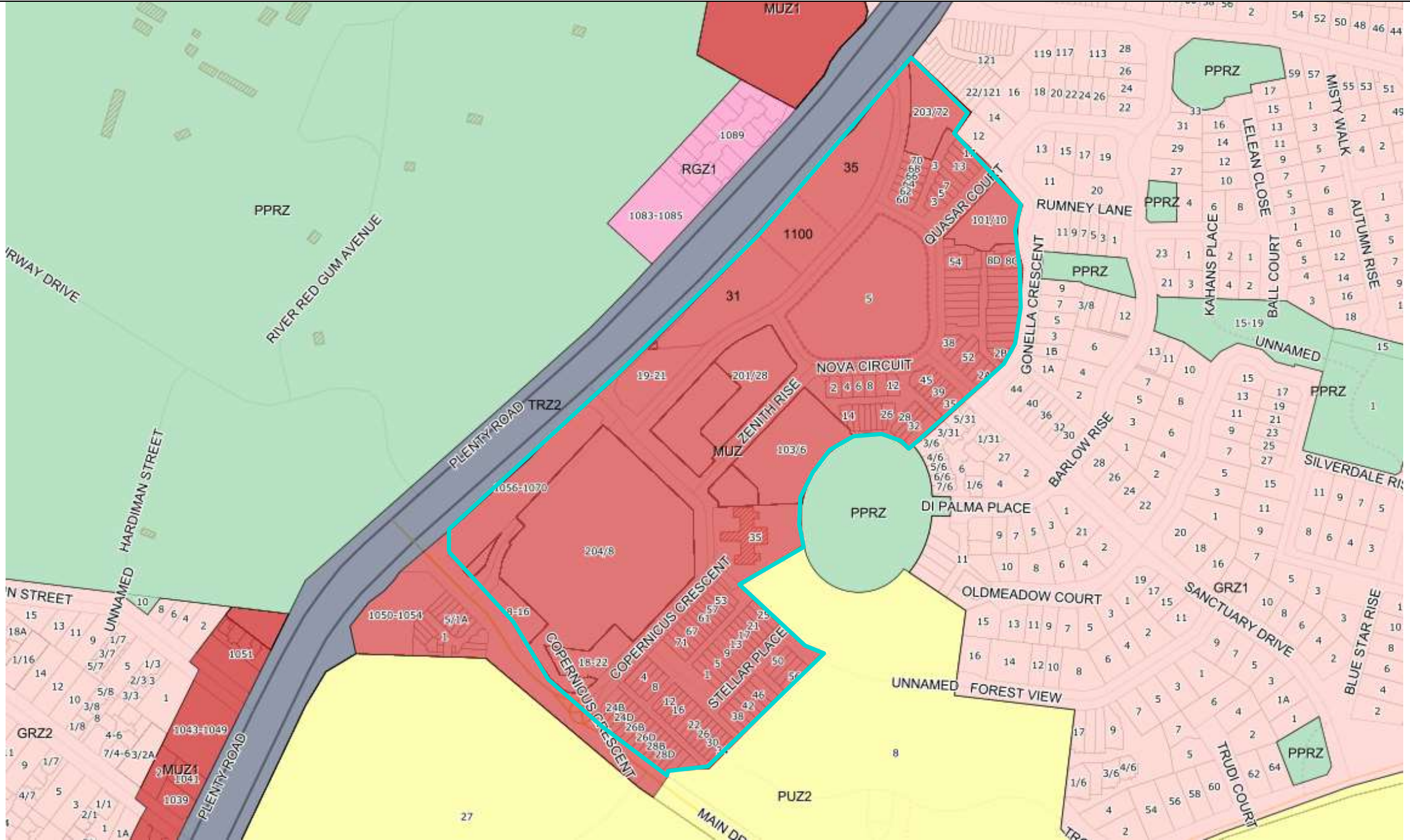


1056-1140 & 1142 PLENTY ROAD BUNDOORA 3083 (Approved property)

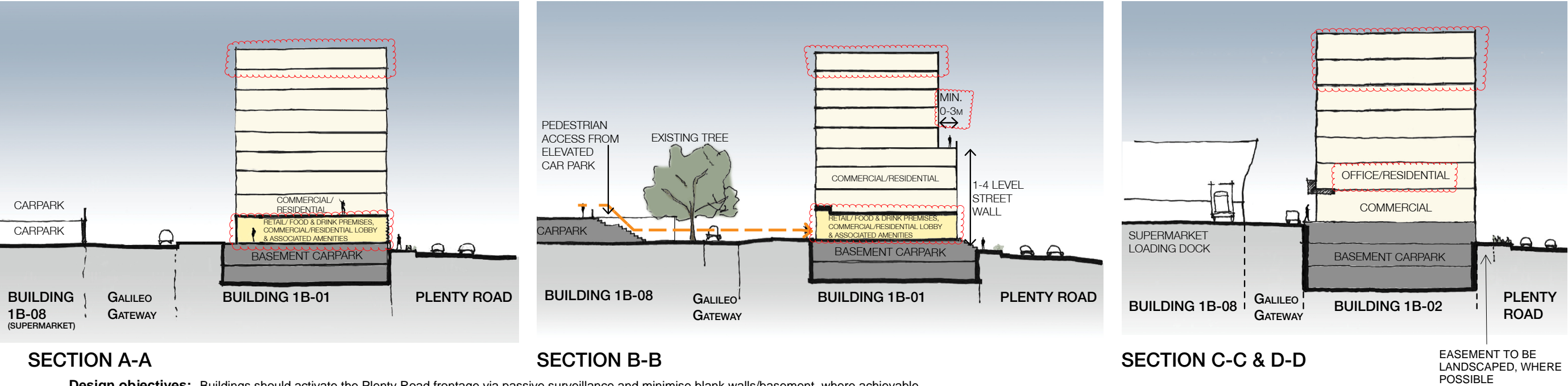
Darebin City Council
27/08/2024



Suburb:	BUNDOORA
Ward:	North East
Charge Area	
Property No	
Area (m ²)	
Planning Zone	MUZ , Schedule
DCPO:	DCPO , Schedule
DDO:	
EAO:	
ESO:	
HO:	
IPO:	
LSIO:	
PAO:	
RXO:	
SBO:	
VPO:	
Aboriginal Heritage	
Neighbourhood Character	No
Housing Change Framework	SUBSTANTIAL
High Street Precinct	
Applications Open Closed	



Polaris Precinct 1B - Indicative Section Diagrams
FIGURE 57a



SECTION A-A

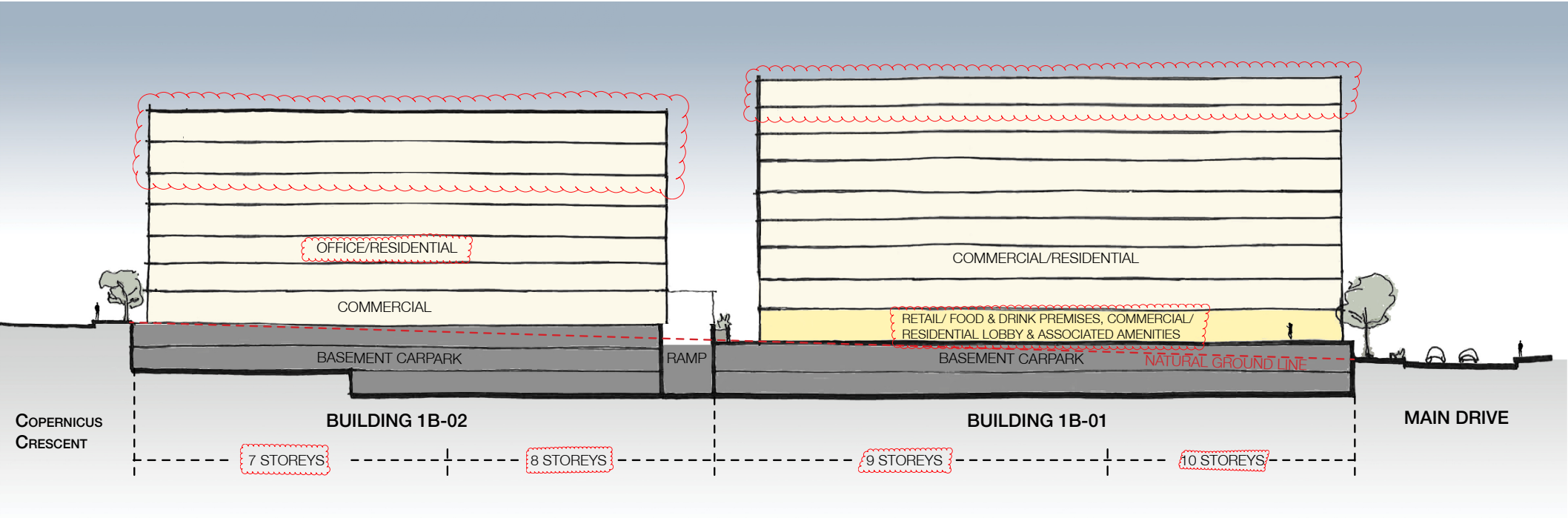
SECTION B-B

SECTION C-C & D-D

Design objectives: Buildings should activate the Plenty Road frontage via passive surveillance and minimise blank walls/basement, where achievable.

Blank walls/basement are to be articulated where activation of the ground level may not be achievable. The colour texture or finish of the wall/basement should be designed to provide visual interest to passing pedestrians.

Where dual frontage are proposed to Plenty Road and Galileo Gateway, buildings should activate both frontage and minimum blank walls, where achievable.



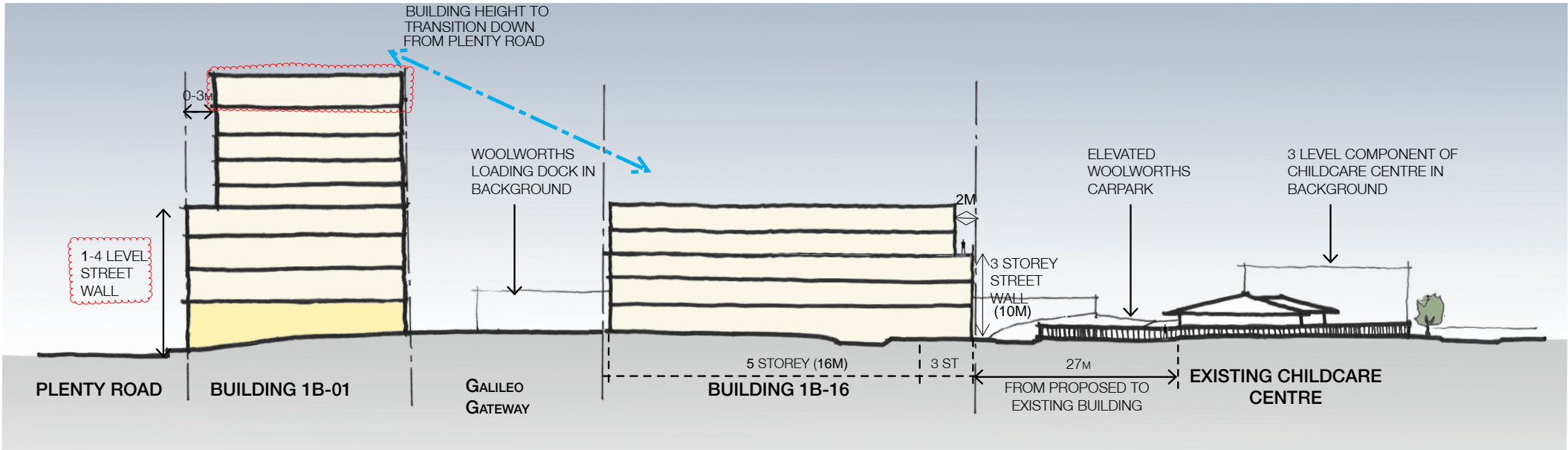
SECTION E-E

Polaris Precinct 1B

Darebin City Council Received 30-08-2023

Polaris Precinct 1B - Indicative Section Diagrams

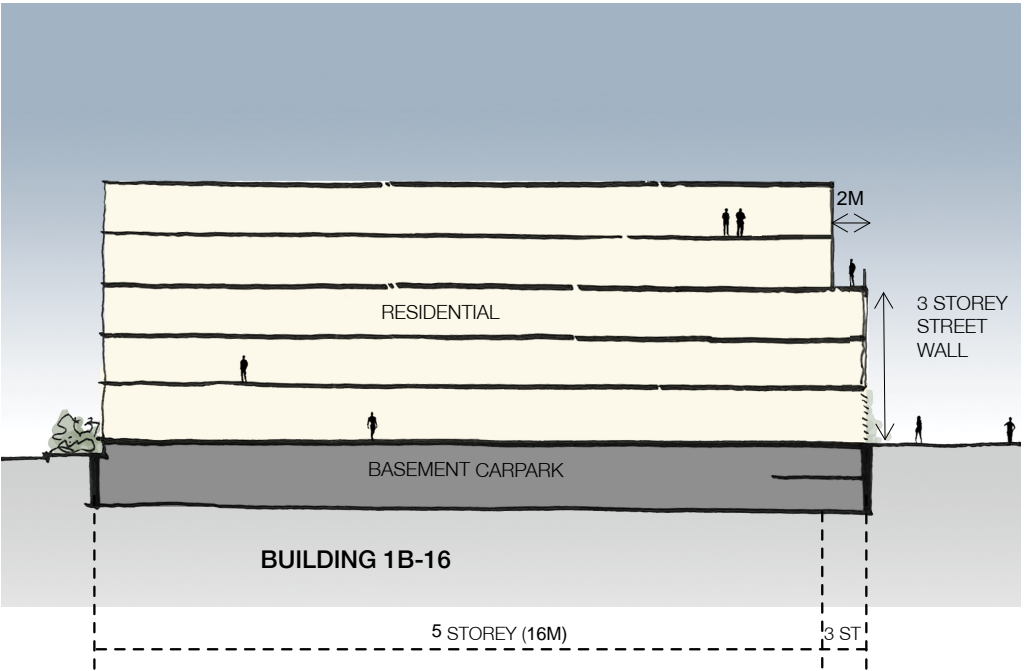
FIGURE 60a



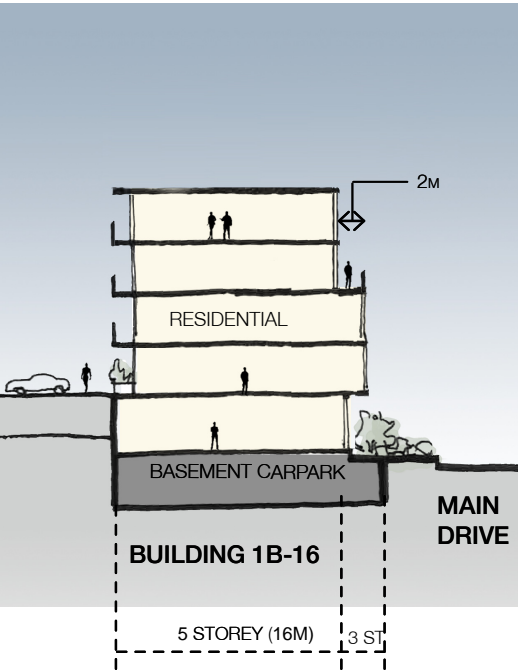
SECTION F-F (MAIN DRIVE ELEVATION)

Note: All maximum building height and setback dimensions expressed in metres are not mandatory and exclude roof top plant and equipment.

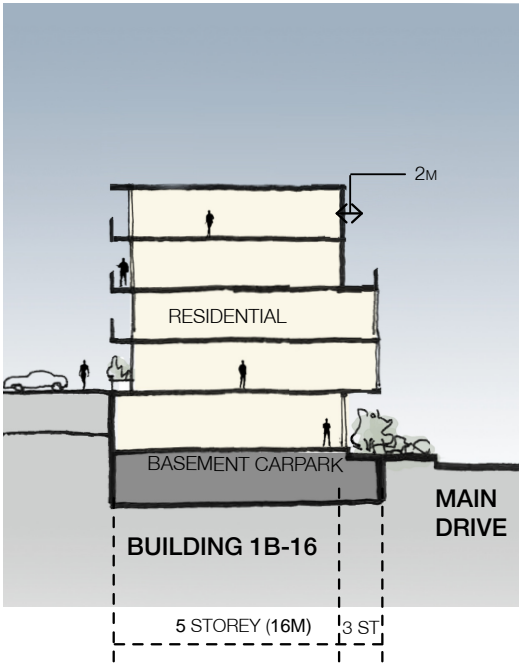
Building envelope is contained entirely within its title boundary, i.e. built form is not to overhang the public realm.



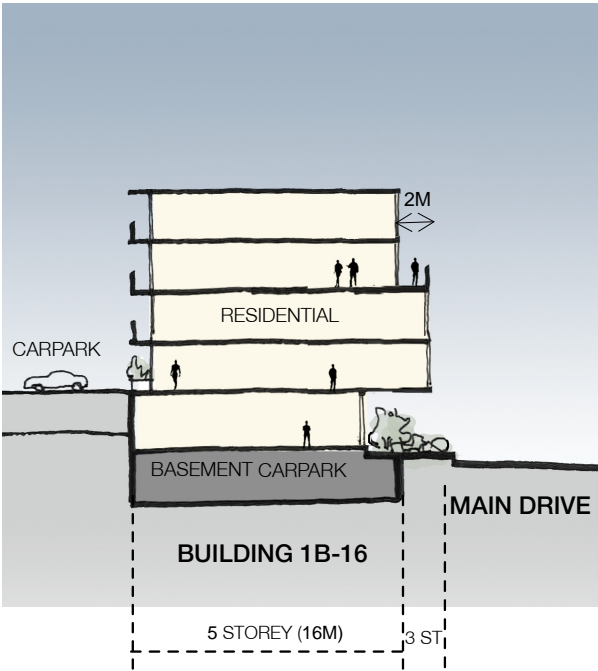
SECTION G-G



SECTION H-H



SECTION I-I



SECTION J-J

Polaris Precinct 1B

Darebin City Council Received 30-08-2023

Polaris 3083 Development Plan

4.4 Precinct 1 Continued

4.4.2 Precinct 1B

Precinct 1B is a mixed use precinct which encompasses the Polaris Neighbourhood Activity Centre, a new main street, shop-top housing, food and drink premises, retail, commercial, office use and residential use and development of a civic plaza. These uses will be supported by non-retail uses such as the new community centre also to be located within Precinct 1B. The existing heritage buildings within this precinct are to be retained and either repaired or reconfigured to accommodate a suitable use.

Neighbourhood Activity Centre

The 'Mixed Use Precinct' identified under the Lancaster Gate Development Plan (2001, amended 2007) is referred to as Precinct 1B under the PDP. Precinct 1B is to be a vibrant mixed use precinct containing the new Polaris Neighbourhood Activity Centre (NAC). The NAC will serve the needs of the existing and future residential community of Polaris and surrounding residential communities.

The estimated Area Schedule for Precinct 1B is indicated in the following Table. These floor areas are estimates only and are provided to indicate the possible intensity of development that may occur within the Polaris NAC.

LAND USE	EST. GROSS FLOOR AREA (GFA)	EST. NET LEASABLE AREA (NLA)
Specialty Shops	4,300	3,700
Supermarket	3,700	3,700
Showroom	3,200	3,200
Large Format Specialty Shop	1,400	1,400
Residential Hotel	12,900	8,000
Tavern	950	950
Office	10,000	6,000
TOTAL	36,450	26,950

Figure 53 Estimated Area Schedule for Precinct 1B of the Polaris Development Plan

A retail economic and commercial assessment has been undertaken by Charter Keck Cramer (July 2008) as part of the investigations undertaken for the preparation of the PDP. This report assesses the proposed NAC against the objectives and policy directions contained within Darebin City Council's Retail Activity 'Centres Strategy' (Essential Economics, March 2005). The 'Retail Economic Assessment' (Charter Keck Cramer, July 2008) for the proposed Lancaster Neighbourhood Activity Centre supports the area of retail and commercial (ie office) floorspace proposed the Polaris Development Plan.

Linaker's Cottage

Linaker's Cottage is located adjacent to the southern boundary of Precinct 1B and may possibly be developed with a tavern. Bryce Raworth has prepared a Heritage Report (2007) which assesses the proposed PDP against the heritage significance of the site. Linaker's Cottage is of primary heritage significance and is proposed to be retained as part of the PDP. The significance of this building should be respected by retaining the entry porch and the general bungalow character of the building as viewed from Main Drive. However, it is possible to make substantial alterations and additions to the east and west elevations of the building on the proviso that there is some indent or point of transition indicated between the addition and the extant outline of the cottage as shown in Figure 54 below (Bryce Raworth, Proposed Development Plan for Lancaster – Heritage Issues, 2007).

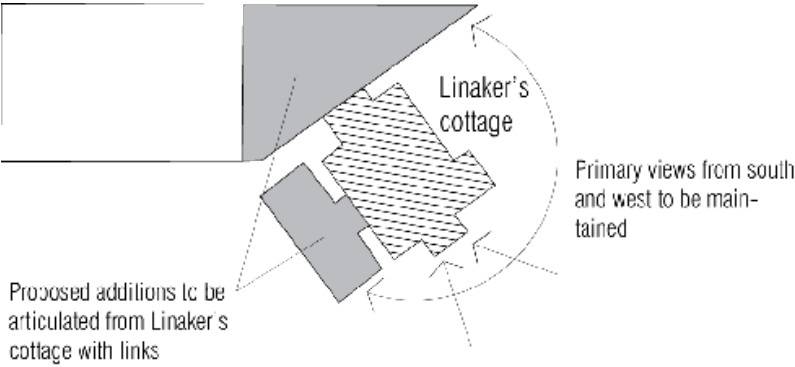


Figure 54 Indicative Future Additions to Linaker's Cottage (Source: HASSELL, 2008)

UPDATE TABLE WITH
NEW ESTIMATED
NUMBERS

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4.4.2 Precinct 1B Continued



Figure 55 Location of Figure 56, 57 and 57a

Plenty Road Frontage

It is envisaged that the Plenty Road frontage of Precinct 1B may be developed with mixed use commercial/retail/residential use and development. The interface of Precinct 1B with Plenty Road will be appropriately treated to create a distinctive character for the new Polaris NAC. Minimal setbacks of Precinct 1B will be encouraged due to the adjacent main arterial road and to achieve an active frontage, where possible. Where active frontages at ground level cannot be achieved, blank walls/projecting basement are to be articulated. Sensitive uses, such as residential buildings are considered to be appropriate along this frontage where appropriate measure are taken to mitigate potential amenity impacts, e.g. acoustic attenuation.

The Plenty Road frontage has the potential to support a preferred maximum building height of ten (10) storeys, having regard to local context considerations, including the site's relationship to surrounding development.

The functionality of buildings located within Precinct 1B, which forms part of the Polaris NAC, and the layout of the Precinct, have both significantly influenced the front setback of buildings to Plenty Road. A varied ground level setback of between 0 metres and approximately 5.5 metres from the title boundary along Plenty Road is proposed. The varied setback will create a sense of place and a sense of arrival to the Polaris Town Centre, particularly at the corner intersection of Main Street and Main Drive. The title boundary is setback 4 metres from the Plenty Road kerb.

A strong built edge that defines the urban block and that punctuates the corners at landmark opportunities is a proper and valid urban design response, that promotes better activation of the street (where possible), passive surveillance, increased commercial exposure and more efficient use of land (ie avoidance of 'no man's land').

The Plenty Road setback frontage (along Precincts 1B and 2D) has been designed with the view to creating a setback rhythm of buildings coming forward to mark urban corners and buildings setback in between to further accentuate these landmarks. The Plenty Road setback of Precinct 1B varies between 0 metres and approximately 5.5 metres from the title boundary. Refer to Figure 49b for details. This will prevent a hard, continuous edge along Plenty Road. Buildings sit proudly forward (ie in Precinct 1B) and others are recessed (ie in Precinct 2D) with appropriate landscaping treatment to accentuate their attractiveness along this frontage.

Native street trees are proposed for the Plenty Road site frontage wherever practical. This treatment is a continuation of the existing Plenty Road treatment and complements the native planting environment created by Bundoora Park. It is intended that street trees be planted within the footpath on Plenty Road and wherever practical incorporated into rain gardens that harvest surface run-off from the footpath. Trees to the car park on the east side of the commercial buildings will be native species. Refer to the Landscape Plan (Figure 80) for a list of indicative species. Rain gardens are proposed in order to capture street run-off in this area.

The adjacent conceptual plan (Figure 56) and cross section (Figure 57 & 57a) provide a conceptual indication of the form, character, mass and materials of future development as do benchmark images D, E and F.



Benchmark Image D
Corner buildings should have greater height to define the corner. Buildings should be articulated and provide active edges (where possible).



Benchmark Image E
Indicative landscaping treatment along the Plenty Road frontage of Precinct 1B (where possible)

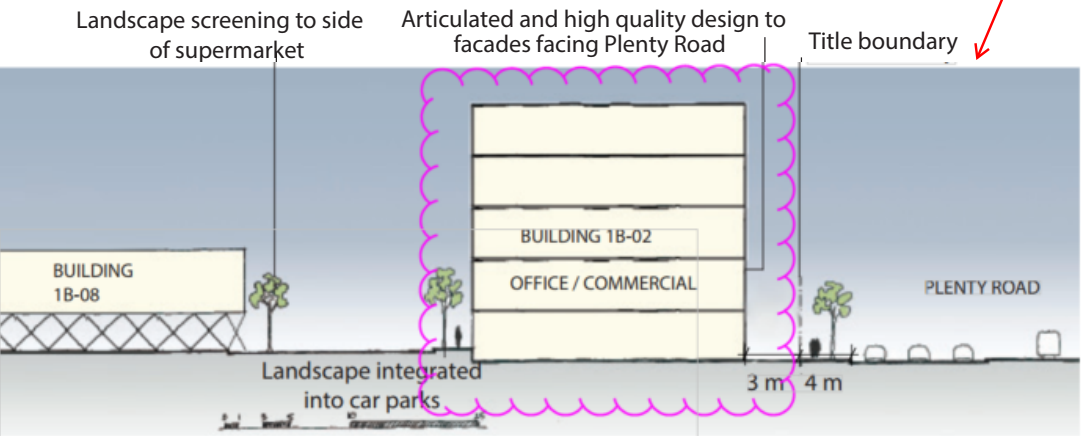


Figure 57 Indicative Section through buildings fronting onto Plenty Road

Appropriate screening to understorey of supermarket to avoid an open sided and open ended sub-basement car park below

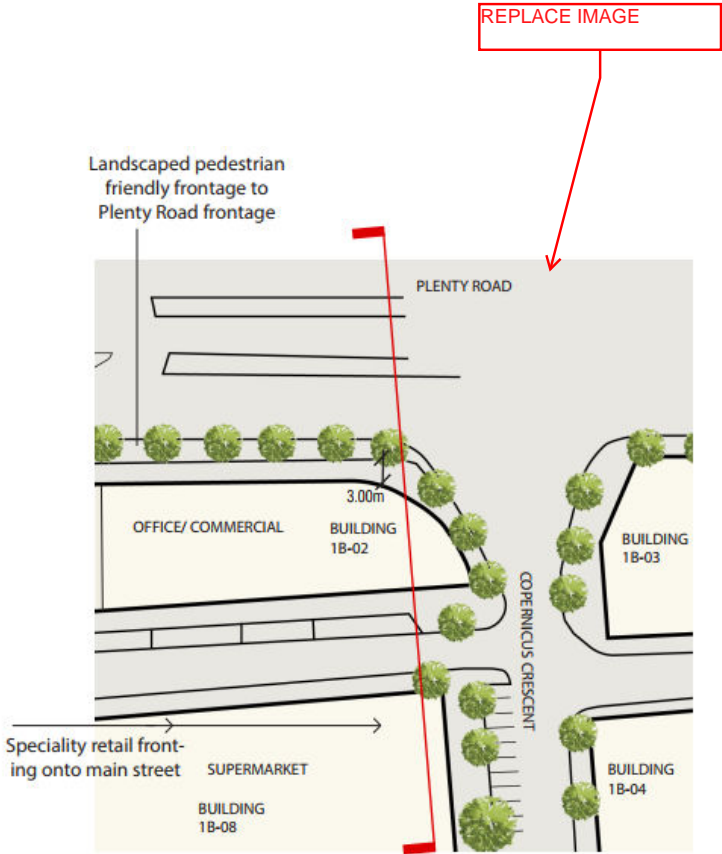
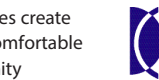


Figure 56 Indicative Plenty Road Interface

Figure 56 Indicative Plenty Road Interface



Benchmark Image F
Level changes are well handled, simple and consistent ground plane treatment and provision of shade with trees and canopies create attraction and comfortable pedestrian amenity



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5.3.4 Building Heights

The guidelines of the NECSP relating to building heights advises that buildings should be no higher than three storeys along Plenty Road and two storeys elsewhere as indicated in the Framework Plan (p.31).

The Larundel Urban Village Framework Plan is based on a past design and development vision encompassing a wider area including the Lancaster Gate site and part of the La Trobe University site. This vision, as well as state planning policy has changed over time, including that for Polaris. The NECSP and Larundel Urban Village Framework Plan are meant to provide guidance only and are not intended to apply prescriptive control to future development within this area.

Consideration has been given to the NECSP, the Framework Plan and the Plenty Road Corridor Urban Design Framework and incorporation of DDO17 into the Darebin Planning Scheme in June 2017. Future indicative building heights within Polaris are also informed by, and are responsive to, the physical attributes of the site (such as topography), the proximity of proposed buildings and existing buildings, existing and future building context, roads on site and in adjoining areas (such as Lancaster Gate) and the scale, symmetry and height of existing buildings on site.

Importantly, the building heights of PDP have been informed by the contemporary, holistic and integrated design adopted for the entire site, rather than the application of a piecemeal precinct by precinct development response.

The PDP provides the opportunity for a range of building heights on the site. A conceptual indication of these heights is provided in Figure 86. Although generally anticipated to be between one and three storeys (above ground), there is capacity for greater overall building height at the south- west of the site, along Plenty Road and Main Drive (Buildings 1B-0, 1B-02 and 1B-16). Three storey developments have been constructed in the adjoining Lancaster Gate development site which also varies the building height guidelines identified in the NECSP.

The significant level changes of the topography over the site contribute to this varied building height. Significant view lines of the existing heritage buildings will be protected, and the building heights will integrate with the built form and scale of built form on adjoining land.

The indicative building heights as shown in Figure 86 have been developed with the objective to respect the significance of the existing heritage buildings. These buildings are generally two storey in height, however are equivalent or comparable in height to a modern three or four storey building due to their high ceiling to floor dimensions. Steep pitched roofs, raised ground floor level above natural ground level and architectural symmetry and scale.

Generally, no building will exceed three storeys in height above ground level. Where it is necessary to exceed a building height of three storeys for example, due to the slope of the land, the proposal must be accompanied by appropriate urbandesign support, to the satisfaction of the responsible authority.

Generally, no building will exceed 11.5 metres in height as measured from natural ground level to the satisfaction of the responsible authority. Where the building incorporates a pitched roof, the roof may exceed this height provided it does not contain any habitable space. Where it is necessary to exceed a building height of 11.5 metres in overall floor height for example, due to the slope of the land or the development of a focal point or gateway location, the proposal must be accompanied by appropriate urban design support to the satisfaction of the responsible authority.

Precinct 1A buildings should generally be of two (2) storeys about ground level. In Precinct 2C the building height should generally be two (2) storeys aboveground level so as to provide an appraite transition to the nearby existingresidential areas.

There is an opportunity for building height of up to nine (9) to ten (10) storeys for Building 1B-01 and seven (7) to eight (8) storeys for Building 1B-02. Both buildings are located in areas of low topography. They both front Plenty Road, which has an indicative 6-storey upper height proximate to the Polaris Estate site, under the Plenty Road Corridor Urban Design Framework. A 6-storey height also applies to Lot 2D under the Village Precinct Development Plan. Building 1B-01 and Building 1B-02 are also identified as potential landmarks and focal points for the Polaris Town Centre, creating a sense of arrival and place for the activity centre.

There is also opportunity for greater building height, up to five (5) storeys for Building 1B-16 having regard to local context considerations and in response to the future 7-10 storey, podium/tower built form character anticipated at the northern edge of LaTrobe University under the MCMF.

Moreover, the built form context of the land to the south of Main Drive is evolving with the Plenty Road Corridor Urban Design Framework identifying the existing service station and townhouses as a future mixed use - commercial area and La Trobe University proposing its own town centre development.

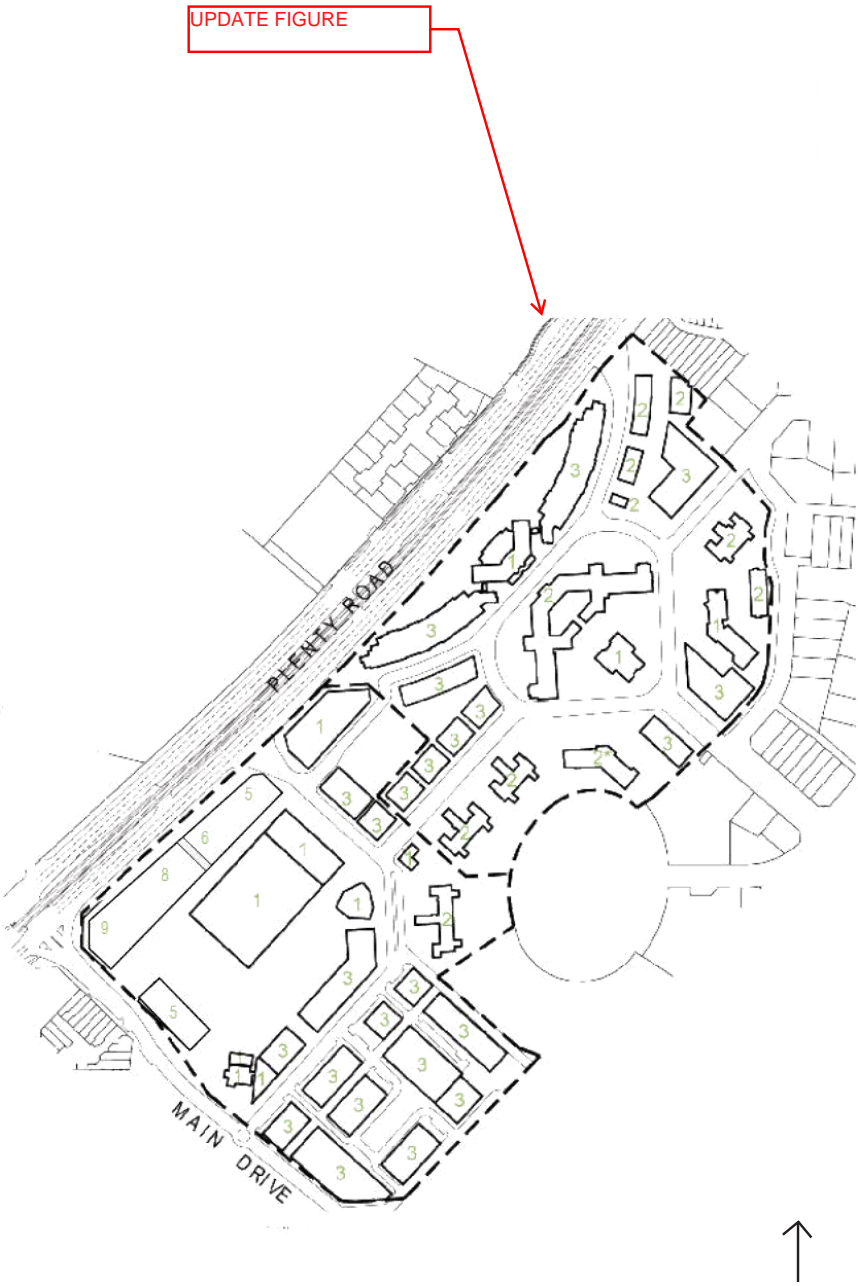


Figure 86 Indicative Conceptual Building Heights above ground (ie storeys)

Note (*)

Building 2C-04: Maximum two storey building height above ground is permissible provided the second storey is located within the roof space of the existing building.



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Appendix E – NECSP Assessment

The North East Corridor Strategic Plan (NECSP) includes a Vision (overall and precinct-specific), General Policies and Larundel Village Framework. In the decision of *Deal (LG) Pty Ltd v Darebin CC [2020] VCAT 966* (8-16 Main Drive), the following excerpts from the Member are relevant to how Council will approach weighting its consideration of the proposed amended Development Plan (POD/1/2007/J):

- “The context of this plan (NECSP) is quite out of date with metropolitan policy now detailed in Plan Melbourne, and local policy detailed in the Planning Policy Framework of the Darebin Planning Scheme. The 2017 changes to the planning scheme’s policy framework include policy that reflects Plan Melbourne’s designation of Latrobe University as part of a National Employment Cluster and the Plenty Road corridor as an area of urban intensification consistent with other local policy and the DDO17 controls that apply to other parts of Plenty Road, outside of the PDP and La Trobe University land.”*[emphasis added]*
- In reference to the NECSP, the member highlights that “it is a required consideration of Development Plan Overlay (Schedule1)” (DPO1).
- “I also agree with Mr O’Farrell (the applicant’s representative) that the NECSP includes a vision that seeks new development to capitalise on the public transport and infrastructure along Plenty Road. The vision statement, however, also acknowledges that the area needs to integrate with the more sensitive Gresswell Grange area to the north-east of the PDP area. It is along Plenty Road that it anticipates higher building form to the rest of the PDP area.”
- “The DPO1 requirements for a development plan only state that ‘the Development Plan should address the elements of the North East Corridor Strategic Plan’. It does not direct that the PDP must be only in accordance with the corridor plan. The ‘guidelines for consideration of a development plan’ in the DPO1 schedule include one guideline that ‘the responsible authority should consider whether the development plan or permit application is consistent with the North East Corridor Strategic Plan’. This is one consideration among a number, with the other key relevant consideration being ‘whether the location, bulk, height and appearance of any proposed buildings or works will be in keeping with the character of the area’. The character of the area, and the drivers of the character of the area have changed since the NECSP was adopted by the council in 1998.”
- “Other changes in policy of the planning scheme since 1998 and changes that have already been approved to the PDP also influence the character of the area. Notably these include changes already endorsed by the council for land at the corner of Main Drive and Plenty Road, approved in October 2019.”

This case focused heavily on the height of the proposed development, which is not the only matter of concern with the amendments proposed under the current proposal. In general, it is considered that the requirements of the Development Plan Overlay will need to be balanced with the character that will result from the Melbourne Campus Master Plan for La Trobe University. The La Trobe University site is the only substantial development site within close proximity of the subject site. Some consideration of Design & Development Overlay (Schedule 17), in relation to sites to the north and south of the site on Plenty Road will also be appropriate. The consistency of the proposed amendments with each of these is considered below:

Table 1 - Vision

Vision Component	Assessment and/or Applicability	Complies (Yes/No)
<i>Provide a safe, legible and attractive environment</i>	<p>The site context includes Plenty Road, a main arterial road nominated as a Transport Zone (Schedule 2) under the Darebin Planning Scheme. Noise and pollution associated with traffic on Plenty Road is significant and requires an appropriate design response to ameliorate.</p> <p>Clause 13.05-1S (Noise management) and Clause 13.06-1S (Air quality management) of the Darebin Scheme seek to protect sensitive uses such as residential from the harmful affects associated noise and air pollution.</p> <p>The amended Development Plan seeks to introduce a larger and predominately residential building along the 150+ metre Plenty Road frontage of the site. The amended Development Plan seeks to address the Plenty Road interface through - “appropriate measures are taken to mitigate potential amenity impact”. However, it is unclear how the proposal will balance the requirements for passive surveillance, the statutory requirement to provide balconies, and the protection of those balconies from noise and air pollution. As an indication, the proposed planning permit amendment - D/10/2020/A - includes balconies along the entire frontage. The accompanying acoustic report does not address protecting the balconies associated with noise from Plenty Road. The lower balconies being relied upon for passive surveillance will likely be unusably loud, reducing both resident amenity and passive surveillance. Information related to air quality is not provided in the submission.</p> <p>The proposal reduces the legibility of the environment. The proposed built form, footprint and layout is inconsistent with the established pattern of development across the larger Development Plan area. The proposed amended Development Plan facilitates unabated built form along the Plenty Road frontage with only limited floor area set aside to attract visitors to Polaris, essentially providing a visual obstacle between the major transport infrastructure of Plenty Road and the activity centre which has built in accordance with the Development Plan to date (located further away from Plenty Road). The provision of a taller built form, combined with limited open space and landscaping and pedestrian spaces, also fails to enhance the landscape characteristics of the area and promote safe pedestrian movement.</p>	Does not comply.

	The design is generally capable of being attractive, though there is little of the required information to confirm how this is the achieved.	
<i>Contain a permeable and efficient movement network, integrated both internally and with its context.</i>	The proposed amended Development Plan facilitates unabated built form along the Plenty Road frontage with only limited floor area set aside to attract visitors to Polaris, essentially providing a visual obstacle between the major transport infrastructure of Plenty Road and the activity centre which has built in accordance with the Development Plan to date (located further away from Plenty Road).	Does not comply
<i>Provide a high quality network of open spaces</i>	<p>The amended Development Plan seeks to replace almost all of the retail, office and commercial floor space with residential accommodation. Additional building height is also sought.</p> <p>The introduction of a high density residential development furthers the need to provide high quality open space to service the needs of future residents of the proposal.</p> <p>In regard to Clause 58 (Apartment Developments) of the Darebin Planning Scheme, 15% of the site must be set aside for deep soil planting and a substantial space for communal open space. This is the absolute minimum that would be sought for the development. However, the plan does not clearly indicate where these elements would be accommodated. As a guide of future intent - the planning permit amendment application – D/10/2020/A - appears to show a full dispensation of this requirement, i.e. a 600sqm reduction in provision of deep soil planting and communal open space. This would be inconsistent with achieving this objective and would miss the opportunity to realise a substantial open space area on the site with planting and communal space for residents.</p>	Uncertain
<i>Offer residential opportunities for each stage of the life cycle</i>	Residential accommodation is already sufficiently provided for throughout the Development Plan area.	Complies
<i>Contain a balanced mix of homes and workplaces, to provide the opportunity to live and work in close proximity and foster social integration</i>	<p>The office space in the Development Plan is proposed to be removed, which would be entirely inconsistent with this vision.</p> <p>It is also noted that the original Development Plan was accompanied by an Appendix F – Consolidated Retail & Economic Assessment, which identified the relevant demand for retail and office floorspace. No revision of the assessment has been provided with the application.</p>	Does not comply

<i>Incorporate high quality community infrastructure that minimises the need to travel and fosters social integration with the surrounding community</i>	<p>The residential hotel forms part of the current Development Plan. The hotel would have facilitated visitors to the university and visitors to students who live in the surrounding student accommodation. While the hotel use could not strictly be characterised as community infrastructure, it would be complementary to the role and function of the surrounding uses including the university.</p> <p>Overall, the Development Plan area still includes community infrastructure which is generally appropriate to meeting a small range of the needs of the local community.</p>	Complies
<i>Encourage walking and cycling as a means of transport</i>	<p>The amended Development Plan does not encourage walking or cycling. Active frontages are also reduced, discourage pedestrian movement. There is little mention of pedestrian and cycling infrastructure for the site beyond the bare minimum in the plan and poor permeability through the site.</p> <p>Furthermore, the floor area set aside for on-site car parking is considered insufficient to meet the needs of a predominantly residential use or a predominantly commercial use, resulting in an inappropriate demand placed on on-street car parking.</p> <p>The Integrated Transport Plan continues to refer to the creation of open and secure bicycle parking for staff, no area for this is indicated on the plans.</p>	Does not comply
<i>Support the use of public transport</i>	<p>The amended Development Plan indicates the removal of bus stop facilities located adjacent the site. This is inconsistent with this vision being realised and will leave residents with a substantially reduced quality of public transport options. Visitors may choose not to visit the centre if the public options are lessened.</p> <p>This outcome is further compounded by failing to provide sufficient car parking area to meet the empirical assessment of parking demand associated with the Development Plan's own Integrated Transport Plan.</p>	Does not comply
<i>Foster lifelong learning and thus cultural development and creative enterprise</i>	The proposed development supports living close to the university.	Complies
<i>Be flexible enough to allow changes in use over time</i>	The amendment to the Development Plan is flexible and would allow almost all of the two largest buildings in the Polaris area to be used for either commercial or residential use.	Complies

<i>Exhibit leading edge environmental technology in building construction and servicing</i>	<p>A substantial shift in ESD policy has occurred since the Development Plan was amended in 2021. Current policy demands higher performance standards for energy efficiency, passive design, landscaping, water conservation, and waste management, particularly for larger developments. There is also a stronger emphasis on using sustainable and low-impact design responses in construction and on into operation. The site is ideally located (without any direct interfaces) to achieve ESD excellence outcomes. Excellence would encompass the full life cycle of the build.</p> <p>The amended Development Plan do not address current ESD policy.</p>	Does not comply.
<i>Exhibit high standards of nature conservation as part of the integrated environmental network</i>	<p>The amended proposal, being the Gateway to the Polaris area, would prominently exhibit the lowest possible standards of nature conservation.</p> <p>The tree retention plan has not been updated and the building footprint includes the removal of the last remaining tree on the site. Sufficient space for the provision of replacement landscaping and deep soil planting consistent with the surrounding area is not provided for.</p>	Does not comply

Table 2 – Larundel Precinct Vision

Vision Component	Assessment and/or Applicability	Compliance?
<i>Larundel Hospital and Kingsbury Centre will be redeveloped to accommodate a wide variety of residential, commercial and public uses.</i>	<p>The amended Development Plan could facilitate a predominantly residential use for the subject site. Whilst smaller sites in the Development Plan have indicated a distribution of dwelling sizes and types (ie. student accommodation, home/office combinations of lodging rooms in aged care or standard dwelling), no such detail has been provided within the amended Development Plan, as it relates to the site.</p> <p>The proposal does contemplate a potentially wide range of uses, however delivers little certainty about what they will be. However, it is considered that the other parts of the Development Plan area provides sufficient diversity for this to be achieved regardless of the use on the subject site.</p>	Complies

<i>The new development will be designed to maximise the use of public transport services and the strategic road infrastructure along Plenty Road, by being generally of medium density, with the higher development densities and non-residential uses oriented towards the west.</i>	As the proposal implies the removal of bus stop infrastructure it is considered to be detrimental to this objective being achieved. The proposed amended Development Plan would also potentially see the introduction of residential uses on the west, also in conflict with this.	Does not comply
<i>The core hospital buildings will be retained and reused to form a vibrant local centre within walking distance of all homes in the precinct.</i>	Not applicable, none of the former hospital buildings are located on the site.	N/A
<i>Alongside Plenty Road, the development form will be outward looking and of a particularly high standard of design, to act as a gateway to the development area as a whole.</i>	The amended Development Plan does not achieve this. Whilst it does include notes that the development is to be “high quality” this is no different to any other site within the entire Polaris area which is covered by the statement in the Building Design Standards of the plan that they will be “high quality”. Nothing secures a particularly high quality of design, i.e. no details of materials are provided, nor any how they will be utilised differently.	Does not comply
<i>Streets leading north and east will integrate Gresswell Grange with the new village.</i>	This objective is not applicable to the proposal. No new streets are proposed.	N/A
<i>Improved pedestrian crossing conditions of</i>	Not applicable.	N/A

Plenty Road will foster greater integration of the Precinct with Mount Cooper.

Table 3 – Overall Policies

Design Outcome	Assessment and/or Applicability	Complies (Yes/No)
Land Use		
<i>Residential development proposals should incorporate a range of housing types, to ensure provision for each stage of the life cycle. This may include student housing and home/office combinations.</i>	The amended Development Plan creates the potential for the subject site to be the most substantial concentration of housing throughout the entire North East Corridor area. Whilst smaller sites in the Development Plan have indicated a distribution of residence sizes and types (ie. student accommodation, home/office combinations of lodging rooms in aged care or standard dwelling), no such detail has been provided on this site.	Does not comply
<i>A broad mix of land uses will be welcomed, except those that are incompatible with residential development. The uses that will, in general, be allowed are defined in Section 11 on Zoning. The uses listed... will be encouraged in specific locations, as defined in the individual precinct policy sections and illustrated on the accompanying framework plans.</i>	This aim of the NECSP was never realised, in particular the more specific directions for uses to be included in only specific locations. The implementation of the Comprehensive Development Zone or a zone which allowed for uses in accordance with an incorporated development plan has also not been realised.	Yes
<i>Throughout the corridor, new development should be designed to ensure that similar land uses face each other across every street.</i>	The proposed amended Development Plan provides far too little certainty about what uses will be in the buildings for this to be considered met.	Does not comply
Development Form, Density and Character		

<i>The form and density of new development in the North East Corridor will be expected to conform to the character outlined for each precinct in the vision. This includes a range of development densities and forms, from higher density development along both sides of Plenty Road to low density housing in the Gresswell Hill precinct. Generally, residential development is expected to be a mixture of single dwellings and medium-density housing.</i>	Addressed in the Precinct Section.	Does Not Comply
<i>All new development within the North East Corridor should address the street, in order to provide passive surveillance. This means having the primary pedestrian entrance facing the street, and windows overlooking it. All open space within the development precincts should also be addressed by buildings in the same way.</i>	The amended plan does not address these issues in depth, however guidelines indicate that they are likely to achieve passive surveillance of adjacent streets.	Complies.
<i>New development within the Corridor should be laid out to optimise views of Bundoora Park, Melbourne's city centre, Gresswell Hill and the Dandenongs.</i>	The amendments to the Development Plan will include good views of these parks and features.	Complies
<i>A public square should be created in the local centre of each precinct.</i>	Not applicable, the site does not include the centre.	N/A
<i>New development should be of a contemporary character and not seek to mimic retained buildings.</i>	The amendments to the Development Plan allow for contemporary design outcomes to be realised on the site.	Complies
Development Staging		
<i>The staging of new development in the North East Corridor should take account of the cost-effective provision of essential infrastructure, and the creation of a positive image for the area. Developments should therefore proceed from existing developed areas, and the early stages of development should seek to create attractive gateways to the area from Plenty Road and Waiora Road.</i>	No changes are proposed to staging of the development.	Does not comply

<i>Once occupation within a development precinct has commenced, separate access should be provided for construction and occupies traffic.</i>		
Movement and Transportation		
<i>Council supports the integration of land use and transportation planning, in order to promote more sustainable modes of movement by giving advantage to public transport, walking and cycling. The land use and development density policies outlined elsewhere in this section seek to maximise the use of public transport services along Plenty Road.</i>	This has not occurred effectively since the endorsement of the Integrated Transport Plan in 2009. Substantial changes to land use are proposed with no transport planning work provided to investigate the impacts and demands of the new uses thoroughly.	Does not comply
<i>Walking and cycling should be promoted for local trips, through the creation of a permeable, legible and safe street network focused particularly on bus and tram stops and Macleod railway station.</i>	The implied removal of the bus stop and pedestrian and cycle laneway do not support a permeable or legible network. The potential loss of retail and office uses and delivery of a lower level of retail space than demanded will also reduce resident's ability to live, work, shop and meet in one area, reducing walkability, contrary to the principles of a 20-minute city.	Does not comply
<i>Bus and tram users should be provided with attractive facilities, such as seating and shelters with 'real-time' information.</i>	The proposed amended Development Plan implies the demolition of the bus shelter and accessible platform, leaving public transport users for one of Melbourne's most patronised routes without an attractive, accessible or sheltered stop. This implied removal is read on the basis that the stop is not included on the plans and that the plans for the permit amendment for the same site have replaced the bus stop with trees.	Does not comply
<i>Longer pedestrian and cycle trips should also be encouraged by the incorporation of safe and attractive routes to adjacent areas. The design of pedestrian and cycle network should take account of City of Darebin's Walking and Cycling Strategy, the City of Banyule's Municipal Bicycle Strategic Statement.</i>	The amended Development Plan implies the removal of the pedestrian and cycle pathway. It does not appropriately detail pedestrian and cycle spaces.	Does not comply

<i>To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor parking.</i>	Inadequate areas of parking are provided within the site, and on-street parking is implied to be removed.	Does not comply
Flora and Fauna Reserves		
<i>No policies applicable</i>		
Vegetation		
<i>Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network. In particular, a significant number of native trees outside the flora and fauna reserves have been identified as having moderate or high conservation value. Strategies for their protection were set out by the Bundoora-Mont Park Reference Group in A Masterplan for the Future. These strategies, incorporated in the text below, should be supported by development proposals within the Corridor.</i>	This has not occurred. The amended Development Plan is clearly inconsistent with the parkland setting and does not create an informal habitat network. It fails to appropriately protect the single remaining tree of moderate retention value on the site.	Does not comply.
<i>A survey should be undertaken to identify exotic trees of importance to the character of the area</i>	This has occurred during the original Development Plan preparation	Complies
<i>All native trees of high conservation value should be protected, and incorporated within the public domain. At least 70% of the native trees of moderate conservation value should also be protected, and incorporated within the public domain where possible. Any trees identified for retention remaining on private lots should be protected by appropriate siting controls. Where possible, the understorey of retained trees should be protected too.</i>	<p>Whilst the tree removal and retention plans have not been appropriately updated, the proposal implies that the <i>Grevillea robusta</i> will be removed. This is the last remaining tree of medium or high retention value on the site, with three previously removed.</p> <p>Noting that the Development Plan claims street trees amongst the tree retention figure, the retention figures for the Precinct 1B on land owned by Deal Corporation is 3 of 9 high retention value trees (33% relative to target of 100%) and 16 of 52 medium retention value trees (31% relative to a target of over 70%).</p>	Does not comply

<i>Any trees that adversely affect the existing flora, such as desert ash trees, should be removed by the developer.</i>	This has occurred.	Comply
<i>All development proposals must be based on an accurate survey of existing native trees, and justification for the removal of any native trees. Developers must also establish a strategy to ensure the protection of trees during construction.</i>	An accurate survey has been provided. However no justification has been provided for the implied removal of the <i>Grevillea robusta</i> .	Does not comply
<i>New planting in the public domain should be in character with the retained landscape, and all new planting should avoid disturbance of the flora and fauna reserves.</i>	Negligible new planting is proposed on the site with minimal public domain proposed.	Not applicable
Open Space		
<i>No policies applicable</i>		
Built Heritage		
<i>No policies applicable</i>		
Utilities		
<i>No policies applicable</i>		
Open Space		
<i>No policies applicable</i>		

Table 4 – Local Framework

Preferred Outcome	Assessment and/or Applicability	Consistency
<i>A mixed-use area is envisaged fronting Plenty Road, illustrated on the Framework Plan. Local community, professional, service industry, retail and leisure facilities should be concentrated at its core, around the existing central buildings, to form a local activity centre for the new community.</i>	The proposal leaves open the possibility that residential uses the associated amenities will compromise a good portion of the frontage to Plenty Road, with only a limited proportion of commercial space. This presents a poor outcome in terms of promoting commercial spaces to drawn further activity into the established sections of the centre located behind.	Does not comply
<i>Retail premises that will compete with other shopping centres should not be allowed.</i>	<p>The local centre already includes two retailers which clearly exceed 500sqm, the supermarket and Dan Murphys, which could compete with other centres such as Summerhill Shopping Centre.</p> <p>The proposal maintains the possibility that the entire ground floor could be utilised as a single tenancy. As an indication the current planning permit amendment (D/102020/A) provides a single retail tenancy in excess of 500sqm.</p> <p>However, it is considered that policy has moved on from this objective and no longer seeks to avoid competition between centres.</p>	Does not comply, minimal weight on non-compliance
<i>The local centre must consist predominantly of units 150sqm or smaller, to ensure a diverse range of commercial tenants. No units should be allowed larger than 2000sqm, and only two larger than 500sqm.</i>	<p>The local centre already includes two retailers which clearly exceed 500sqm, the supermarket and Dan Murphys. The proposal maintains the possibility that the entire ground floor could be utilised as a single tenancy.</p> <p>As an indication the current planning permit amendment (D/102020/A) provides a single retail tenancy in excess of 500sqm.</p>	Does not comply

<i>The preferred arrangement of uses in the local centre is local facilities at ground level, topped by residential or office accommodation.</i>	The amended Development Plan is not sufficiently clear to secure this outcome, leaving open the possibility that the majority of the ground level will comprise residential amenities with no public access.	Does not comply.
<i>Higher density development is welcomed in the mixed-use area, however it must be scaled to respect the tree-lined character of Plenty Road and height of adjacent development. As a guideline, this should be no higher than three-storeys alongside Plenty Road.</i>	As noted in the VCAT case for 8-16 Main Drive, the character has changed appreciably since this objective was prepared. A six-storey height would generally be consistent with the emerging character of Plenty Road. The proposed ten-storey development is not, and would be higher than any other building along Plenty Road currently and as high as the tallest components of the MCMP, but without any of the setbacks, substantial articulation or landscaping to reduce the impact which are planned at MCMP.	Does not comply
<i>Development in the mixed-use area must also be laid out to retain and respect the tree-lined character of Plenty Road and within the site itself.</i>	The amended Development Plan would imply the removal of the of the last remaining tree with medium retention value from the site.	Does not comply
<i>All new buildings must overlook and have their primary pedestrian entrance facing the street.</i>	This outcome is not secured, particularly due to the protruding basement. As noted earlier, in regard to the issues with balconies and the Plenty Road corridor, they are also likely to be unable to effectively overlook the adjacent street network.	Does not comply
<i>New buildings facing Plenty Road must be of a particularly high standard of design.</i>	The amended Development Plan does not secure particularly high quality development along the Plenty Road corridor.	Does not comply.
<i>Throughout the precinct, new buildings should be of a contemporary character, and not seek to mimic retained buildings. However, new development alongside retained buildings should be of an equivalent or smaller scale.</i>	The amended Development Plan maintains the contemporary style of the area.	Complies

<i>New buildings should be designed to meet high standards of energy efficiency in construction and use.</i>	<p>A substantial shift in ESD policy has occurred since the Development Plan was amended in 2021. Current policy demands higher performance standards for energy efficiency, passive design, landscaping, water conservation, and waste management, particularly for larger developments. There is also a stronger emphasis on using sustainable and low-impact design responses in construction and on into operation.</p> <p>The site is ideally located (without any direct interfaces) to achieve ESD excellence outcomes. Excellence would encompass the full life cycle of the build.</p> <p>The amended Development Plan do not address current ESD policy.</p>	Complies
<i>The early stages of development should create an attractive gateway to the area from Plenty Road.</i>	No changes to staging are proposed. This has been a failed objective for a long period.	N/A
<i>An attractive pedestrian and cycle environment should be created along Plenty Road, linking bus and tram stops to the mixed-use area and to routes in to the development.</i>	The amended built form does not provide for an attractive pedestrian and cycle environment, offering only a narrow strip with minimal commitment to active frontages on the portions that have not already been elevated for basement parking.	Does not comply
<i>Customer car parking for the local centre should be provided directly in front of the units, and the creation of large open-lot car parks should be avoided.</i>	The amended proposal is unclear but indicates that all customer car parking will be removed.	Does not comply
<i>Private parking should be provided on-street, or hidden from view behind buildings.</i>	Private parking is appropriately hidden from view in the basement	Complies
<i>To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor parking.</i>	Same as in General Policies.	Does not comply

<i>Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network. In particular, a significant number of native trees outside the flora and fauna reserves have been identified as having moderate or high conservation value, indicated on the framework plan, should be protected. A survey should be undertaken to identify exotic trees of importance to the character of the area. Those, too, should be protected unless they place a significant restriction on development.</i>	Policy mirrors that found in General Policies with the same assessed compliance outcome.	Does not comply
<i>All development proposals must be based on an accurate survey of existing native trees, and justification for the removal of any native trees. Developers must also establish a strategy to ensure the protection of trees during construction.</i>	Policy mirrors that found in General Policies with the same assessed compliance outcome.	Does not comply
<i>Where possible, the development should be planned to incorporate trees identified for protection within the public domain. In particular, the trees identified on the Framework Plan for protection should be incorporated within public parks. Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls.</i>	This has not occurred, despite only very small setback being required to protect most of the trees of medium retention value. The amended Development Plan fails to provide appropriate building siting to allow for the incorporation of a suitable landscape response consistent with the established pattern of development.	Does not comply
<i>New trees should be planted to maintain the parkland setting of the development, however species should be selected carefully to avoid disturbance of the nearby flora and fauna reserves. All new planting in the public domain should be in character with the retained landscape.</i>	No canopy tree planting is proposed on the site, no trees are to be retained on the site.	Does not comply

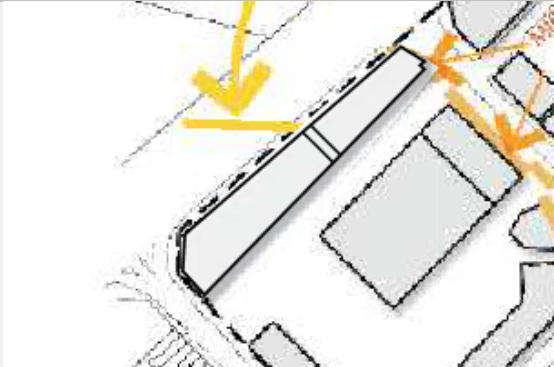
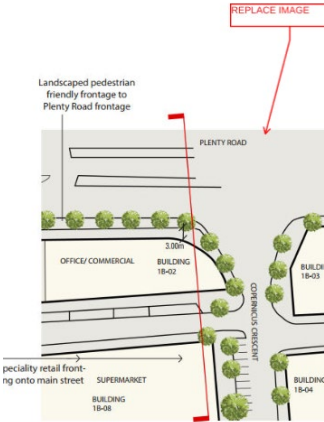
Appendix F – Assessment of Consistency within Development Plan

The amendment comprises changes to just 5 of the 90 pages of the endorsed Polaris Development Plan. Such a piecemeal application submission has resulted in a significant number of substantial inconsistencies across the larger document.

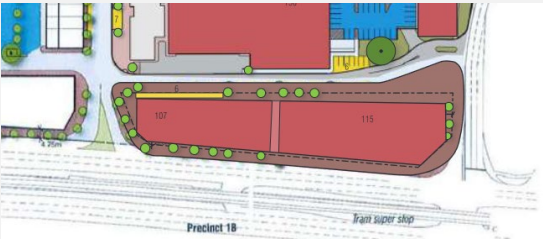
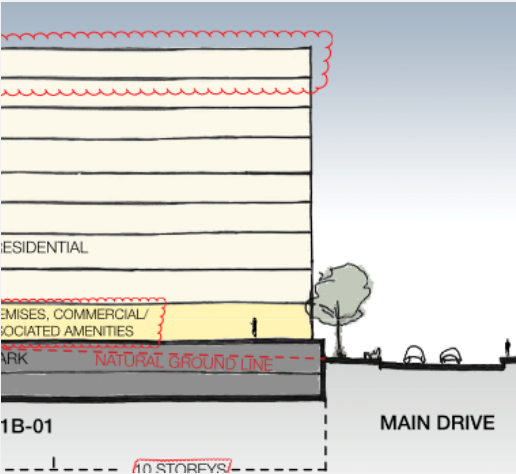
The following assessment highlights the information requirements of the Development Plan Overlay (DPO) which are not suitably addressed due to information inconsistencies. It also identifies the patterns in which these inconsistencies occur through the document. The assessment does not highlight all of the inconsistencies but should guide the applicant should they seek an amendment at a future stage.

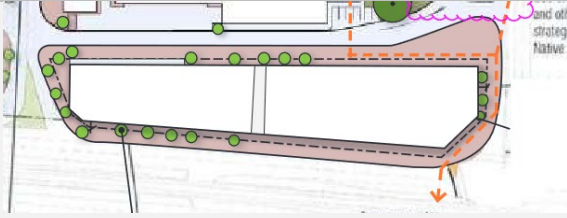
Table 1 – Inconsistencies for Information Requirements of DPO1


Requirement	Deficiency	Pages with examples
The layout of existing and proposed buildings and works	<div>Plans on Section 4.2 show differing layouts. There are two distinct layouts of the building shown. The first:</div> <div></div> <div>The second:</div>	34-38

		
As above	<p>The proposal to simply “replace image” or “update figure” provides no information and is misleading. It introduces uncertainty about what is proposed. The provided plans are thus insufficient to meet the information requirement. See below example where the uses, landscaping, setback and parking are all inaccurate:</p> 	42, 43, 44

	Another plan indicates that building 1B-02 (Northern building) will be a five-storey office/commercial building when other portions of supporting text indicate it is to be at least two stories higher and also include residential use.	
Proposed uses on all parts of the land.	<p>The amended Development Plan does not clearly nominate the land use(s) for the site. The designation of two substantial buildings as either office or residential is not clear and therefore fails to properly meet this objective. This information requirement has not been adequately met.</p> <p>Note that the lack of clarity in regard to land use has impacts on the overall quality of the Development Plan document. For example, statements at page 42 indicates that the Retail and Economic Assessment prepared by Charter Keck Cramer ‘<i>supports the area of retail and commercial (i.e.. office) floorspace proposed by the Polaris Development Plan.</i>’ This cannot be seriously considered when approximately 23,000sqm of the proposed 36,000sqm of commercial, residential hotel and retail floor area is flexible. It appears very likely that this is a relic of previous versions of the Development Plan which are yet to be updated.</p>	42, 43a
<i>As above</i>	The plan notes that “ <i>The PDP responds to the high exposure and traffic noise from Plenty Road by locating uses along that edge that are appropriate in this situation. Commercial office and retail showroom uses are proposed to take advantage of the high exposure offered, but not be sensitive to traffic noise and volumes. The location of residential uses and buildings along the Plenty Road frontage will have landscaping to ameliorate traffic noise.</i> ” This section of the Development Plan indicates that where residential uses are proposed they <u>will</u> have landscaping to ameliorate traffic noise. Yet other parts of the plan do not propose this. The amended Development Plan is not clear on where residential uses are proposed to be located given conflicting statements about how the overall land use mix is to be spread within the development.	34
Elevation drawings of all buildings	Building elevation plans are not provided with the application, therefore this requirement has not been met. The provided section diagrams include inconsistencies in layout, setbacks, height and uses as discussed above.	
Details of materials and finishes to all buildings and surfaces.	The amended pages to the Development Plan include the statement that the “ <i>adjacent conceptual plan (Figure 56) and cross section (Figure 57 and 57a) provide a conceptual indication of the form, character, mass and materials of future development, as do benchmark images D, E, and F</i> ”. The conceptual images are unchanged since 2009. In the meantime the site has been subject to reductions in setback, increase in height, reduction of landscaping and development of the surrounding area. As this has not been updated at any point over the last 15 years it does not contemplate the greater height	

	<p>of the proposal, and so does not give any indication of how materials might be provided above a street wall which is now proposed.</p>	
<p>An overall scheme for landscape development including the location, spread, height, species and proposed irrigation system for all existing and proposed planting.</p>	<p>The overall masterplan includes vegetation within the site along Main Drive and along Galileo Gateway:</p>  <p>The proposed sections then put the Main Drive vegetation off of the site:</p>  <p>The Landscape Concept Plan then includes planting within the site on Main Drive again, along Galileo Gateway and also within a landscaped setback to Plenty Road:</p>	<p>40, 43a, 60</p>

	 <p>With such inconsistency within the document it is difficult to consider and properly assess the true location and suitability of the landscaping.</p>	
A traffic management plan outlining traffic requirements both within and outside the site.	<p>The Integrated Transport Plan has not been updated since initial endorsement in 2009. Therefore the proposed uses, parking reduction and removal of the bus stop have not been re-examined in the context of the current amendment and surrounding built form and land use context, including the removal of the pedestrian and cycle lane through the middle of the site.</p> <p>The endorsed Parking Plan includes substantially more basement and on-street parking than is proposed. The Parking Plan has not been updated to reflect the changes sought under the current Development Plan amendment including a reduction in car parking.</p>	36, 40
Details of vegetation retention and enhancement and vegetation removal.	<p>The Tree Retention Plan includes the retention of Tree 221 as well as those along the frontage to Plenty However the Landscape Concept Plan provided does not include any potential space for Tree 221. Council has not been clearly informed of what trees are being retained.</p>	62

		
Urban design guidelines.	Urban design guidelines are provided at Section 4.7. The Guidelines conflict substantially with other portions of the plan. They state there <i>'is an opportunity for building height up to 8-9 storeys for building 1B-01 (southern building) and 5-6 storeys for Building 1B-02' (northern building)</i> . This conflicts with the subsequent Section 5.3.4. statement that greater heights than these are suitable. The guidelines also indicate that the Main Street Frontage setback should be at least 2 metres for residential buildings while separately indicating no setback for the potentially residential portion of the building. Due to these inconsistencies the guidelines do not properly address the information requirements.	53, 82

DAREBIN

North East Corridor

Strategic Plan

August 1998



Adopted by Council 7 September 1998



DAVID LOCK ASSOCIATES

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Part I

BACKGROUND

1 Introduction

What is the North East Corridor?

The North East Corridor consists primarily of a series of hospitals and related facilities near Plenty Road in the north east of the municipality. These are numbered on the photograph opposite, and include:

- 1 Larundel Psychiatric Hospital
- 2 Kingsbury Centre and Special School
- 3 Gresswell Rehabilitation Centre
- 4 Macleod Repatriation Hospital (including Gresswell Hill)
- 5 Plenty Hospital
- 6 Mont Park Hospital

These hospitals are now nearing the end of a two-decade process of decommissioning, as part of the Department of Health and Community Services' strategy to relocate and upgrade psychiatric and training centre facilities. The land therefore offers a significant redevelopment opportunity within the

existing urban area. The sale of the land for development is being controlled by the Victorian Government.

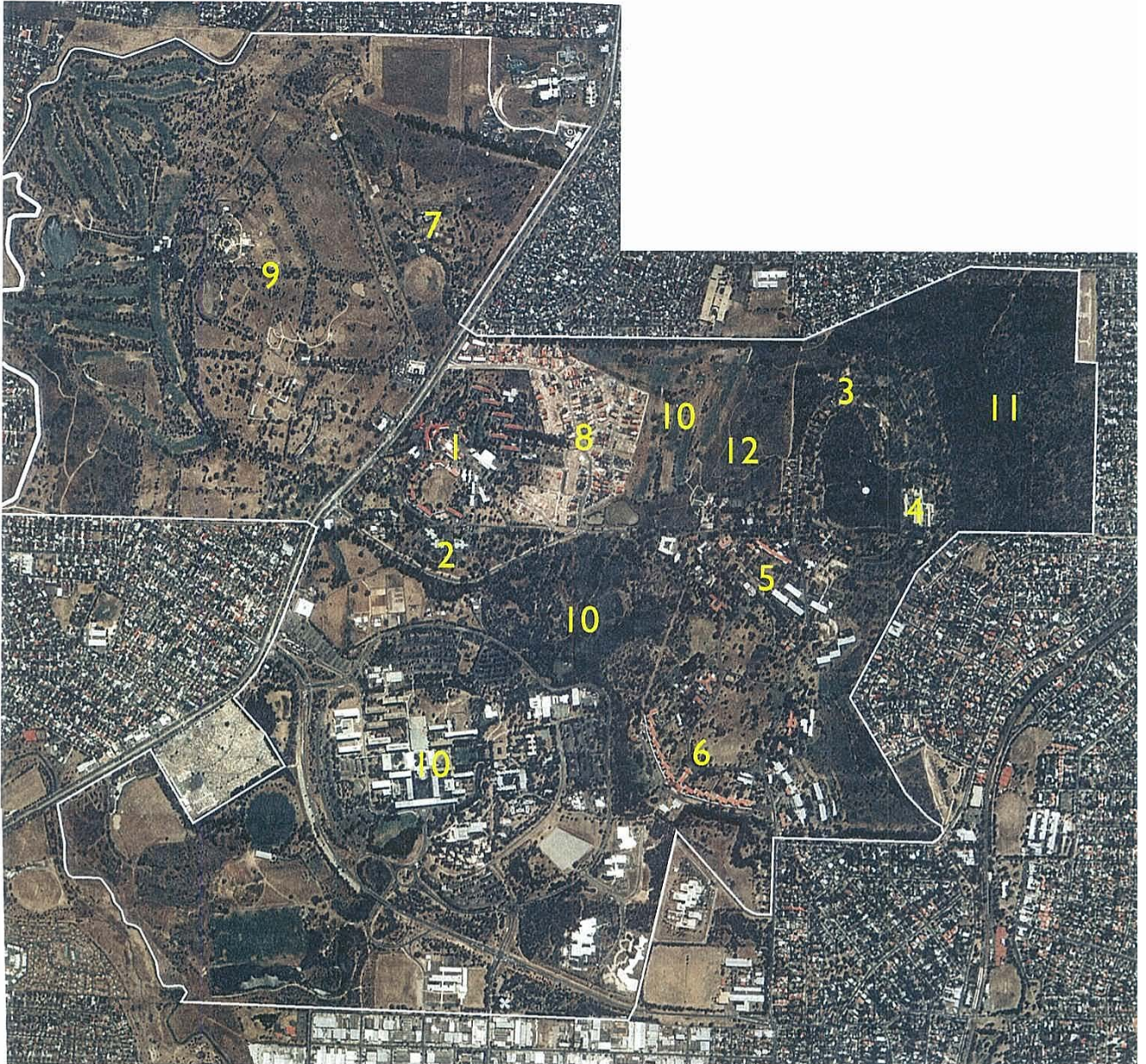
In addition, the North East Corridor includes two sites within the hospital grounds that have already been sold to the Urban Land Corporation for redevelopment:

- 7 Mount Cooper Estate, on part of the former Bundoora Repatriation Hospital site
- 8 Gresswell Grange, on part of the Larundel Psychiatric Hospital site

The remainder of the North East Corridor comprises the adjacent precincts of:

- 9 Bundoora Park
- 10 La Trobe University's Bundoora campus, including the Wildlife Reserve and golf course
- 11 Gresswell Forest Wildlife Reserve
- 12 Strathallan Habitat Link





North East Corridor

What is the purpose of the Strategic Plan?

The North East Corridor has three key features that make it a crucial part of Darebin's administrative area.

First, due to its scale and location, it offers significant potential to contribute to urban consolidation objectives. At state government level, the area is designated as part of the Metropolitan Orbital Transportation Corridor in the *Living Suburbs* policy document¹ and the *Transporting Melbourne* integrated transport strategy², where the optimum use of existing transport links are sought as part of an integrated transport and land use corridor.

Living Suburbs further recognises the area as a major activity cluster within the region, based around the major education and employment centre at La Trobe University and its associated research and development park. In these activity clusters, the development and promotion of a range of activities, services and employment opportunities is sought, and new development is expected to be integrated with medium density housing and directly served by several forms of transport. The document states that government "will further the development of activity clusters by (inter alia):

- integrating land use and transport planning around... universities;
- preparing a strategy to guide public and private investment in activity clusters" (page 67).

In particular, *Living Suburbs* identifies the former hospital sites in the Corridor as having the potential for alternative housing

forms, pursuant to the metropolitan strategy to encourage more efficient use of land and infrastructure and offer greater housing choice.

At the local level, the City of Darebin's Municipal Strategic Statement identifies the Plenty Road corridor as an appropriate opportunity for the diversification of uses in order to capitalise upon existing transport infrastructure.

Secondly, the presence of La Trobe University and its associated research and development park within the Corridor is recognised by Council as offering an additional opportunity to achieve greater integration of educational, employment and residential uses, thus fostering a more learned and consequently creative and enterprising community.

Thirdly, the former hospital sites contain significant ecological and heritage assets, whose ongoing preservation and enhancement is of paramount concern.

It is important, therefore, that Darebin City Council seizes this opportunity to take the initiative in guiding the form, scope and nature of future development in the North East Corridor. That is the purpose of this Strategic Plan, which it aims to achieve by:

- establishing a strategic vision for the North East Corridor over the next decade and beyond, which provides a coherent and achievable overall land use direction;
- coordinating and integrating development within each precinct and across the study area as a whole, by providing a context for planning decisions;
- informing policy within the Planning Scheme; and
- informing Council's capital works program.

The Strategic Plan has been prepared taking into account community expectations, the priorities of Government and Council, and the strategies that have been expressed by other key stakeholders. It is intended to assist in attracting prospective employers, developers and tourists.

- 1 *Living Suburbs: A policy for metropolitan Melbourne into the 21st century*, prepared by the Victorian Government, December 1995
- 2 *Transporting Melbourne: A Strategic Framework for an integrated transport system in Melbourne*, prepared by the Victorian Government, September 1996

What is the relationship between the Strategic Plan and the Planning Scheme?

This Strategic Plan will contribute to four components of the emerging Planning Scheme for Darebin.

First, it provides policy elements for inclusion in the Municipal Strategic Statement that, once endorsed by Government, will be the most effective tool in governing the future development of the Corridor.

Secondly, it provides written policies for the North East Corridor as a whole, intended to inform a local policy to be incorporated in the Planning Scheme.

Thirdly, it provides written policies and framework plans for each individual development precinct. It is intended that those relating to the Larundel and Mont Park Hospitals will inform the preparation of Comprehensive Development Plans by their developers, to be incorporated within the Planning Scheme as part of a proposed Comprehensive Development Zone.

Fourthly, the Strategic Plan identifies appropriate zone and overlay controls to support the MSS and local policy, and make appropriate provision for the Comprehensive Development Plans.

These four elements will provide a robust context for the consideration of development proposals for individual precincts.

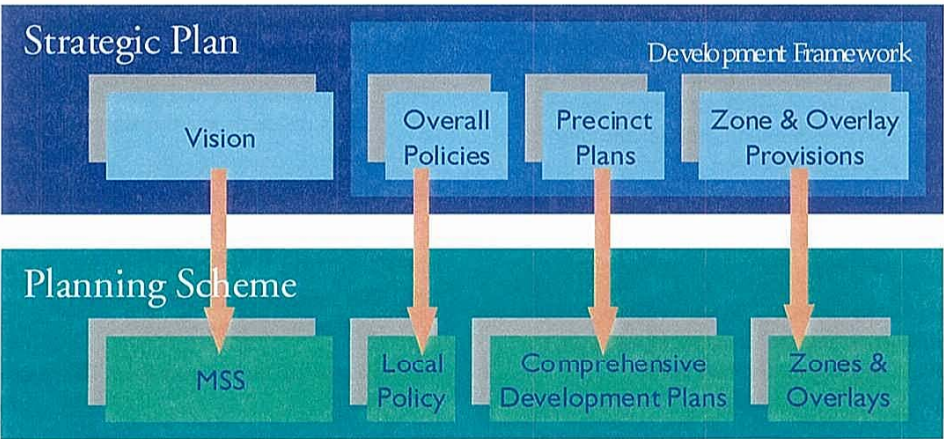
How is the Strategic Plan structured?

The remainder of Part I of the Strategic Plan contains a statement of the key opportunities and constraints presented by the North East Corridor, and the translation of these opportunities into a vision for the Corridor.

Part II provides a framework for development, consisting of the policies required to support the realisation of the vision by informing

- the Municipal Strategic Statement,
- a new Local Policy, and
- the proposed Comprehensive Development Plans.

Part III presents an implementation strategy fundamental to the integration of development within the North East Corridor and thus the realisation of the vision.



2 Key Opportunities and Constraints

What opportunities does the North East Corridor present?

A series of key opportunities have been identified at the strategic and local level that will impact upon the future of the North East Corridor. The policy and development frameworks that follow recognise and build upon these opportunities.

At the strategic level, key opportunities are created by:

- The sheer scale of the development area within the Corridor
- The high level of accessibility provided by the strategic road network to the centre of Melbourne, airport and intra- and inter-state routes
- The proximity of an existing corridor of activity along Plenty Road
- Support for the designation of Plenty Road as a key transport and land use corridor at a regional and local planning policy level
- The presence of the University and a successful Research and Development Park
- The high level of public transport accessibility provided, in particular, by the tram and rail services
- The exceptional quality of the natural environment within the Corridor
- The extent of open space, in the form of Bundoora Park, the flora and fauna reserves, the golf course and open space within the Larundel and Mont Park Hospital sites
- The historic or architectural significance of some of the existing buildings

At the local level, further key opportunities are created in each of the existing sites, as detailed below.

Bundoora Park

- The regional significance of the park, and the potential for the expansion of facilities such as the Homestead

Mount Cooper Estate

- The proximity of the transport infrastructure and existing activity corridor along Plenty Road
- The support for mixed use development close to Plenty Road
- The exceptional views to the south west
- The proximity of Bundoora Park

Gresswell Grange

- The likely proximity of a local centre at the core of the Larundel site
- The proximity of the golf course and habitat area to the east

Larundel Hospital & Kingsbury Centre

- The proximity of the transport infrastructure and existing activity corridor along Plenty Road
- The support for mixed use development close to Plenty Road
- The high quality of the environment in the south east of the site

Gresswell, Macleod, Plenty & Mont Park Hospitals

- The proximity of La Trobe University and its research and development park
- The high quality of the development setting created by the existing vegetation and landscape
- The tranquillity of the location for residential development
- The exceptional views from Gresswell Hill

La Trobe University

- The availability of potential development sites adjacent to Plenty Road and Kingsbury Drive, with support for mixed use development
- The proximity of potential expansion sites in Mont Park and Larundel
- The proximity of a likely new high quality residential development in Mont Park and Larundel

What constraints does the North East Corridor contain?

A number of potential constraints upon the future of the Corridor have also been identified. At the strategic level, these are:

- The varied and sometimes conflicting aspirations and objectives of each of the many stakeholders involved in the redevelopment of the Corridor
- The physical severance of the precincts to the east and west of Plenty Road
- The capacity of Plenty Road and its junctions, given the additional traffic that will endeavour to use it generated by new residential development within the Corridor and elsewhere
- The introverted layout of the university, and its lack of links with the wider area
- The limited capacity of outflows to dispose of surface water drainage
- The limited capacity to handle wet weather sewage flow

At the local level, further key constraints are presented by each of the existing sites, as detailed below.

Bundoora Park

- The environmental effects of additional traffic generated by an enhanced visitor attraction

Mount Cooper Estate

- The high visibility of the site and thus the need to control views of the development from the south

Gresswell Grange

- None (development complete)

Larundel Hospital & Kingsbury Centre

- The capacity of the Plenty Road junctions

Gresswell, Macleod, Plenty & Mont Park Hospitals

- The necessity for the creation of buffer zones alongside the fauna and flora reserves, that may restrict development

La Trobe University

- The potential competition to the research and development park from the proposed development at Janefields

3 A Vision for the North East Corridor

What is the purpose of the Vision?

The opportunities outlined previously in this document highlight the potential of the North East Corridor to become a unique place within Melbourne's metropolitan area. Its unrivalled set of scale, locational and compositional characteristics make possible the creation of a place that goes further than any other to meet an array of contemporary objectives including ecological sustainability, urban vitality, local economic durability and learning as a way of life.

Realising this potential requires that each of the development components with the Corridor are coordinated. Such coordination is best achieved when founded on a shared understanding by all stakeholders of the kind of place to be created. It is not apparent that such a shared understanding has existed to date.

The purpose of the vision is to help create that shared understanding. It is not a plan; rather, it is a statement of aspirations for the area, specifically in terms of the nature of development to be promoted. Once established, the vision is intended to help maintain consensus between varying interests, by providing a common goal and a set of core values against which the evolution of detailed development proposals can be reviewed.

It is intended that this Strategic Plan will evolve as a shared vision is established, thereby providing Council with an agreed framework against which to assess development proposals, and consequently minimising conflict and delay in the planning approval process. The vision will also form the starting point for any subsequent site-specific development principles.

Finally, the vision will aid the promotion of the North East Corridor to prospective developers, employers, residents and visitors.

Stakeholders

The key stakeholders in the North East Corridor are:

Victorian Government

Responsible for the disposal of the redundant hospital sites and regional land use and transportation planning

Darebin City Council

The local planning authority, manager of Bundoora Park and responsible for local public open space and infrastructure, including roads and drainage

La Trobe University

Land owner and operator of the Bundoora Campus, including the Wildlife Reserve and much of the Research and Development Park; current and prospective tenant for some of the existing hospital buildings

Urban Land Corporation

Land owner and developer of the Gresswell Grange and Mount Cooper Estate developments

VicRoads

Responsible for the funding and management of the strategic road network, which includes Plenty Road and Kingsbury Drive

Melbourne Water

Responsible for the disposal of surface water drainage

Yarra Valley Water

Responsible for water supply and sewerage

The local community

Other key interested parties include:

Banyule City Council

Neighbouring municipal authority

Whittlesea City Council

Neighbouring municipal authority

What is Council's Vision?

What follows is a discussion of Council's vision for the North East Corridor, which it is hoped will form the basis of joint vision shared by all stakeholders.

Council's vision is for the Corridor to become a model urban development, integrating physically, environmentally and socially with its context, and providing a high quality environment for residents, workers and visitors meeting twenty-first century standards. It envisages that the new development will build on the significant opportunities presented by the North East Corridor to:

- provide a safe, legible and attractive environment
- contain a permeable and efficient movement network, integrated both internally and with its context
- provide a high quality network of open spaces
- offer residential opportunities for each stage of the life cycle
- contain a balanced mix of homes and workplaces, to provide the opportunity to live and work in close proximity and foster social integration
- incorporate high quality community infrastructure that minimises the need to travel and fosters social integration with the surrounding community
- encourage walking and cycling as a means of transport
- support the use of public transport
- foster lifelong learning and thus cultural development and creative enterprise
- be flexible enough to allow changes in use over time
- exhibit leading edge environmental technology in building construction and servicing
- exhibit high standards of nature conservation as part of an integrated environmental network

Within this overall vision, Council envisages that the North East Corridor will contain a number of separate precincts, each with a distinct character. The character of each precinct will be founded on their existing qualities, which vary considerably across the area. For instance, the parts of the Corridor adjacent to Plenty Road have much greater accessibility to public transport, while those to the east have a higher quality natural environment.

Council's vision for each of these precincts is described overleaf. (A detailed vision has not been prepared for the Gresswell Grange precinct, as it is now substantially developed.)

Mount Cooper Estate: a parkside village

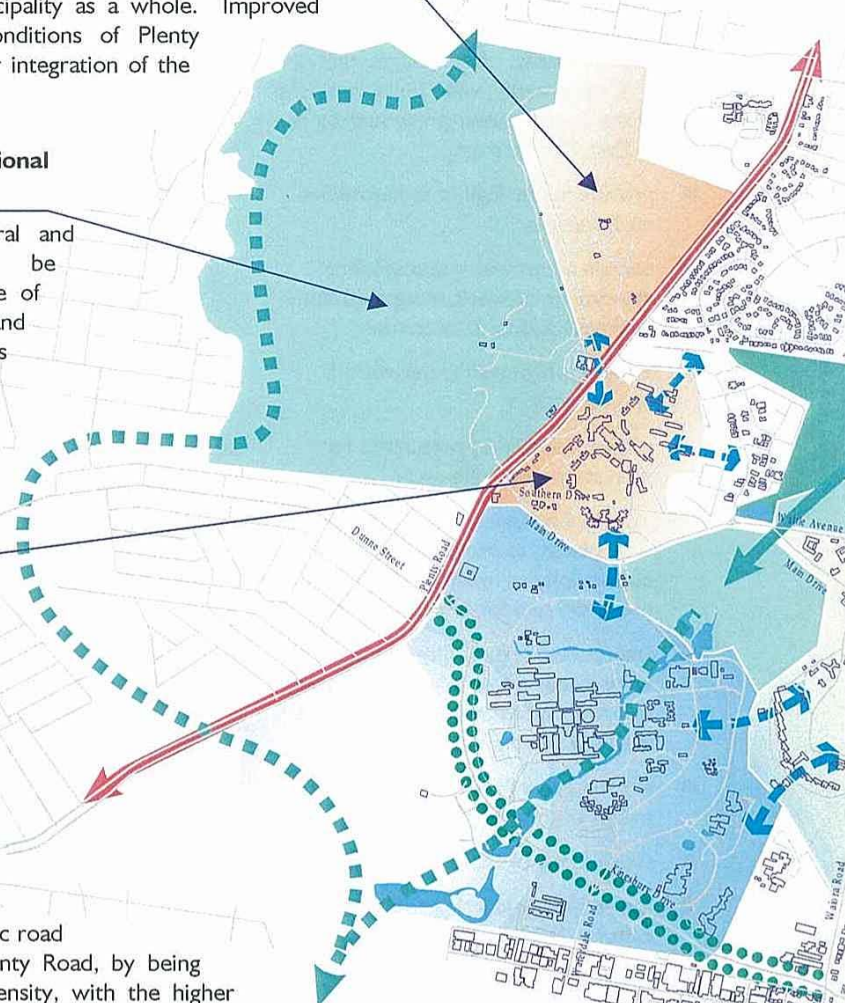
Mount Cooper Estate will develop into a high quality residential neighbourhood, incorporating a local centre near Plenty Road, within walking distance of all homes. Its layout and building form will be designed to take advantage of, yet respect the quality of the natural environment in the adjacent Bundoora Park, and be sensitive to the high visibility of the site. The Plenty Road frontage will be a more compact and vibrant place, designed to maximise the use of public transport services and the strategic road infrastructure along Plenty Road, by containing higher development densities and a range of uses. This part of the development will address Plenty Road with a high quality frontage, forming an attractive gateway to the precinct and the municipality as a whole. Improved pedestrian crossing conditions of Plenty Road will foster greater integration of the precinct with Larundel.

Bundoora Park: a regional attraction

Bundoora Park's natural and cultural assets will be preserved, and a range of new recreational and tourist activities provided to realise its potential as a regional visitor attraction.

Larundel: an urban village

Larundel Hospital and the Kingsbury Centre will be redeveloped to accommodate a wide variety of residential, commercial and public uses. The new development will be designed to maximise the use of the public transport services and the strategic road infrastructure along Plenty Road, by being generally of medium density, with the higher development densities and non-residential uses oriented towards the west. The core hospital buildings will be retained and reused to form a vibrant local centre within walking distance of all homes in the precinct. Alongside Plenty Road, the development form will be outward looking and of a particularly high standard of design, to act as a gateway to the development area as a whole. Streets leading north and east will integrate Gresswell Grange with the new village. Improved pedestrian crossing conditions of Plenty Road will foster greater integration of the precinct with Mount Cooper.



Flora and fauna reserves: an environmental resource

The La Trobe University Wildlife Reserve, Strathallan Habitat Link, Gresswell Forest and Gresswell Hill will be managed as an integrated reserve, by La Trobe University. Together, they will form a high quality reserve for flora and fauna, and an important environmental education resource. Differing levels of accessibility will be provided, ensuring the appropriate level of protection for the reserves' inhabitants. The grasslands to the east of Mont Park will also be managed by La Trobe University, and will be the site for a Grassland Research Centre.

Gresswell Hill: a bush-set neighbourhood

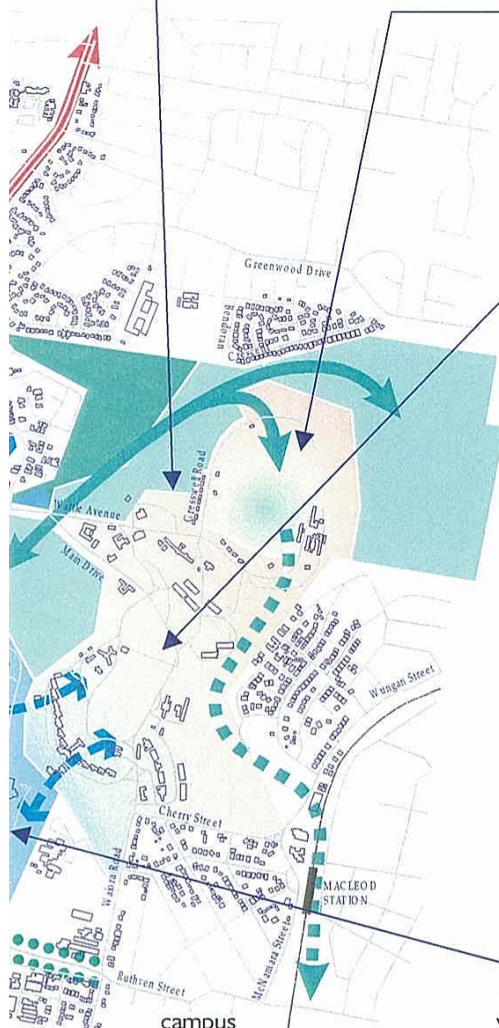
A new residential neighbourhood will be established around Gresswell Hill, on the sites of the Gresswell Rehabilitation Centre and Macleod Hospital. The new buildings will be set amongst the trees, and be generally of a scale that is subordinate to the surrounding bushland.

Mont Park: a learning community

Mont Park and Plenty Hospitals will become the location for a 'learning community', strongly related to La Trobe University and its research and development park. New streets will be created between the development and the university campus and research and development park, and the community will focus around a village green at the interface between them, in front of the crescent created by the former Chronic Wards and Administration Offices. The new development will consist primarily of high quality housing, which may attract university staff and employees at the research and development park. Other uses may include further university facilities, small-scale business space related to university research, and local retail, professional and community services, concentrated around the village green. Some of the existing hospital buildings will be retained and reused, and much of the existing vegetation and open space will also be retained to create a high quality setting for the development. Teleworking will be commonplace, supported by a state of the art telecommunications network.

La Trobe University: a community campus

La Trobe University will continue to be transformed from a campus with limited connections to its immediate context, into one that engages the community in a range of ways. It will have a new public gateway incorporating a performing arts centre on the west flank, and new streets connecting the campus with Larundel to the north, and Mont Park to the east. The research and development park will be expanded to the north and east, and gain a higher profile on Kingsbury Drive. A new business park linked to university research will be developed around a lake adjacent to the new medical clinic on Plenty Road. Kingsbury Drive will become a boulevard, with new, higher density development fronting it and trees lining both sides and down the middle.



How will the Vision be realised?

The building blocks for the realisation of the vision are already in place, through the recognition by each of the major stakeholders of the huge potential of the North East Corridor:

- The Victorian Government has recognised the significance of the redevelopment potential of the land through its designation as a Major State Project under the 1994 *Project Development and Construction Management Act*, and its establishment of the Bundoora-Mont Park Reference Group which resulted in the preparation of 'A Master Plan for the Future'
- Darebin City Council has identified the North East Corridor as a key redevelopment opportunity within the municipality, through its Planning Scheme and in particular the *Municipal Strategic Statement*
- La Trobe University has recognised the ability of sites close to its existing facilities to accommodate expansion and new economic growth, and is currently preparing strategies for this development
- The nature conservation value of the development area is recognised by all stakeholders, and measures are already in place or under discussion for its continued protection and enhancement
- The potential of the area to accommodate new residential development is reflected by the developer interest shown thus far

However, despite this agreement over the importance of the area, there is no consensus over exactly how it should be redeveloped. In order for the Corridor to realise its potential, it is essential that agreement be reached on a vision for its future. It is Council's view that this will only be achieved through the establishment of an informal partnership between the key stakeholders.

Once established, such a vision will be realised by the combined efforts and investments of each of the stakeholders.

The following sections of this Strategic Plan set out a development framework and implementation strategy to guide Darebin City Council's contribution to the realisation of this vision.

Part II

DEVELOPMENT
FRAMEWORK

4 Introduction

What is a development framework?

The previous section of this Strategic Plan sets out Council's vision for the North East Corridor. This section builds on that vision by identifying the planning policies that will support its realisation. These policies are represented by written statements, and framework plans illustrating physical structuring elements. Together, the written and illustrated policies form the development framework.

The development framework is divided into the following sections:

1. Policy statements intended to control development within the North East Corridor by being included in the **Municipal Strategic Statement (MSS)**.
2. Overall policies intended to govern the development of the Corridor by informing a **local policy** to be incorporated in the Planning Scheme.
3. Precinct level policies intended to inform proposed **Comprehensive Development Plans** to be incorporated within the Planning Scheme.
4. **Zoning** provisions intended to support the MSS and local policy, and to make provision for the Comprehensive Development Plans.
5. **Overlay** provisions intended to support the MSS and Comprehensive Development Plans.

Municipal Strategic Statement

The Municipal Strategic Statement (MSS) should include reference to the vision outlined in section 3 of this Strategic Plan. In the proposed MSS format, the majority of the vision could be incorporated in the *Housing* section, while references should also be included under *Environment*.

The MSS should continue to identify the Plenty Road corridor as being appropriate for the diversification of uses, in order to capitalise upon existing transport infrastructure.

5 Overall Policies

Land use

Currently active uses in the North East Corridor include a regional park, major education facility at La Trobe University's Bundoora Campus, a research and development park, and major flora and fauna reserves. The redevelopment of other parts of the Corridor is anticipated to be predominantly for residential uses. Residential development proposals should incorporate a range of housing types, to ensure provision for each stage of the life cycle. These may include student housing and home/office combinations.

Other new uses that are anticipated include:

- small scale community, professional, service industry, retail and leisure uses to support the resident, worker and student communities;
- commercial uses along Plenty Road to provide employment opportunities and maximise the use of its public transport services and strategic road infrastructure, including a business park but excluding retail development that would compete with other existing shopping centres;
- further teaching space, to allow La Trobe University to expand to meet current and future demand;
- further research and development facilities associated with La Trobe University, to provide local employment opportunities;
- starter and incubator units focused around a business innovation centre associated with the university, to encourage local business enterprises; and
- teleworking centres, to reduce the need for commuting.

It is envisaged that significant areas of open space will remain.

In general, a broad mix of land uses will be welcomed, except those that are incompatible with residential

development. Those uses that will, in general, be allowed are defined in section 11 on *Zoning*. The uses listed above will be encouraged in specific locations, as defined in the individual precinct policy sections and illustrated on the accompanying framework plans.

Throughout the corridor, new development should be designed to ensure that similar land uses face each other across every street.

Development form, density and character

The form and density of new development in the North East Corridor will be expected to conform to the character outlined for each precinct in the vision. This includes a range of development densities and forms, from higher density development along both sides of Plenty Road to low density housing in the Gresswell Hill precinct. Generally, residential development is expected to be a mixture of single dwellings and medium density housing.

Specific density and form policies are outlined in the sections on each individual precinct. However, there are some general policies that apply to the whole corridor.

All new development within the North East Corridor should address the street, in order to provide passive surveillance. This means having the primary pedestrian entrance facing the street, and windows overlooking it. All open space within the development precincts should also be addressed by buildings in the same way.

New development within the Corridor should be laid out to optimise views of Bundoora Park, Melbourne city centre's skyline, Gresswell Hill and the Dandenongs.

A public square should be created in the local centre of each precinct, to provide a meeting space and thus foster a sense of community.

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North East Corridor

New development should be of a contemporary character, and not seek to mimic retained buildings. However, where it is alongside retained buildings, new development should be of an equivalent or smaller scale. All new buildings should be designed to meet high standards of energy efficiency in construction and use. Material from demolished buildings should be reused in road construction or other construction where possible.

Development staging

The staging of new development in the North East Corridor should take account of the cost-effective provision of essential infrastructure, and the creation of a positive image for the area. Development should therefore proceed from existing developed areas, and the early stages of development should seek to create attractive gateways to the area from Plenty Road and Waiora Road. Once occupation within a development precinct has commenced, separate access should be provided for construction and occupier traffic.

Movement and transportation

Council supports the integration of land use and transportation planning, in order to promote more sustainable modes of movement by giving advantage to public transport, walking and cycling. The land use and development density policies outlined elsewhere in this section seek to maximise the use of public transport services along Plenty Road. The following policies are intended to further support this objective.

Bus services should be supported by the creation of a direct route through the new development area east of Plenty Road, linking the centres of each precinct. The preferred route is indicated on the plan below and described in the section for each relevant precinct. The routing and stop locations should be coordinated with existing tram stops, key streets and La Trobe University's proposed new bus routes and interchange. Bus and tram users should also be provided with

attractive facilities, such as seating and shelters with 'real-time' information.

Walking and cycling should be promoted for local trips, through the creation of a permeable, legible and safe street network focused particularly on bus and tram stops and Macleod railway station. Local streets should be 'traffic calmed', to ensure a safe environment for pedestrians and cyclists. Within Bundoora Park, shared pedestrian and cycle pathways should be created as recommended by the *Bundoora Park Masterplan*.

Longer pedestrian and cycle trips should also be encouraged by the incorporation of safe and attractive routes to adjacent areas. The design of the pedestrian and cycle network should take account of the City of Darebin's *Walking and Cycling Strategy*, and the City of Banyule's *Municipal Bicycle Strategic Statement*.

Despite these policies, it is anticipated that traffic generated by the new development will cause off-site road improvements to be required. However, the policy established in the Bundoora-Mont Park Reference Group's *A Masterplan for the Future*, prohibiting new vehicular connections to the north, south or east of the Corridor, should be continued. This will avoid adding undue congestion to existing local road networks beyond the development, and creating conflicts with flora and fauna reserves. Off-site road improvements that may be required are described in the sections for each precinct.

Within the North East Corridor, existing roads should generally be retained where possible, to support the preservation of the trees alongside them and provide continuity with the history of the site. Many of the existing roads will need to be upgraded or reconstructed to reflect their increased use. In addition, new roads may be required to establish an effective movement network, which provides efficient access to development parcels and legible links between the precincts. Emergency access must also be provided to the forest on Gresswell Hill.

The road network in Bundoora Park should be upgraded in accordance with

the *Bundoora Park Masterplan*. Other specific on-site road improvements that may be required are described in the relevant sections for each individual precinct.

To avoid the incidence of higher levels of on-street parking than intended by the design of each street, adequate provision should be made in development proposals for resident and visitor car parking. Sufficient street width must also be allowed for refuse collection vehicles.

Flora and fauna reserves

A number of significant ecological habitats have been identified within the North East Corridor. These are the:

- La Trobe University Campus Wildlife Reserve,
- Strathallan Habitat Link,
- Gresswell Forest Wildlife Reserve,
- Gresswell Hill,
- Cherry Street Grasslands, and the
- native grassland area south of Bundoora Park Oval.

The Bundoora-Mont Park Reference Group, established by the Office of Major Projects, set out a series of strategies to protect these assets in *A Masterplan for the Future*. These strategies, incorporated in the text below and that under *Vegetation*, should be supported by development proposals within the Corridor.

In summary, all of the habitats should be preserved, and managed together as an integrated flora and fauna reserve. The management of the reserve should include the provision of environmental interpretation and education facilities, tours and teaching programs. Those on Crown Land, the Gresswell Forest Wildlife Reserve and Strathallan Habitat Link, should have their designation upgraded to Nature Conservation Reserve status.

Links between the habitats should be protected and enhanced, as described in the individual sections for each precinct. In addition, any development areas

abutting the habitats should incorporate 'buffer zones', with appropriate provisions relating to landscaping, garden maintenance and pet ownership.

Vegetation

Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network. In particular, a significant number of native trees outside the flora and fauna reserves have been identified as having moderate or high conservation value. Strategies for their protection were set out by the Bundoora-Mont Park Reference Group in *A Masterplan for the Future*. These strategies, incorporated in the text below, should be supported by development proposals within the Corridor. A survey should also be undertaken to identify exotic trees of importance to the character of the area.

All native trees of high conservation value should be protected, and incorporated within the public domain. At least 70% of native trees of moderate conservation value should also be protected, and incorporated within the public domain where possible. Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls. Where possible, the understorey of retained trees should be protected too.

Any trees that adversely affect the existing flora, such as desert ash trees, should be removed by the developer.

All development proposals must be based on an accurate survey of existing native trees, and provide justification for the removal of any native trees. Developers must also establish a strategy to ensure the protection of trees during construction.

New planting in the public domain should be in character with the retained landscape, and all new planting should avoid disturbance of the flora and fauna reserves.

Open space

The North East Corridor currently contains a significant proportion of open space, in addition to the flora and fauna reserves. This includes:

- Bundoora Park,
- La Trobe University Golf Course,
- La Trobe University sports grounds,
- open parkland within Mont Park, and
- Bundoora and Larundel ovals.

A substantial network of high quality open space is envisaged to remain a key feature of the future North East Corridor. It is therefore imperative that a significant proportion of the existing open space is protected from development, and enhanced to provide a range of effective active and passive recreation space. This should include Bundoora Park, the University golf course, Bundoora and Larundel ovals, and the 'village green' in front of the former Mont Park Chronic Wards, identified by the Bundoora-Mont Park Reference Group's *Masterplan for the Future*.

Existing open space should be upgraded, where necessary, to ensure its safety, ease of access and combined provision for a full range of passive and active outdoor activities. The facilities in Bundoora Park should also be enhanced to increase the attraction of the park, including the reuse of the Homestead, and optimisation of the use of La Trobe University's sports grounds should be encouraged. Further details are provided in the individual sections for each precinct.

Appropriately designed open space should also be provided within the Corridor for children's play, in accordance with Council standards. Such spaces should be located to incorporate existing trees where possible.

The required enhancements and long-term maintenance of areas of open space within development precincts should be ensured through development contributions.

Built heritage

A number of existing buildings in the North East Corridor have been identified as being worthy of retention. Many of these were highlighted in *A Masterplan for the Future*, the final report of the Bundoora-Mont Park Reference Group.

The identified buildings are listed in the individual sections for each precinct. Their conservation should be ensured, and their appropriate reuse encouraged. Historic interpretation should be promoted through the display of information about the site and buildings' history.

Utilities

It is understood that there are no absolute constraints on the provision of most utilities within the North East Corridor. However, all development proposals should be accompanied by an investigation of the implications of providing utilities to the Corridor as a whole, to ensure the coordinated installation of infrastructure.

The provision for stormwater drainage requires particular attention, due to the limited capacity of existing watercourses to accommodate the additional stormwater runoff generated by new development. Other than a small capacity available in Salt Creek, all runoff will need to be disposed of into the existing wetland systems in Bundoora Park and La Trobe University. However, the La Trobe system cannot store any additional runoff, so attenuation measures must be provided in association with any new development that drains into it. This will require the coordination of drainage from each precinct to ensure that development is not prejudiced in other parts of the Corridor, and acceptable peak flows are not exceeded. Drainage proposals for all development sites should thus form part of a comprehensive strategy for the drainage of the whole Corridor. This strategy should address impervious surfaces, catchment sizes, overland flows, the drainage system, water quality treatment, litter/sediment trapping and outfall to existing drainage assets. In particular, gross pollutant traps and oil

and petrol interceptors should be installed, in all drainage systems to ensure a high standard of water quality in the existing and new wetland system.

In order to maintain rural runoff and water quality rates, Melbourne Water will not allow balancing lakes. Instead, water quality treatment wetlands may be created in order to meet the requirement for stormwater attenuation. Such wetlands should be designed and sited to provide optimum recreational and visual benefit to the development, yet avoid the undue sterilisation of development land. Consideration should also be given to their use as a buffer between flora and fauna habitats and development areas, and their integration with the flora and fauna reserves through the provision of a complementary ecological habitat. The developer should be required to contribute to the cost of maintaining any balancing lakes created to meet the drainage requirements of new development.

The provision of sewer capacity for wet weather flow requires particular attention. A sewage detention facility will be required to protect sewers from spillage during wet weather events.

The required improvements to the physical infrastructure of the area should be ensured through development contributions at the relevant time.

Community facilities

The provision of community facilities is an integral part of the planned development for the North East Corridor. It is considered important to establish patterns of the use of local facilities to serve daily requirements early in the development of the new community, to reduce the need to travel and serve as a focus for social and community development.

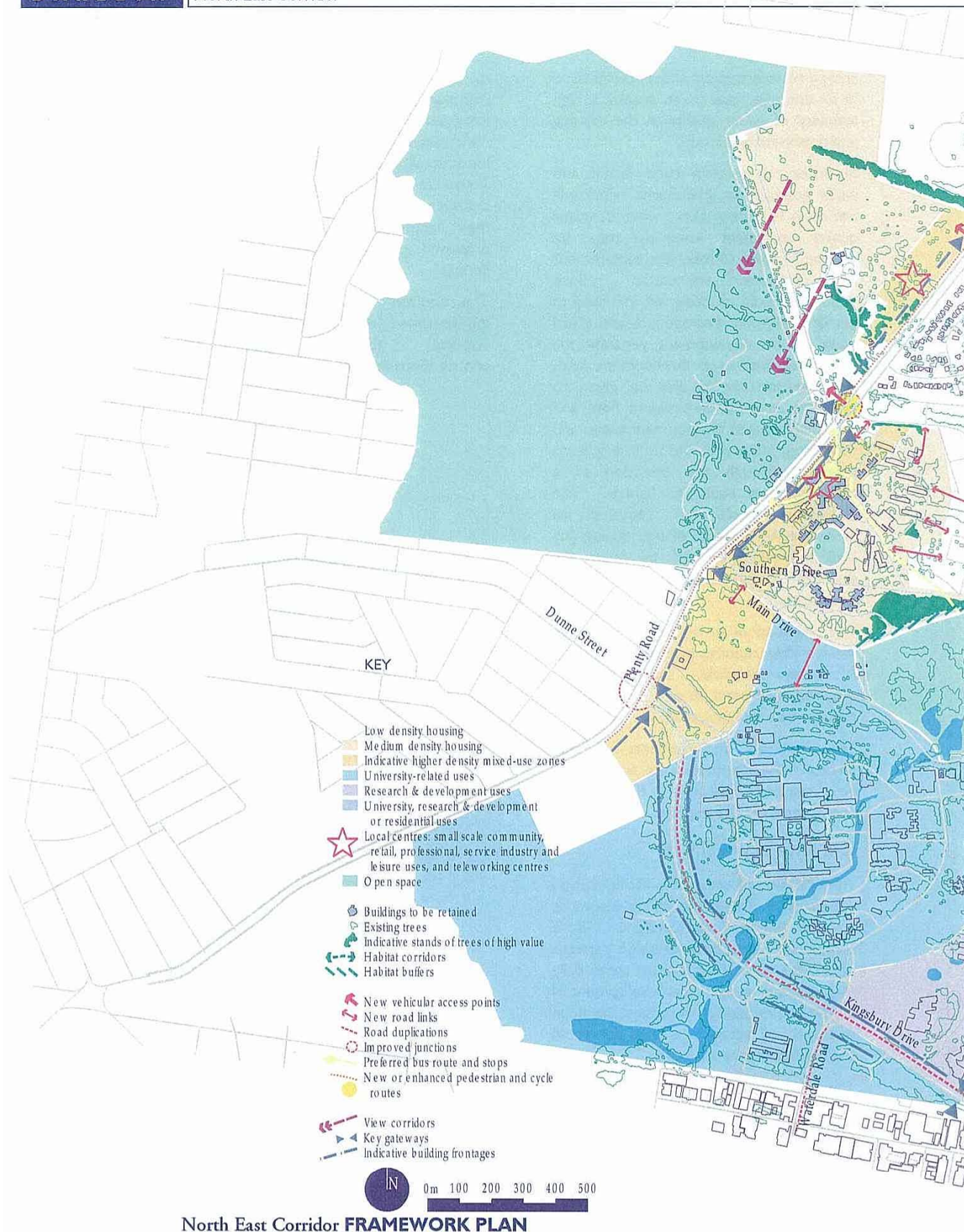
The area is well served by preschool, primary and secondary school, and tertiary education facilities, and no further provision is expected to be required to meet the demand generated by new development in the Corridor. However, community centres, library facilities and community health centres are perceived

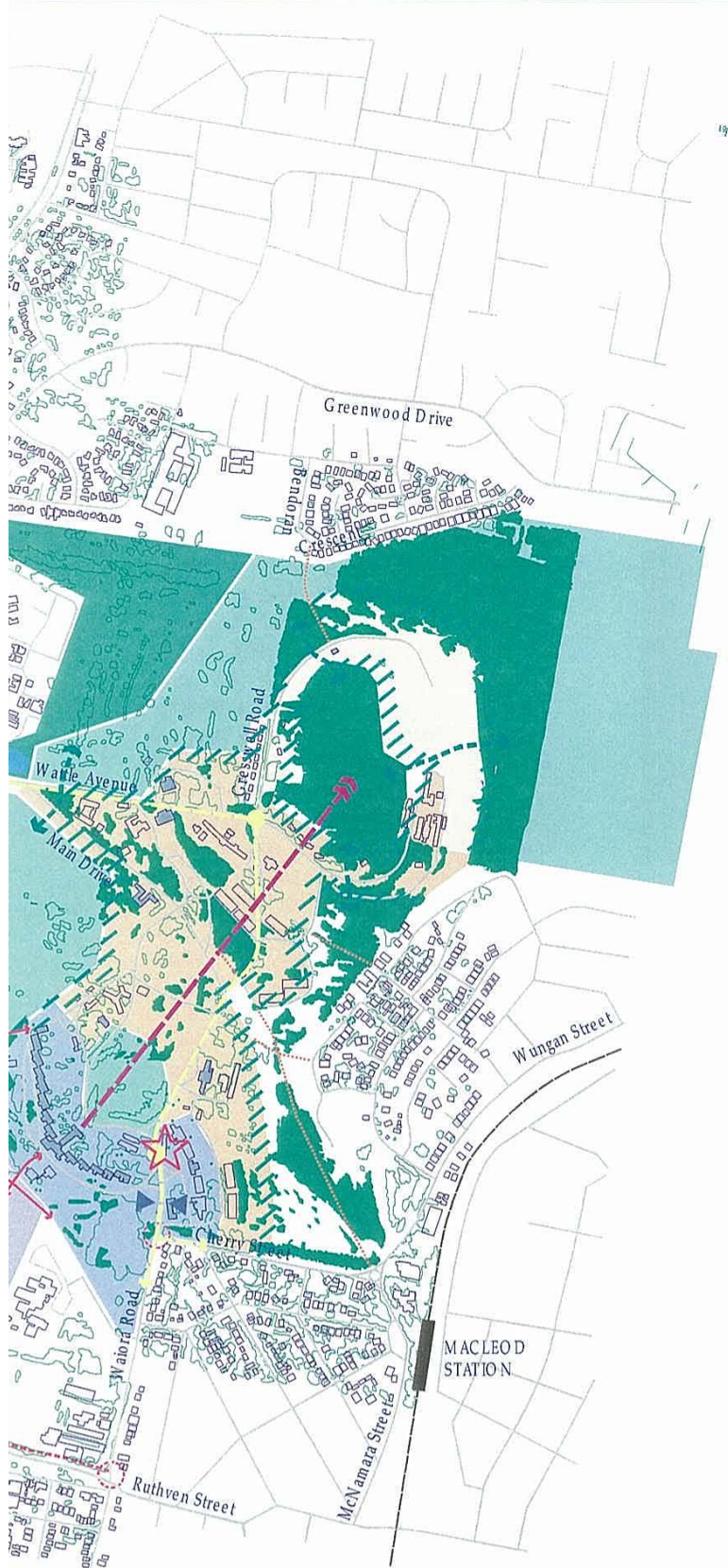
to be lacking in the area. A multipurpose community hall should therefore be provided in both the Larundel and Mont Park developments, at their proposed local activity centres. In addition, La Trobe University should be encouraged to consider the possibility of public access to their health services, religious facilities, proposed performing arts centre and library.

The required improvements to the social infrastructure of the area should be ensured through development contributions at the relevant time.

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6 Mount Cooper Parkside Village

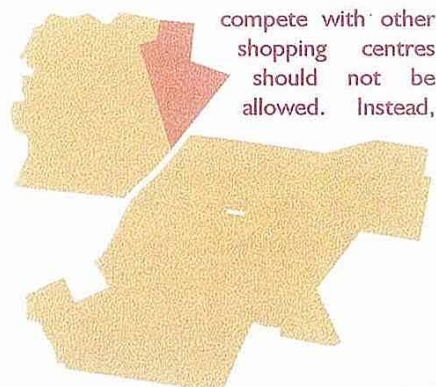


The application to Mount Cooper of the general policies for the North East Corridor, outlined in section 5, leads to the following precinct-specific policies, illustrated by the Framework Plan opposite.

Land use

The Outline Development Plan for Mount Cooper allows for a predominantly residential development, incorporating both single dwellings and medium density housing. Residential development proposals should incorporate a range of housing types, to ensure provision for each stage of the life cycle. These may include student housing and home/office combinations.

A mixed-use area is proposed along Plenty Road, illustrated on the Framework Plan. It is envisaged that this will provide local community, professional, service industry, retail and leisure facilities within walking distance of the new Mount Cooper community. Retail premises that will



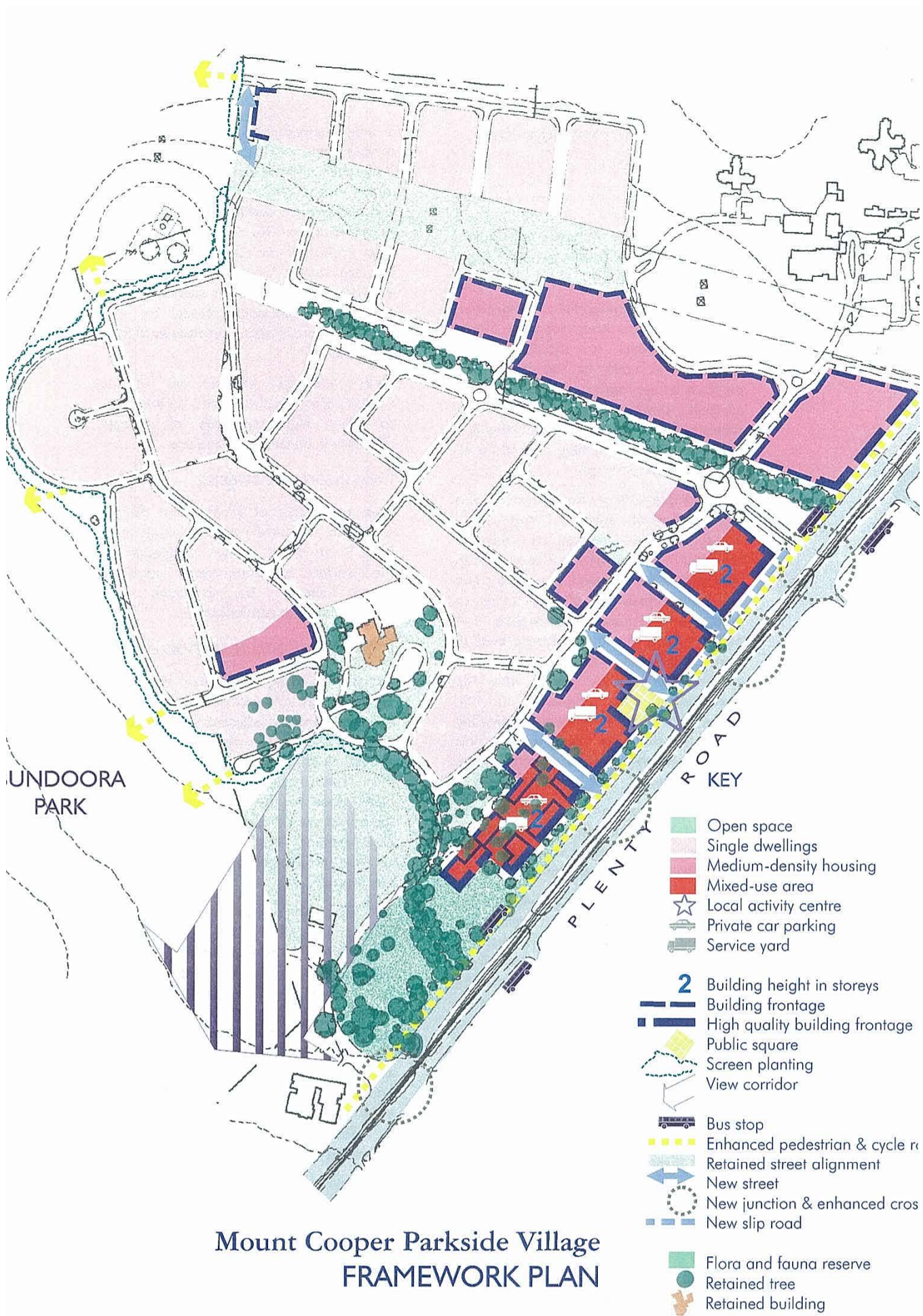
compete with other shopping centres should not be allowed. Instead,

convenience retailing, a child care centre, community health facilities, food and drink premises, personal services and small art and craft workshop spaces will be encouraged. The majority of the mixed-use area should consist of units 150m² or smaller, to ensure a diverse range of tenants. No units should be allowed larger than 2000m², and only two units above 500m². The mixed-use area may include small-scale office space or educational uses, and should contain some residential use, such as apartments, in order to maintain a level of activity and hence safety in the area at night. In particular, this would be the most appropriate location for any student housing. The preferred arrangement of uses is local facilities at ground level, topped by residential or office accommodation.

The full range of uses that will be allowed in this mixed-use area are listed in section 11 on Zoning.

Each street-block in the mixed-use area should contain a mix of uses. An exception to this will be allowed for the south-western-most development block, which may consist entirely of one of the allowed uses.

Within the precinct, all new development should be designed so that similar land uses face each other across every street. In particular, the long north-western edge of the mixed-use area, away from Plenty Road, should present some form of residential development to face that opposite.



Development form, density and character

The majority of Mount Cooper will consist of single dwellings, designed and laid out in accordance with the approved Outline Development Plan and Siting and Design Requirements.

Higher density development is welcomed in the mixed-use area alongside Plenty Road, however it should remain secondary in scale to the trees, and maintain an appropriate relationship with adjacent development, including that opposite Plenty Road. As a guideline, it is suggested that the buildings should be no higher than two storeys.

Buildings facing Plenty Road must be of a high standard of design, and must be laid out to retain and respect its tree-lined character. The majority of the mixed-use area should be designed to contain, and express the provision of small units, to ensure a fine-grained appearance. A public square should be incorporated in front of the small-scale units and at the end of one of the routes into the development, as indicated on the Framework Plan, to provide a meeting space for the new community. This should preferably incorporate some of the retained trees.

The south-western-most development block of the mixed-use area should be designed as a group of small, detached buildings, set amongst the trees.

Screen planting should be provided along the whole boundary of the development with Bundoora Park, to ensure that the new buildings are generally hidden from within the park, except when close to the boundary. This should be designed to form a natural edge to the park, continuing the line created by the existing trees around the eastern side of the oval, as indicated on the Framework Plan. At the same time, the layout of the development should optimise views from within it of the park and Melbourne city centre's skyline to the south.

All new buildings must overlook and have their primary pedestrian entrance facing the street. All public open space must

also be overlooked by buildings along each private edge. This includes Bundoora Park which, for the most part, is edged by streets in the Outline Development Plan, and thus will be overlooked by buildings. An exception to this occurs in the north-west corner of the development, where lots are shown backing on to the park. The developer should be encouraged to realign the adjacent street to the boundary, thus enabling the houses to face the park.

New buildings should be of a contemporary character, and be designed to meet high standards of energy efficiency in construction and use.

Development staging

The early stages of development should create an attractive gateway to the area from Plenty Road. Once occupation of the precinct has commenced, separate access should be provided for construction and resident traffic.

Movement and transportation

Bus services along Plenty Road should be supported by the provision of attractive bus stops, located adjacent to tram stops and adjacent to routes into the development as shown on the Framework Plan. The two primary access roads from Plenty Road and the street running behind the mixed-use area, shown on the Outline Development Plan, should also be retained to provide a potential internal bus route.

An attractive pedestrian and cycle environment should be created along Plenty Road, linking bus and tram stops to the mixed-use area and to routes into the development. The design of new intersection treatments on Plenty Road should incorporate improved crossing conditions for pedestrians, to facilitate access to Larundel and beyond. Improvements to Plenty Road should include provision for cyclists, particularly as it forms part of the Principal Bicycle Network.

The Outline Development Plan indicates a permeable street network, which will promote walking and cycling for local

trips. An additional street should be included through the central development block in the mixed-use area, as shown on the Framework Plan, in order to ensure direct access for residents to their local facilities. All streets leading to Bundoora Park should provide easy and direct pedestrian access into the park.

Two new signalised junctions are planned on Plenty Road, to provide better vehicular access to the new development. One of these is to be located immediately south of Havelock Avenue, and the other at the existing Grange Boulevard intersection. In addition, the Outline Development Plan indicates two further road connections from Plenty Road into the mixed-use area. It is likely that these will be limited to left in movements at the southern connection, and left out at the northern connection. A slip road, which may be restricted to one-way movement, should be provided to link these routes together and to the northern access road, as shown on the Framework Plan, to provide easy and direct access to the new commercial development facing Plenty Road. This will also provide a safer alternative for cyclists than Plenty Road itself.

Customer car parking should be provided alongside the slip road to support the new businesses, and the creation of large open-lot car parks should be avoided. Private parking should be provided on-street, or hidden from view behind buildings. Provision for servicing of the commercial development should also be designed to be hidden from view, and to minimise conflict with adjacent residential uses.

To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor car parking. This may be either on-site, or on-street if sufficient road width is allowed. Sufficient street width must also be allowed for refuse collection vehicles.

Flora and fauna reserves

The indigenous ground cover in the south-east corner of the precinct should be

protected from development, as shown on the Outline Development Plan.

Vegetation

The Outline Development Plan for Mount Cooper indicates existing trees to be retained. These are also highlighted on the Framework Plan. Other trees should also be protected unless they place a significant restriction on development, in order to maintain the parkland setting of the development and create an informal habitat network. Where possible, the understorey of retained trees should be protected too.

Where possible, the development should be planned to incorporate trees identified for protection within the public domain. Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls, as established for the early stages by the *Siting and Design Requirements*.

Trees should be planted between the proposed slip road and Plenty Road, to break down the scale of the resulting street space. Elsewhere, new trees should be planted to maintain the parkland setting of the development, as indicated on the Outline Development Plan. All new planting in the public domain should be in character with the retained landscape.

Open space

The Outline Development Plan indicates the provision of a range of open spaces, which should be protected from development. These are highlighted on the Framework Plan, and include:

- the existing oval,
- a linear park in the area beneath the high voltage power lines,
- open space in front of Bundoora Homestead that, in conjunction with the oval, provides a view corridor towards Melbourne city centre's skyline, and

- a small open space which provides a critical connection between the northern-most route through the mixed-use area and the residential area to its north-west.

Support facilities such as toilets, shelter and play equipment should be provided at both the oval and linear park.

Built heritage

Bundoora Homestead has been identified as having significant heritage value. It has therefore been retained in the Outline Development Plan, and proposals are being formulated for its reuse. A flexible approach should be taken towards the use of the building, in order to ensure its long-term preservation. Historic interpretation should be promoted through the display of information about the site and building's history.

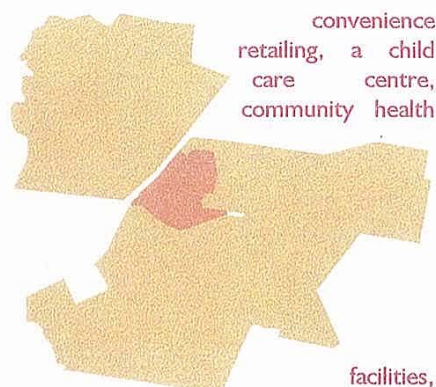
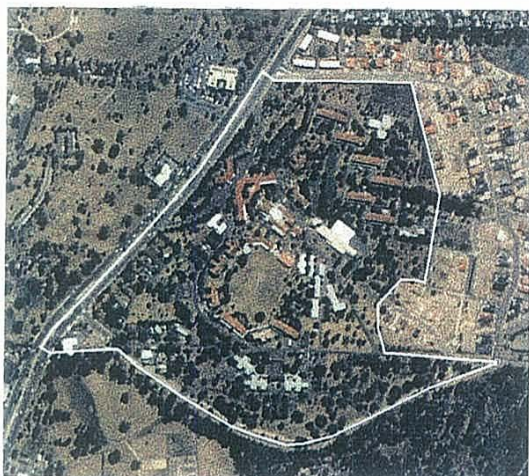
Utilities

All development proposals should be accompanied by an investigation of the implications of providing utilities to the North East Corridor as a whole, to ensure the coordinated installation of infrastructure. In particular, stormwater drainage measures must be coordinated with other precincts, to ensure that acceptable peak flows are not exceeded. Gross pollutant traps and oil and petrol interceptors should be installed in all drainage systems.

If new wetlands are to be created in order to meet the requirement for stormwater attenuation, they should be designed and sited to provide optimum recreational and visual benefit to the development, yet avoid the undue sterilisation of development land.

The developer should provide appropriate improvements to the physical infrastructure of the area at the relevant time, and contribute to the cost of maintaining any wetlands created to meet the drainage requirements of new development.

7 Larundel Urban Village



The application to Larundel of the general policies for the North East Corridor, outlined in section 5, leads to the following precinct-specific policies, illustrated by the Framework Plan overleaf.

Land use

Larundel is intended to be a mixed-use development, incorporating medium density housing. Residential development proposals should incorporate a range of housing types, to ensure provision for each stage of the life cycle. These may include student housing and home/office combinations.

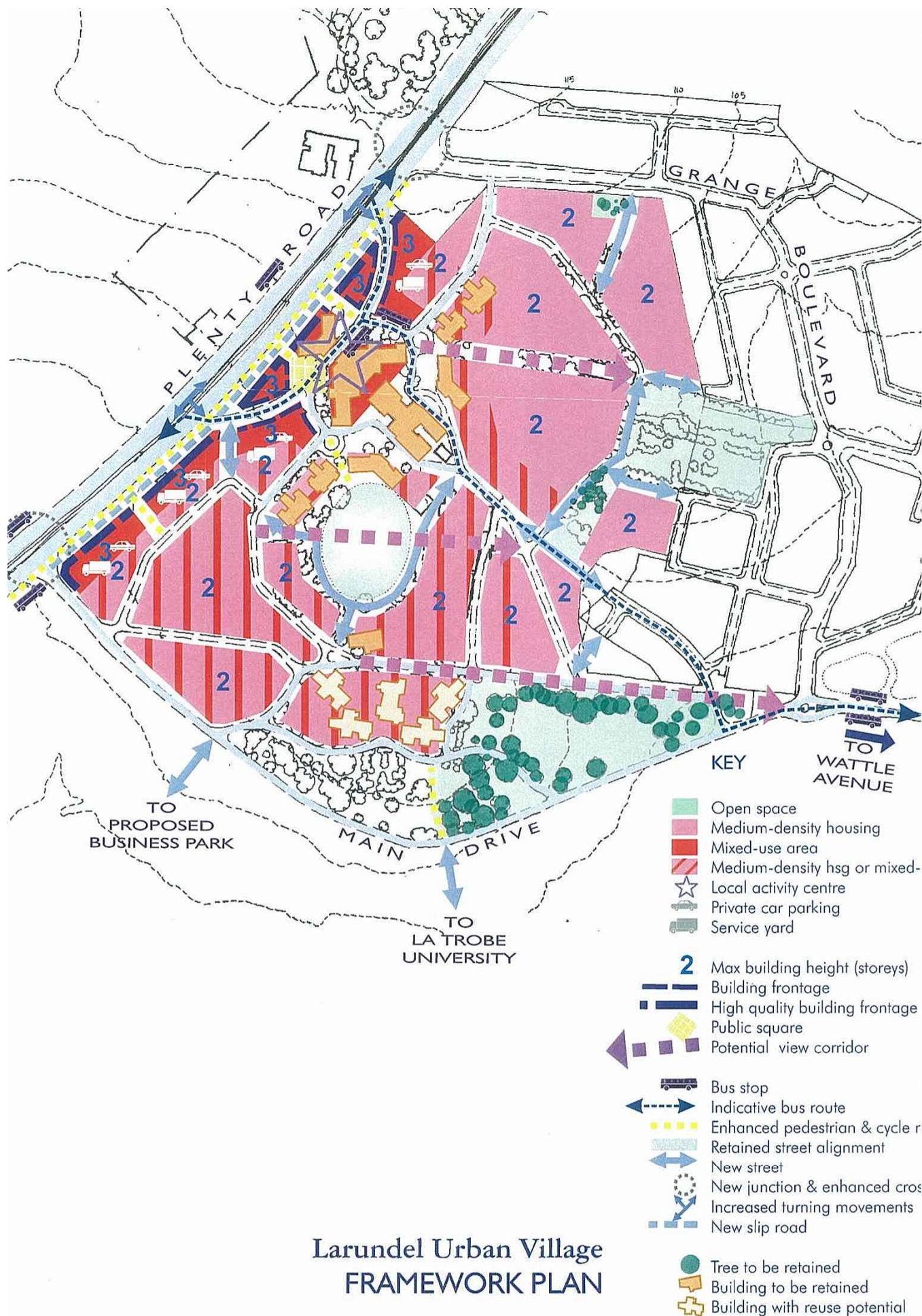
A mixed-use area is envisaged fronting Plenty Road, illustrated on the Framework Plan. Local community, professional, service industry, retail and leisure facilities should be concentrated at its core, around the existing central buildings, to form a local activity centre for the new community. Retail premises that will compete with other shopping centres should not be allowed. Instead,

facilities, food and drink premises, personal services and small art and craft workshop spaces will be encouraged. The local centre must consist predominantly of units 150m² or smaller, to ensure a diverse range of commercial tenants. No units should be allowed larger than 2000m², and only two units above 500m². The preferred arrangement of uses in the local centre is local facilities at ground level, topped by residential or office accommodation.

Outside the local centre, only ancillary retail premises should be allowed. The remainder of the mixed-use area may include office or educational uses, and should incorporate some residential use, such as apartments, in order to maintain a level of activity and hence safety in the area at night. In particular, this would be the most appropriate location for any student housing, which may well constitute an appropriate use for the retained buildings (see *Built heritage* below).

Development blocks within the mixed-use area but outside the local centre need not themselves contain a mix of uses, but may instead consist entirely of one of the allowed uses.

The full range of uses that will be allowed in this mixed-use area are listed in section 11 on *Zoning*.



The boundary between the mixed use and residential areas, and thus their proportion of the precinct, is flexible. However, within the precinct, all new development should be designed so that similar land uses face each other across every street. In other words, the boundary between the mixed-use area and adjacent residential development should run through the middle of a street block, not down the street itself. New development facing Gresswell Grange should also consist of residential uses.

The Kingsbury Centre may be used for education uses, as envisaged by La Trobe University, or residential accommodation.

Non residential uses will be allowed in retained heritage buildings.

Development proposals must take account of potential contamination of the site, and include remediation measures for any contamination that would adversely affect proposed uses.

Development form, density and character

In order to ensure a degree of coherence in the medium-density housing areas of Larundel, all buildings in each street should be designed by the same architect, in a similar style. This may be achieved by selling the land to housebuilders, rather than selling individual unbuilt lots.

Higher density development is welcomed in the mixed-use area, however it must be scaled to respect the tree-lined character of Plenty Road and height of adjacent development. As a guideline, this should be no higher than three storeys alongside Plenty Road, and two storeys elsewhere, as indicated on the Framework Plan. Development in the mixed-use area must also be laid out to retain and respect the tree-lined character of Plenty Road and within the site itself. A public square should be incorporated in front of the local centre, as indicated on the Framework Plan, to provide a meeting space for the community.

All new buildings must overlook and have their primary pedestrian entrance facing the street. All public open space must

also be overlooked by buildings along each private edge.

New buildings facing Plenty Road must be of a particularly high standard of design. Throughout the precinct, new buildings should be of a contemporary character, and not seek to mimic retained buildings. However, new development alongside retained buildings should be of an equivalent or smaller scale.

New buildings should be designed to meet high standards of energy efficiency in construction and use. Material from demolished buildings should be reused in road or other construction where possible.

Development staging

The early stages of development should create an attractive gateway to the area from Plenty Road. Once occupation of the precinct has commenced, separate access should be provided for construction and occupier traffic.

Movement and transportation

Bus services along Plenty Road should be encouraged to drive through the local centre, via the existing crescent, and supported by the provision of attractive bus stops located adjacent to tram stops and at the end of routes into the development. A bus route through the Corridor should also be supported by the provision of a direct route between Plenty Road and Wattle Avenue, with a bus stop at the proposed local centre and at the end of Grange Boulevard. These locations are indicated on the Framework Plan.

An attractive pedestrian and cycle environment should be created along Plenty Road, linking bus and tram stops to the mixed-use area and to routes into the development. The design of new intersection treatments on Plenty Road should incorporate improved crossing conditions for pedestrians, to facilitate access to Bundoora Park and the Mount Cooper development. Improvements to Plenty Road should include provision for cyclists, particularly as it forms part of the Principal Bicycle Network.

Walking and cycling should be promoted for local trips, through the creation of a permeable, legible and safe street network focused particularly on bus and tram stops. This should incorporate the alignment of existing roads where possible, to support the preservation of the trees alongside them and provide continuity with the history of the site. In particular, the street alignments around retained buildings must be preserved to maintain the relationship between those buildings and the public realm.

Many of the existing roads will need to be upgraded or reconstructed to reflect their increased use. In addition, new roads will be required to establish an effective movement network which provides efficient access to development parcels and legible links between the precincts. In particular, the new street network should:

- link with Gresswell Grange at as many points as possible, to integrate it with Larundel and provide direct access from it to the proposed local centre;
- integrate Larundel with the adjacent La Trobe University precinct, which may require additional pedestrian and cycle paths to complete the connection between the development and Main Drive;
- provide better access and a higher profile to the oval, by incorporating a new street around its southern and eastern sides; and
- create better pedestrian and cycle access into the development from Plenty Road, by the incorporation of additional routes;

as shown on the Framework Plan.

New streets should be aligned to take advantage of views of Gresswell Hill where possible.

Three road connections currently exist from Plenty Road into the precinct. The northern-most two of these, which provide the most direct connection to the proposed local centre, have limited turning movements at present. Proposals for the precinct's redevelopment should seek to maximise access to it by increasing the turning movements available if

possible. A slip road, which may be restricted to one-way movement, should be provided to link these routes together and to Main Drive, as shown on the Framework Plan, to provide easy and direct access to the new commercial development facing Plenty Road. This will also provide a safer alternative for cyclists than Plenty Road itself.

Visitor car parking should be provided alongside the new slip road. Customer car parking for the local centre should be provided directly in front of the units, and the creation of large open-lot car parks should be avoided. Private parking should be provided on-street, or hidden from view behind buildings. Provision for servicing of new commercial development should be designed to be hidden from view, and to minimise conflict with adjacent residential uses.

To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor car parking. This may be either on-site, or on-street if sufficient road width is allowed. Sufficient street width must also be allowed for refuse collection vehicles.

Vegetation

Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network. In particular, the native trees identified as having moderate or high conservation value, indicated on the Framework Plan, should be protected. A survey should also be undertaken to identify exotic trees of importance to the character of the area. Those, too, should be protected unless they place a significant restriction on development. Where possible, the understorey of retained trees should be protected too.

All development proposals must be based on an accurate survey of existing native trees, and provide justification for the removal of any native trees. Developers must also establish a strategy to ensure the protection of trees during construction.

Where possible, the development should be planned to incorporate trees identified for protection within the public domain. In particular, the trees identified on the Framework Plan for protection should be incorporated within public parks. Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls.

New trees should be planted to maintain the parkland setting of the development, however species should be selected carefully to avoid disturbance of the nearby flora and fauna reserves. All new planting in the public domain should be in character with the retained landscape.

Open space

The existing oval should be protected from development, and enhanced to provide effective active recreation space. This should include the provision of support facilities such as toilets, shelter and play equipment. Appropriately designed open space should be provided within the development for children's play, in accordance with Council standards. Such spaces should be located, if possible, within the open space required to accommodate retained trees.

Built heritage

The stage 1 buildings and former Ward S6 at Larundel have been identified as being of local significance, and should therefore be retained and reused unless it is proved to be financially infeasible. The former Farm Workers' Wards of the Kingsbury Centre have also been identified as having potential to be reused, and La Trobe University are currently planning for their refurbishment as a Centre for Advanced Studies. All of these buildings are highlighted on the Framework Plan.

A flexible approach should be taken towards the use of the buildings, in order to ensure their long-term preservation. Their use should, however, be compatible with that of adjacent buildings. Historic interpretation should be promoted through the display of information about the site and buildings' history.

Utilities

All development proposals should be accompanied by an investigation of the implications of providing utilities to the North East Corridor as a whole, to ensure the coordinated installation of infrastructure. In particular, stormwater drainage measures must form part of a comprehensive strategy for the whole Corridor, to ensure that proposals do not prejudice development elsewhere and acceptable peak flows are not exceeded. Gross pollutant traps and oil and petrol interceptors should be installed in all drainage systems.

The developer should provide appropriate improvements to the physical infrastructure of the area at the relevant time, and contribute to the cost of maintaining any wetlands created to meet the drainage requirements of new development.

Community facilities

The developer should provide a multipurpose community hall at the Larundel local centre, able to cater for the social, recreational and cultural needs of the community.

8 Gresswell Hill Bush-set Community



The application to the Gresswell Hill development area of the general policies for the North East Corridor, outlined in section 5, leads to the following precinct-specific policies, illustrated by the Framework Plan opposite.

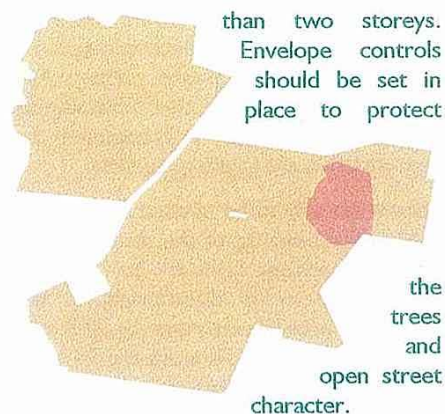
Land use

Gresswell Hill is intended to be a wholly residential development, consisting entirely of single dwellings.

Development proposals must take account of potential contamination of the site, and include remediation measures for any contamination that would adversely affect proposed uses.

Development form, density and character

In the Gresswell Hill precinct, the buildings are envisaged to be set amongst the trees, at a scale that is subordinate to the surrounding bushland. New development should therefore contain lots of no less than 800m², with a minimum frontage width of 20 metres and, as a guideline, buildings should be no higher



than two storeys. Envelope controls should be set in place to protect

the trees and open street character.

Development in the south-east of the precinct should be laid out to capitalise on views of the Dandenongs.

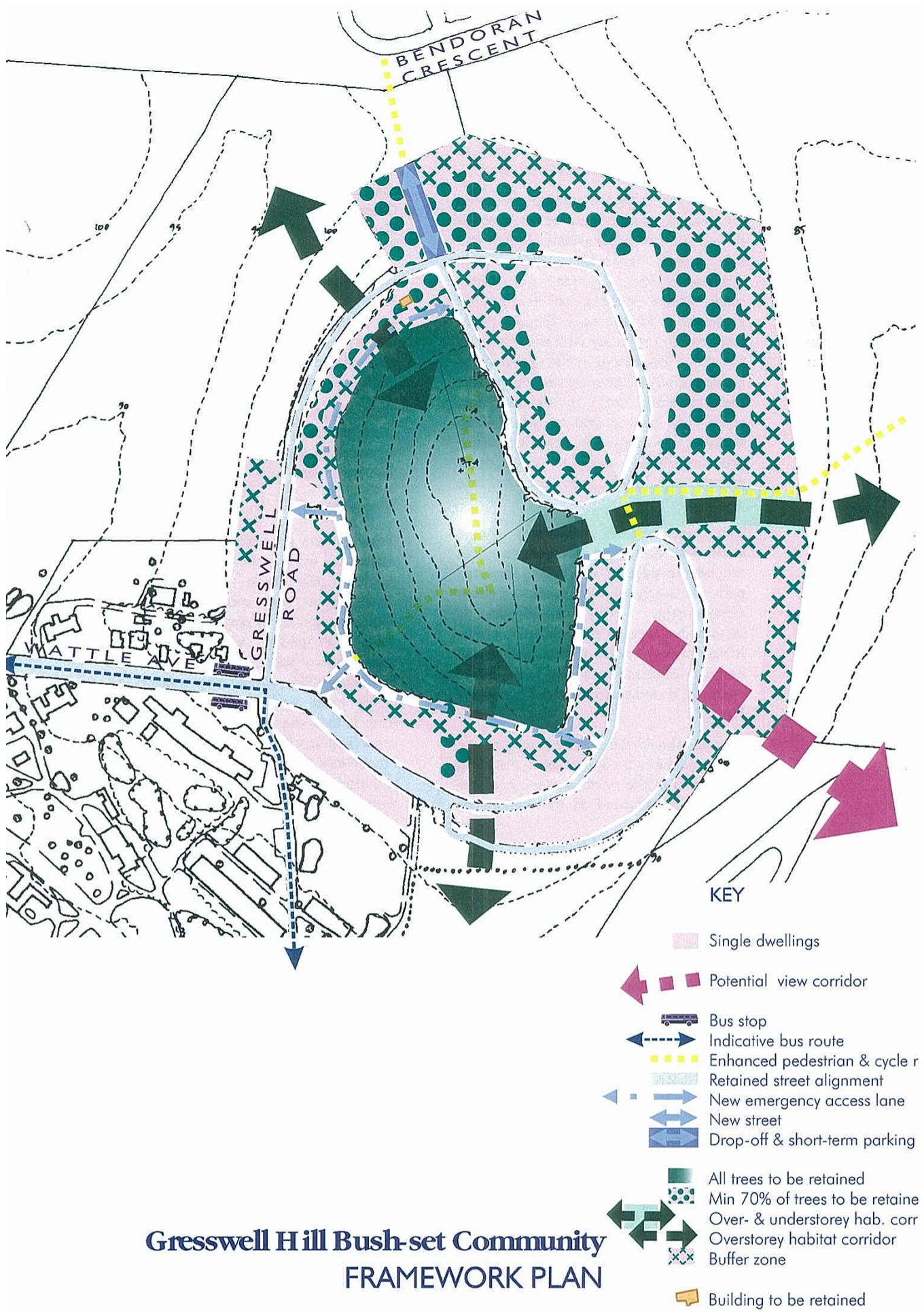
New buildings throughout the precinct should be of a contemporary character. All buildings should also be designed to meet high standards of energy efficiency in construction and use. Material from demolished buildings should be reused in road or other construction where possible.

Movement and transportation

The Gresswell Hill neighbourhood will be, by its very nature, a relatively isolated area with limited access. However, a number of measures should be set in place to enhance its level of accessibility and integration without destroying this character.

The use of bus services by the new community should be supported by the provision of an attractive bus stop on Wattle Avenue, at the end of Gresswell Road.

A direct, safe and well-lit pedestrian and cycle connection should be introduced between the Gresswell Hill precinct and Bendoran Crescent, to provide access to Greenwood Primary and Bundoora Secondary Schools. Within the development area, this route should constitute a street overlooked by houses, with a landscaped car parking area for parents collecting their children after school.



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An enhanced pedestrian route should also be provided through Gresswell Forest to the existing residential area to the east.

Walking and cycling should be promoted for local trips within the precinct, through the creation of a permeable, legible and safe street network. This should incorporate the alignment of existing roads where possible, to support the preservation of the trees alongside them and provide continuity with the history of the site. The existing roads may need to be upgraded or reconstructed to reflect their increased use. In addition, new roads may be required to establish an effective movement network, which provides efficient access to development parcels and legible links between the precincts.

The new street network should incorporate access for emergency services around the edge of the heavily forested part of Gresswell Hill protected from development. This should be an unobtrusive lane, at the minimum width. It may provide access to lots, and should be well connected to the main street network, as indicated on the Framework Plan.

A path should be created to provide access to the apex of Gresswell Hill from key points in the north and south of the precinct, as indicated on the Framework Plan.

New vehicular connections are prohibited to the north, east or west of the precinct, to protect the adjacent flora and fauna habitats.

To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor car parking. This may be either on-site, or on-street if sufficient road width is allowed. Sufficient street width must also be allowed for refuse collection vehicles.

Flora and fauna reserves

An overstorey and understorey habitat corridor must be maintained between Gresswell Hill and Gresswell Forest, combining linked tree canopies with a

continuous link at ground level. Overstorey habitat corridors must also be maintained between Gresswell Hill and the Strathallan Habitat Link, and between Gresswell Hill and the Cherry Street Grasslands, as indicated on the Framework Plan.

Development areas abutting the Strathallan Habitat Link, Gresswell Forest or Gresswell Hill should incorporate a 'buffer zone', with appropriate restrictions on landscaping, garden maintenance and pet ownership.

The design and maintenance of the corridors and buffer zones should be agreed with the manager of the flora and fauna reserves.

Vegetation

Development proposals should seek to retain as many trees as possible, to maintain the bush setting of the development and create an informal habitat network. In particular, the native trees identified as having high conservation value, indicated on the Framework Plan, should be protected and incorporated within the public domain. At least 70% of the native trees of moderate conservation value, also indicated on the Framework Plan, must also be retained and incorporated within the public domain where possible.

Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls. Where possible, the understorey of retained trees should be protected too.

Any desert ash trees should be removed by the developer.

All development proposals must be based on an accurate survey of existing native trees, and provide justification for the removal of any native trees. Developers must establish a strategy to ensure the protection of trees during construction.

New native trees should be planted to maintain the bush setting of the development, however species should be selected carefully to avoid disturbance of the flora and fauna reserves. All new

planting in the public domain should be in character with the retained landscape.

Open space

Appropriately designed open space should be provided within the development for children's play, in accordance with Council standards. A lookout platform should also be provided at the apex of Gresswell Hill.

Built heritage

It is considered that Pinaroo House would add character to the new development, and should preferably, therefore, be retained. It should be reused for residential accommodation.

Utilities

All development proposals should be accompanied by an investigation of the implications of providing utilities to the North East Corridor as a whole, to ensure the coordinated installation of infrastructure. In particular, stormwater drainage measures must form part of a comprehensive strategy for the whole Corridor, to ensure that proposals do not prejudice development elsewhere and acceptable peak flows are not exceeded. Gross pollutant traps and oil and petrol interceptors should be installed in all drainage systems.

The developer should provide appropriate improvements to the physical infrastructure of the area at the relevant time, and contribute to the cost of maintaining any wetlands created to meet the drainage requirements of new development.

Community facilities

The developer should contribute to multipurpose community halls to be provided at the Larundel and Mont Park local centres, to cater for the social, recreational and cultural needs of the community.

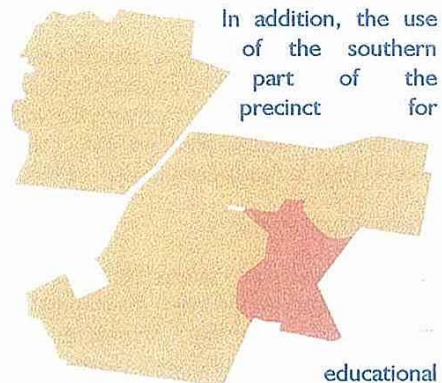
9 Mont Park Learning Community



The application to Mont Park of the general policies for the North East Corridor, outlined in section 5, leads to the following precinct-specific policies, illustrated by the Framework Plan opposite.

Land use

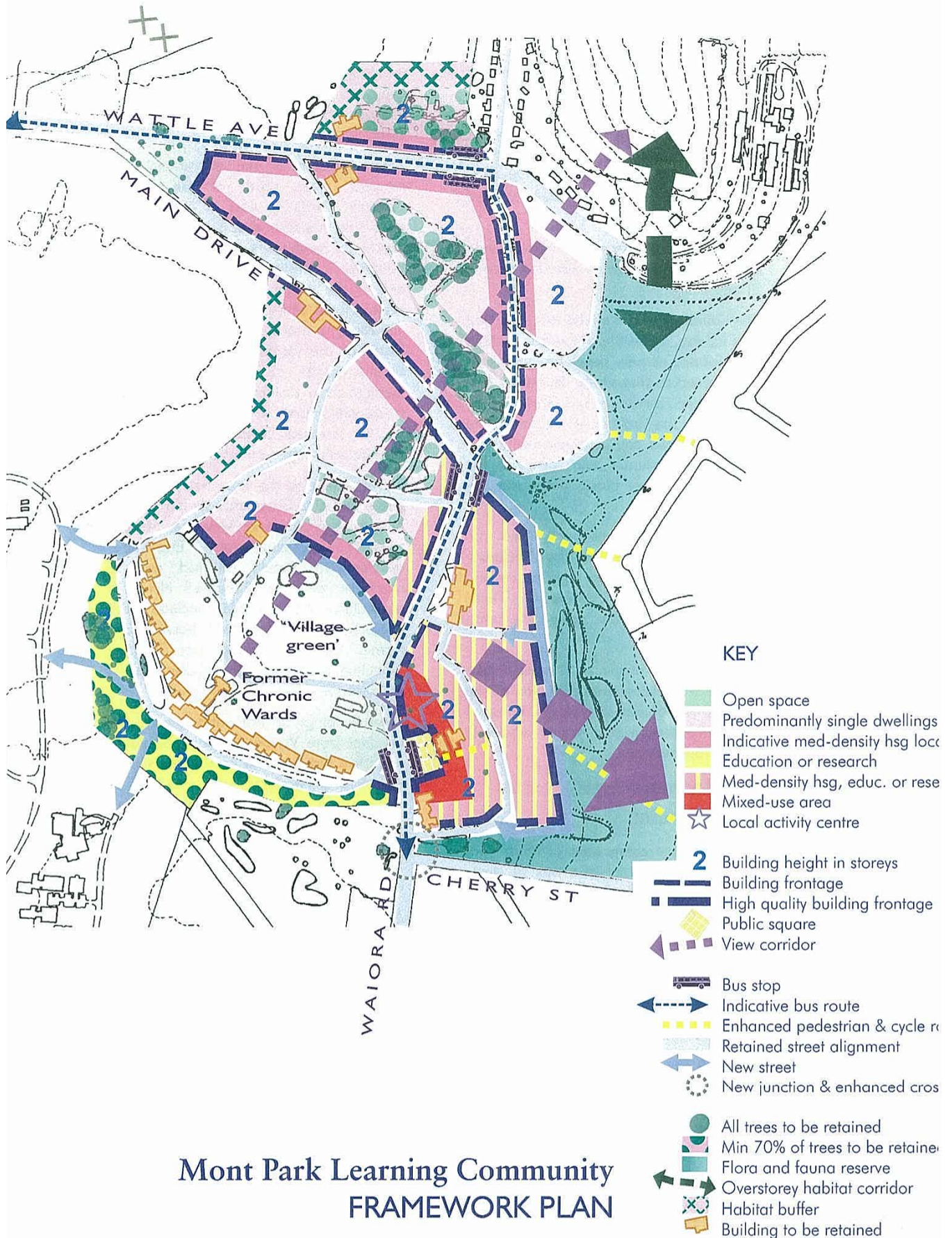
Mont Park is intended to be a predominantly residential development, incorporating both single dwellings and medium density housing. Residential development proposals should incorporate a range of housing types, to ensure provision for each stage of the life cycle. These may include student housing and home/office combinations. Medium-density housing should be concentrated along main roads and facing the 'village green' as indicated on the Framework Plan.



educational and research facilities is expected to continue. As indicated on the Framework Plan, the expansion of these uses is welcomed into both the undeveloped area behind the former Chronic Wards, and the area between Main Drive and the Cherry Street Grasslands. Ancillary retail uses should also be allowed in these areas, if such expansion occurs. Should the area adjacent to the grasslands not be desired for education and research facilities, it should be developed for medium-density housing.

Although it is recognised that opportunities to introduce commercial facilities during the early stages of the development may be limited, a mixed-use local activity centre will also be encouraged to serve the new resident and existing worker and student communities with community, professional, service industry, retail and leisure facilities. The preferred location for this local centre is at the interface between the educational and research uses and new residential community, adjacent to the 'village green' on Main Drive. This location, indicated on the Framework Plan, also contains a number of retained buildings which could be reused to accommodate local facilities.

Retail premises that will compete with other shopping centres should not be allowed. Instead, convenience retailing, a child care centre, community health facilities, food and drink premises, personal services and small art and craft workshop spaces will be encouraged. The local centre should consist of units 150m²



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or smaller, to ensure a diverse range of tenants. It may include small-scale office space or teleworking centres, and should ideally include some residential use, such as apartments, in order to maintain a level of activity and hence safety in the area at night. This would be the most appropriate location for any student housing, along with the other retained buildings.

The full range of uses that will be allowed in this mixed-use area are listed in section 11 on *Zoning*.

The boundary of the mixed use area, and thus its size, is flexible. However, within the precinct, all new development should be designed so that similar land uses face each other across every street. In particular, the boundary between the mixed-use area and adjacent residential development should run through the middle of a street block, not down the street itself.

Non residential uses will also be acceptable in retained buildings, including both those of heritage significance and others such as the Pharmacy. These should, however, be compatible with adjacent uses.

Development proposals must take account of potential contamination of the site, and include remediation measures for any contamination that would adversely affect proposed uses.

Development form, density and character

The residential component of Mont Park is intended to comprise a mix of single dwellings and medium density housing. In order to ensure a degree of coherence in the residential areas, all buildings in each street must be designed by the same architect, in a similar style. This may be achieved by selling the land to housebuilders, rather than selling individual unbuilt lots.

Higher density development is welcomed in the mixed-use local centre. However, this must respect the scale of adjacent development and, in particular, the retained buildings. As a guideline, new

buildings should be no higher than two storeys. A public square should be incorporated in the centre of the mixed-use area, as indicated on the Framework Plan, to provide a meeting space for the community.

Any expansion of the educational and research uses, south of the former Chronic Wards or east of Main Drive, should be in a form that is sensitive to its residential neighbours. In each of these locations it should be largely obscured behind the existing tree-lined edges of Waiora Road and Cherry Street and, as a guideline, no more than two storeys high. South of the former Chronic Wards, it should consist of detached, small- or medium-scale buildings set amongst the trees, while north of Cherry Street it may be in terraced forms creating more continuously-edged street-blocks.

Development in the area between Main Drive and the Grasslands should be laid out to capitalise on views south-east towards the Dandenongs. Elsewhere, development should be laid out to maximise views of Gresswell Hill. In particular, this should include the protection of a view corridor between the former Central Administration Building (attached to the former Chronic Wards) and Gresswell Hill.

New buildings at the entrances to the precinct from Waiora Road in the south and Main Drive in the north-west should be of a particularly high standard of design, and address the direction of arrival. Buildings facing the Cherry Street Grasslands should also be of a high standard of design. These locations are highlighted on the Framework Plan.

All new buildings must overlook and have their primary pedestrian entrance facing the street. All public open space must also be overlooked by buildings along each private edge.

New buildings throughout the precinct should be of a contemporary character, and not seek to mimic retained buildings. However, new development alongside retained buildings should be of an equivalent or smaller scale.

New buildings should be designed to meet high standards of energy efficiency in construction and use. Material from demolished buildings should be reused in road or other construction where possible.

Development staging

The early stages of development should create an attractive gateway to the area from Waiora Road in the south and Main Drive in the north-west. Once occupation of the precinct has commenced, separate access should be provided for construction and occupier traffic.

Movement and transportation

The movement and transportation strategy for Mont Park should seek to minimise the impact of the new development on the adjacent local street networks. This can be achieved by promoting other modes of movement, such as public transport, walking and cycling, and through the design of the road network.

Bus services through the Corridor should be supported by the provision of a direct route through Mont Park, connecting Wattle Avenue with Waiora Road and Cherry Street via Main Drive, as shown on the Framework Plan. Attractive bus stops should be located at key movement nodes in the development, including the proposed local centre.

Walking and cycling should be promoted for local trips, through the creation of a permeable, legible and safe street network focused particularly on bus stops, and access to Macleod Station. Safe, well-lit and direct pedestrian and cycle routes should be provided to the existing residential area and railway station in Macleod, and for cyclists to the local cycle route east of the railway line.

The alignment of existing roads should be retained where possible, to support the preservation of the trees alongside them and provide continuity with the history of the site. However, in order to enhance the habitat corridor between the La Trobe University Campus Wildlife

Reserve and Strathallan Habitat Link (see *Flora and fauna reserves policy*), Main Drive should be realigned to meet Wattle Avenue alongside the existing building to the east, as indicated on the Framework Plan. Street alignments around retained buildings must be preserved to maintain the relationship between those buildings and the public realm.

Many of the existing roads will need to be upgraded or reconstructed to reflect their increased use. In addition, new roads will be required to establish an effective movement network, which provides efficient access to development parcels and legible links between the precincts. The new street network should create new links with La Trobe University, to integrate it with Mont Park. This will provide continuity between the university and research uses, direct access to the proposed local centre, and shift some of the traffic from Waiora Road. The preferred location for these links are shown on the Framework Plan.

Any additional streets should be aligned, where possible, to take advantage of views of Gresswell Hill.

Waiora Road, and in particular its intersection with Cherry Street, may need to be upgraded to accommodate additional traffic generated by the development and improve safety. Any improvements required should be ensured through development contributions.

New vehicular connections should be prohibited to the east or west of the precinct, to protect the adjacent flora and fauna reserves and avoid adding congestion to the existing local road network in Macleod.

Provision for servicing of new commercial development should be designed to minimise conflict with adjacent residential uses.

Private parking should be provided on-street, or hidden from view behind buildings. The area immediately in front of the former Chronic Wards may contain a limited amount of car parking, but should not be allowed to become dominated by cars.

To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for resident and visitor car parking. This may be either on-site, or on-street if sufficient road width is allowed. Sufficient street width must also be allowed for refuse collection vehicles.

Flora and fauna reserves

The Mont Park precinct abuts several of the protected flora and fauna reserves, demanding special provision in its design.

The link between the Strathallan Habitat Link and La Trobe University Campus Wildlife Reserve should be protected and enhanced, by preserving the vegetation at the intersection of Main Drive and Wattle Avenue, and realigning Main Drive to meet Wattle Avenue alongside the existing building to the east. A new overstorey habitat corridor should also be introduced between Gresswell Hill and the Cherry Street Grassland, as indicated on the Framework Plan, comprising linked tree canopies.

Development areas abutting the University Wildlife Reserve or Cherry Street Grasslands should incorporate a 'buffer zone', with appropriate restrictions on landscaping, garden maintenance and pet ownership.

The design and maintenance of the corridors and buffer zones should be agreed with the manager of the flora and fauna reserves.

Vegetation

Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network. In particular, the native trees identified as having high conservation value should be protected and incorporated within the public domain. At least 70% of the native trees identified as having moderate conservation value should also be protected, and incorporated within the public domain where possible. A survey should also be undertaken to identify exotic trees of

importance to the character of the area. Those, too, should be protected unless they place a significant restriction on development.

Any trees identified for retention remaining on private lots should be protected by appropriate building siting controls. Where possible, the understorey of retained trees should be protected too.

Any desert ash trees should be removed by the developer.

All development proposals must be based on an accurate survey of existing native trees, and provide justification for the removal of any native trees. Developers must also establish a strategy to ensure the protection of trees during construction.

New trees should be planted to maintain the parkland setting of the development, however species should be selected carefully to avoid disturbance of the flora and fauna reserves. All new planting in the public domain should be in character with the retained landscape.

Open space

The 'village green' in front of the former Chronic Wards in Mont Park, identified in the Bundoora-Mont Park Reference Group's *A Masterplan for the Future*, should be protected from development. It should be enhanced to provide effective passive and active recreation space, including the provision of support facilities such as toilets, shelter and play equipment. Appropriately designed open space should be provided within the development for children's play, in accordance with Council standards. These should be incorporated within the open spaces required to accommodate retained trees, as shown on the Framework Plan.

Built heritage

A number of existing buildings in Mont Park have been identified as having significant heritage or character value. These are indicated on the Framework Plan, and include:

- the former Chronic Wards and Administration Offices,
- Ernest Jones Hall,
- Paying Patients' Administration Building,
- New Hospital Ward,
- Nurses Home, and
- D, E and F wards.

All of these buildings should be retained, although exceptions may be made in the case of the former Nurses Home and D ward if their retention and reuse is proved to be financially infeasible. Most of them are currently in use by La Trobe University or the Environmental Protection Agency, and the reuse of the remaining buildings should be encouraged. A flexible approach should be taken towards the use of the buildings, in order to ensure their long-term preservation. Historic interpretation should be promoted through the display of information about the site and buildings' history.

Utilities

All development proposals should be accompanied by an investigation of the implications of providing utilities to the North East Corridor as a whole, to ensure the coordinated installation of infrastructure. In particular, stormwater drainage measures must form part of a comprehensive strategy for the whole Corridor, to ensure that proposals do not prejudice development elsewhere and acceptable peak flows are not exceeded. Gross pollutant traps and oil and petrol interceptors should be installed in all drainage systems.

If new wetlands are to be created in order to meet the requirement for stormwater attenuation, they should be designed and sited to provide optimum recreational and visual benefit to the development, yet avoid the undue sterilisation of development land. Consideration should also be given to their use as a buffer between flora and fauna habitats and development areas, and their integration with the flora and fauna reserves through

the provision of a complementary ecological habitat.

The developer should provide appropriate improvements to the physical infrastructure of the area at the relevant time, and contribute to the cost of maintaining any wetlands created to meet the drainage requirements of new development.

Community facilities

The developer should provide a multipurpose community hall at the Mont Park local centre, able to cater for the social, recreational and cultural needs of the community.

10 La Trobe Community Campus



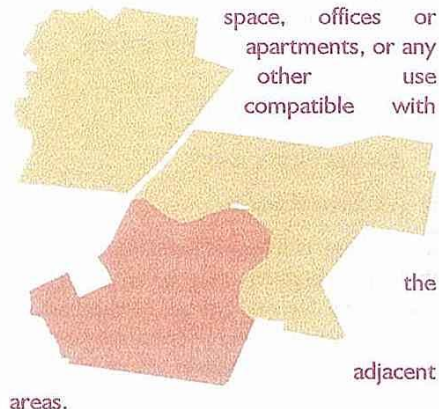
The application to La Trobe University's Bundoora Campus of the general policies for the North East Corridor, outlined in section 5, leads to the following precinct-specific policies, illustrated by the Framework Plan opposite.

Land use

La Trobe University is intended to remain a predominantly educational development. In addition, it is expected that the use of the area south of Kingsbury Drive for related residential and recreational uses will continue, the research and development park will remain and expand, and the wildlife reserve will be preserved.

The university is proposing to develop a business park adjacent to Plenty Road. This land use should be supported, to provide employment opportunities, with the proviso that the form of development take account of the residential uses opposite (see *Development form, density and character* below). Tenants with a connection to university research should be encouraged, as should a mix of uses that includes apartments, in order to maintain a level of activity and hence safety in the area at night.

New development is also proposed alongside Kingsbury Drive. This may consist of university teaching or research



areas.

Provision for new and growing business enterprises is also welcomed, associated with the research and development park or business park. This should take the form of a business innovation centre incorporating starter units, with further incubator units focused around it and larger premises to allow an on-site progression for growing businesses.

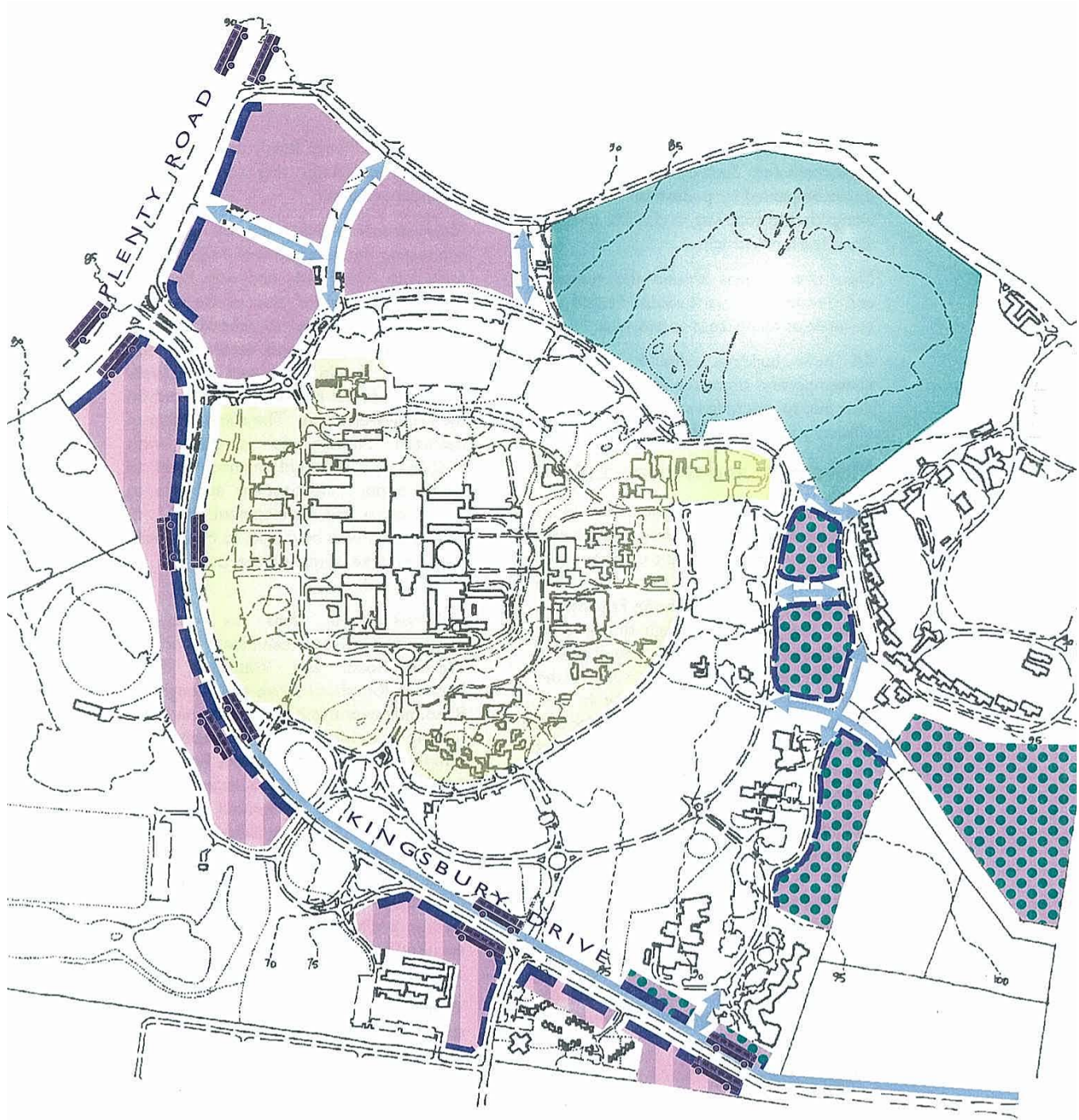
These policies are illustrated on the Framework Plan opposite.

Development form, density and character

The La Trobe precinct currently consists of compact groups of medium-scale buildings set amongst a heavily landscaped environment. This character should be continued by any new development, with the additional requirement that it overlook and have its primary pedestrian entrances facing the street. All public open space must also be overlooked by buildings along each private edge.

New development is welcomed alongside Plenty Road. However, it must be of a high standard of design, and of a layout and height that respects the tree-lined character of Plenty Road and the scale of development opposite. As a guideline, new buildings alongside Plenty Road should consist of detached buildings no higher than two storeys.

New development is also welcomed facing Kingsbury Drive, in order to transform it



KEY

- Business Park
- Education
- Research and development park
min 70% of trees to be retained
- Education, research,
office or residential uses
- Building frontage
- High quality building frontage
- Bus stop
- New street
- Flora and fauna reserve

La Trobe Community Campus
FRAMEWORK PLAN

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be laid out to retain and respect its tree-lined character. Such development should be accompanied by pedestrian pavements alongside the roadway, and a line of trees along the median strip.

New development around the research and development park should be laid out to retain as many trees as possible.

All new buildings should be of a contemporary character, and should be designed to meet high standards of energy efficiency in construction and use.

Movement and transportation

Bus services along Plenty Road should be supported by the provision of attractive bus stops, located adjacent to tram stops and adjacent to routes into the development as shown on the Framework Plan. Bus services through the precinct should also be supported by the provision of direct routes from Plenty Road to the university campus and research and development park, and on to Macleod Station. Bus stops should be provided at key movement nodes along this route, as indicated on the Framework Plan.

An attractive pedestrian and cycle environment should also be created along Plenty Road, linking bus and tram stops to the proposed business park and to routes into the development. The design of new intersection treatments on Plenty Road should incorporate improved crossing conditions for pedestrians, to facilitate access from the residential area opposite, and to Bundoora Park.

Walking and cycling should be promoted for local trips, through the provision of a permeable, legible and safe street network focused particularly on bus and tram stops. The alignment of existing roads should be retained where possible, to support the preservation of the trees alongside them and provide continuity with the history of the site.

Additional roads are required to establish an effective movement network, which provides efficient access to development parcels and legible links between the precincts. The proposed business park should be laid out to create a permeable street network, incorporating direct

access from Plenty Road, and links with both the university ring road and the Larundel precinct.

New streets should also be provided connecting the research and development park with Mont Park, and with Forensic Drive, to integrate the precincts and provide direct access to related facilities and the proposed local centre. These links, too, should form part of a well-connected street network as indicated on the Framework Plan. The continuation of Research Avenue to connect with Kingsbury Drive should be encouraged, to create a new, independent entrance to the research and development park. In combination with new links to Mont Park, this may take some of the pressure off Waiora Road.

VicRoads have plans to duplicate Kingsbury Drive between Plenty Road and Waiora Road, and Waterdale Road between Kingsbury Drive and Dougharty Road, however this is dependent on other funding priorities. The intersection of Kingsbury Drive with Waiora Road may need to be upgraded to accommodate additional traffic generated by the development. The university is also considering the realignment of the Plenty Road / Kingsbury Drive intersection to consolidate their land holding, although further justification is understood to be required before this will be supported by VicRoads.

Whilst the duplications should be supported to provide for additional traffic generated by development within the Corridor, support should also be given to a review of the priority given to the duplication of Kingsbury Drive east of Waterdale Road, in favour of that given to further duplication of Waterdale Road south of Dougharty Road.

Other than the duplication of Waterdale Road, new vehicular connections should be discouraged to the south of the precinct, to avoid adding congestion to the existing local road network.

Plenty Road and Kingsbury Drive form part of the Principal Bicycle Network, and any improvements to them should include provision for cyclists.

To avoid the incidence of higher levels of on-street parking than intended by the design of the street, adequate provision should be made in development proposals for car parking. This may be either on-site, or on-street if sufficient road width is allowed. Sufficient street width must also be allowed for refuse collection vehicles.

Flora and fauna reserves

Development areas abutting the University Wildlife Reserve or Grasslands should incorporate a 'buffer zone', with appropriate restrictions on landscaping, garden maintenance and pet ownership.

The design and maintenance of the corridors and buffer zones should be agreed with the manager of the flora and fauna reserves.

Vegetation

Development proposals should seek to retain as many trees as possible, to maintain the parkland setting of the development and create an informal habitat network.

A survey should be undertaken to identify native and exotic trees of conservation importance, or importance to the character of the area. Trees with moderate or high conservation value should be protected. Trees that are important to the character of the area should also be protected, unless it places a significant restriction on development. Where possible, the understorey of retained trees should be protected too.

All development proposals must be based on an accurate survey of existing native trees, and provide justification for the removal of any native trees. Developers must establish a strategy to ensure the protection of trees during construction.

Where possible, new development should be planned to incorporate trees identified for protection within the public domain. Any trees identified for retention on private lots should be protected by appropriate building siting controls.

New trees should be planted to maintain the parkland setting of the development, however species should be selected

carefully to avoid disturbance of the flora and fauna reserves. All new planting in the public domain should be in character with the retained landscape.

Open space

Optimisation of the use of La Trobe University's sports grounds should be encouraged, through greater community access.

Utilities

All development proposals should be accompanied by an investigation of the implications of providing utilities to the North East Corridor as a whole, to ensure the coordinated installation of infrastructure. In particular, stormwater drainage measures must form part of a comprehensive strategy for the whole Corridor, to ensure that proposals do not prejudice development elsewhere, and acceptable peak flows are not exceeded. Gross pollutant traps and oil and petrol interceptors should be installed in all drainage systems.

If new wetlands are to be created in order to meet the requirement for stormwater attenuation, they should be designed and sited to provide optimum recreational and visual benefit to the development, yet avoid the undue sterilisation of development land. Consideration should also be given to their use as a buffer between flora and fauna habitats and development areas, and their integration with the flora and fauna reserves through the provision of a complementary ecological habitat.

The developer should provide appropriate improvements to the physical infrastructure of the area at the relevant time, and contribute to the cost of maintaining any balancing lakes created to meet the drainage requirements of new development.

Community facilities

Public access to university services, such as medical and religious facilities, the proposed performing arts centre and the library, should be encouraged.

11 Zoning and Overlay Provisions

Zoning

In order to support the policies outlined previously in this section for the North East Corridor, the following zones are proposed:

Bundoora Park	<i>Public Park and Recreation Zone</i>
Mount Cooper and Gresswell Grange	<i>Residential 1 Zone</i>
La Trobe University, including the Wildlife Reserve	<i>Special Use Zone</i>
All other Flora and fauna reserves	<i>Public Conservation and Resource Zone</i>
remainder of the Corridor	<i>Comprehensive Development Zone</i>

The Comprehensive Development Zone is considered appropriate for the Larundel and Mont Park Hospital sites due to their large size, combined with the relatively complex range of uses and development form that is demanded in order to protect their ecological and heritage assets and capitalise on their potential for urban consolidation and integrated uses. Failing the application of a Comprehensive Development Zone, the zoning that is applied to the site should allow for a range of uses in accordance with an incorporated development plan.

The following schedules are recommended for the Comprehensive Development Zone:

Section 1 – Permit not required

- Accommodation uses except camping and caravan parks
- Child care centre uses
- Education uses
- Research and development
- Service industry uses
- Minor sports and recreation facility uses
- Office uses

- Mineral exploration
- Mining
- Search for stone
- All place of assembly uses except drive-in theatres
- Pleasure boat facility uses
- Retail uses
- Art and craft centre
- Display home
- Funeral parlour
- Home occupation
- Natural systems
- Research centre
- Veterinary centre

Section 2 – Permit required

- Agriculture uses
- Mineral, stone or soil extraction uses
- Transport terminal uses except airport and road freight terminals (which are prohibited)
- Utility installation uses
- Commercial display area
- Mail centre
- Car park
- Cemetery
- Cinema based entertainment facility
- Crematorium
- Hospital
- Service station
- Winery
- Any other use not in Section 1 or 3 of the schedule to this zone
- Any use in Section 1 of the schedule with a condition attached

Section 3 – Prohibited

- Camping and caravan park
- Industry uses except research and development and service industry uses
- Major sports and recreation facility uses
- Motor racing track
- Drive-in theatre
- Airport and road freight terminal uses
- All warehouse uses except commercial display areas and mail centres
- Saleyard
- Brothel

Each of these uses should have a condition attached that relates it to the general locational characteristics outlined in the development framework, and ensures the avoidance of environmental conflicts between incompatible uses located too closely to each other.

In conjunction with the proposed Comprehensive Development Zoning, separate Comprehensive Development Plans should be incorporated within the Planning Scheme to cover the Larundel and Mont Park sites. These should be based on the development framework outlined previously in this section. This will ensure, through precinct-specific controls, that the development of each of its parts is carried out in a coordinated manner, and that no development takes place that is prejudicial to the successful realisation of the vision.

Overlays

The following overlays should be applied to the North East Corridor, in order to give effect to the policies outlined previously in this section.

Environmental significance overlay

An environmental significance overlay should be applied to the Corridor to ensure that development is compatible with the preservation and effective functioning of the flora and fauna reserves, and water quality of the wetland system.

Vegetation protection overlay

A vegetation protection overlay should be applied to the Corridor to protect the areas of significant vegetation and ensure that development minimises loss of vegetation.

Heritage overlay

A heritage overlay should be applied to the Corridor to conserve and enhance the existing buildings identified to have cultural and/or heritage importance.

Design and development overlay

A design and development overlay should be applied to the Mont Park and Larundel redevelopment sites to ensure the application of specific requirements referring to the form, density and character of new development.

Development plan overlay

A development plan overlay should be applied to the Mont Park and Larundel redevelopment sites to require the form and conditions of future use and development to be shown on an incorporated plan before the use or development of land can commence.

Environmental audit overlay

An environmental audit overlay should be applied to the Corridor to ensure that potentially contaminated land in the former hospital sites is suitable for a use

that could be significantly adversely affected by any contamination.

Development contributions overlay

A development contributions overlay should be applied to the development precincts within the Corridor to require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence, including:

- road improvements, both on- and off-site;
- utility infrastructure improvements, both on- and off-site;
- community facilities, both on- and off-site;
- the enhancement and maintenance of open space; and
- the maintenance of utility infrastructure including stormwater runoff balancing ponds.

Part III

IMPLEMENTATION
STRATEGY

13 Introduction

What is the purpose of the implementation strategy?

Redevelopment within the North East Corridor will take place regardless of any contribution to its implementation from Council. The high quality of the development setting provided by the North East Corridor ensures that there is no need for the public sector to catalyse development by making up-front interventions. Staging of land release will be determined simply by Government's program for relocating and upgrading psychiatric and training centre facilities.

However, Council has a responsibility to plan strategically for the future of the Corridor. To this end, the previous sections of this Strategic Plan outline a proposal for the future of the North East Corridor. That proposal relies on certain relationships being created between each precinct, and between the different development components such as land use, built form and transportation. In other words, it is an integrated proposal.

Many different actors will play a part in the Corridor's development. So in order to realise the integrated proposal, a strategy is required to coordinate the contributions of these actors. That is the purpose of this implementation strategy. It is critical that the implementation strategy provides the process to meet the following objectives.

1. It is imperative that the aims and content of the proposal for the North East Corridor are agreed by each of the actors, so that they all contribute positively to its implementation.
2. It is essential that the actors' individual roles and contributions are clear and agreed, to avoid the potential for conflict or omission.
3. It is important that the proposal is dynamic, and responds to changing circumstances.

14 Actions

The role of Council

For Darebin City Council, there are six steps to the implementation strategy:

1. Defining Council's proposal for the North East Corridor
2. Identifying the actors who will contribute to its implementation, and their roles
3. Achieving agreement with those other actors on a joint proposal for the Corridor
4. In conjunction with those actors, establishing the contributions required of each of them to implement the joint proposal
5. Making Council's contribution to the implementation of the joint proposal
6. In conjunction with the other actors, monitoring the implementation of the proposal

This Strategic Plan provides the definition of Council's proposal for the North East Corridor (step 1), agreed by the community and approved by Council. The identification of the actors (step 2) is also largely complete (see *Stakeholders* in section 3 of this document), although responsibility for the disposal of the land is an enshrouded combination of two Government departments, and additional actors will continue to enter the stage as development proceeds.

Achieving agreement with the other actors on a proposal for the Corridor (step 3) is an ongoing process, of which this Strategic Plan is a part. This document already incorporates the aspirations of the primary actors in principle, in particular by building on the earlier *Bundoora – Mont Park Master Plan* exercise conducted by the Department of Infrastructure's Office of Major Projects, and benefiting from a further process of consultation with the actors. Further confirmation of the proposal should, however, be sought from all the key actors. A proposal for this, along with

steps 4 and 6, is contained below under the heading *Coordinating the actors*.

Council's primary contribution to the implementation of the proposal (step 5) will relate to its roles as local planning authority, manager of Bundoora Park and responsible authority for local physical and social infrastructure. As local planning authority, Council should reflect the joint proposal and incorporate appropriate development control measures for the Corridor in the municipal Planning Scheme, as outlined in section 5 of this document. It should also negotiate appropriate planning consents as applications for sites within the Corridor are submitted, in consultation with the other actors.

As manager of Bundoora Park, Council should implement its master plan for the enhancement of the park's facilities.

As responsible authority for local infrastructure, Council should ensure the appropriate provision and maintenance of roads, public transport, utilities, open space, community facilities and other infrastructure elements, as outlined elsewhere in this document. This contribution may include entering into development contribution agreements with the developers of each site to secure appropriate funding.

Coordinating the actors

In order to coordinate the contributions of the various actors who will play a part in the development of the North East Corridor, a regular, informal forum should be convened consisting of an appropriate representative from each of:

- the Department of Treasury and Finance's Victorian Property Group,
- the Department of Infrastructure's Office of Major Projects,
- the Department of Infrastructure's North West Metro Region,
- Darebin City Council's Strategic Planning Department,
- La Trobe University, and
- the Urban Land Corporation.

Master developers should also be included in the forum once they have been identified. Representatives from the Cities of Banyule and Whittlesea should be invited to participate in discussions regarding the integration of the Corridor with those municipalities.

The first task of this forum should be to agree the aims and content of an integrated proposal for the future of the North East Corridor, such as the one outlined in this Strategic Plan. At the same time, the roles and contributions required of each of the above agencies should be clearly established and agreed.

The forum should continue to convene on a regular basis throughout the implementation of the proposal, in order to:

- establish agreed development principles for each precinct, to provide a brief for the preparation of detailed development proposals;
- monitor the implementation of the proposal, including the approval of planning applications and the preparation of development agreements; and
- adapt the joint proposal to reflect changing circumstances.

Only in this way will Council's vision for a model urban development in the North

East Corridor, outlined earlier in this document, be achieved.

6. OTHER BUSINESS

6.1 APPLICATIONS DETERMINED BY VCAT - REPORT FOR PLANNING COMMITTEE

EXECUTIVE SUMMARY

The General Planning Information attached at Appendix A contains:

- A summary of decisions by VCAT to date in financial year 2024-2025, at Table 1; and
- A summary of decisions issued since last reported to Council (financial year 2024-2025) at Table 2.

Officer Recommendation

That the General Planning Information attached as **Appendix A** be noted.

Attachments

- APPLICATIONS DETERMINED BY VCAT (**Appendix A**) [!\[\]\(d27edc55493507da2f9b8c7a52b3b96f_img.jpg\)](#) [!\[\]\(9bf7a72a60a57323fa980b9b0338593f_img.jpg\)](#)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any conflicts of interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



TABLE 1: SUMMARY OF DECISIONS UPHELD BY VCAT - FINANCIAL YEAR TO DATE - AUGUST 2024

	Number of VCAT Decisions	Percentage of decisions upheld (as reported to LGPRF*)
Council decisions	2	50% 1/2
Delegate decisions	1	100% 1/1
All decisions	3	67% 2/3

Comment on performance and trends.

This financial year to date (at the time of reporting) there have been three (3) VCAT decisions.

The Statutory Planning Unit aims to continue the positive trend in Tribunal results achieved in the previous financial year whereby the majority of decisions, including those decided through mediation, were upheld by VCAT, resulting in good planning outcomes for Council and our community.

Contents of Table 1

Table 1 includes VCAT decisions as collated by the LGPRF. Column 3 of Table 1 provides the results as reported to LGPRF.

Notes on Table 1

Council decisions are decisions made by the Planning Committee.

Delegate decisions are decisions made under Council’s delegation instrument by Planning Officers in the Statutory Planning Unit.

Council and delegate decisions are both decisions of the Responsible Authority.

Column 3 summarises VCAT decision types and outcomes reported to the Local Government Performance Reporting Framework (LGPRF).

**Some less common VCAT application types are not reported to LGPRF (e.g. applications to cancel a permit, obtain a declaration and enforcement proceedings). This financial year to date, there have been no VCAT decisions that are not reportable to LGPRF.*

PLANNING COMMITTEE MEETING

9 September 2024

TABLE 2: SUMMARY OF VCAT DECISIONS ISSUED SINCE LAST REPORT TO COUNCIL (COMMENCING FINANCIAL YEAR 2024-2025)

Council & VCAT references	Address & ward	Proposal	Council position	Council or Delegate decision?	VCAT application type*	Hearing type**	VCAT decision	Was Darebin's final position upheld?
D/518/2021/B P107/2024	81 Dundas St PRESTON South Central	Alterations and additions to existing shop and dwelling and construction of an additional dwelling	Not support	Delegate	S79	No hearing	Set Aside	Yes
Discussion In appeal P107/2024, a mediated outcome was achieved as the permit applicant agreed to an outcome that was consistent to what had been previously approved by Council. The permit applicant had sought changes to the approval, which would have resulted in a site coverage and permeability outcome that was not compliant with the objectives of the planning scheme. The agreed to changes, which included increasing on site permeability and decreasing site coverage have resulted in an acceptable outcome that meets planning scheme objectives and aligns with Council's previous planning approval.								

Notes on Table 2

*VCAT appeal types explained:

*S77 – Section 77 Application for review of Council's refusal to grant a planning permit, by the applicant.**S78 – Section 78 Application for review of notice or information requirements requested by Council, by the applicant.**S79 – Section 79 Application for review of Council's failure to determine the application within the 60-day statutory timeframe, by the applicant.**S80 – Section 80 Application for review of Council's conditions on a planning permit, by the applicant.*

PLANNING COMMITTEE MEETING

9 September 2024

S81 – Section 81 Application for review of Council’s decision to not extend a planning permit, by the applicant.

S82 – Section 82 Application for review of Council’s decision to support a proposal, by objectors.

S87A – Section 87A Application to amend a permit issued at direction of Tribunal.

****VCAT hearing types explained:**

Practice Day Hearing (PDH) – Administration hearing - VCAT gives direction on how the case will proceed, sets dates, discusses preliminary legal issues, etc

Compulsory Conference (CC) – Prior to the full hearing, parties confidentially discuss ways to resolve the case with the help of a VCAT member, may result in a mediated outcome being reached.

Hearing – VCAT hearing where parties present their case, and the decision is made after consideration by VCAT.

None (decision made on the papers) – decision reached without the need for a hearing, usually where parties reached a mediated outcome outside of the Tribunal or where an appeal is withdrawn or struck out for administrative reasons.

Major Case – Major cases are heard sooner and can reach a resolution quicker than other planning cases. Most cases are eligible to be heard as a major case, but one of the parties must pay higher fees. Applications for review under Sections 77, 79, 80 and 82 are all eligible.

Short Case – These are cases which are not complex and can be handled in a short amount of time, typically involving limited issue/s and less parties. These cases are heard sooner and decisions are typically made orally at the hearing.

7. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

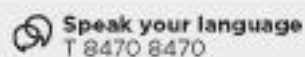
8. CLOSE OF MEETING

CITY OF DAREBIN

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If you are deaf, or have
a hearing or speech
impairment, contact
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