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PLANNING COMMITTEE MEETING AGENDA

Planning Committee Meeting to be held at
Darebin Council Chamber,
350 High Street Preston
on Monday 14 July 2025 at 6:30 PM.

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 8470 8888.

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 ਟੈਲੀਫ਼ੋਨ 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

ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

1. MEMBERSHIP

Cr. Kristine Olaris OAM (Mayor)
Cr. Emily Dimitriadis (Deputy Mayor)
Cr. Matt Arturi
Cr. Connie Boglis OAM
Cr. Ruth Jelley
Cr. Julie O'Brien
Cr. Alexandra Sangster
Cr. Vasilios Tsalkos

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 May 2025 be confirmed as a correct record of business transacted.

COUNCIL'S OCCUPATIONAL HEALTH AND SAFETY RESPONSIBILITIES

5. CONSIDERATION OF REPORTS

5.1 DEVELOPMENT PLAN FOR APPROVAL - POD/2/2022 150 Arthurton Road, Northcote

Author: Principal Planner

Reviewed By: General Manager City Sustainability and Strategy

Applicant	Owner	Consultant
Mecone	Perpetual Corporate Trust Ltd	Mecone Six Degrees Architects LAT Studios Hatch Urban Design Impact Ethos Urban Terra Culture

SUMMARY

Property Address:	150 Arthurton Road, Northcote
Proposal:	Approval of a Development Plan for the subject site, including: <ul style="list-style-type: none">• The introduction of residential and commercial land uses.• The provision of public pathways and open space.• A building of up to seven (7) storeys in height.
Zoning and Overlay/s:	<ul style="list-style-type: none">• Commercial 1 Zone (C1Z).• Development Plan Overlay – Schedule 12 (DPO-12).• Environmental Audit Overlay (EAO).• Development Contributions Plan Overlay – Schedule 1 (DCPO1).
Is a Developer Contribution required?	No. A Developer Contribution is not directly triggered by this Development Plan application. If the application is approved, any planning permit application submitted in the future would likely be subject to a Developer Contribution.
Council 100YR Flooding:	Yes.
Aboriginal Cultural Heritage	Yes – Refer to report for additional details.

Principal Public Transport Network	No.
Consultation:	<ul style="list-style-type: none"> The Development Plan application was exhibited to the local community. A sign was displayed on site for 14 days and letters were sent to surrounding owners and occupiers. This was informal exhibition, i.e. the comments received are not considered as formal objections and do not confer appeal rights to VCAT for the submitting parties. It is important to note that substantial notification and community engagement was undertaken prior to the lodgement of this application. This occurred during the Planning Scheme Amendment process for amendments C122 and C127, which resulted in the introduction of DPO-12 into the Darebin Planning Scheme.
Submissions:	<ul style="list-style-type: none"> Forty-three (43) submissions were received.
Key reasons for approval:	<ul style="list-style-type: none"> The proposal displays a high degree of consistency with the objectives of the Development Plan Overlay – Schedule 12 (DPO-12). The proposed Development Plan would set a strong basis for the future form of the subject site and will guide the assessment of planning permit applications lodged in the future. Substantial contributions to the public realm are included as part of the proposed Development Plan. A significant number of new dwellings would be facilitated by the proposed Development Plan (approximately 135 dwellings), with a broad range of dwelling sizes included. A provision of at least 4% affordable housing is proposed as part of the Development Plan, which is greater than the DPO-12 requires (there is no requirement for social/affordable housing under the DPO-12). The proposed Development Plan sets out a built form which is generally consistent with that sought by the Beavers/Arthurton Road Design (BARD) Guidelines, thus ensuring equitable development opportunities and high levels of internal, off-site, and public realm amenity. The proposed Development Plan provides a sensitive response to the Merri Creek environs. The urban design commitments contained in the proposed Development Plan will ensure that the detailed design of any future development lodged under a planning permit is of a high standard. The proposed Development Plan provides a high level of environmental performance. The proposed Development Plan would support a transition to

	sustainable transport modes in the area, whilst ensuring sufficient car parking is provided for residents, visitors and businesses.
Recommendation	<ul style="list-style-type: none"> That Council approve the proposed Development Plan, subject to Conditions.

Recommendation

RECOMMENDATION PART A:

That Council adopts the proposed Development Plan (POD/2/2022) subject to the following conditions:

1. The Development Plan be amended to include a Section 173 Agreement ensuring maintenance and public pedestrian and cyclist access through the proposed north-south and east-west paths.
2. The references to 'Existing Conditions' on pages 6 and 8 of the Appendix be removed.

The approved documentation is to comprise the plans identified as:

Pages 1-25 of Development Plan prepared by Mecone, dated February 2025; pages 1-33 of Architectural Analysis – Development Plan Appendix 2 prepared by Six Degrees Architects, dated December 2024.

RECOMMENDATION PART B:

That Council delegates the Manager City Development to instruct Officers and/or Solicitors in appearing for Council at any appeal to the Victorian Civil and Administrative Tribunal (VCAT) and/or in further mediation discussions/consultation with parties.

1. BACKGROUND

1.1 Overview of Development Plan area

The area to be covered by the proposed Development Plan is exclusively that of 150 Arthurton Road, Northcote. While the Development Plan Overlay – Schedule 12 (DPO-12) applies more broadly to the surrounding area (See **Figure 1** demonstrating the full DPO-12 area), Schedule 12 provides an allowance for Development Plan applications to be supported even where they do not apply to the whole area of Schedule 12. As such, the area to which the proposed Development Plan would apply in this instance is solely the land of the subject site. The land is formally identified as Lot 2 on Plan of Subdivision 544413P, Volume 10980 Folio 412.

The land is largely rectangular in shape, but with a substantial number of irregularities along the eastern, western and northern boundaries. The site has a frontage to Arthurton Road of 45.72 metres and a depth of up to 108 metres. The land has an overall area of approximately 5,190.5 square metres.

There is a moderate slope across the land, with the south-western corner being the lowest point, at 36.28 metres to the Australian Height Datum (AHD). Along the frontage to Arthurton Road there is only a modest change in levels with an increase of approximately 0.35 metres, to 36.63 metres AHD on the south-eastern corner. Levels increase more substantially and relatively consistently towards the north, with the north-western corner of the site being 40.21

metres AHD, or approximately 4 metres higher than the level at the Arthurton Road frontage. The north-eastern corner is similarly elevated at 40.30 metres AHD. **Figure 5** provides an illustration of these levels.

The site is currently developed with a multi-level self-storage building. The building is built to the front boundary and has a western setback of approximately 1.2 metres in width on the southern half of the property. A wider eastern setback is provided of approximately 4.5 metres on the southern half of the property. There is no landscaping within any setback on the subject site. Other than these modest side setbacks on the southern half of the site, the building is otherwise built to the site boundaries, with full site coverage of impermeable surfaces. As a self-storage building there are no active uses and no active frontages, other than a small office for the building.



Figure 1. Coverage of Development Plan Overlay - Schedule 12 (DPO12) Source: VicPlan

On 7 May 2015, the Minister for Planning approved Amendment C127 (previously known as the Beavers Road Industrial Precinct), to the Darebin Planning Scheme. Amendment C127 applied to the subject site and rezoned land south of Beavers Road, north of Arthurton Road and east of the Merri Creek, Northcote from Industrial 3 Zone to Commercial 1 Zone. It also applied a Development Plan Overlay (Schedule 12), applied an Environmental Audit Overlay and included the Darebin Green Business Attraction Strategy 2012 as an incorporated document.

1.2 Overview of the surrounding area

To the north of the site are No. 167 and 169 Beavers Road, two (2) properties developed with smaller warehouses that are accessed from the north. The warehouses are built to the common boundary with the subject site.

To the west of the subject site are, from north to south, No. 177 Beavers Road, followed by a parcel of excess land which is likely in hiatus and alienated to the adjoining property to the north. Underneath this is No. 158 Arthurlton Road. No. 177 Beavers Road is developed with warehouses but also includes substantial landscaped space along the boundary to the Merri Creek, effectively bringing the environs of the creek closer to the subject site, but in a manner which is insecure. No. 158 is another warehouse use and building which is also developed along the common boundary with the subject site.



Figure 1: Aerial Imagery of the subject site and surrounds on the 3rd of March 2025 Source: Intramaps



Figure 2: View over vegetation towards the direction of subject site from the nearby south-western portion of the Merri Creek Trail. Source: Report author.

To the south of the subject site is Arthurton Road, an arterial road with one (1) lane of traffic in each direction for both cars and bicycles. It also includes bus stops on each side of the road, to the south of the site. Beyond Arthurton Road are residential buildings, primarily single detached or semi-detached dwellings of one (1) storey.

To the east of the subject site is No. 148 Arthurton Road, a site developed with a large number of attached warehouses. Warehouses Nos. 12 through 25 are developed along the boundary of the subject site. The warehouses have had a wide range of internal alterations to suit the varying needs of the operators but have sufficient height to provide two (2) storeys, which many of them have utilised. Notably, whilst the warehouse buildings pre-date the re-zoning of the land to commercial uses, a moderate number have subsequently become shops. Consequently, the vehicle accessway experiences a substantial amount of pedestrian traffic as it connects to Woolhouse Street, as well as Arthurton Road, and represents a marginally more direct path between the two than is offered by the street network.



Figure 3: Typical residences in the surrounding area (eastern side of Woolhouse Street). Source: Report author.

The broader, surrounding area is generally residential, but the mix of uses and building typologies is substantially impacted by the proximity to Merri Creek to the west, and by Arthurton Road immediately to the south. These two factors, particularly the creek, have drawn waves of non-residential uses over different eras, the impact of which can still be seen below.

These include:

- **Pre-colonial:** The Merri Creek has been the long-term substantial feature of the area, creating a steep topography to the west of the subject site. The creek has played a significant role in contributing to the character of the precinct and results in the area as being one of Aboriginal Cultural Heritage Sensitivity. This is discussed in detail in Section 6.1 of this report.

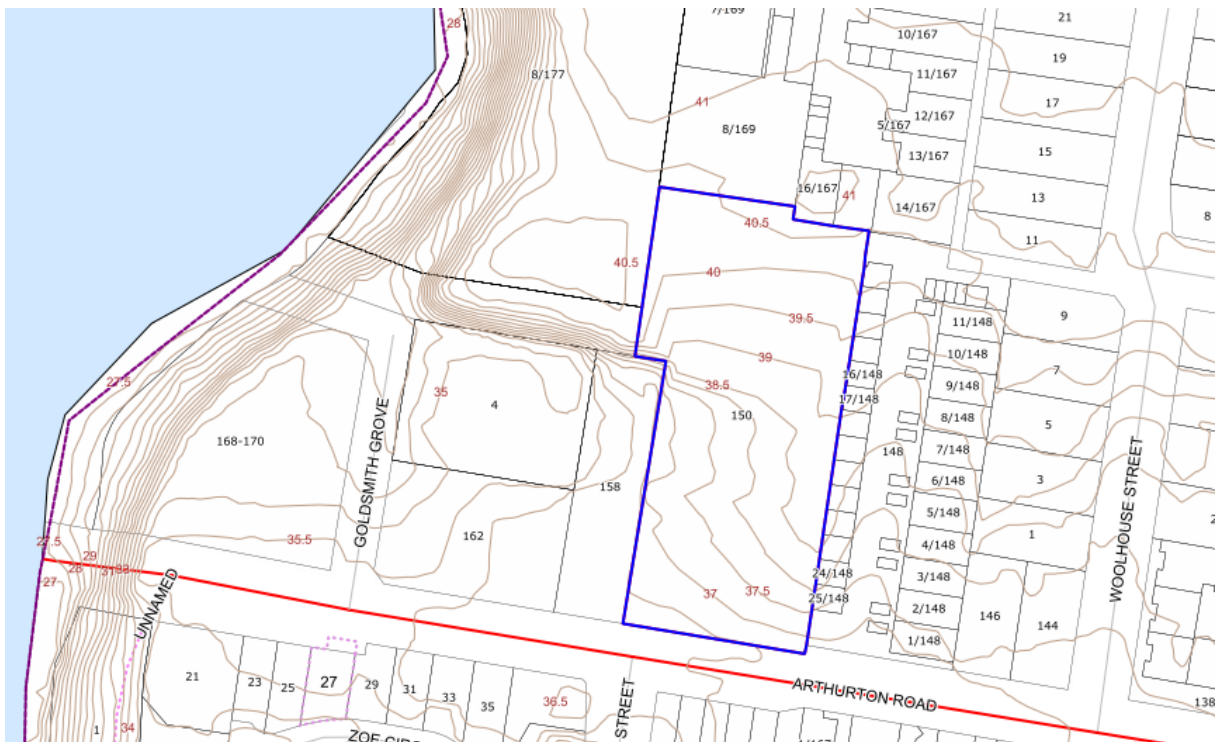


Figure 4: Topography (within Darebin LGA boundaries) of subject site and surrounds. Source: Intramaps.

- Post-Colonial to WWII:** The creek and surrounding land was utilised for market gardens, quarrying and resource extraction, as well as industry. During this period the Merri Creek was largely stripped of significant established trees, as evidenced in **Figure 5** and **6** below. The corridor on the eastern side of the creek, both to the north and south of the subject site and including the subject site, was developed for industrial uses during this period. Away from the creek, more elevated areas saw substantial residential development, primarily single, detached dwellings.



Figure 5: Aerial Imagery of site and surrounding area – 1945. Source: Geoscience Australia.



Figure 6: Typical Merri Creek environs in the first half of the 20th Century, including market gardens on the left-hand side. Source: Rose Stenograph Co., 1920-1954.

- **Post-WWII to 1980s:** Industrial development slowed through this period and agricultural uses largely ceased. Trees started to regrow along the Merri Creek corridor, but only within very close proximity of the creek. This particular section of the creek was unusual due to the presence of CERES Community Environment Park on the western side, which saw agricultural uses retained.



Figure 7: Aerial Imagery of site and surrounding area – 1981. Source: Geoscience Australia.



Figure 8: Aerial Imagery of site and surrounding area – 1990. Source: Geoscience Australia.

- **1990s and 2000s:** Some underutilised industrial land and natural resource extraction sites were re-developed as dwellings, such as those on the south-eastern side of the intersection between Merri Creek and Arthurton Road, and also those to the rear of the eastern side of Woolhouse Street. Simultaneously, the last blocks of vacant land along the creek were developed for primarily industrial uses. Through this period, the first post-colonial tree growth occurs beyond the immediate proximity of the creek. However, substantial portions of the Merri Creek Trail still had no trees flanking them, even along the portions running immediately next to the creek itself, see **Figure 9**.



Figure 9: Aerial Imagery of site and surrounding area – 2004. Source: Intramaps.

- **2010s to present:** The area has seen recent residential and small-scale commercial use and development. Additionally, trees are able to begin growing on all sections of the Merri Creek, with substantial growth also occurring in the parks which flank it, notably including a corridor of trees on the western side of the creek around the bridge for the first time in the post-colonial period. However, much of the canopy is still young and views through the corridor will be further impacted in the future.



Figure 10: Aerial Imagery of vegetation along nearby portion of Merri Creek Corridor – 1 January 2023. Source: Nearmap.

1.3 Development Plan Overlay – Schedule 12 History

Planning Scheme Amendment C127 relates to the southern precinct including the subject site which rezoned land at 167 – 177 Beavers Road, 148 – 170 Arthurton Road and 2 – 6 Goldsmith Grove, Northcote to a Commercial 1 Zone (C1Z) and applied the Environmental Audit Overlay (EAO) and Development Plan Overlay - Schedule 12 (DPO12).

The amendments came after the Darebin Economic Land Use Strategy (adopted by Council in early 2013), recommended to rezone the industrial area around Arthurton Road and Beavers Road, Northcote in order to prevent the area from being blighted by empty industrial buildings as a result of a decline of traditional industry from the inner suburbs as they moved further out of Melbourne's inner/middle suburbs.

Amendment C127 sought the transition of the area south of Beavers Road from current and former industrial uses to commercial uses that are more compatible with the surrounding residential area. The intent of this area is for new employment opportunities to be created between Arthurton Road and Beavers Road, west of Woolhouse Street. The rezoning to C1Z allows office spaces, retail, light industrial uses as well as residential.

Since the gazettal of Amendment C122 and Amendment C127, the following approvals have been given for the wider precinct:

- On 17 December 2015, Council's Planning Committee approved Development Plan POD/1/2015 for 200 Beavers Road, Northcote to allow residential accommodation. This part of the precinct has since been developed.

- On 16 April 2018, Council's Planning Committee approved Development Plan POD/1/2017 for 198 Beavers Road, Northcote for a three (3) storey residential development within the northern portion of the site; four (4) storey (+ rooftop terrace) residential development within the remainder of the site; one (1) commercial tenancy fronting Beavers Road plus vehicle access to Beavers Road and pedestrian access through the site.
- An amendment to Development Plan POD/1/2017/A was approved by Council's Planning Committee on 19 November 2018. This amendment allowed for the removal of a restriction on the maximum number of dwellings being no more than 95; allowed additional basement car parking within the south-east corner of the site; allowed the provision of zero setbacks from the west boundary at ground level; and revised the landscape plans.
- A further amendment to Development Plan POD/1/2017/B was approved by Council on 27 April 2020 to allow a mix of 74 dwellings (8 x two bedroom and 66 x three bedroom dwellings); reduce building heights of 2-3 storeys (previously 3-4 storeys); revised vehicle access arrangements; deletion of the basement; revised building setbacks and the provision of a full complement of car parking in accordance with Clause 52.06. The plans in association with the approved Development Plan POD/1/2017/B were endorsed on 16 June 2020. This part of the precinct has since been developed.

1.4 Planning Permit History

The subject site has benefited from the following previous planning permits:

- PD2043 for a transport depot. No transport depot continues to operate on the site, meaning no benefit can be taken from this permit.
- PD2136 for a carton store. No carton store continues to operate on the site, meaning no benefit can be taken from this permit.
- PD4887 for a commercial vehicle car park. No commercial vehicle car park continues to operate on the site, meaning no benefit can be taken from this permit.
- PD5136 for light industry. No light industrial activities continue to occur on the site, meaning no benefit can be taken from this permit.
- D/108/2007 was issued for the display of non-illuminated business identification signage. The planning permit has since expired and no benefit is taken.

2. PROPOSAL

The application is for the approval of a Development Plan, which is to be specific to the site identified as 150 Artherton Road, Northcote.

The Development Plan will facilitate a single building of up to seven (7) storeys on the site. The upper levels will be exclusively residential, whilst the ground floor will be primarily commercial space, punctuated by residential access points and facilities.

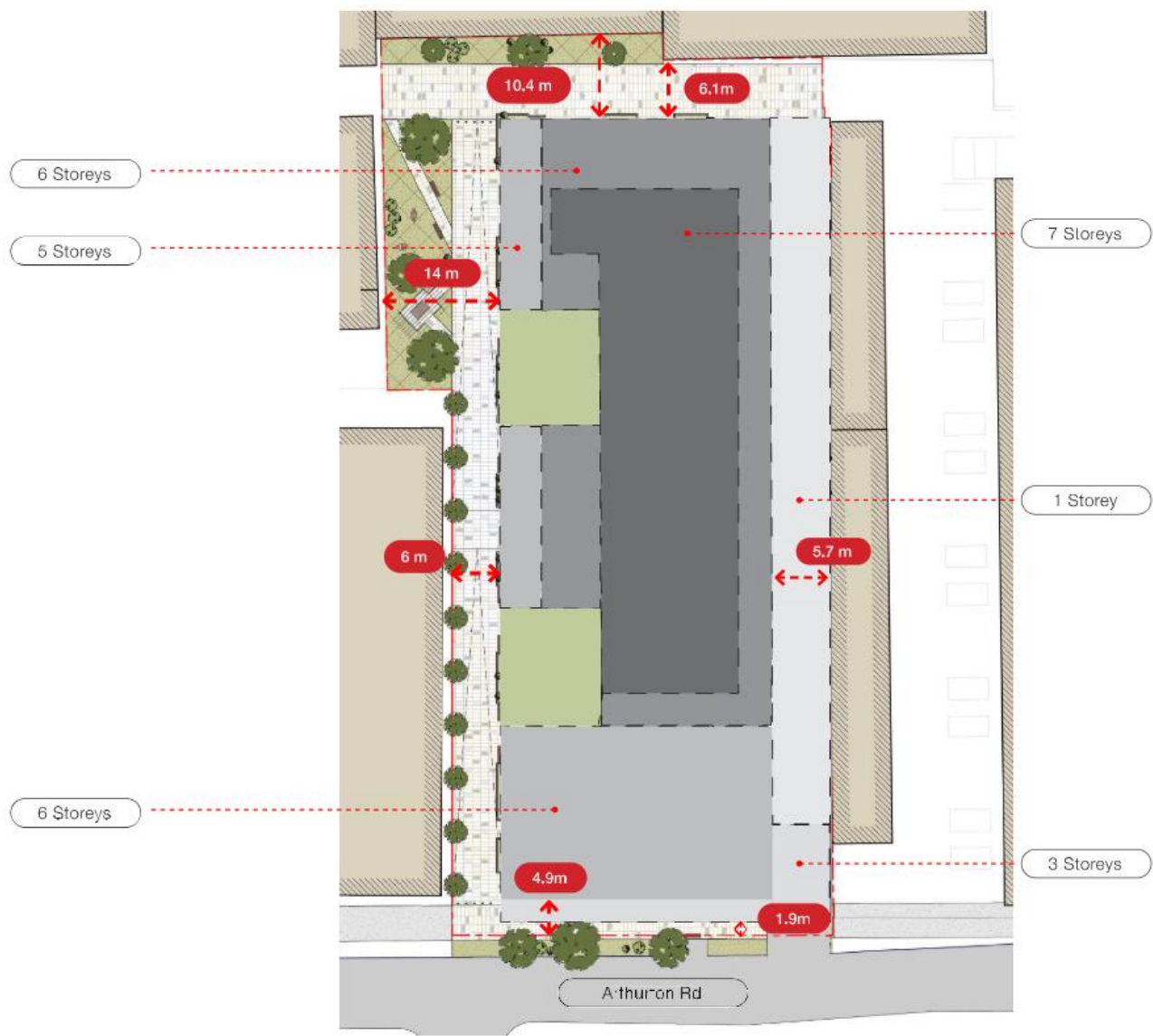


Figure 11: Building Form. Source: Six Degrees Architects.

Key targets included within the Development Plan are outlined in the table below:

Issue	Targets
Use Mix	<ul style="list-style-type: none">• A minimum of 700 square metres of commercial floor space.• A minimum of 100 square metres of ground level floor space for use by residents.• Approximately 135 dwellings (the final number of dwellings would be determined through the subsequent planning permit approvals for the site).
Dwelling Mix	<ul style="list-style-type: none">• No studios will be included and up to 20% of dwellings will have three (3) bedrooms. The remaining dwellings would be a mixture of one (1) and two (2) bedroom dwellings.
Dwelling Affordability	<ul style="list-style-type: none">• At least 4% of dwellings are to meet the definition of affordable housing, with a Section 173 Agreement requested

Issue	Targets
	by the applicant to give effect to this.
Public Realm	<ul style="list-style-type: none"> • A minimum of 24% of the site allocated to new open space and pedestrian paths, including: <ul style="list-style-type: none"> ○ 165sqm of the frontage dedicated to public realm, widening the front footpath area by 3.6 metres. ○ 560 sqm allocated to a 6 metre wide north-south shared path. ○ 320sqm allocated to a 6 metre wide east-west shared path. ○ 370sqm allocated to landscaped, open space areas. • The commission of a community art piece.
Transport	<ul style="list-style-type: none"> • Car access is to be limited to left-in, left-out to reduce queuing. • Appropriate rates of on-site parking – being 0.7 spaces per 1B dwelling, 1 space per 2B dwelling and 1.5 spaces per 3B dwelling. Visitor parking will be provided in the form of at least 0.1 spaces per dwelling. For commercial spaces it will be at least 1.0-1.5 spaces per 100sqm of net floor area. • The number of bicycle spaces will exceed the requirements of Clause 52.34 of the Darebin Planning Scheme.
ESD	<ul style="list-style-type: none"> • A certified 5 Star Green Star Design and As Built rating. • An average NatHERS rating of at least 8 stars with no individual dwelling less than 7 stars.
WSUD	<ul style="list-style-type: none"> • Paving materials for the 20% of the site dedicated to shared paths is to be permeable and non-slip.

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

As this is an application seeking the approval of a Development Plan, Clause 43.04-4 (Development Plan Overlay) of the Darebin Planning Scheme sets out that the development plan must be prepared to the satisfaction of the Responsible Authority.

3. CONSULTATION

3.1 Public Notification

As already noted, Development Plan applications are not formally taken to public notice in the same way as a standard planning permit application. This is due to the extensive public consultation that occurs through the prior Planning Scheme Amendment process. As such, the proposed Development Plan documents were informally exhibited to owners and occupiers in the surrounding area. Exhibition was provided through the sending of letters to 239 nearby owners and residents and the posting of two notices on the subject site for two weeks.

Forty-three (43) submissions were received during the period of informal exhibition. The issues raised in the submissions are addressed extensively in the assessment at **Section 7**

of this report, where they address matters clearly relevant to the scheme. The remaining themes of the issues raised are detailed in **Section 3.2** below, with Council's officer's response to the issue accompanying.

3.2 Submissions

Submission Issue	Officer Response
Council has not provided formal public notice of the application	<p>Development Plan applications are exhibited informally, rather than through the formal notice processes that occur for other planning applications. The submission was made in response to the exhibition which the submissions were indicating was absent. Formal notice cannot be given for this application type as already noted and significant opportunity was provided through the scheme amendment process for residents of the area to influence the planning controls, including the DPO-12, that now apply to the site.</p> <p>The site is subject to a Development Plan Overlay, a well-established "master planning" mechanism designed by the State Government. It substantially changes how and when notice occurs, and means that once it is introduced, Council's legal powers under the <i>Planning and Environment Act 1987</i> to take an application to notice are curtailed.</p> <p>The process of the overlay's introduction brought forward public consideration of development on the site. This Development Plan Overlay was exhibited to the public between October and December 2013, with more than 400 owners and residents notified in addition to the placement of signs on site. Many submissions from surrounding residents, property owners and organisations were received during that process and were reviewed by Planning Panels Victoria prior to the introduction of the overlay.</p> <p>As such, substantial opportunity for public comment of this issue has already occurred through the State Planning Panel process. Nevertheless, there has been a substantial amount of time between the initial exhibition of that overlay and the latest development. So, whilst there are fewer requirements for notice and fewer opportunities for public involvement at this and subsequent stages, Council officers have elected to provide a further opportunity for public comment through the informal exhibition of this application, which resulted in Council sending letters to 239 surrounding property owners and residents. Signs were also placed on the site to provide an additional opportunity for submission beyond the strict requirements of the <i>Planning and Environment Act 1987</i>.</p>
Insufficient affordable housing included	<p>Whilst noting that more affordable housing would be a positive inclusion within the proposal, it is important to note that Council does not have the legislative power to require any level of affordable housing as part of this application.</p> <p>Darebin, like most councils, is required to adopt the default approach to housing affordability, with affordability achieved only via a simple increase in dwelling numbers.</p> <p>Nonetheless, following negotiations with Council throughout the assessment of this application, the applicant has agreed to provide at least 4% of dwellings within the development as dwellings that meet the definition of affordable housing. Given that the DPO-12 and</p>

Submission Issue	Officer Response
	wider Darebin Planning Scheme do not require this, the voluntary provision of this housing is supported.
Suitability for the Commercial 1 Zone	<p>This matter will be reviewed in detail during any future planning permit application. Nonetheless, it is noted that dwellings and shops are allowed in the Commercial 1 Zone (C1Z) and that the zone includes no standards for height or setbacks, unlike the residential zones.</p> <p>Shop and commercial uses are as-of-right in the C1Z, as are dwellings where they do not take up more than 2 metres of the frontage. As such, it is likely that all of the proposed uses will be as-of-right (no permit required) under the Darebin Planning Scheme.</p>
Impact on property prices	Council does not directly consider the preservation or maximisation of private sector investment values for either applicants or neighbouring properties. Nevertheless, matters which typically indirectly impact these investment values will be considered, for instance environmental quality, traffic impacts and residential amenity.
Construction impacts	<p>Most construction impacts are regulated outside of (and following) the planning system, in building regulations and environmental regulations.</p> <p>Where issues are likely to be severe, Council often requires a Construction Management Plan as a condition of approval of any planning permit issued for the development. This would require Council approval before commencement of any construction.</p>
Crime	<p>Development Plans include fewer details of design. Nevertheless, Council considers that the development outlined in this plan generally supports the minimisation of crime through design, with clear wide pathways, apartments to overlook those pathways, alongside prominent and clear entries. This issue will be addressed in more detail at the planning permit stage when detailed development applications are lodged.</p> <p>Evidence of atypically high levels of crime in the area has not accompanied the assertions. It is additionally noted that the only regard in which crime, particularly violent crime, is unusual in Northcote is that there is relatively little based on 2024 data from the Victorian State Government Crime Statistics Agency.</p>
Environmental impact	The proposed Development Plan includes commitments to higher levels of environmental performance than are required in typical applications. These environmental performance commitments are also in excess of those required under the DPO-12. Council is yet to receive a planning permit application for this site (as these would only be lodged following approval of the Development Plan) but should the Development Plan be approved when any future permit is being assessed, the design will be required to comply with these commitments. Council also notes that apartment living generally provides for lower levels per resident of power usage, habitat loss, permeability loss, solar energy absorptance and transport emissions.

Submission Issue	Officer Response
Heritage impacts	There is no recognised post-colonial heritage on the subject site or any adjoining site, nor on any nearby property with frontage to Arthurton Road. Darebin's built heritage is important, however the degree of weight given to heritage issues is generally substantially lower when a site is not located within the Heritage Overlay and is not currently being considered for inclusion in the Heritage Overlay. Section 6.1 of this report provides consideration of matters relating to Aboriginal Cultural Heritage Sensitivity.
Establishment of a precedent	Whilst this is an understandable concern, planning assessments do not operate on the basis of a precedent being set by one approval. Each planning application, including Development Plan applications, must be assessed on its own merits. The scheme clearly recognises that what is appropriate on one site may not be appropriate on neighbouring sites. Particularly because the site is not adjacent to many residences, nor to the creek, a design which is appropriate here will not necessarily be appropriate on neighbouring sites which do have residential or creek interfaces. Specific to the primary concern relating to height, the proposed development will not serve to allow 7-storey development on adjoining sites.
Parking impacts	The commitments within the proposed Development Plan address the parking rates which would be required for a future planning permit. They indicate a parking rate which is largely consistent with the existing ownership rate of cars in the Northcote East area according to the 2021 ABS census. Consistent with Council's residential parking policy, residents of the apartments proposed as part of this development would not qualify for on-street parking permits where restrictions are in place.
Traffic impacts	<p>The proposed Development Plan has been accompanied by a traffic report which finds substantial capacity is available within the surrounding street network. Council's traffic engineers have reviewed the findings of this report and determined them to be reasonable.</p> <p>Additionally, it is noted that many submissions include speculation around resident numbers per apartment being likely to generate a higher number of cars than detailed in the Development Plan, with an associated increase in traffic.</p> <p>Data from the 2021 ABS Census is the most reliable guide in this regard, and it indicates that it is unusual for a single-bedroom apartment to have more than one resident. It is also unusual for a two (2) bedroom apartment to have more than two (2) residents, with the average number of occupants (of any age) for these dwellings being 1.2 and 1.8, respectively.</p> <p>Following from that, approximately 25% of residents are children and more than 10% of resident adults do not drive. Accordingly, the provision of car parking would be sufficient for 90% licenced adult residents to have a car.</p>
Reduced road safety	The traffic impacts of the proposal are not liable to disproportionately increase road safety risks. The detailed design of the proposal will

Submission Issue	Officer Response
	occur at the planning permit application stage, at which point appropriate outcomes for traffic safety will be secured. These design details are not appropriate to include in a Development Plan.
No development contributions made by development	Development Contributions are not made during the Development Plan process, the process does not result in any immediate right to develop the land in question. Development Contributions will be secured at the planning permit stage, which occurs following the approval of a Development Plan.
Insufficient medical system capacity	Evidence of atypically low levels of medical services being available in the area was not provided alongside the assertion, nor is evidence readily available. This assertion is not sufficient reason to reject the Development Plan application. The capacity of the medical system in Victoria is not something that can be managed or addressed through a single development plan application.
Insufficient school capacity	<p>Evidence of atypically low levels of school services being available in the area was not provided alongside the assertion.</p> <p>Available evidence indicates that the high school which residents would have access to does not have notably high student-to-teacher levels when compared to nearby schools such as Thornbury, Preston and Coburg high schools. Whilst each school may face individual difficulties, Council is not aware of any particularly significant burdens on nearby schools and this is not a valid reason to reject the Development Plan application.</p>
Insufficient public transport capacity	<p>Evidence of atypically low levels of public transport capacity in the area has not accompanied the assertion.</p> <p>The available evidence indicates that a number of tram routes had been subject to overcrowding prior to COVID as per the most recent <i>Metropolitan Tram Load Standards Survey Report</i> prepared by the Department of Transport. However, at no stage have Route 11 and 96 trams been amongst that group of trams experiencing overcrowding. The application was referred to and supported by both the Department of Transport and Council's Transport Engineering unit.</p>
Retail viability	<p>Retail and commercial uses are as-of-right on the land, and the proposed extent of retail and commercial space is not in excess of the provision sought by the zone and schedule to the Development Plan Overlay.</p> <p>The viability of individual private sector organisations is not assessed as part of this process, nor will it be assessed as part of future development application processes.</p>
Overlooking of the nearby school	<p>The planning scheme does not seek to limit overlooking of schools.</p> <p>As an aside, overlooking is generally assessed within nine (9) metres of habitable spaces (e.g. under an assessment of a residential development proposal being assessed against ResCode/Clause 55), whilst the proposed development is in excess of 150 metres from the nearest school.</p>

Submission Issue	Officer Response
Overlooking of nearby homes	The proposed development does not overlook the private open space or habitable rooms of any other dwelling within nine (9) metres, the distance up to which overlooking may be unreasonable (as referenced in Standard B4-4 of Clause 55.04-4 (ResCode) of the Darebin Planning Scheme. Additionally, the proposed setbacks are more than sufficient to ensure equitable opportunity to develop surrounding sites with dwellings which will not be unreasonably overlooked.
Overshadowing of nearby dwellings and solar energy systems	The proposed development plan will not facilitate unreasonable overshadowing of any nearby dwelling's secluded private open space. Whilst the scheme does not have a clear standard for apartment buildings in the Commercial 1 Zone, even if the stricter standards applied in residential zones by Clause 55 were used as a guide, the proposal would be entirely consistent with those standards.
Overshadowing of Arthurton Road	Arthurton Road is not protected from overshadowing. It is not reasonable to try to protect an east-west running street from overshadowing as it would totally restrict any development of the northern side. Nevertheless, it is noted that the proposed development plan will typically only facilitate overshadowing of the northern side of the street.
Overshadowing of Merri Creek	Merri Creek does not have clear protections from overshadowing in the Darebin Planning Scheme. The proposed development will only overshadow the creek for very brief periods just after dawn. As a guide, strong restrictions on overshadowing of the Yarra River are contained within the Design and Development Overlay – Schedule 10 (DDO10) of the Melbourne Planning Scheme, as amended in 2016 by the then Victorian Planning Minister. If the approach adopted by these controls were applied to the Merri Creek, the proposed development would be comfortably compliant.

4. REFERRALS

4.1 External Referrals

The application was referred to the following external organisations. Note that none of these referrals were formal referrals required under Clause 66 of the Darebin Planning Scheme. The responses are summarised below:

External Organisation	Comments
Department of Transport	The Department notes that it is likely to require any future planning permit application to be referred and to upgrade the nearby bus stop. Officer Comment: This is noted in the Development Plan.
Environment Protection Authority	First referral (received in 2023 following lodgement of the application):

External Organisation	Comments
(EPA)	<p><i>Based on the information provided, the EPA does not object to the proposal.</i></p> <p>Second referral (received in 2024/5 following reduction in height of the application):</p> <p><i>Based on the information provided, it appears that the primary amendment is the reduction of the number of proposed apartments from 140 to 135.</i></p> <p><i>As such, the EPA's position/comments on this matter remain unchanged. Please refer to the EPA's previous response as attached in your email for the EPA's full comments on this proposal.</i></p>
Melbourne Water	<p>First referral (received in 2023 following lodgement of the application):</p> <p><i>As the relevant floodplain management, drainage and water management Authority, Melbourne Water has reviewed the proposed plan and has no objection to the proposed mixed-use development shown in the submitted Development Plan.</i></p> <p>Second referral (received in 2024/5 following reduction in height of the application):</p> <p><i>As the relevant floodplain management, drainage and water management Authority, Melbourne Water has reviewed the proposed plan and has no objection to the proposed mixed-use development shown in the submitted Development Plan.</i></p>
Merri Creek Management Committee	<p>First referral (received in 2023 following lodgement of the application):</p> <p><i>In response to the first referral, the MCMC noted, "as this proposal is some distance from Merri Creek, with a road and other buildings between the application site and the Merri Creek, the MCMC has no direct interest in the Development Plan for 150 Arthurton Road".</i></p> <p>Second referral (received in 2024/5 following the reduction in height of the application):</p> <p><i>"The MCMC would like to now register an objection to the current proposal, largely on the basis of the height and bulk of the development, with additional concerns regarding the lack of reference to the utilisation of porous surfaces and other WSUD principles with the aim of reducing stormwater impacts on the waterway. We advocate that the most conservative height response based on the BARD Guidelines of four (4) storeys in height be applied."</i></p> <p>Officer Comment: Following the first comments received from the MCMC, Council officers adopted a differing position to the committee. Where the MCMC indicated no concerns with the</p>

External Organisation	Comments
	<p>height and bulk of the proposal, Council officers independently formed the view that the height and bulk were marginally in excess of what was appropriate for the subject site. Council officers directed the applicant to lower the height by two (2) storeys to ensure it appropriately addressed the Merri Creek and required extensive details of the impacts of the proposal on the surrounding area to confirm that the impacts of the height were acceptable. Council also secured improvements in the WSUD outcomes of the proposal.</p> <p>It is noted that tree planting along much of this portion of the creek corridor is relatively recent, as identified in Section 1.2, having only developed in the last 10-20 years. Consequently, impacts of the development on the creek environs (which are already limited), are likely to be increasingly reduced as the trees grow. As a result, the proposed built form is deemed acceptable.</p>

4.2 Internal Referrals

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

Internal Business Unit	Summarised Comments
Affordable Housing	<p>Supportive of any affordable housing contribution, though further details will be required. In relation to the Development Plan, the following improvements were suggested:</p> <ol style="list-style-type: none"> 1. Specifying that the affordable housing contribution be a minimum level rather than an approximate target. 2. Specify that the dwellings are to be gifted at no cost to a housing association. 3. Secure the contribution with a Section 173 agreement. 4. Create tenure blind design. <p>Officer Comment: Items 1 and 3 were addressed through the design revisions. Item 4 will be addressed in the process of creating a Section 173 Agreement associated with any subsequent permit application. Item 2 is a very substantial suggestion which is, whilst desirable, unrealistic as the planning scheme does not provide a mechanism for requiring this in any way. It is also noted that where dwellings are gifted, typically the number of affordable dwellings is substantially reduced.</p>
Transport Safety and Access	<p>Following a revision of the application to provide for left-in, left-out vehicular access and a higher rate of visitor car parking, the proposal is now suitable.</p>
ESD Officer	<p>Noted the following issues with the original Development Plan:</p> <ol style="list-style-type: none"> 1. No sustainability commitments – minimum certified 5-star would be accepted.

Internal Business Unit	Summarised Comments
	<ol style="list-style-type: none"> 2. Residential component should be gas free. 3. Minimum of 7.5 Star average NatHERS performance is to be achieved, 4. Commercial spaces should exceed National Construction Code for thermal performance. 5. Maximise roof top solar PV and communal space. 6. Maximise roof-to-tank for reuse to dwellings. 7. Maximise drainage from terrace and permeability of footpaths. 8. Maximise operable windows. 9. Maximise daylight access. 10. Increase the provision of window shading. 11. Reduce use of pollutants in finishes. 12. Provide for EV charging. 13. Exceed the scheme's requirements for bicycle parking. 14. Cater to four (4) waste streams. 15. Recycle demolition waste. 16. Relocate the roof terrace to improve solar access. <p>Officer Comment: Following receipt of these comments, the applicant has made changes to the proposed Development Plan to address Items 1, 2, 3, 5, 7, 8, 9, 11, 12, 13, 15, and 16. Items 4, 6, and 10 are typically addressed through an SMP at permit application stage and Item 14 will be addressed by a Waste Management Plan (WMP) at permit application stage. As such, all items are addressed currently or are typically addressed by standard documents and/or conditions of approval during the planning permit application process.</p>
Integrated Water Management	<p>IWM have noted that the site is subject to a 1% AEP flood level of 40.61m to AHD.</p> <p>Officer Comment: This issue is able to be considered in the detailed planning permit application process. The degree of impact is relatively moderate and impacts of this scale are typically readily able to be accommodated in planning permit applications.</p>
Strategic Planning	<p>Supportive of some aspects of the proposal but noted the following concerns:</p> <ol style="list-style-type: none"> 1. That the public realm contributions may be used to offset the required contribution of 5% to Public Open Space under Clause 53.01. 2. Additional reductions in height are sought. 3. The Economic Assessment should consider SA1 scale or be finer grain to ensure that there is demand for the scale of

Internal Business Unit	Summarised Comments
	<p>development proposed.</p> <p>Officer Comment: Following the provision of these comments, changes were made to the plan to address each of item 1, 2 and 3, substantively. Item 1 was addressed by removing ambiguous text from the Development Plan document, whilst items 2 and 3 were addressed with a reduction in the scale of the development and use.</p>
Urban Design	<ul style="list-style-type: none"> • The overall arrangement, including the location of the north-south and east-west link that could connect with future development, is supported. • The provision of a front setback to improve the street interface with Arthurton Road is a good outcome and will improve pedestrian amenity. • The setback above the street wall is quite generous and is considered a good outcome in creating recessive upper levels. This setback should be clearly dimensioned in the drawings as well as in the proposed development plan as this will form a critical part of any future development. <p>Officer comment: The applicant has successfully provided detailed plans that generally address the above urban design comments.</p>

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 12.05-1S Environmentally Sensitive Areas
- Clause 13.05-1S Noise 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 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 18.02-4S Roads
- Clause 18.02-4L Car Parking

5.2 Zone

Clause 34.01 Commercial 1 Zone (C1Z)

5.3 Overlays

Clause 43.04 Development Plan Overlay – Schedule 12 (DPO12)

Clause 45.03 Environmental Audit Overlay (EAO)

Clause 45.06 Development Contributions Plan Overlay – Schedule 1 (DCPO1)

5.4 Particular Provisions

None apply to 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 Darebin Planning Scheme has been subject to two (2) relevant amendments:

- C170dare. This amendment was gazetted on 25 January 2023 and had the effect of introducing the municipal-wide Development Contributions Plan. Any permit application on this site will be required to make a contribution unless benefitting from the limited exemptions.
- C199dare. This 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.

6. PLANNING ASSESSMENT

6.1 Does the development require a Cultural Heritage Management Plan?

Due to its proximity to the Merri Creek, the site is located within an area of cultural heritage sensitivity as defined by the Aboriginal Heritage Regulations 2007. These requirements will apply to any future planning permit application. In the interests of orderly planning, Council officers have requested the preliminary reporting to address whether the potential cultural heritage of the site is likely to be impacted by development. The applicant has provided a report which concludes that whilst the site has been significantly disturbed, there is insufficient evidence available to indicate that this is the case for the entire site. A Cultural Heritage Management Plan (CHMP) will therefore likely be required for any future planning permit application process associated with a high impact activity, which would include any apartment building.

6.2 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 and work locally.
- Clause 03.02-1 (Settlement) aims to encourage land use and development that supports local living and revitalisation with retail, improved pedestrian links, and higher-density housing.
- Clause 02.03-2 (Environmental and Landscape Values) seeks to minimise negative impacts from land use and development on natural environmental assets.
- Clause 02.03-4 (Built environment and heritage) promotes high quality design, facilitating housing in Substantial Change Areas and encouraging development that is environmentally sustainable through urban form and design.
- Clause 02.03-6 (Economic Development) encourages development that facilitates retail investment.
- Clause 02.03-7 (Transport) seeks to encourage sustainable transport.
- Clause 02.03-8 (Infrastructure) seeks to encourage the use of existing infrastructure by encouraging appropriate development close to existing facilities.
- Clause 02.03-5 (Housing) seeks to support development at higher overall densities in Substantial Housing Change Areas and Strategic Opportunity Sites.
- Clause 11.01-1S (Settlement) seeks to direct growth into existing settlements and also to encourage form of developments that support healthy, active and sustainable transport.
- Clause 11.01-1L (Urban Renewal) supports the transition of the Beavers Road Secondary Industrial Area to a mixed-use precinct.
- 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 12.05-1S (Environmentally sensitive areas) seeks to protect environmentally sensitive areas such as the Merri Creek from development that would diminish their environmental conservation or recreational values.

- Clause 13.05-1S (Noise Management) seeks to minimise impacts on community amenity and human health.
- 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, safe walking and cycling, and the delivery of high-quality, publicly accessible areas.
- Clause 15.01-1L-01 (Urban Design) supports streetscape upgrades and street tree planting, and public art.
- Clause 15.01-1L-02 (Safe Urban Environments) seeks to incorporate elements including passive surveillance, a mix of uses, good connectivity and access, and clear sightlines along uncluttered access routes.
- Clause 15.01-2S (Building Design) seeks to ensure a comprehensive site analysis forms the starting point of the design process, minimisation of 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 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/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 designed 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.

The proposed provision of residential uses is supported by general policies addressing settlement and residential development, particularly on a site close to a wide range of transport and education infrastructure. The development of the site with a higher-density residential typology that strongly supports sustainable transport and high levels of natural amenity and sustainability for the site, as well as facilitating the same outcomes for neighbouring sites, also receives broad policy support.

The continued provision of active commercial frontages, within a high-quality urban design outcome with legible, large, accessible and durable public realm contributions is consistent with the outcomes sought. It is noted that the ground-floor residential uses at the rear of the site will receive less policy support, however an integrated assessment of the outcomes secured in the Development Plan finds the weight of policy is clearly and strongly supportive of the proposal.

These matters are further discussed in **Appendix E**.

6.3 Is the proposed Development Plan consistent with the purposes of the Commercial 1 Zone?

The Commercial 1 Zone has three (3) purposes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The proposed Development Plan is consistent with the Municipal Planning Strategy and the Planning Policy Framework, as per the assessment at Section 6.5 of this report.

The proposed Development Plan supports the delivery of a mix of uses, focused on activating the ground level frontages to Arthurlton Road and facilitating the realisation of a vibrant commercial streetscape.

Residential uses are supported at higher-densities which are consistent with the density hierarchy of Clause 16.01-1L-01, likely supporting more than 200 residents who may serve as members, organisers, donors, employees, investors, and/or customers of new community organisations and businesses within this centre. It is also notable that these residents will be within the walkable catchment of other centres along nearby public transport routes, supporting their function.

6.4 Is the proposed amended Development Plan consistent with the information requirements of the Development Plan Overlay – Schedule 12?

The Development Plan Overlay (DPO) is a flexible tool that can be used to implement a plan to guide the future use and development of land. The overlay has three (3) purposes:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas that require the planning of future use or development to be shown on a plan before a permit can be granted.*
- *To exempt a planning permit application from notice and third-party review if it is generally in accordance with an approved plan.*

The approval of a Development Plan is a conceptual point in the process as the development plan sets the broad principles that future use and development of the land must satisfy, enabling it to successfully integrate with other developments likely to occur on other land within the Development Plan Overlay area.

As allowed under Section 3 of Schedule 12 to Clause 43.04, the Responsible Authority may consider separate Development Plans within the precincts. The proposed Development Plan is considered separate from other lots within the southern precinct.

Schedule 12 to the Development Plan Overlay outlines a range of information requirements for a Development Plan. The requirements function as not only requirements for information in the conventional sense, but often in requiring the information provided to demonstrate that various performance targets are met. A detailed assessment is contained in Appendix E. In summary, the proposal is assessed as follows:

- The proposed height is generally consistent with the requirement for the Beavers/Arthurlton Roads Design Guidelines. To the extent it exceeds the originally envisioned six (6) storeys (discretionary height limit) on a minority portion of the site, it does so with substantial setbacks from streets and neighbouring properties, high-quality building materials, and with limited off-site amenity impacts.
- The proposed setbacks, articulation and design detailing approaches are consistent with the requirements and deliver appropriate access to daylight, sunlight and reductions in perceived visual bulk.
- The proposed Development Plan provides for a diverse range of dwellings in a built form which uses high-quality materials.
- The Development Plan proposes a substantial and high-quality contribution to the public realm, which is designed to increase active frontages, improve passive surveillance and provide for a range of activities. The contribution will support realising objectives for active transport, sustainability and urban design.
- The Development Plan is supported by suitable background documentation to investigate the transport, environmental, cultural heritage, and urban design considerations of the development. This is particularly noted for the impacts of the site upon the Merri Creek and any potential Aboriginal Cultural Heritage associated with it.

Accounting for the above matters, the proposed Development Plan is considered to be consistent with the requirements of the schedule.

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

When considering whether the proposal is consistent with the Decision Guidelines of Clause 65.01, the following matters are taken into consideration:

- The Development Plan is consistent with the Municipal Planning Strategy and Planning Policy Framework, as detailed in Section 6.2 of this report.
- The Development Plan is consistent with the purposes of the zone and overlay, as detailed in sections 6.3 and 6.4 of this report.
- The Development Plan is not simultaneous with a permit application, providing the opportunity for the process to be conducted in an orderly manner.

The proposed Development Plan is considered to be consistent with the decision guidelines of Clause 65.01.

POLICY IMPLICATIONS

Environmental Sustainability

All new dwellings are required to achieve a minimum six (6) star energy rating under the relevant building controls.

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

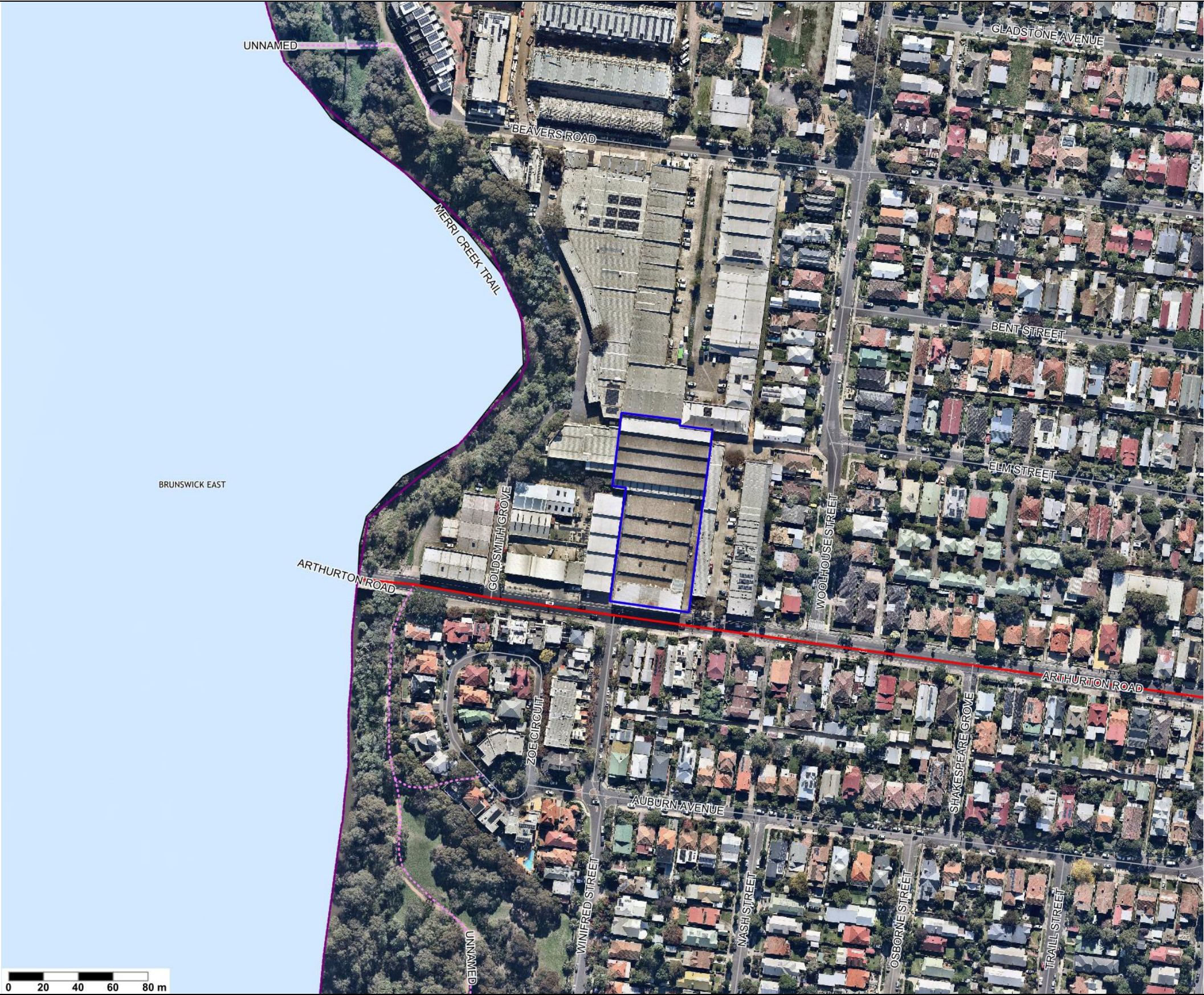
- Appendix A - Site Map - 150 Arthurton Road, Northcote - POD/2/2022 (**Appendix A**) [↓](#) 
- Appendix B - Zoning Map - 150 Arthurton Road, Northcote - POD/2/2022 (**Appendix B**) [↓](#) 
- Appendix C - Proposed Development Plan and Appendix - 150 Arthurton Road, Northcote - POD/2/2022 (**Appendix C**) [↓](#) 
- Appendix D - Objector Radius Map - 150 Arthurton Road Northcote - POD.2.2022 (**Appendix D**) [↓](#) 
- Appendix E - Development Plan Requirements - 150 Arthurton Road, Northcote - POD/2/2022 (**Appendix E**) [↓](#) 

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.

150 ARTHURTON ROAD NORTHCOTE 3070
Darebin City Council
23/06/2025



150 ARTHURTON ROAD NORTHCOTE 3070

Darebin City Council
23/06/2025



Suburb:
Ward: South West
Charge Area
Property No
Area (m²)
Planning Zone [C1Z](#), [Schedule](#)
DCPO:
DDO:
EAO:
ESO:
HO:
IPO:
LSIO:
PAO:
RXO:
SBO:
VPO:

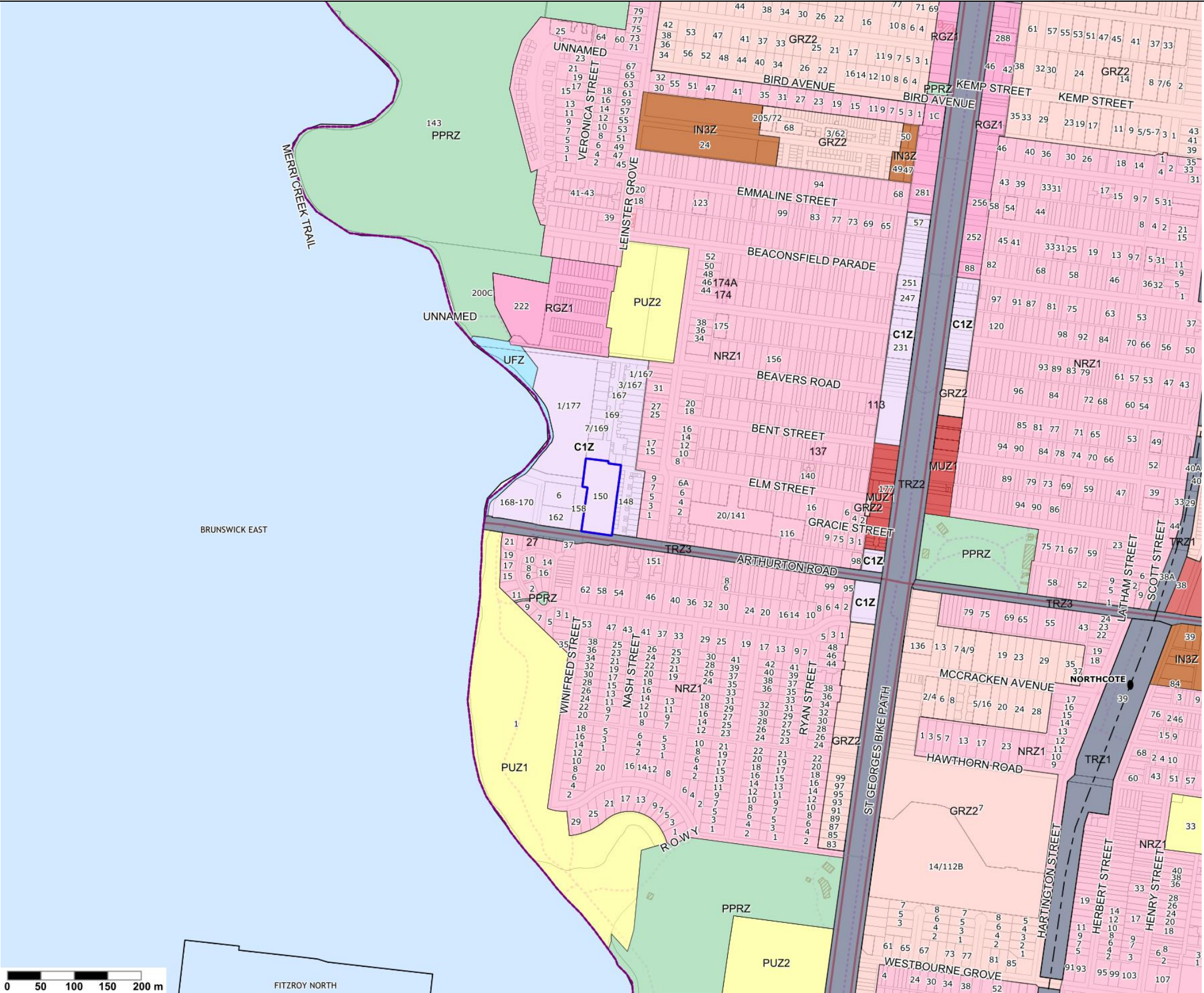
Aboriginal [Click Here](#)
Heritage

Neighbourhood No
Character

Housing [SUBSTANTIAL](#)
Change
Framework

High Street
Precinct

Applications
Open
Closed





DEVELOPMENT PLAN

February 2025

150 Arthurton Road Northcote





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1. Introduction

1.1. Vision for Arthurton Road

The primary aim of this Development Plan (DP) is to guide the location, scale and land-use outcomes of any future development on the subject site, consistent with the wider precinct renewal objectives. The DP will facilitate an orderly and sustainable site re-development ensuring compatibility with the existing and desired future character of the Arthurton Road (Commercial 1 Zone) 'southern precinct', whilst providing a net community benefit.

1.2. Overview

The subject site, 150 Arthurton Road, forms part of an older industrial area, which is currently a transitional precinct and zoned Commercial 1. The wider precinct is currently being renewed for residential purposes with complementary commercial usage consistent with Darebin Council's overall renewal aspirations for the precinct expressed in Development Plan Overlay Schedule 12 (DPO12) for the Beavers and Arthurton Road area.

This DP has been prepared by Mecone on behalf of *EG Funds Management Pty Ltd* in accordance with the Darebin Planning Scheme. The proposal demonstrates clear delineation between public, private and communal areas, with improved transport accessibility.

Specifically, the key elements of this DP include:

- Mixed use development consisting of:
 - A respectful built form presenting to Arthurton Road, with a height of approximately 13m (4 storeys) and recessed upper levels. The projecting balconies have a 3 storey street wall height less than 11m.
 - A maximum building height of approximately 26m to the recessed 7th storey (situated to the centre of the site) and a remaining building height of approximately 22m.
 - Approximately 135 apartments with an affordable housing component (4-5%).
 - At least 700sqm of non-residential (commercial) floor area located on the ground plane.
- Along the western boundary, a new 6m to 14m wide publicly accessible north-south pedestrian path, open space and cycle connection allowing for passive recreation and a future connection from Arthurton Road to the wider precinct.
- Along the northern boundary, a new 6m to 10.4m pedestrian path and cycling connection (east west) in addition to open space connecting the existing laneway to Woolhouse Street, the wider precinct and Merri Creek.
- Along the southern boundary, a building setback which improves footpath and pedestrian experience.
- Vehicular access from Arthurton Road with all carparking (basement and podium) concealed from street view.

- A new publicly accessible park in the north-west corner to complement the north-south pedestrian connection, representing a significant public benefit contribution to the future renewal of the precinct.
- Provision of bicycle parking, end of trip facilities and EV charging stations in the basement setting.
- High quality architectural design response including extensive sustainability measures to achieve high standards of internal and external amenity.
- A dedicated communal space on the ground floor for the benefit of not only future on-site residents and commercial tenants, but potentially not for profit organisations and external resident groups.
- 'Greening' of the site, through new open space, deep soil tree plantings and landscaping within the proposed private and public domain benefiting on-site users, residents and surrounding community.
- Significant streetscape improvements to Arthurton Road including provision of street tree plantings, furniture, weather protection, bus stop, and footpath widening.

Whilst renewal within the northern precinct of DPO12 is well advanced (along Beavers Road), development of the subject site would represent the start of urban renewal within the southern precinct. Being centrally located within the precinct and having frontage to a main road and bus node along Arthurton Road, the site represents a great opportunity to instigate the renewal of the southern precinct. The DP will facilitate the site's renewal into a respectful high-quality mixed-use development providing neighbourhood open space, future pedestrian links, low-key commercial uses, more diverse dwelling choices including affordable housing, off-street parking and active frontages to the internal pathway network.

The proposal has considered, and will not compromise, the future redevelopment of adjacent and nearby sites within the precinct by providing adequate building separation including publicly accessible pedestrian paths and landscape setbacks. The site's orderly re-development is not reliant on the renewal of other sites in the precinct, rather it can be developed independently.

1.3. Supporting Documents

This DP is to be read in conjunction with the following plans and reports:

- Urban Context Report, Development Plan Appendix 1, prepared by Hatch Roberts Day, September 2024
- Architectural Analysis, Development Plan Appendix 2 prepared by 6 Degrees Architects, December 2024
- Traffic and Transport report prepared by Impact Traffic Engineering, August 2024
- Economic report prepared by Ethos Urban, August 2024
- Cultural heritage due diligence advice by Terra Culture
- Community assessment by i.e. community, August 2024.





Figure 1 Neighbourhood context (Source: Latstudios)



2. Site Analysis

2.1. Subject Site

The subject site has an area of 5,145 square meters (0.51ha) and is located at 150 Arthurton Road, Northcote. The site consists of one allotment legally described as Lot 2 on PS 544413 and is located on the northern side of Arthurton Road, approximately 120 metres east of the Merri Creek corridor.

Approximately 90% of the site is occupied by the existing warehouse, is void of any vegetation and the existing building presents as a 3 storey (10m) form along Arthurton Road with zero lot setback. Vehicle access is provided along the southern boundary directly off Arthurton Road and via a laneway off Woolhouse Street. On-site parking is provided within the street setback.



Figure 2 Existing Access (Source: Hatch)

The site is within walking and cycling distance to Arthurton Rd/St George Rd tram stop and Northcote. There is a bus stop directly in front of site which provides connection to the Northcote Plaza Shopping Centre and Sydney Road escarpment.

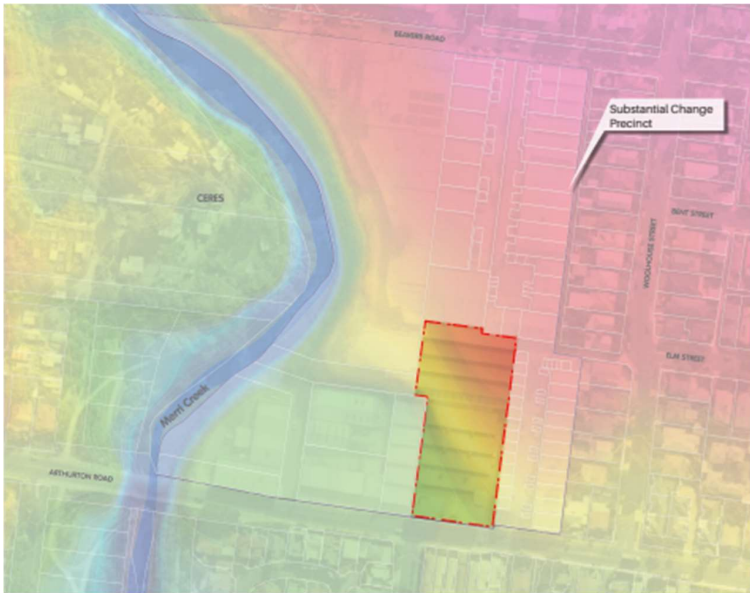


Figure 3 Topography (Source: Hatch)

There is also 10 -12 metres level change along Merri Creek escarpment.



Figure 4 Interfaces (Source: Hatch)

Existing 10m high building and interface to lane and Arthurton Road.

2.2. Site Location

The site is located in Northcote, an inner suburban centre located approximately 6 kilometres north of Melbourne’s CBD. The site is located within the southern part of the City of Darebin local government area.

Northcote has a population of approximately 26,400 and is typified by long established residential areas, ‘high street’ retail trading areas, areas undergoing residential higher density renewal close to bus, tram or rail transport and also remnant industrial precincts. The site occurs within an isolated former industrial precinct undergoing renewal and is bounded by Beavers Road to the north, Arthurton Road to the south, Merri Creek to the west and the rear of the residential properties fronting Woolhouse Street to the east.

The site is within proximity to the following:

- Bus Stop – directly in front of the subject-site along Arthurton Road (Bus Route 508)
- Merri Creek passive recreation corridor and off-road pedestrian / cycle pathway network (120m)
- Ceres Community Parkland and Woolhouse Park (200m – 250m)
- Tram Route 11 (West Preston to Docklands) (430m)
- Tram Route 96 (East Brunswick to St Kilda Beach) (520m)
- Northcote Train Station (870m)
- High Street Commercial Area (Northcote) (1km)
- Schools – Croxton School (300m), Brunswick East Primary School (700m) and Northcote High School (920mm)



Figure 5 Southern Interface (Source: Hatch)

Exsiting 10m high building and interface to Arthurton Road.





Figure 6 Southern Precinct of DPO12 (Source: 6 Degrees)

2.3. Neighbourhood Area

Properties immediately adjacent the subject site to the north, east and west are within the southern precinct of DPO12 and are earmarked for future mixed-use renewal. Development has occurred in the northern precinct (north of Beavers Road).

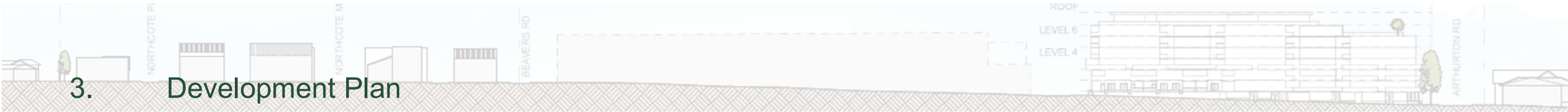
Surrounding development and approvals include the following:

- No. 200 Beavers Road – Development plan approved with construction completed for a townhouse and apartment unit development (43 dwellings).
- No.198 Beavers Road – Development plan approved for 74 dwellings with construction completed.
- No.148 Arthurlton Road (east) – Contains a series of two storey warehouses with vehicle access along Arthurlton Road. Council has approved a proposal for the redevelopment of “Unit 22” allowing for 13.6m high building (4 storeys with rooftop terrace). A permit has also been issued for buildings and works at unit 19.
- To the west is a series of warehouses, which are either vacant or used for a variety of passive uses including bicycle repairs, pop-up café, a carwash and joinery assembly.
- The southern side of Arthurlton Road is residential comprising single to three storey dwellings with high front fences.
- The residential properties to the east (40 metres away from the site) front onto Woolhouse Street which comprise of larger one and two storey dwellings. Some three storey dwellings in the precinct.

Merri Creek, its associated off-road pathway network and the Ceres Community Environmental Park are located further west of the site.

The wider area contains a mixture of lower density traditional detached housing, higher density mixed-use and residential apartment developments (existing and approved) located further to the east along Arthurlton Road and along roads such as Lygon Street, Nicholson Street, St Georges Road and High Street.





3. Development Plan

The primary aim of this Development Plan (DP) is to:

- Guide the siting, scale and land use outcomes of any future development on the subject site (150 Arthurton Road); and
- Facilitate an orderly and sustainable site re-development ensuring compatibility with the existing and desired future character of the Arthurton Road (Commercial 1 zoned) 'southern precinct' whilst providing net community benefit.

The desired urban renewal objectives for the site are as follows:

- Diversity of dwelling typologies in addition to key worker and affordable housing opportunities.
- Commercial space/s providing a diversity of sustainable employment opportunities accessed via Arthurton Road and/or the north-south through link.
- Improved permeability through the site and wider precinct, via a publicly accessible north-south link, in addition to an east-west connection along the northern boundary, which will connect Merri Creek and Woolhouse Street.
- Respectful built form outcomes that transition from 4 storeys along Arthurton Road (being the most sensitive interface) to 6 storeys at the rear of the site with a 7th recessed discrete level.
- Upper levels to be recessed with green (landscaped) edges, 'light weight' construction and muted materiality.
- Maximises passive surveillance across the public realm.
- Carparking concealed from public view.
- Creation of publicly accessible open space ('pocket parks') available to on-site users and surrounding community.
- Landscaping including deep soil tree plantings along street frontages, internal through links and open space areas in addition to podium and roof top areas.

In summary, the DP facilitates a high-quality low-impact redevelopment of a former industrial site as follows:

Residential Uses

- Approximately 135 dwellings, with a diverse mix of 1,2 and 3 bedroom dwelling types and potential 'underbuilding' townhouse style unit typologies over 2 levels.
- Provision of key worker or affordable housing at a discounted rental, comprising 4% - 5% of the total dwelling yield. Key worker and affordable housing are defined later on in this report at section 4.5.

- High quality amenity for residents including access to natural light and heating, resident communal areas, on-site public and private recreation, including rooftop terrace/s, cycling (end of trip facilities) with legible direct access to pedestrian and cycle connections.

Commercial Services and Community Uses

- At least 700sqm of commercial floor space to provide local employment opportunities.
- Commercial uses located at the ground plane fronting either Arthurton Road and/or the north-south link, with allocated parking in basement setting.
- Uses that do not have 'significant adverse impact' upon the surrounding residential amenity.
- Dedicated 'community space' of at least 100sqm available for use by on-site residents and potentially not for profit organisations and external resident groups.

Transport and Public Realm

- Bicycle parking, end of trip and electric vehicle charging facilities.
- Improved bus stop facilities along Arthurton Road frontage directly in front of site, consistent with council and transit authority requirements.
- Secure off- street parking concealed from the public realm.
- Provision of at least 24% of the total site area allocated to public benefit including new open space ('pocket parks'), pedestrian path along the northern, western and southern parts of the site as follows:
 - Southern (Arthurton Road) frontage with a 165sqm allocated toward the public realm. The existing building is setback 0m from the title boundary whereas the DP increases this setback to 3.6m, to provide a widened pedestrian pathway and greening with new tree plantings and bus stop upgrades.
 - North-south link (567sqm) allocation to public realm in the form of a new 6m wide landscaped pedestrian/cycle connection from Arthurton Road to the northern site extent with potential for it to connect to Beavers Road, as required by DPO12.
 - East-west link (northern boundary) comprising a 322sqm allocation to public realm with a new 6m wide landscaped pedestrian/cycle link along the northern site extent connecting the existing laneway from Woolhouse Street through to the

western boundary and potential future connection to Merri Creek.

- Open space comprising two publicly accessible landscaped areas totalling 379sqm. They adjoin the proposed north-south and east-west links.

Built Form

- A four-storey built form fronting the Arthurton Road frontage, setback at least 3.6m from the title boundary (excluding balconies) with the upper two storeys further recessed and setback from Arthurton Road by approximately 5m.
- A maximum building height of approximately 26m to the recessed 7th storey (situated to the centre of the site) and a remaining building height of approximately 22m and 6 storeys.
- The upper storeys will be setback or recessed with 'green' edges including landscaping on podium and adopt a 'lightweight' visually discrete appearance in terms of design, construction, colour and muted materiality and to further mitigate bulk and scale.
- A defined street wall height to match anticipated street wall heights along Arthurton Road in the southern precinct.
- Side setbacks to the eastern boundary above the street wall to maintain separation, equitable development and minimise bulk to the streetscape
- A 5-storey podium to face the new pedestrian links.
- Passive surveillance to be provided via the northern, western and southern frontages along the publicly accessible thoroughfares.
- The building footprint/envelope will take on a number '3' shape with a consistent side setback along the eastern boundary with openings along the western boundary providing open space opportunities above ground.
- Approximate building setbacks from the site boundaries (refer accompanying 'Design Response – Building Heights & Setbacks' diagram):
 - Arthurton Road frontage – 1.9m – 4.9m
 - West – 6m – 14m
 - North – 6.1m – 10.4m
 - East – 5.7m (excluding lower level)



Landscaping

- New street tree planting opportunities along the Arthurton Road frontage and footpath reservation, to assist with streetscape greening.
- The widening footpath reservation and building setback along Arthurton Road to incorporate:
 - Grassed or landscape reservation between kerb and pedestrian footpath (pavement); and
 - Deep soil tree plantings within and along the footpath reservation.
- Landscaping including deep soil tree and shrub plantings to occur along the northern and western site interfaces and to form part of the embellishment plans for the north-south and east-west public realm links described above.
- Green edges and planter boxes where practical at various levels of each building to create attractive and green facades. In particular, this is to be adopted for the upper recessed levels.
- New 'pocket park' open space areas are to be fully landscaped with opportunities for increased canopy coverage planting beds and/or grassed areas for unstructured play and passive recreation.
- Rooftop communal areas and landscaping with screening to avoid any potential for adverse acoustic and/or visual privacy impacts.

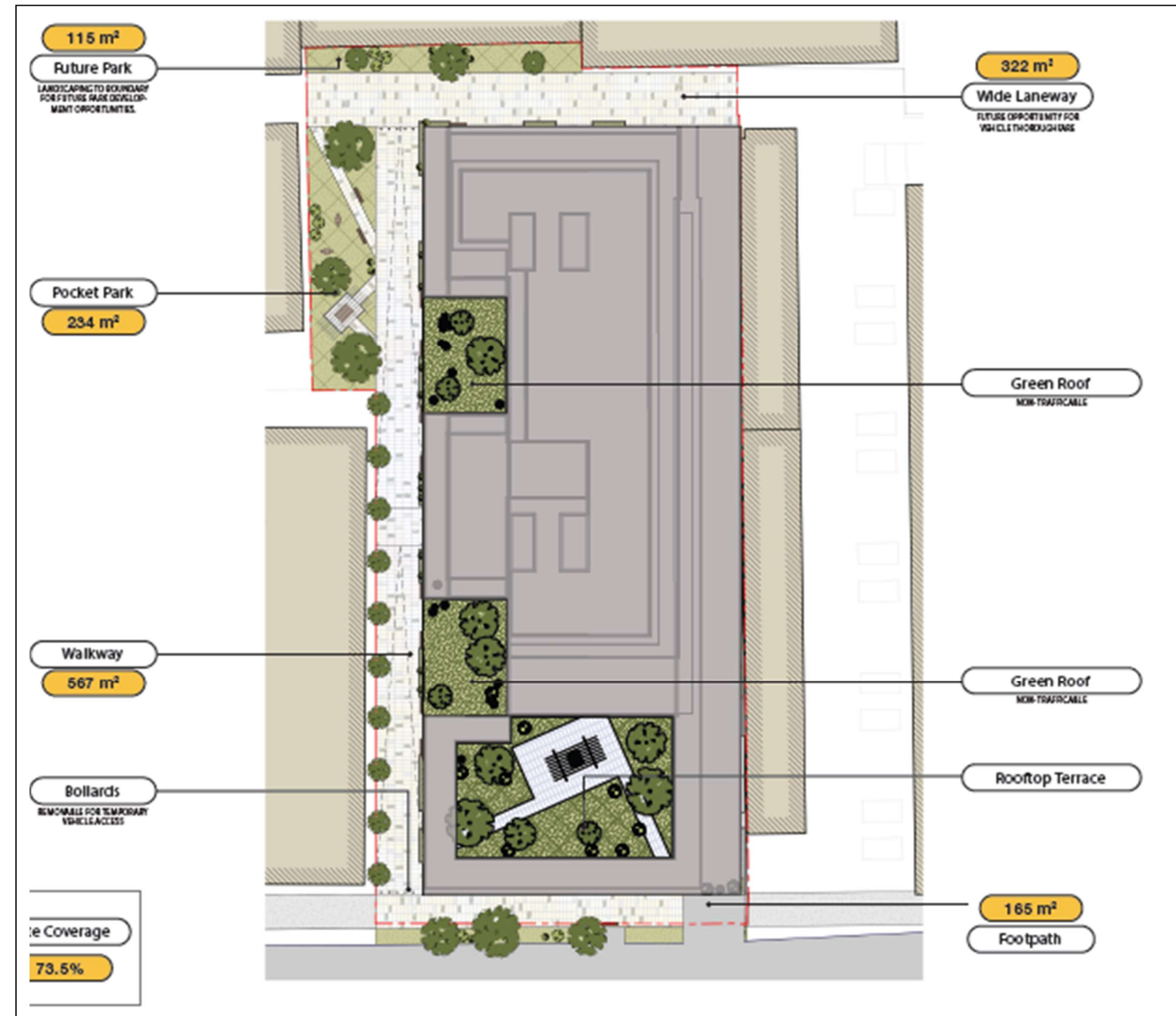


Figure 7 Landscape response (Source: 6 Degrees)



Design Response
Building Heights & Setbacks
Proposed Conditions

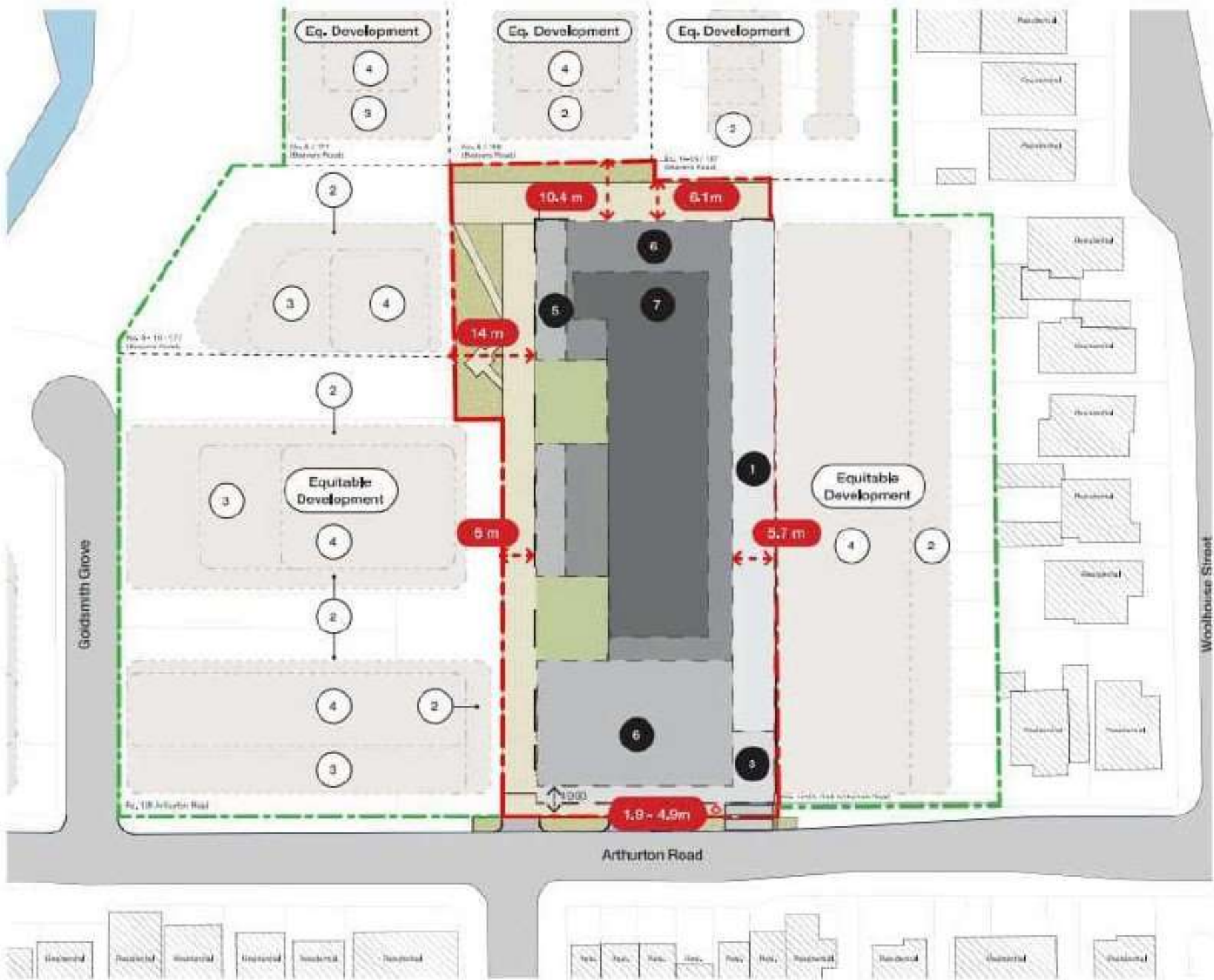
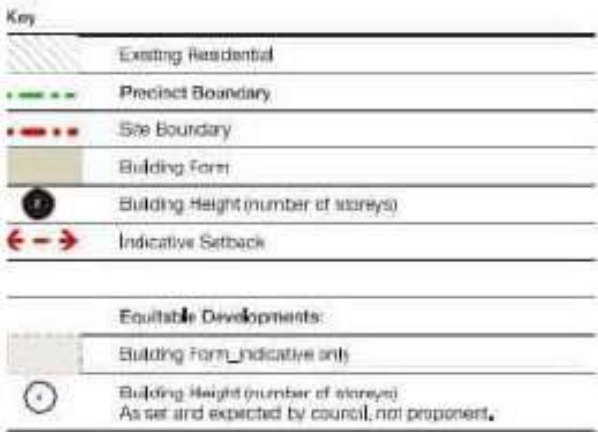


Figure 8 Design response (Source: 6 Degrees)



4. Schedule 12 to the DPO

4.1. Clause 3.0 – Requirements for a Development Plan

Clause 3 states:

- A development plan **must** meet the matter set out in subclause 3.0 as relevant.
 - The material in this DP and in section 6 meets all the matter set out in clause 3.
- The responsible authority may consider separate development plans with the precincts. Where a separate development plan is prepared, the plan should show how the plan relates to the other land within the overlay.
 - This DP has had great consideration to the entire 'southern precinct' especially with regard to built form outcomes and equitable development, future paths and pedestrian connections and provisions of public park space for all future users.

This clause requires the DP to address the following matters:

- Use, Built Form and Design
- Beavers/Arthurton Roads Design Guidelines (BARD Guidelines)

As the study area is within the Southern Precinct, the DP is required to address the 'General' and 'Southern Precinct' requirements listed under each section of the abovementioned matters.

The following documents have been reviewed and guided the preparation of the design guidelines, where relevant:

- Better Apartment Design Guidelines
- Clause 58 of the Darebin Planning Scheme
- Good design guide apartment development (Darebin City Council)

Relevant components in each of these guidelines will be considered in future planning permit applications.

4.1.1. General

- The proposed mixed-use development includes residential uses to complement the commercial uses. The northern precinct is solely residential and the vision for the southern precinct is for a mix of uses that complement the surrounds and provide a mix of employment and accommodation as the entire precinct moves away from strictly light industry and ancillary office.
- The mix of uses at ground level will ensure there is activation and passive surveillance at various times during the day and night, but the uses will not interfere with one another and the ability for the public to use and access the north-south link.
- The proposed 3-4-storey street wall height to Arthurton Road, reflects the building mass, typology and street wall heights of developments in similar contexts. The separation afforded by Arthurton Road allows an appropriate respectful transition in scale between the lower density forms and the proposed building.
- The building is set back from Arthurton Road (contrary to the DPO12) which will represent a vast improvement to existing streetscape conditions. The wider footpath reservation allows for improved landscaping, weather protection, tree plantings and seating, enhancing the streetscape experience and improved pedestrian amenity.

4.1.2. Southern Precinct

Green businesses and commercial offering

- The commercial floor areas are oriented towards Arthurton Road and the new north-south link along the western side of the building. The commercial floor area represents approximately 105m of active edges (56% of the building perimeter), delivering one of the key principles within DPO12.
- The remaining facades are dedicated to residential (40% of the building perimeter).
- The DP includes a community assessment by i.e community, which has reviewed the community and non-for-profit landscape of Darebin. The report concluded that there is demand for usable and accessible floor space need for existing organisations. The development plan includes the allocation of floor area for potential use by such organisations. The allocation of floor area for community style use will not only assist in the growth of local services and provide much needed floorspace for community groups but it will assist in creating a vibrant and active southern precinct. The report prepared by i.e community is ancillary to this DP and is for information purposes only.

Residential offering

- The dwellings at ground level (towards the northern end) are deemed appropriate in this location given their proximity from the main road frontage being Arthurton Road which is deemed better suited to a commercial interface at ground level. Furthermore, dwellings in this location will provide passive surveillance and help activate the north-south and east-west link and in particular the 'pocket park' open space in this corner of the site.
- The DP promotes a mix of housing typologies and scales. The site incorporates 1, 2 and 3 bedroom dwellings with various internal and external amenity provisions to cater for a range of household needs. There will also be an allocation of affordable/key worker housing.
- The assumed mix will be in the order of:
 - 1 x bed - no studio apartments
 - 2 x bed
 - 3 x bed - capped at 20%

North-south link

- The north-south pedestrian link is 6m wide allowing pedestrians and bicycle access. The vehicle access ways and the new link will provide safe and convenient vehicle and pedestrian movements to and from the precinct. The new link is dedicated to pedestrians and cyclists and only on special occasions will vehicles be able to utilise the link. The link will include landscaping, street furniture, lighting and create a positive, enjoyable and safe pedestrian experience that connects the public and private realm.
- The pedestrian link connects to Arthurton Road and allows future developments (within the southern precinct) to be designed to connect to the path and a future connection to Beavers Road.
- The design of the north-south link at 6m wide, has considered the future development potential of 158 Arthurton Road.



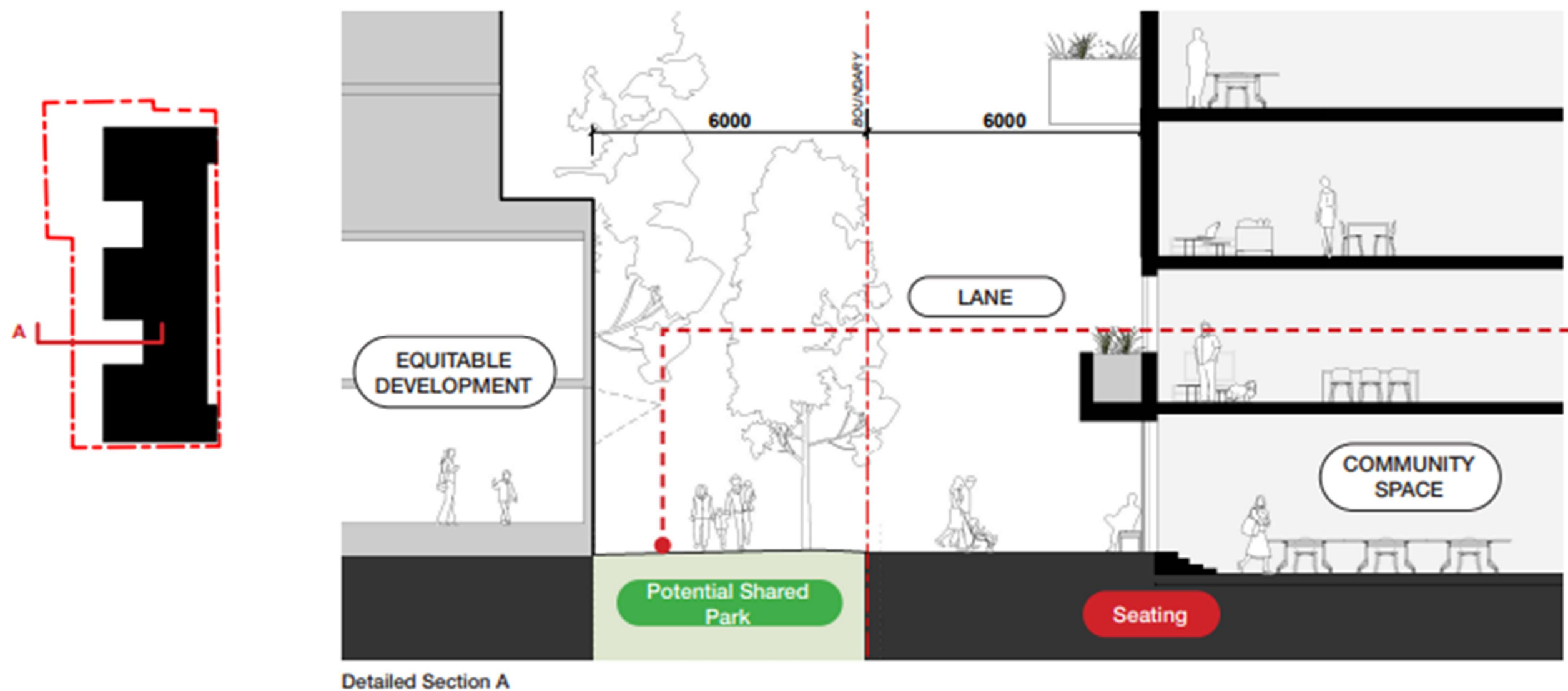


Figure 9 North – south link interface (Source: 6 Degrees)



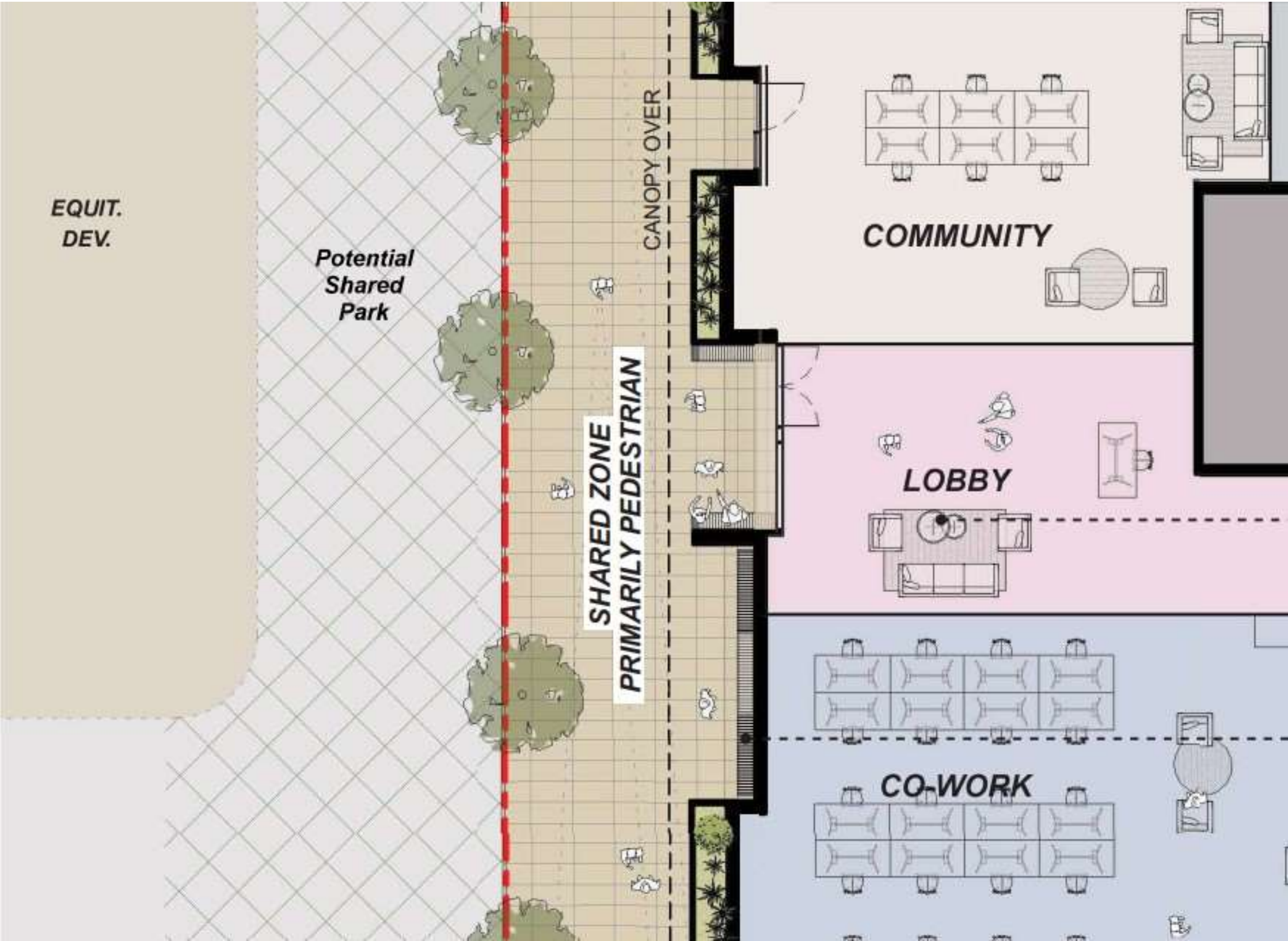


Figure 10 North – south link interface (Source: 6 Degrees)





Figure 11 North – south link interface (Source: 6 Degrees)



4.2. Beavers/Arthurton Roads Design Guidelines (BARD Guidelines)

4.2.1. General

- The building gradually rises from all side boundaries. We note the building is not within 5 metres of an abutting lot boundary of existing residential land that is outside of the DPO.
- The DP proposes a 3.6m to 4.9m setback from the title boundary to increase the footpath width, provide weather protection, landscaping, street furniture and ultimately a new and improved bus stop.
- The front façade has a distinguishable street wall height to match the expected street wall heights of the southern precinct but incorporating punctured facades with projecting balconies. The extent of glazing and openings to the façade will promote passive surveillance and ensure a comfortable pedestrian scale.

These design principles will be applied to the new north-south and east-west links along the western side and northern edge of the site.

- The desired articulation of the upper recessed levels, particularly the western façade is of a 'lightweight' appearance with a predominance of muted materials and glazing rather than heavy masonry materiality.
- Built form has been expressed in the Development Plan by:
 - minimum building setbacks from site boundaries and road reserves
 - maximum building heights in storeys and metres (approximately)
 - detailed design principles including upper-level setbacks, 'lightweight' construction and materiality, landscaping along podium edges, articulated and punctuated façade treatments.

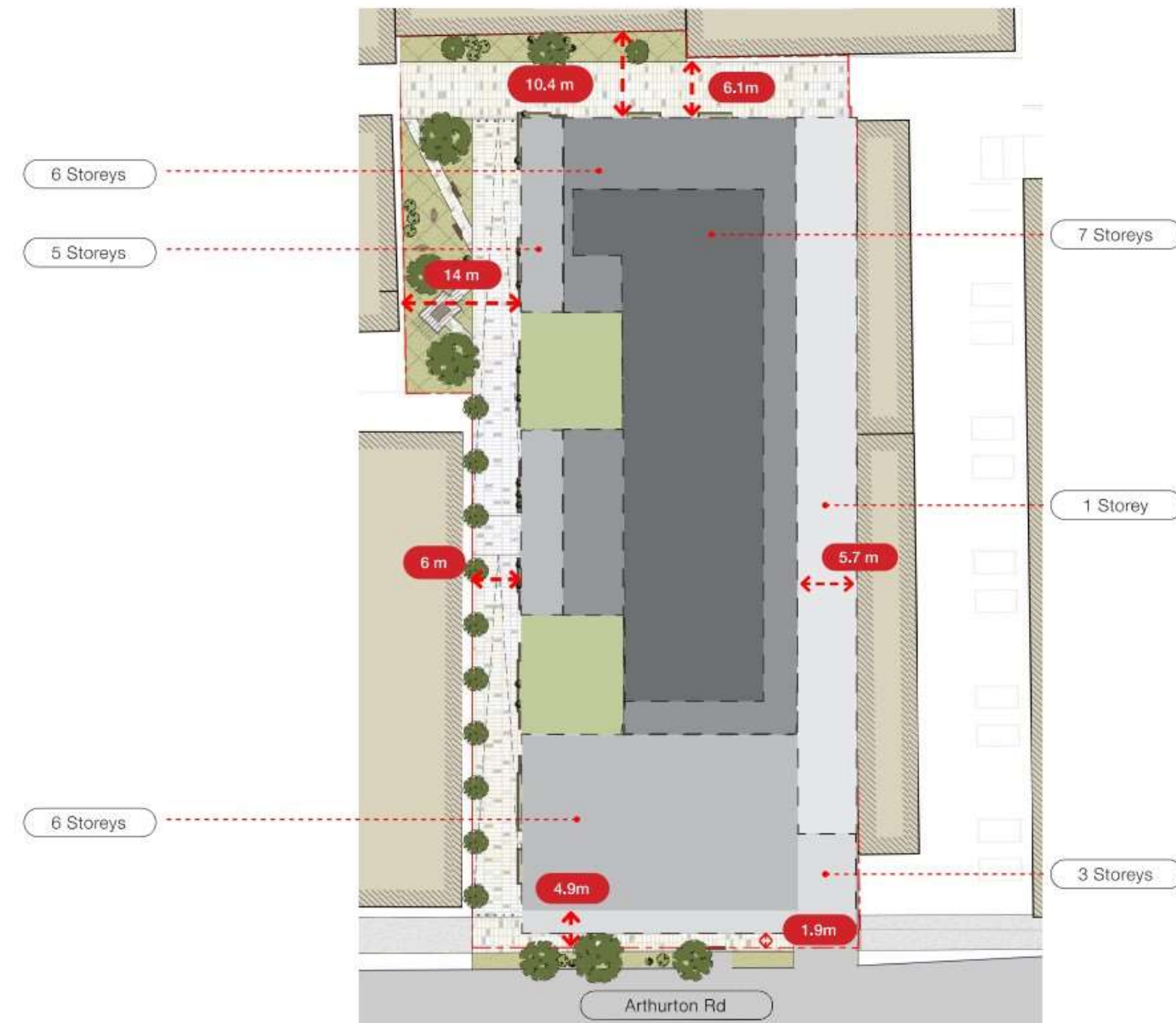


Figure 12 Proposed built form (Source: 6 Degrees)

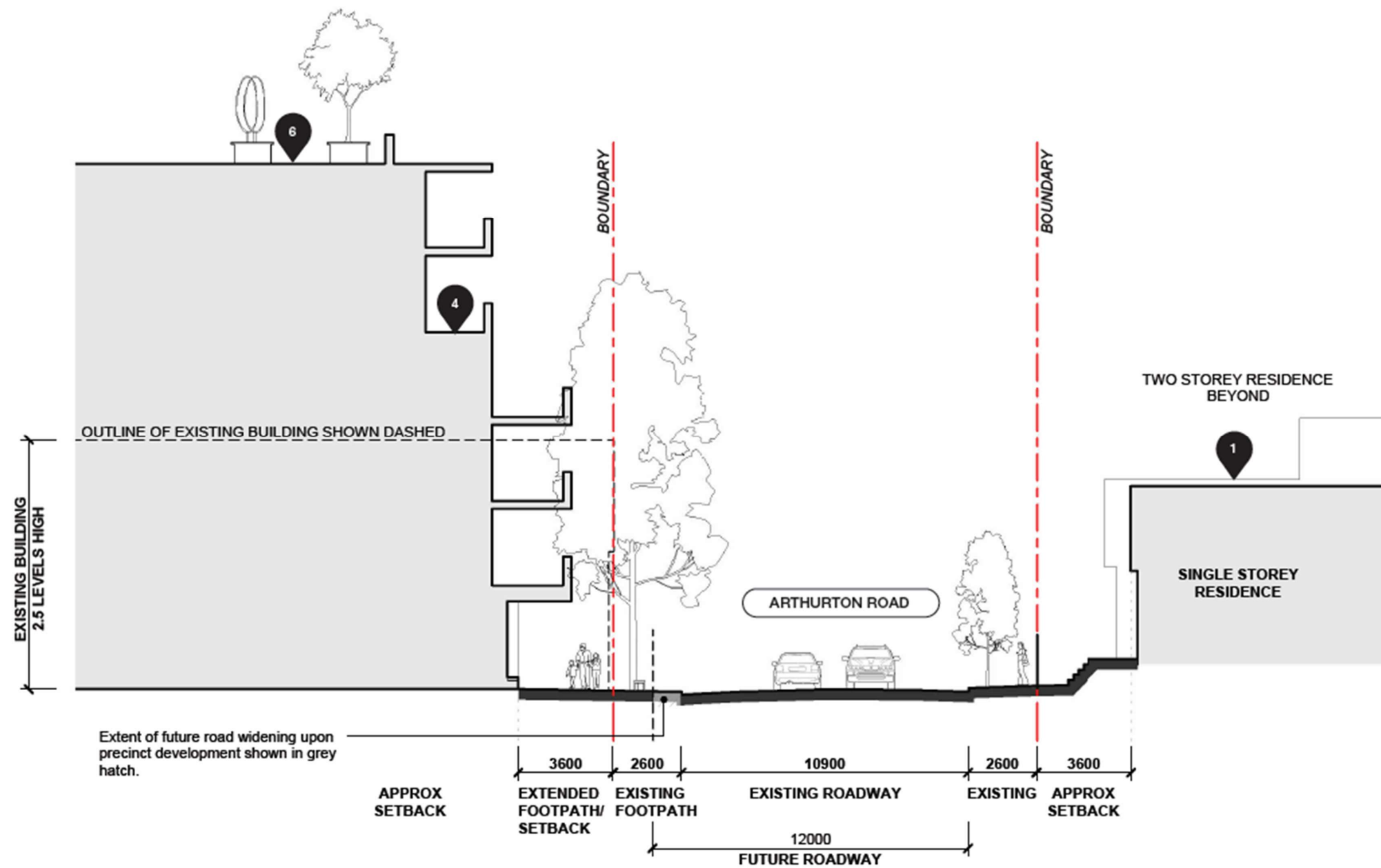


Figure 13 Street section (Source: 6 Degrees)

Building setbacks from site boundaries are nominated on the accompanying DP material. These include:

- 3.6m to 4.9m setback to Arthurton Road
- 6m setback to the western boundary (new pedestrian link)
- 6m to the rear boundary to provide the east-west pedestrian link
- Equitable development outcomes along the eastern boundary.

The built form includes significant upper-level setbacks, along the Arthurton Road frontage, and the remainder of the building. The upper-level setbacks provide the opportunity for terrace or balcony plantings in these locations, whilst reducing perceived bulk and scale.



4.2.2. Southern Precinct

The proposal has been designed to create an attractive streetscape and is also mindful of the safety component within the development. The proposal seeks to create a strong sense of place and vibrancy of commercial and mixed uses, accessibility and community safety. This is achieved through the incorporation of the following Crime Prevention Through Environmental Design (CPTED) principles, where relevant:

- *Surveillance*: Passive surveillance of the publicly accessible areas (including the east-west and north-south mews areas in addition to the Arthurton Road frontage) will be facilitated via active commercial frontages and balconies directly overlooking the ground plane below.
- *Access Control*: Clear delineation of public versus private domain will be achieved through careful high-quality landscaping treatment but also discrete controlled entrances and gates where access is required into the private domain, i.e., residential lobbies and private open space or courtyards.
- *Territorial Reinforcement*: Design of the publicly accessible spaces will be of a high-quality robust nature without barriers or gates to disrupt passage, rather encouraging pedestrians and visitors to feel welcome and gather in public.
- *Space Management*: Regular maintenance of the publicly accessible areas via the body corporate or similar common property arrangements (ensuring cleanliness, safe passage and rectification of any vandalism, etc.) will ensure appropriate space management.

Examples of these measures are supported by the illustrations shown in the figures below.



Figure 14 Existing south interface (Source: Mecone)



Southern Interface

The south interface fronting Arthurton Road has been designed as the 'primary pedestrian route', incorporating requirements outlined in the *Council's Walking Strategy 2018 – 2028*, including:

- New footpaths constructed with a minimum width of 1.8m (greater than 2m desirable).
- Planting of large canopy trees along Arthurton Road providing shade and visual amenity.
- Sheltered seating area and attractive landscaping integrated into the southern façade of the building.
- Bus stop seating incorporated to the southeast of the building.
- Removable bollards for temporary vehicle access along the north-south link – restricting vehicular access into the site.

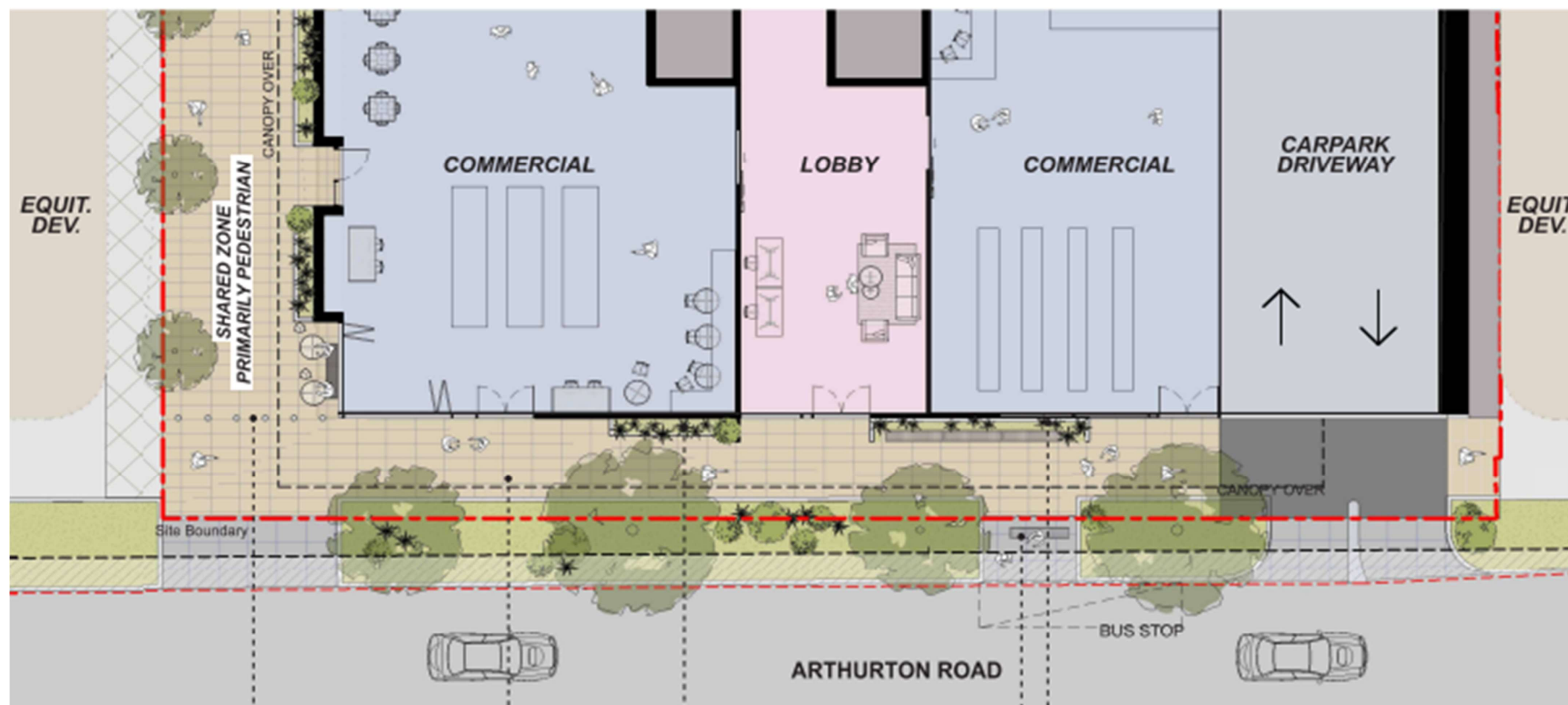


Figure 15 Proposed south interface (source: 6 Degrees)



North Interface

The north interface will provide the following treatment to complement the abutting offices/light industrial buildings at 167-169 Beavers Road:

- Removable bollards for temporary vehicle access to the north-western corner of the site.
- Landscape treatment including planter boxes along the front of the building which enhances the street rhythm.
- Sheltered communal seating area incorporated into the north façade design.
- Shared pedestrian and bicycle area incorporated along the north of the site with a pocket park to the northern most portion of the site. This link will connect Woolhouse Street to the Merri Creek.



Figure 16 North interface (Source: 6 Degrees)



West Interface

The west interface will provide the following interface treatments to complement the adjoining offices/light industrial buildings at 158 Arthurton Road:

- Pocket park located to the north-west corner to provide recreational area to the public and private communities. This includes playground, picnic tables with a pergola.
- Shared communal area along the western boundary that mainly accommodates pedestrians and cyclists.
- Integration of planter boxes along parts of the western building. Sheltered communal seating area provided across the western façade.

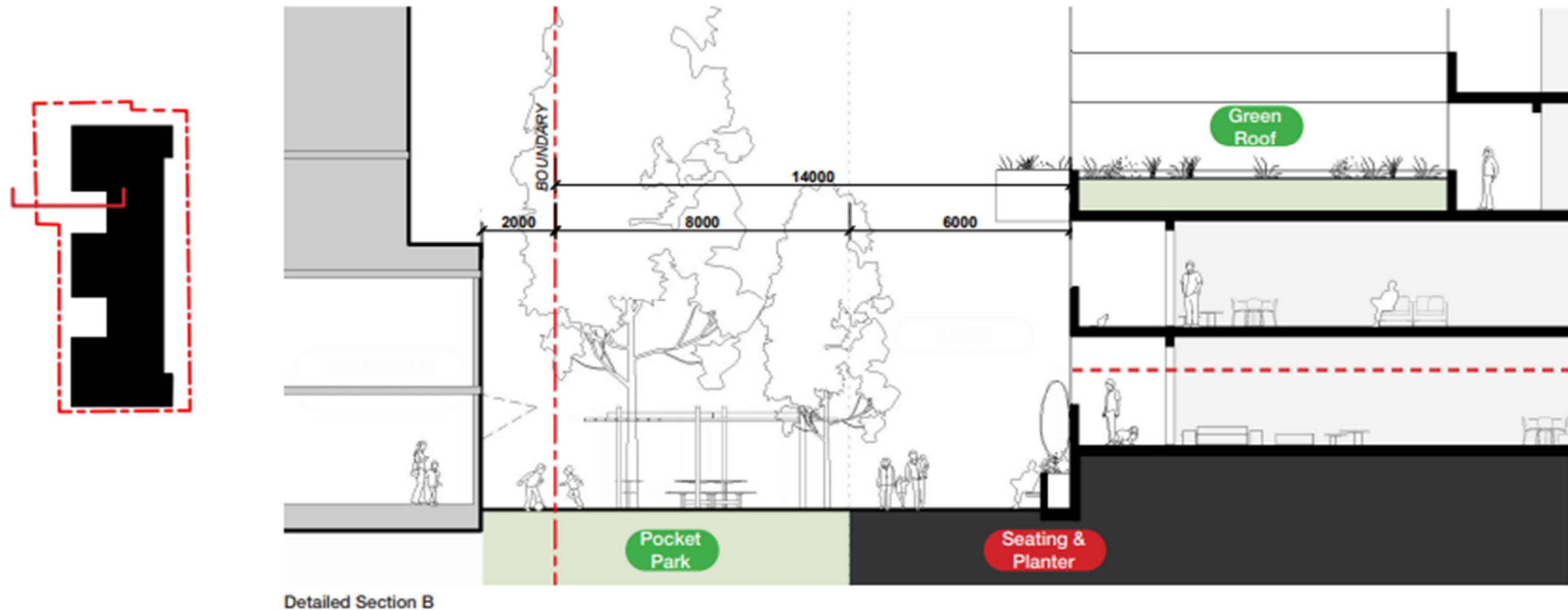


Figure 17 Western interface (Source: 6 Degrees)

East Interface

The east interface is twofold, the consideration for residential character along Woolhouse Street and the individual industrial units abutting the site at 148 Arthurton Road.

- The upper levels are well setback from the residential context and will not cause impact by overlooking, overshadowing and visual bulk.
- There is an approved DP for an on-boundary development at 148 Arthurton Road, Unit 22, allowing for 13.6m high building (4 storeys with rooftop terrace). Assuming units along this boundary are built to this height, the DP proposes adequate eastern side setbacks to allow for daylight, sunlight and ventilation and the equitable development of 148 Arthurton Road.
- To the southeast corner, the DP proposes a defined street wall height with no development above to
- create a consistent streetscape and match expected future on boundary development of 148 Arthurton Road.



4.3. Merri Creek Environs

The site has been designed to have regard to the Merri Creek corridor in terms of potential view impacts and to also improve and facilitate off-road pedestrian and cycle connectivity to the creek and associated pathway network.

The subject site is 145 metres from the creek corridor and the accompanying views of the proposed built form from the creek and pathway network demonstrate the future re-development will have no adverse visual impacts nor overshadowing to the riparian corridor as follows.

- The built form with recessed facades and lightweight construction materiality on upper floors to assist in reducing bulk and scale when viewed from afar.
- There will be limited views to the building given the dense vegetation present within Merri Creek corridor.
- The building, particularly the western façade will incorporate building materials that are high-quality, muted and natural 'earthy' tones and avoid reflective, bright or illuminated façade treatment. This minimises any light spill impact on Merri Creek's biodiversity and corridor.
- The proposal includes several open spaces that complements and enhance the environmental values of the creek.
- The development guidelines do not require a building on this site to be invisible. The proposed building will only be visible from discrete points within CERES Park and from the Merri Creek Trail.

Several viewpoints have been taken from Merri Creek as shown in Figure 43 (Urban Context Report, prepared by Hatch).



Figure 18 View from Merri Creek Shared Path (Source: Hatch)



Figure 19 View from Ceres Farm (Source: Hatch)



Figure 20 View from Arthurton Road Bridge at footpath level (Source: Hatch)



Figure 21 View from elevated pathway above main pedestrian path along Merri Creek - South (Source: Hatch)



Figure 22 View from Merri Creek (Source: Hatch)



4.4. Integrated Transport and Traffic Management Plan

An Integrated Transport and Traffic Management Plan has been prepared by Impact Traffic Engineers, which comprises the following assessment (but not limited to):

- *An existing condition assessment.*
- *Internal road layout, car parking location, the expected traffic generation and management, bicycle and pedestrian movement and their connections to the external movement network including public transport.*
- *Works necessary to existing and proposed intersections to accommodate traffic increases and safe pedestrian movement.*
- *Proposed traffic management and control works on site and on adjoining roads.*

The Arthurton Road Development Plan aims to integrate with the existing road network surrounding the site and more specifically the proposal includes:

- Several new pedestrians and cycle based linkages connecting to Arthurton Road, Woolhouse Street and improving future connectivity to Beavers Road and Merri Creek (envisioned by the DPO12)
- Improvement of the public realm and pedestrian safety along Arthurton Road
- Off street parking opportunities for new commercial uses
- Improvements to internal access from the site to the precinct.

The new link along the western edge of the building will act as the core public realm space, which unlocks pedestrian connectivity through the site to the remaining parts of the precinct. This link will act as the primary movement corridor for bicycles and pedestrians through the precinct to Arthurton Road. The building has been provided with active frontages along this link with commercial spaces, residential activation and dwellings (with balconies above ground floor) fronting this link.

4.4.1. Building and vehicle access

Carpark zones are consolidated in the basement to minimise any visual impact of carparking to the street frontages. Due to the slope of the land, there will be a few parking spaces at grade, obscured from view.

Vehicle access will be via Arthurton Road including the following:

- Site access point will be limited to left-in/left-out only, which is acceptable as there is sufficient practical gap as confirmed by the SIDRA analysis undertaken by Impact. This will not compromise the surrounding transport network, while maintaining the safety of pedestrians and cyclists.
- The site currently has a row of car parking spaces in the front setback, with a crossover that extends the entire width of the site. The proposal will remove these and reduce the extent of crossover to one double width crossover, centrally located on the site.
- The building is setback approximately 3.6m from the front title boundary to widen the pedestrian footpath, incorporate new street tree planting and furniture.
- The public realm improvement allows the sub-standard bus stop in front of the site to be upgraded. Any future planning application for the development to upgrade this bus stop as part of the access and public realm works will need to be referred to the Department of Transport.
- The improved pedestrian path will include activated commercial facades and link into the north-south pedestrian link (and future links to Beavers Road and the Merri Creek to be provided by others).

- The proposal is able to consider the long term solution should the road capacity on Arthurton Road increases significantly and once the southern precinct is fully developed. This includes proposing a right-turn lane along Arthurton Road to relieve traffic pressure on commuters turning into the site and reduce risk of rear-ends. However, this will only be implemented if it is absolute necessary in the future.



Figure 23 Future vehicle access arrangement (Source: Hatch)



4.4.2. Traffic and Carparking

Ingress and egress from car parking areas including on street parking have been carefully designed to avoid potential conflicts and reduce traffic impacts to the existing and proposed road network. The carparking is also hidden from public view. The development includes loading and waste areas for future residents and commercial tenancies within the site, with sufficient carparking and bicycle parking nominated to meet the needs of future users.

Carparking and bicycle parking to be achieved on site will be approximately:

- 160 - 170 car spaces for residents
- 15 – 20 visitor car parking spaces
- 30 - 35 commercial car spaces
- Exceedance in bicycle spaces requirements
- Motorcycle spaces

Car parking provision for the development has been tested against car parking requirements set in Clause 52.06 of the Darebin Planning Scheme and Australian Car Parking Standards.

Appropriate on-site parking provision rates for various land uses, including residential (dwelling) and commercial (including retail) are provided in the table below:

Use	Size/Number	Rates
Dwelling (Residential)	One-bedroom apartment	0.7 spaces per dwelling
	Two-bedroom apartment	1 space per dwelling
	Three-Bedroom apartment	1.5 spaces per dwelling
Dwelling (Visitor)	Off-Peak visitor parking	0.06-0.1 spaces/dwelling
	Peak visitor parking	0.1-0.2 spaces / dwelling
Commercial (staff)	Staff	1.0-1.5 spaces / 100sq.m

These rates are discussed in detail within the accompanying Traffic and Transport report prepared by Impact Traffic Engineering.

Bicycle Parking

Clause 52.34 of the Darebin Planning Scheme seeks to encourage cycling as a mode of transport through the provision of the appropriate bicycle parking and associated facilities.

The DP will exceed the required number of bicycle parking spaces, promoting a healthy, active and sustainable community. Bicycle parking in the basement and at grade, external to the building could be provided. Future development could easily incorporate end of trip facilities. The plans from 6 Degrees have shown the end-of-trip facilities and access points from the north-south connection.



4.5. General Outcomes

Affordable Housing

Under the *Planning and Environment Act 1987* s3AA Meaning of affordable housing, defines it as:

- (1) For the purposes of this Act, affordable housing is housing, including social housing, that is appropriate for the housing needs of any of the following:
 - a) Very low income households
 - b) Low income households
 - c) Moderate income households
- (2) For the purpose of determining what is appropriate for the housing needs of very low income households, low income households and moderate income households, regard must be had to the matters specified by the Minister by notice published in the *Government Gazette*.
- (3) Matters specified by the Minister by notice under subsection (2) cannot include price ranges or prices for the purchase or rent of housing.
- (4) In this section-

The definition of the above incomes is by the Order under section 3AB and social housing defined as in section 4(1) of the *Housing Act 1983*.

Key Worker Housing

Key worker housing is generally defined as:

Key works are generally defined as people who provide an essential service to the community. They are unable to work from home and often work outside of traditional business hours.

The Council’s Housing Strategy 2013 (revised 2015) includes numerous goals with one of these being to ‘address housing affordability and social housing needs’ and to ‘support and facilitate affordable housing in appropriate location, to meet the needs of the community’. The housing strategy states:

“Opportunities exists for Council to facilitate partnerships and work better with the private development industry and the community housing sector to identify opportunities for the delivery of affordable housing. Council can investigate options for specifying affordable housing as a component of larger residential or mixed us developments, secured either through the land rezoning stage or in negotiation with developers at the planning permit application stage”.

The proposed DP commits to at least 4% to 5% (of total dwelling yield) as affordable housing made up of fixed term affordable rental housing, with the potential for a number of dedicated apartments (in perpetuity). The actual tenure, mix and unit configurations to be negotiated with Council with assistance from a community housing provider at the time of entering into a section 173 Agreement or at planning permit stage.

This specifically responds to Council’s Housing Strategy and the Council Plan 2021-2025, that seeks for an increase in affordable housing at larger development sites. Affordable housing provision to be consistent with the definition of Affordable Housing under s3AAA of the *Planning and Environment Act 1987*. Again, details of the arrangement will be confirmed at the planning permit stage.

It is recommended that at planning permit stage or at s173 agreement stage, a condition similar to the following is included:

Prior to the occupation of the development, the permit holder will provide to the Responsible Authority evidence of an agreement entered into which provides for:

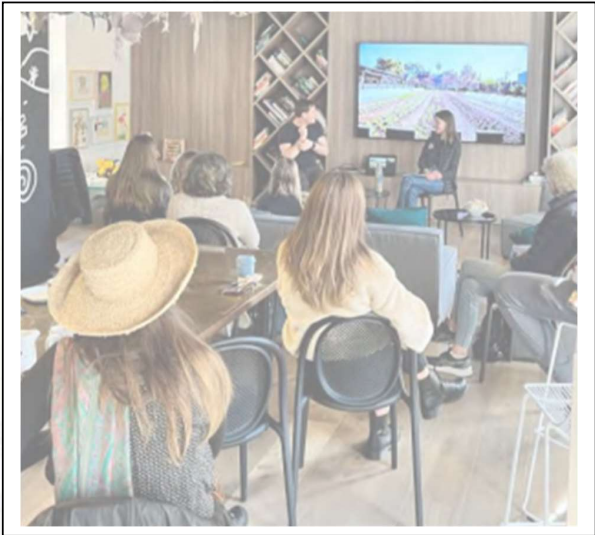
- a. management of 4-5% of the residential dwellings on the land for leasing as affordable housing within the meaning of section 3AA of the Planning and Environment Act 1987 (Vic) for a period of 10 years from the date the dwellings are first occupied under the control of a registered housing provider.*

Community Space

The DP provides for a dedicated ‘community space’ of at least 100sqm available for use by on-site residents and potentially not for profit organisations and external resident groups.

In short, the dedicated community space could be:

- Operated and managed by the body corporate for use by future tenants
- Leased out (peppercorn lease) to a community group or non-for profit organisation. This could also be managed by the body corporate and room hire or leases be short or long term



Acoustic Performance

Where appropriate and considering the existing warehouse uses of the precinct, acoustic treatments will be incorporated into the design. At the time of any planning approval should the precinct still contain warehouse/s and light industry uses, the following measures could be deployed in order to reduce any adverse acoustic impacts:

- Sound insulated walls
- Acoustic panelling
- Isolation rails
- Ceiling baffles
- Double glazed windows



The above list is not exhaustive and could be supplemented by other construction requirements listed in the National Construction Code handbook for 'Sound Transmission and insulation in buildings', version 4.0 dated March 2021 or the latest version of the National Construction Code (NCC) and any relevant guidelines published by the Environment Protection Authority.

Finishes and Materials

The future design response will incorporate high-quality materials, as detailed in the accompanying architectural report by 6 Degrees. The following commitments will be adhered to wherever possible:

- Encourage the selection of sustainable streetscape materials and utilise paving materials which are locally-sourced, durable and damage-resistant.
- Utilise paving/streetscape materials which are water permeable where appropriate slip-resistant.
- Where possible, use of scratch and mark resistance materials should be used to deter vandalism and graffiti.
- Community art budget to commission a community art piece, i.e. mural facing the public realm or wayfinding treatments or sculpture, in an appropriate location to be agreed upon by Council and the permit holder.

Development Contributions Agreements

Any future development where appropriate is making the following contributions:

- The provision of affordable housing, representing 4%–5% of the dwelling yield, will be secured through a Section 173 Agreement. These dwellings will be excluded from any Development Contributions Plan Overlay (DCPO) contributions.
- At the planning permit stage, the Development Contributions requirement will come into effect. Regardless of the development outcome—whether subdivision, build-to-sell, or build-to-rent—the permit holder, where applicable against the tests outlined in the Darebin Planning Scheme and the *Planning and Environment Act 1987*, will be required to pay contributions for the retail, commercial, and residential components (excluding affordable housing) in accordance with Schedule 1 of the Development Contributions Plan Overlay (DCPO1).

The above commitments can be captured by a s173 Agreement between the owner and Council.

4.6. Environmentally Sustainable Design Outcomes

The future development will incorporate high quality architecture and the latest in environmentally sustainable design outcomes. The accompanying architectural report by 6 Degrees in addition to other reports detail several environmentally sustainable measures. These include:

- Energy Efficiency: including reduction of energy and demand through the design of an energy efficient building form and building fabric, design of energy efficient HVAC system, lighting and domestic hot water systems (eg electric system), and selection of energy efficient appliances. Such things as cross ventilation, ceiling fans, high performance windows, LED lighting will be implemented into the design.
- Commitment to a full electric building and removing the need to rely on onsite fossil fuel usage.
- Sustainable Waste Management: this includes diversions of construction and demolition waste from landfill and an operational waste management strategy which will consider separation of waste streams and implementation of appropriate dedicated and accessible waste storage.
- Water Efficiency Management: this includes water efficient sanitary fixtures, solar hot water, raingardens, landscape drip irrigation with moisture sensor override, collection and re-use of rainwater for irrigation.
- Stormwater management: this will include a stormwater strategy to ensure that the peak event discharge from the site will not exceed the pre-development peak event discharge and also to ensure that the quality of stormwater discharged from the site will meet the appropriate pollution reduction targets. A Water Sensitive Urban Design (WSUD) strategy, inclusive of MUSIC modelling, will be developed to meet and exceed the Urban Stormwater Best Practice Environmental Management Guidelines required by the City of Darebin. Referral to Melbourne Water is required for any new or modified stormwater connection to Melbourne Water's drains or watercourses.
- Sustainable Energy supply: embedded networks, heat recovery systems, potential battery storage.
- Materials selection; exposed finishes, no MDF, reclaimed materials, engineered timber flooring, roof sheet colour
- Sustainable transport options, including bicycle parking spaces and EV charging stations.
- Landscape approach and 'greening' of proposed publicly accessible domain including the front setback and proposed pedestrian paths along the northern and western site boundaries.

The project is targeting:

A certified 5 star Green Star Design and as built rating, inclusive of a number of mandatory credits from the Affordable Housing Portion of the development.

An average NatHERS rating of at least 8 stars with no individual dwelling achieving less than 7 stars.

These matters will be addressed in detail during the planning permit stage and in accordance with the latest legislation at the time of assessment.



4.7. Aboriginal Cultural Heritage Sensitivity

The site is within an area of Cultural Heritage Sensitivity due to its proximity to Merri Creek. A Cultural Heritage Due Diligence advice was prepared by Terra Culture which concluded the following:

- There are no registered Aboriginal places listed for the study area.
- The proposed activity is a high impact activity according to the *Aboriginal Heritage Regulations 2018*.
- According to the AV sensitivity mapping, the activity area is an area of Aboriginal cultural heritage sensitivity. While it has obviously been subject to ground disturbance in the past, there is insufficient evidence to indicate that the entire footprint has been disturbed.
- A CHMP in compliance with the *Aboriginal Heritage Act 2006* is required prior to the future development of the property.
- There is possibility of historic cultural heritage remnants below the existing building. These are clearly older than 1945 and may be of sufficient age and significance to require a formal assessment under the Heritage Act.

A CHMP will be provided at the planning permit application stage.

4.7.1. Site Remediation

Preliminary environmental investigations undertaken confirmed that the site can be utilised and developed for sensitive land uses. Further detailed environmental investigation/s can be undertaken and addressed at development permit stages.

Site remediation will occur in accordance with the requirement of the Environmental Audit Overlay (EAO) and the Environment Protection Authority (EPA).

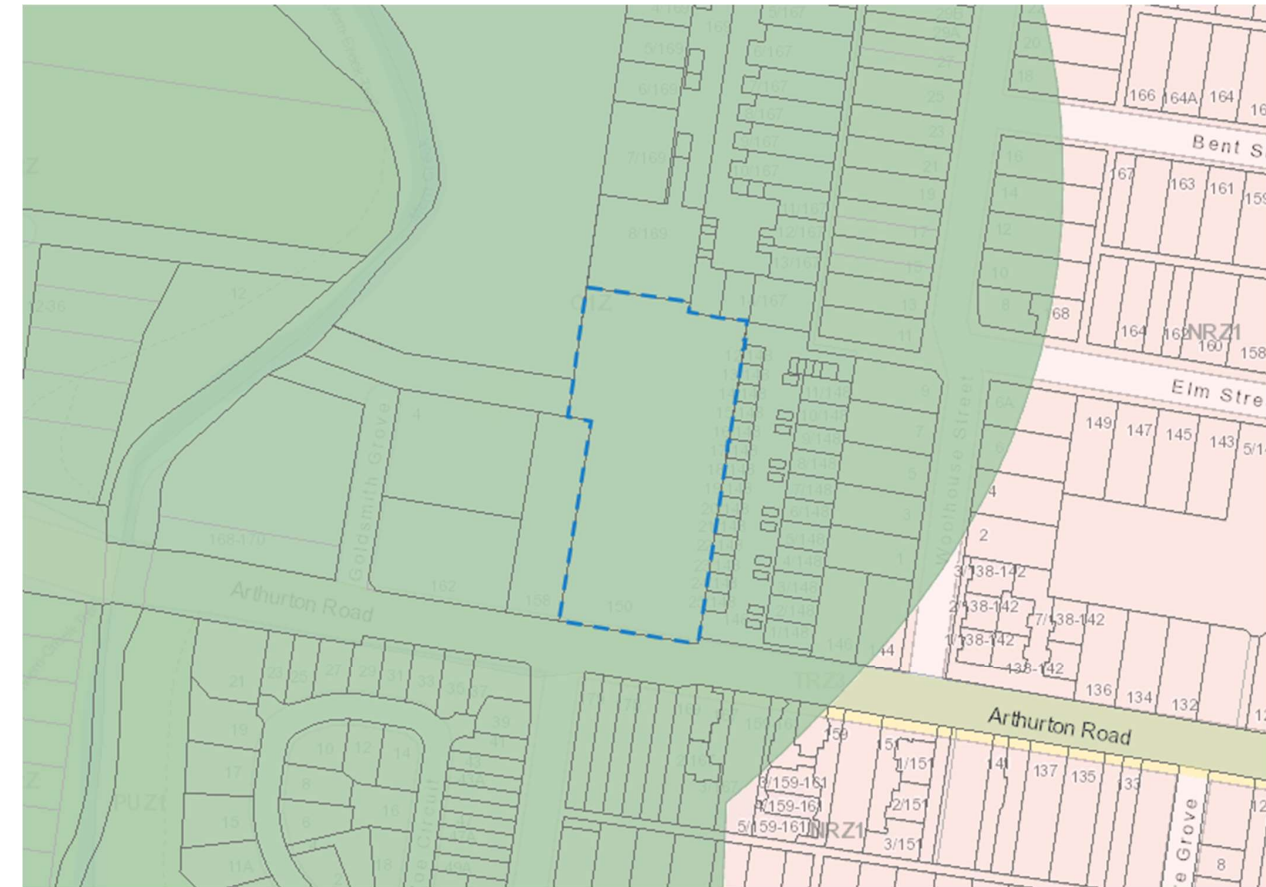


Figure 24 Aboriginal Cultural Heritage (Source: Hatch)



mecone.com.au
info@mecone.com.au
02 8547 9510

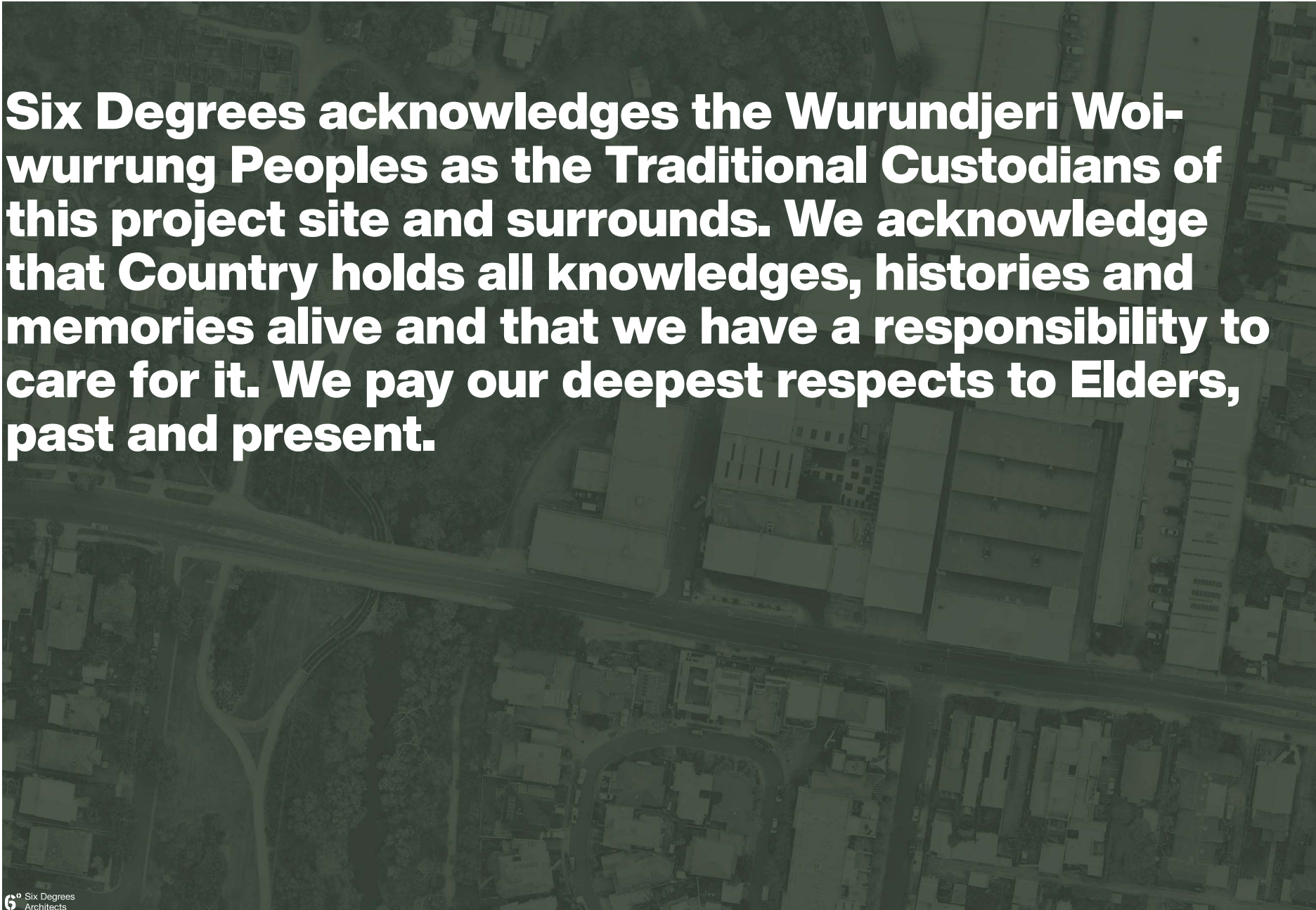
December 2024

150 Arthurton Rd Northcote

Architectural Analysis — Development Plan Appendix 2






 Six Degrees
Architects

110 Argyle Street T 61 3 9635 6000 ABN 68 101 224 593
Fitzroy VIC 3065 F 61 3 9635 6060 www.sixdegrees.com.au



Six Degrees acknowledges the Wurundjeri Woi-wurrung Peoples as the Traditional Custodians of this project site and surrounds. We acknowledge that Country holds all knowledges, histories and memories alive and that we have a responsibility to care for it. We pay our deepest respects to Elders, past and present.

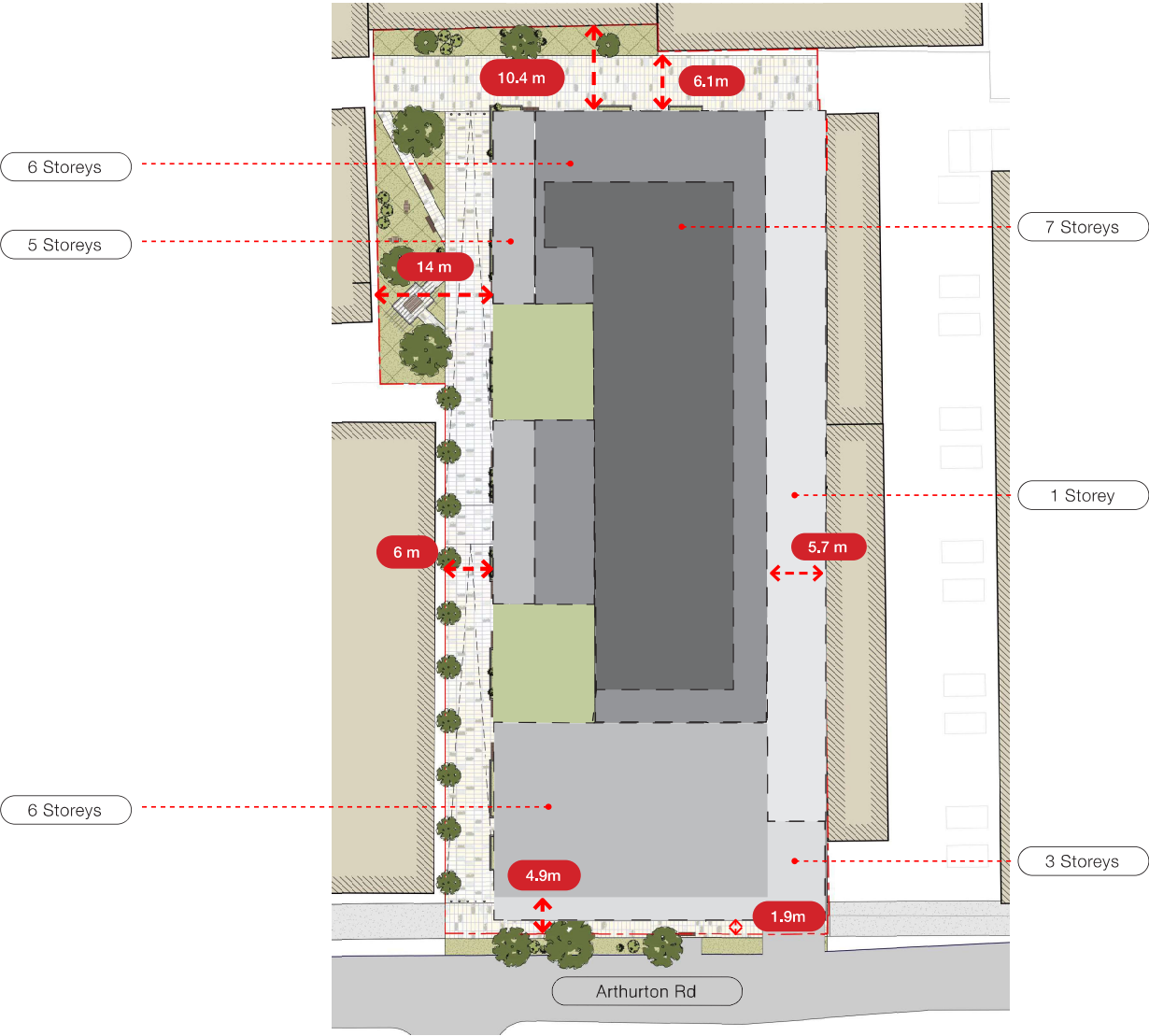
Urban Context & Site Analysis
Urban Context and Location

Key	
	Subject Site
	Main Road
	Bus Route
	Rail Line
	Tram Line



Design Response
Building Heights & Setbacks

Key
----- Site Boundary



Design Response

Building Heights & Setbacks

Proposed Conditions

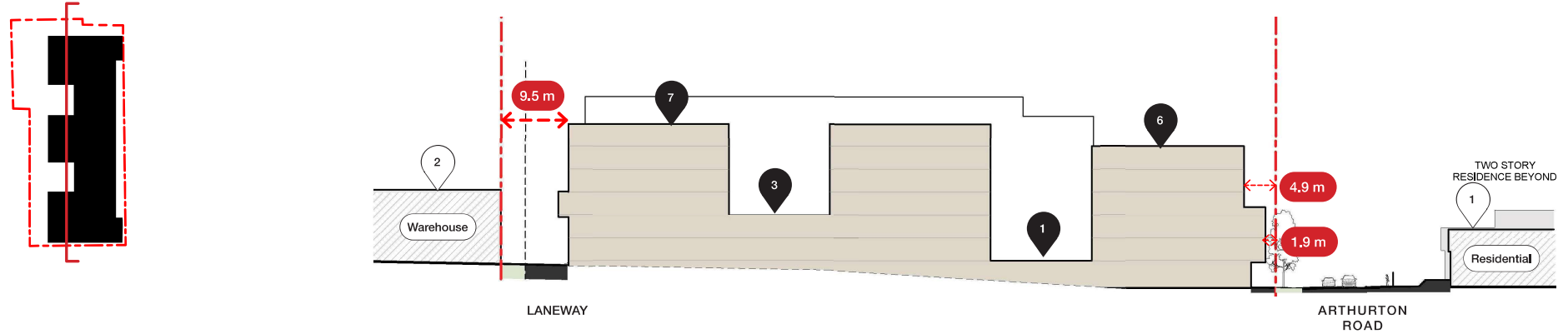
	Existing Residential
	Precinct Boundary
	Site Boundary
	Building Form
	Building Height (number of storeys)
	Indicative Setback
Equitable Developments:	
	Building Form_indicative only
	Building Height (number of storeys) As set and expected by council, not proponent.



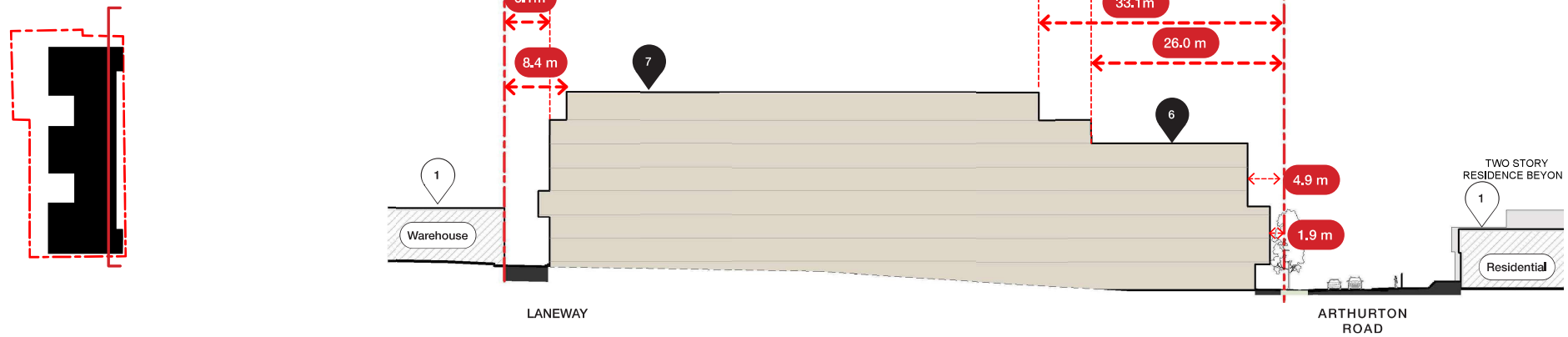
Design Response
Building Heights & Setbacks

Existing Conditions

1. Section North South A



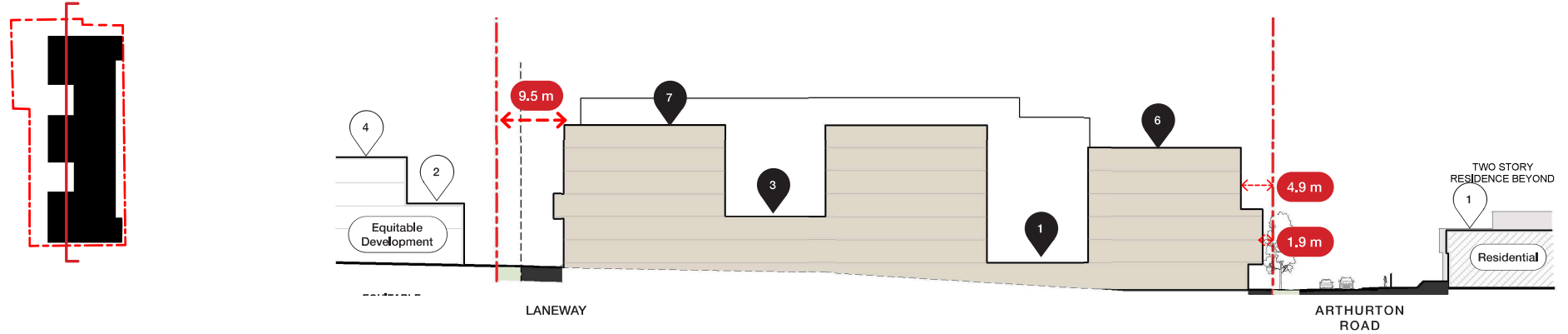
2. Section North South B



Design Response
Building Heights & Setbacks

Proposed

1. Section North South A



2. Section North South B

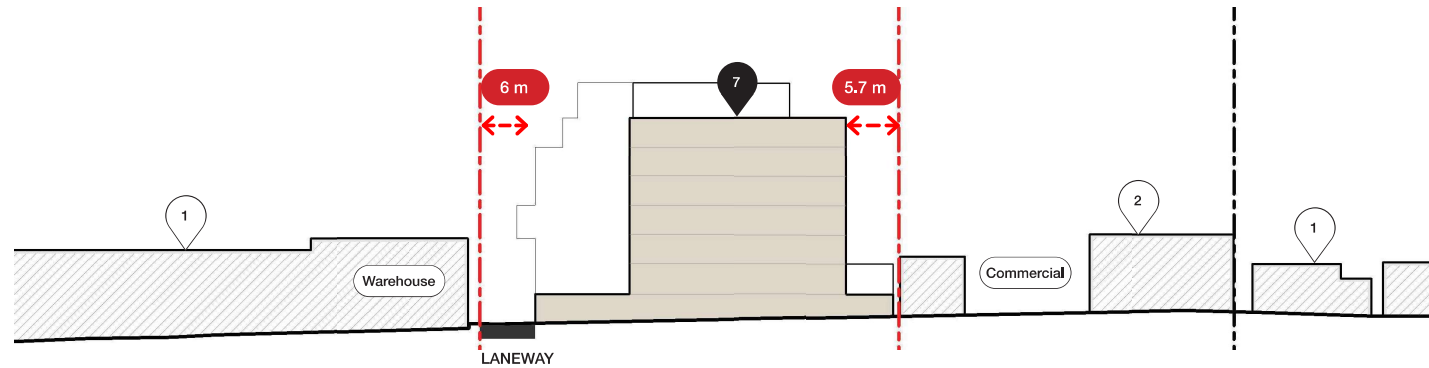
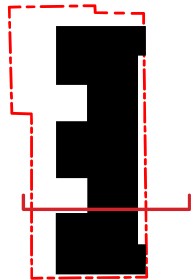


Design Response

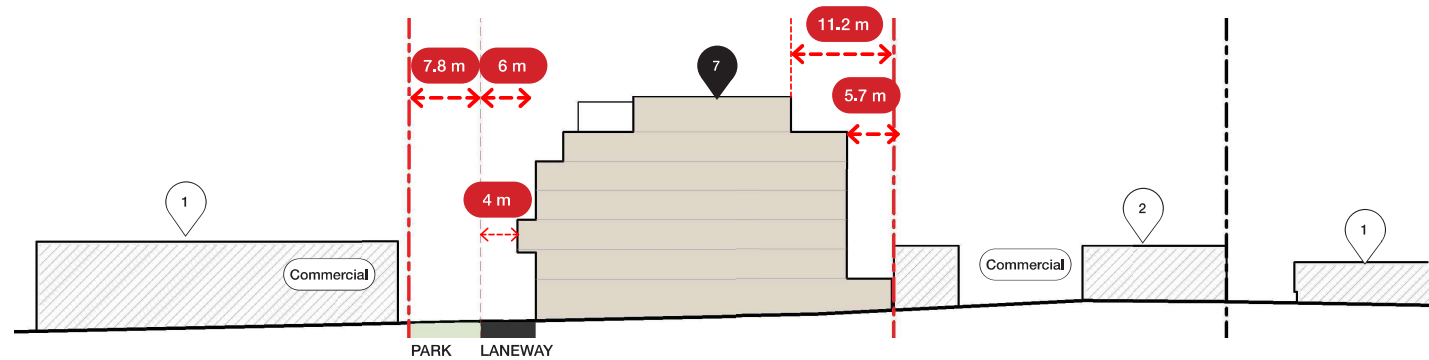
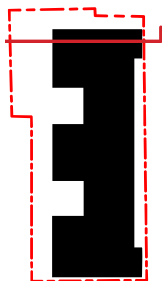
Building Heights & Setbacks

Existing Conditions

1. Section West East A



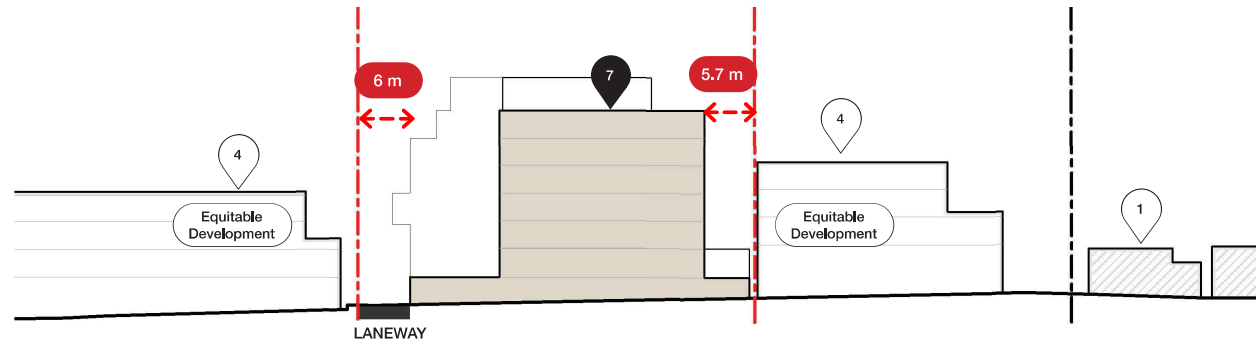
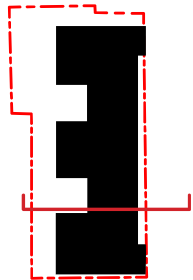
2. Section West East A B



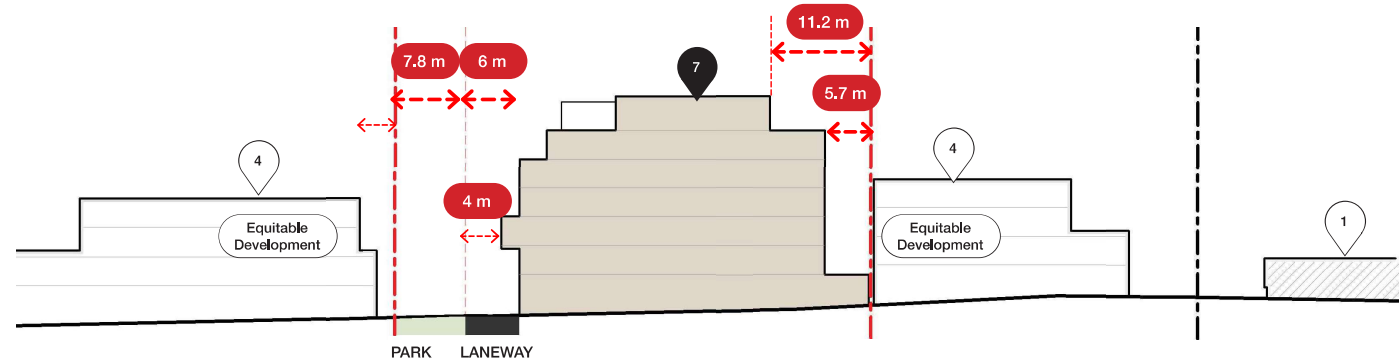
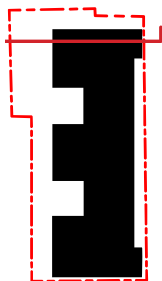
Design Response
Building Heights & Setbacks

Proposed

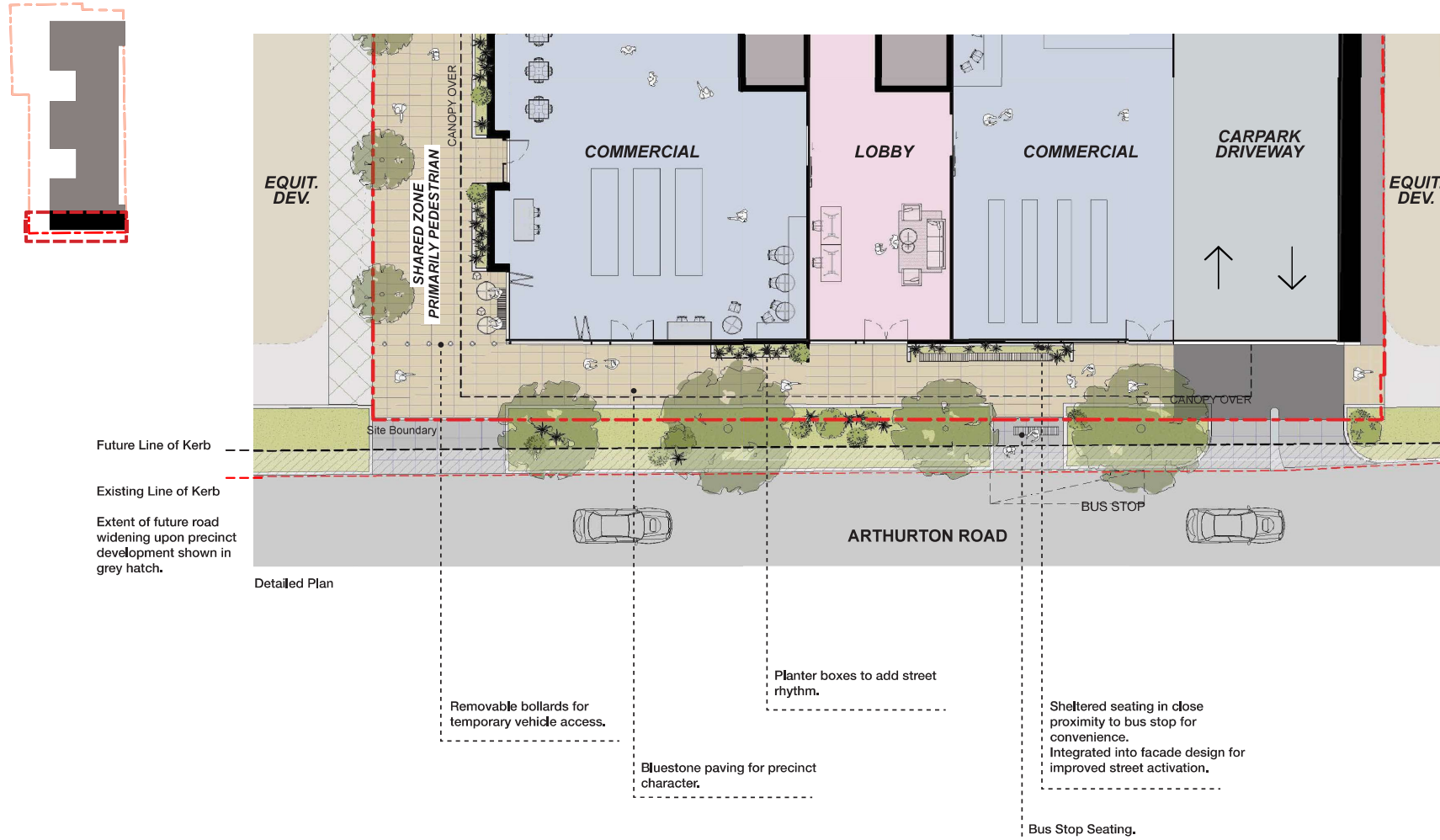
1. Section West East A



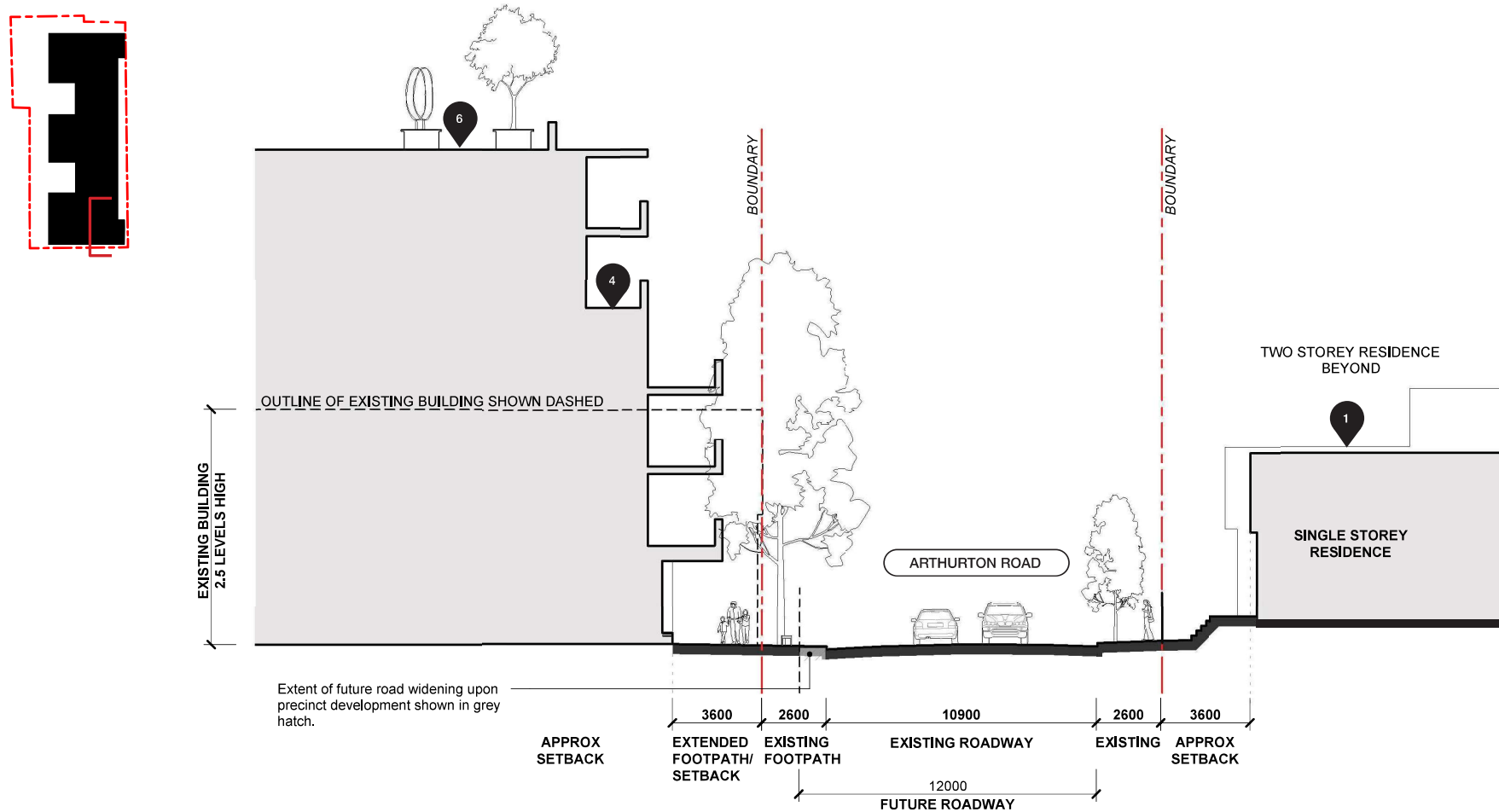
2. Section West East A B



Design Response
Site Interface - South

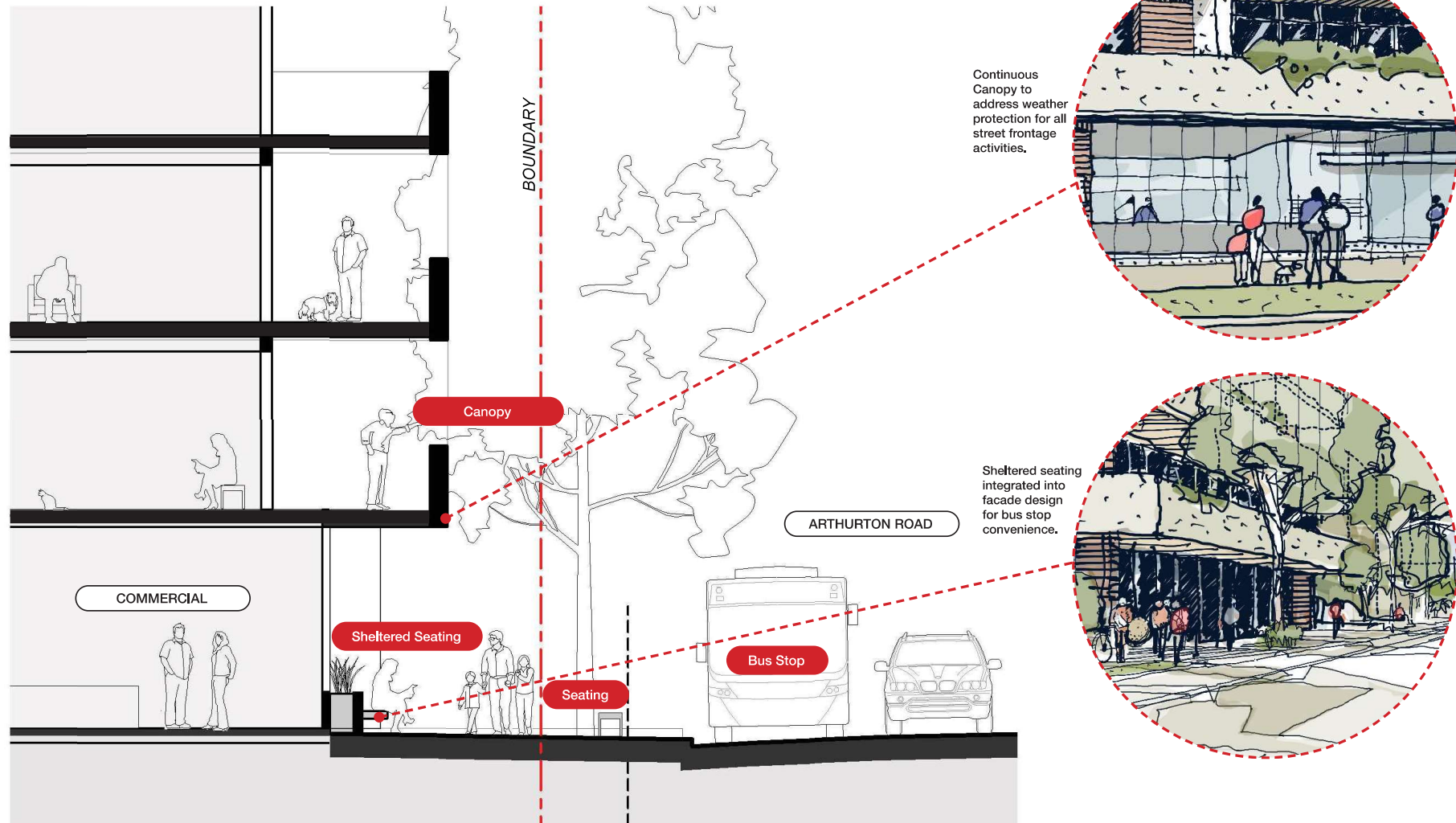


Design Response
Site Interface - South



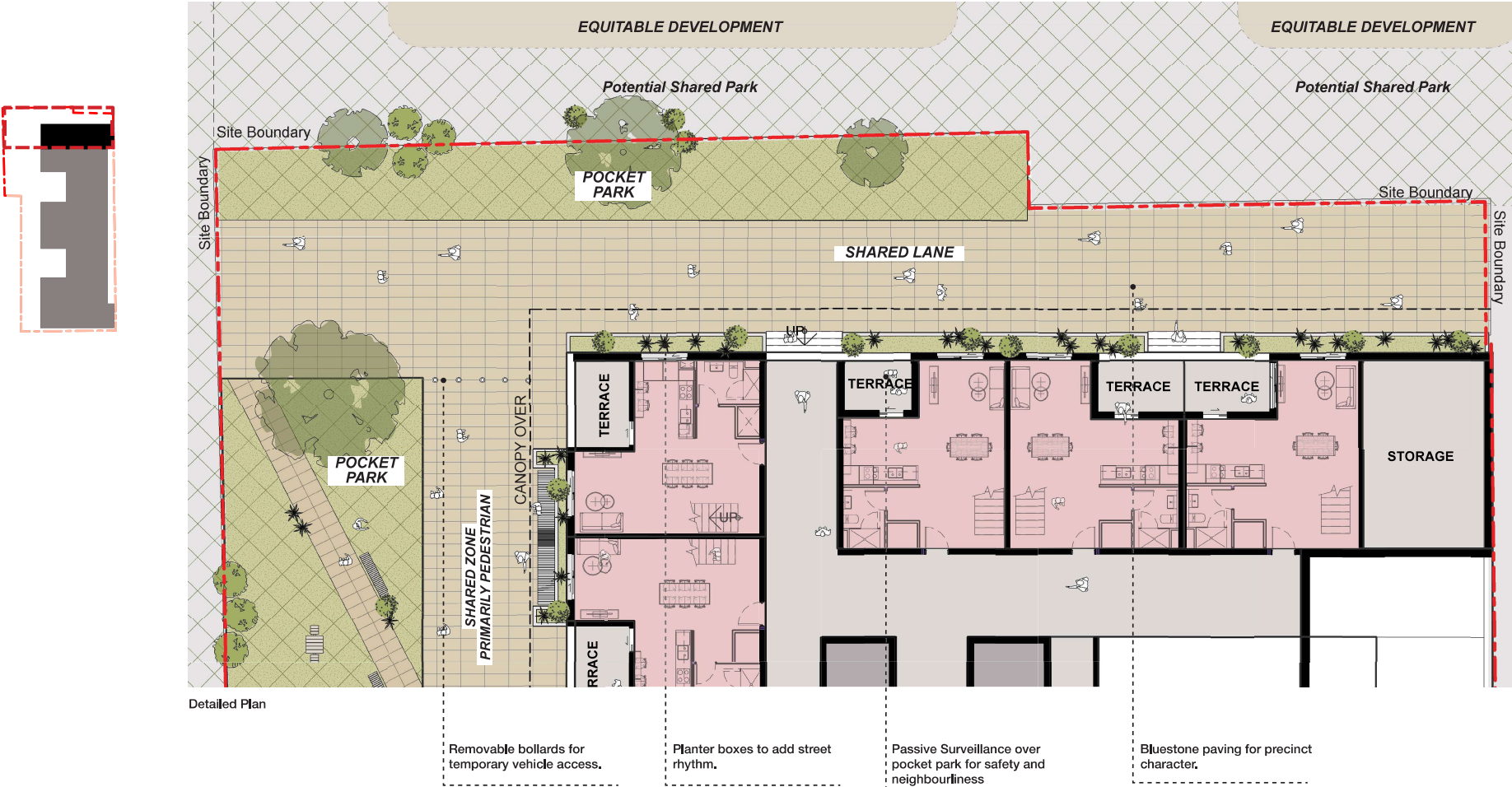
Design Response
Site Interface - South

Street Interface Section

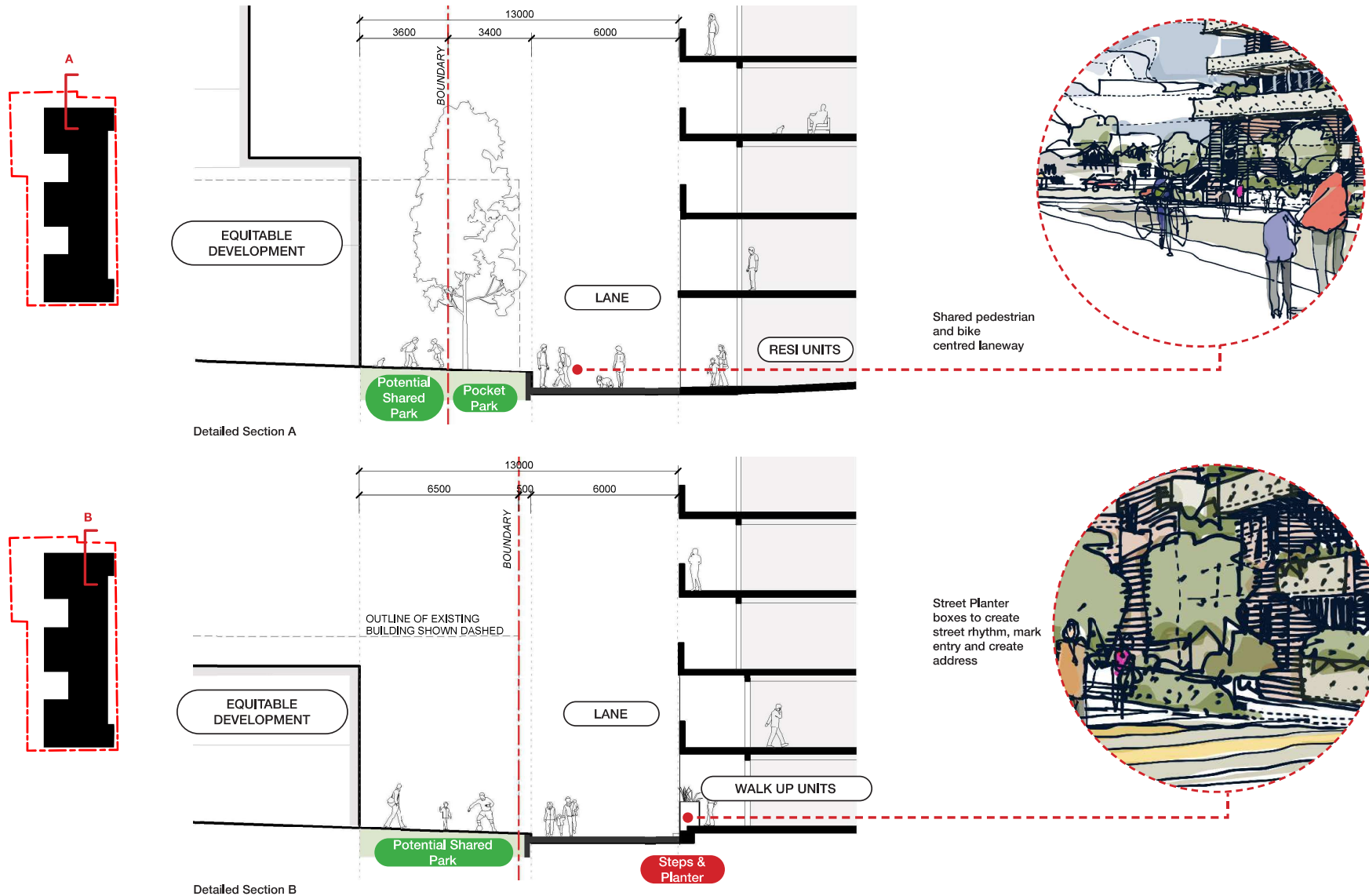


Section Detail

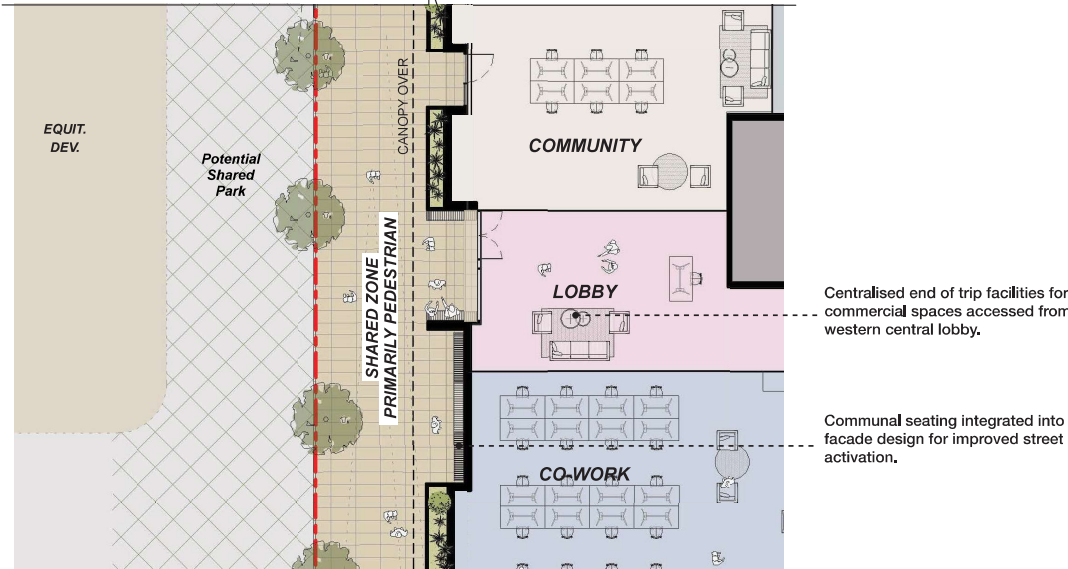
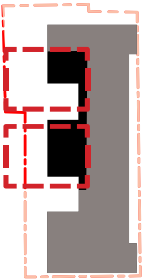
Design Response
Site Interface - North



Design Response
Site Interface - North

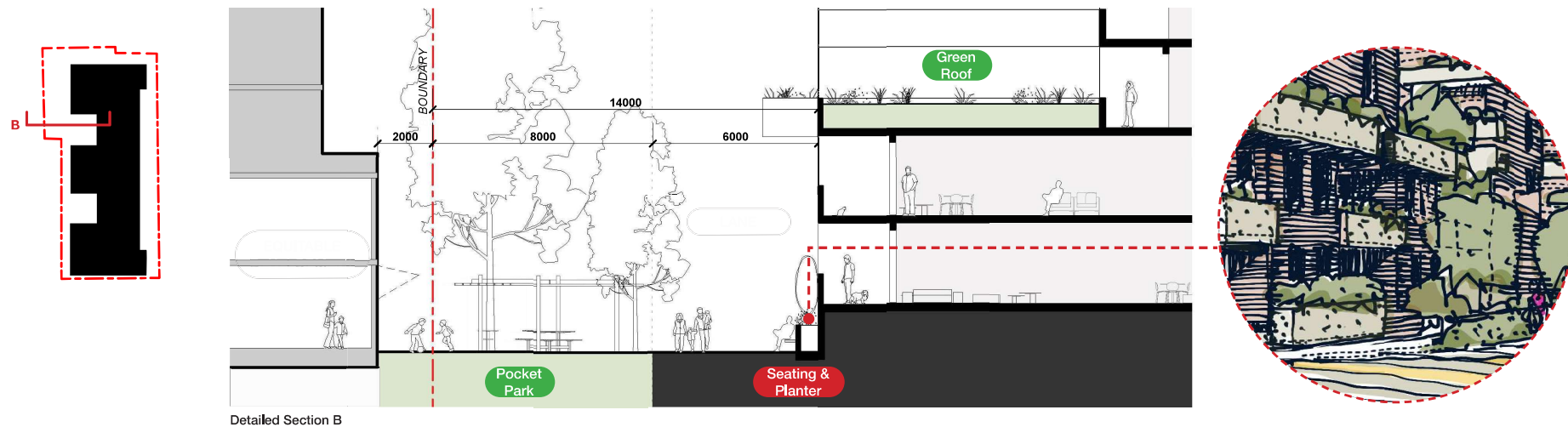
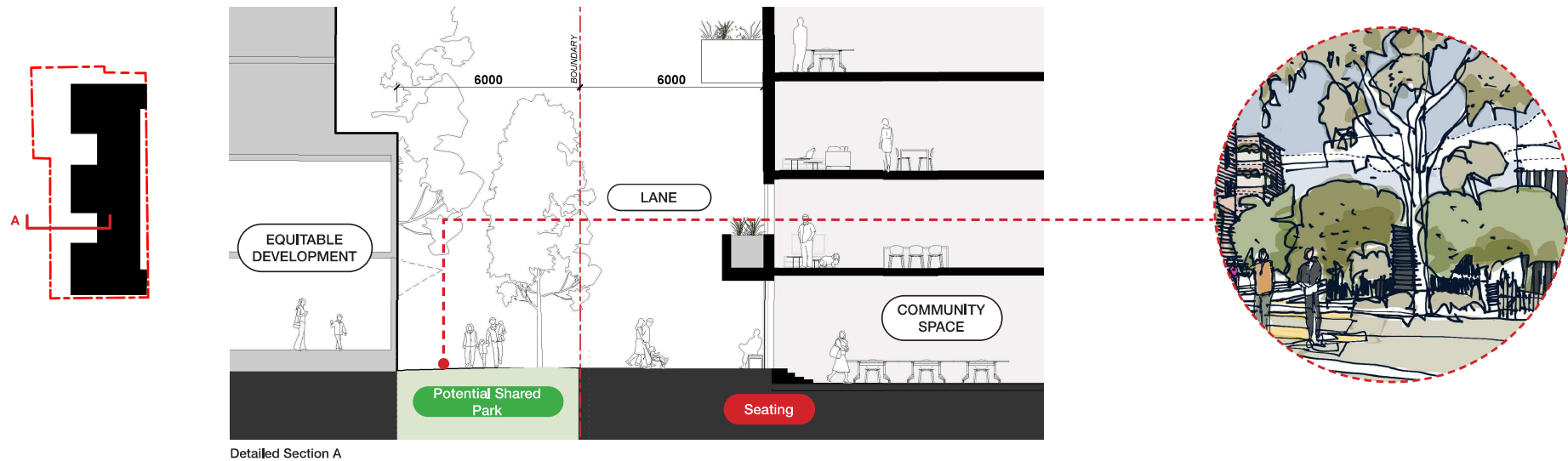


Design Response
Site Interface - West



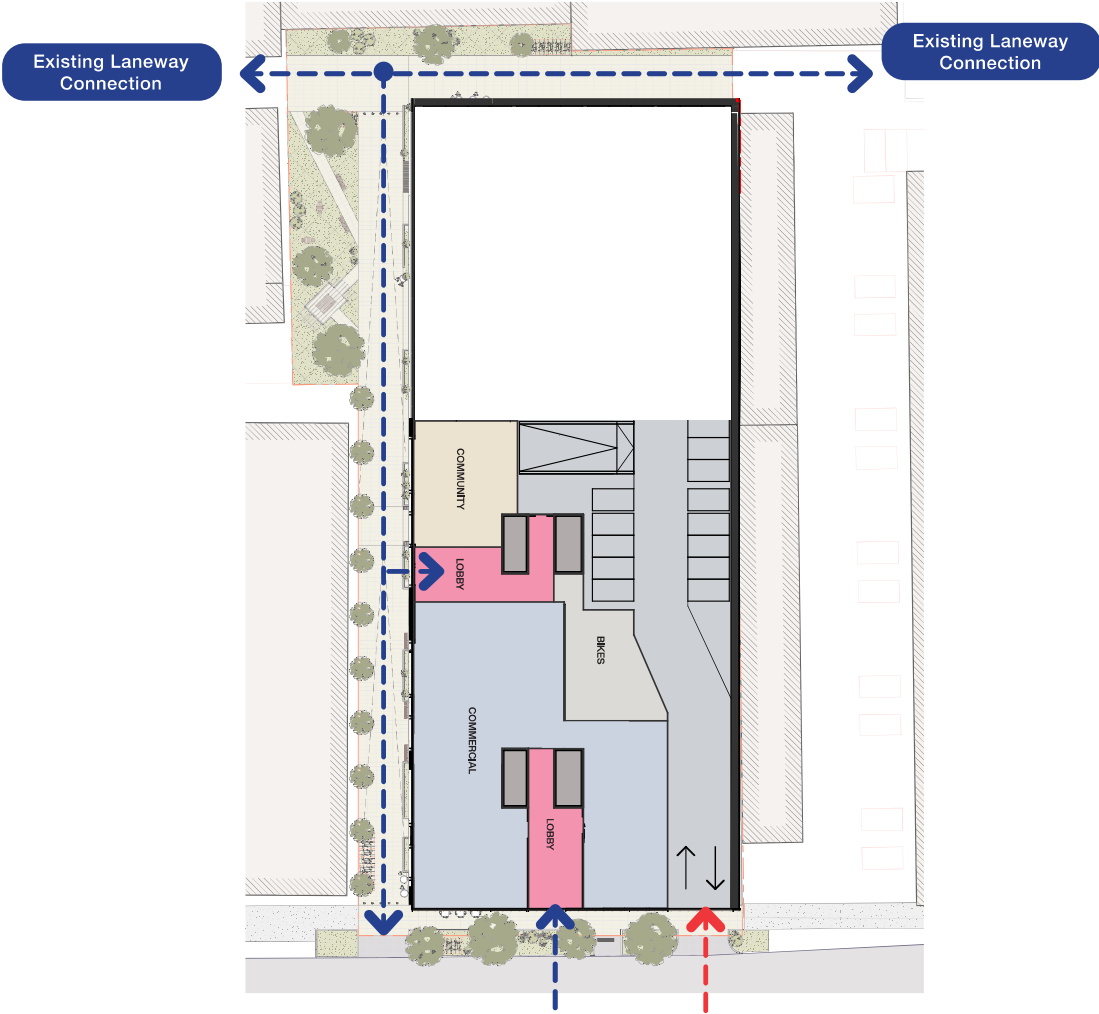
Detailed Plan

Design Response
Site Interface - West



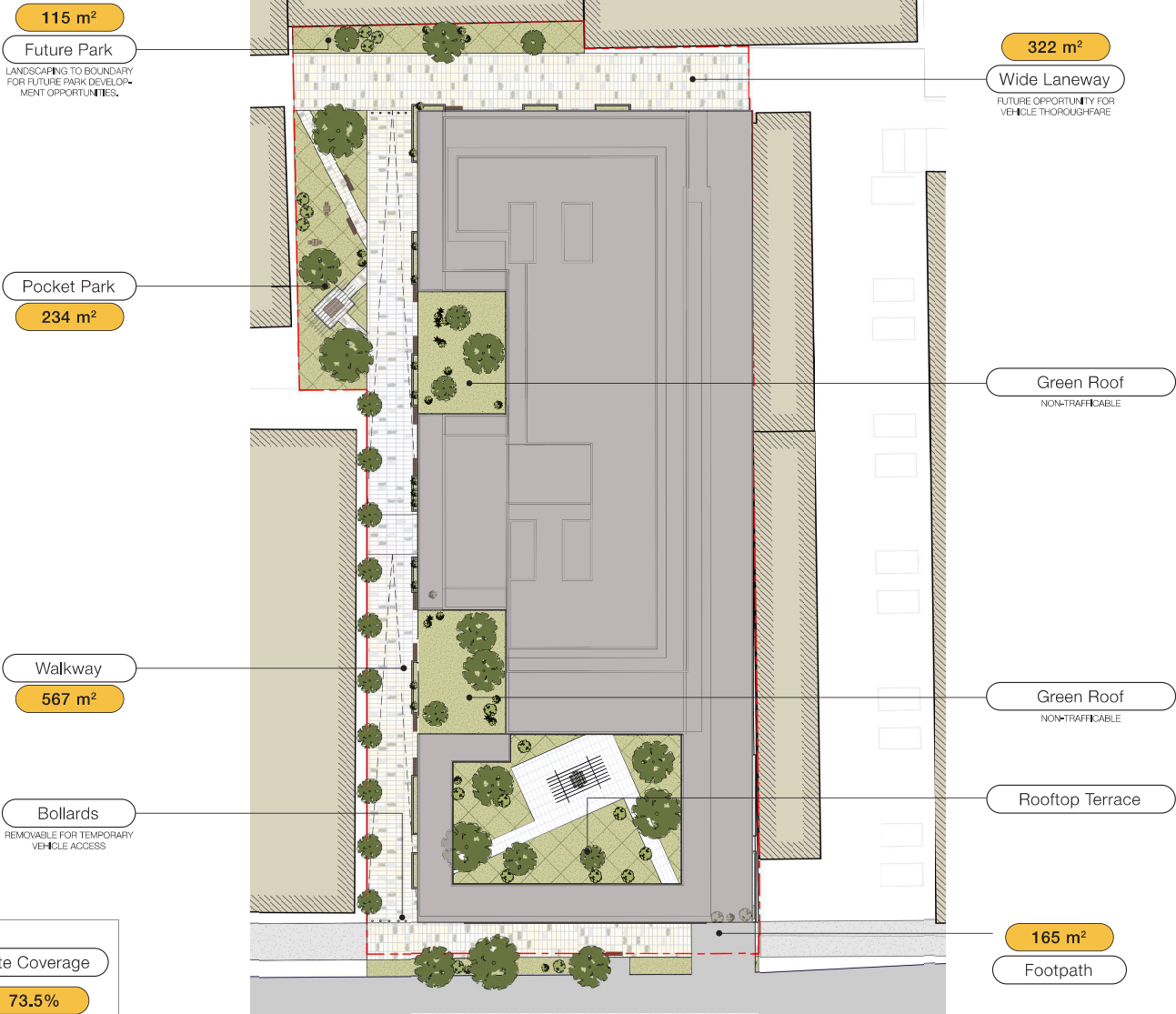
Design Response
Ground Plan

Key	
	Site Boundary
	Pedestrian Link/Access
	Carpark Entry
Features	
	Commercial
	Residential Lobby
	Landscaped Park
	Carpark
	Communal Space
	Paving
	Planting
	Deep Soil Planting



Design Response
Landscape Plan

Key	
	Site Boundary
Features	
	Paving
	Planting
	Deep Soil Planting



Building Footprint	/	Site	=	Site Coverage
3817 m ²		5190.5 m ²		73.5%

Design Response
Public Space - Ground

Key	
<div></div>	Site Boundary
Features	
<div></div>	Paving
<div></div>	Planting
<div></div>	Deep Soil Planting

Building Footprint

3817 m²

/

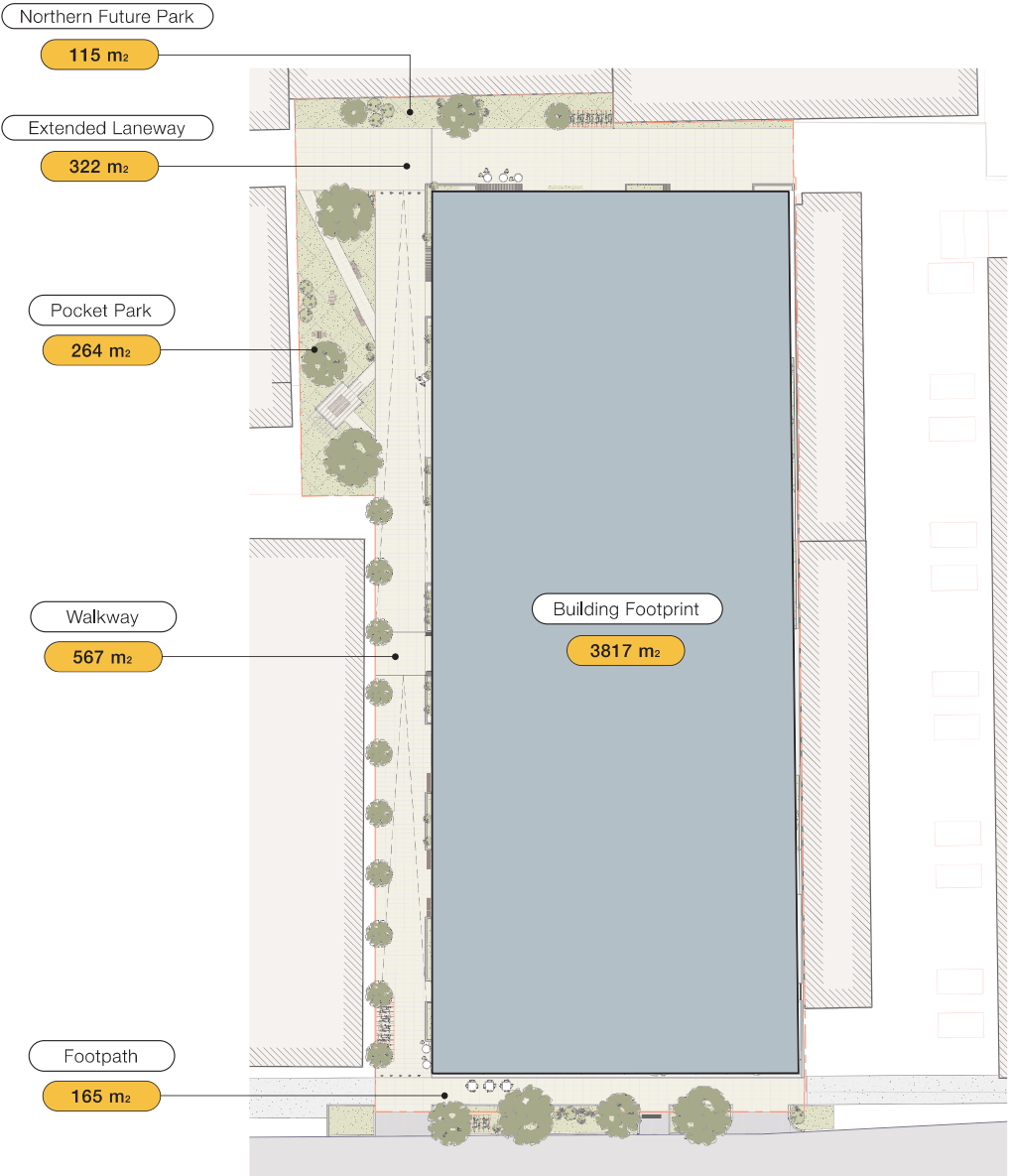
Site

5190.5 m²

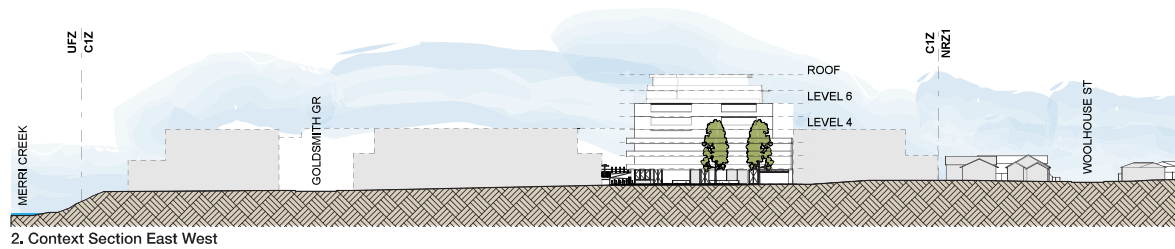
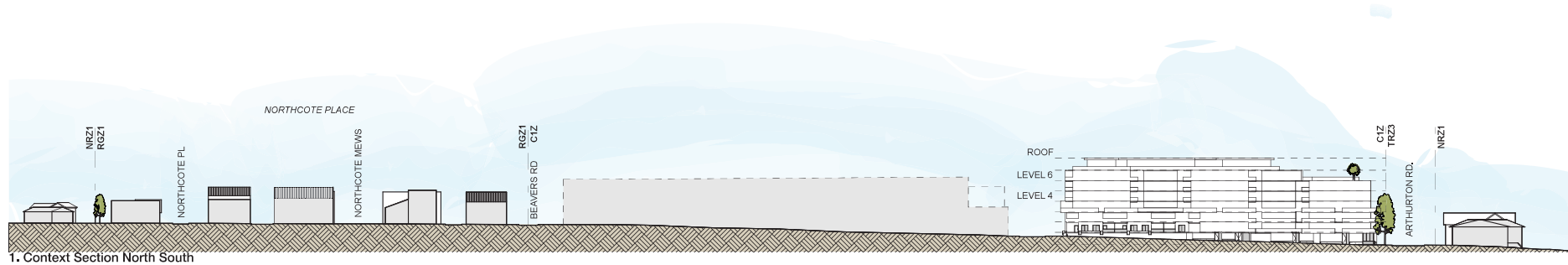
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Site Coverage

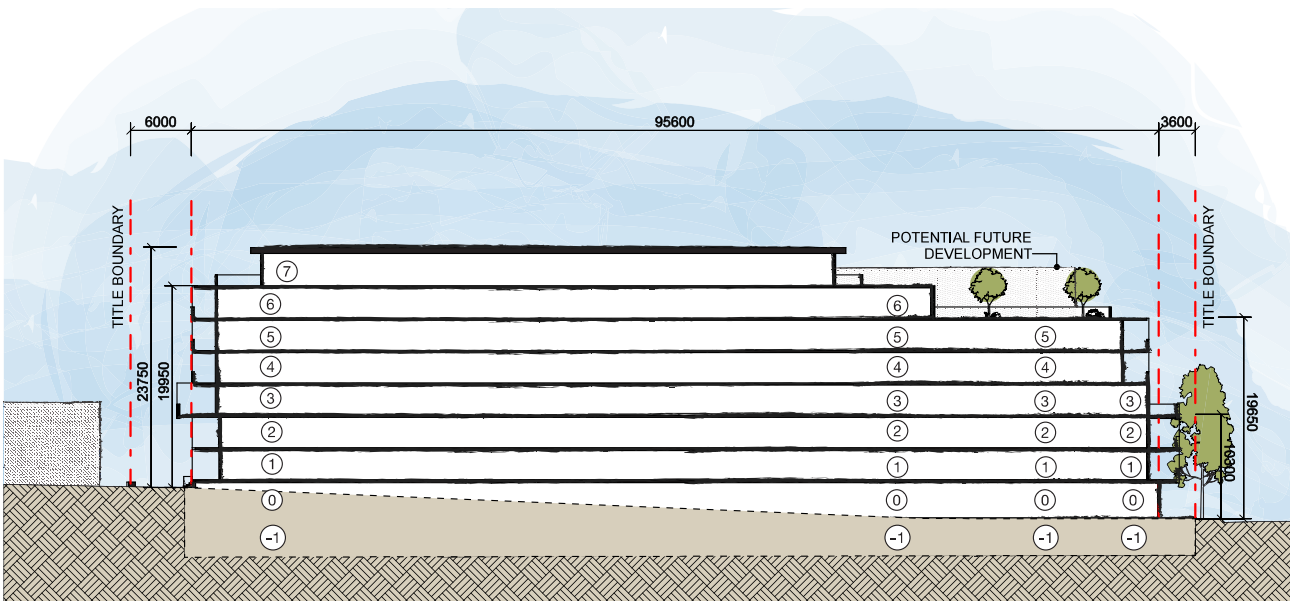
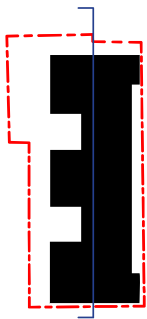
73.5%



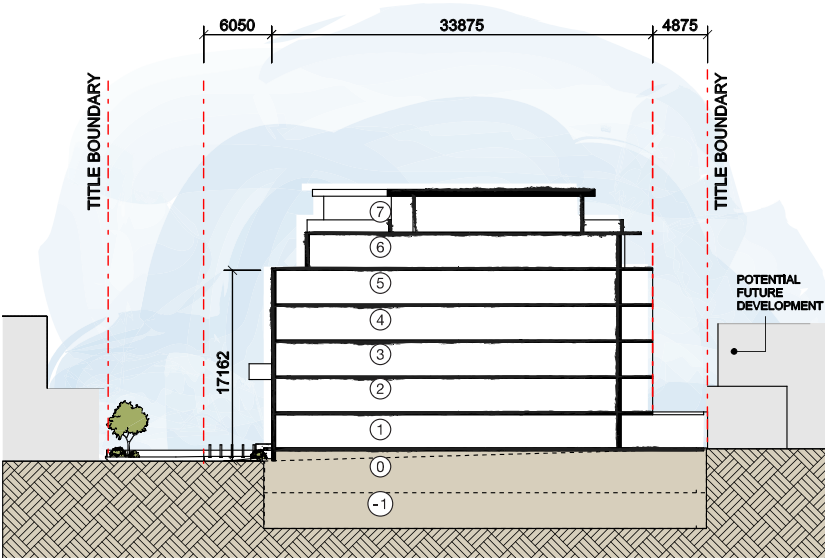
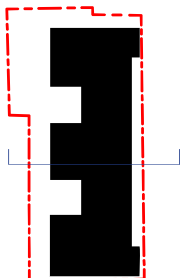
Design Response
Context Sections



Design Response
Sections

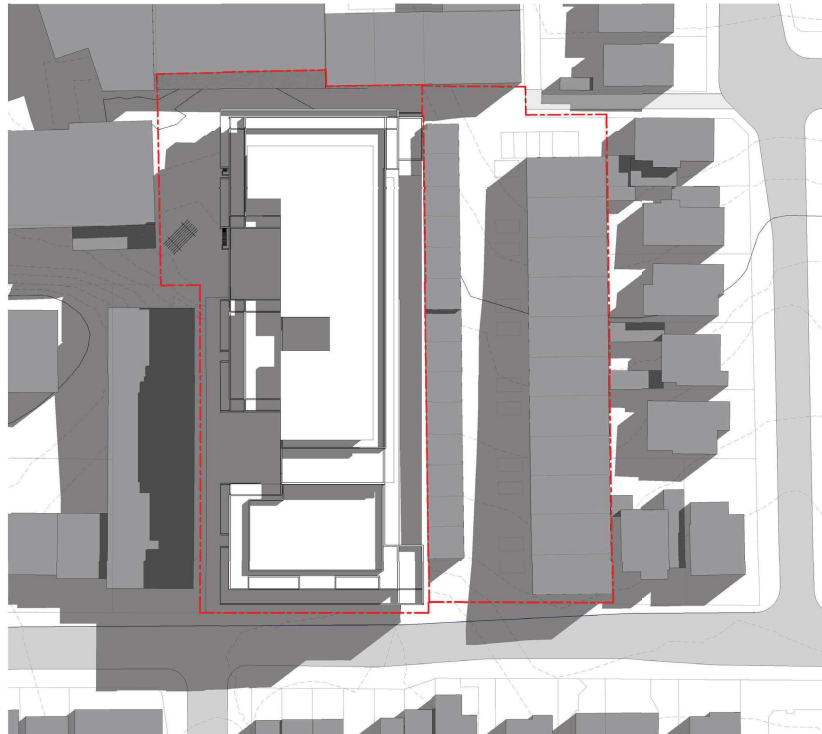


1. Section North South

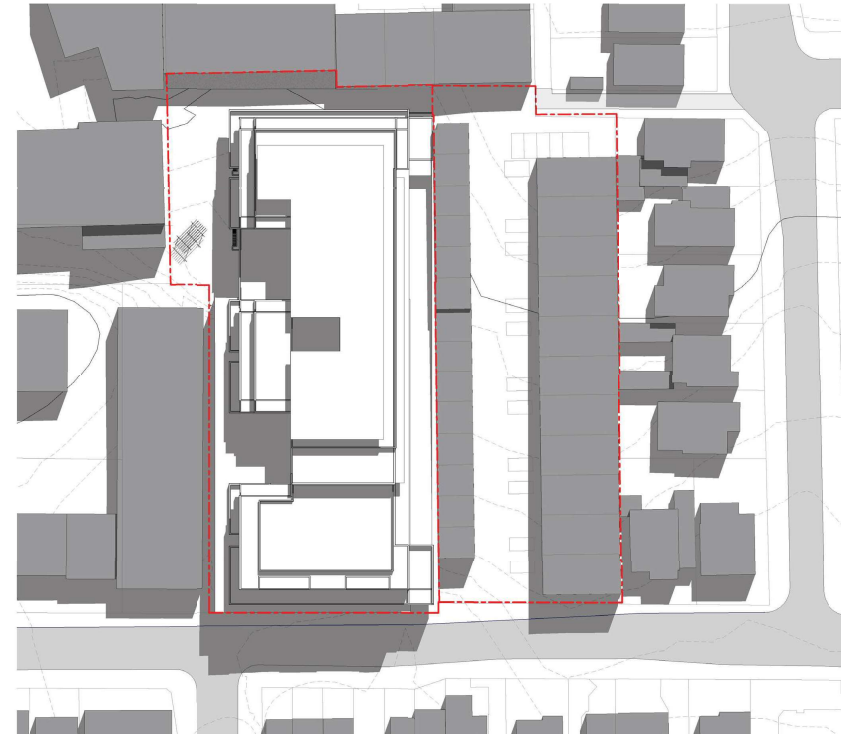


2. Section East West

Design Response
Shadow Diagrams

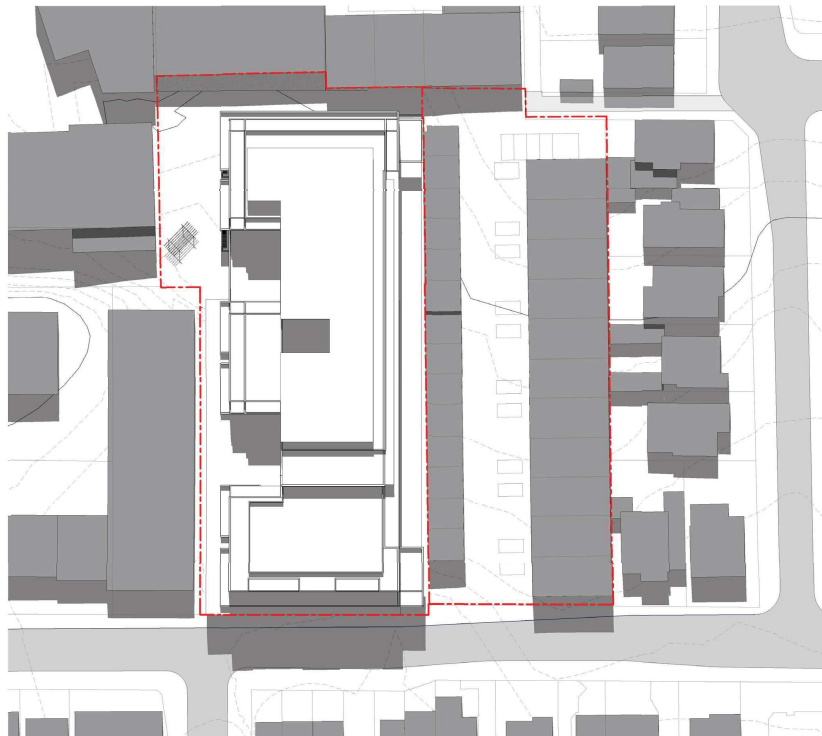


Proposed Shadows
Sep 22 // Time 09:00

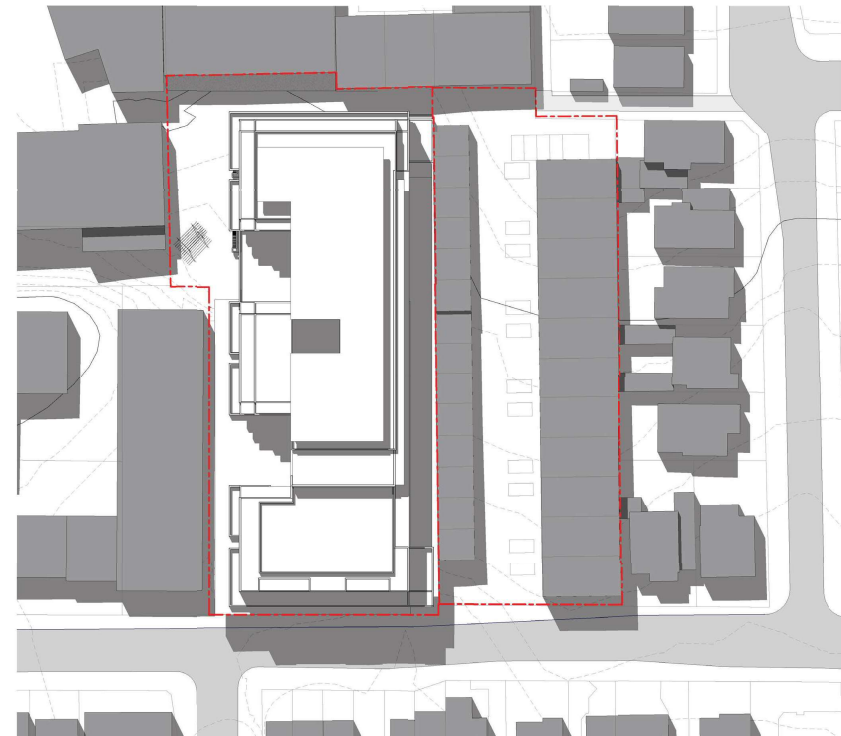


Proposed Shadows
Sep 22 // Time 11:00

Design Response
Shadow Diagrams

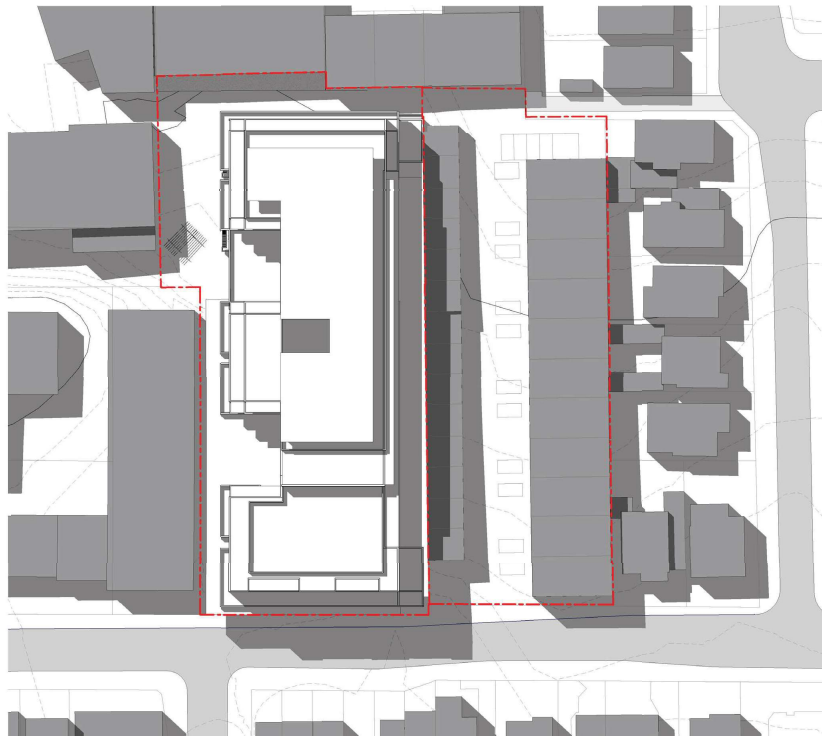


Proposed Shadows
Sep 22 // Time 12:00

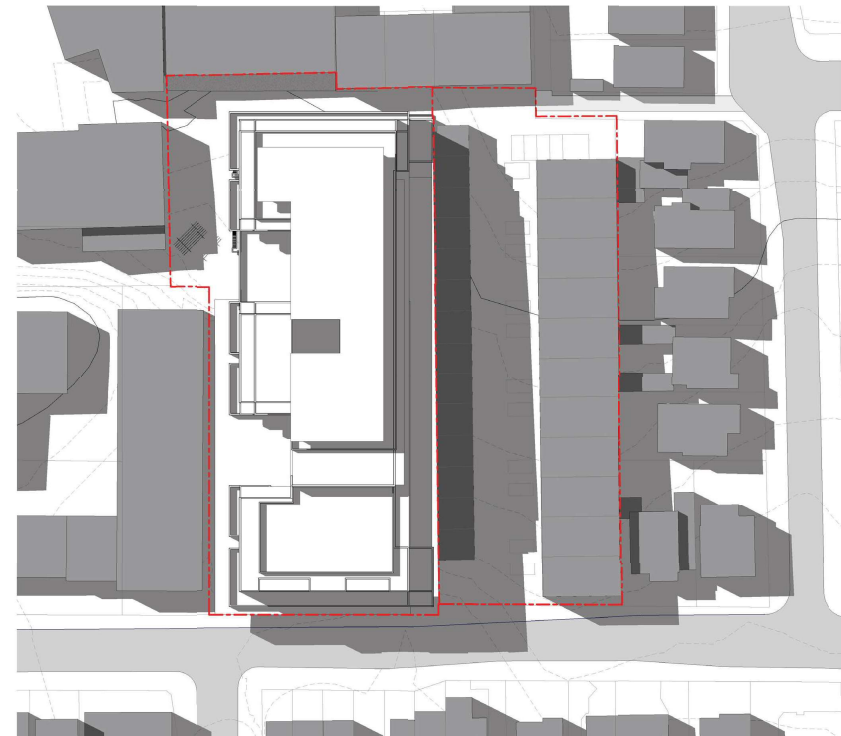


Proposed Shadows
Sep 22 // Time 13:00

Design Response
Shadow Diagrams



Proposed Shadows
Sep 22 // Time 14:00



Proposed Shadows
Sep 22 // Time 15:00

Design Response
ESD Initiatives



Energy Efficiency

- North Orientation for living areas
- Cross Ventilation
- Ceiling fans
- Insulation
- Air Tightness Testing
- High Performance Windows
- Thermal Chimney
- LED Lighting
- Motion Sensors
- CO Monitoring
- PV Systems



Sustainable
Waste
Management

- Recycle Construction waste
- Composting facilities incorporated
- Recycling facilities incorporated



Example:
Nightingale 2.0 Apartments, Fairfield
Six Degrees

Design Response
ESD Initiatives



Water Efficiency
and Management

- Rainwater recycling system
- Water Efficient Fixtures
- Drought Tolerant Plants
- Permeable Surfaces
- Raingardens
- Solar Hot Water



Sustainable
Energy Supply

- Embedded Networks
- Heat Recovery Systems
- Potential Battery Storage
- Kill Switch
- Potential Fossil Fuel-free Power
- Potential External Blinds
- Opportunities for Internal Solar Reflection Roller Blinds



Example:
Nightingale 2.0 Apartments, Fairfield
Six Degrees

Design Response
ESD Initiatives



Materials Selection

- Exposed Finishes
- Low/Zero VOC
- No MDF
- Reclaimed / recycled Materials
- Low Impact Materials
- Carbon Neutral/Offsetting
- Roof Sheet Colour
- Insulated Precast Concrete Panels
- Future Flexibility



Sustainable
Transport

- Bike spaces
- Community Vehicles
- Electric points in car park
- Green Travel Plan



Example:
Nightingale 2.0 Apartments, Fairfield
Six Degrees

Design Response
Homes Victoria Design Principles



Adaptability

Design buildings and spaces to support people of all abilities and the changing needs of households over time.



Active transport

prioritise walking and cycling through convenient and safe streets, paths and end of trip facilities



Liveable Homes

Provide comfortable, energy efficient and durable buildings



Neighbourliness

Protect neighbouring amenity including access to sunlight, privacy and visual amenity



Contextual Development

Locate higher density projects where there is good access to public transport and employment



Sense of Place

Strengthen neighbourhood character by capitalising on positive site features and introducing attractive landscaping



Diversity

Provide diversity through the application of different housing typologies, building design and tenant mix



Familiarity

Adopt a conventional character for streets, spaces and buildings, irrespective of tenure.



Community

Blend with the surrounding neighbourhood, provide direct connections and shared spaces



Safe Streets

Ensure public spaces, streets, paths, and building entries are legible and safe

Design Response

Homes Victoria Design Principles

Diversity

Provide diversity through the application of different housing typologies, building design and tenant mix

- Development provides diversity of one, two and three Bedroom apartments in the approximate proportion of 30:50:20, BADS compliance and a proportion of affordable housing are envisaged

Adaptability

Design buildings and spaces to support people of all abilities and the changing needs of households over time.

- Potential to provide adaptable designs with Living Housing Design Guidelines compliance and a proportion of disabled compliant apartments

Neighbourliness

Protect neighbouring amenity including access to sunlight, privacy and visual amenity

- Building setbacks allow for equitable development of adjoining sites
- Heights minimise overshadowing of neighbouring residential areas
- Sensitive interface to Arthurton Road has a 4 storey street wall to minimise impact to properties to the south

Safe Streets

Ensure public spaces, streets, paths, and building entries are legible and safe

- Residential lobby centrally off street. Clear address for residents and visitors. Partial screening to carpark reducing visual impact to street whilst remaining available to public
- Commercial activities to all ground floor frontages to encourage active uses and employment opportunities.

Contextual Development

Locate higher density projects where there is good access to public transport and employment

- Within 800m of Northcote Railway station and 400m of Nicholson st tram route. Bus route adjacent to subject site on Arthurton Rd.



View from Arthurton Road

Design Response

Homes Victoria Design Principles

Community

Blend with the surrounding neighbourhood, provide direct connections and shared spaces

- Community Pedestrian links and pocket park encourage connection of the site to the surrounding area and encourage cycling and walking.

Liveable Homes

Provide comfortable, energy efficient and durable buildings

A NatHERS development average of 7.5 star and 5 star green star is being aspired to.

Sense of Place

Strengthen neighbourhood character by capitalising on positive site features and introducing attractive landscaping

- Existing industrial land to be rehabilitated and open spaces replanted with native and indigenous species relevant to the Merri Creek area. Opportunities for rooftop gardens and shared spaces with additional landscaped zone.

Familiarity

Adopt a conventional character for streets, spaces and buildings, irrespective of tenure.

- Street alignments, connectivity and cycling and pedestrian routes are key elements.

Active transport

Prioritise walking and cycling through convenient and safe streets, paths and end of trip facilities

- Secure bicycle parking for all residents and commercial users and new paths offer connectivity and open space through the site



View looking South-East from rear

Design Response

Benchmark Precedents



1. Fieldwork Architects - Roseneath St, Clifton Hill.
2. Six Degrees Architects - "Solarino House," Albion Street, Brunswick.
3. Hayball Architects - "CRT+YRD," Brunswick.



Generous vegetation, porous block connections and a use of materiality to reduce visible bulk.



Harmonious use of materials to create an attractive and vibrant streetscape. Generous vegetation benefitting both the residents and the community.

Responsive to development context and maintains active street wall.

Design Response
Benchmark Precedents



4, Six Degrees Architects - Merri, Northcote.
5, Six Degrees Architects - Hawke & King, West Melbourne.

Environmentally sustainable
and attractive dwellings with a
high-level of outdoor amenity.



Communal green spaces
fostering community amongst
residents.

Design Response

Benchmark Precedents



Top levels fade in the sky

1. Lightweight expression to the top levels



2.

1. Clare Cousins Architects - HCA Shield st, North Melbourne
2. Hassell - Otter place, Collingwood
3. Hayball Architects - Assemble Thompson st, Kensington
4. SJB - Pace of Collingwood, Collingwood
5. Six Degrees Architects - Two Eleven Sydney Road, Brunswick



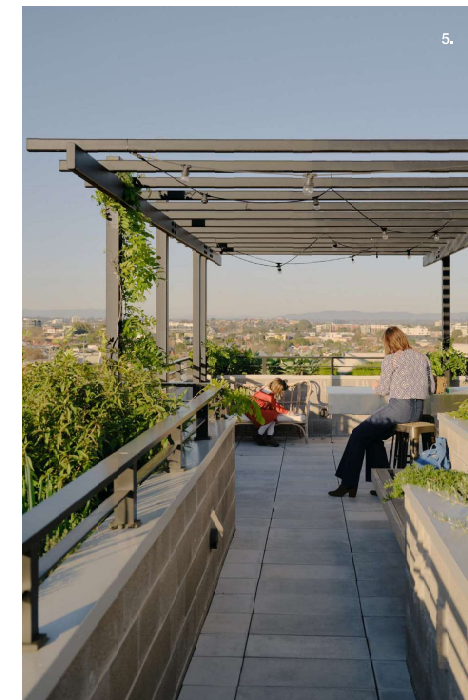
3.

Dark recessive materials to the setback levels



4.

Steel pergolas and greenery

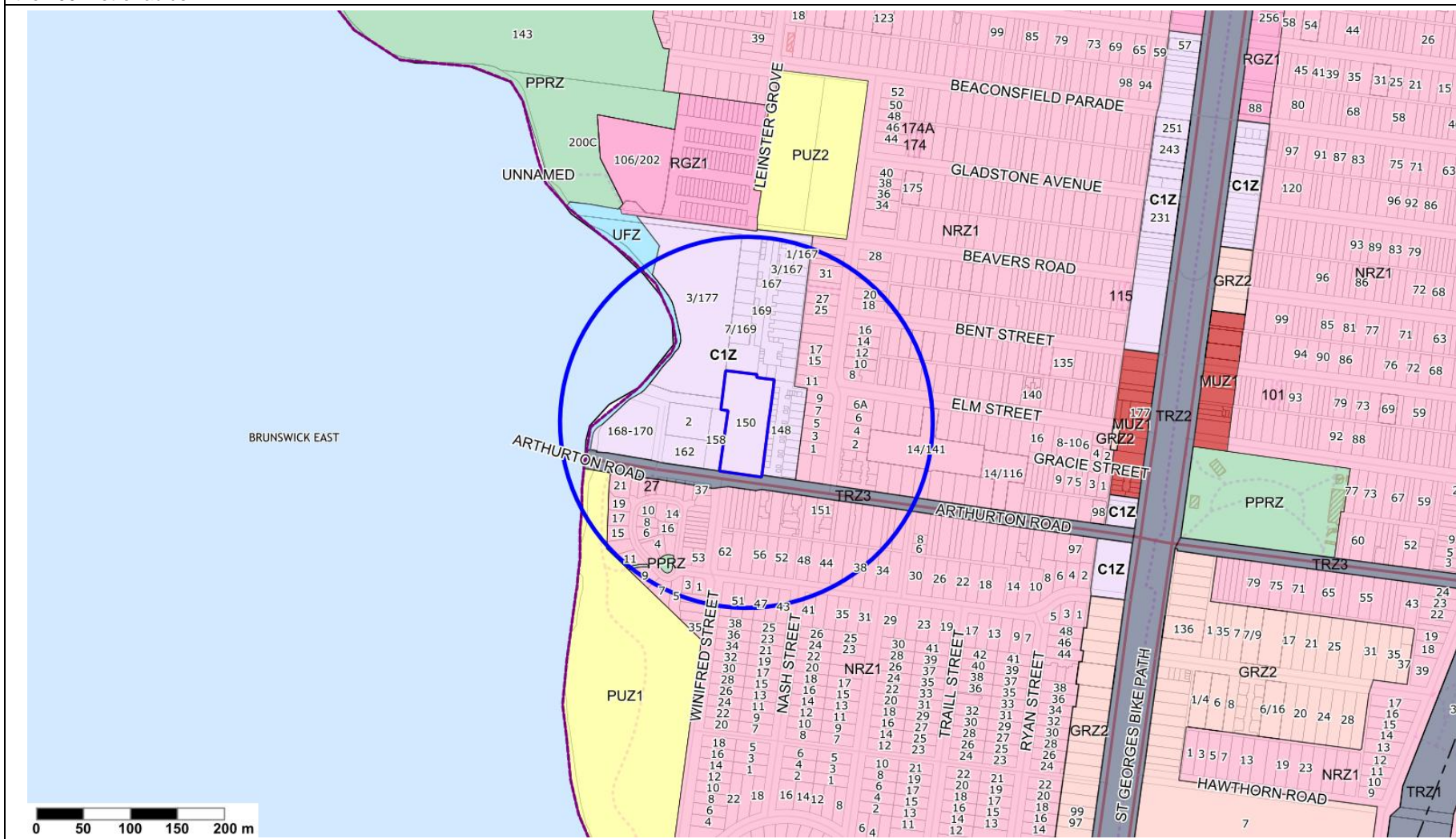


5.

Address: 150 Arthurton Road, Northcote

Application Number: POD/2/2022

Map: Forty-three (43) submissions received: Thirty-five (35) received within 200 metres of the subject site (shown selected in blue) from twenty-nine (29) separate properties. One submission was received from the Darebin Creek Management Committee and seven (7) submissions were received from outside the 200-metre radius.



APPENDIX E – DEVELOPMENT PLAN REQUIREMENTS

Schedule 12 to the Development Plan Overlay specifies a range of requirements, with assessments of each provided below:

1.0 GENERAL

Required Development Plan Provisions and Matters Addressed	Assessment
An existing condition plan showing natural features, topography, orientation, views, existing uses and buildings, open space, existing vehicle and pedestrian/cycle connection, vegetation and landscaping in the nearby area.	Plans have been provided to show natural features of the area, topography, building elevations, open spaces, existing uses and movement networks, as well as the surrounding landscape, as required.
The relationship of the uses and the proposed built form to the existing or proposed use on adjoining land.	<p>The proposed Development Plan addresses the site's relationship to the surrounding land area. The proposed commercial space reinforces the active role of Arthurton Road for business and community uses. The residential uses are consistent with those common through the area and are a suitable large-scale use for the area as they are not associated with, nor do they lead to, detrimental amenity impacts.</p> <p>The Development Plan also considers the surrounding built form, ensuring that the proposed development form provides a suitable response to the street with active frontages.</p>
Details of the proposed land use of each part of the land within the overlay.	Not applicable, as the proposed Development Plan is site specific as is supported
Extent of active frontages at ground level and street frontages.	The proposed Development Plan supports a reasonable degree of active frontages at ground level. The design also facilitates the activation of frontages on adjoining sites, with the delivery of wide pedestrian and cyclist accessways through the site, particularly a north-south spine which will receive reasonable amounts of sunlight.

Design and siting of building that will maximise passive surveillance of public and communal areas and nearby creek environs.	<p>The proposed layout of buildings maximises clear views of the public realm for both pedestrians and surrounding residents, ensuring a high degree of passive surveillance and maximising public safety.</p> <p>However, the proposed development will not provide substantive passive surveillance of the nearby Merri Creek, particularly the Merri Creek Trail, due to the distance of the site from the creek, the existing and growing tree canopy over the area and the limited number of apartments which are not liable to have views blocked by development of closer sites.</p>
A mix of dwelling sizes to provide for a diversity of housing.	<p>The proposed Development Plan includes an appropriate mix of dwelling sizes. It is noted that 3-bedroom apartments play minimal roles in improving dwelling affordability and choice as they are typically unable to be cost-competitive with 3-bedroom townhouses. The Development Plan proposes a cap on the number of 3 bedroom apartments for this reason, at 20%.</p> <p>Additionally, the absence of studio apartments is a positive feature given the commitment to 4% of dwellings being affordable, as this ensures that the dwellings provided under that are, at a minimum, at least fully-equipped, one-bedroom dwellings.</p>
Minimisation of potential conflict (e.g. noise, odours, hours of operation) between a proposed use and or development and existing uses and developments on adjoining and nearby land.	<p>Residential development is not typically associated with substantial noise or odour issues, reflected in the as-of-right nature of the use above ground level. The proposed commercial/retail space will generally also be appropriate and the space will be usable size and frontages for a broad range of valuable retail uses including grocery store, café/restaurant, or medical centre. Any use associated with unreasonable impacts will require a subsequent planning permit application be submitted. As such, the proposed Development Plan is considered to be comfortably located in such a way that it is both minimally impacted by the surrounding commercial area, whilst concurrently having minimal impact on the nearby uses should the proposed development be realised.</p>
Proposed streetscape treatments including landscaping to complement the existing surrounding streetscapes	<p>The proposed Development Plan includes details of streetscape treatments and landscaping. The proposed streetscape treatments are committed to be high-quality durable materials which will enhance the character of the area.</p>

and to satisfaction of the responsible authority.

2.0 SOUTHERN PRECINCT

Required Development Plan Provisions and Matters Addressed	Assessment
Provision of the transition from former industrial uses to mixed uses (preferably 'green businesses' businesses as per <i>Darebin Green Business Attraction Strategy 2012</i>), with residential use to complement predominant commercial uses.	The subject site is no longer utilised as a typical industrial use, incorporating a low-intensity use, being self-storage. The proposed development will increase the intensity of use on the site, supporting the growth of a mix of uses including retail/commercial and residential. The exact nature of the retail/commercial tenancy is not set at this stage (this would be determined through any future planning permit applications lodged in relation to an approved Development Plan), but the increase in area for this collection of uses is consistent with advancing this outcome.
A mix of commercial spaces to provide for a diversity of uses. Land use in the southern precinct should promote mixed-use activities with minimal ground floor residential uses. Residential use should be located on upper level and provides for a range of dwelling types and sizes.	The proposed Development Plan provides for a highly visible commercial space within the development. Whilst there are residential uses at the first floor which, due to site topography, will at the rear of the site be located at the ground level, these areas are in a deep portion of the site which is not the primary commercial area and is therefore acceptable.
Provision of dwellings on the upper levels. For any extent of dwelling use at ground floor level it must be demonstrated that there will be no adverse viability and economic impact on businesses and no potential adverse amenity impacts from residential use on commercial uses.	<p>The proposed Development Plan provides for residential uses at both the ground and upper levels. As noted above, due to the topography of the site, the first floor residential uses need to address the requirement to avoid impacts on the viability of businesses, and also ensure that the amenity impacts from the residential uses on the commercial uses are reasonable.</p> <p>When considering whether the dwellings will have an impact on the viability of the businesses in the area, it is noted that the dwellings will effectively activate the length of the path. The land will continue to be commercially zoned and available for commercial use in retrofitted spaces.</p>

	The proposed ground level development is not expected to adversely impact the surrounding commercial uses as there are limited interfaces, with the residences being located along an entirely new shared path.
The design and siting of any new development on any site not associated with existing industrial use should increase permeability through the site and surrounding area through the provision of a publicly accessible north-south route connecting Arthurton Road to Beavers Road which incorporates a two-way vehicle carriageway, pedestrian and cycle route and landscaping, as appropriate.	The proposed Development Plan will realise a higher degree of site permeability, with new shared paths running north-south and east-west through the subject site. The route is appropriately dedicated to pedestrians and cyclists to support a modal shift to sustainable and active transport modes, and will result in improved pedestrian connectivity within the area.

3.0 BEAVERS/ARTHURTON ROADS DESIGN GUIDELINES

Required Development Plan Provisions and Matters Addressed	Assessment
The built form should gradually rise and should not be more than 8 metres above existing ground level where within 5 metres of an abutting lot boundary of existing residential land that is outside of the DPO area.	Not applicable – The proposed Development Plan's built form is not located within 5 metres of residential land outside the DPO area.
The design of the built form towards any access ways should reflect a fine grain pattern of nearby streets, floors should be distinguishable from each other through	The proposed Development Plan's built form is consistent with achieving a fine-grained pattern of retail and residential development. The Development Plan, if realised, would contribute to improved pedestrian connectivity and scale in this area of Northcote.

punctured facades (e.g. balconies, windows, façade articulation) and be located to provide a comfortable pedestrian scale.	
Details of design measures to maximise passive surveillance and activation of streetscapes and the public realm Provision of environmental sustainable design principles including maximising opportunities for northern orientation and natural lighting, reduction of impervious surfaces and stormwater reduction and management to the satisfaction of the responsible authority.	<p>The proposed design includes clear and legible pedestrian pathways, with apartments located alongside these, which will serve to provide an appropriate level of passive surveillance. A reasonable portion of dwellings will have the opportunity to be north-facing, and the articulation of the form will also support the development to achieve successful levels of cross-ventilation.</p> <p>The development also proposes to reduce the amount of stormwater runoff from the site and increase the usage of stormwater.</p>
Creating a strong sense of place and vibrancy of commercial and mixed uses, accessibility and community safety.	The proposed Development Plan provides for a clearly distinct place which, whilst seeking to meet and substantially exceed the quality-standards of the surrounding buildings, is also clearly distinct from them and will be the vanguard of new development within the precinct. The design serves to maximise accessibility and community safety.
Active frontages at ground level adjoining Arthurton Road, Beavers Road, Goldsmith Grove and any new public carriageway, path or road. Residential frontages should be avoided.	<p>The proposed development has active frontages to Arthurton Road, and new paths would be created internally.</p> <p>The residential interfaces at the rear of the site are not an ideal outcome, but their impact is mitigated by the role they play in ensuring a minimum level of activity along the pedestrian path, an outcome that is difficult to secure with tenancies in these locations which are often either vacant or operating on limited hours.</p>
Development fronting Arthurton Road which: <ul style="list-style-type: none"> Promotes multi-level development with high site coverage to maximise 	The proposed Development Plan provides for multi-level development to Arthurton Road. The proposal does not have high site coverage and the substantial contributions to the public realm will support neighbouring sites to deliver higher levels of site coverage, consequently delivering on the requirements of 'promotion'.

<p>the commercial opportunity and employment generating potential.</p> <ul style="list-style-type: none"> Encourages zero or minimum frontage setbacks from Arthurton Road for new buildings. This may be varied where it can be demonstrated the setback provides for an enhanced public realm and net community benefit (e.g. public footpath widening or provision for a bus stop). Provides for car parking to be adequately concealed from public views, e.g. through siting to the rear of buildings or within a basement. 	<p>The proposed development implements a minimal setback to Arthurton Road, the setback is to be provided to widen the pedestrian environment, which the development would substantially contribute to.</p> <p>The car parking access for the site is located to minimise the portion of public realm which is impacted by cars whilst also largely concealing car parking facilities.</p>
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4.0 MERRI CREEK INTERFACE TREATMENT

Required Development Plan Provisions and Matters Addressed	Assessment
Provision of development setbacks from the Merri Creek environs which respond appropriately to topographical conditions and provision of public thoroughfares in the public and private domain adjacent to the creek, as appropriate.	The subject site is substantially set back from the Merri Creek and provides suitable thoroughfares to access the environs once those sites are developed.
Design and siting of buildings to minimise visual and landscape impacts	The proposed development would have a moderate impact on views to and from Merri Creek, which has been demonstrated in the documents provided by the applicant.

<p>experienced from the Merri Creek environs and adjoining pedestrian paths, including the transition of building heights to reduce height and mass nearby the Merri Creek environs. The built form should gradually rise and should not be more than 8 metres (above existing ground level) or a maximum two storeys within 5 metres where a lot boundary abuts creek or park environs.</p>	<p>These impacts are not atypical for the creek corridor, with highly perceptible development at 240 Beavers Road, and in the Walker Street apartments redeveloped as part of Victoria's Big Housing Build. The degree of visual impact is considered to be reasonable in part because it would be substantially less than the impact of these existing developments, which feature minimal setbacks to the creek when compared to the subject site.</p> <p>Additionally, as noted in Section 1.2. of the main report, it is important to note that the tree canopy along this portion of the Merri Creek corridor is predominantly juvenile, and thus has substantial growth to go before it is fully mature. Once at full maturity, the moderate visual impact of the proposed development to the Merri Creek corridor will be reduced.</p> <p>The proposed heights support a transition from those sites closer to the subject site which are not able to be as intensively developed.</p> <p>The landscape impact of the site is limited with the proposed development supporting a marginal increase in landscaping. The most notable contribution are ground levels of open space which, if and when sites nearer to the Merri Creek are developed, will form part of a landscape path to the creek.</p>
<p>Buildings adjacent and nearby the Merri Creek corridor being constructed of materials and colours that reflect the natural setting of the creek environment and in finished in muted tones.</p>	<p>The proposed Development Plan outlines a building based on durable materials in natural tones, with sympathetic landscaping. Any subsequent planning permit application submitted following the approval of the Development Plan would be required to conform with these materials and colours. Through the planning permit assessment, Council would be able to further refine the materials and colours palette of the development to ensure a sensitive interface with the creek environment.</p>
<p>Appropriate development design and interface treatment to respond to and complement the Merri Creek environs, after consideration of the Merri Creek</p>	<p>The subject site does not have a direct interface to the Merri Creek, being set back approximately 60 metres from the creek. The nearest portion of the facilitated built form would be setback a further approximately 20 metres, or approximately 80 metres from the creek.</p>

Development Guidelines 2004 and other land uses nearby.	
Urban design treatment at the western section of the area to address and protect the gateway approach from the west across Merri Creek into Darebin City.	The subject site is not on a western gateway of the area.
Environment/landscaping – Appropriate landscaping buffer and treatments along Merri Creek to be provided. Consideration of the provision of appropriate linkages between new developments and areas of existing open space.	Whilst the subject site is not located directly adjacent to the Merri Creek, it does provide for the first stage of a link to the creek which is to be made of durable materials, with landscaping.
Vegetation protection and enhancement (if relevant), and proposed landscaping.	The proposed Development Plan is not suited to addressing vegetation protection and enhancement as there is none to protect or enhance on the subject site. However, it does propose substantial increases to landscaping on the site. Future planning permit applications would include requirements relating to landscaping and canopy tree provision if appropriate on the subject site. These assessments would also consider any vegetation immediately abutting the site in the footpath (e.g. existing and/or proposed Council street trees).
Minimisation of light spill into the Merri Creek valley.	The proposed Development Plan is for a site which is a reasonable distance from the Merri Creek valley. The built form has been setback substantially from the western boundary closest to the creek, and articulation of the building means that rather than a continuous facade, many dwellings will have light spill oriented north-south and away from the western creek interface. Consequently, the development is not expected to have a substantial impact on the creek.

5.0 AN INTEGRATED TRANSPORT AND TRAFFIC MANAGEMENT PLAN

Required Development Plan Provisions and Matters Addressed	Assessment
An existing condition assessment.	The Integrated Transport and Traffic Management Plan includes an assessment of existing conditions. This has been reviewed by Council's Transport Engineers and the Department of Transport and is supported.
Internal road layout, car parking location, the expected traffic generation and management, bicycle and pedestrian movement and their connections to the external movement network including public transport to meet any relevant road standards.	The plan includes details of the road layout, car parking location, traffic generation estimates, bicycle and pedestrian movement, and connection to the external movement network.
Works necessary to existing and proposed intersections to accommodate traffic increases and safe pedestrian movement.	The plan includes details of potential works to accommodate traffic increases as well as wide footpaths to facilitate the anticipated increases in pedestrian traffic.
Proposed traffic management and control works on site and on adjoining roads.	The plan includes details of traffic management and control works on site.

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 - report for Planning Committee (**Appendix A**) [↓](#) 

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.

PLANNING COMMITTEE MEETING

14 July 2025

TABLE 1: SUMMARY OF DECISIONS UPHELD BY FINANCIAL YEAR TO DATE – JUNE 2025

	Number of VCAT Decisions	Percentage of decisions upheld (as reported to LGPRF*)
Council decisions	6	66% - 4/6
Delegate decisions	18	72% - 13/18
All decisions	24	70% - 17/24

These 24 VCAT decisions represent 4.5% of eligible applications to 30 May (537 applications received). The 7 decisions overturned by VCAT represent only 1.3% of all applications. To state this another way, Council issued 95.5% of all applications, and **98.7%** of applications were determined in accordance with Council's decision/preference.

There have been six (6) decisions since the previous report to Council on 12 May 2025.

Comment on performance and trends.

Council has received twenty-four (24) Tribunal decisions so far this financial year, with 70% of Tribunal outcomes in Council's favour. Around half of these decisions were resolved through mediation, demonstrating success in resolving disputes involving Council, applicants and neighbours. These results compare with the 33 decisions, with 70% of those decisions upheld achieved the previous financial year.

The number of Tribunal matters reported this financial year reflects a continuing decline in appeal matters since the onset of the pandemic. Recent legislative reforms—including the introduction of revised Clause 55 provisions with “deemed to comply” standards and reduced third-party appeal rights—are expected to continue this downward trend in appeals into the future.

In terms of appeal types, section 77 (Refusal) and Section 82 (Objector) appeals make up the majority of applications to the Tribunal. The majority of these appeals relate to medium density housing developments of two or more dwellings within the General Residential Zone.

Issues commonly raised by residents in Section 82 (Objector) appeals are neighbourhood character, off-site amenity impacts, provision of car parking, traffic and on street car parking issues.

Issues commonly raised by Council in Section 77 (Refusal) appeals relate to context, built form, neighbourhood character and the on-site amenity provided to the future occupants of medium density housing and apartment developments.

In addition to the above trends, the number of amendment applications (S87A) lodged directly with the Tribunal has increased in recent years. This is associated with larger development types such as multi-storey developments. S87A applications are attractive to planning permit applicants, as they can reduce overall decision timeframes particularly where objectors are actively involved in the process.

Council's performance at the Tribunal is comparable with that of similar municipalities across metropolitan Melbourne.



PLANNING COMMITTEE MEETING

14 July 2025

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), including all mediated outcomes.

**Withdrawn appeals and some less common VCAT application types are not reported to LGPRF (e.g. applications to the Tribunal to amend or cancel a permit and declaration proceedings). This financial year to date, there have been four (4) VCAT decision that are not reportable to LGPRF. Two were appeals that were withdrawn by the permit applicant and two were amendment applications lodged directly with the Tribunal.*

PLANNING COMMITTEE MEETING

14 July 2025

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/548/2023 P860/2024	1/21-23 Anderson Rd THORNBURY South West	Use of the premises for the purpose of industry (furniture manufacture) and a car parking reduction.	Support (NOD)	Delegate	S82	Hearing	Varied	Yes
Discussion In appeal P860/2024, the Tribunal agreed with the Responsible Authority's decision and directed a varied permit issue. The Tribunal agreed that the proposal was an acceptable outcome focused towards facilitating a mixed-use economy, business start-ups and promoting local employment opportunities. In addition, the Tribunal accepted that off-site amenity impacts were within reasonable limits and could be mitigated via appropriate conditions as delineated by the Environmental Protection Authority (EPA) and that an appropriate level of car parking was available relative to the intensity of use. The decision was varied to ensure greater certainty in relation to deliveries and ensure waste arrangements were consistent with waste management arrangements as approved for the wider warehouse complex.								
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?

PLANNING COMMITTEE MEETING

14 July 2025

D/114/2016/A P487/2024	61 High Street NORTHCOTE South	Amendment to existing approval to allow a late night liquor licence and an increase to patron numbers and operating hours.	Support (NOD)	Council	S82	Hearing	Set Aside	No
<p>Discussion</p> <p>In appeal P487/2024, the Tribunal did not agree that the proposal would result in an acceptable planning outcome and set aside the decision of the Responsible Authority. The Tribunal noted that late night use is directed by policy toward major activity centres, rather than a neighbourhood centre such as the Westgarth Village. Further it was noted that the use would adversely impact the level of amenity expected for a lower-level activity centre, particularly as it could not be clearly demonstrated that the amenity impacts could be minimised to avoid the land use conflicts.</p>								
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/146/2023 P853/2024	30 Simpson Street NORTHCOTE South	Alteration and first floor addition to a single dwelling on a lot less than 300sqm.	Support (NOD)	Delegate	S82	Hearing	Varied	Yes

PLANNING COMMITTEE MEETING

14 July 2025

Discussion In appeal P853/2024, the Tribunal agreed with the decision of the Responsible Authority and directed a varied permit be issued. The Tribunal agreed that compliance with the standards of Clause 54 had been achieved by the proposal and that off-site amenity impacts were within reasonable limits. The decision was varied to ensure greater certainty as related to first floor setback compliance and materiality and colours.								
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/474/2020/A P36/2025	25 Separation Street NORTHCOTE South Central	Amendment to the permit which allowed use of the land for accommodation and a place of assembly; the sale of liquor; buildings and works and a reduction in car parking.	Support	Council	S87A	CC	Allowed	Yes
Discussion In appeal P36/2025 a mediated outcome was achieved between the Responsible Authority, permit applicant and respondent parties. The amendment will result in an increase in retail floor space, alterations to vehicle circulation and increased access points for cyclists, a reconfiguration of dwellings to provide more studio and three bedroom dwellings, a reconfiguration of and increase to the total area of communal space; altered tower separation and a variation of bicycle parking requirements. Additional conditions were also included within the permit in line with the permit applicant's commitment to increase the ESD performance of the development and provide improvements to the Separation Street public realm.								

PLANNING COMMITTEE MEETING

14 July 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/340/2024 P1255/2024	9 Cornwall Street NORTHCOTE South	Construction of vehicle accessway, car space and electric charge station within the front setback a Heritage Overlay	Refuse	Delegate	S77	Hearing	Set Aside	No
Discussion In appeal P1255/2024, the Tribunal did not agree that the proposed crossover and car space within the front setback constitute a dominant feature within the frontage, and impact upon the significance of the heritage place. The Tribunal found the proposal would have a negligible impact on the frontage, would not obscure views to the dwelling and overall was consistent with the character of the northern end of Cornwall Street. It is notable that the proposal was amended just prior to the hearing to locate the accessway and car space hard up along the northern boundary of the site rather than directly in front of the dwelling and entrance as originally proposed.								
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/541/2023 P174/2025	32 Gilbank Street RESERVOIR West	Construction of two dwellings	Support (NOD)	Delegate	S82	CC	Varied	Yes

PLANNING COMMITTEE MEETING

14 July 2025

Discussion In appeal P174/2025, the decision of the Responsible Authority was upheld and varied in accordance with the mediated outcome as achieved at the Compulsory Conference. To address objector concerns, the permit applicant agreed to set back the upper level further from the neighbouring property, provide landscaping along the boundary at the secluded private open space interface, and apply a rendered finish to the boundary wall.								
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?
CON/79/2025 P368/2025	246-248 Darebin Road & 295 Gillies Street FAIRFIELD South East	Endorse plans in accordance with the conditions of permit	n/a	n/a	S149(1)(a)	n/a	Withdrawn	Yes
Discussion In appeal P368/2025, the applicant withdrew their application following the resolution of issues related to tree removal.								
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?

PLANNING COMMITTEE MEETING

14 July 2025

D/377/2024 P238/2025	14 Hopetoun Avenue RESERVOIR West	Construction of one additional dwelling on a lot	Support (NOD)	Council	S82	CC	Varied	Yes
<p>Discussion</p> <p>In appeal P238/2025, the decision of the Responsible Authority was upheld and varied in accordance with the mediated outcome achieved at the Compulsory Conference. To address objector concerns, the permit applicant agreed to reduce the height of the wall on the boundary, use a lighter material colour at the first-floor level and add an additional notation to the plans regarding the level of transparency of the obscure glazing.</p>								

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.****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*

PLANNING COMMITTEE MEETING

14 July 2025

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 (MC) – 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 (SC) – 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

Nil.

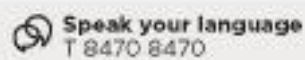
8. CLOSE OF MEETING

CITY OF DAREBIN

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If you are deaf, or have
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